

Leyton

Mills

**Supplementary Planning
Document**

July 2024



A Vision for a new neighbourhood

This SPD sets out a vision and planning guidance for the delivery of the new Leyton Mills neighbourhood.

Made up of three key development sites, the Leyton Mills neighbourhood represents a significant opportunity to guide planned, inclusive growth in the borough for the benefit of local people.

This SPD will ensure that the sites are developed in a joined up way to achieve enhanced and new green and blue spaces that reduce flood risk and respond to the Climate Emergency, improved transport, connectivity and air quality, new jobs and cultural destinations and bring forward high quality sustainable and affordable homes.



The aims of this SPD are to:

- Protect the ecology of existing spaces such as Hackney Marshes and the Old River Lea and introduce generous new green spaces that improve biodiversity and reduce flood risk;
- Deliver new publicly accessible green open spaces including playable landscapes and new Sustainable Drainage Systems (SuDS), including de-culverting the Dagenham Brook and potentially the Fillebrook River;
- Achieve a new, integrated, inclusive, mixed-use 15 Minute Neighbourhood that complements and supports the existing businesses along High Road Leyton;
- Safeguard land for the delivery of a new rail station at Ruckholt Road;
- Retain and bring forward a more efficient bus depot at Temple Mills that supports an electrified bus fleet;
- Improve cycle and pedestrian connections to High Road Leyton, Eton Manor and the Queen Elizabeth Olympic Park and Lee Valley Regional Park. A key part of this will be the building of a new green bridge linking the Leyton Mills Retail Park and Eton Manor;
- Deliver approximately 5,400 new homes, including affordable homes for local people;
- Relocate and build a new Asda store with reduced customer parking;
- Bring forward approximately 40,000 sqm of high quality workspace and industrial / logistics / distribution uses to provide good quality jobs for local people and significant investment in the wider area;
- Deliver a new cultural destination, supported by a mix of others uses including retail, restaurants and cafés;
- Consider the potential for a new educational / community facility at the heart of the new 15 Minute Neighbourhood;
- Set out the other community facilities the new community will need, including a new crèche / nursery; and
- Support enhancements to sporting facilities at Eton Manor which maximises inclusivity and accessibility to the wider community, as well as improvements to the open space including play spaces, recreation and urban greening.

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Part A

Introduction

This part of the SPD provides an overview of the new Leyton Mills neighbourhood and the key development sites. It also sets out the structure and purpose of the document and how it should be used.

1 Introduction

1.1 What is the Leyton Mills neighbourhood?

Leyton Mills will be an inclusive new mixed-use neighbourhood within the Lee Valley Opportunity Area, where residents will have the things they need to lead healthy, fulfilling lives within 15 minutes' walk, wheel or cycle of their home.

This Leyton Mills Supplementary Planning Document (SPD) will ensure that the sites that make up the Leyton Mills area are developed in a co-ordinated way to achieve:

- Protected, enhanced biodiversity and new green open spaces for well-being and amenity.
- Green and blue spaces that reduce flood risk and respond to the Climate Emergency.
- Improved public transport and connectivity and safe active travel links that mean walking, cycling or wheeling is an enjoyable experience and the first choice for getting about.
- High quality sustainable and affordable homes supported by the infrastructure needed for residents to lead healthy, happy, fulfilled lives.
- A strong and vibrant local economy with good jobs and cultural and community amenities.

The vision for the new neighbourhood is supported by the four principles of Exemplar Design, which underpin Waltham Forest's approach to development and placemaking and are being used to develop a range of planning guidance documents - see [Section 1.8](#).

1.2 Where is the Leyton Mills neighbourhood?

Leyton Mills is located in Leyton, in the south-west of the London Borough of Waltham Forest. It is close to the borough boundaries of Hackney and Newham.

Set within the context of the lower Lee Valley, the SPD area is one of contrasts. The river and large open spaces that form part of a bigger green and blue network, such as Hackney Marshes and the Queen Elizabeth Olympic Park, juxtapose with the built-up areas of Leyton, the emerging new skyline south at Stratford, and the prominent industrial sites and road and rail infrastructure.

The area lies between South Leytonstone and Lea Bridge areas and borders both the London Boroughs of Hackney and Newham. Part of the area falls within the London Legacy Development Corporation boundary.

The Leyton Mills area falls under two Local Plans; the Waltham Forest Draft Local Plan and the London Legacy Development Corporation (LLDC) Local Plan. More information is set out in [Sections 1.4, 1.5](#) and [12.9](#).

The guidance in this Leyton Mills SPD applies to the area identified in pink in [Figure 1](#).

1.3 Why a new neighbourhood here?

There are four main sites that make up the new Leyton Mills neighbourhood, identified in [Figure 1](#):

- 1 New Spitalfields Market
- 2 Leyton Mills Retail Park
- 3 Temple Mills Bus Depot
- 4 Eton Manor

Taking a co-ordinated approach to the development of these sites presents a significant placemaking and economic opportunity that can benefit current and future residents and local businesses. This 'once-in-a-generation' opportunity has the potential to deliver significant environmental and economic benefits to the local area, if undertaken in the plan-led sustainable, and inclusive manner proposed by this SPD. Key to this approach is planning for a mix of uses that will generate lasting economic value and reduce reliance on a small number of sectors in the future.

Plan-led investment in green infrastructure, exemplar design and technology can help to unlock the long-term opportunities and mitigate the constraints of these well-located sites.



Key




-  Leyton Mills SPD Area
-  Key sites within the Leyton Mills SPD Area
-  New Spitalfields Market
-  Leyton Mills Retail Park
-  Temple Mills Bus Depot
-  Eton Manor



Figure 1. The Leyton Mills neighbourhood within the context of Waltham Forest and the neighbouring areas

1.4 The London Legacy Development Corporation (LLDC)

The Leyton Mills neighbourhood area is wholly within the London Borough of Waltham Forest. However, Eton Manor and Temple Mills bus depot currently fall within the administrative area of the London Legacy Development Corporation (LLDC) who act as Local Planning Authority within a specific area that spans the London Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest and was established in 2012 to deliver the Olympic Games Legacy. The [LLDC's own adopted Local Plan](#) and the Waltham Forest Local Plan and associated supplementary planning guidance have informed this SPD.

On December 1st 2024, the LLDC will transfer its planning powers back to the four Growth Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest and will cease to be the Local Planning Authority but continue in its role as Mayoral Development Corporation within a reduced area. Beyond that time, the [LLDC Local Plan](#) and its associated adopted supplementary planning guidance will continue to have planning weight.

1.5 The London Borough of Waltham Forest Local Plan

The Local Plan guides development in the borough for 15 years. It shows how inclusive and well planned growth in Waltham Forest can go as far as possible to meet the need for new homes in the borough, whilst also:

- Securing high quality Exemplar Design;
- Protecting and enhancing the character of local areas;
- Providing new and improved green spaces and public realm;
- Responding to the climate emergency;
- Improving air quality;
- Significantly reducing flood risk;
- Creating safer spaces and reducing fear of crime;
- Maximising the number of local jobs and employment space; and
- Delivering a whole range of community infrastructure, including health facilities, a new hospital, public transport/station improvements, facilities for young people and new cultural facilities.

The new Local Plan is in two parts. Part 1 (LP1) establishes the borough-wide spatial strategy, with 16 Strategic Locations identified as the most sustainable locations for inclusive, planned growth.

Part 2 of the Local Plan (LP2) will be a Site Allocations document, and is currently being prepared. It will complement the spatial vision and Strategic Locations set out in LP1 by allocating specific sites for development to meet the borough's needs, and will set clear policy requirements for development and quality of design expected on each site.










In addition to the Local Plan and this Leyton Mills Supplementary Planning Document, there are a number of Area Frameworks which have been prepared for areas of the borough which are expected to see significant levels of growth and investment. This includes The Lea Bridge Area Framework, South Leytonstone Area Framework and the Leytonstone Town Centre Area Framework, which related to the shaded areas shown on [Figure 2](#).

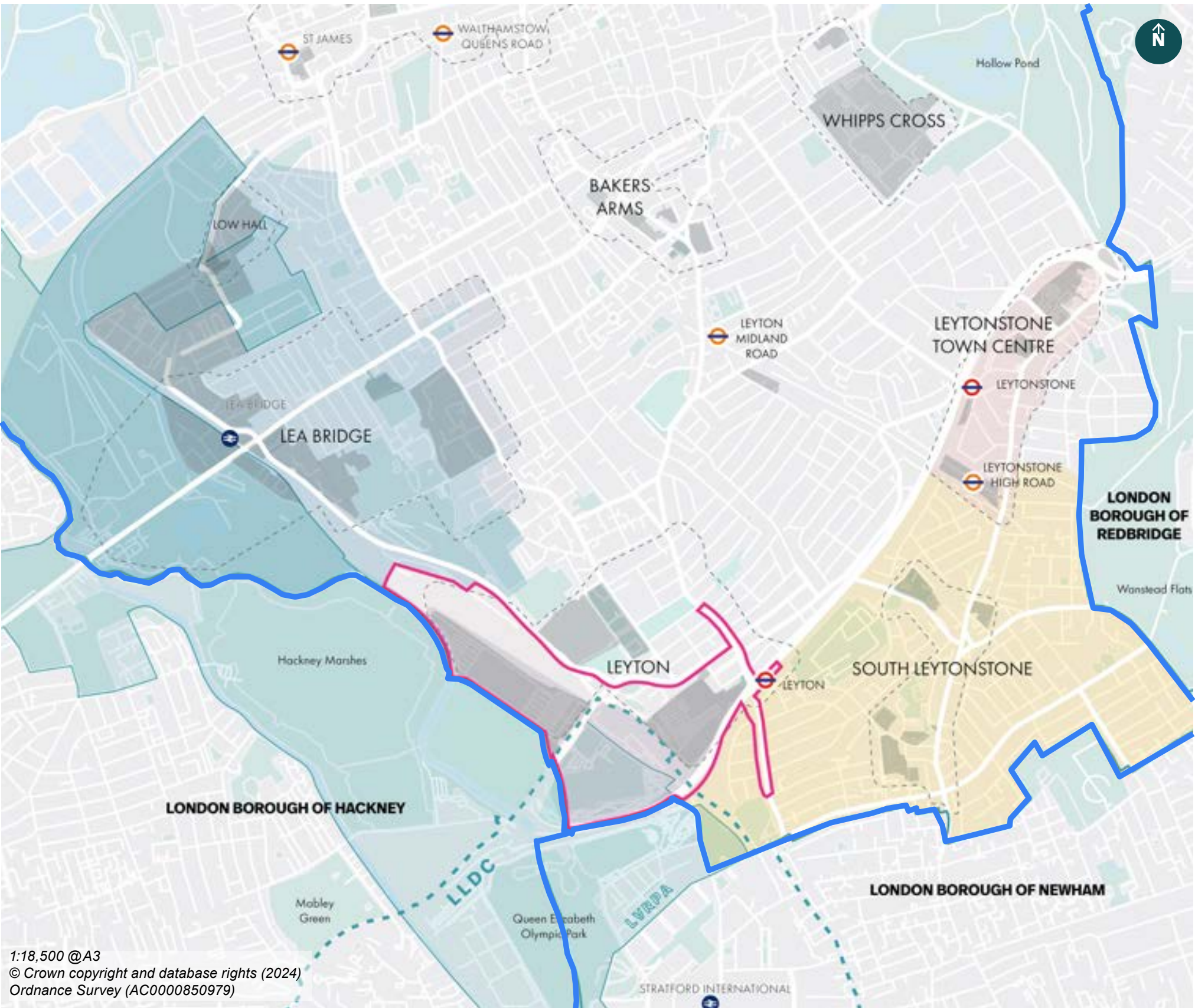
1.6 The North London Waste Plan (NLWP)

Temple Mills is listed as a Priority Area in Schedule 2 of the North London Waste Partnership (NLWP) indicating it is suitable for a built waste management facility, subject to policies in the London Plan and Local Plans. The LLDC Local Plan identifies the site for 'transport uses appropriate to or subsidiary to the current use as a bus depot'. This is therefore considered to be the preferred use.

Locating the Leyton Mills SPD area

Key

-  Leyton Mills SPD Area
-  Borough Boundaries
-  London Legacy Development Corporation (LLDC) Boundary
-  Local Plan Strategic Locations
-  Lee Valley Regional Park Authority (LVRPA) Boundary
-  Draft Local Plan 2: Proposed Site Allocations (LP2)
-  Lea Bridge Area Framework
-  South Leytonstone Area Framework
-  Leytonstone Town Centre Area Framework



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Figure 2. The strategic planning context for the Leyton Mills Area.

1.7 The Leyton Mills sites

The Leyton Mills area has four key development sites, some of which are within the boundary of the London Legacy Development Corporation (LLDC) as well as the Waltham Forest.

- 1 **New Spitalfields Market** a purpose-built wholesale market hall constructed in the early 1990s, with extensive hardstanding for parking and loading.
Owned by City of London Corporation
- 2 **Leyton Mills Retail Park** comprising big-box and smaller format retail units, surface parking and a pedestrian route and steps to High Road Leyton
Owned by Asda and Aviva
- 3 **Temple Mills Bus Depot**
Owned by Department for Transport with lease to Transport for London sublet to Stagecoach.
- 4 **Eton Manor** in the Queen Elizabeth Olympic Park and Lee Valley Regional Park
Owned by Lee Valley Regional Park Authority

Key

-  Borough Boundaries
-  London Legacy Development Corporation (LLDC) Boundary
-  Leyton Mills SPD Area

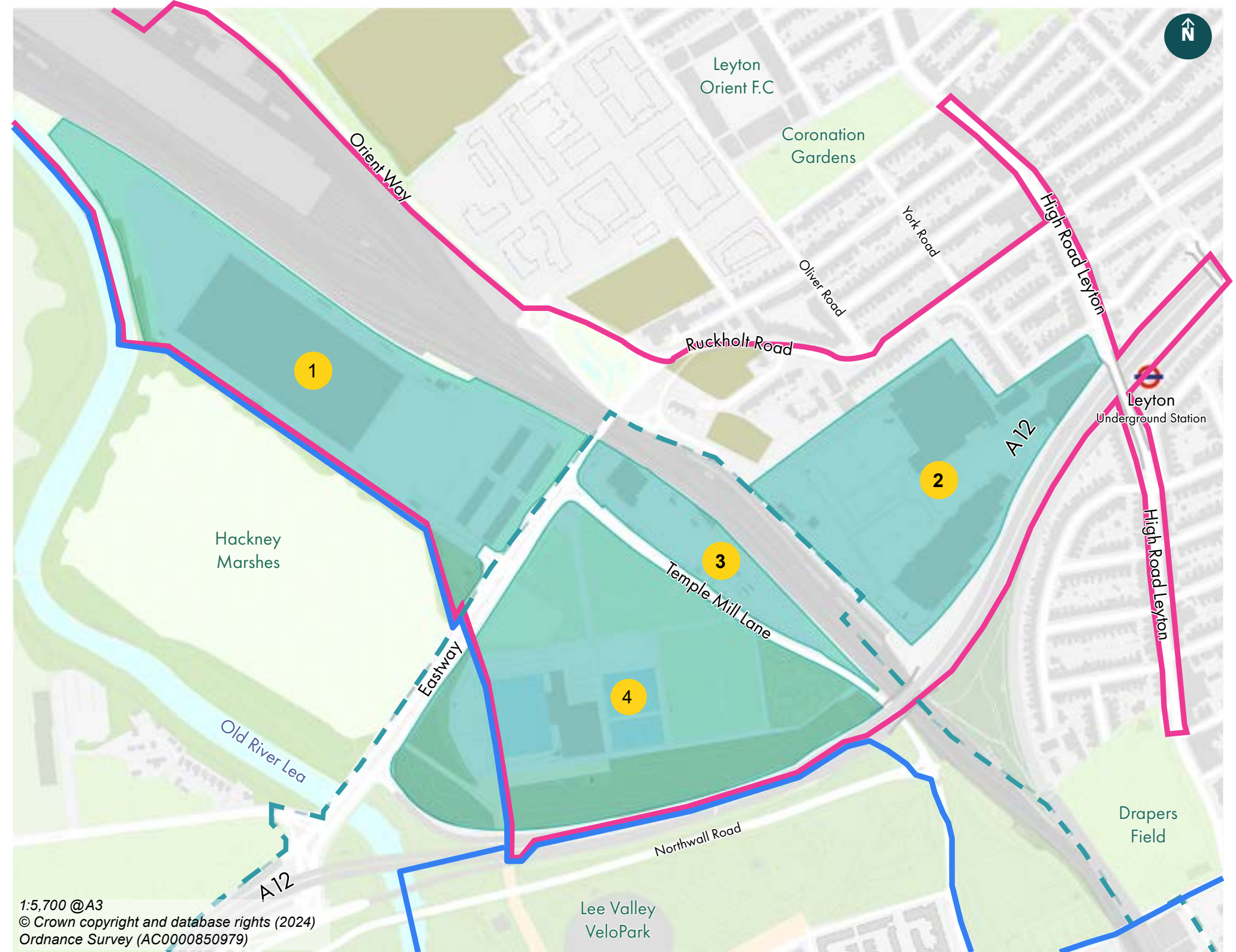


Figure 3. The key development sites within the Leyton Mills SPD Area

The key development sites as existing

Image 1: Asda Leyton Mills



Image 2: New Spitalfields Market interior



Image 3: Entrance to Leyton Mills Retail Park from High Road Leyton

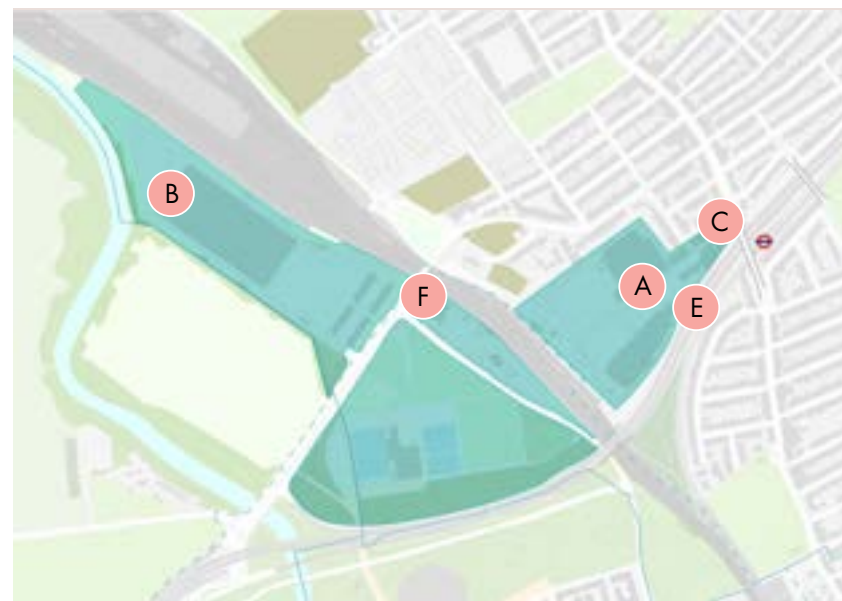
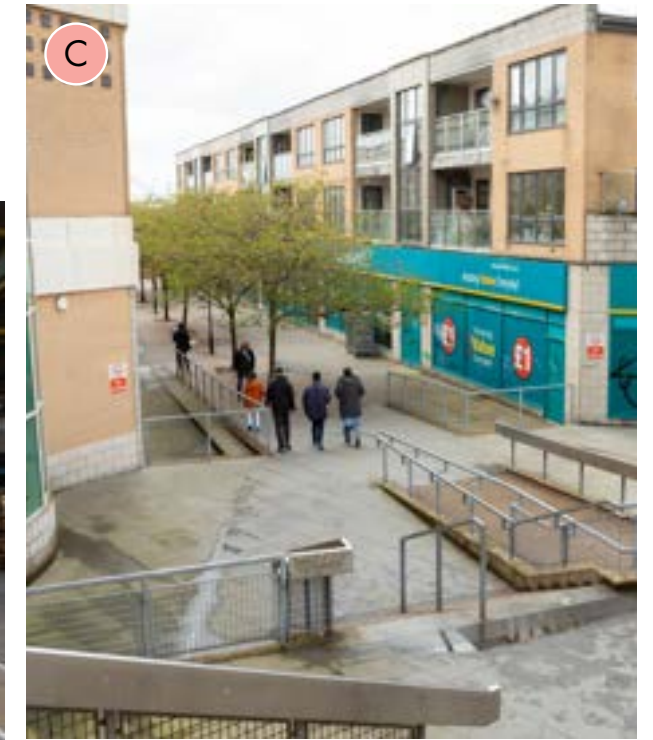


Figure 4. Plan showing image locations



Image 4: Temple Mills Bus Depot



Image 5: A12 Road looking south west from High Road Leyton



Image 6: New Spitalfields Market

1.8 The purpose of the SPD

A Supplementary Planning Document (SPD) is a technical document that Local Planning Authorities can produce to provide guidance on planning policies in a Local Plan. The Waltham Forest Local Plan guides development in the borough for 15 years and shows how inclusive and well-planned growth in Waltham Forest can go as far as possible to meet the needs of the borough.

For this SPD, the Waltham Forest Local Plan Part 1 (LP1) and the [London Legacy Development Local Plan](#) are the main documents that are used for guiding planned growth and assessing planning applications in the area, along with the London Plan.

The key developments sites within the SPD area are also identified for potential allocation in the emerging Local Plan Part 2 (LP2). Subject to the local plan process and adoption, the policies in LP2 will give additional weight to the guidelines and requirements set out in this SPD.

Scope of the SPD

This SPD sets out a vision for the co-ordinated and design-led development of the new Leyton Mills neighbourhood.

The document provides guidance on how future development within Leyton Mills will meet the relevant strategic policies in Waltham Forest Local Plan Part 1 (LP1), the [LLDC Local Plan](#) and [The London Plan](#).

The SPD also plays a key role in ensuring the delivery of infrastructure priorities and site-specific design requirements.

Two sites within the Leyton Mills neighbourhood are designated as Locally Significant Industrial Sites (LSIS) - New Spitalfields Market and Temple Mills bus depot. Policy 30 of the Waltham Forest LP1 and Policy E7 of the [London Plan](#)

support the intensification of such sites to provide additional industrial capacity and to support the delivery of other uses, such as housing and social infrastructure. This approach should only be considered as part of a plan-led process of intensification and consolidation or as part of a co-ordinated masterplanning process in collaboration with the Greater London Authority (GLA). This SPD satisfies the initial requirements of the two-stage masterplan approach.

Once adopted, the SPD will be used to inform site-wide masterplans and design codes for each of the key development sites, and will be a material consideration in planning decisions in the SPD area.

Site-wide masterplans and design codes

The land ownership context and the scale of growth over a number of years means that proposals will likely be brought forward by each of the landowners for comprehensive redevelopment covering all or the majority of their land. To ensure the aspirations and guidance in this SPD are delivered, the Council expects that comprehensive, site wide masterplans and design codes will be prepared by the landowners for the New Spitalfields site and the Leyton Mills Retail Park site, and these will be used to reach decisions on planning applications. Applications will be expected to be accompanied by site-wide masterplans and design codes which demonstrate that the development requirements set out in local plan policy have been accommodated and have been endorsed by the Council.

More detail about the approach to site-wide masterplans and design codes the Council expects to follow is set out in [Section 12.1](#).

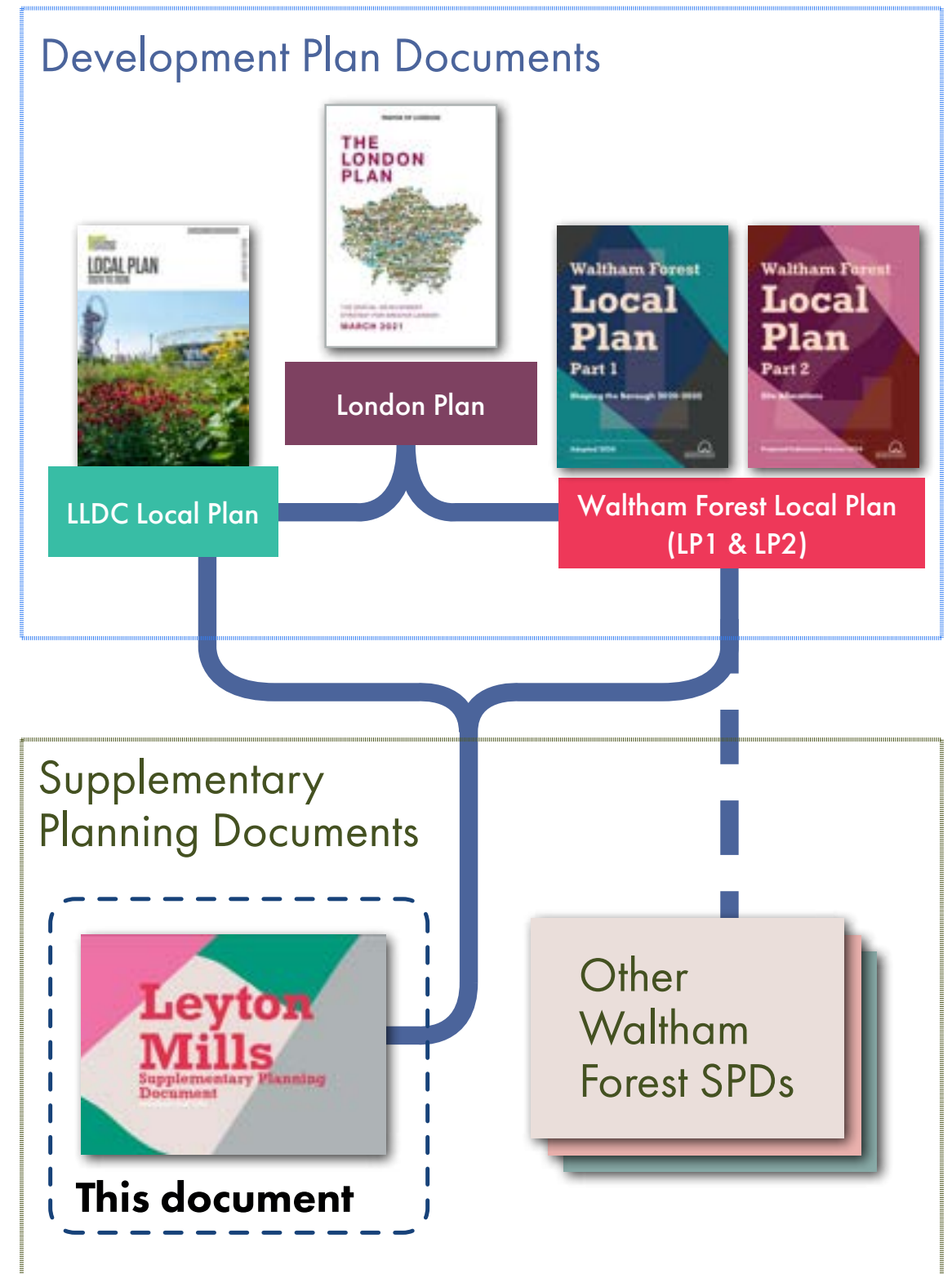


Figure 5. Planning policy and guidance hierarchy

1.9 Exemplar Design principles

The Council is determined that all new development in the borough is of the highest – or ‘exemplar’ – design quality. This means considering quality and deliverability from the start of a proposal through to completion and beyond.

Development at Leyton Mills, and throughout the borough, will respond appropriately to local character, be generous and joyful and consider people and the planet.

The exemplar design approach underpins all of the Council’s planning guidance, and will ensure new buildings and places in the borough not only look great, but also meet the needs of all the people who will use them – like making sure they are safe and inclusive to all, helping to foster a sense of community, are sustainable and green, and represent good value for money. To ensure this, this SPD will address the following four interconnected principles of exemplar design:

- Human value – community safety, comfort, health, privacy, access for all;
- Social value – local character, connectivity, inclusivity for all, equitable distribution of the benefits of planned growth;
- Environmental value – net zero carbon, trees and biodiversity, improving air quality, reducing the risk of surface water flooding, and;
- Financial value – affordability, high quality workspace and good jobs, whole life cost, resource efficiency, value creation, cost of living

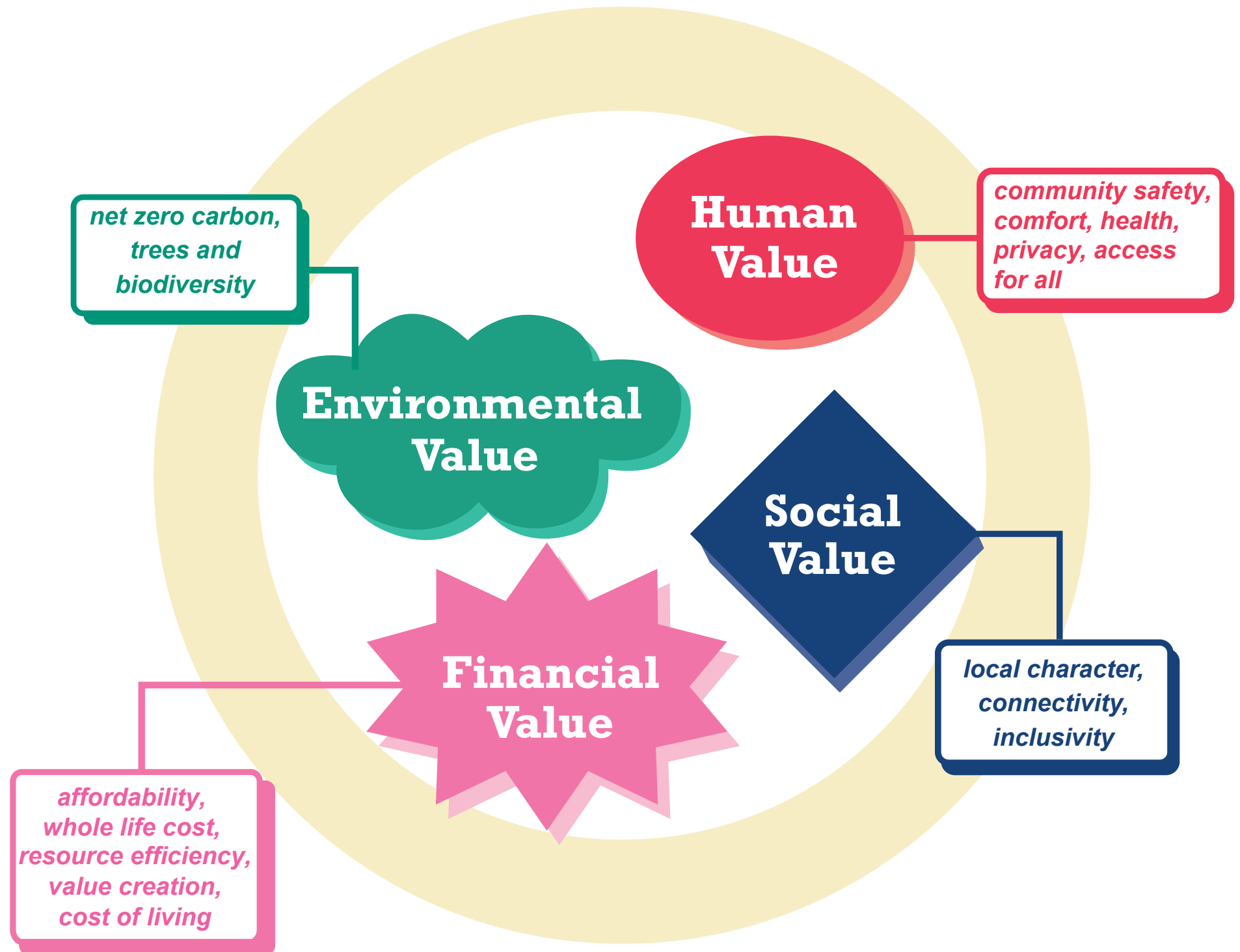


Figure 6. The four interconnected principles of Exemplar Design

1.10 Who is the document for?

The Leyton Mills SPD is intended for use by landowners, applicants, architects, landscape architects, planners, developers and all those involved in the planning and design of the development sites within the Leyton Mills area, and to provide clarity on requirements for planning applications.

The document also helps local communities understand what they can expect to come forward in the area, and to influence the SPD through engagement and consultation on the document before it is adopted.

Council Officers and Members (and, where applicable, the Mayor of London) will use the document to help determine planning applications for sites within the Leyton Mills area, and it will be used by Planning Inspectors when considering any appeals.

1.11 How the document was produced?

The Leyton Mills SPD has been informed by Council-led consultation.

In 2021 Waltham Forest Council carried out engagement with landowners, stakeholders, members of the public and other interested parties seeking views on a potential vision for the Leyton Mills area.

The feedback from that engagement informed the Leyton Mills Development Framework which was completed in January 2022.

Engagement continued when, in Summer 2023, the Council carried out an informal consultation that was open to everyone on the principles set out the Leyton Mills Development Framework alongside a suite of five other proposed SPDs.

The outcomes from the informal consultation have been summarised in a report and have informed the writing of this SPD.

The draft SPD is undergoing a six week period of statutory consultation commencing 4 March 2024 and closing 14 April 2024.

1.12 Using the document

Document structure

The document is structured in five parts.



Figure 7. Document structure

Document navigation

The document has been designed for ease-of-use and navigation. It has been drafted with the aim of being understood by a wide range of different people, with consistent graphic elements including:

- Introductory and supporting text (un-numbered)
- Guidance text (numbered and shaded green);
- Policy reference boxes.

Guidance Text

Numbered paragraphs shaded green throughout the document indicate guidance that has been carefully drafted to assist with decision making, with thought given to the wording used.

- A ‘must’ is mandatory and represents an essential requirement to be met in order to comply with policy;
- A ‘should’ is advisory or requirement that is strongly encouraged to be met in order to comply with policy; and
- A ‘could’ is indicator that represents an opportunity above and beyond the mandatory and advisory requirements.

The introductory and supporting text which is un-numbered also forms part of the Supplementary Planning Document, and will also have relevance for site-wide masterplans, design codes and planning applications, and will be given weight accordingly.

Policy references

Policy boxes at the top of guidance pages indicate the key relevant local plan policies. WF refers the London Borough of Waltham Forest Local Plan Part 1 (LP1) 2024 polices, and LLDC refers to the London Legacy Development Corporation Local Plan 2020 policies. The policies referred to in the document are not exhaustive, and users of this document are advised to have regard to all policies in the Waltham Forest Local Plan and London Plan and any other relevant plans.

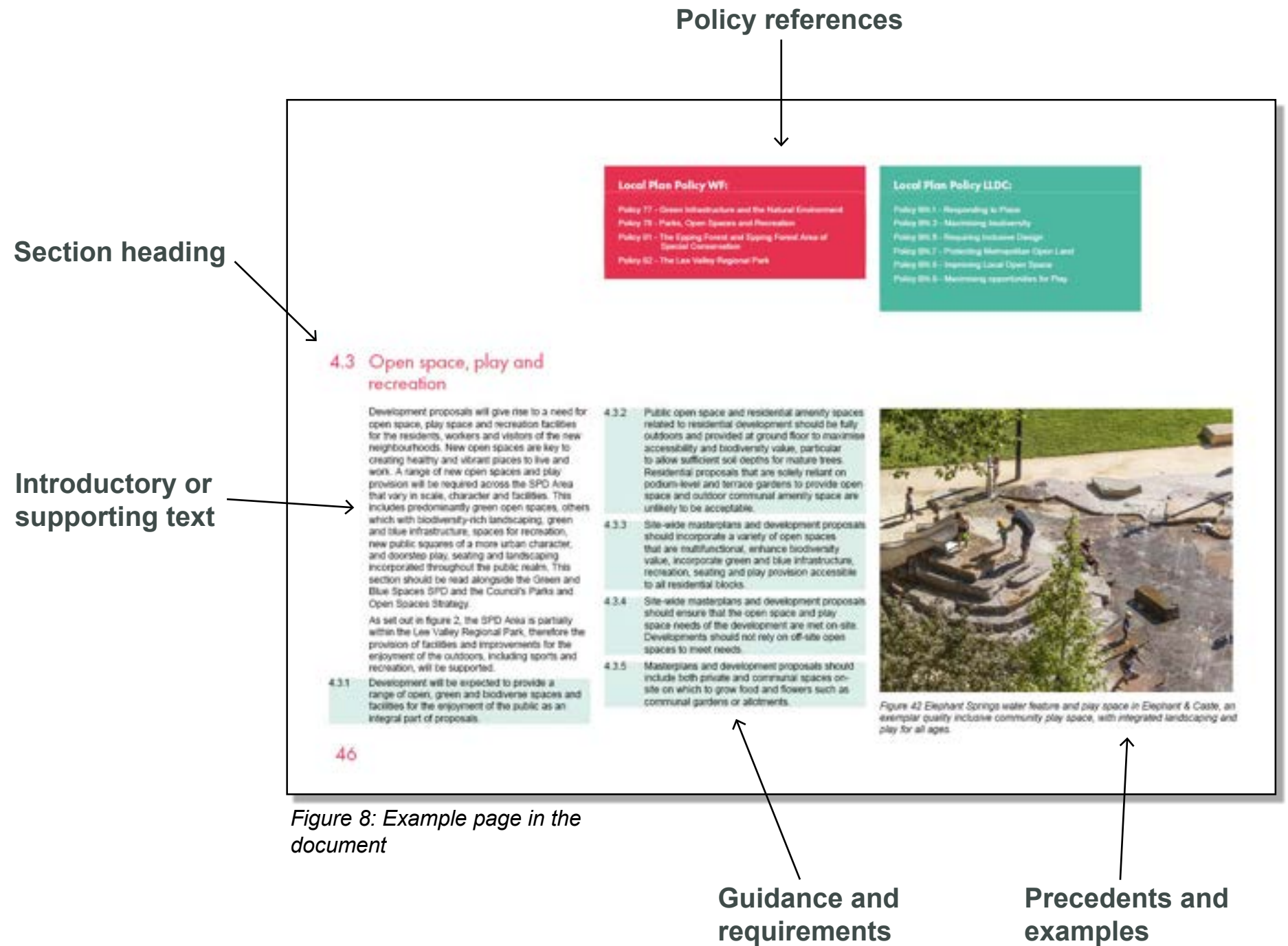


Figure 8: Example page in the document

Part B

Vision and Context

This part of the SPD sets out the vision for the new Leyton Mills neighbourhood, and provides detail on the area as it currently is; the planning context, land uses, the environment, transport and connectivity, the local economy, local character, and the communities who live and work there. This part also looks at the key challenges and opportunities for development in the future.

2 A Vision for Leyton Mills

The vision for Leyton Mills is made up of four key themes, illustrated opposite, that are informed by contextual analysis and respond to existing conditions as well as potential opportunities.

The vision has also been developed in tandem with the Exemplar Design set out in [Section 1.8](#).



2.1 Key Themes

Protected and enhanced biodiversity, new open spaces and climate resilience

- Hackney Marshes and the Old River Lea protected and enhanced for ecology and biodiversity
- Joyful and accessible landscaped green open spaces for amenity and play
- A range of open spaces for different needs including socialising and well-being, sports and recreation and the visitor economy that work for all ages including teenagers
- Flood risks managed and reduced pro-actively through flood resilient landscaping
- Dagenham Brook opened up and landscaped, providing access to water and wetland habitats
- Waste managed sustainably and recycled as part of a circular economy
- Air quality enhanced and noise pollution reduced
- New homes designed to achieve net zero carbon
- Sustainable and renewable energy to all homes and workspaces

A safe and well-connected place for walking, wheeling and cycling

- An inclusive 15-minute neighbourhood where residents can easily reach most of the facilities, experiences and activities needed on a daily basis
- A place where walking, cycling or wheeling is an enjoyable experience and the first choice for getting about
- New and improved bridge and crossings to enhance connectivity between development sites and the assets of the wider area including Queen Elizabeth Olympic Park
- Easy access to public transport including new bus stops and amended or extended routes, and the potential for a new rail station at Ruckholt Road
- Legible and accessible rail routes through the neighbourhood that take people where they want to go, and where everyone feels safe and secure
- Streets and squares that are green, inclusive and characterful providing spaces for socialising and relaxing
- Appropriate and well designed planting, lighting and street furniture

A quality place to live with affordable homes and accessible amenities

- Up to 5,400 new homes, including homes for rent and to buy that are affordable for local people and of exemplar design quality and character
- Access to well designed private and communal outdoor spaces for all new homes including gardens, balconies, terraces and courtyards
- High quality tall buildings in the right locations
- Characterful buildings with vibrant ground floor uses that relate positively to well-used green public spaces
- Imaginative and comfortable play spaces for all ages
- Green streets that are legible and function as safe, inclusive social spaces
- New and improved sports, leisure and recreation facilities delivered within the Lee Valley Regional Park
- Social and community infrastructure to meet local needs
- Civic and community buildings given prominence and designed to create a sense of pride in the new neighbourhood

A vibrant neighbourhood with a strong local economy and good jobs

- Enhancing Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton
- A new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail
- High quality facilities to be shared by existing and new communities, such as nurseries, cafés and restaurants and a new cultural hub
- A new cultural destination that will put the new Leyton Mills neighbourhood on the map and benefit the local economy
- Levies from redevelopment invested in local infrastructure priorities
- New industrial floorspace to meet the needs of growing industrial jobs
- Workspaces that are easily accessible by public transport
- High quality, modern new workspaces that are attractive and include facilities that are affordable to small businesses and start ups
- Help to attract new investment in the area, including new cultural, visitor, sporting and community focussed activities for local people

3 Understanding the context

3.1 Open space, ecology and biodiversity

The Leyton Mills area sits in the Lee Valley Corridor - with its rich mosaic of interconnected green and blue open spaces, wildlife habitats, woodlands, marshlands and reserves connecting the Lee Valley Regional Park, Walthamstow Wetlands, Hackney Marshes and Queen Elizabeth Olympic Park.

These spaces accommodate active sports and leisure uses and include existing pedestrian and cycle routes; altogether providing significant recreation, amenity, biodiversity and ecology value to communities in the area.

Hackney Marshes is a major green space abutting the SPD area. A concentration of sports pitches minimises the multifunctional use the Marshes which is particularly active at evenings and weekends.

Eton Manor which is within the SPD area and is part of the Queen Elizabeth Olympic Park, hosts the Lee Valley Hockey & Tennis centre and features a number of hard surfaced pitches, green open spaces and mountain biking trails.

A number of other local neighbourhood scale green spaces are also in the vicinity SPD area, including Coronation Gardens, Drapers Field Recreation Ground and allotments.



Image 7: Hackney East Marsh (left)



Image 8 Football pitches and changing facilities pavilion in Hackney Marshes

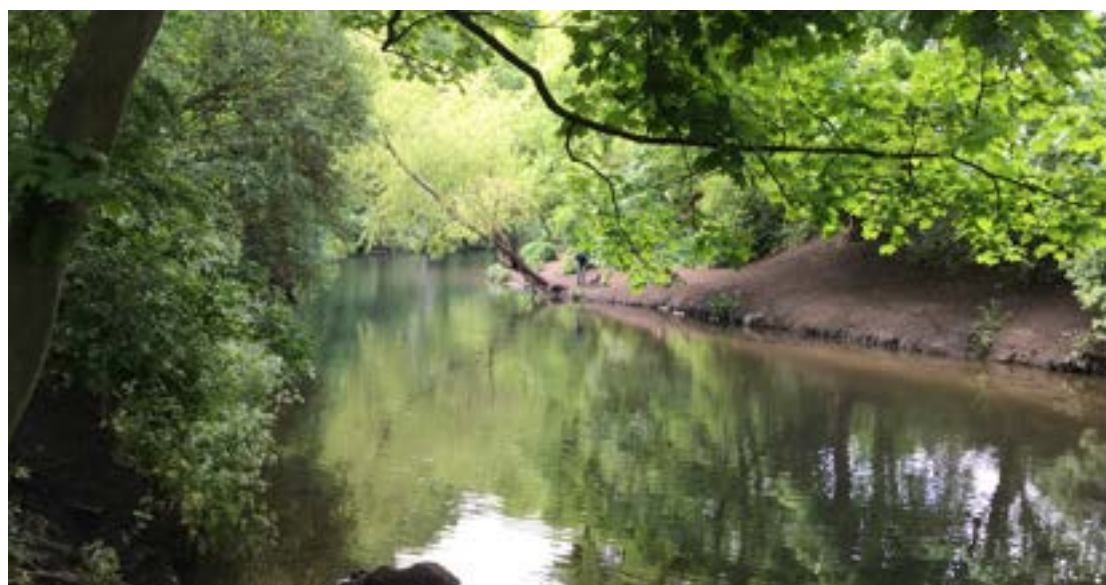


Image 10: The banks of the Old River Lea are a haven for wildlife



Image 9: Ecology and biodiversity in the area (Kingfisher)

Figure 9. Context plan showing green assets in and around the area.

The mixed woodland and grassland meadow that edges the sports pitches on Hackney Marshes and the Old River Lea and its wooded banks are especially valuable in terms of biodiversity and ecology. It is important therefore to find opportunities through development to protect and enhance these whilst also managing the potential impacts of additional visitors.

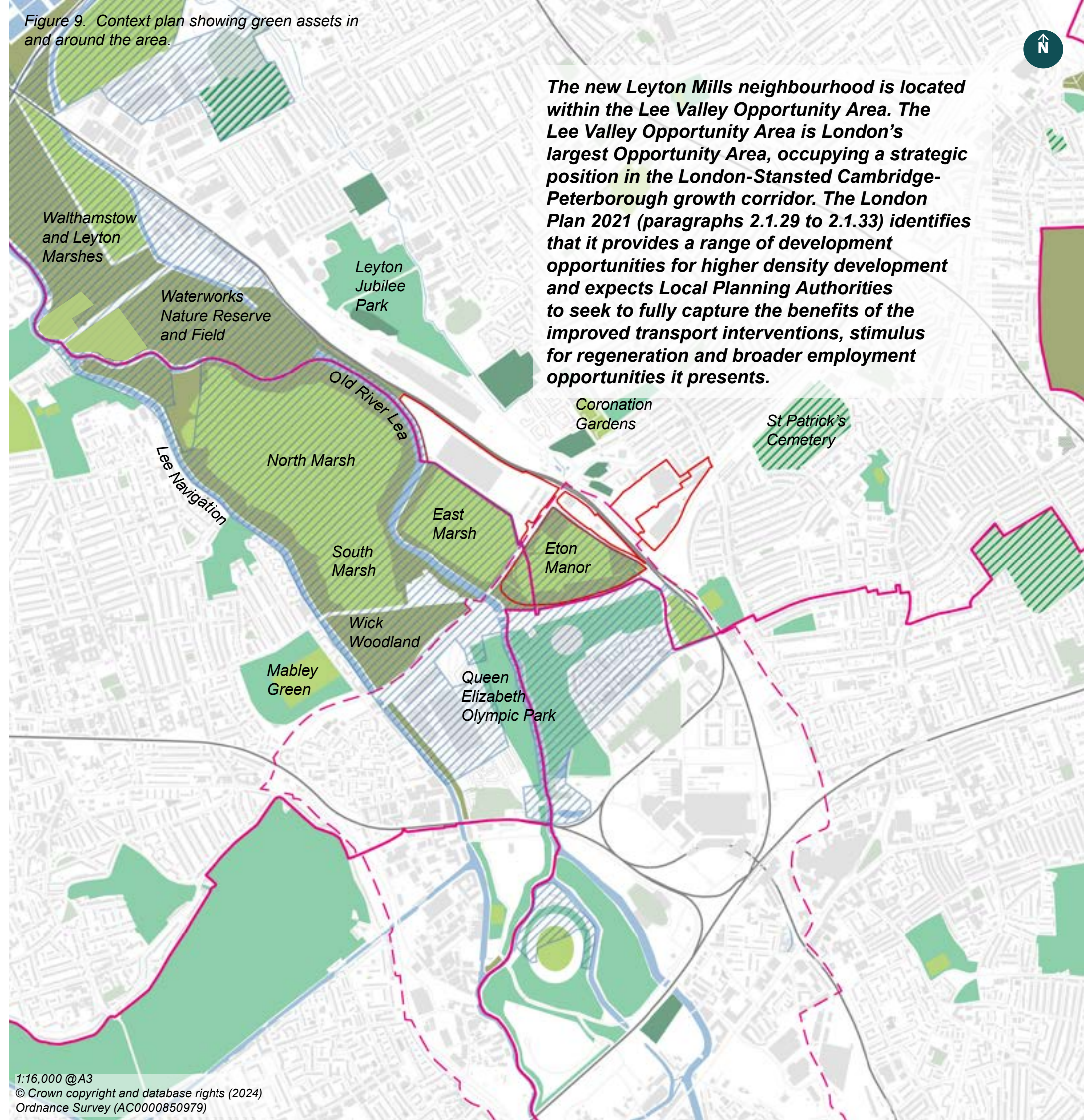
The development sites currently feature extensive existing areas of hard surface. These have limited biodiversity value and increase unfiltered surface water run-off into watercourses, contributing to poor water quality. There is therefore the opportunity for future development to make significant gains in biodiversity, surface water mitigation and the water quality of runoff.

Protecting, enhancing, and making opportunities for bringing the local ecology and biodiversity into the development sites through the creation of new multi-functional green open spaces is vital. Improved linkages and routes should be coordinated to enhance this green and blue infrastructure and provide opportunities to improve the east-west connections into the area from surrounding communities.

Site-specific requirements in relation to open space, biodiversity and ecology are set out in [Part D](#), and are key to optimising the sustainable and economic value of the sites.

Key

- Marshland and woodlands
- Parks
- Sports and recreation
- Allotments
- Other recreational green spaces
- Non-recreational open spaces
- Rivers
- Borough boundaries
- LLDC Boundary
- LVRPA Boundary
- Development framework sites



The new Leyton Mills neighbourhood is located within the Lee Valley Opportunity Area. The Lee Valley Opportunity Area is London's largest Opportunity Area, occupying a strategic position in the London-Stansted Cambridge-Peterborough growth corridor. The London Plan 2021 (paragraphs 2.1.29 to 2.1.33) identifies that it provides a range of development opportunities for higher density development and expects Local Planning Authorities to seek to fully capture the benefits of the improved transport interventions, stimulus for regeneration and broader employment opportunities it presents.

3.2 Habitats and Species

A Preliminary Ecological Appraisal of Hackney Marshes and the Waterworks Field was undertaken by the London Wildlife Trust in 2023 to inform this SPD. The study identified the habitats and ecological features in Hackney Marshes, any likely ecological constraints associated with the future development of the SPD area, future additional surveys or mitigation measures that might be required, and opportunities for development proposals to deliver ecological enhancements.

Designations

The nearest statutory site of nature conservation value is the southern part of Walthamstow Marshes Site of Special Scientific Interest (SSSI). This site lies approximately to the north of the SPD Area.

There are areas of lowland deciduous woodland within Hackney Marshes and along the Old River Lea, floodplain grazing marsh and good quality semi-improved grassland. These are habitats listed under Section 41 of the Natural Environment and Rural Communities Act 2006 (i.e. UK priority habitats).

The majority of the area appraised lies within the Lea Valley Site of Importance for Nature Conservation (SINC). SINC areas are those areas of London which are considered to be of most value for nature conservation and should be afforded protection through the land-use planning system. They are divided into three tiers – Metropolitan, Borough and Local - according to their relative nature conservation value. The Lea Valley is a Metropolitan SINC. It is one of the largest SINC areas in London extending from the Greater London boundary at Waltham Cross to the River Thames at Bow Creek. It is an important ecological connection between the Waterworks Nature Reserve and Walthamstow Marshes SSSI to the north and the restored waterways and habitats of the Queen Elizabeth Olympic Park to the south.

Species

A wide range of birds are recorded as breeding in the area include: sparrow hawk, green woodpecker, great spotted woodpecker, song thrush, mistle thrush, blackcap, chiffchaff, whitethroat, starling, chaffinch, reed bunting and greenfinch. Although these are relatively common species they become more uncommon towards central London as they are mostly species reliant on larger areas of woodland and scrub and associated habitats. Other wetland birds are also known to breed within the area but are generally confined to the nearby Waterworks and Middlesex Filter Beds nature reserves, but a few pairs of some of these species, and at least one pair of kingfisher breed along the River Lea.

Nine species of bat are present throughout the survey area. These include the common pipistrelle and soprano pipistrelle and are both common and widespread species which occur throughout London in parks, gardens and other green spaces. Less common species of bat recorded include noctule, Daubenton's bat and Natterers bat which are found more frequently along the River Lea and the Lee Navigation.

Foxes, grey squirrels and woodmouse are also found in the area. Hedgehogs have also been recorded; this is a species which has suffered huge declines across London in recent years.

Slow worms and grass snakes are present within the area. These tend to be confined to the areas closest to the two nature reserves in the north but as suitable habitat is created, particularly adjacent to the River Lea, the populations of these species have the potential to expand.

Common species of amphibian such as smooth newt and common toad occur in suitable habitats in the nature reserves to the north and along the Old River Lea and Lee Navigation.

Twenty-one species of butterfly have been recorded, mostly along woodland edge habitats such as speckled wood, orange tip but also grassland species such as large skipper and

species less common in London such as purple hairstreak. Twenty bee species have been recorded including some that are nationally rare and uncommon such as brown-banded carder bee and chalk yellow-face bee; these mostly occur in the grassland and along woodland edges.

The river corridor and wetland nature reserves support a varied range of dragonflies. Species of beetle, cricket and flies are also found. The woodland supports good numbers of lesser stag beetles and wasp spiders.

Habitats

The field survey has found a rich mix of habitats within the survey area. The primary habitats are:






- Modified grassland (i.e. sports pitches)
- Rivers and canals
- Deciduous woodland
- Semi-improved grassland
- Ruderal habitats (i.e. vegetated areas subject to regular ground disturbance and created habitat)
- The modified grassland (sports pitches) habitat has limited nature conservation value.

The Old River Lea supports a good range of aquatic flora and fauna including species not often found in urbanised river channels. The western bank of the Old River Lea is largely shaded by mature London plane trees and other trees, with an under-storey of shrubs and tall herbs such as hawthorn and cow parsley. The eastern bank in contrast has fewer mature trees and bankside vegetation is characterised by dense scrub and tall herbs, but also more abundant hemlock, bramble and invasive giant hogweed and Japanese knotweed. The lack of public access in addition to the relative lack of overshadowing from mature trees results in much more lushly vegetated and undisturbed river margin than the western bank, which benefits species such as kingfishers, dragonflies and bats.



Figure 10. Priority Habitat Inventory designations, and the area subject to the preliminary Ecological Appraisal.

Key

-  Sites of Special Scientific Interest (SSSI)
-  Priority Habitat Inventory - Coastal Floodplain Grazing Marsh
-  Priority Habitat Inventory - Good Quality Semi-Improved Grassland (Non-priority)
-  Priority Habitat Inventory - Deciduous Woodland
-  The area subject to the preliminary Ecological Appraisal

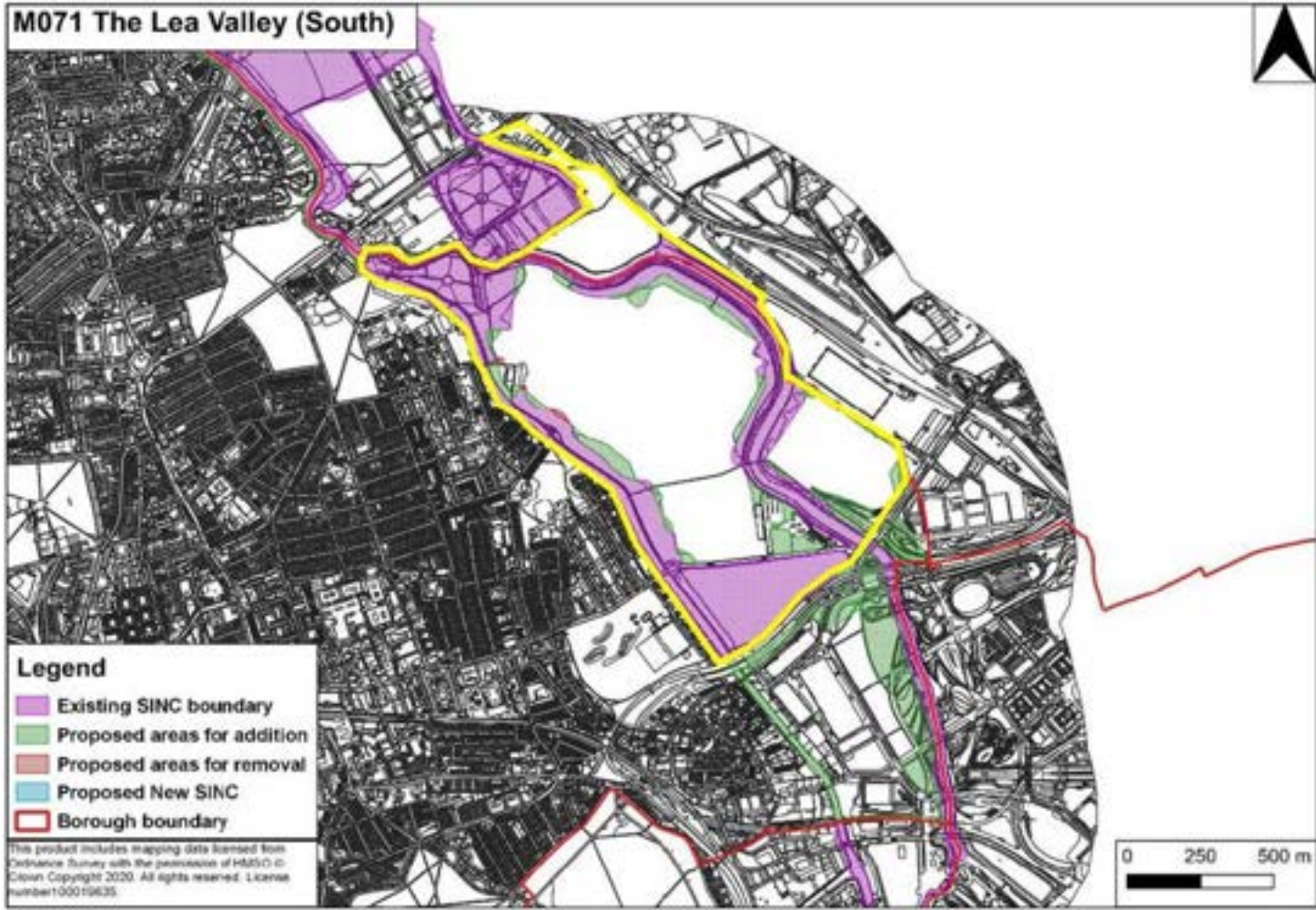







Figure 11. Ecology and habitat designations, and the area subject to the preliminary ecology appraisal.

Key

-  Existing Site of Importance for Nature Conservation (SINC)
-  Proposed areas for addition to SINC
-  Proposed areas for removal from SINC
-  Proposed new SINC
-  The area subject to the preliminary Ecological Appraisal

3.3 Protecting and enhancing Hackney Marsh

The London Wildlife Trust's Ecological Appraisal suggests that the redevelopment of the key sites within the Leyton Mills SPD area would not result in any direct loss of the habitats assessed. Indeed, they are clear that the redevelopment provides an opportunity for new landscaping and urban greening which could help to enhance or complement the habitats of Hackney Marshes.

The redevelopment of key development sites will however need to be subject to detailed ecological surveys (which must be submitted in support of site-wide masterplans and planning applications) to determine the habitats and presence of any protected species, and where necessary Environmental Impact Assessment. Site-level Habitat Regulation Assessments (HRA) will be required in order to meet requirements relating to Epping Forest SAC and Lee Valley SPA and RAMSAR sites.

Future development may however have indirect impacts on the ecology of Hackney Marshes through the following ways:

- Shading over river corridor vegetation by tall buildings
- Disturbance of breeding birds and wintering wildfowl by human presence
- Light spill from buildings, routes and open spaces affecting bats
- Polluted surface water run-off into the river corridor
- Recreational use of the River Lea and its banks
- Damage and disturbance from informal recreation of woodland belts and the west bank of the Old River Lea and informal gatherings in Wick Woodland
- Damage and disturbance from any increased informal recreation of rough grassland areas, particularly during the summer months.

Without exemplar design, careful strategic planning, good management and appropriate mitigation, there is a risk that redevelopment of the sites in the Leyton Mills area could result in indirect impacts on the sensitive ecology of the Old River Lea and Hackney Marshes. This SPD therefore puts in place the planning guidance to ensure that the required exemplar design, careful strategic planning, good management and appropriate mitigation is delivered and that impacts on the marshes are carefully monitored going forward.

Guidance is set out in the rest of this document on how site-wide masterplans, design codes and planning applications for development can avoid or mitigate potential adverse impacts, through measures such as optimising built form, location and orientation of building heights, provision of green buffers free from development, restrictions on public access to certain areas, sensitive lighting design, sustainable drainage systems, new and improved routes through the Marshes, and encouraging stewardship and management of the Marshes.

Image 11. Habitats around the edge of East Marsh



“The redevelopment could ... provide an opportunity for improving the ecology of Hackney Marshes, and people’s appreciation and enjoyment of this resource, through providing a catalyst developing a long-term strategy and plan for managing, maintaining and improving Hackney Marshes.” (London Wildlife Trust, 2023)

3.4 History of the area

Ruckholt Road and Temple Mills are both important multi-period Leaside archaeological sites with prehistoric, Roman and mediaeval remains, lying within a Tier 3 Archaeological Priority Area

1 The area was largely marshland and farmland until the mid 19th century. There were a number of fine, rural residences in the area for wealthy merchants and bankers and an early crossing of the rail tracks at the current Ruckholt Road bridge.

2 In the 1870s the area rapidly urbanised to the east of the valley with the area dominated by the Temple Mills Railway sidings complex.

High Road Leyton and its civic buildings were developed from the 1890s onward. The River Lea was popular at this time for boating, fishing and bathing. Football, cricket and the strong culture of sporting activity developed in Leyton at this time.

By the turn of the century the area was relatively built up through speculative development, had largely lost its rural character and was mainly comprised of two-storey terraced housing.

3 Sports fields and clubs became more formalised, and by the 1950s there was a greater prevalence of leisure, entertainment, culture and related societies. At one time there were eight cinemas and a bowling alley.

4 Ruckholt Road saw a realignment and widening in the 1960s, with new allotment created between the new road and the old Ruckholt Road (now Ruckholt Close). The development of New Spitalfields Market dates from the early 1990s, and the Temple Mills Rail Depot was built in the 2000s to serve Eurostar trains. The Leyton Mills Retail Park was developed from redundant railway lands around the same time.

The history of the area is an important resource which could be used to help inform development proposals.



Figure 12. The Leyton Mills neighbourhood 1863-1886



Figure 13. The Leyton Mills neighbourhood 1896-1897

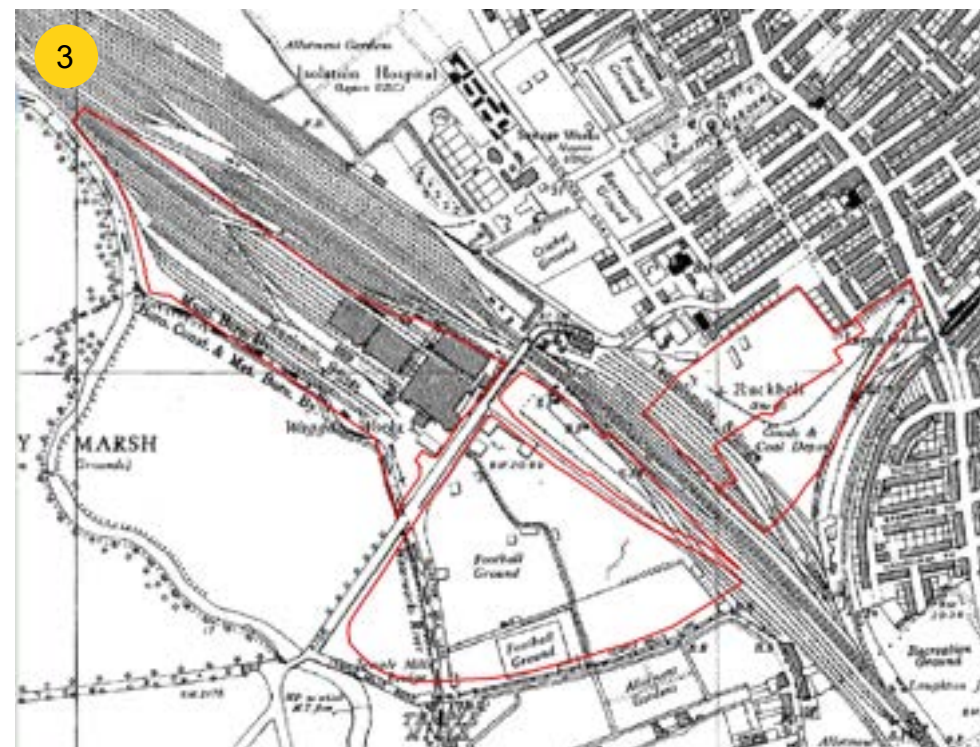


Figure 14. The Leyton Mills neighbourhood during the 1950s

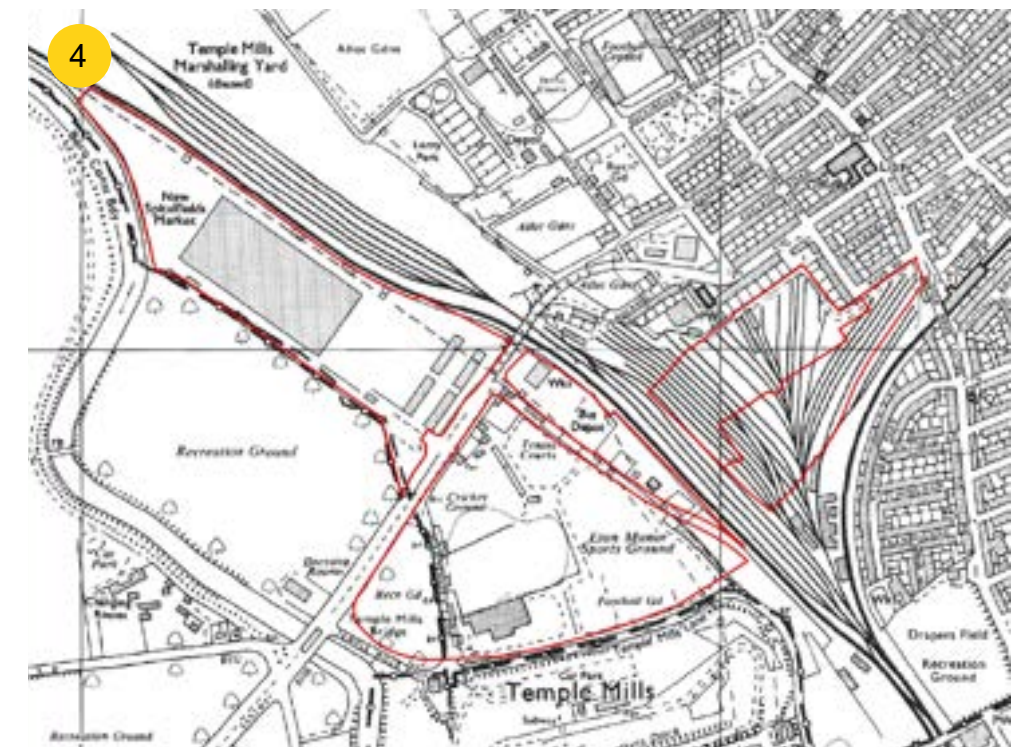


Figure 15. The Leyton Mills neighbourhood during the 1990s

3.5 Severance and barriers

For the creation of a successful 15 Minute Neighbourhood in the area, the first problem that needs to be addressed is the physical and experiential severance caused by the River Lea, the rail lines and wide or busy roads like A12, Eastway, Ruckholt Road and High Road Leyton.

At Ruckholt Road, the busyness of traffic combines with a lack of passive surveillance due to low footfall and no active uses, creating a less pleasant experience during the day, and an area that can feel unsafe at night.

While the old River Lea edges offer a more positive outlook and potential opportunity despite the physical severance, the A106 Eastway and rail lines present difficult edges to the development sites, particularly challenging in relation to pedestrian and cycle movements and placemaking.

These physical barriers hinder people from being able to walk from one part of the area to another, and make use of the fantastic resources of the Lee Valley Regional Park and the Queen Elizabeth Olympic Park. Failure to address the issue would also mean that the future development, and the potential benefits it would bring, would have poor accessibility for residents of the neighbouring borough of Hackney.

KEY PLAN



Image 12. The River Lea offers an attractive outlook but affects connectivity



Image 13: Harsh border of 1.3km due to rail lines and Eurostar Engineering Centre



Image 14: Severance caused by A06 Eastway. Potential improvements along staggered crossings and for designated cycle lanes along Eastway by reconfiguring central reservation



Image 15: Severance caused by A12



Image 16: Well-used threshold connecting the Eton Manor site with Northwall Rd



Image 17: Pedestrian/cycling bridge at Ruckholt Rd is well used but also a pinch point

Figure 16. Plan showing image locations



Image 18: The existing cycle and walking bridge over Eastway into the Queen Elizabeth Olympic Park (Allies and Morrison) A great example of new cycling and walking infrastructure that overcomes severance, joins up with a wider network and is beautifully designed.

3.6 Connectivity and transport

Public transport

The Leyton Mills area has variable public transport connectivity; while Leyton Mills Retail Park is close to Leyton Underground Station, this reduces particularly towards the north-western end of the New Spitalfields Market site as the distance to the station increases.

Leyton Underground station (Central Line) is the principal public transport connection for the area. The Council has been working closely with TfL to deliver improvement works to provide additional station capacity and step-free access to the platforms.

The footways around Leyton Underground Station are narrow and crowded. The Council is exploring opportunities to make improvements for walking and cycling in the immediate vicinity of the station entrance to address this pinch-point. The project to improve the crossing and environment around the station connecting to Leyton Mills Retail Park is known as the 'Leyton Gateway' project.

The closest rail stations are Lea Bridge Station and Stratford Station, which are both around 25 minutes' walk away. This SPD explores the potential, and requires safeguarding of land, for a new station at Ruckholt Road to improve rail connectivity.



Image 19: Leyton London Underground Station narrow footway, creating pinch point and crowding. This is an area of focus for the Leyton Gateway project which is exploring improvements for walking and cycling around the station including the potential for widening footways.



Walking and cycling

The streets and roads in and around Leyton Mills vary in terms of quality for pedestrians and cycling; some are vehicle-dominated and lacking in active frontages. The A106 Eastway that transitions to Ruckholt Road is a particularly unwelcoming environment for pedestrians with perceived personal safety issues after daylight hours.

Following significant Council and TfL investment in active travel, a number of high-quality cycle routes exist in the area, and the Council continues to deliver projects as part of the Enjoy Waltham Forest Strategic Cycle Network, working with TfL and neighbouring boroughs to join up with routes in adjoining boroughs such as the towpath along the Lee Navigation and TfL's Cycleways network. Further investment in cycle routes will be required to fill in these networks. This will encourage more trips to be made by cycling and further reduce reliance on private cars. This will have multiple benefits for the area, including improved air quality and enabling people to make active, healthy lifestyle choices, as well as helping us move towards Net Zero carbon.

Stratford Town Centre, the Queen Elizabeth Olympic Park, Westfield and East Bank are strategic destinations for employment, recreation, retail and regional public transport - cycling connections from Leyton Mills to Stratford will be important and should be prioritised.



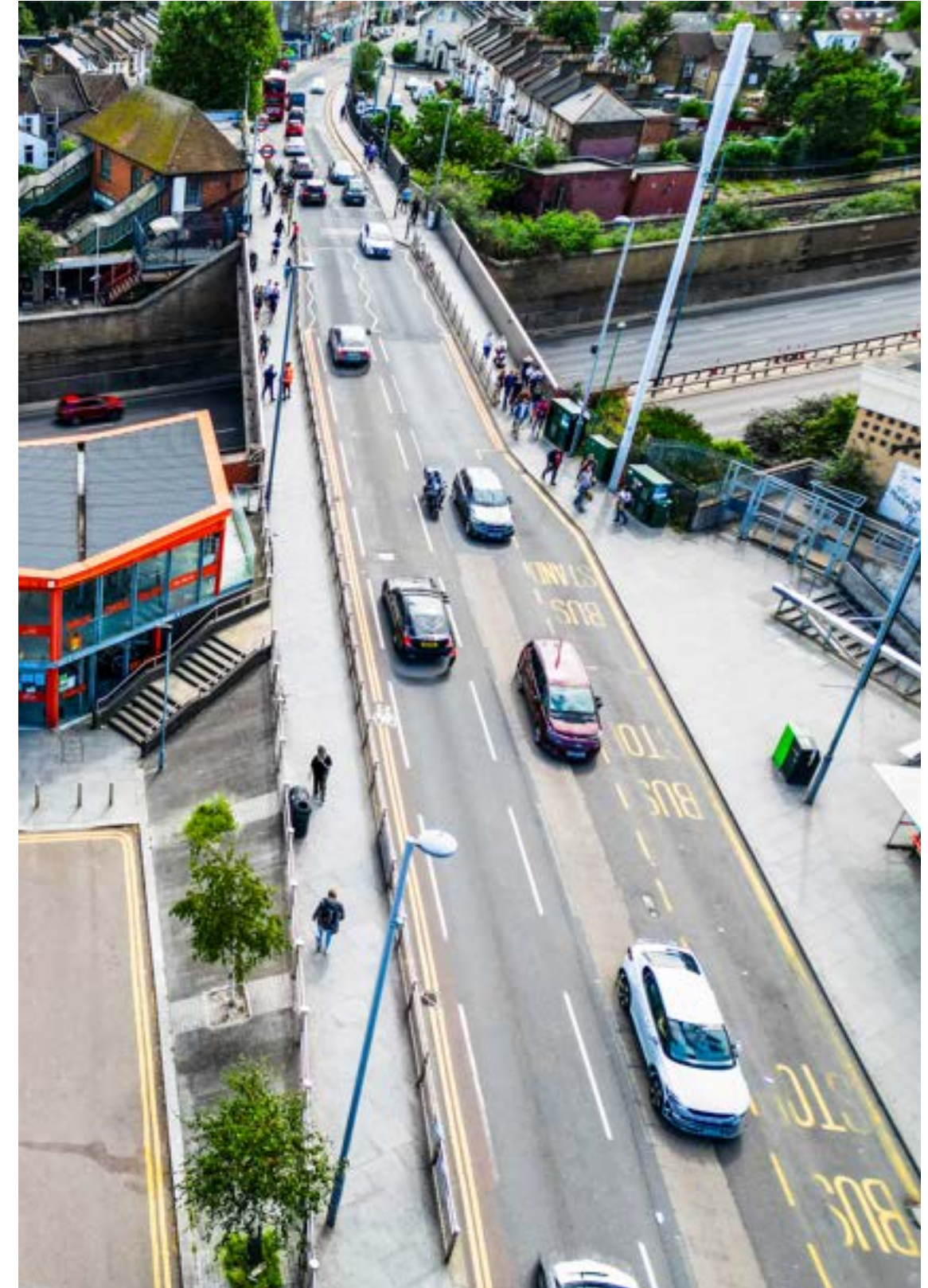
Buses

The area is served by a number of bus routes - the majority of which use the High Road Leyton bus corridor. Some of these routes are within the top 10% most used services in London. There are also routes within Leyton Mills that are not under demand pressure and could accommodate additional capacity. East-west bus journeys are more limited and could be improved, as are bus connections from Leyton Mills to Lea Bridge Road.

Temple Mills Bus Depot, located within the SPD area, is vital infrastructure for the operation of reliable and cost-effective bus network and supports local jobs. This SPD seeks to ensure the bus depot will be retained and incorporated into any development without compromising its efficient functioning.

Highways

The Leyton Mills area features significant highway infrastructure including the A112 High Road Leyton, A106 Eastway / Ruckholt Road and the A12. These routes take high volumes of traffic accessing the local area and the strategic road network, and presents challenges in terms of severance, air quality, noise pollution and comfort for walking and cycling.



Images 20, 21 and 22: Images of existing cycling, bus and highways in the area.



Key

-  Leyton Gateway improvements
-  Enjoy Waltham Forest Strategic Cycle Network
-  Cycle Network in other Boroughs
-  TfL Cycleways
-  Cycle infrastructure planned improvements within Waltham Forest
-  Existing high-quality cycling infrastructure (minimal improvement required) within Waltham Forest
-  Existing low-quality cycling infrastructure (priority locations for improvement) within Waltham Forest
-  Cycle infrastructure planned improvements in neighbouring boroughs
-  Existing high-quality cycling infrastructure (minimal improvement required) in neighbouring boroughs
-  Existing medium-quality cycling infrastructure (some improvement, surfacing, lighting) in neighbouring boroughs
-  Existing low-quality cycling infrastructure (priority locations for improvement) in neighbouring boroughs
-  Potential new cycle links associated with Leyton Mills SPD development
-  Leyton Mills SPD Area
-  Borough Boundaries
-  London Legacy Development Corporation Boundary

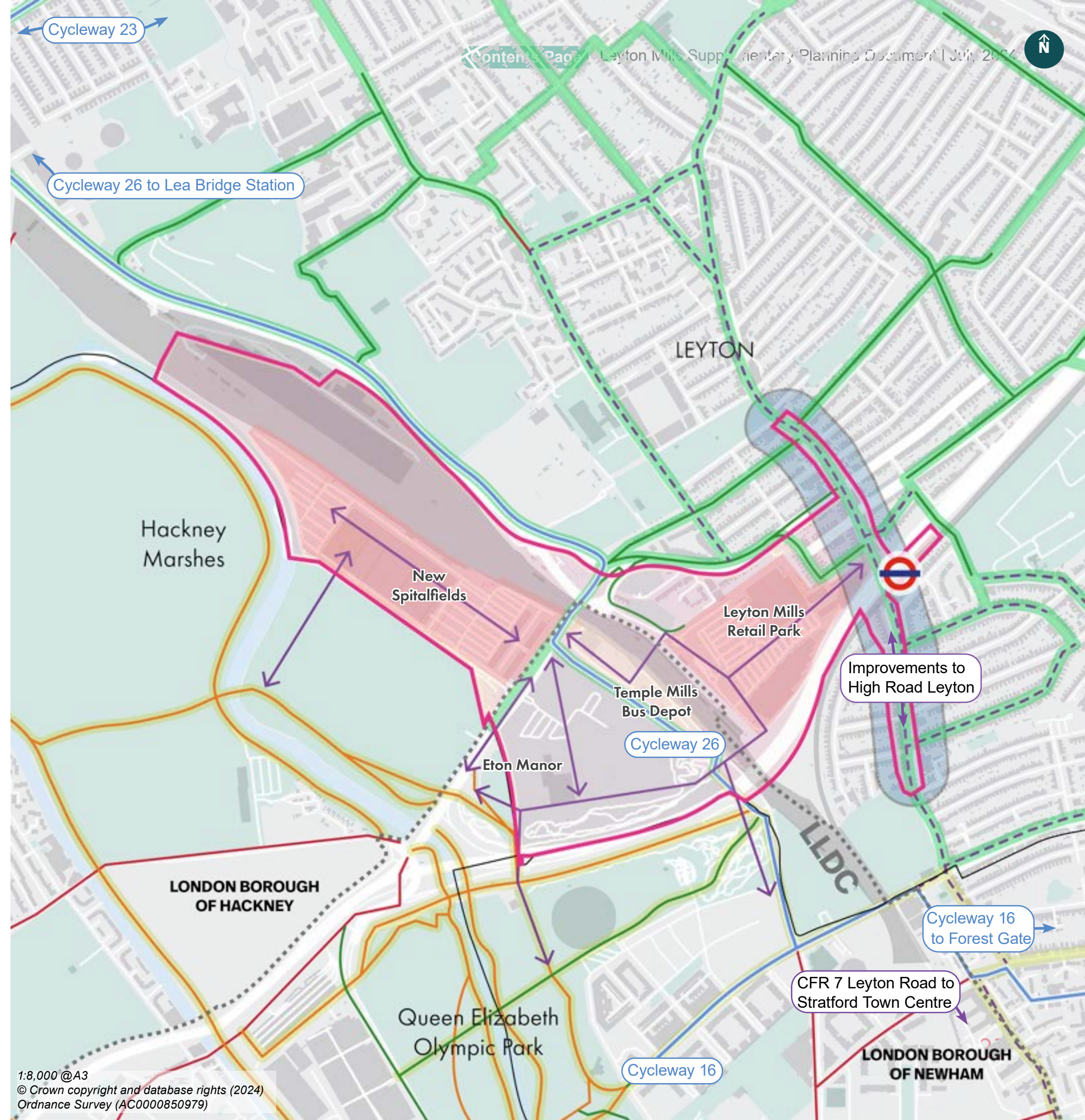


Figure 17. The strategic cycle network in and around the Leyton Mills area, including planned improvements

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3.7 Local Views

In addition to the strategic London View Management Framework - Protected Vista identified in Figure 18, locally important views have been identified in and around the SPD area. It will be important to ensure that new development respects these views in terms of the siting, height, form, massing and composition of buildings, infrastructure and landscaping such as new tree planting. Consideration should in particular be given the openness of Hackney Marshes and the sense of 'wildness' of this stretch of the Old River Lea.

The Key Local Views identified are:

- 1 Views north and east from Hackney Marshes and along the river, particularly from the 'green bridge'
- 2 Long and short views from the western (Hackney) bank of the Old River Lea looking southeast.
- 3 Long distance views of the City Cluster from the Leyton Mills Retail Park site.
- 4 Views from Eton Manor Walk bridges over the A12 and Eastway.
- 5 Terminating views along residential streets close to the SPD area, including Nutfield Road, Etchingam Road, Cranbourne Road, Maud Road, Alexandra Road, Ruckholt Road, and Adelaide Road.
- 6 Views southwest from Coronation Gardens and High Road Leyton (within the Leyton Conservation Area)

Other significant views may be identified in the assessment of masterplans and applications.



Image 23: Mid-range view of the New Spitalfields Market site across the Hackney East Marsh from the 'Green Bridge'



Image 24: Views looking north along the Old River Lea from the 'Green Bridge'

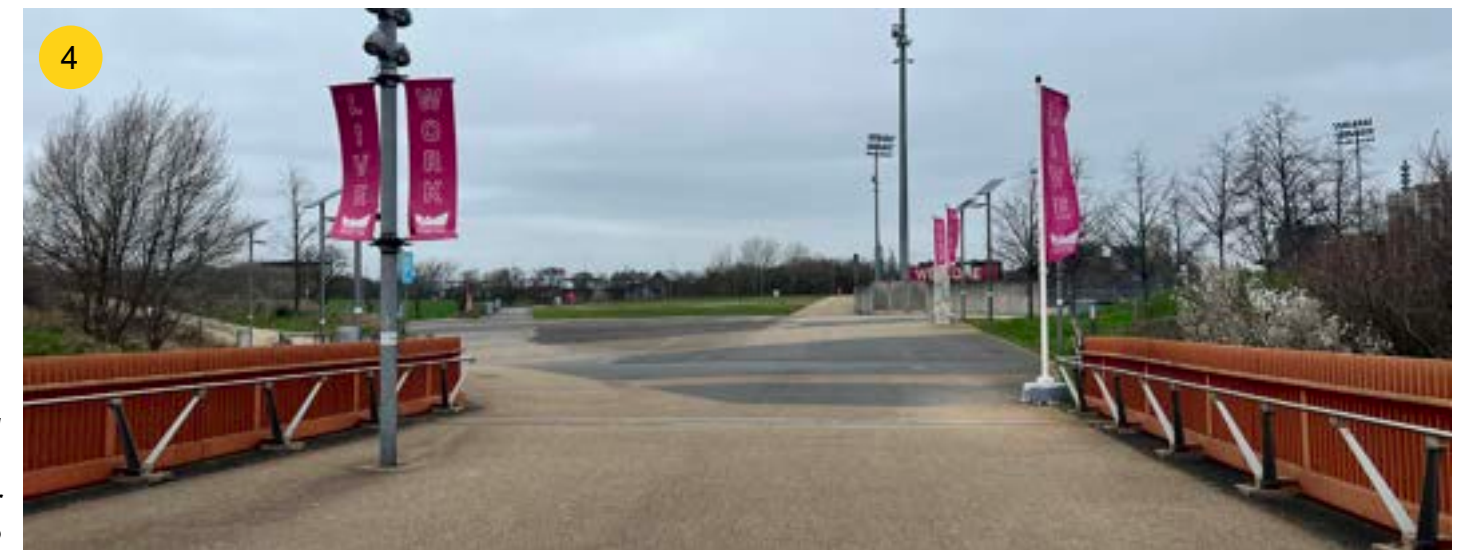


Image 25: View looking north from the Eton Manor Walk bridge over the A12



Image 27: Long distance view of the City Cluster from the centre of the Leyton Mills Retail Park

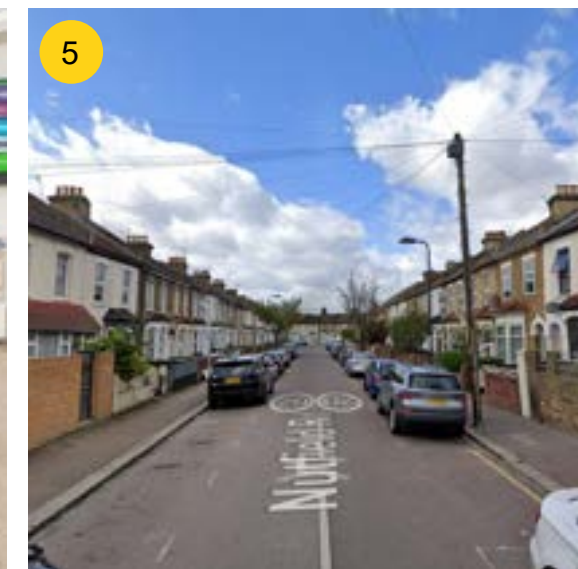


Image 26: Nutfield Road - a typical residential street near the SPD area where development on the Leyton Mills Retail Park site would be visible as a backdrop to the street

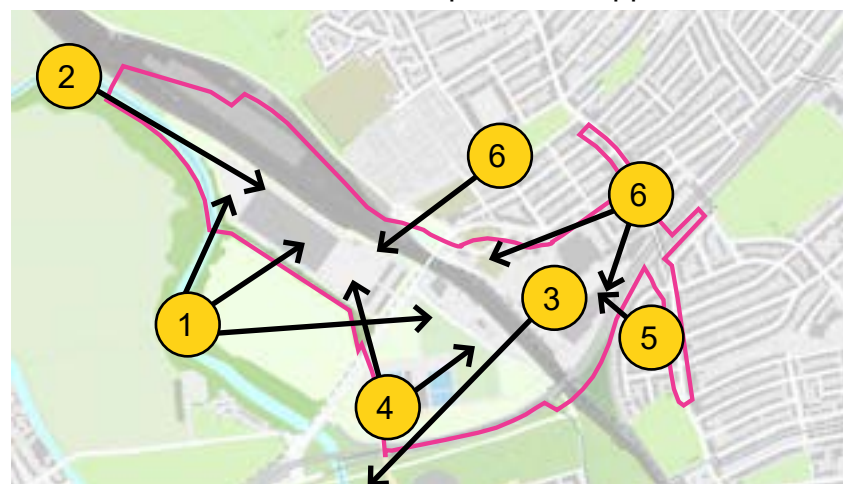


Figure 18. Plan an images of local views

3.8 Built form and character

High Road Leyton, with its historic buildings and institutions, conservation area, and recently refurbished shop fronts and public realm, runs north-south, being a major route through the area in terms of the urban form and legibility.

Amongst streets of traditional residential terraces in the surrounding area are smaller parades of characterful high street, such as Francis Road.

The Lee Valley, once dominated by rail and industry, is now a place for recreation and sport, though significant pockets of industry remain as important areas for employment and economic activity.

The sites within the SPD area and their immediate vicinity are variable in terms of the quality of existing character, and there is an opportunity to establish an exciting new character for the emerging neighbourhood that responds to the industrial heritage and green and blue setting of the lower Lee Valley. Guidance on creating characterful places is set out in [Section 6.1](#).



Image 28: Coronation Square development (right)



Image 29: New artwork on Walala Parade (Camille Walala) (left)



Image 34: Leyton bird box signage (above)



Image 33: Leyton London Underground Station (centre image)



Image 31: East Bank Stratford, home to the V&A East, Sadler's Wells and BBC (left)



Image 32: Leyton Town Hall (above)



3.9 High streets and retail

The Leyton Mills neighbourhood area covered by this SPD is close to the important local high streets of High Road Leyton and Stratford Town Centre. These local high streets and town centres currently accommodate a mix of leisure, transport, wholesale and retail uses. The benefits of this proximity however are not fully realised currently due to variable and at times poor transport and public realm infrastructure.

The emerging context in Stratford is residential- and employment-led with a mix of educational, tech and cultural uses.

3.10 Socio-economic profile

The SPD area is surrounded by a diverse community¹ where between 40% and 50% of the population was born outside the UK (Census 2021). It is also a young community with a greater proportion of young working age people than for London as a whole. A large proportion of residents (52%) hold degree qualifications or higher, however, the proportion of residents with other or no qualifications is higher than the rest of London.

The SPD area is surrounded by relatively high levels of deprivation - over 30% of the Lower Layer Super Output Areas (LSOA)² are in the top 20% most deprived nationally, which is well above the proportion for Waltham Forest or London as a whole. Particular challenges faced by people in the area are access to housing and services, living environment, income and crime - these issues disproportionately affect older people. The unemployment is higher than the London average, but lower than that for Waltham Forest as a whole.

¹ Socioeconomic analysis of the 'hinterland' of the Leyton Mills neighbourhood; 'Leyton Mills Development Framework 2021'

² LSOA are a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales

3.11 Culture and social infrastructure

The SPD area is surrounded by a rich and historical network of social infrastructure including leisure centres, places of worship, and other community facilities. The nearest primary schools are located some distance from the SPD area however.

The cultural offer within the SPD area is currently limited but growing. At nearby Coronation Square, one of the Council's flagship developments, a generous new public square is being delivered that will host a programme of uses and activities in walking distance to the new Leyton Mills neighbourhood and Leyton Orient.

Further afield, there is an increasingly rich ecosystem of cultural consumption and creation. The area is close by to Hackney Wick and Fish Island Creative Enterprise Zone (CEZ). In Stratford and the Queen Elizabeth Olympic Park, Here East, the International Quarter and East Bank are attracting a mix of educational, tech and cultural uses - including UCL, the V&A and Sadler's Wells.

To the north there is a growing concentration of creative industry uses in the Lea Bridge industrial area. There is potential for the development sites within the new Leyton Mills neighbourhood, (in particular the New Spitalfields Market site in the event that the market use is relocated) to deliver cultural uses that are complementary to and build upon the growing cultural and creative sectors, in particular the East Bank cultural partners.

3.12 Land uses and employment

Large wholesale and retail typologies dominate the New Spitalfields Market and Leyton Mills Retail Park sites. Temple Mills Bus Depot is an important piece of transport infrastructure, with permission for occupancy of 250 buses. The Eton Manor site is occupied predominately by sports/leisure uses in close proximity to other sports uses as part of the QEOP.

The sites support around ninety businesses, mainly in the transport, retail and wholesale sectors. Activity in these sectors is highly constrained on the sites relative to the London-wide level, and supports a range of jobs which tend to require lower level skills. Most businesses at the site are micro in size (fewer than 9 employees).

The Leyton Mills area provides significant economic and cultural opportunities which can provide benefits for current and future residents alongside local businesses.

The success of redevelopment of the sites will be in securing industrial and commercial uses that provide jobs for local people, including through the provision of affordable workspace.

3.13 Rivers and Flood Risk









This drawing illustrates the flood risk from rivers in and around the SPD Area. All of the key development sites including Eton Manor are subject to flood risk affecting at least some or all of the site area. The Leyton Mills Retail Park site is relatively less constrained, with the majority of the site outside of Flood Risk Zones 2 or 3.

Significant parts of the Temple Mills Bus Depot Site are within Flood Zone 3. The majority of the New Spitalfields market site is Flood Zone 2, with some parts in Flood zone 3.


The watercourses in and around the SPD area benefit from flood defences.

All development proposals will be required to undertake site-specific Flood Risk Assessment and incorporate flood-resilient design.

Key

-  Waltham Forest borough boundary
-  Leyton Mills SPD Area
-  Main Rivers
-  Ordinary Watercourses
-  Flood Zone 2
-  Flood Zone 3
-  Flood Zone 3b
-  Climate Change 100 year +70%

Flood Defences

-  Embankment
-  High Ground
-  Wall
-  Simple Culvert

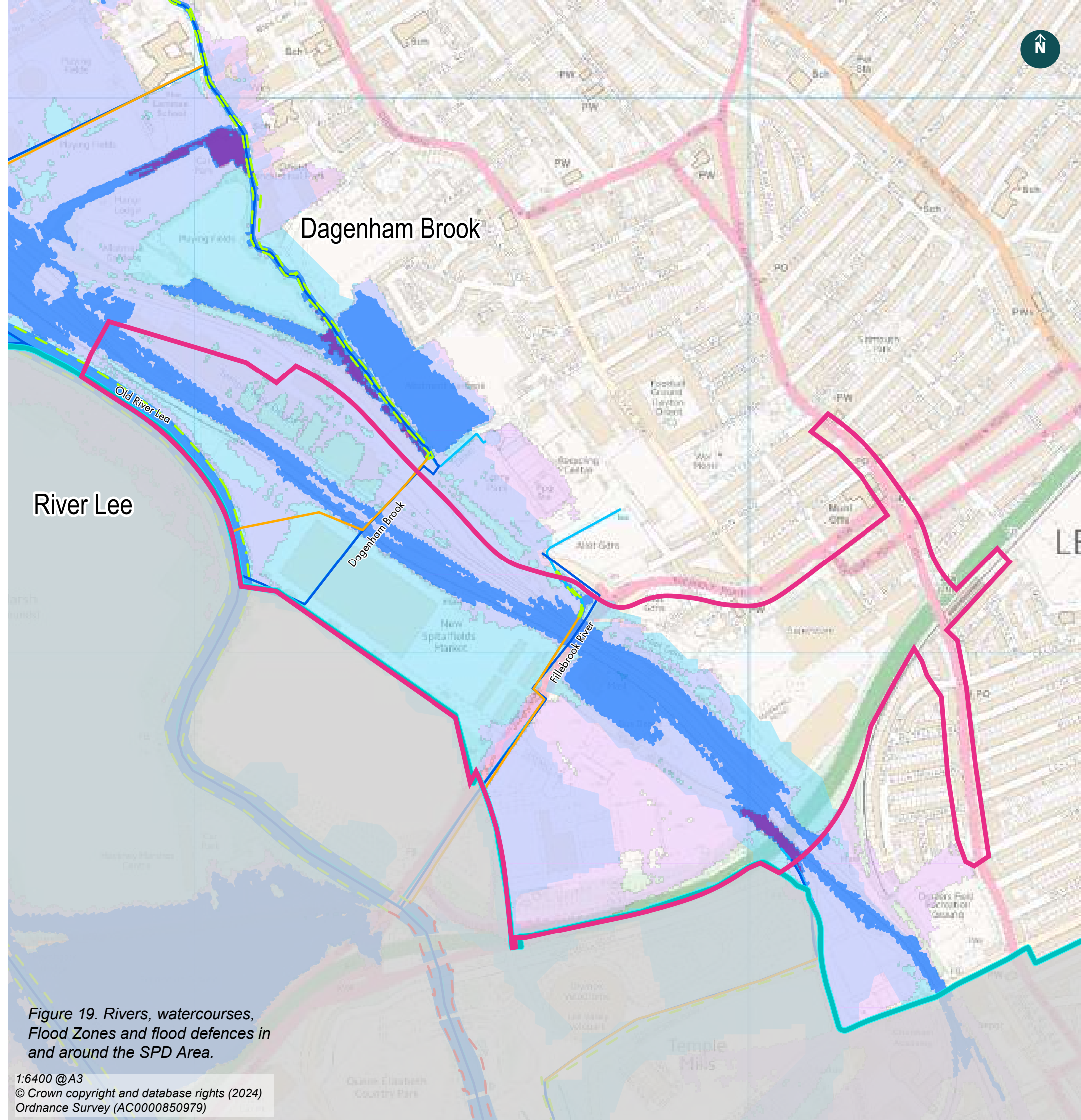


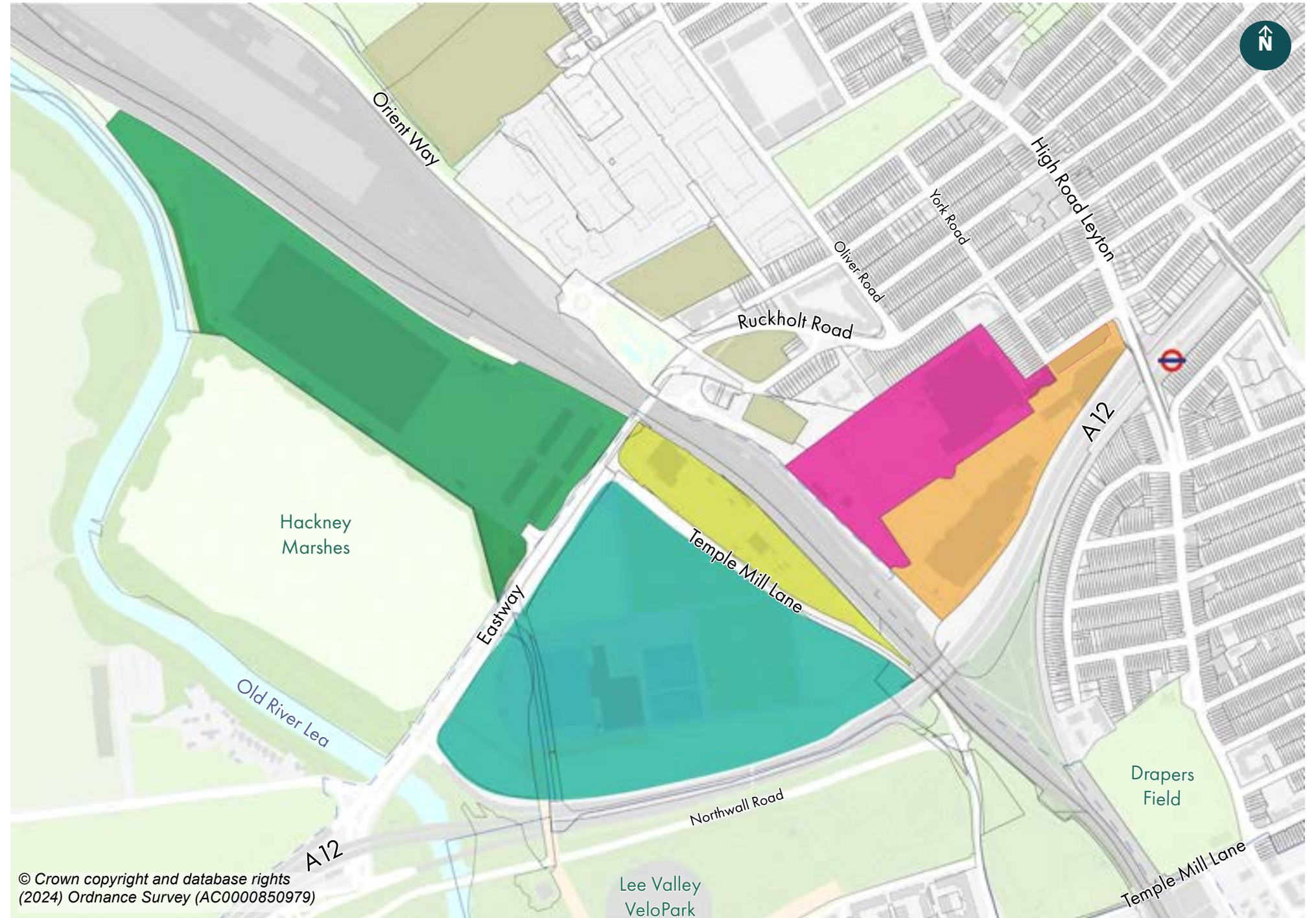
Figure 19. Rivers, watercourses, Flood Zones and flood defences in and around the SPD Area.

3.14 Land ownership

Figure 20 shows key land ownerships within the SPD area as understood. The development sites are unusually large, consolidated areas which present a significant opportunity for comprehensive, well-planned and phased development.

Key

- New Spitalfields Market**
City of London Corporation
- Temple Mills Bus Depot**
DfT with lease to TfL sublet to Stagecoach
- Leyton Mills Retail Park**
Aviva
- Leyton Mills Retail Park**
Asda
- Eton Manor**
Lee Valley Regional Park Authority



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Figure 20. Land ownership plan

3.15 Planning Policy Context

Figure 21 shows the planning designations as set out in the London Plan (2021) and the LB Waltham Forest Local Plan Part 1 (LP1). New Spitalfields Market and Temple Mills Lane Bus Depot are designated as Locally Significant Industrial Sites (LSIS) and bounded by Metropolitan Open Land to the west.

Leyton Mills Retail Park and Temple Mills Lane bus depot sit within an extension to the London Views Management Framework (LVMF) Protected Vistas requiring consultation with the Mayor of London for any buildings proposed that could impact the view. Potential impact of tall buildings on these vistas and local views set out in [Section 3.7](#) must be assessed as part of masterplans and development proposals.

LLDC is currently the relevant Local Planning Authority for Eton Manor and Temple Mills sites. Planning powers are due to be returned to the four Growth Boroughs by the end of 2024. The LLDC Local Plan will remain a relevant adopted Local Plan for the Eton Manor and Temple Mills areas beyond the point at which planning powers return.

Key

-  Waltham Forest borough boundary
-  Leyton Mills SPD Area
-  London Legacy Development Corporation Boundary
-  Lee Valley Opportunity Area
-  Listed Building
-  Locally Listed Building
-  Leyton Town Centre Conservation Area
-  London View Management Framework - Protected Vistas
-  Metropolitan Open Land
-  Primary Shopping Frontages
-  Locally Significant Industrial Sites (LSIS)
-  Strategic Industrial Land (SIL)
-  Sites of Importance for Nature Conservation (SINC)

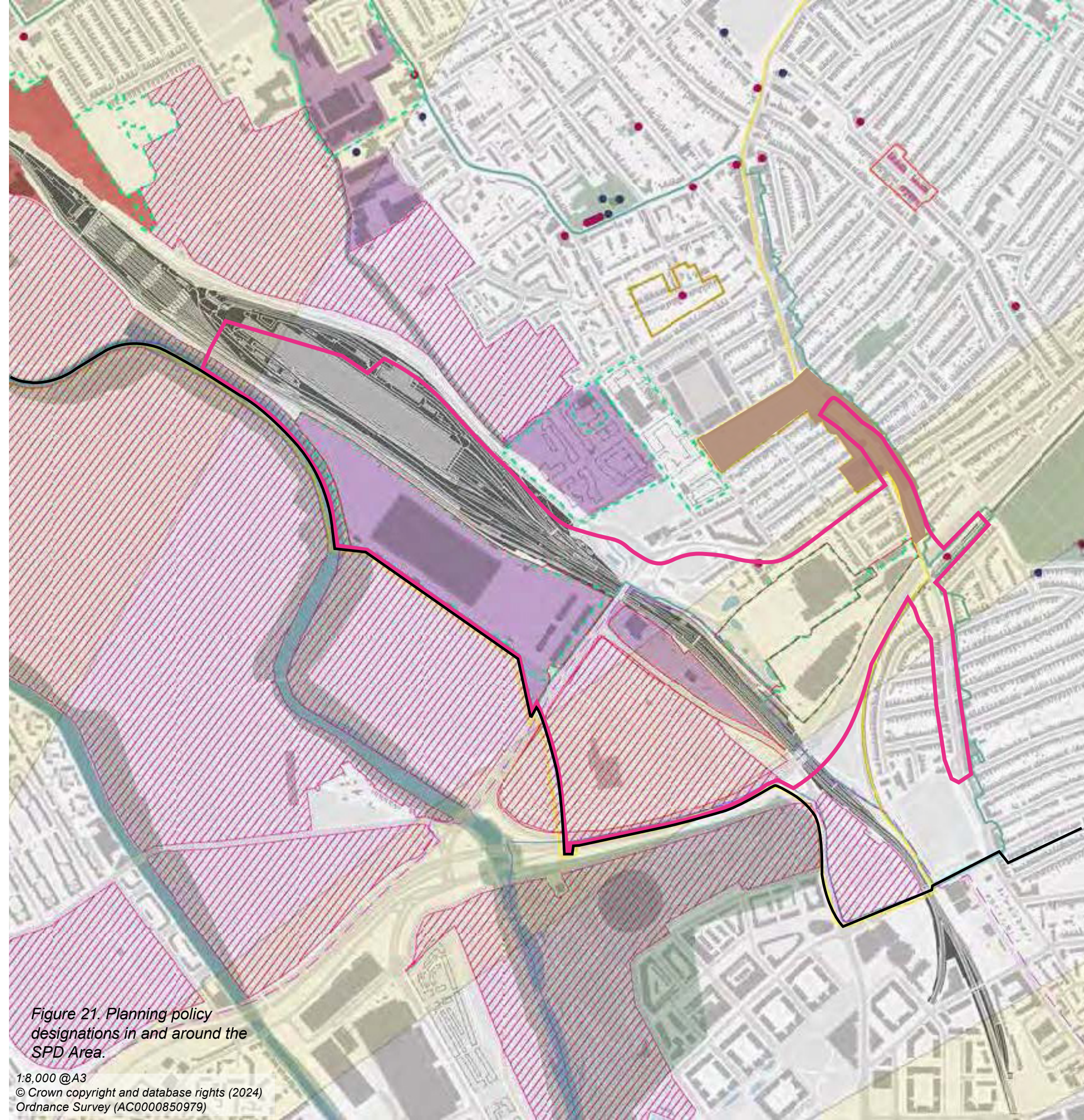


Figure 21. Planning policy designations in and around the SPD Area.

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3.16 Issues & Opportunities

ISSUES

Protected and enhanced biodiversity and climate resilience

- Distinctive and sensitive green and blue features
- Flood risk
- Poor air and noise quality
- Sites of importance for nature conservation which could be adversely impacted

A safe and well-connected place

- Existing traffic dominance and severance caused by A12 and railway
- Some routes not inclusive for walking and cycling

A quality place to live

- Need for high quality affordable homes
- Dominance of hardscaping and urban infrastructure
- Strategic and local views

A vibrant neighbourhood with a strong local economy

- Relocation of wholesale market at New Spitalfields and jobs
- Limited access to amenities
- Close to creative industries and cultural facilities
- Potential loss of jobs and industry

OPPORTUNITIES

- Generous biodiverse green buffers and corridors
- Flood alleviation through greening and SuDS
- Car free development and sequestering planting

- New and improved pedestrian and cycle friendly connectivity and potential bridge links
- New public transport opportunities, including potential new Ruckholt Road rail station

- Exemplar quality places and characterful buildings
- High quality open spaces and green streets that function as social spaces
- Sensitively designed tall buildings in the right locations
- Sports and recreation

- High quality new industry and employment space providing good jobs for local people
- Accessible cultural and communities amenities
- Vibrant and active ground floor uses to support retail and employment spaces throughout the day and evening

3.17 Key opportunities

Key















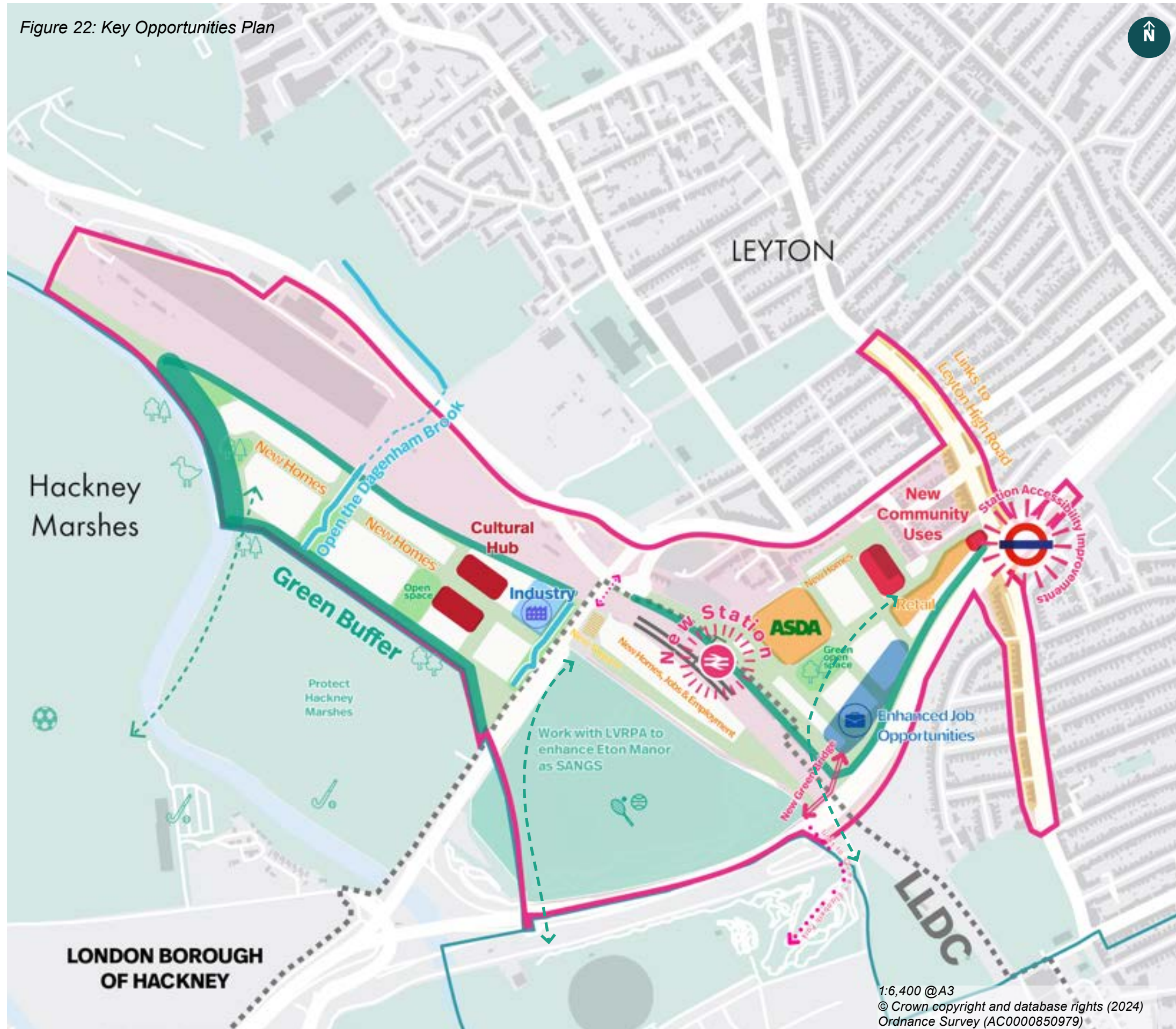
-  Leyton London Underground station and potential new national rail station at Ruckholt Road
-  New green buffers for wildlife to protect Hackney Marshes and the Old River Lea, and along railway line
-  Opportunities for new open spaces
-  Opportunities for liveable neighbourhoods and new homes
-  Opportunities for a replacement ASDA store and other retail
-  Opportunities for commercial and industrial uses
-  Opportunity for cultural hub
-  Opportunity for new community uses
-  Potential new walking, wheeling and cycling links into Hackney Marshes, Eton Manor and Queen Elizabeth Olympic Park that do not prejudice the use of the existing playing field
-  Potential for opening up the Dagenham Brook and the Fillebrook River to provide flood alleviation
-  New walking, wheeling and cycling bridge connecting the Leyton Mills Retail Park site to the Queen Elizabeth Olympic Park
-  Leyton Mills SPD Area
-  Borough boundaries
-  London Legacy Development Corporation Boundary

Figure 22: Key Opportunities Plan



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Part C

Thematic Guidance

This part sets out planning and design guidance that should be followed when developing proposals for the key sites within the SPD area. This guidance applies across the entire SPD area. The guidance in this part should be read alongside the relevant site-specific development guidance for each development site which is found in Part D.

4 Climate resilience and biodiversity

Leyton Mills is on the edge of the Hackney Marshes and the Old River Lea which is important for wildlife, but also poses a risk of flooding.

Development will need to not only protect the existing habitats and wildlife, but also enhance these through sensitive design, biodiversity-rich landscaping and planting, improved waterways and sustainable drainage systems that works for people and wildlife, whilst making the neighbourhood resilient to climate change in the long term.

4.1 Nature conservation

The key development sites are in close proximity to important sites for nature conservation, most importantly the River Lea Site of Importance for Nature Conservation (SINC), which must be protected.

A Preliminary Ecological Appraisal prepared by the London Wildlife Trust has been carried out which assesses the potential impacts of development - including cumulative impacts - on the SINC and Hackney Marshes.

- 4.1.1 Phase 2 ecological surveys of each development site and any relevant off-site habitats or species must be prepared and the findings and recommendations considered prior to establishing site-wide masterplans and proposals for the site. Proposals must be accompanied by an Ecological Impact Assessment (EclA).
- 4.1.2 Masterplans and development proposals must ensure that layout, heights and massing of buildings avoid the potential for shading, disturbance, light spill or pollution that could degrade the existing nature conservation value. This includes the identified River Lea SINC and any other nature conservation sites, species and habitats of importance identified in the Preliminary Ecological Appraisal of Hackney Marshes and site-specific ecological surveys and EclAs.
- 4.1.3 Tall buildings must be set back a suitable distance from sensitive sites so that any effects of shading fall upon the developed area or its associated



landscaping. Further guidance on tall buildings is set out in [Section 6.3](#).

- 4.1.4 The potential for light spill onto areas of nature conservation value should be avoided by setting buildings back from sensitive habitats, and ensuring that the design and planting of any set-back/green buffer complements and enhances the existing ecology. Light spill should also be avoided through the layout and design of buildings and sensitive lighting schemes in areas of the public realm outside the 'green buffers', where it is necessary. Proposals adjacent to sensitive sites must demonstrate that these areas will not be adversely impacted by increased lighting and must be accompanied by a lighting assessment of the vertical and horizontal plane that details likely changes to baseline light levels. Up-lighting of trees that form part of green corridors should be avoided.
- 4.1.5 Lighting design should manage the spectrum, colour and period of illumination and different times and over seasons, and be informed by guidance published by the Institution of Lighting Professionals and the Bat Conservation Trust.
- 4.1.6 Lighting must not be provided within the Green Buffer to the Old River Lea. Specific requirements

Local Plan Policy WF:

- Policy 77 - Green Infrastructure and the Natural Environment
- Policy 78 - Parks, Open Spaces and Recreation
- Policy 79 - Biodiversity and Geodiversity
- Policy 80 Trees
- Policy 83 - Protecting and Enhancing Waterways and River Corridors

Local Plan Policy LLDC:

- Policy SP.3 - Integrating the natural, built and historic environment
- Policy BN.1 - Responding to Place
- Policy BN.3 - Maximising biodiversity
- Policy BN.2 - Creating distinctive waterway environments
- Policy BN.7 - Protecting Metropolitan Open Land
- Policy BN.10 - Protecting key views
- Policy BN.11: - Air quality

for the ‘green buffers’ to the Old River Lea and Hackney Marshes is set out in [Section 8.3](#).

- 4.1.7 The section of the river corridor from the western end of the New Spitalfields Market site to the point where the river corridor turns west should be made inaccessible to the public at ground level to ensure that a significant stretch of the river corridor is free from disturbance. Masterplans and development proposals should consider solutions for allowing the public to appreciate this stretch of the river, such as from an elevated board-walk or viewing platform. Further detail is provided in [Section 8.3](#) on how this could be achieved.
- 4.1.8 Masterplans and development proposals should incorporate measures to improve the water quality of surface water discharges into the Dagenham Brook, Fillebrook River and the Old River Lea. This should include sustainable drainage systems incorporating bioswales or rain gardens that reduce the pollutant load entering the watercourses from surface-water run-off.
- 4.1.9 Masterplans and development proposals should set out measures for mitigating the additional recreation pressures on Hackney Marshes arising from the development. This should include carefully designed routes from the new development onto the Marshes to restrict movement away from the most sensitive habitats.
- 4.1.10 A new suitably surfaced route along the western boundary of the East Marsh from the New Spitalfields Market site and the existing ‘green’



Image 35: Richly vegetated habitat on the banks of the Old River Lea - a Site of Importance for Nature Conservation (SINC)

Local Plan Policy WF:

- Policy 77 - Green Infrastructure and the Natural Environment
- Policy 79 - Biodiversity and Geodiversity
- Policy 80 - Trees

Local Plan Policy LLDC:

- Policy SP.3 - Integrating the natural, built and historic environment
- Policy BN.1 - Responding to Place
- Policy BN.3 - Maximising biodiversity
- Policy S.9 - Overheating and urban greening

bridge over the Old River Lea should be delivered, subject to agreement with the London Borough of Hackney

4.2 Trees, urban greening and biodiversity net gain

Development proposals will need to protect and enhance significant existing green and blue infrastructure on sites, and provide new green and blue infrastructure throughout the development to achieve an uplift in biodiversity and urban greening.

A ‘green first’ design approach will be expected for all masterplans and development proposals, prioritising the use of green and blue infrastructure to deliver wider themes and policy objectives of this SPD including ecology, flood and water management, connectivity and active travel, and creating characterful spaces.

Trees

4.2.1 Proposals must retain significant existing trees by incorporating them into the layout and landscape design, and suitably protect them during construction and operation, including in terms of root protection as well as crown growth in proximity to buildings over the tree’s natural lifespan.

4.2.2 Some areas of existing trees which must be retained. This includes an area of trees protected by a Tree Preservation Order (TPO) Woodland Order under reference TPO 1/86 W1. All site-wide masterplans and development proposals must be supported by comprehensive tree surveys to ensure that all significant existing trees are identified and assessed.

4.2.3 All new and existing streets must be tree-lined. Tree-pits should be a minimum of 1.5m x 1.5m and a minimum depth of 0.85 metres and a minimum aperture of 0.6 metres.

Biodiversity Net Gain

4.2.4 All site-wide masterplans and development proposals must achieve a mandatory 10% Biodiversity Net Gain (BNG) within each development site as a minimum. Development should not use off-site land for achieving a minimum of 10% BNG, or other relevant minimum required in planning policy at the time of determination.

4.2.5 Given the size of the development sites and their existing use and condition, masterplans and development proposals will be encouraged to deliver a BNG which substantially exceeds the mandatory 10%. More information on how BNG

will be measured, secured and managed is set out [Section 12.7](#).

4.2.6 Habitats provided to meet BNG should be locally relevant and appropriate for the site conditions. The level of public access to the habitats and micro-climatic conditions that can occur on and around buildings should be considered during landscape design and when setting a target condition for habitats in the biodiversity metric. A maximum distinctiveness of medium and target condition of moderate for new grasslands created on-site is considered realistic.

4.2.7 Rooftop areas should provide space for biodiversity through the incorporation of green and brown roofs designed with adequate depths to sustain healthy plant growth with minimal maintenance. Consideration should be given to the inclusion of blue-green roofs.

4.2.8 New landscaping should be designed to be resilient and sustainable, and to minimise the irrigation and energy inputs required to maintain it. Rainwater harvesting for irrigation should be planned for as part of the wider approach to sustainable water use.

Local Plan Policy WF:

Policy 77 - Green Infrastructure and the Natural Environment
 Policy 79 - Biodiversity and Geodiversity

Local Plan Policy LLDC:

Policy SP.3 - Integrating the natural, built and historic environment
 Policy BN.1 - Responding to Place
 Policy BN.3 - Maximising biodiversity
 Policy S.9 - Overheating and urban greening

4.2.9 Artificial grass and artificial planting must not be provided within any development proposals.

Habitats and Species

4.2.10 Masterplans and development proposals should incorporate new habitat provision across the sites, including as part of the built fabric and soft landscaping of both green and blue spaces. These should be designed into the proposal at the earliest stages, with green spaces and riparian zones protected and enhanced to increase habitat connectivity between blue and green spaces across the borough.

4.2.11 Habitat enhancement measures close to the River Lea should include habitat provision such as kingfisher banks and otter holts.

4.2.12 Integrated swift bricks and bat boxes must be provided in new buildings, with the number reflecting the size and scale of the development. Other bricks/boxes should also be provided for bats, birds, invertebrates.

4.2.13 Siting of habitat bricks / boxes must be informed by an ecologist to ensure they are located at the correct density, height and aspect. These should be designed into the proposal at the earliest stages.

4.2.14 Habitats, including food plants, for target species identified in relevant Local Nature Recovery Plans, Biodiversity Action Plans or pre-application ecology surveys should be included in new landscaping.

4.2.15 Boundary fences/walls should be made permeable at multiple points for ground-based wildlife, including hedgehogs, where appropriate.

Urban Greening Factor

4.2.16 The Urban Greening Factor (UGF) target score for each key development site is 0.4. Site-wide masterplans can establish bespoke UGF target scores for each phase or plot, however this should be as close to 0.4 as possible, and cumulatively should meet the UGF target score for the site as a whole.

4.2.17 Greening provided to meet the UGF target score should respond to the ecological context for each site, extending and connecting complementary habitats such as vegetated SuDS that reference natural habitats and wildlife friendly and native trees and scrub into the development. For the New Spitalfields Site, the key ecological context will be the River Lea SINC.

Image 36: A visualisation of a potential new biodiverse green space on New Spitalfields Market site centred around a de culverted section of the Dagenham Brook



Local Plan Policy WF:

- Policy 77 - Green Infrastructure and the Natural Environment
- Policy 78 - Parks, Open Spaces and Recreation
- Policy 81 - The Epping Forest and Epping Forest Area of Special Conservation
- Policy 82 - The Lee Valley Regional Park

Local Plan Policy LLDC:

- Policy BN.1 - Responding to Place
- Policy BN.3 - Maximising biodiversity
- Policy BN.6 - Requiring Inclusive Design
- Policy BN.7 - Protecting Metropolitan Open Land
- Policy BN.8 - Improving Local Open Space
- Policy BN.9 - Maximising opportunities for Play

4.3 Open space, play and recreation

Development proposals will give rise to a need for open space, play space and recreation facilities for the residents, workers and visitors of the new neighbourhoods. New open spaces are key to creating healthy and vibrant places to live and work. A range of new open spaces and play provision will be required across the SPD Area that vary in scale, character and facilities. This includes predominantly green open spaces, others which with biodiversity-rich landscaping, green and blue infrastructure, spaces for recreation, new public squares of a more urban character, and doorstep play, seating and landscaping incorporated throughout the public realm. This section should be read alongside the Green and Blue Spaces SPD and the Council’s Parks and Open Spaces Strategy.

As set out in [Figure 2](#), the SPD Area is partially within the Lee Valley Regional Park, therefore the provision of facilities and improvements for the enjoyment of the outdoors, including sports and recreation, will be supported.

4.3.1 Development will be expected to provide a range of open, green and biodiverse public spaces and facilities that feel safe, including for women and girls, as an integral part of proposals.

4.3.2 Public open space and residential amenity spaces related to residential development should be fully outdoors and provided at ground floor to maximise accessibility and biodiversity value, particular to allow sufficient soil depths for mature trees. Residential proposals that are solely reliant on podium-level and terrace gardens to provide open space and outdoor communal amenity space are unlikely to be acceptable.

4.3.3 Site-wide masterplans and development proposals should incorporate a variety of open spaces that are multifunctional, enhance biodiversity value, incorporate green and blue infrastructure, recreation, seating and play provision accessible to all residential blocks.

4.3.4 Site-wide masterplans and development proposals should ensure that the open space and play space needs of the development are met on-site. Developments should not rely on off-site open spaces to meet needs.

4.3.5 Masterplans and development proposals should include both private and communal spaces on-site on which to grow food and flowers such as communal gardens or allotments.



Image 37: Elephant Springs water feature and play space in Elephant & Caste, an exemplar quality inclusive community play space, with integrated landscaping and play for all ages.

Local Plan Policy WF:

- Policy 81 - Epping Forest and the Epping Forest Special Area of Conservation
- Policy 87 - Sustainable Design and Construction
- Policy 91 - Managing Flood Risk

Local Plan Policy LLDC:

- Policy BN.3 - Maximising biodiversity
- Policy S.10 - Flood Risk
- Policy S.11 - Sustainable drainage measures and flood protections
- Policy S.12 - Resilience, safety and security

4.4 Suitable Alternative Natural Greenspace (SANGs)

Epping Forest, partly located within Waltham Forest, is a nature site that is protected by UK law as a Special Area of Conservation (SAC). Epping Forest SAC is currently considered to be in an unfavourable condition due to atmospheric pollution and disturbance from recreation and urbanisation. The Council has a legal duty to protect Epping Forest SAC. A strategy is in place to do this part, and forms part of the Council's Green and Blue Spaces SPD.

A key element of the strategy is the creation of Suitable Alternative Natural Greenspaces or SANGs which are areas that are designated with the aim of protecting the SAC from recreational pressures by providing alternative green space to attract people away from Epping Forest. Eton Manor, and the green open space in Leyton Mills Retail Park SPD have been identified as SANGs sites as part of the Council's SANGs strategy and must be delivered in order to protect Epping Forest SAC from recreational harm.

4.4.1 Site-wide masterplans and development proposals for Eton Manor and Leyton Mills Retail Park site must provide Suitable Alternative Natural Greenspaces (SANGs) in the locations identified on Figure 32 and 35. These spaces must achieve the -aims of the SANGs strategy contained within the Green and Blue Spaces SPD.

4.5 Flood risk and sustainable drainage

As set out in Figure 19, parts of the Leyton Mills SPD area are susceptible to flood risk. The layout and design of masterplans and development proposals, as well as the inclusion of mitigation measures, will be required to manage flood risk, both fluvial (from the River Lea), the smaller watercourses the Dagenham Brook and the Fillebrook River, and from surface water runoff.

There are opportunities to reduce flood risk of the sites by replacing existing extensive areas of hard impermeable paving with open spaces, green roofs and other features such as bioswales and rain gardens which can absorb water, and release it more slowly into watercourses. All developments will be required to achieve greenfield run-off rates.

However, there is also the opportunity to incorporate within the development sites measures for addressing strategic flood risk upstream from the Dagenham Brook and the Fillebrook River to provide blue infrastructure and additional ecological benefits across the SPD area. This would provide a flood alleviation benefit for wider parts of the Borough, and forms part of a wider strategy.

Groundwater

4.5.1 Detailed site investigations will be required at masterplan stage to ensure that there are no adverse impacts to ground water and that development proposals prevent or minimise contamination in line with Local Plan Policy 90.

Fluvial flood risk

4.5.2 Parts of the sites are located in Flood Zones 2 or 3. Site-specific Flood Risk Assessments will be required to inform site-wide masterplans and development proposals. Sites must be designed to be flood-resilient for the life of the development. Measures should be agreed with the Environment Agency and the Council as Lead Local Flood Authority and are likely to include:

- Setting floor levels above flood level
- Flood-plain storage compensation
- Flood evacuation and civil contingency systems
- An 8m buffer zone between the development and any flood defences or main river, or main river culvert.
- Ensuring that any flood defences structures are in 'fair' to 'good' condition and can be maintained for the lifetime of the development.

Local Plan Policy WF:

- Policy 85 - A Zero Carbon Borough
- Policy 87 - Sustainable Design and Construction
- Policy 89 - Water Quality and Water Resources
- Policy 91 - Managing Flood Risk
- Policy 93 - Waste Management

Local Plan Policy LLDC:

- Policy BN.3 - Maximising biodiversity
- Policy SP.5 - A sustainable and healthy place to live and work
- Policy S.10 - Flood Risk
- Policy S.11 - Sustainable drainage measures and flood protections
- Policy S.8 - Waste Reduction
- Policy S.4 - Sustainable design and construction

Surface water flood risk

- 4.5.3 A comprehensive and area-wide approach must be taken to Sustainable Drainage Systems (SuDS) and the mitigation of surface water drainage.
- 4.5.4 Masterplans and development proposals should make provision and safeguard land for strategic flood mitigation projects to manage flood risk on the Dagenham Brook and Fillebrook rivers that is supported by hydraulic modelling to demonstrate that there will be no increase in flood risk from the de-culverting. Proposals should include wetland areas for the de-culverting of buried sections of both watercourses, incorporated into landscaping and green open spaces on the site. Specific requirements are set out for the [New Spitalfields Market](#) site and [Eton Manor](#).

4.6 Waste management and circular economy

Waste management should be designed into developments in a way that makes it easy and practical, but does not detract from the public realm and amenity. There are a variety of approaches to waste collection suitable for high density schemes, and the Council expects innovative solutions to managing waste. Reducing use and increasing the reuse of materials and waste is a key part of the circular economy.

4.6.1 Development proposals should be designed to reduce the production of waste, and to manage waste in a way that is sustainable and facilitates recycling and reuse. Development proposals should follow these three principles for waste and circular economy:

- Design-out waste and pollution,
- Keep products and materials in use, and
- Natural systems

Waste collection and management

4.6.2 Masterplans, design codes and development proposals must make provision for waste collection and management systems that support the greater separation of waste, be easy to deliver and collect, include sufficient storage to hold

waste for the development for a minimum of one week and be well integrated into the building and public realm design. This could include vacuum or underground storage systems for waste collection that are integrated into the public realm

- 4.6.3 Servicing of waste and recycling for blocks with over 50 units should take place off the public highway and within the site boundary.
- 4.6.4 Any vehicle movement should take place in a forward drive where possible – entrance and exits
- 4.6.5 All commercial properties should have a refuse and recycling provider to ensure they are doing as much as they can to recycle. Development proposals should seek to secure one service provider for businesses across each development site to minimise the number of collections servicing the development and to help meet the Council’s targets for the Climate emergency.
- 4.6.6 All commercial properties should have a separate store from residential stores for waste collection.
- 4.6.7 Storage requirements for the commercial units should be sufficient in size, capacity and layout to warrant a once a week servicing where possible.

Local Plan Policy WF:

- Policy 87 - Sustainable Design and Construction
- Policy 89 - Water Quality and Water Resources
- Policy 91 - Managing Flood Risk
- Policy 93 - Waste Management
- Policy 85 - A Zero Carbon Borough

Local Plan Policy LLDC:

- Policy SP.5 - A sustainable and healthy place to live and work
- Policy S.8 - Waste Reduction
- Policy S.2 - Energy in New Development
- Policy S.3 - Energy Infrastructure and Heat Networks
- Policy S.4 - Sustainable design and construction
- Policy S.5 - Water supply and waste water disposal

4.7 Sustainability, energy and water efficiency

Circular economy

- 4.6.8 Development proposals should establish means by which waste production is minimised and processed on site to enhance biodiversity, green infrastructure, sustainable transport and construction. This should follow the GLA's Whole Life-Cycle Carbon Assessments guidance and to be designed with circular economy principles in mind.
- 4.6.9 Masterplans and development proposals should include waste management plans which support waste minimisation and sustainability throughout the development, such as providing space within buildings for the storing and sharing of equipment, such as Street Banks or tool libraries.
- 4.6.10 Building materials should be sustainable and have low embodied carbon, and recycled wherever possible.
- 4.6.11 Low-impact construction techniques should be employed to reduce wastage and minimise logistics footprint.
- 4.6.12 Buildings and spaces should be designed with flexibility, interoperability and longevity in mind to encourage the use of spaces for a variety of activities.
- 4.6.13 Reduction in food waste could be encouraged through food sharing and provision of a local food market in an accessible location within the SPD Area.

The vision for the Leyton Mills area is for exemplar sustainable development which will be Net Zero carbon. An Energy Heat Cluster and Master Plan study which is underway for LBWF. This study is conducting detailed heat mapping and modelling for the Leyton Mills SPD Area.

- 4.7.1 Low carbon energy generation should be promoted and opportunities for renewable energy maximised following the London Plan energy hierarchy. On-site carbon savings should be maximised to achieve Net Zero Carbon whilst minimising any financial contributions to the Council's Carbon Offset Fund as part of demonstrating exemplar low carbon and sustainable design.
- 4.7.2 Development proposals should follow the GLA's Energy Assessment Guidance, or any subsequent supplementary planning guidance, including in relation to district heating networks.
- 4.7.3 Development proposals should demonstrate how they contribute towards the delivery of a comprehensive energy masterplan for the whole SPD area.
- 4.7.4 All development should be communally heated. Development proposals should be designed to be 'connection ready' to receive heat and hot water from the nearby existing Queen Elizabeth Olympic Park heat network.

- 4.7.5 Development proposals should maximise opportunities for recovering unused thermal energy, such as from air conditioning units.
- 4.7.6 The proposed energy solution must be compatible with affordable housing and not result in fuel poverty for future residents.
- 4.7.7 Development must meet high sustainability standards set out in policy. Home Quality Mark and Passivhaus or equivalent is expected for residential development. All non-residential development greater than 100 sqm must achieve a minimum of BREEAM 'very good' or equivalent.
- 4.7.8 The potential for overheating through the orientation and design of buildings should be minimised and be designed following the GLA's Cooling Hierarchy.
- 4.7.9 Buildings and public spaces should be designed and specified to reduce water consumption and water run off sustainably. Development proposals should make provision for rainwater harvesting and grey-water recycling.
- 4.7.10 Sustainable water systems should be delivered which maximise local water resources in the area, and embed rainwater collection.

5 A safe and well-connected place



Development of the sites will result in improved public transport alongside safe active travel links that mean walking, cycling or wheeling are an enjoyable experience and the first choice for getting about. A holistic approach to sustainable transport infrastructure, street layouts and building design will be key to creating inclusive, safe 15 minute neighbourhoods.

5.1 Hierarchy of streets

New streets and public realm will be at the heart of new neighbourhoods and form part of a comprehensive area-wide approach to land uses, layout, building design, boundaries, street design and landscaping throughout and between sites, knitting the developments into their wider areas. Getting around the area should be intuitive and inclusive to all, and streets should serve multiple functions safely whilst minimising conflicts.

- 5.1.1 Masterplans and development proposals should demonstrate how they achieve the strategy for a hierarchy of streets set out in [Section 5.1](#). Design Codes should include codes that control for the design of streets as part of this hierarchy, including street sections and street 'mix'.
- 5.1.2 The public realm should be prioritised for active travel and urban greening. This could be achieved by providing:
 - Substantial car-free areas. All key development sites should be Low Traffic Neighbourhoods with no through-routes for general traffic
 - Generous footpaths and foot-ways free of clutter. A preferred minimum width of footpaths and foot-ways is 2m
 - Protected space for cycling, on routes and roads that require it, of sufficient width and designed to meet TfL's London Cycling Design Standards. Shared space for pedestrians and cyclist should

only be used where conflicts between these modes can be managed.

- On key streets within development sites identified as part of the vehicular network, a buffer zone of at least 1.5m between the road and foot-way should be provided to accommodate street trees and other planting, SuDS, bike stands, street furniture including seating, doorstep play and public art.

5.1.3 The public realm should be designed to be and to feel safe and secure including for women and girls during the day and night. Security features such as those intended for deterring hostile vehicles should be designed with dual uses such as planting and seating. Routes should feel open and benefit from good natural surveillance; long fenced routes should be avoided.

5.1.4 Routes must be designed to accommodate a range of 'movement scenarios'. This will include the flow of spectators attending major events at Leyton Orient Football Club, the Lee Valley Hockey and Tennis Centre, other venues within the Queen Elizabeth Olympic Park as well as for local residents reaching facilities within the 15-minute neighbourhood.

5.1.5 Early consideration should be given to the desirability of any streets or public realm within development sites to be adopted as public highway. This should be agreed in discussion with the Highways Authority.

Local Plan Policy WF:

- Policy 9 - South Waltham Forest
- Policy 53 - Delivering High Quality Design
- Policy 60 - Promoting Sustainable transport
- Policy 61 - Active Travel
- Policy 66 - Managing Vehicle Traffic

Local Plan Policy LLDC:

- Policy T.4 - Managing development and its transport impacts
- Policy T.5 - Street network
- Policy T.6 - Facilitating local connectivity

Street Types

New city street

An urban-scale street, with a mix of uses, providing a pedestrian friendly environment whilst ensuring connections with the wider transport network. Active frontages, pedestrian footpaths, tree/ furniture zones, stepped cycle tracks and alighting areas are some of the features of a new city street.



Image 38: CS1, Tottenham High Road

Neighbourhood street

Quieter, safer, mostly pedestrianised and desirable residential streets where public realm and architecture are closely integrated. New streets are likely to feature higher densities of development than existing neighbourhood streets.



Image 39: Neue Meile, Böblingen

Working street

Intensified industrial and employment uses require a robust street type which is both adaptable in accommodating a range of uses and can afford possibilities for complementary uses. These support the operational requirements of an industrial area and integrated placemaking.



Image 40: Kaap Noord, Amsterdam

Green link

Leafy paths that link green space, railway sidings and river. Linkages connect green and urban spaces to each other or other streets creating a varied experience and tempo. These types can include lightweight bridges for pedestrian and cycling use which will improve permeability across the sites.



Image 41: CS1, Parkland Walk, Haringey



Image 42: Woolwich Arsenal, Greenwich



Image 43. Burrige Gardens, St Johns Hill, Wandsworth



Image 44: Nantes Saint-Nazaire Higher School of Fine Arts, Nantes



Image 45: Cycle ramp and bridge over the River Lea, Tower Hamlets

Local Plan Policy WF:

- Policy 9 - South Waltham Forest
- Policy 53 - Delivering High Quality Design
- Policy 60 - Promoting Sustainable transport
- Policy 61 - Active Travel
- Policy 62 - Public Transport
- Policy 63 - Development and Transport Impacts
- Policy 64 - Deliveries, Freight and Servicing
- Policy 66 - Managing Vehicle Traffic

Local Plan Policy LLDC:

- Policy T.1 Strategic transport improvements
- Policy T.2 Transport improvements
- Policy T.3 Supporting transport improvements
- Policy T.6 - Facilitating local connectivity
- Policy T.9 - Providing for pedestrians and cyclists
- Policy S.12 - Resilience, safety and security
- Policy SP.5 - A sustainable and healthy place to live and work

5.2 Walking, cycling and wheeling

Walking, cycling and wheeling will be prioritised in the design and planning of developments and the wider transport network.

- 5.2.1 Connectivity for walking, cycling and wheeling should be improved. Masterplans and development proposals should improve connectivity within and between key development sites, and within the wider area, especially but not limited to Queen Elizabeth Olympic Park and Stratford town centre.
- 5.2.2 Site-wide masterplans and development proposals should facilitate, as a minimum, the Primary Routes for walking, cycling and wheeling set out in [Figure 23](#).
- 5.2.3 Improvements to walking, cycling and wheeling connectivity outside the red-line boundary of the site will also be required. These should contribute to delivering the accessibility improvements planned for High Road Leyton and delivering the wider strategic cycle networks shown on [Figure 23](#). Specific projects should be identified through site-wide masterplans and development proposals. Improved cycling connectivity to the Queen Elizabeth Olympic Park and Stratford Town Centre is particularly important, as a strategic destination.

- 5.2.4 Protected space for cycling should be provided on all roads that require it due to the volume, composition and speed of traffic, in line with the latest guidance set out in TfL's Healthy Streets Toolkit and/or the Government's LTN1/20 guidance.
- 5.2.5 A106 Eastway and Ruckholt Road requires a comprehensive improvement scheme to accommodate walking, wheeling, cycling and public transport, with space reprioritised away from vehicular traffic towards sustainable and active modes. This should incorporate protected space for cycling, including protected dedicated cycle crossings on all arms of the junction with Temple Mills Lane and any other future traffic signal-controlled accesses into the key development sites.
- 5.2.6 Priority must be given to the provision of active travel and user of public transport in the design of public realm.



Images 46 and 47: Roads prioritised for active travel. Protected cycle infrastructure on Lea Bridge Road, part of Enjoy Waltham Forest

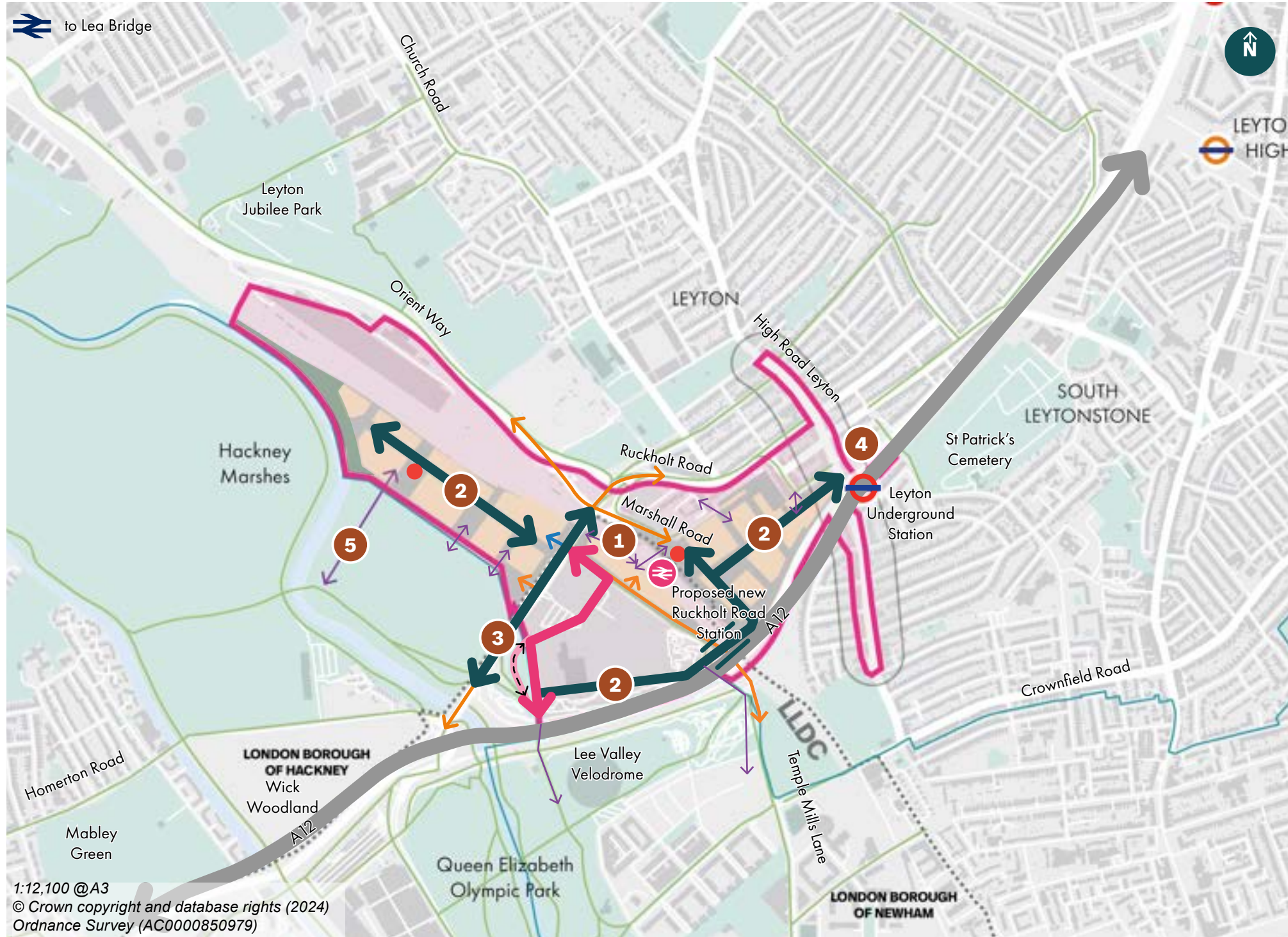


Figure 23. Illustrative routes for walking, cycling and wheeling.

- 1 A new station at Ruckholt Road, with an entrance at Marshall Road and public square off Ruckholt Road. Potential new walking and cycling connection over the railway
- 2 New and improved key routes for walking, wheeling and cycling through the Leyton Mills development sites, as shown by the dark green arrows. Other connections are shown by thinner blue arrows.
- 3 A central segregated cycle route on A106 Ruckholt Road / Eastway, connecting High Road Leyton, Eton Manor, Hackney, the Queen Elizabeth Olympic Park and on to Stratford. This should be designed with generous, physically protected cycle lanes, landscaping and greening.
- 4 Improved public realm around Leyton Underground Station alongside improvements to the station.
- 5 Investing and improving routes into and through Hackney Marshes, whilst preserving and enhancing biodiversity, subject to agreement with LB Hackney

Key

- New bus stops (indicative location)
- Existing walking, wheeling and cycling infrastructure
- > Alternative walking and cycling route during major events
- ↔ Primary routes for walking, wheeling and cycling
- ↔ Existing vehicular access
- Leyton Mills SPD Area boundary
- ↔ New & improved walking, wheeling and cycling connections
- ↔ Potential new access for goods vehicles
- Borough boundaries
- Potential new walking, wheeling and cycling bridge over railway, connecting Leyton Mills Retail Park and Eton Manor and the QEOP
- ↔ Primary walking and cycling route through Eton Manor except during major events
- - - - LLDC boundary

Local Plan Policy WF:

- Policy 9 - South Waltham Forest
- Policy 26 - Safeguarding and Managing Change in Locally Significant Industrial Sites
- Policy 30 - Co-location Design Principles
- Policy 53 - Delivering High Quality Design
- Policy 60 - Promoting Sustainable transport
- Policy 62 - Public Transport

Local Plan Policy LLDC:

- Policy T.2 Transport improvements
- Policy T.3 Supporting transport improvements
- Policy T.4 Managing Development and its Transport Impacts
- Policy T.6 Facilitating Local Connectivity
- Policy S.12 Resilience, Safety and Security

5.3 Tube and rail

Leyton underground station is on the Central Line. It is congested at times and does not have step-free access. The Council has secured funding for improvements to Leyton Underground Station to increase capacity and improve accessibility.

Contributions are likely to be sought for improvements to the public realm outside Leyton Station and along Ruckholt Road and East Way in support of the increased footfall expected, as part of the Leyton Gateway Project.

5.3.1 Development proposals should have regard to the planned accessibility improvements to Leyton Tube Station, and allow for and be coordinated with planned improvements to public realm and routes in the vicinity of the station (Leyton Gateway Project) to address the existing pinch-point and maximise connectivity to the station by walking, cycling and wheeling.

5.3.2 Development proposals should allow for and be coordinated with the planned new rail station at Ruckholt Road on the line from Stratford to Meridian Water.

5.4 Bus

Temple Mills Bus Depot is an important piece of infrastructure for the local bus network and will need to be retained. The continued and uninterrupted operation of the bus depot is a priority, and will need to be achieved through the design and phasing of development. An appropriate solution to this maybe through the provision of a replacement or temporary bus depot on another site, while development takes place on the Temple Mills Bus Depot site.

Bus route 97 has high demand and may require more capacity in the future when the developments are delivered. Consideration must be given to the capacity on this route when proposals are being developed.

5.4.1 Development proposals should enhance existing bus infrastructure within the area and support bus improvements necessary to accommodate the anticipated growth in bus trips arising from the development, and provide excellent accessibility to the bus network for new residents, visitors and workers. This should include new bus stops within the New Spitalfields Market Site and the Leyton Mills Retail Park Site.

5.4.2 Development proposals must be designed and phased to ensure that continued and uninterrupted operation of the Temple Mill Bus Depot.



Image 48: Temple Mills Bus Depot

Local Plan Policy WF:

- Policy 60 - Promoting Sustainable transport
- Policy 61 - Active Travel
- Policy 63 - Development and Transport Impacts
- Policy 64 - Deliveries, Freight and Servicing
- Policy 66 - Construction Logistics Plans
- Policy 66 - Managing Vehicle Traffic

Local Plan Policy LLDC:

- Policy T.4 - Managing development and its transport impacts
- Policy T.5 - Street network
- Policy T.6 - Facilitating local connectivity
- Policy T.7 - Transport Assessments and Travel Plans
- Policy T.8 - Parking and parking standards in new development
- Policy T.9 - Providing for pedestrians and cyclists
- Policy SP.5 - A sustainable and healthy place to live and work

5.5 Servicing and delivery

Leyton Mills is well-connected, and with planned improvements to public transport, will have a high level of public transport accessibility. As such, developments will be required to be car free (with the exception of wheelchair accessible parking and potentially car clubs).

The mix of different uses, including industrial uses which will require access for goods vehicles and operational parking for business, means that reducing conflicts between different modes will be a key design and planning consideration. The public realm should be safe and prioritised for walking, cycling and wheeling.

High density living, the increase in home working and changing eating and shopping habits are giving rise to different demands for servicing and deliveries, which need to be considered and designed into a scheme to be successful. To manage the demand for deliveries, innovative solutions to deliveries will be required to mitigate the impact deliveries have on places.

- 5.5.1 Residential development proposals should be car-free, and provide only essential wheelchair-accessible parking in accordance with LP1 Appendix 1 - Parking Standards.
- 5.5.2 Sustainable car parking initiatives such as car clubs may be considered.

- 5.5.3 Proposals should be accompanied by car parking management plans and service and delivery plans.
- 5.5.4 The re-provided ASDA store should be served by on-site parking for customers. The number of re-provided parking spaces should be lower than the existing, and should be the minimum required to serve the needs of the development. Any re-provided spaces should include electric charging for customers. The ASDA parking should not be available for use by residents or business parking.
- 5.5.5 Developments should be designed to include a drop-off zone within 10 metres of building entrances integrated into the public realm to allow for deliveries and drop-off needs and emergency vehicles.
- 5.5.6 Drop off spaces must be located and designed in a way that does not obstruct pedestrian routes and legibility or impact on pedestrian safety.
- 5.5.7 Servicing and deliveries for developments should not be on the public highway, and should be provided for within the red line of the development. On-highway kerbside restrictions for deliveries and servicing will not be acceptable.
- 5.5.8 Development proposals should make provision for sustainable methods for first- and last-minute logistics, cargo bikes and cycle freight.



Image 49: Example of a mobility hub in Redbridge, - integrated seating with cycle stands

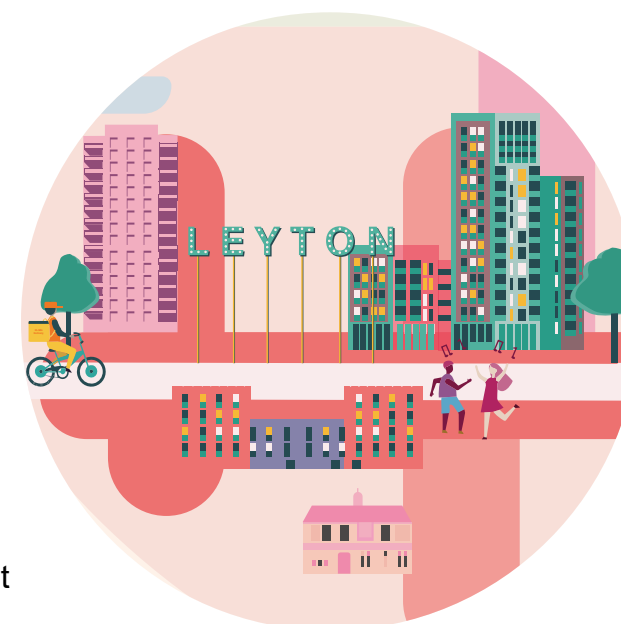
- 5.5.9 Site-wide masterplans and development proposals should make provision for mobility and active travel hubs in appropriate locations.
- 5.5.10 Design Codes and development proposals should set out the specification and design requirements for Mobility and Active Travel Hubs. They should include facilities such as secure bike storage (for different types of bicycles including trailers and cargo bicycles), cycle repair facilities/workshops, electric bike charging, provision for bike hire docking, real time public transport information, lockers for last mile logistics and local area maps for wayfinding. Consideration should be given to the optimum size, facilities and distribution of hubs, including providing a range of micro-hubs within development plots across the sites, and larger centrally located hub(s).

5.6 Transport assessments

- 5.6.1 Site-wide masterplans and development proposals should be supported by strategic transport assessments at an early stage which examine the transport impacts of the development on its own and in combination with other development within the Leyton Mills SPD area, and outside the SPD area where relevant. This should assess the cumulative impact of development over time, rather than a piecemeal approach for each application.

6 A quality place to live

and there is an opportunity to establish an exciting new character for the emerging neighbourhood that responds to the industrial heritage and green and blue setting of the lower Lee Valley. Guidance on creating characterful places is set out in



Leyton Mills will be a great place to live, providing up to 5,400 new high quality sustainable homes of different types, sizes and tenures, including a proportion that are affordable.

The new homes will be part of vibrant neighbourhoods, featuring exemplar design quality and character, plentiful private and communal amenity space, beautifully designed tall buildings in the right locations and vibrant ground floor uses, supported by social and community infrastructure to meet local needs.

6.1 Characterful buildings and spaces

As set out in [Section 3.8](#), Leyton Mills presents an opportunity to establish an exciting new character for the emerging neighbourhoods that responds to the built and natural context, history and culture of Leyton and the Lea Valley including the Leyton Town Centre Conservation Area (for which a conservation appraisal management plan is currently being prepared).

6.1.1 Site-wide Masterplans and Design Codes must set out parameters, rules and codes that will shape elements of the built form, uses and quality of open spaces and landscaping, building design and materiality. These must establish and reinforce a positive character for neighbourhoods, streets, zones and sites as a whole. This should include material palettes. The historic character and materiality of the surrounding area could help inform the character of new development.

6.1.2 Masterplans, Design Codes and development proposals should establish a clear distinction between private, communal and public spaces through well-designed integrated landscape design, high quality boundary design, including hedge planting or similar.

6.1.3 New community and social infrastructure should be designed, managed and maintained so that additional community benefits are achieved through sharing schemes and joint user agreements where appropriate.

6.2 Ground floors and active frontage

6.2.1 Ground floors of all buildings should contribute positively to the character and vitality of the streets, open spaces and public realm which it addresses through active frontages. This includes:

- Maximising the number of front doors onto key routes, streets and public spaces
- Well-designed and appropriately scaled communal building entrances that relate positively to internal and external amenity spaces and provide canopies integrated into the architecture to provide shelter and celebrate the entrances
- Commercial (including retail, employment and business uses) which feature glazed shopfronts

6.2.2 The location of plant, servicing, bin stores and bike stores should not result in long stretches of inactive frontage. Proposals should consider accommodating these uses elsewhere in the building, such as on roofs where this would still be safe, secure and accessible.

6.2.3 Where commercial or community uses are accommodated at ground floor these should be designed with sufficient height to maximise functionality as well as achieve a sense of solidity and base to the building. For tall buildings, this should include double-height ground floors.

6.2.4 Residential entrance lobbies should be generously sized, benefit from natural light and make provision for parcel storage and deliveries.

Local Plan Policy WF:

- Policy 7 - Encouraging Mixed-Use Development
- Policy 8 - Character-led Intensification
- Policy 44 - Evening and Night-time Economy Uses
- Policy 45 - Shopfronts and Signage
- Policy 53 - Delivering High Quality Design
- Policy 54 Tall Buildings

Local Plan Policy LLDC:

- Policy B.2 - Thriving town, neighbourhood and local centres
- Policy BN.1 - Responding to Place
- Policy BN.4 - Designing Development



Images, 50, 51, 52, 53 and 54: Examples of characterful buildings and spaces, and active ground floors. Clockwise from left: Juniper House Walthamstow (Pollard Thomas Edwards) also an example of a sustainable tall building, Design District Greenwich Peninsula, Park Place Stratford (Alison Brooks Architects), Blackhorse Point x 2 (RMA Architects).

Local Plan Policy WF:

- Policy 8 - Character-led Intensification
- Policy 53 - Delivering High Quality Design
- Policy 54 - Tall Buildings

Local Plan Policy LLDC:

- Policy BN.1 - Responding to Place
- Policy BN.4 - Designing Development
- Policy BN.5 - Tall Buildings

6.3 Building heights

The general approach to building heights responds to the opportunities and constraints across the SPD area. As ‘transformation sites’ identified as potentially suitable for Tall Buildings in the Policy 57 in the Local Plan, tall buildings will be supported within the SPD area, subject to the following guidance and the Exemplar Design SPD.

- 6.3.1 Site-wide masterplans and development proposals should set out how the proposed building heights across the site achieve the aims of the building heights strategy set out in Figure 24 and Figure 25.
- 6.3.2 Within each development site, careful composition of heights is required. A range of building heights should be delivered to create a varied townscape and varied building types and spaces that respond to the character and context of each part of the site and avoid overshadowing of public spaces or creating unacceptable coalescence or a ‘walling’ effect.

- 6.3.3 Buildings should be lower in height closest to Hackney Marshes and the Old River Lea. The green and verdant character of Marshes and the river banks should be protected by ensuring buildings are sufficiently set-back (a Green Buffer of at least 30m from the river edge), are limited in height, and are framed by sufficiently dense planting to protect views identified in Section 3.7 and character. Guidance on the requirements for the Green Buffer is set out in Section 8.3.
- 6.3.4 Proposals for tall buildings should set out a robust justification for their height and location, and be of exceptionally good design, demonstrated through an independent review panel. Further guidance on tall buildings is found in the Exemplar Design SPD.
- 6.3.5 Site-wide masterplans and development proposals should positively respond to the opportunity for tall buildings focussed around :

- Eastway and the new Ruckholt Road Station.
 - addressing key routes and open spaces, whilst avoiding creating ‘canyons’.
 - adjacent to the A12 road and the railway
- 6.3.6 Building heights within the Leyton Mills Retail Park site should be appropriate to the surrounding context and achieve an appropriate sense of enclosure to both the main north-south route through the site and High Road Leyton.
 - 6.3.7 Masterplans must be supported by technical studies that evidence that building heights, including tall buildings, are acceptable in terms of microclimate including wind, daylight and sunlight to existing and future occupiers and open spaces, including the sporting facilities and open space at Eton Manor.

Figure 24 - Illustrative building heights strategy

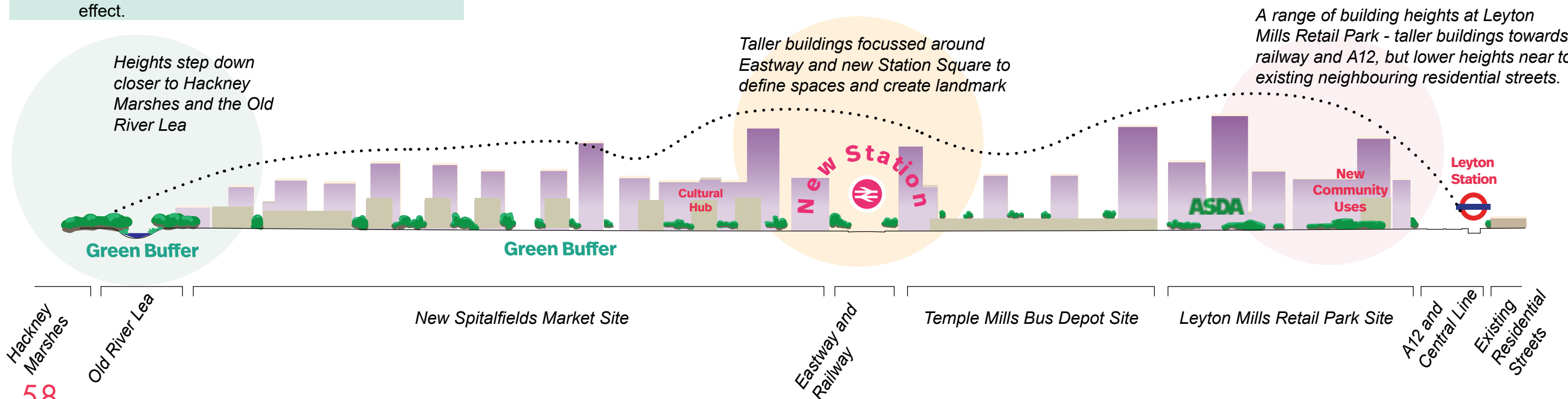


Figure 25. Illustrative building heights strategy plan



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 Ordnance Survey
 (AC0000850979)

- 1 Building heights step down closer to the Old River Lea and Hackney Marshes
- 2 Opportunity for tall buildings alongside railway tracks and the A12
- 3 Opportunity for tall buildings to address key routes and public spaces, however careful composition of heights required to avoid overshadowing of public spaces and creating 'canyons'. A range of heights across each development site is required.
- 4 Building heights step down closer to existing neighbourhoods to protect amenity

Key

- | | | |
|---|---|--|
| Low-mid height development (5 - 9 storeys) | Leyton Mills SPD Area boundary | New green buffers free from development to protect Hackney Marshes and the Old River Lea, and along railway line and the A12 |
| Potential for tall buildings (10 -17 storeys) | Borough boundaries | Underground / Overground Station |
| Potential for tall buildings of 18+ storeys | LLDC boundary | + Proposed new Ruckholt Road rail station |
| | Opportunities for new open space within the sites | |

7 A strong local economy



Leyton Mills will offer a diverse mix of industrial, cultural, community, retail and other town centre uses which will complement and strengthen the local centre of High Road Leyton, providing jobs for local people. A new cultural destination will put the new neighbourhood on the map. New high-quality, industrial floorspace fit for the future will be delivered, including workspaces that are affordable to small businesses and start ups.

7.1 Employment floorspace

The redevelopment of the sites offers a fantastic opportunity to create an inclusive local economy, providing the right types of new employment floorspace in the right locations.

The sites have the capacity to deliver over 40,000 square metres of high-quality office, industrial or warehouse floorspace targeted at high-growth sectors, as well as over 30,000 square metres of cultural, educational, community and retail floorspace – providing jobs in cultural, retail, food and drink sectors, and accommodating both small and larger businesses. The provision of Industrial and Distribution floorspace seeks to not only maintain the existing levels of industrial floorspace as required by the policy relating to Locally Significant Industrial Sites (LSIS), but can also accommodate additional distribution class (B8) floorspace to meet the borough’s needs. More information on LSIS is set out in [Section 7.2](#).

7.1.1 Site-wide masterplans and development proposals should make provision for the type and quantum of employment floorspace set out in Table 1. This should be located in the areas identified for these different types of floorspace in [Figure 26](#).

7.1.2 Workspaces should be well-designed and be of a high quality. They should be flexible and adaptable spaces of different sizes in order to accommodate a range of uses and occupants, with a fit-out finished to a standard capable of meeting the essential requirements of the potential or, where known, intended end-user. Workspaces should provide workshop-style ‘makers’ spaces’ as well as office-style desk space.

Site	Use class	Employment type	Floorspace (sqm)
New Spitalfields Market	E	Workspace and retail	3,000
	B2	Industrial	20,000
	B8	Distribution	10,000
	F1/sui generis	Cultural	6,000
Temple Mills Lane Bus Depot	B2	Bus Depot	10,000
	E	Retail	550
Leyton Mills Retail Park	E	Workspace and retail	13,500
	E	Supermarket	23,300
	F1/sui generis	Cultural hub	500
	F1	Educational/ community	3,500

Table 1 shows the indicative quantum of different forms of employment floorspace identified for each key development site.

Policy 9 - South Waltham Forest
 Policy 25 - Supporting Economic Growth and Jobs
 Policy 31 - Workspaces

Local Plan Policy LLDC:
 Policy SP.1 - Building a strong and diverse economy
 Policy B.1 - Location and maintenance of employment uses



Figure 26. Illustrative ground floor uses plan

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- 1 Residential streets, with homes at ground floors, and childcare/early years' facility
- 2 New facility for industrial and distribution uses, including yard space for loading and a dedicated goods access onto Eastway. A cultural and creative hub co-located next to the industrial/distribution uses
- 3 Ground floors of buildings featuring a mix of workspaces and retail, with shopfronts located on key routes and corners
- 4 A re-provided and consolidated bus depot at ground floor, with retail provision facing onto the new station square, well located to serve users of the new Ruckholt Road station
- 5 Re-provision of retail on the Leyton Mills Retail Park site close to High Road Leyton, with a community facility in the most accessible location on the corner

Key

- Residential
- Cultural, creative or institutional
- Industrial or Light industrial
- Distribution
- Workspace (office, light industry)
- Retail
- Podiums
- Education, childcare or community facility
- Leyton Mills SPD Area boundary
- Borough boundaries
- LLDC boundary

Local Plan Policy WF:

- Policy 26 - Safeguarding and Managing Change in Locally Significant Industrial Sites (LSIS)
- Policy 29 - Industrial Masterplan Approach
- Policy 30 - Co-location Design Principles
- Policy 31 - Workspaces

Local Plan Policy LLDC:

- Policy SP.1 - Building a strong and diverse economy
- Policy B.1 - Location and maintenance of employment uses
- Policy B.1b9 - Temple Mills Lane

7.2 Industrial intensification and co-location

Both the Temple Mills Bus Depot and New Spitalfields Market sites are designated in the LLDC Local Plan and the Waltham Forest Local Plan Part 1 (LP1) respectively as Locally Significant Industrial Sites (LSIS). This is to protect the industrial functions these sites provide to the local economy.

The London Plan encourages boroughs to intensify industrial activities through the delivery of additional capacity, co-located or mixed with non-residential uses, and through the substitution of industrial activities to other suitable locations. Part B of Policy E7 specifically makes provision for co-location of industrial uses with residential and other uses within LSIS.

The current industrial uses offer the potential for considerable intensification, and could provide for an uplift in industrial and employment floorspace alongside introducing a range of other uses including residential, commercial and cultural. To facilitate this, this SPD identifies where intensified industrial uses are best located and where other uses will be supported. Development will need to be designed well so that the different uses can co-exist with the reprovided employment uses.

Intensification is to be measured through industrial floorspace capacity, which is defined as existing industrial (E(g)(iii), B2, B8) floorspace quantum or, where the site is utilised for open-yard or storage based uses, floorspace equivalent to 65% plot ratio of the site.

7.2.1 Site-wide masterplans and development proposals for New Spitalfields Market and Temple Mills Bus Depot sites must ensure that there is no net loss of industrial floorspace on either site, and should deliver an uplift compared with the existing. Further guidance is contained within the site-specific guidance for these sites in Part D.

7.2.2 Phasing plans for site-wide masterplans and proposals should be developed with an 'industrial first' approach to phasing, in which industrial uses are delivered in advance of non-industrial uses.

7.2.3 Schemes should incorporate high quality and innovative design approaches to appropriately buffer between industrial and non-industrial uses and areas, having regard to: safety and security; layout, orientation, access, servicing and delivery arrangements, including refuse; design quality and visual and amenity impacts; vibration and noise; and air quality.

7.2.4 New development must account for the Agent of Change principle, which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new sensitive development. This is particularly important in the context of the re-provision of the bus depot facility on the Temple Mills site.

Further guidance will be available in the forthcoming Industrial Intensification SPD.



Image 55: St Pancras Way, an example of industrial co-location.



Image 56: Blackhorse Workshops, Walthamstow is an open-access community workshop with affordable access to tools, space, and on-site technical expertise

Local Plan Policy WF:

- Policy 33 - Affordable Workspace
- Policy 34 - Local Jobs, Skills, Training and Procurement
- Policy 38 - Hierarchy of Centres
- Policy 39 - New Retail, Office and Leisure Developments
- Policy 44 - Evening and Night-time Economy Uses
- Policy 45 - Shopfronts and Signage

Local Plan Policy LLDC:

- Policy B.2 - Thriving town, neighbourhood and local centres
- Policy B.4 - Providing low-cost business space, affordable and managed workspace
- Policy B.5 - Increasing local access to jobs, skills and employment training.'

7.3 Retail and Town Centre

The approach to creating 15 minute neighbourhoods supports the provision of retail at ground floor in appropriate locations throughout the three development sites, helping to meet peoples' everyday needs, and helping to create a vibrant and active public realm.

The retail provision will be focussed on meeting local needs, and be complementary to the existing high street at High Road Leyton, and other town centres and high streets in the wider area. The Council's approach to retail and town centre uses will be set out in a forthcoming Town Centre Strategy, which should inform development proposals.

- 7.3.1 Site-wide masterplans and development proposals should ensure that retail provision is planned and designed to meet local needs and be complementary to, rather than compete with, the existing high street at High Road Leyton, and high streets and town centres in the wider area. This includes aspects such as unit sizes, letting strategies and affordable rents. Proposals should have regard to the Council's Town Centre Strategy.

7.4 Affordable workspace

The availability of affordable workspace is key to delivering the Council's commitment to 'keep, seed and grow' businesses within Waltham Forest. Affordable workspace is defined as workspaces which are provided at rents maintained below the market rate for that space, for a specific social, cultural, or economic development purpose, and secured either in perpetuity for or for a period of at least 15 years.

- 7.4.1 Proposals for New Spitalfields and Leyton Mills Retail Park should deliver on-site affordable workspace. Contributions for off-site affordable workspace will not be acceptable.
- 7.4.2 Proposals should provide;
 - quality market research that includes a focus on the workspace needs of local people, which must be carried out early in the planning process. This will help establish an understanding of the type and size of spaces required.
 - evidence on appropriate reference market rent levels as part of any planning application
 - detail on leasing arrangements, management plans and marketing strategies which must be submitted alongside planning applications.

7.5 Employment, skills and training

The scale of development likely to take place over a sustained period of time supports the creation of a dedicated on-site construction skills training facility within the Leyton Mills area, which could form a meanwhile use on a site which will be phased for development later, or be planned as a permanent facility. This could link to Construction centre in Leytonstone or Build East in the QEOP.

The Council's evidence on Inclusive Growth and the economy suggests that Leyton and Lea bridge have deficiency in terms of childcare provision. Access to affordable childcare is important in helping people access jobs and training.

- 7.5.1 Provision should be made for a dedicated on-site construction skills training facility within the Leyton Mills area.
- 7.5.2 Provision should be made for an Employment Business and Skills centre. This could be co-located with other community facilities and childcare.
- 7.5.3 The New Spitalfields Market site and Leyton Mills Retail Park site should both make provision for childcare and early years' education.

Local Plan Policy WF:

- Policy 25 - Supporting Economic Growth and Jobs
- Policy 26 - Safeguarding and Managing Change in Locally Significant Industrial Sites (LSIS)
- Policy 31 - Workspaces
- Policy 35 - Promoting Culture and Creativity

Local Plan Policy LLDC:

- Policy B.3 - Creating vitality through interim uses

7.6 Meanwhile use and activation of spaces

Meanwhile uses across the development period bring opportunities to address local and regional priorities, trial new cultural or creative uses, maximise social value and explore emerging development uses that could be secured in the longer term.

The early development of meanwhile uses, particularly on the New Spitalfields Market site (in the event the market use is relocated), will also be valuable to test and seed ideas about new activity and uses in support of the longer term evolution of the area.

- 7.6.1 Development proposals should deliver a meanwhile use strategy for development sites to be used for a temporary use.
- 7.6.2 Meanwhile uses should be prioritised on the following sites: New Spitalfields Market; Leyton Mills Retail Park, in particular the plots closest to High Road Leyton; and the car park within the Eton Manor site.
- 7.6.3 Proposals for meanwhile uses should demonstrate how they meet the needs of the community and deliver outcomes that are complementary to the Council’s Social Value Strategy.

- 7.6.4 Development proposals for meanwhile uses will be supported where they deliver uses within the following priority sectors: Professional/ Business Support & Urban Services; Creative Industries; Culture; Night-time economy, Life Sciences; Industrial; Wholesale and Transport (including Logistics & Last Mile); Retail; Digital/ Tech; Smart Construction/ Low Carbon; Food Manufacturing; Low carbon goods/services.
- 7.6.5 Meanwhile uses must consider and avoid significant individual or cumulative adverse effect on the surrounding residential amenity due to noise, traffic, parking, general disturbance or problems of disorder and nuisance.



Image 57: Drumsheds, a new nightlife and music venue making use of the disused Ikea store near Meridian Water, Enfield - an example of new cultural uses and creative meanwhile use of existing structures as part of a long-term regeneration.

Local Plan Policy WF:

Policy 35 - Promoting Culture and Creativity
 Policy 73 - Archaeological Assets and Archaeological Priority Area

Local Plan Policy LLDC:

Policy BN.13 - Protecting archaeological interest

7.7 Arts, culture and creativity

The New Spitalfields Market site offers an opportunity to deliver a cultural hub. This will be important to attract a cultural anchor tenant to act as a spring board to development of an active cultural ecology, engaging local arts and creative organisations and businesses. The space could also provide opportunity for studio and work units. This will help support growth in skills and jobs as a key component of the 15-minute neighbourhood.

Investment will help to secure cultural activity for residents, attracting footfall to the area supporting local businesses and the night-time economy, nurturing cultural enterprises and in turn delivering local jobs for local people.

Public art plays an important role in placemaking and bring culture into the public realm.

- 7.7.1 In the event that the market use is relocated development proposals for the New Spitalfields Market Site should include a 'cultural hub' facility in the location identified on the land use plan for the site (Figure 30). Information on the delivery of the cultural hub is set out in the [Delivery Section \(Part E\)](#).
- 7.7.2 Site-wide masterplans and development proposals should integrate excellent artist-led design and creative approaches, and public art into the public realm and play spaces.

7.8 Archaeology

[Section 3.4](#) sets out the historical context for the area, including the high degree of archaeological potential that major development here could unearth, going back to pre-historic times. The SPD Area is located within a Tier 3 Archaeological Priority Area, meaning that Large Major development has a high risk that development is likely to cause 'harm' to heritage assets of archaeological interest, and fairly likely to cause 'significant harm' which must be planned for.

- 7.8.1 Site-wide masterplans and development proposals must be informed by a desk-based archaeological study for each development site early on in the masterplanning process before the above-ground design principles are locked-in, and which inform potential future archaeological work/potential test trenches and excavation.
- 7.8.2 In developing a scheme of archaeological investigations and works, development proposals should have regard to Greater London Archaeological Service (GLAAS) guidance and Waltham Forest's specific archaeological appraisal.
- 7.8.3 Development proposals should consider how the archaeological significance of the area, including any discoveries or finds uncovered through development can form part of the approach to placemaking and culture.

Image 58: Fellowship Square cultural hub in Walthamstow



Part D

Site-Specific Guidance

This part sets out planning and design guidance that applies specifically to each of the three key development sites and Eton Manor. The guidance in this part should be read alongside the relevant thematic guidance for the whole SPD area which is found in Part C.

Image 59. Visualisation of how the development of the New Spitalfields Market site could look, featuring a cultural hub, new homes and business and biodiverse, multifunctional green open spaces with play space and landscaping.



8 New Spitalfields Market

New Spitalfields Market will be an exciting new neighbourhood bordered by the River Lea and protected and enhanced generous biodiverse buffers adjacent to Hackney Marshes, with a major cultural anchor, innovative workspace, and industrial complex.

There will be high quality new and affordable homes supported by community infrastructure, with rational street layouts, front doors and gardens, and generous planting to the public realm. Areas of different character will be formed - with playable residential streets to the north and a vibrant mixed-use neighbourhood to the south.

6 There will be a range of new public spaces including a new urban square where a more mixed-use quarter meets the start of a predominantly residential character area. The new, urban public square provides opportunities for active play and recreation for all ages, with spill out space for cafés, and attractive green amenity.

3 A significant cultural and industrial building establishes a strong anchor to the urban quarter, with an active frontage and connection to the public square, allowing for temporary pop-up events and a large green roof for small-scale commercial urban growing or communal allotments.

8 An attractive new park at the heart of the residential character area, with a strong green and blue character will look out to Hackney Marshes.

9 De-culverting and daylighting the existing Dagenham Brook running through the centre of the park and connecting into the river Lea will protect and enhance valuable habitat and the diversity of local ecology. Incorporating adventure and nature-focused play and learning spaces will provide moments of joy and relaxation. There are further opportunities for de-culverting the Fillebrook River at the front of the site where it meets Eastway.

Homes overlooking the space, including private gardens and front doors, support a residential focus and opportunities for forming a sense of community.

Image 60. A visualisation of the new public park, with a green and blue character at the heart of the residential area - de-culverting the existing Dagenham Brook creates moments of joy



Figure 27. Location plan for the New Spitalfields Market Site










8.1 Key opportunities

- 1 New Ruckholt Road rail station and public plaza
- 2 Significant workspace building with LSIS space re-provision, including class E(g), B2 and B8 yard space, accessed direct from Ruckholt Road
- 3 Cultural hub, providing a venue for a cultural anchor tenant
- 4 Potential to de-culvert (daylight) part of the Fillebrook River for SuDS and biodiversity
- 5 Urban mixed-use character area
- 6 Public urban square
- 7 Residential character area
- 8 Public park with ecological focus and space for play and learning about nature.
- 9 Potential to de-culvert (daylight) part of Dagenham Brook River to provide SuDS wetland that delivers ecology and placemaking benefits
- 10 Nursery with external play
- 11 Potential to widen Ruckholt Road bridge. Improved provision for walking, wheeling and cycling
- 12 Potential new footpath and cycle way connecting Hackney Marshes that does not prejudice the use of the existing playing field
- 13 30m green buffer to Old River Lea, restricted access to the public. Opportunities for a raised board-walk and viewing platform to allow public to enjoy the river
- 14 15m green buffer to edge of the playing fields
- 15 Grove of trees on-site to be retained
- 16 Green, natural open space and wetlands feature



Key

- | | | |
|--|--|---|
|  New Spitalfields Market Site |  Green space as public amenity |  Potential new suitably surfaced walking, wheeling and cycling route into and through Hackney Marshes, connecting to existing 'green' bridge (subject to agreement with London Borough of Hackney) |
|  Indicative location for the Dagenham Brook and Fillebrook |  Green space on rooftops / podiums to maximise ecology and biodiversity | |
|  New / enhanced green space |  Green buffer offset distance | |

8.2 Site Context

Built in the early 1990s for wholesale fresh fruit and vegetables, New Spitalfields Market is one of London's iconic historic markets.

Alongside London's other historic markets (Smithfield meat market and Billingsgate fish market), New Spitalfields Market is owned by the City of London Corporation and will be consolidated within a new facility in Dagenham that is due to open in 2027.

The site has strong boundaries and is bordered by the Old River Lea in the North, Hackney Marshes to the West, the rail tracks to the North and Eastway Road to the southeast.

Environment Agency data indicates that inert waste was accepted on site in 1989 to 1990. Inert waste during this period would have contained higher proportions of organic waste and contaminants than inert waste today. There is therefore the potential for unknown risks which will require assessments of potential contamination.

Currently, the market fully occupies the single storey main hall structure at all hours, with the large external parking and logistics area is occupied fully during peak hours.

New Spitalfields Market is designated as a Locally Significant Industrial Site (LSIS). Policy 30 of the Waltham Forest LP1 and Policy E7 of the The

London Plan support the intensification of such sites to provide additional industrial capacity and to support the delivery of other uses, such as housing and social infrastructure. This approach should only be considered as part of a planned process of intensification and consolidation or as part of a co-ordinated masterplanning process in collaboration with the Greater London Authority (GLA). This SPD will satisfy the initial requirements of the two-stage masterplan approach.

Further supporting information can be found in Appendix the Leyton Mills Framework and detail of relocation of uses to new market site, therefore avoiding the need for options testing.

Approximately 0.5% of the site is within Flood Zone 3 with the remainder in Flood Zone 2.

The Old River Lea and its banks are designated as a Site Important to Nature Conservation (SINC), Metropolitan Open Land (MOL) and a Woodland Tree Preservation Order runs along its bank.

The entire New Spitalfields Market site is within Archaeological Priority Zone (Tier 3).



Image 61. The existing market hall at New Spitalfields Market - once the market vacates, the framed structure could accommodate meanwhile uses.

8.3 Nature Conservation and Green Buffers

The New Spitalfields Market site provides an opportunity for new landscaping and urban greening which could help to augment or complement the habitats of Hackney Marshes and the Old River Lea which are important places for recreation as well as for wildlife (designated as SINC).

Development will need to be carefully designed and managed to avoid significant adverse impacts on these important habitats. The creation of a 30m 'green buffer' between development and the river will be important to avoid impacts of the development on the SINC, as well as provide opportunities for habitat enhancement, urban greening and biodiversity net gain.

The guidance in this section should be read alongside the thematic guidance in [Part C](#), and the recommendations in the LWT's Preliminary Ecological Appraisal.

- 8.3.1 A Phase 2 ecological survey of the development site and any relevant off-site habitats must be prepared and the findings and recommendations considered prior to establishing proposals for the site.
- 8.3.2 The ecology of existing green and blue assets, including but not limited to Hackney Marshes and the Old River Lea, should be protected and enhanced as part of development proposals. Enhancements may include Kingfisher Banks and Otter Holts.
- 8.3.3 Consideration must be given to impacts of light, including cumulative effects from proposed development on waterside ecology. Further detail is provided in [Section 4.1](#).
- 8.3.4 The band of trees that are under a Tree Preservation Order (TPO) must be retained and suitably protected during construction (TPO Woodland Order TPO 1/86 W1.)
- 8.3.5 Development proposals must incorporate a 'green buffer' of at least 30 metres from the water's edge of the Old River Lea to any built development,



Image 62: River viewing platform Morden Hall Park, Morden

- including hard landscaping. The 'green buffer' must be restricted to public access at ground level.
- 8.3.6 The 'green buffer' associated with the Old River Lea should:
 - up to 10-15 metres from the river's edge, create a wildflower-rich grassland, including potential for wet or damp grassland and SuDS. This part of the buffer should incorporate ecological improvements including the management of invasive species;
 - between the wildflower-rich grassland and the built development, create a mixed woodland natural habitat of trees and shrubs, dense enough to frame and enhance built development and preserve the green backdrop to views along the river (local views 1 and 2 identified in [Section 3.7](#)).
 - Create an suitable transition of around 5 metres between the mixed woodland and the amenity space or public realm associated with the built development. This should comprising trees, shrub and grassland.
 - A boundary fence restricting access at ground level, but be made permeable at multiple points for ground-based wildlife
 - The buffer could include raised boardwalks and viewing platform to allow the public to appreciate the river and ecology without disturbing wildlife. This should provide access to the river at a single point; boardwalks and walking routes parallel to the river corridor will not be acceptable due to the need to minimise disturbance of wildlife from the public and limit it to as few locations as possible.
- 8.3.7 Development proposals must incorporate a 'green buffer' of a minimum of 15 metres between the edge of East Marsh (Hackney Marshes) and any built structures or hard landscaping.
- 8.3.8 The 'green buffer' associated with East Marsh should comprise:
 - 5 metre buffer of woodland planting of appropriate indigenous species, to enhance the existing woodland edge to Hackney Marshes; and
 - 10 metre buffer of natural or semi-natural habitat between the woodland edge and the built development to provide adequate separation from any proposed built environment. This could consist of areas of long grass and wildflower-rich grassland.
- 8.3.9 Development proposals should incorporate a green buffer between the built development and the railway to provide urban greening and mitigate noise impacts.
- 8.3.10 All 'green buffers' for this site:
 - Must be protected from development encroachment by built structures in perpetuity through planning policy designations, planning conditions and/or legal mechanisms;
 - Should feature biodiverse-rich habitats for wildlife through the retention of existing trees and habitats, and through habitat restoration and additional native planting;
 - Should achieve an appropriate interface and transition between the natural habitats and the new built development and associated outdoor amenity space and public realm.



Figure 29. Illustrative drawing of 'Green Buffer' to the Old River Lea, and the key features

- 1 Public open space with potential new wetlands/SuDs feature such as a wildlife pond. Access at ground level must be at least 30 metres from river edge.
- 2 New trees and shrub planting, set in from the river's edge by 10-15 metres to frame new buildings while avoiding overshadowing of habitats. Transition to shrub, grassland and amenity planting closest to built development
- 3 Wildflower-rich grassland, wet/damp grassland and ecological improvements to enhance habitat and manage invasive species and water quality
- 4 Access restricted at ground level through sensitive boundary treatment between buffer and public realm/built development
- 5 Raised boardwalk and viewing platform extending into river at a single location, to allow the public to enjoy the river and wildlife, while minimising disturbance and trampling



Image 63. Boardwalk along the de-culverted River Wandle, Wandle Park, Croydon

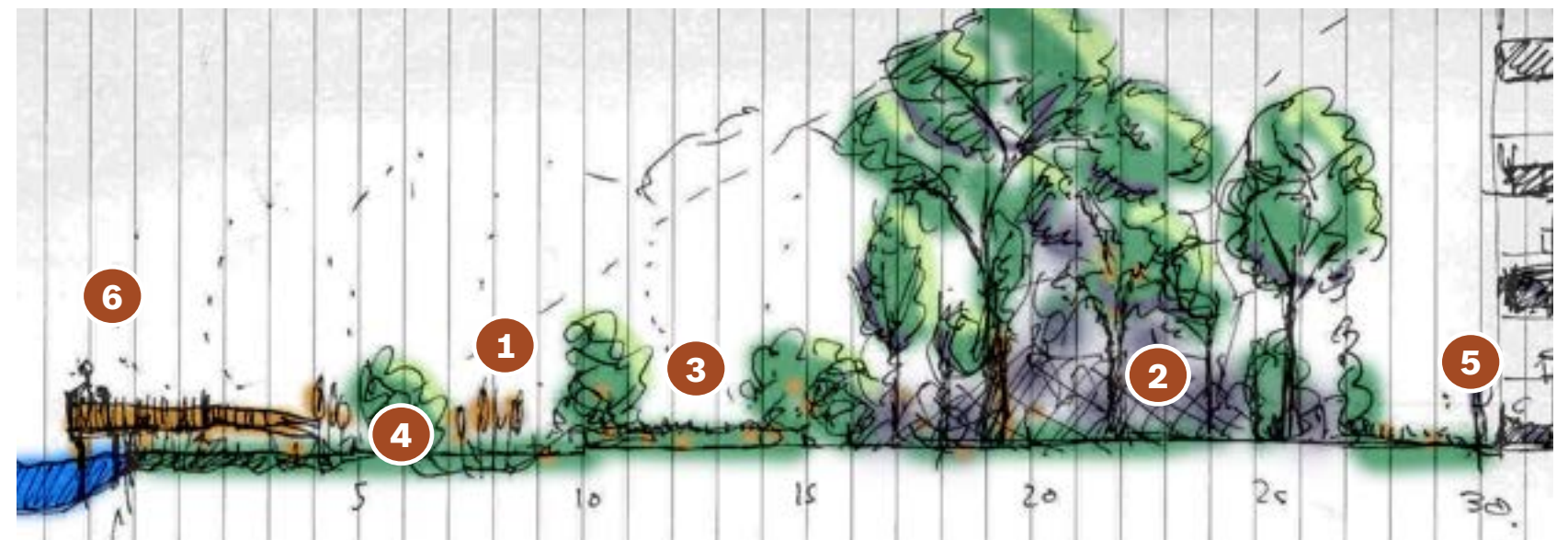


Image 64: Illustrative section 'Green Buffer' to the Old River Lea, and the key features. Not to scale.



Image 65: Cheney Row Park, a new park created on a former landfill site in Waltham Forest

8.4 Flood Risk and SuDs

As set out in [Section 4.5](#), the site is subject to fluvial flood risk - much of the site is located in Flood Zone 2. This will need to be managed through the planning process. Consideration must be given to potential impacts from both fluvial and surface water flooding when developing proposals.

Sustainable Drainage Systems (SuDs) will be expected such as rain gardens or swales and roof top gardens with water retention should be considered. Areas of hard standing should be kept to a minimum using a green first approach with hard standing provided only if essential. SuDs should provide sufficient water quality for the land use and sensitivity of the groundwater body.

Currently Dagenham Brook and the Fillebrook River are culverted through the site. The Council has identified this site as having potential to enable strategic flood mitigation for these watercourses. The opportunity to uncover these buried watercourses within the site boundary would provide multiple benefits for people and wildlife - create new riverine habitats, provide surface water and fluvial flood risk mitigation, and create attractive, natural and joyful new green and blue spaces.

8.4.1 A site-specific Flood Risk Assessment (FRA) will need to be prepared, and consultation carried out

with the Environment Agency and the Council. The site-wide masterplan and development proposals for this site must be informed by this FRA so that fluvial flood risk to the site is appropriately managed, in accordance with planning policy.

8.4.2 Proposals should be designed to make provision for de-culverting and the creation of wetlands associated with the planned daylighting of a section of Dagenham Brook. Consideration should also be given to daylighting part of the Fillebrook River at the front of the New Spitalfields site adjacent to Eastway. Daylighting of Dagenham Brook and Fillebrook rivers should be supported by hydraulic modelling to demonstrate there will be no increase in flood risk from de-culverting.

8.5 New green open space

8.5.1 New generous publicly accessible green spaces are required with proposals. This should include a new open space with a 'public square' character associated with a new cultural hub, and a new green open space centred around newly daylighted sections of river and space.

8.5.2 Development proposals should provide sufficient new public open space, in terms of both quality and quantity, to meet the needs of the future residents, occupiers and visitors of the site and in order to reduce the recreational pressure on Hackney Marshes.

8.6 Noise and air quality

8.6.1 Site-wide masterplans and development proposals should incorporate a landscaped green buffer to the railway to help mitigate noise and air quality issues, and sequestration of carbon. This could incorporate acoustic protection features.

8.6.2 The design and layout of sites should be carefully considered to manage noise and air quality impacts, utilising new buildings to screen the open spaces and streets behind from noise and poor air quality. Development proposals must not include single aspect units facing the railway.

8.6.3 Development proposals which may be at risk of poor noise and air quality should incorporate building design measures to minimise the exposure, such as through maximising aspect, and enhanced specification of fittings like windows and ventilation systems.

8.6.4 Design and layout of buildings should ensure that any noise or air quality issues that may arise from proximity the co-location of residential with other uses, such as industry and distribution, and cultural uses such as a music or arts venue can be avoided. This could include enhanced building design features to minimise the propagation of noise and vibration within the building, and enhanced specification of fittings such as windows.

8.7 Access and movement

- 8.7.1 A Site-wide masterplan, Design Code and development proposals should establish a clear and rational hierarchy of street layouts that are green, feel safe and achieve the hierarchy approach in [Section 5.1](#). This should create a main route through the site from north-west to south-east with active travel focus.
- 8.7.2 Servicing and operational vehicle movements associated with the Industrial and other commercial uses must be designed and managed to avoid conflicts with other road users and the public realm. A dedicated HGV access route should be provided from A106 Eastway directly into the industrial site to avoid heavy goods vehicles from needing to route through the development.
- 8.7.3 Masterplans, Design Codes and development proposals should avoid creating inactive or low activity ground floor building uses along edges to the public realm (for example plant, refuse stores and cycle stores). Early consideration will be needed to ensure active and vibrant edges can be achieved, particularly in high density blocks. Residential streets should be lined with front gardens, windows and doors to ensure they are active, support natural surveillance and provide a sense of community
- 8.7.4 Development proposals should incorporate new bus infrastructure including a bus stops within and through the site to allow for a high level of accessibility to a bus route.
- 8.7.5 A new, appropriately surfaced walking, wheeling and cycling route should be provided from the north-west part of the New Spitalfields Market site into and through Hackney Marshes via the existing 'green' bridge over the Old River Lea, subject to agreement with LB Hackney.
- 8.7.6 Development proposals should enable the required improvements to Eastway and Ruckholt Road set out in [Section 5.2](#), which include protected space for cycling, improvements for walking, wheeling and greening. Proposals should help facilitate protected cycle crossings on all arms of the junction of Eastway/Ruckholt Road/ Temple Mills Lane at the south-eastern part of the site.

8.8 Building Heights

- Figures [24](#) and [25](#) set out the building heights strategy for the SPD area as a whole, including the potential locations for tall buildings and edges where a sensitive approach should be taken. [Section 6.3](#) and the Exemplar Design SPD provide further guidance and requirements relating to building heights and tall buildings.
- 8.8.1 Site-wide masterplan and development proposals should achieve the aims of the building heights strategy set out in Figures [24](#) and [25](#).
 - 8.8.2 Developments should protect and enhance Hackney Marshes MOL in line with Policies G2 and G3 of the London Plan.
 - 8.8.3 The green and verdant character of Hackney Marshes and the corridor of the Old River Lea, and their ecological value, should be protected by ensuring buildings are sufficiently set-back (at least 30m from the river edge), are limited in height closest to the 'green buffer' and framed by sufficiently dense planting to protect views and character. Further guidance on the requirements for the Green Buffer is set out in [Section 4.1](#).
 - 8.8.4 The potential impact of shading of the Old River Lea from tall buildings must be avoided by ensuring that tall buildings are not located within the proximity of the river corridor.
 - 8.8.5 Site-wide masterplans and development proposals should positively respond to the opportunity for tall buildings focussed around:
 - Eastway and the new Ruckholt Road Station.
 - addressing key routes and open spaces, whilst avoiding creating 'canyons' or unacceptable overshadowing.
 - adjacent to the railway.
 - 8.8.6 Proposals for tall buildings within this site should set out a robust justification for their height and location, and be of exceptionally good design, demonstrated through an independent review panel. Further guidance on tall buildings is found in the Exemplar Design SPD.

- 8.8.7 Proposals should consider local views identified in [Figure 18](#), in particular views 1, 2, 4 and 6.
- 8.8.8 Proposed heights and massing must be modelled, and 3d modelling files compatible with the Council's modelling system must be provided to the Council to allow for assessment of the proposals.
- 8.8.9 Masterplans and development proposals must be supported by technical studies that evidence that building heights, including tall buildings, are acceptable in terms of townscape and microclimate including wind, daylight and sunlight to existing and future occupiers and open spaces.

8.9 Land use and industrial intensification

The New Spitalfields Market site should provide an innovative and vibrant workspace and industrial complex, which includes the re-provision of LSIS-compliant industrial uses as per Policy 30 of the Waltham Forest LP1 and Policy E7 of the London Plan.

Currently the site provides 20,500 square metres of industrial floorspace which must be reprovided by any future development which presents the opportunity to address the growing demand for light industrial, industrial, logistics and distribution uses within local priority sectors, such as the creative and low carbon sectors. This could also include a legacy to the market activity, such as last mile logistics, the provision of wholesale uses and complementary food and drink outlets.

The Leyton Mills Development Framework identifies scope to deliver 20,000 square metres of light industrial uses, and 10,000 square metres of storage and distribution uses, including approximately 3,800 square metres of industrial yard space. This therefore suggests that future development can go further than no net loss in terms of provision of industrial floorspace.

8.9.1 The site-wide masterplan and development proposals for the New Spitalfields Market Site will be expected to provide at least 30,000 sqm of LSIS-compliant Industrial and Storage/Distribution floorspace, including yard space. This should be delivered on the area identified for this on [Figure 30](#). The site should provide an uplift of industrial floorspace compared with the existing.

8.9.2 Site-wide masterplans and proposals will be expected to deliver approximately 2,750 homes. The unit size mix, tenure type and proportion of affordable housing will be determined through the site-wide masterplan.

8.9.3 The site must make provision for other uses and social infrastructure, including retail, commercial floorspace and early years' nursery, to meet the needs of the future residents and businesses.

8.9.4 The site should make provision for a cultural hub facility located in the area identified on [Figure 30](#). The design and specification for cultural hub should be flexible to accommodate different types of cultural activities. This includes the potential for music and night-time economy uses for which it will be important to ensure that impacts on adjacent land uses such as residential can be successfully managed.

8.9.5 Following relocation of the existing market use, the site should accommodate meanwhile uses, including within the main market hall structure.

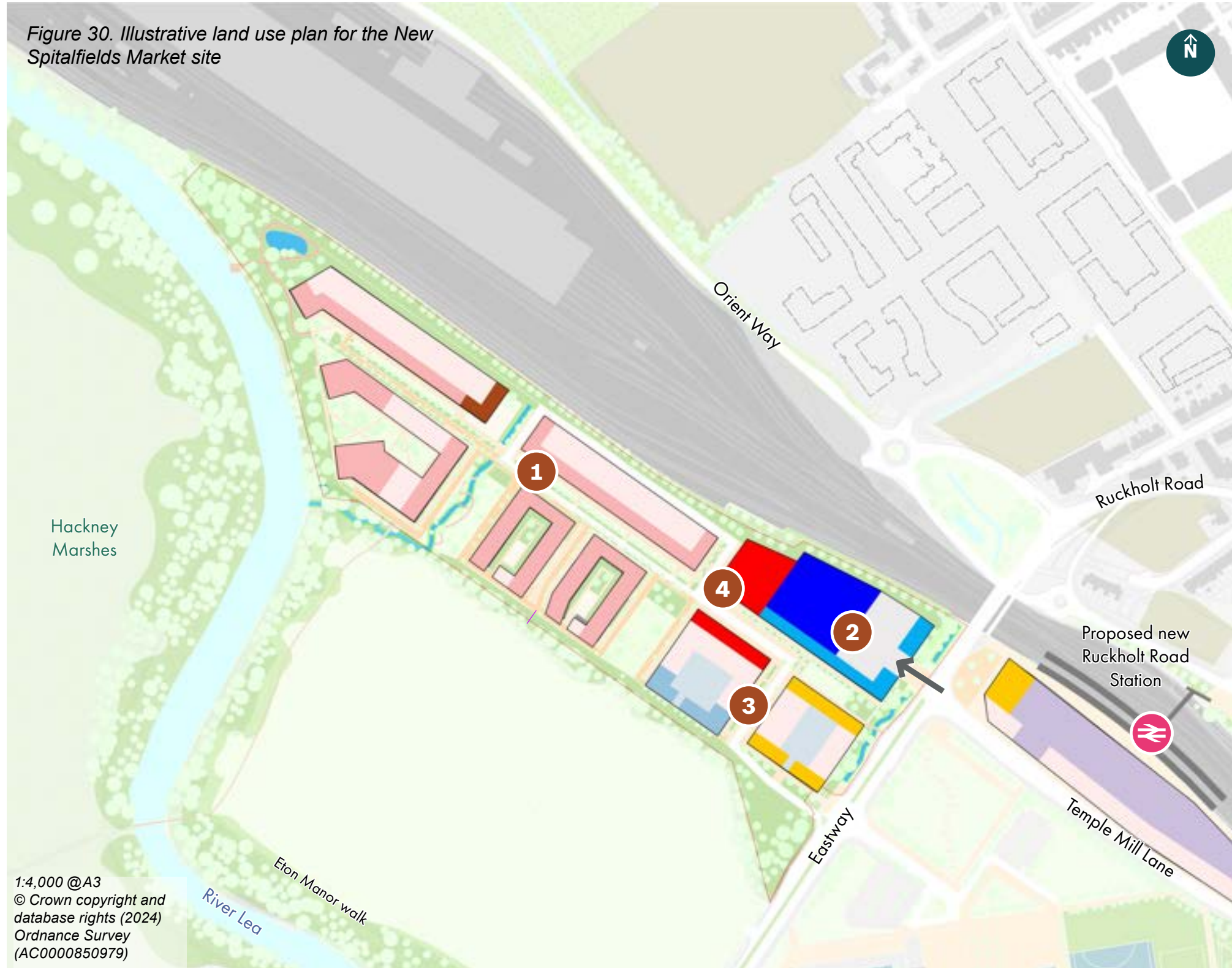
Use class	Employment type	Floor area (sqm)
E	Workspace and retail	3,000
B2	Industrial	20,000
B8	Distribution	10,000
F1 / sui generis	Cultural hub	6,000

Table 2: Indicative employment floorspace to be delivered at the New Spitalfields Market site



Image 66. Barking Industria (Haworth Tompkins) an example of innovative stacked industrial development achieving flexible industrial intensification

Figure 30. Illustrative land use plan for the New Spitalfields Market site



- 1 Residential streets, with homes at ground floors, and childcare/early years' facility
- 2 New facility for LSIS-compliant industrial and distribution uses, including yard space for loading and a dedicated goods access onto Eastway. A cultural and creative hub co-located next to the industrial / distribution uses
- 3 Ground floor of buildings featuring a mix of workspaces and retail, with shopfronts located on key routes and corners
- 4 A cultural and creative hub co-located next to the industrial/distribution uses

Key

 New Spitalfields Market Site	 Retail / Food and Beverage	 Potential education facility (nursery within block)
 Cultural or institutional	 Residential at ground and upper levels	 Key Access for HGVs
 E(g) and B2 light industrial /industrial	 Residential apartment building entrances, plant, bins and bikes	 Streets for vehicular access
 B8 Distribution		 Active Travel-focused streets
 E workspace (office, etc.)		

Image 67. Visualisation of how the development of the Leyton Mills Retail Park site could look, including the replacement ASDA store, new central route with dedicated space for walking and cycling as well as biodiverse open spaces and landscaping



9 Leyton Mills Retail Park

The redevelopment of Leyton Mills Retail Park is an opportunity to transform the site into a place for varied urban activities - food, drink, work, culture and leisure, social infrastructure, movement and connectivity.

The centre of Leyton Mills Retail Park will be a vibrant mixed use residential-led area, with a new Asda **5** supermarket store, workspace, shops and food and beverage uses establishing active street frontages and complementing uses along High Road Leyton.

14 A chain of new green amenity with safe pedestrian access and segregated cycle route will link new high quality and affordable homes to the amenities and shops of historic High Road Leyton through to a new green public square. **12**

18 The route will connect with a new cycle and pedestrian bridge along the A12 across to Eton Manor and Queen Elizabeth Olympic Park.

1 Access to the potential new Ruckholt Road rail station would be to the west of Leyton Mills, from Marshall Road.

10 Enhanced greening along the A12 would sequester carbon and help to improve air quality and reduce noise pollution within the new neighbourhood.

9.1 Site context

Leyton Mills Retail Park was developed less than 30 years ago. For environmental and social sustainability, future development must be planned with care and a commitment to a much longer life.

The development of Leyton Mills Retail Park presents an opportunity to transform the site into a place for varied urban activities including shopping, food, drink, work, culture and leisure, social infrastructure, and high quality living.

Opportunities exist to considerably improve movement and connectivity in and around the site including high quality public realm; a new bridge link to Eton Manor providing wider links to the Queen Elizabeth Olympic Park; improved connectivity to High Road Leyton and Leyton Station; and an enhanced pedestrian and cycle route through the site.

New planting and green space in the heart of the development will be essential with spaces connected by green chains.



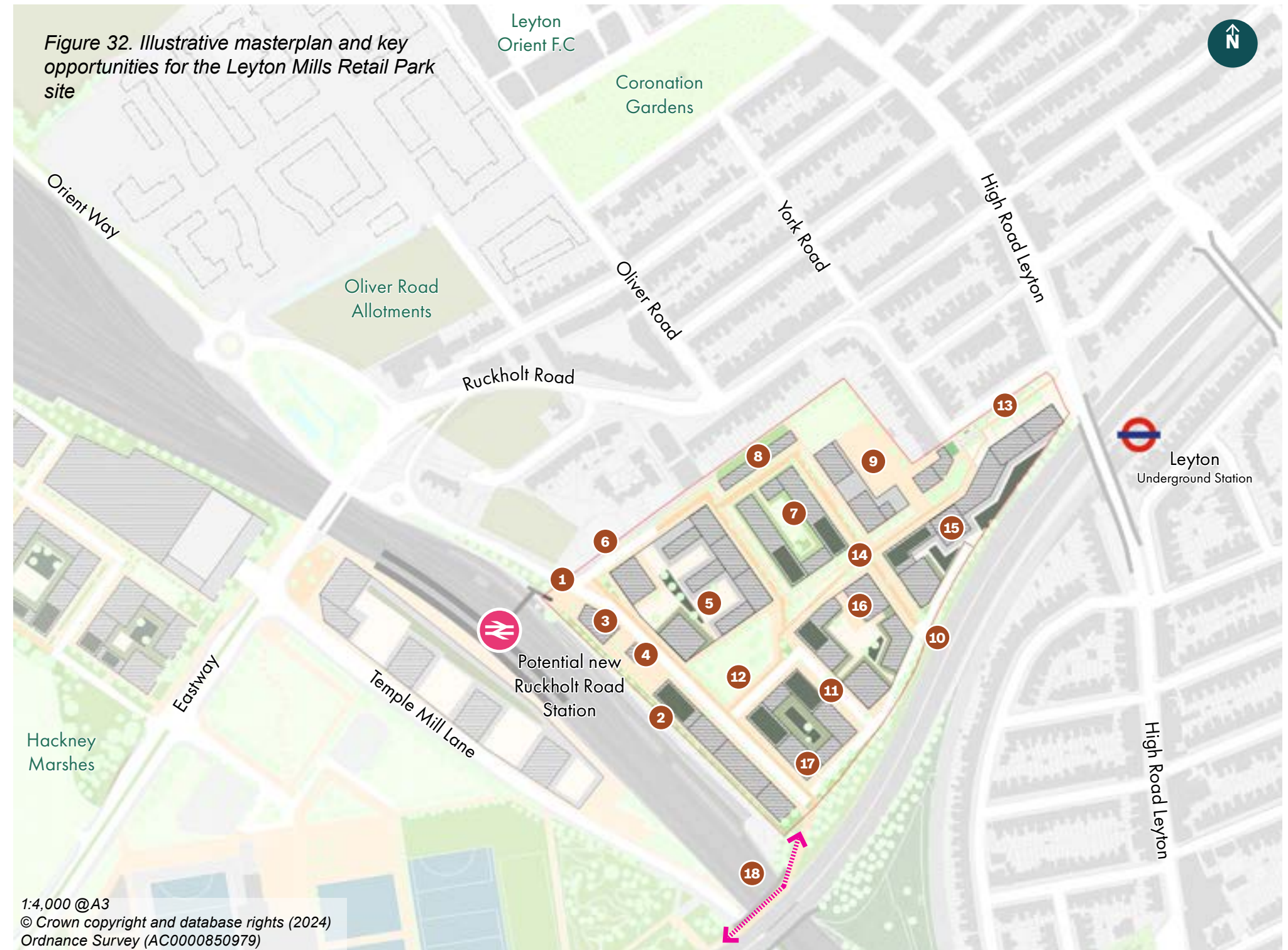
Figure 31. Location plan for the Leyton Mills Retail Park site



Image 68: Existing condition of Leyton Mills Retail Park

9.2 Key opportunities

- 1 Potential new Ruckholt Road Overground Station entrance at Marshall Road
- 2 Enhanced green buffer to railway
- 3 Workspace building, active frontage and new public space with Ruckholt Road Overground Station entrance along Marshall Road
- 4 Existing petrol station retained
- 5 New Asda supermarket with customer parking on-site (basement or podium)
- 6 Service route for new Asda supermarket
- 7 Residential character area - with residential front doors and front gardens
- 8 Townhouses with rear gardens to the existing boundary with existing terraced houses
- 9 New education / community facility with associated outdoor space
- 10 Enhanced greening to reduce noise and air pollution along the A12
- 11 Urban mixed use character area
- 12 New public urban square (SANG) with green amenity and play and SuDS - a focal point at Leyton Mills
- 13 Green space connects to High Road Leyton
- 14 Strategic segregated cycle route, connecting between High Road Leyton and Eton Manor, Queen Elizabeth Olympic Park and Stratford
- 15 Retail spaces with residential above
- 16 Nursery with external play
- 17 Workspaces with residential above
- 18 New walking, wheeling and cycling bridge connecting Leyton Mills to Eton manor and south to Queen Elizabeth Olympic Park



Key

- Leyton Mills Retail Park Site
- Green space: public amenity
- New / enhanced green space
- Green space on rooftops and podiums, maximising ecology and biodiversity benefits
- ↔ New landscaped walking, wheeling and cycle bridge (between Leyton Mills and Eton Manor to Queen Elizabeth Olympic Park) - alignment to be confirmed

9.3 Open space and biodiversity

The Leyton Mills site is currently characterised by a large amount of grey hard-standing with limited areas of green landscape or biodiversity.

- 9.3.1 Development proposals should significantly increase the amount of green, biodiverse open space both as part of the public realm, and within private development plots. This includes the creation of a generous new central green square that supports biodiversity and provides amenity and play opportunities.
- 9.3.2 The new central green square will be a Suitable Natural Alternative Green space (SANG). The design, landscaping and management must align with the aspirations of the [Waltham Forest Suitable Alternative Natural Greenspaces \(SANGs\) Strategy](#). A legal agreement will be established between relevant landowners on the Leyton Mills Retail Park site to ensure the central SANG space remains publicly accessible in perpetuity and make clear who is responsible for ongoing future management and maintenance.
- 9.3.3 The site-wide masterplan and development proposals must incorporate other green spaces throughout the site which are generous in size, offer a range of uses and characters and provide rich biodiverse planting including suitable tree planting.
- 9.3.4 Roof top areas should provide space for biodiversity with adequate depths provided to sustain healthy plant growth with minimal maintenance.
- 9.3.5 Significant existing trees and planting along the northern and western boundaries of the Leyton Mills site should be retained and protected. These areas should be strengthened with additional biodiverse landscaping and planting.

9.4 Noise and air quality

- 9.4.1 The site-wide masterplan and development proposals should incorporate landscaped green buffers to the A12 road and the railway to help mitigate noise and air quality issues, and sequestration of carbon. This could incorporate acoustic protection features.
- 9.4.2 The design and layout of sites should be carefully considered to manage noise and air quality impacts, utilising new buildings to screen the open spaces and streets behind from noise and poor air quality. Development proposals must not include single aspect homes facing either the railway or the A12 road.
- 9.4.3 Site-wide masterplans and development proposals should be carefully designed to manage any noise or air quality issues that may arise from the co-location of residential with other uses. This could include enhanced building design features to minimise the propagation of noise and vibration within the building, and enhanced specification of fittings such as windows.
- 9.4.4 Development proposals which may be at risk of poor noise and air quality should incorporate building design measures to minimise the exposure, such as through maximising aspect, enhanced specification of fittings like windows and ventilation systems.

9.5 Public realm and surface water management

Development proposals will be expected to manage surface water flooding through sustainable drainage measures. This includes consideration of the existing ponds within the Leyton Mills site area that are necessary for managing surface water flooding.

- 9.5.1 Sustainable Drainage Systems, (SuDS) such as rain gardens and swales, should be incorporated within the public realm to mitigate flooding and water run-off impacts.
- 9.5.2 Proposals should seek to rationalise the existing balancing ponds and integrate them within the public realm.
- 9.5.3 The design of buildings should consider methods for roof-top water retention.

9.6 Access and movement

- 9.6.1 The site-wide masterplan, Design Codes and development proposals should establish a hierarchy of high quality spaces and safe routes that are directly addressed by active ground floor uses.
- 9.6.2 Proposals to redevelop Leyton Mills Retail Park should address the level change and existing poor quality ramp and stairs should be replaced to improve accessibility to High Road Leyton and Leyton Station as well as the residential neighbourhood to the north-east of the site.
- 9.6.3 Provision must be made for a new green walking and cycling bridge over the Lea Bridge Lines Temple Mills Branch railway to the northwest of the A12 road connecting the southern edge of Leyton Mills Retail Park site and the Eton Manor site, with further connections to the Queen Elizabeth Olympic Park and Stratford. The approach to delivery of this is set out in the [Delivery Section](#). The new link should be green and contribute to biodiversity and ecology.
- 9.6.4 A new high quality pedestrian and segregated cycle route must be provided through the site that connects to High Road Leyton, Temple Mills Lane and Queen Elizabeth Olympic Park.

- 9.6.5 Proposals must incorporate high quality pedestrian and cycle connectivity to a potential new station at Ruckholt Road
- 9.6.6 The re-provided ASDA store should be served by on-site parking for customers. The number of re-provided parking spaces should be lower than the existing, and should be the minimum required to serve the needs of the retail development. Any re-provided spaces should include electric charging for customers. The ASDA parking should not be available for use by residents or business parking.
- 9.6.7 The parking for ASDA should be designed to minimise conflict with active modes, and avoid any detrimental impact on the quality of the host building or the public realm. This should be accommodated on site, and could take the form of basement, podium or upper level parking.
- 9.6.8 Proposals should engage with TfL requirements and consider improvements to bus infrastructure to allow bus driver turn over and provide associated facilities.

9.7 Connecting to High Road Leyton

The redevelopment of Leyton Mills Retail Park presents the opportunity for new, attractive, high quality public realm that provides a seamless and safe connection between the site and High Road Leyton.

- 9.7.1 The design and co-ordination of the new connecting public space development must provide a smooth transition accessible to all users across the level changes between Leyton Mills Retail Park and High Road Leyton.
- 9.7.2 The space must be designed to accommodate pedestrians and cyclists avoiding 'pinch points' and must be coordinated with the improvements identified for High Road Leyton and the environment around Leyton Underground Station (the Leyton Gateway Project).
- 9.7.3 The design of the space must incorporate measures to ensure user safety and be coordinated with other landowners and the Highways authority
- 9.7.4 The design must include high quality materials and planting to ensure it relates positively to the buildings and uses proposed on this northern part the site, including retail and other town centre frontage.

- 1 Removal of existing steps and ramp, replaced with reprofiled public realm to address level change continuously, making it more inclusive and accessible
- 2 Retention of existing trees where possible, incorporating additional trees and soft landscaping to create a biodiverse green corridor
- 3 Improved, high quality, safe and secure public realm, incorporating seating, lighting, playspace, landscaping and provision for cycling including cycle stands.
- 4 Retail and town centre frontage on prominent locations, including corner with High Road Leyton
- 5 Incorporate residential entrances fronting on to the public realm
- 6 Coordinate with public realm improvements associated with the Leyton Gateway project to provide seamless public realm
- 7 Improved ramp and steps connecting York Road.
- 8 Walking, wheeling and cycling route connecting to Eton manor and south to Queen Elizabeth Olympic Park via the new green bridge



Image 69: Image showing the level variation between High Road Leyton and the Leyton Mills retail park

Use class	Employment type	Floor area (sqm)
E	Workspace and retail	13,500
E	Supermarket	23,300
F1	Educational/community	3,500
F1/sui generis	Cultural hub	500

Table 3. Indicative employment floorspace to be delivered at Leyton Mills Retail Park site

9.8 Building heights

Figures 24 and 25 set out the building heights strategy for the SPD area as a whole, including the potential locations for tall buildings and edges where a sensitive approach should be taken. Section 6.3 and the Exemplar Design SPD provide further guidance and requirements relating to building heights and tall buildings.

- 9.8.1 Site-wide masterplan and development proposals should achieve the aims of the building heights strategy set out in Figures 24 and 25
- 9.8.2 Building heights should be appropriate to the surrounding context and achieve an appropriate sense of enclosure to both the main north-south route through the site and High Road Leyton.
- 9.8.3 Site-wide masterplans and development proposals should positively respond to the opportunity for tall buildings focussed around:
 - Eastway and the new Ruckholt Road Station.
 - addressing key routes and open spaces, whilst avoiding creating ‘canyons’ or unacceptable overshadowing.
 - adjacent to the A12 road and the railway.

- 9.8.4 Proposals for tall buildings within this site should set out a robust justification for their height and location, and be of exceptionally good design, demonstrated through an independent review panel. Further guidance on tall buildings is found in the Exemplar Design SPD.
- 9.8.5 This site falls within the background of a London View Management Framework (LVMF) Linear View 8 of St Paul’s Cathedral from Westminster Pier. Proposals should not be intrusive, unsightly or prominent to the detriment of the view, and should seek to make a positive contribution to the LVMF view.
- 9.8.6 Proposals should also consider other local views identified in Figure 18, in particular views 1, 3, and 5, as well as potential impacts on the setting of the Leyton Conservation Area.
- 9.8.7 Proposed heights and massing must be modelled, and 3d modelling files compatible with the Council’s modelling system must be provided to the Council to allow for assessment of the proposals.
- 9.8.8 Masterplans and development proposals must be supported by technical studies that evidence that building heights, including tall buildings, are acceptable in terms of townscape and microclimate including wind, daylight and sunlight to existing and future occupiers and open spaces, including the sporting facilities and open space at Eton Manor.

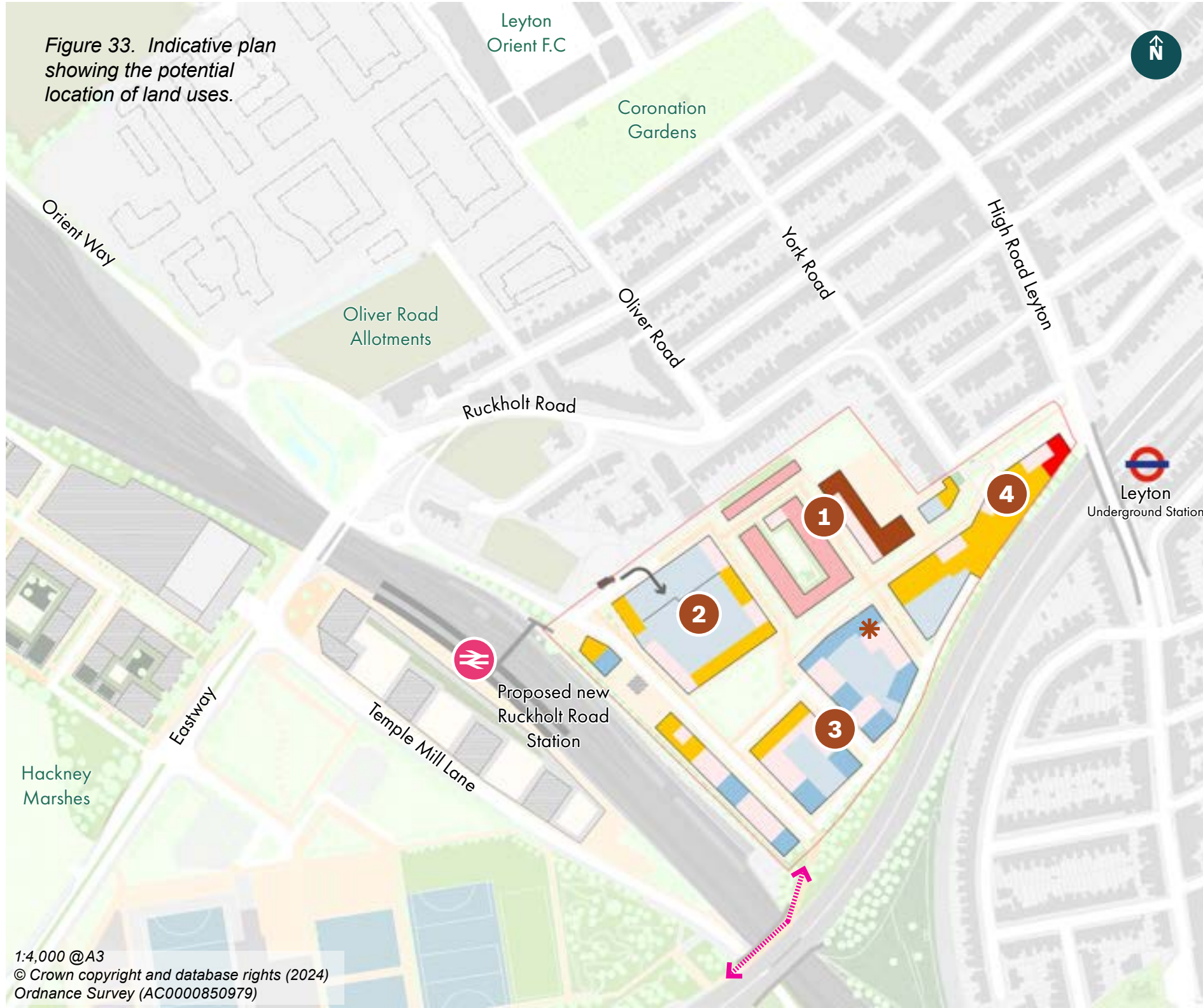
9.9 Land use

The Leyton Mills SPD site will accommodate a mixed use town centre development providing a minimum of 41,000 sqm of non-residential floor space.

- 9.9.1 The non-residential space should include a cultural hub, an educational or community facility, and new workspaces and retain or re-provide existing retail uses as part of re-development where possible. This is expected to include an appropriately sized Asda which complements the Leyton Town Centre retail offer.
- 9.9.2 Retail provision should meet local needs, particularly with regard to affordability and health and well-being.
- 9.9.3 Community facilities should meet local needs, in particular the needs of children and young people. Dedicated ‘third space’ for young people could be incorporated.
- 9.9.4 Proposals will be expected to deliver approximately 1,950 high quality new homes including affordable homes.

9.10 Phasing and meanwhile use

- 9.10.1 The site- wide masterplan must cover the whole site and be developed collaboratively by landowners to achieve a masterplan that is coordinated and appropriately phased. More detail is set out in Section 12.6.
- 9.10.2 Opportunities for meanwhile uses should be taken that maximise social value.



- 1 Residential streets, with homes at ground floors, and education/community facility
- 2 Reprovided ASDA store, with homes above
- 3 Ground floors of buildings featuring a mix of workspaces and retail, with shopfronts located on key routes and corners
- 4 Re provision of retail on the Leyton Mills Retail Park site closes to High Road Leyton, with a community facility in the most accessible location on the corner

Key














	Leyton Mills Retail Park Site		Retail / Food and Beverage		Potential education/community facility
	Cultural or institutional		Residential at ground and upper levels		Nursery within block
	E(g)/B2 light industrial /industrial		Residential apartment building entrances, plant, bins and bikes		Key Servicing Access
	B8 Distribution				Streets for vehicular access
	E(g) workspace (office, etc.)				Road Access: reduced movement

Image 70. Visualisation of how Eastway / Ruckholt Road could look, featuring development of the New Spitalfields Market and Leyton Mills Retail Park sites, including a new rail station, dedicated space for cycling and walking, reducing the dominance of the road traffic and biodiverse rich planting and landscaping.



10 Temple Mills Bus Depot

Temple Mills represents a longer-term opportunity to accommodate a new bus garage for a fully-electric fleet, co-located with residential apartments.

The north of the site could host a generous public plaza including enhancement of the existing tree line would frame the main access to a new station at Ruckholt Road. **1**

Within the site residential development would be sensitively accommodated above a re-provided depot for new electric buses – part of a step-change in EV public transport infrastructure in London. **3**

New boundary treatments and signage would highlight the new green bridge improving accessibility to Eton Manor and onwards routes to Queen Elizabeth Olympic Park and Stratford. **5**

10.1 Site Context

The bus depot occupies a linear site bordered by the rail tracks to the north and Temple Mills Lane to the south.

The bus depot consists of bus parking, car parking for employees, bus cleaning and maintenance facilities, and offices and welfare areas for bus drivers and other staff.

The site falls within the London Legacy Development Corporation (LLDC) area. It is designated as a Local Significant Industrial Site (LSIS) in the LLDC Local Plan, which identifies this site as an employment location B.1b9 for 'transport uses appropriate to or subsidiary to current use as a bus depot'.

The site is within an Archaeological Priority Area (Tier 3) and the entire site is within Flood Zone 2, with some parts within Flood Zone 3.



Figure 34. Location plan for the Temple Mills Bus Depot Site



Image 71: The existing bus depot at Temple Mills

10.2 Key opportunities

- 1 Potential new Ruckholt Road railway station with entrance and public plaza at Ruckholt Road
- 2 Potential new Ruckholt Road railway station entrance at Marshall Road
- 3 Current bus capacity to be protected and reprovided to allow for net-zero electric fleet with new homes above
- 4 Areas for enhanced greening
- 5 New green bridge connecting Leyton Mills to Eton Manor and south to Queen Elizabeth Olympic Park
- 6 Potential attenuation tanks below the bus depot to reduce flood risk

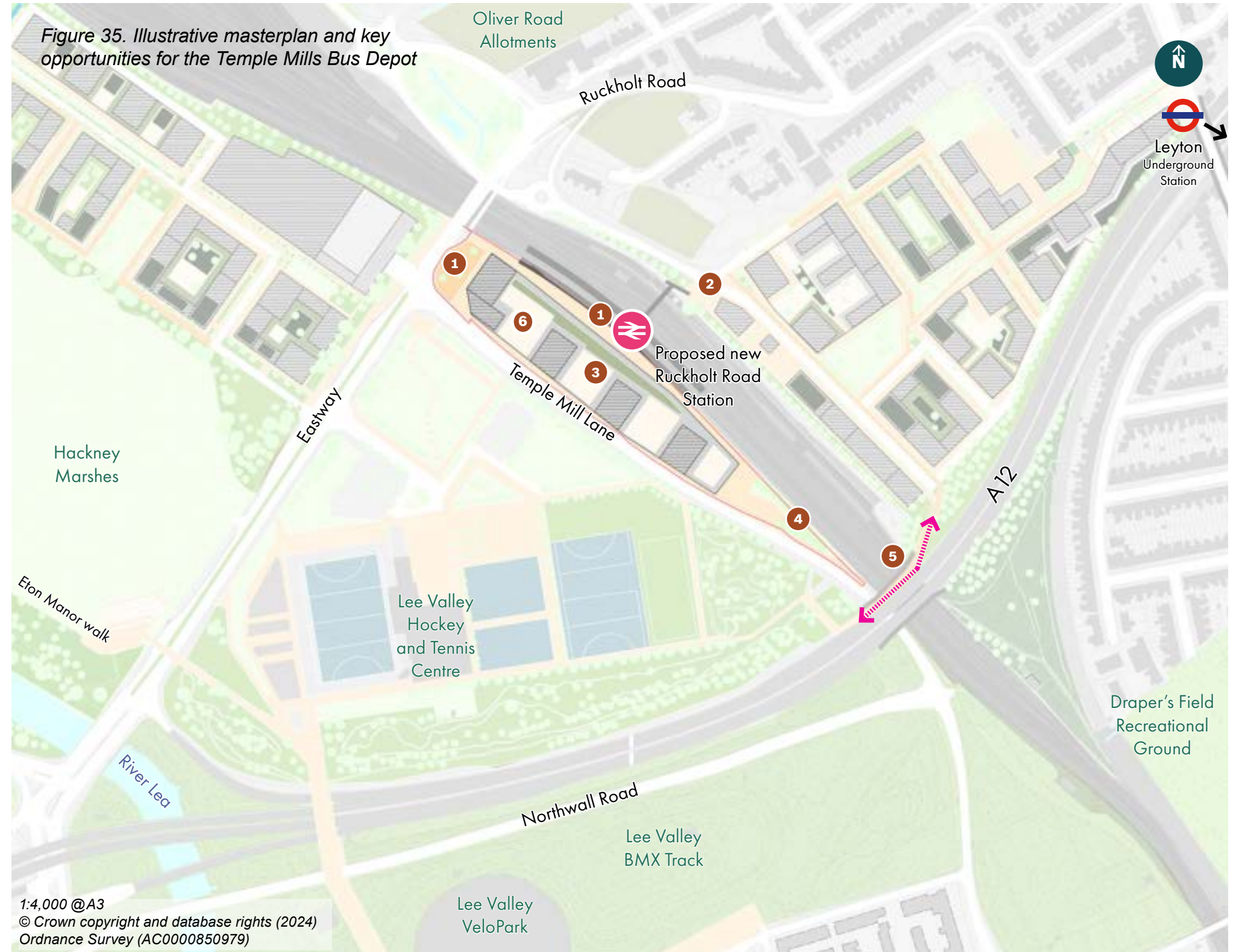
10.3 Land use

The site is currently used as a bus depot and is vital for the operation of a reliable and cost-effective bus network.






10.3.1 Any development of the site must retain or re-provide the 10,000sqm depot and any additional uses must be designed with agent of change principles to ensure that co-location with a bus depot is acceptable in terms of noise, vibration, air quality and safety including fire safety.

10.3.2 Proposals will be expected to deliver approximately 700 new high quality homes including affordable homes co-located with the bus depot. This could include bus depot use at ground floor with residential uses above (over-site development), or the stacked intensification and consolidation of bus depot uses and parking.

10.3.3 Development proposals should include a new retail space addressing the new public plaza and the station entrance from Ruckholt Road.



Key

- | | | | | | |
|--|-----------------------------|---|---|---|---|
|  | Temple Mills Bus Depot Site |  | Public open space, including green open space and plaza |  | Potential new landscaped walking, wheeling and cycle bridge (between Leyton Mills and Eton Manor to Queen Elizabeth Park) |
|  | Green Roofs |  | Semi-private communal green open space on podiums | | |

10.4 Access and movement

A potential new station at Ruckholt Road will improve transport connections between Stratford, Tottenham Hale and beyond. Careful design will be needed so that development proposals are coordinated with the new station, including provision of public realm and active travel improvements to help create an attractive experience for users of the rail station and to meet the needs of new residents and workers in the area.

- 10.4.1 Development proposals should safeguard land within the development site to provide construction and operational access for the proposed new Ruckholt Road railway station from Ruckholt Road. The new access route to the station for rail users should be designed to be safe, secure and comfortable, benefiting from natural surveillance.
- 10.4.2 Proposals on the site should provide a pedestrianised plaza at the north-western end of the site. The new station plaza should address existing variations in site level and provide an attractive, safe, welcoming and fully accessible entrance and arrival space for the proposed new Ruckholt Road Station.
- 10.4.3 Development proposals should enable the required improvements to Eastway and Ruckholt Road set out in [Section 5.2](#), which include protected space for cycling, improvements for walking, wheeling and greening. Proposals should help facilitate protected cycle crossings on all arms of the junction of Eastway/Ruckholt Road/ Temple Mills Lane at the north-western end of the site.

10.5 Building heights

Figures [24](#) and [25](#) set out the building heights strategy for the SPD area as a whole, including the potential locations for tall buildings and locations where a sensitive approach should be taken. [Section 6.3](#) and the Exemplar Design SPD provide further guidance and requirements relating to building heights and tall buildings.

- 10.5.1 Development proposals should achieve the aims of the building heights strategy set out in Figures [24](#) and [25](#).
- 10.5.2 Building heights should be appropriate to the surrounding context, including the setting of the Eton Manor site which is Metropolitan Open Land.
- 10.5.3 Development proposals should positively respond to the opportunity for tall buildings focussed around:
 - Eastway and the new Ruckholt Road Station.
 - addressing key routes and open spaces, whilst avoiding creating ‘canyons’ or unacceptable overshadowing.
 - adjacent to the railway.
- 10.5.4 Proposals for tall buildings within this site should set out a robust justification for their height and location, and be of exceptionally good design, demonstrated through an independent review panel. Further guidance on tall buildings is found in the Exemplar Design SPD.
- 10.5.5 This site falls within the background of a London View Management Framework (LVMF) Linear View 8 of St Paul’s Cathedral from Westminster Pier. Proposals should not be intrusive, unsightly or prominent to the detriment of the view, and should seek to make a positive contribution to the LVMF view.
- 10.5.6 Proposals should also consider other local views identified in [Figure 18](#), in particular views 1, 4 and 3.
- 10.5.7 Proposed heights and massing must be modelled, and 3d modelling files compatible with the Council’s modelling system must be provided to the Council to allow for assessment of the proposals.
- 10.5.8 Masterplans and development proposals must be supported by technical studies that evidence that building heights, including tall buildings, are acceptable in terms of townscape and microclimate including wind, daylight and sunlight to existing and future occupiers and open spaces, including the sporting facilities and open space at Eton Manor.

10.6 Noise and air quality

- 10.6.1 Development proposals should consider the need for incorporating acoustic protection features along the boundary with the railway.
- 10.6.2 The design and layout of buildings should be carefully considered to manage noise and air quality impacts from the railway and the A12 road, utilising new buildings to screen the open spaces and streets behind from noise and poor air quality and incorporate building design measures to minimise the exposure, such as through maximising aspect and enhanced specification of fittings like windows and ventilation systems. Development proposals must not include single-aspect homes facing the railway.
- 10.6.3 Development proposals should be carefully designed to manage any noise or air quality issues that may arise from the co-location of residential with the bus depot use. This could include enhanced building design features to minimise the propagation of noise, vibrations and fumes/smells within the building/site, and enhanced specification of fittings such as windows and ventilation systems.

10.7 Ecology, biodiversity, and water management

- 10.7.1 The site is within Flood Zone 2 and partly within Flood Zone 3. Pluvial flood modelling indicates the requirement for flood attenuation tanks below the bus depot, therefore detail must be provided early in the design and planning process to show how proposals will mitigate against flood risk.
- 10.7.2 The existing row of trees along Temple Mills Lane are subject to a group Tree Preservation Order (TPO) and must be retained and incorporated into the design and layout of development proposals.
- 10.7.3 Development proposals must adequately consider the future growth of the existing trees including in terms of root protection as well as crown growth in proximity to buildings over the tree’s natural lifespan. Proposed buildings should be located to allow sufficient room to existing protected trees.

Image 72. A sporting event at the Lee Valley Hockey and Tennis Centre within the Eton Manor site.



Image 68. Eton Manor

11 Eton Manor

Eton Manor is the site of the Lee Valley Hockey and Tennis Centre, a world class sports facility owned and managed by the Lee Valley Regional Park Authority.

There are opportunities to enhance the sporting facilities and maximise inclusive access for local people. **1**

Opportunities also exist to make better use of the space and keeping it green and open by consolidating buildings and parking in the centre **2** and enhancing the green space around the edge, providing accessible public open space, urban greening and biodiversity and to mitigate surface water flooding. **6**

There will be a new 'green bridge' for walking and cycling, connecting Eton Manor, the Queen Elizabeth Olympic Park and Leyton Mills Retail Park site, **3** as well as a circular walk around the outside associated with improvements to make the site a Suitable Alternative Natural Greenspace (SANG). **4**

11.1 Site context

The site is home to the Lee Valley Hockey and Tennis Centre and MTB trails associated with the Velodrome (within the Queen Elizabeth Olympic Park). The site is well connected to the Queen Elizabeth Olympic Park for walking wheeling and cycling via bridges and underpasses over the A12, however links north and west are less well developed and Eastway, Ruckholt Road and the railway are currently barriers to movement.

The site is designated as Metropolitan Open Land (MOL), which means it is protected open land in planning policy. New buildings will not ordinarily be acceptable within MOL, although exceptions exist for sports and recreation facilities, so long as they preserve the openness of the site.

A group Tree Preservation Order (TPO) covers the majority of the site, and there are over 85 individual Tree Preservation Orders.

Eton Manor is identified as a Suitable Alternative Natural Greenspace (SANG) in the Council's Green and Blue Spaces SPD meaning that once improved it will attract visitors that might otherwise go to Epping Forest thus reducing pressures from new residents on Epping Forest's Special Area of Conservation (SAC). This SANG site will play an important role in this part of the borough.



Figure 36. Location plan for the Eton Manor site



Image 73: Existing green open space at Eton Manor, with the potential for improvements to maximise urban green, biodiversity and public accessibility.

11.2 Key opportunities

- 1 Location of existing Lee Valley Hockey and Tennis Centre with potential for MOL-compliant enhanced sports provision. Any built form, parking and hard-standing should be consolidated and focussed towards the centre of the site.
- 2 Opportunities for MOL-compliant public open space, play-space, biodiversity, greening and flood mitigation around the site in various locations.
- 3 New 'green' bridge connecting Leyton Mills to Eton manor and south to Queen Elizabeth Olympic Park.
- 4 New green circular walking route and improvements to create a SANG. Exact route to be developed collaboratively between LVRPA and LBWF.
- 5 Key arrival point, allowing for protected cycle provision at junction and improved crossings. Links to the proposed new Ruckholt Road station.
- 6 Areas of existing parking and hardstanding reduced and consolidated within the centre of the site to preserve openness biodiversity, urban greening and runoff.



Key

- Key routes for walking and cycling, including circular SANG walk
- Potential new landscaped pedestrian and cycle bridge (between Leyton Mills and Eton Manor to Queen Elizabeth Park)
- Green open space area to be kept free from built development including hardstanding and parking
- Part of the site in LB Hackney

11.3 Metropolitan Open Land

Metropolitan Open Land (MOL) is strategic open land within the urban area, that plays an important green infrastructure role providing the public with access to the open environment, spaces for sport and leisure, and biodiversity. London Plan Policy G3 requires that MOL is given the same level of protection as Green Belt, and it should be protected from inappropriate development, including the construction of new buildings. Paragraph 149 of the NPPF (2023) provides exceptions to this, which include the 'provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport and recreation, as long as the facilities preserve the openness'.

- 11.3.1 Development proposal should come forward in accordance with a site-wide masterplan for the Eton Manor site.
- 11.3.2 Development proposals for enhanced sporting and recreation facilities on the site are supported in principle.
- 11.3.3 Development proposals must meet the policy tests for Metropolitan Open Land. Development proposals should not be 'Inappropriate Development' in MOL. If new buildings are proposed, these should be appropriate facilities in connection with the use of the land for outdoor sport and recreation and ensure that any new buildings preserve the openness of the site.
- 11.3.4 Masterplans and development proposals for the site should focus built development within the centre of the site, and provide open space and landscaping around the edges of the site to minimise harm to openness. Opportunities to consolidate built form, parking and areas of hardstanding should be considered. Proposals should seek to maintain or reduce the current built footprint (including parking/hardstanding), and maintain or increase the proportion of the site as green open space and landscaping.

11.4 Open space, biodiversity, and water management

The site offers the opportunity for a significant increase in open space and biodiversity value, and can make a big contribution to resolving surface flood water issues through the provision of sustainable urban drainage (SuDs). The site is identified as a suitable alternative natural greenspace (SANG) in the Council's Green and Blue Spaces SPD.

- 11.4.1 Development proposals should enhance the biodiversity value of the site and incorporate urban greening. Baseline studies of habitats and their conditions will be required to inform proposals for enhancements, so that habitat creation or enhancements contribute to the wider ecology network and wildlife corridors. This could include tree planting where appropriate.
- 11.4.2 Trees subject to Tree Preservation Orders (TPOs) must be retained and incorporated into the design and layout of development proposals.
- 11.4.3 There is an opportunity to provide SuDs on the site to reduce fluvial and surface water flood risk in the area. SuDS must be designed to work alongside the site's function as a sporting venue and SANG.
- 11.4.4 Development proposals and proposals for public open space and landscaping must align with the Council's SANGs Strategy. The exact arrangement and approach will be developed in discussion between LVRPA and LBWF.

11.5 Access and movement

Eton Manor is to become a green and accessible gateway to the wider facilities, venues and biodiverse open spaces in the south at the Queen Elizabeth Olympic Park. The potential new transport infrastructure proposed in the area will make access to Eton Manor more sustainable.

- 11.5.1 Development proposals should be car free, and maximise the use of public transport and active travel to the site.

- 11.5.2 Development proposals should enable the required improvements to Eastway and Ruckholt Road set out in [Section 5.2](#) which include protected space for cycling, improvements for walking, wheeling and greening. Proposals should help facilitate protected cycle crossings on all arms of the junction of Eastway/Ruckholt Road/ Temple Mills Lane at the northern point of the site.
- 11.5.3 Development proposals must facilitate improved walking and cycling connectivity into and around the site, connecting the development sites in the SPD area to the wider cycle network and in particular connections to the Queen Elizabeth Olympic Park and Stratford.
- 11.5.4 Development proposals must safeguard land for bridge footings and access ramps for a new 'green bridge' for walking, wheeling and cycling connecting the Eton Manor with the Leyton Mills Retail Park site.
- 11.5.5 The public realm, routes and the 'green bridge' should be designed to be safe and secure. Security features such as those intended for deterring hostile vehicles should be designed with dual uses such as planting and seating

11.6 Community use

Access to the facilities at Eton Manor by the wider community is critically important as part of the Council's aspirations for healthy and happy communities. The site offers significant opportunities to improve the open space, play provision and biodiversity of the site, and these benefits must be felt by the wider community.

- 11.6.1 Development proposals should include Community Use Agreements to define the type, nature and beneficiary of community projects and concessionary fees for the use of facilities.
- 11.6.2 Enhanced public open space and natural play facilities should be delivered on the site. These should be fully accessible to the public, and designed to meet the needs of the wider community.

Part E

Delivery and Implementation

This part sets out the key infrastructure requirements to help unlock development of the Leyton Mills area, and how they will be planned and delivered. It also sets out technical information on how development should be planned, and managed, including the planning process to be followed and phasing.

12 Delivery and implementation

Achieving the vision and aims of this SPD relies on a wide range of partners and stakeholders working closely together. The Council will use various planning tools and other mechanisms to ensure that development of the sites over time delivers benefits for people and the environment, including exemplar design, protections for wildlife, delivering the infrastructure projects that are needed, and managing and maintaining them in the future.

12.1 Site-wide Masterplans and Design Codes

The development sites are either in single land ownerships or, in the case of the Leyton Mills Retail Park Site, comprised of two discreet and roughly equally sized land ownership parcels. This pattern of landownership means that proposals will likely be brought forward by each of the landowners for comprehensive redevelopment covering all or the majority of their land ownership parcels. The scale of the New Spitalfields Market and Leyton Mills Retail Park sites means that development will be phased to take place over a number of years.

To ensure the proper planning for the area in this context, the Council requires that comprehensive, site wide masterplans and design codes be prepared for both the New Spitalfields site and the Leyton Mills site. Planning applications and any other consenting mechanisms for development within the key development sites should be accompanied by a site-wide masterplan which demonstrates that the development requirements set out in local plan policy have been accommodated and has been endorsed by the Council. These site-wise masterplans will be taken into account as an important material consideration in the determination of any planning applications.

Site-wide masterplans and design codes will be needed to demonstrate policy compliance, manage the phased delivery of development plots and infrastructure over time, and secure the exemplar design quality and placemaking expectations set out in this SPD over the life of development – from initial proposals through to detailed design and delivery.

These masterplans and site-wide design codes will be prepared by the landowners/developers of these sites, for approval in writing by the Council. They should be prepared either:

- Alongside an outline planning application for the whole site; or
- In advance of the first major planning application covering part of the site, and all subsequent planning applications

The Temple Mills Bus Depot site, while in single land ownership, is smaller in scale and therefore a design code is unlikely to be necessary to manage the exemplar design, placemaking and delivery of this site.

Site-wide masterplans for the two larger sites will be particularly important in demonstrating that development when built out in full across the whole site can meet the policy requirements of the Local Plan and London Plan. The cumulative impact of development across the whole site

and with other developments within the SPD area or more widely is particularly important when considering transport impacts, open space provision, flood risk and infrastructure provision as well as the townscape and microclimate impacts of tall buildings, amongst other matters.

Design codes linked to the site-wide masterplans and outline permissions will provide a framework to enable detailed design of buildings, infrastructure and public spaces to be undertaken in a consistent manner which achieves the vision and objectives of this SPD and wider planning policy. Design codes will be required to meet the definition set out in the NPPF: ‘illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.’ Design codes should be rules based, allowing for clear and unambiguous assessment of schemes as to whether they comply or do not comply with the code.

Design Codes will provide briefs for architects and landscape architects of future phases of development. The design codes will also act as aids for clients, the local planning authority and stakeholders in design review. The design codes should give clarity of quality of outcomes and a benchmark that all parties agree on that can be carried through to reserved matters and discharge of conditions applications.

12.2 Status of masterplans and design codes

Where site-wide masterplans and design codes are approved as part of Outline planning applications, Reserved Matters applications will need to comply with the parameter plans approved in the outline permission, and in compliance with the site-wide design code, which will be a condition of the outline permission.

Where stand-alone full planning applications come forward for part of the land within each of the sites, a site-wide masterplan and design code endorsed by the Council will be a material consideration in determining the application. Masterplans and Design Codes covering only part of the site will be resisted.

12.3 Development Performance Agreements

Waltham Forest LPA utilises Development Performance Agreements (DPAs) to manage the full development cycle of major development applications, from strategic planning and feasibility to delivery, completion and post completion review.

Site-wide masterplans and development proposals for each of the key development sites is expected to be managed through a bespoke DPA signed between the landowner/applicant and the Council, which will ensure sufficient Council resource is aligned with an agreed project programme. Each DPA is bespoke in accordance with the needs of the specific site and dedicated resource required to achieve a high quality proposal. For sites within the Leyton Mills SPD area, DPAs will as a minimum be expected to cover the LPA’s role in masterplanning and design codes.

12.4 Infrastructure Requirements

The Leyton Mills vision is underpinned by requirements for planned infrastructure that will need to be delivered at the right time and in the right locations to unlock development and achieve the aspirations and goals set out in this SPD. These infrastructure requirements are derived from policy in the Council's Local Plan Part 1 and are evidenced in the Council's Infrastructure Delivery Plan, Leyton Mills Development Framework, the Preliminary Ecological Study undertaken by London Wildlife Trust (LWT) and informed by stakeholder engagement. These infrastructure requirements will also be set out in the site-specific policy requirements for each development site in the future Local Plan Part 2 Site Allocations.

These infrastructure requirements are as follows:

Social and community infrastructure

- A new education / community facility to meet the needs of the existing and new communities in the area. It should be located within the Leyton Mills Retail Park site where it is most accessible to both existing and new residents (see preferred location on [Figure 32](#) and [Figure 33](#)) incorporating external space that can be used out-of-hours.
- An integrated health facility to meet the needs of the existing and new communities in the area.
- A new crèche / nursery located within the New Spitalfields Market Site
- A new Cultural Hub located within the New Spitalfields Market Site
- Play space provision throughout the development sites, related to residential developments.

Cycling and walking Network

Enhancements to the Cycle Network and provision for walking and wheeling within and in the vicinity of the development sites within the SPD area, including the following as a priority:

- Strategic protected cycle route northeast / southwest through the Leyton Mills Retail Park site, connecting High Road Leyton, Eton Manor and the Queen Elizabeth Olympic Park and Stratford via a proposed new green bridge (see below) and Temple Mills Lane
- A new green walking and cycling bridge over the Lea Bridge Lines Temple Mills Branch railway following the alignment of the A12 road, connecting the southern edge of Leyton Mills Retail Park site and the Eton Manor site, with further connections into the Lee Valley Regional Park, Queen Elizabeth Olympic Park and Stratford beyond. The safeguarding of land to deliver this bridge will be required on the Leyton Mills Retail Park site, Temple Mills Bus Depot site and Eton Manor site, as well as land outside the SPD development sites adjacent to the A12.
- Strategic cycle route north / south along High Road Leyton, forming part of Waltham Forest's Strategic Cycle Network and connecting to LB Newham's proposed 'Cycling Future Route' 7 (CFR7), a new two-way protected cycle lane on the east side of Leyton Road between Stratford Town Centre (Great Eastern Road) and Chobham Road, and forming part of a strategic 'Stratford to Walthamstow' cycling corridor identified by TfL.
- New cycle route following the proposed central spine route northwest / southeast through the New Spitalfields Market Site to provide high quality cycle access to the proposed development of this site from Ruckholt Road.
- Improvements to enhance cycling provision, accessibility and environment for pedestrian/ cycling along Eastway and Ruckholt Road, including protected cycle lanes, side-road treatments and connections into the New Spitalfields Market Site, Eton Manor, the Temple

Mills Bus Depot Site and explore the opportunity for new cycle and walking connections into the Leyton Mills Retail Park site from Ruckholt Road via Thant Close (which would require third party land)

- An improved shared walking and cycling route connecting the north-western part of the New Spitalfields Market site to Hackney via Hackney Marshes and the existing East Marsh bridge over the Old River Lea. This route should be upgraded sensitively with suitable surfacing. This infrastructure project is located in the London Borough of Hackney and is subject to agreement with LB Hackney.
- Other walking and cycling enhancements as may be identified through the later masterplanning and assessment work.

Strategic Transport

- Delivery of a new station at Ruckholt Road on the Temple Mills Branch of the Lea Valley Lines between Stratford Station and Lea Bridge station. The station is to provide two entrances on either side of the railway; one entrance on the south-west of the railway line from Ruckholt Road to provide access into the Temple Mills Bus Depot and New Spitalfields Market sites, and another entrance on the northeast of the railway from Marshall Road and a pedestrian over-bridge to provide access into and support the redevelopment of the Leyton Mills Retail Park site and wider connections via High Road Leyton. The safeguarding of land to deliver the station will be required on the Temple Mills bus depot site and on the Leyton Mills retail site on the other side of the railway line.
- Provision of, and safeguarding of land for bus access and infrastructure into and through the New Spitalfields Market Site.
- Provision of a consolidated bus depot facility at the Temple Mills Bus Depot site, designed and phased to ensure the continued and uninterrupted operation of the bus depot, and to ensure successful co-location with residential and retail

uses.

Public Open Space and Public Realm

New public open spaces within the New Spitalfields Market site:

- A new green open space at the northern end of the site adjacent to the 'Green Buffer' to the Old River Lea (see [Section 8.3](#)). Ground level access to the 'green buffer' should be restricted to the public.
- A new public, urban, landscaped square at the heart of the site featuring green amenity and play.
- A new public park with ecological focus and space for play and nature learning, incorporating flood mitigation in the form of de-culverting of the Dagenham Brook
- Other public realm, public open space, SuDS, landscaping and greening and public playspaces throughout the site
- Retained (where possible) and enhanced mature tree planting around the edge of the site
- New public open spaces within the Leyton Mills Retail Park Site:
- A new landscaped public open space at the heart of the site, featuring green amenity and play designed and maintained to contribute to the borough's [SANGs strategy](#).
- A new greenspace / public square connecting to High Road Leyton
- Generously landscaped green buffers to the railway and A12 road
- A new landscaped public square at the northwest end of the Temple Mills Bus Depot site directly fronting onto Ruckholt Road, providing an arrival space for the proposed Ruckholt Road station.
- Other public realm, public open spaces, SuDS (see more information below), landscaping and greening and public playspaces throughout the development sites. The design specifications of these will be developed through site-wide masterplans, design codes and development

proposals, following guidance in the Green and Blue Spaces SPD.

- Open space improvements, walking and cycling improvements, green infrastructure including biodiverse planting, SuDS features and enhanced sports and recreation infrastructure at Eton Manor, designed and maintained to contribute to the borough's SANGs strategy.

Green and Blue Infrastructure (Biodiversity, Climate Resilience and Urban Greening)

- Sustainable Drainage Systems (SuDS) throughout the development's public realm as part of holistic placemaking and greening strategies. This includes woodland clumps and continuous beds with SuDS like dry swales, providing linear green infrastructure corridors.
- 30 metre landscaped Green Buffer to the Old River Lea within the New Spitalfields Market Site incorporating ecological and habitat creation/ enhancements and restricted ground level public access (see [Section 8.3](#))
- 15 metre landscaped Green Buffer to Hackney East Marsh within the New Spitalfields Market Site incorporating ecological and habitat creation/ enhancements (see [Section 8.3](#)).
- Biodiverse Green Buffers to the railway on the northeast boundary of the New Spitalfields Market site. This Green Buffer should incorporate tree planting and landscaping to provide for noise and air quality mitigation and carbon sequestration.
- Biodiverse Green Buffers to the railway on the southwest boundary of the Leyton Mills Retail Park site. This Green Buffer should be publicly accessible and should incorporate tree planting and landscaping to provide for noise and air quality mitigation and carbon sequestration.
- Green open spaces in the Leyton Mills Retail Park site and Eton Manor site designed and managed as Suitable Alternative Natural Greenspaces (SANGs) to contribute to the borough's SANGs strategy to manage recreational pressure on

Epping Forest Special Area of Conservation. Further detail on SANGs will be provided in the Council's Blue and Green Spaces SPD.

Other infrastructure requirements within the wider Leyton area

The Council's Infrastructure Delivery Plan (and Infrastructure Schedule) identifies a number of other infrastructure items required within the wider Leyton Area. The IDP and Infrastructure Schedule are intended as 'live' documents that will be kept up to date over the life of the Local Plan. These infrastructure items should be kept under review. The IDP and Infrastructure Schedule can be found here:

- Leyton Gateway: Public realm and accessibility improvements in the vicinity of Leyton Underground Station to address the existing 'pinch point' and to support future projected increase in passenger numbers, and to support the improvements to station accessibility funded through the Levelling Up fund.
- Leyton Green: Improvements to public realm, cycling and walking infrastructure and bus reliability in the Leyton Green Area
- Leyton Green Clinic: Plans for a new clinic building on the existing site or an alternative location in the area. Delivery by LBWF / NHS
- Jack Cornwell Park: Replacement of adventure play equipment, improvements to safer surfacing, and replacement of timber play items. (Delivery by LBWF)
- Leyton Manor Park: Refurbishment of adventure play equipment and safer surfacing, refurbishment of ball court surfacing, and patch repairs to paths within the park. (Delivery by LBWF)
- Park and Public Space Improvement Projects: Various projects to improve parks in the Leyton area, including resurfacing, play equipment installation, and refurbishments. (Delivery by LBWF)
- Coronation Gardens: Resurfacing around the bandstand to prevent flooding and refurbishment of seats. (Delivery by LBWF)

- SANGs projects, including Sidmouth Park and Coronation Gardens, Drapers Field, Langthorne Park and Leyton Jubilee Park.

12.5 Infrastructure Delivery

General Approach

It is expected that on-site infrastructure requirements, including the safeguarding of land as set out above, will be delivered as part of the developments within specific development sites. The design and specifications for these items will be developed in more detail in site-wide masterplans, design codes and development proposals. Delivery will be secured through the use of planning conditions and/or planning obligations related to planning permissions as appropriate.

On-site infrastructure will be provided by making land available within the relevant development sites with options for direct delivery by the relevant landowner/developer or financial contributions, where appropriate, from one or more plots/developers to enable sufficient funds to be pooled for direct or third party delivery. In each case, this would be secured through an appropriate legal agreement.

It is expected that off-site infrastructure will be delivered through a combination of:

- Delivery associated directly with specific development sites and applications, secured through appropriate legal agreements; and
- Direct delivery by the Council or other delivery partners and funded through CIL and/or s106 financial contributions and other funding streams as appropriate.

Where developer obligations are required to deliver or fund on-site or off-site infrastructure, these will need meet the legal tests set out in regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended): necessary to make the development acceptable in planning terms, directly related to

the development; and fairly and reasonably related in scale and kind to the development.

Each landowner / developer within the SPD area will be reliant upon some or all of the required infrastructure both on-site and off-site in order to adequately support their particular development proposals. Where an individual landowner / developer is reliant upon the delivery of infrastructure on land it does not control, it and the Local Planning Authority will require certainty that it will be delivered by the landowner/developer who controls the land on which that infrastructure has been identified to be located by this SPD.

In order to comply with the comprehensive approach to redevelopment sought by the Local Plan Policies and emerging site allocations, site-wide masterplans and individual planning applications will need to be accompanied by site-specific infrastructure delivery strategies to set out how the individual development will deliver its required infrastructure where that infrastructure is being provided both as part of the specific development and where reliance is being placed upon infrastructure delivery by a third party landowner. Each site-specific infrastructure delivery strategy will need to demonstrate how it contributes to the delivery of SPD-wide infrastructure.

New community and social infrastructure at Leyton Mills should be designed, managed and maintained so that additional community benefits are achieved through sharing schemes and joint user agreements where suitable and appropriate.

Delivery of Green Buffers to the Old River Lea and Hackney Marshes

The guidance and drawings in [Section 8.3](#) show how the requirements for Green Buffers to the Old River Lea and Hackney Marshes should be accommodated on site. Development proposals,

masterplans, design codes and planning applications for the New Spitalfields Market site will need to demonstrate adherence to the guidance.

The successful planning and delivery of these green buffers will rely on collaborative working between Waltham Forest Council's Parks and Open Spaces and Place and Design Teams, the developer / landowner of the New Spitalfields Market site and their design team, LB Hackney, Lee Valley Regional Park Authority, and other stakeholders such as the London Wildlife Trust and volunteer or community conservation groups in the area to ensure that they provide the ecological protections and enhancements required, maximise the biodiversity and ecology benefits as part of a wider habitat network, that they help to deliver the Council's existing and future Nature Recovery Strategies, and can be maintained and managed over the long term.

Mitigation of Recreational Pressure on Hackney Marshes

As set out in the Preliminary Ecological Appraisal for Hackney Marshes carried out by London Wildlife Trust, the redevelopment of sites in the Leyton Mills SPD area is likely to create additional recreational pressure on Hackney Marshes which, if not managed and mitigated appropriately, could result in indirect adverse impacts on the ecology of this important green space. This may include increased demand for recreational use of those parts of Hackney Marshes that hitherto have been subject to relatively low use.

Recreational impacts are already apparent on the Marshes as a result of the existing users of the open spaces, including unregulated recreational use of the Old River Lea for bathing, and illegal gatherings and raves in areas of woodland. To date these recreational impacts have posed a challenge to manage.

The adverse impacts of potential additional recreational pressure on existing habitats can be addressed through the design of routes and access points, through careful stewardship and sensitive use of the site by users, by the physical protection of sensitive habitats, and through habitat creation and restoration.

For the avoidance of doubt, development proposals of the key sites within the SPD area will only be expected to mitigate additional recreational pressure associated with the planned growth on these sites, and will not be expected to address existing issues or mitigate for additional pressure arising from population growth elsewhere. [Section 12.1](#) sets out measures that site-wide masterplans and development proposals will be expected to incorporate. This includes provision of on-site open space to meet the needs of the development (thereby reducing demand for recreational use of the Marshes), a new suitably paved cycling and walking path to direct people walking and cycling from the New Spitalfields Market site onto existing routes in Hackney Marshes (subject to agreement with London Borough of Hackney), and creation of biodiverse green buffers between development and the Marshes and Old River Lea.

The ecological enhancement of Hackney Marshes in recent years has been delivered in part by Hackney Council working with partners to deliver large scale projects such as extensive tree-planting. However much of the fine-tuning of habitats and the ongoing enhancement through sensitive management and smaller scale creation of specific ecological features is the result of various community groups such as the Tree Musketeers, Wildlife Gardeners of Haggerston and the former Hackney Marshes Users Group.

Ensuring the long-term stewardship and management of the ecologically valuable parts of Hackney Marshes will require additional support and resources for these groups, plus new forums and governance arrangement to ensure cross-borough collaboration and co-ordination.

Applicants and developers will be expected to consult with these groups to inform proposals as they emerge, and identify any such support or resources that could be made available. Where appropriate to avoid or mitigate any additional recreational pressure that could arise as a result of development in the SPD area, such support and resources may be secured through Section 106 / other legal agreements.

In addition, as the Leyton Mills area is redeveloped it will be important to prepare resources (such as information about the Marshes in homeowner packs) and deliver projects (such as support and training to enable new residents to be actively involved in the management and maintenance of areas of greenspace and landscape within the new development). This will help to ensure new residents and users appreciate both the opportunities available to them due to the proximity of Hackney Marshes and the ways in which they can contribute to maintaining and enhancing its special nature and ecological richness. Such measures should be proposed through site specific Habitats Regulations Assessments (HRAs) and will be secured through Section 106 / other legal agreements.

In order to approach the mitigation of any increased recreational pressure on Hackney Marshes in a strategic and joined-up manner, the London Wildlife Trust recommend a more formalised governance structure bringing together the London Boroughs of Hackney and Waltham Forest, the Lee Valley Regional Park Authority, and the Canal & River Trust. This strategy would include identifying the level of resources needed to maintain and improve the Marshes and co-ordinate investment aimed at avoiding harm to the site by increased recreational pressures. A management strategy should be developed and put in place to ensure there is sufficient staffing, facilities, stakeholder engagement mechanisms and enforcement powers to mitigate the impact of recreational pressure on the Marshes and ensure ongoing monitoring of ecological conditions. It

may be appropriate for the partners to commit to ongoing monitoring and surveys of the condition of the Marshes at appropriate intervals over time to assess the effectiveness of mitigation measures, and incorporate triggers for review of the strategy, or committing parties or developers to take particular actions or review planning conditions or legal agreements.

Proportional financial contributions to the delivery of the strategy will be sought from developers as the sites in the Leyton Mills SPD area are redeveloped. The strategy could also include reviewing the purpose and function of the Waterworks Visitor Centre and the Hackney Marshes Centre to ensure the two facilities are complementary.

The Waltham Forest Local Plan Part 1 (LP1) requires all applications for major development in the borough to be accompanied by a site-specific Habitat Regulations Assessment (HRA) as part of the Epping Forest mitigation strategy. The need for site-specific HRAs is primarily in relation to avoiding impacts on Epping Forest Special Area of Conservation (SAC). For these sites, those HRAs should also set out the measures that will be put in place to avoid and mitigate pressure on Lea Valley

Site of Importance for Nature Conservation (SINC) and species and habitats on Hackney Marshes and this stretch of the Old River Lea, as well as Epping Forest.

Delivery of Sustainable urban drainage (SuDs) and green infrastructure

[Section 4.5](#) of the SPD sets out the requirements to provide flood mitigation measures to manage surface water flood risk from the SPD area, as well the risk upstream within the catchments of the Dagenham Brook and the Fillebrook Rivers which pass through the area. The delivery of these projects will rely on close working between the landowners, the Local Authority and other stakeholders such as the Environment Agency. The funding for these works is likely to be drawn from a mix of sources. The Council as Lead Local Flood Authority is undertaking work to develop a borough-wide strategy, which the sites within the Leyton Mills SPD will be an important part.

Delivery of Ruckholt Road Station

The Council is liaising with Network Rail to progress technical work on the feasibility and planning for the new station. Initial modelling and engagement with Network Rail, Department for Transport, Greater Anglia and TfL has been done which demonstrates that the proposed station, and a stopping service, is technically feasible.

[Sections 10](#) and [9](#) include requirements for site-wide masterplans and development proposals for the Temple Mills Bus Depot site and the Leyton Mills Retail Park site to allow for the construction and operation of the planned new station, as well as provide a new plaza as an arrival space for the new station on the Temple Mills Bus Depot site.

Funding for the station will require developer contributions from development within the SPD Area, and the Council is leading on the preparation of a business case, and expects that

funding for the station will come from developer contributions from development within the SPD area, the TfL Growth Fund, and funding from Government. This is in line with the Council's Infrastructure Delivery Schedule (IDS).

Delivery of the new education/ community facility and early years' facility

The emerging Site Allocation policy for the Leyton Mills Retail Park includes a requirement for a community/educational facility within the site. As above, this facility must respond to the needs of new and existing communities in the area. The allocation policy is not specific as to the exact nature of the community/education provision, acknowledging the need for flexibility to respond to changing demands and circumstances over the life of the Local Plan and the timescales for development of the Leyton Mills development sites. This will be subject to ongoing monitoring and collaborative working with relevant council services and landowners.

This SPD is clear that the creation of 15 minute neighbourhoods, that allow residents to access most services they need within a short walk, wheel or cycle ride from home, is a priority. This approach reduces demand for car and public transport trips, reduces air pollution, and helps people lead more active and healthy lifestyles. It also supports the vitality of neighbourhoods and animates public spaces and routes. Education facilities are often focal points for communities, providing a range of functions and can deliver significant social value for future residents.

Infrastructure Planning needs to be flexible and responsive to the emerging needs of the borough's communities, so the delivery of new homes in the Leyton area will be monitored closely as development plans progress to determine with more certainty the likely demand for an educational facility.

Masterplans and development proposals for any

of the development sites within the SPD area must include an assessment of education and other community facility needs based on forecasts to establish the most appropriate type of education facility or other community facility to be provided on this site. The assessment should also have regard not solely to the number of places needed, but also to the desirability of providing enhanced quality, choice and access, as well as the creation of an inclusive 15 minute neighbourhood.

The approach to delivery of the community/ education facility will be determined as part of the site-wide masterplanning work for the Leyton Mills Retail Park site when this comes forward, however it is expected that it will be secured through a legal agreement attached to the relevant planning applications. Landowners/developers of the other sites may be expected to pay proportional financial contributions towards the capital costs of the facility, and any financial contribution sought from other sites within the SPD area will be calculated based on the formula set out in the Developer Contributions SPD. Planning obligations associated with the facility may include trigger points for delivery of the community/ education facility or payment of financial contributions. This will be agreed at the time the relevant planning applications are determined and will take into account any reliance on third parties.

Delivery of other infrastructure

An outline specification for the other infrastructure required across the SPD area, including community facilities, the crèche and the Cultural Hub should be provided as part of the Reserve Matters or full planning application for the relevant site. This should set out the following:

- The mechanism for securing provision for the space, i.e. in a s106 agreement
- Arrangements for long-term management and maintenance

- An approach to securing an occupier or occupiers
- A methodology for finding an alternative community user in the event that the original users are unable to occupy or continue in occupation.

12.6 Phasing

Whilst estimates and forecasts can be made on the basis of the best evidence currently available, it is not possible to say with complete certainty what the precise phasing of development across the SPD area will be. This SPD therefore acknowledges the need for flexibility to account of the timing of land becoming available, changes in market conditions, as well as the need to ensure that the required infrastructure is provided at the appropriate scale and rate to support development as it is delivered. Site-wide masterplans and planning applications should provide Phasing Plans that set out how development shall be phased, having regard to the Infrastructure Delivery Strategies for each site (see above) and other technical evidence such as Transport Assessments.

New Spitalfields Market site

The New Spitalfields Market site is currently

owned by the City of London Corporation. It shall not become available for development until after the market is relocated to the new site in Dagenham. This will not happen until 2027/28 at the earliest.

Leyton Mills Retail Park site

The Leyton Mills Retail Park Site comprises two separate landholdings – one currently owned by ASDA, and the other by Aviva. The land ownership boundary bisects the site northeast to southwest, following the route of the central spine (see [Figure 20](#)). It will be important that delivery phasing takes account of leases as they expire within the Leyton Mills Retail Park and any other associated commercial considerations. It is possible that development will come forward on these two landholdings at different times, so the layout, access for construction and operation, and infrastructure provision needs to be carefully considered to make sure that development on one site at a certain time does not frustrate or prejudice development on other plots over time, or create construction or logistics issues. As set out above, these two landowners are expected to work together to develop a site-wide masterplan and design code for the whole site prior to the first applications being submitted. Such masterplans should resolve these phasing considerations and secure appropriate delivery through planning obligations and planning conditions as appropriate.

Temple Mills Bus Depot

Delivery phasing will need to ensure that bus garage activities on the Temple Mills Bus Depot site continue during construction with no disruption to the network. This may be achieved through the reorganisation of bus depot facilities site to facilitate development in phases, or by providing temporary bus garage services on a suitable alternative site (or sites). This must be secured in advance and agreed with TfL.

Connectivity and movement

The phasing of the walking, wheeling and cycling infrastructure requirements outlined in [Section 5.2](#) will need to be considered carefully as part of site-wide masterplans and development proposals to ensure that connectivity improvements necessary to make the developments acceptable in planning terms are delivered at the right time, particularly where development comes forward before the new Ruckholt Road station is delivered. As set out in [Section 5.2](#), the priority for connectivity and movement will be improving accessibility between the New Spitalfields Market Site and Leyton Underground Station, (via Ruckholt Road and/or Leyton Mills Retail Park), and from all development sites to the Queen Elizabeth Olympic Park and Stratford.

12.7 Biodiversity Net Gain

The Council expects that each development site will achieve Biodiversity of Net Gain (BNG) on-site. Development proposals within the Leyton Mills SPD area should not use off-site land for achieving a minimum of 10% BNG (or other relevant minimum required in planning policy at the time of determination), unless it can be demonstrated that this is unavoidable. If this is demonstrated to the satisfaction of the Local Planning Authority, off-site solutions must be provided in Waltham Forest.

Given the size of the development sites and their existing use and condition, it is reasonable for the Council to expect the net gain to be achieved on each development site to substantially exceed 10%. The highest biodiversity gain feasible will be ascertained through the design and planning process and evidenced by the applicant through a Biodiversity Net Gain Design Stage Report at the relevant stage in the process (see below).

The latest Natural England Biodiversity Metric

available must be used to assess BNG for development proposals. At the time of publication of this SPD, the latest metric was Biodiversity Metric 4.0.

In order to assess the target level of net gain to be achieved on each development site and how it will be secured and managed, BNG assessment and information will be required at different stages of the design and planning process.

Site-wide masterplans and Outline Planning Applications should be informed by and accompanied by a Biodiversity Net Gain Design Stage Report and BNG Strategy that shows how individual plots or phases will deliver a predetermined proportion or percentage of the habitat provision for BNG. It is important the masterplans provide sufficient detail for biodiversity gains that can be realistically delivered.

Reserved Matters Applications and Full Planning Applications for each development site, plot or phase within a site should be accompanied with a re-submission of the BNG Design Stage Report prepared for the site-wide masterplan/Outline Planning Application, updated to reflect any significant changes to the original design proposed and include an updated BNG calculation based on detailed design to demonstrate that commitments made in the site-wide masterplan/outline permission have been clearly met.

BNG Design Stage Reports should be prepared in accordance with Chartered Institute of Ecology and Environmental Management (CIEEM)'s guidance; and for the avoidance of doubt this should include:

- Preliminary Ecological Appraisal Report of the whole site including desk-based and field habitat surveys and a baseline condition assessment;
- Habitat Baseline Plan;
- Assessment of Ecological constraints and opportunities;

- Consideration of the proposed design, including a Proposed Habitats Plan;
- Biodiversity metric calculation;
- Project implementation and construction plan; and
- Management and monitoring plan.

A Biodiversity Gain Plan must be submitted to and approved by the planning authority prior to development, as required by Schedule 14 of the Environment Act 2021. This will be secured by condition.

In accordance with Schedule 14 of the Environment Act 2021, for the purposes of calculating baseline biodiversity units on sites, the Council will take into account any habitat degradation that has taken place in advance of the biodiversity metric calculation being undertaken. If there has been habitat degradation before the metric calculation has been carried out for granting full planning permission, the Council will ascertain the condition of the site on an appropriate date prior to the degradation having taken place but no earlier than 30th January 2020 using a desk-based assessment of aerial imagery or datasets from that time, and professional judgement.

The Council will work with landowners, London Borough of Hackney, Lee valley Regional Park Authority and all other stakeholders to explore the feasibility of utilising excess biodiversity net gains in the Leyton Mills area to provide offset gains for developments elsewhere that cannot achieve the mandatory net gain on-site, (for instance small sites or those sites with a baseline of value of zero units). This could apply to excess gains on the key development sites or through ecological enhancements at Eton Manor or within Hackney Marshes subject to agreement with LB Hackney. Where biodiversity gains in excess of the 10% minimum (or other relevant standard) are achieved on development sites, the habitats should be registered on the national biodiversity gains site register.

Development proposals will be required to ensure that a net gain in biodiversity is secured for 30 years. This will be done through planning conditions and s106 agreements/covenants. Habitat monitoring is the responsibility of the developer and monitoring measures should be set out in the Biodiversity Gain Plan approved as a condition on the planning permission and secured through a legal agreement

12.8 Delivery and long-term stewardship of Public Realm, Public Open Spaces and Landscaping

All site-wide masterplans and planning applications will be required to demonstrate how the long-term management and maintenance of the public realm and public open space will be achieved, particularly where this spans multiple ownerships, to ensure that the placemaking and biodiversity investments achieve the social value and ecological value intended.

Some parts of the public realm could be adopted by the Council as highways land or public open space, and other parts are likely to remain in private ownership. In relation to any parts of the public realm that are to be retained in private ownership, a site-wide trust and management

company will need to be set up. The governance of any such trust or management company should have regard to the desirability of the involvement of community and resident representation in decision making.

The New Spitalfields Market site and the Leyton Mills Retail Park site will both include the creation of a number of new streets, public squares and green open spaces. The desirability of adoption of any of new streets as public highway will need to be assessed and determined on a case-by-case basis as part of the comprehensive site-wide masterplanning process and in the development management process for planning applications, having regard to requirements for waste management, deliveries and servicing and maintenance and management. In the case of the Leyton Mills Retail Park in particular, the key northeast/southwest spine route through the centre of the site straddles the land ownership boundary for much of its length, as set out above. In the interests of ensuring a comprehensive design and phasing considerations, there could be a strong case for this route to be adopted as public highway and delivered by, or on behalf of, the Council.

12.9 Working together

The key to successful delivery of the vision and aims of this SPD will be in the close and collaborative working of a range of authorities and stakeholders. This SPD provides all stakeholders and the community with the 'bigger picture' for the Leyton Mills area, coordinating investments and development projects. This is particularly relevant in the areas of infrastructure investment, flood mitigation and supporting biodiversity and ecology.

Major landowners and their developers

The landowners and the chosen developers

for the key development sites within the SPD will be lead delivery partners. They will be responsible for preparing site-wide masterplans, design codes and development proposals, undertaking community and stakeholder engagement, submitting planning applications and preparing technical studies to support applications, directly delivering or contributing funds towards infrastructure projects (as appropriate in accordance with the guidance set out in this document), appointing contractors for the construction and fit out of buildings, facilities and open spaces, and taking on, or establishing organisations to be responsible for the ongoing management and maintenance of buildings facilities and open spaces within their site boundaries.

London Borough of Waltham Forest

The Council has a role as Local Planning Authority, to fulfil its statutory functions with regards to consultation and decision-making on planning applications, masterplans and design codes.

As set out in paragraph 20.5 of Part 1 of Waltham Forest's Local Plan, the Council also has a key place-shaping role, and will facilitate proactive coordination of the statutory and non-statutory functions, including as Local Planning Authority; Education Authority, Local Highways Authority, Lead Local Flood Authority, Public Health Commissioner and supported by other key departments such as Parks and Open Spaces, Community Safety, Public Health, Waste, Place & Design and Regeneration Delivery amongst others.

The Council will negotiate Section 106 agreements with developers and make decisions on how to prioritise investment of the Strategic CIL monies and Carbon Offset Fund in relation to the Leyton Mills SPD area. The Council can also facilitate bids for government grants, European funding and prudential borrowing to go towards

the cost of delivering infrastructure.

The Council also has a role as a facilitator for regeneration. This includes working as an enabler for investment, engaging with the community and bringing together landowners, potential developers and other key stakeholders to ensure that the vision for the Leyton Mills area is realised. As well as setting out this long-term vision, the Council will work with stakeholders to identify short-term opportunities to deliver elements of the vision early on, including meanwhile uses on the development sites. Guidance on meanwhile uses can be found in [Section 7.6](#).

The Council will continue to work in partnership with all relevant services and organisations to ensure that the infrastructure provided meets the needs of local communities and is delivered at the right time in relation to phased redevelopment. Over the lifetime of the Leyton Mills SPD, it is likely that there will be changes in the way public services such as health and education are delivered and provided. Close partnership working will be essential to ensure that communities continue to have the best possible access to the facilities they need.

The Council and the landowners and developers of the key sites have responsibilities to work in partnership with other delivery agencies, including GLA, TfL, LLDC, LVRPA, NHS North East London, Utility Companies, Environment Agency, neighbouring boroughs, Sports England and Natural England in the planning and delivery of the SPD.

London Legacy Development Corporation

The LLDC was established as a Mayoral Development Corporation in 2005. On 1 December 2024, the LLDC will transfer planning powers back to the four Growth Boroughs of Hackney, Waltham Forest, Newham and Tower Hamlets, and will cease to be the local planning authority. However, it will continue in its role as a Mayor Development Corporation within a reduced

area.

The continued purpose of the reset LLDC will be to deliver the ongoing management and regeneration of the Queen Elizabeth Olympic Park area, including the delivery of the final development plots of the original masterplan and ongoing investment and management in key routes and spaces within the reduced LLDC area, and will continue to be a key stakeholder in the delivery of the Leyton Mills SPD.

The LLDC's Local Plan and planning guidance will continue to have weight after transition, and will be relevant for decision making.

Lee Valley Regional Park Authority

Lee Valley Regional Park Authority (LVRPA) is responsible for the Lee Valley Regional Park: a 26 mile long, 10,000 acre park with a variety of green spaces, sports venues and habitats and ecology sites. The Eton Manor site is part of the park and is owned and managed by the LVRPA, along with other parts of the Lee Valley in the vicinity of the SPD area, such as the Waterworks Meadow.

The LVRPA prepares proposals for the future management and development of the Regional Park, and there are legal duties on Local Planning Authorities to reflect these in their plans and strategies. Furthermore, the LVRPA is a statutory consultee on applications for planning permission which the Council considers could affect the Park.

The LVRPA is therefore a key consultee, stakeholder and delivery partner responsible for enhancements and management of the Eton

Manor site, including the proposed enhanced walking and cycling routes and biodiversity and SuDS proposals set out in this SPD.

12.10 Review

This SPD will be reviewed when deemed necessary and where there are significant changes in circumstances – for instance a change in development plan policy, the legislative framework, or site-specific circumstances.

The SPD may be reviewed upon adoption of Local Plan Part 2: Site Allocations to ensure that the SPD guidance is consistent with the policies for the allocation sites in that document.

The Levelling Up and Regeneration Act which received Royal Assent in October 2023 makes significant changes to the planning system. These changes will come into force in 2024. In the new system, Supplementary Planning Documents will be replaced by a new type of document called 'Supplementary Plans'. Supplementary Plans have the same weight in planning decisions as the Development Plan, and will be independently examined. Existing SPDs prepared under the old system, including this document, will automatically cease to have effect at the point when the Council is required to produce a new-style Local Plan; at the latest, this would be five years from adoption of Local Plan Part 1 (LP1). As LP1 was adopted in early 2024, this SPD would cease to have effect in 2029.

Following these transitional arrangements, the Council intends to translate this SPD into a new Supplementary Plan, so that it can continue to have effect, and be afforded the full weight that the new legislation provides. The Council will review the document and undertake the statutory steps required, including consultation and independent examination, before adopting it as a Statutory Plan.

13 Glossary

15-minute neighbourhood

15-Minute Neighbourhoods are places where people can easily reach most, if not all, of the facilities, experiences and activities they need on a daily basis, within a short walk, wheel, or cycle from home

Active frontage

Ground floors of buildings that have windows and doors onto the street which create interest and activity, and help provide natural surveillance.

Active travel

Active travel means getting about in a way that makes you physically active, such as walking or cycling.

Aeroponics

The growing of plants by suspending their roots in the air and spraying them with nutrient solutions

Affordable homes

Housing, for sale or rent, which is accessible to those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- Affordable housing for rent meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable

Rent, or is at least 20% below local market rents (including service charges where applicable) (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent)

- Starter homes. Generally a starter home is a compact house or flat specifically designed and built to meet the requirements of young people buying their first home per Sections 2 and 3 of the Housing and Planning Act 2016 .
- Discounted market sales housing is housing that is that sold at a discount of at least 20% below local market value. Eligibility is based on local incomes and local house prices and provisions should be in place to ensure housing remains at a discount for future eligible households.
- Other affordable routes to home ownership. This includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent

Affordable workspace

Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change principle

The principle places the responsibility for mitigating the impact of nuisances (including noise) from existing nuisance-generating uses upon proposed new development.

Air quality

The degree to which the air in a particular place is pollution-free.

Amenity space

Designated areas within a development or community that are intended for recreational or leisure use by residents or the public. These spaces can be outdoors or indoors and include communal lounges, parks, playgrounds, gardens, seating areas, or other landscaped areas. Where reference is made to 'communal amenity space' this generally refers to amenity spaces provided for the benefit of residents of a particular development or block to share, but not accessible to the wider public. Reference to 'private amenity space' generally means outdoor spaces for the sole enjoyment of a particular residential unit, such as a private balcony or garden.

Archaeological Priority Area (APA)

An Archaeological Priority Area is a defined area where, according to existing information, there is significant known archaeological interest or particular potential for new discoveries.

Balancing pond

Part of a drainage system that is used for temporarily storing and attenuating flood water.

Biodiversity

The diversity of life on Earth which includes plants, animals, micro-organisms and bacteria.

Biodiversity Net Gain

Biodiversity net gain (BNG) is a way of creating and improving natural habitats. BNG makes sure development has a measurably positive impact ('net gain') on biodiversity, compared to what was there before development.

Boundary treatment

How the interface between two areas is treated, for example with a hedge or fence.

Bow Creek

Bow Creek is a 2.25-mile (3.6 km) long tidal estuary of the River Lea

Building Research Establishment Environmental Assessment Method (BREEAM)

A method of assessing, rating, and certifying the sustainability of buildings.

Build to Rent (BTR)

A type of real estate development where purpose-built residential properties are constructed specifically for rental purposes rather than for sale. Normally the properties within a development are managed and let by a single company.

Built form

The height, volume and overall shape of buildings and structures in relation to un-built areas. Built form can be considered at the level of a building, a block, neighbourhood or wider area.

Canal River Trust

Canal & River Trust is the UK's largest waterways charity, caring for a 2,000-mile network of canals and navigable rivers.

Car-free

Car-free development means no parking provision will be allowed on site and the occupier will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people. Car-free housing can help to reduce traffic congestion and associated pollution from new developments, and encourage sustainable and active travel.

Category A or B tree

- Category A. Trees of high quality and value capable of making a significant contribution to the area for 40 or more years.
- Category B. Trees of moderate quality or value capable of making a significant contribution to the area for 20 or more years.

Child yield

The expected number of children to move into a new development.

CIL

Community Infrastructure Levy (CIL). The CIL regulations enable local authorities to apply a charge on new developments in their areas to finance the provision of infrastructure.

Climate Emergency

A situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it.

Co-location

Combining industrial and residential uses and/or other uses in one site or scheme.

Communal heat network

A communal heat network supplies heat to a number of dwellings from a common heat source or boiler.

Creative industries / sectors / uses

Creative industries encompass a diverse range of economic activities that have their origin in individual creativity, skill and talent and are centred around the generation, production, and distribution of creative and cultural goods and services. This sector includes fields such as visual arts, performing arts, film, television, music, design, architecture, publishing, advertising, software and video games, fashion, crafts, and more. Creative Industries have a potential for wealth and job creation as well as allowing for cultural expression and social development.

Low-carbon sectors

Low carbon sectors are industries in an economy such as offshore wind, onshore wind, solar photovoltaic, hydropower, other renewable energy, bioenergy and energy efficient lighting and vehicles that contribute to a nation's GDP but emit a substantially lower level of carbon emissions per unit of output than other industries.

Creative Enterprise Zone (CEZ)

Creative Enterprise Zones (CEZ) are a Mayoral initiative to enable artists and creative business to access permanent affordable workspaces and support to grow.

Cultural facility

A cultural facility is a building which shall be used for the programming, production, presentation, exhibition of any of the arts and cultural disciplines. This would include museums, art galleries, music venues, public libraries, botanical and zoological gardens and theatres amongst other things.

De-culvert

To remove a culvert (a man-made structure that channels water past an obstacle or to a subterranean waterway) and restore the watercourse to a more natural state.

Department for Transport (DfT)

The Department for Transport (DfT) is a Government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales, and Northern Ireland that have not been devolved. The department is run by the Secretary of State for Transport.

Design code

A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area.

Developer Performance Agreement

An agreement between the Council and the Planning Applicant setting out the process for working constructively and collaboratively to ensure exemplar design and deliverability of development through the full development cycle from strategic planning and pre-application iteration to planning application determination, as well as delivery and completion.

Development Plan Documents

Development Plan Documents are legally approved documents that are used to make decisions on planning applications. These include the Local Plan and the London Plan. Development Plan Documents are accompanied by an adopted Policies Map which illustrates the spatial extent of policies. Once adopted, planning application decisions must be made in accordance with them unless material considerations indicate otherwise.

Dry swale

A dry swale is designed to capture and often filter rainwater runoff. They typically have vegetative cover such as turf or native perennial grasses.

Ecological Impact Assessment (EclA)

The process through which the potential impacts resulting from a project are identified, quantified, and assessed through appropriate ecology surveys.

Education and Skills Funding Agency

An executive agency sponsored by the Department of Education that is responsible for funding, monitoring, and building maintenance programmes.

Finished Floor Level

The level, or height, at which the floor of a building or structure is proposed to be built.

Flood Risk zone

Flood zones are a guidance tool, formed by the Environment Agency, to demonstrate the probability of river and sea flooding in areas across England. Land is categorised into Flood Zones 1, 2 and 3.

Fluvial flooding

A flood that occurs when the water level in a river, lake or stream rises and overflows onto the neighbouring land.

Four growth boroughs

The four Olympic London Boroughs that surround the Queen Elizabeth Olympic Park, namely Newham, Hackney, Tower Hamlets and Waltham Forest.

Greater London Authority (GLA)

The GLA is the strategic citywide government for London. It is made up of a directly elected Mayor (the Mayor of London) and a separately elected Assembly (the London Assembly).

Green chain

Principally an ecological link that connects green spaces.

Habitat Regulations Assessment (HRA)

A process that determines whether or not development plans could negatively impact on a recognised protected European site.

Hackney Marshes

Hackney Marshes is an area of open space in London's Lower Lea Valley, lying on the western bank of the River Lea.

Hackney Wick and Fish Island Creative Enterprise Zone

Set up under a Mayoral initiative to designate areas in London where artists and creative businesses can find permanent affordable space to work

Here East

An innovation and technology campus situated in Queen Elizabeth Olympic Park.

Hybrid Planning Application

A type of planning application that combines elements of both outline and detailed planning applications. It allows developers to propose certain aspects of a project in detail while outlining others more broadly. This approach provides flexibility, enabling developers to seek approval for specific plots while still addressing overall project principles.

Hydroponics

A method of growing plants without soil.

IDP

Infrastructure Delivery Plan (IDP). The IDP identifies infrastructure requirements across the borough, setting out what is needed, where, and when.

International Quarter London

A mixed use development located between Westfield Stratford City shopping centre and the Queen Elizabeth Olympic Park

Interoperability

Interoperability is a characteristic of a product or system to work with other products or systems.

Key development site

The four sites identified on [Figure 1](#), being the New Spitalfields Market site, the Leyton Mills Retail Park site (comprising multiple landholdings), the Temple Mills Bus Depot site and the Eton Manor site.

Lea Bridge Area Framework

A set of guidelines to help create a fairer and more equal 15-minute neighbourhood and realise local benefits of potential development and investment in the Lea Bridge area.

Lea Valley corridor

A area either side of the River Lea that covers parts of Enfield, Hackney, Haringey, Newham, Tower Hamlets and Waltham Forest

Lee Valley Regional Park Authority

The Lee Valley Regional Park Authority was constituted following the Lee Valley Regional Park Bill in December 1966, and are responsible for the management of the Lee Valley Regional Park.

Lee Navigation

A canalised river incorporating the River Lea that flows from Hertford Castle Weir to the River Thames at Bow Creek.

Legible route

The route that can be easily understood and accessed by its users.

Locally Significant Industrial Site

Sites that have particular local importance for industrial and related functions

Local Planning Authority (LPA)

A local government body that is empowered by law to exercise planning functions for a particular area.

Logistics

The process of planning and executing the efficient transportation and storage of goods from the point of origin to the point of consumption.

London Borough of Waltham Forest (LBWF)

LBWF is an outer London borough formed in 1965 from the merger of the municipal boroughs of Leyton, Walthamstow and Chingford.

London Legacy Development Corporation Local Plan

The LLDC Local Plan (July 2020) is a Development Plan Document for the LLDC area and sets out the Legacy Corporation's strategy for the future of its area and includes the policies that will be used to direct development and determine applications for planning permission.

London Plan

The London Plan is the name given to the Mayor of London's spatial development strategy for London. It is a Development Plan Document and includes policies that will be used to direct development and determine applications for planning permission.

London Plan energy hierarchy

The Mayor of London has declared a climate emergency and has set an ambition for London to be net zero-carbon. The energy hierarchy is a tool with energy options to help guide developers of major developments to achieve net zero.

London Views Management Framework

A planning framework set out within the London to safeguard key views of London's skyline and landmarks from development-induced obstruction. This framework establishes guidelines and policies to protect designated views, known as Strategic Views and Vistas, ensuring that new developments do not compromise the iconic visual character of the city.

London Wildlife Trust

A charity dedicated to protecting the capital's wildlife and wild spaces.

Lower Lea Valley

The southern end of the Lea Valley which surrounds the River Lea in east London

LSOA

Lower layer Super Output Area (LSOA). This is a geographic hierarchy designed to improve the reporting of small area statistics from Census data.

Material consideration

A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.

Meanwhile use

Making use of the land which would otherwise be vacant for a temporary development or function, until the longer term development comes forward.

Meridian Water

A major 20 year regeneration programme for an area within the London Borough of Enfield, and led by Enfield Council.

Metropolitan Open Land (MOL)

Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.

Natural Environment and Rural Communities Act 2006

An act that created Natural England and the Commission for Rural Communities and extended biodiversity duties in the Countryside and Rights of Way Act to ensure due regard to the conservation of biodiversity

Neighbourhood Community Infrastructure Levy (NCIL)

The Community Infrastructure Levy is a charge which can be levied by LBWF on new development to help deliver infrastructure needed to support development. Part of that levy is set aside for neighbourhood projects.

Net emissions target

A government commitment to ensure the UK reduces its greenhouse gas emissions by 100% from 1990 levels by 2050

Net Zero

The balance between the amount of greenhouse gas that's produced and the amount that's removed from the atmosphere.

Noise pollution

Any unwanted or disturbing sound that affects health and well-being

Old River Lea

The former natural channel of the River Lea below Lea Bridge, which for some of its length forms the boundary between the London Boroughs of Hackney and Waltham Forest.

Opportunity Areas (OAs)

OAs are identified in the Mayor's London Plan as key locations with potential for new homes, jobs and infrastructure of all types.

Outline Planning Permission

A high-level planning permission which establishes the general principles of a development project, including scale, land use, and access. Detailed design aspects are not typically included. Once approved, developers submit Reserved Matters applications for detailed consideration before proceeding with development.

Passivhaus

A construction concept and international energy performance standard which focus on providing a high level of occupant comfort using very little energy for heating and cooling.

Phase 2 ecological survey

A survey that accurately maps different species within an area so that their importance and relative distribution can be better understood.

Planning Inspector

Planning Inspectors are qualified planners working for the Planning Inspectorate (PINS) and are responsible for dealing with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England.

Pluvial flooding

A flood that occurs when the amount of rainfall exceeds the capacity of urban storm water drainage systems or the ground to absorb it.

Preliminary Ecological Appraisal

The first stage in an ecological assessment. It has three main elements: an ecological desk study; a habitat survey (typically an extended Phase 1 habitat survey); and a written assessment.

Public realm

The public realm is the space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.

Queen Elizabeth Olympic Park

A sporting complex and public park in Stratford, Hackney Wick, Leyton and Bow, in east London.

RAMSAR

Wetlands of international importance designated under the Ramsar Convention.

Registered Provider

Also known as a social housing provider or housing association, a Registered Provider is an organization registered with the relevant government authority to provide and manage affordable housing in the United Kingdom.

Renewable energy

Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.

Reserved Matters

Reserved Matters, in relation to Outline Planning Permission, are specific aspects of a proposed development not covered in the outline permission. After obtaining outline planning permission, detailed elements like appearance and landscaping are submitted separately for approval by the local planning authority. These are Reserved Matters applications.

S106 agreement

A legal agreement under section 106 of the Town & Country Planning Act 1990. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works or payments related to a development are undertaken to make the development acceptable in planning terms.

Sequestering planting

Planting that removes carbon from the atmosphere to slow or reverse carbon dioxide pollution.

Site of Importance to Nature Conservation (SINC)

A non-statutory designation which seeks to protect areas of high wildlife value at a local level.

Site of Special Scientific Interest (SSSI)

Land considered to be of special interest due to its flora, fauna, geological or geographical features under the

Wildlife and Countryside Act 1981 (amended in 1985).

Site-wide masterplan

A masterplan that covers the relevant key development sites and demonstrates that the development requirements set out in local plan policy have been accommodated.

Social infrastructure

A wide variety of services that are essential to the sustainability and well-being of a community. This includes educational facilities, health services, sports and leisure facilities, libraries, jobs brokerage centres, community space and faith facilities, cultural facilities and meeting rooms, halls and pubs.

South Leytonstone Area Framework

A document that will provide informal planning guidance to emerging and future developments in South Leytonstone.

Special Area of Conservation (SAC)

A site defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora to protect habitats and species.

Stakeholder

Anyone with an interest in Waltham Forest's development. This includes professionals and the community.

SuDS

Sustainable Urban Drainage Systems (SuDS) are drainage solutions that provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses.

Suitable Alternative Natural Greenspaces (SANGs)

Sustainable Alternative Natural Greenspaces or SANGs are areas that are designated with the aim of protecting a Special Protection Area (SPA), Sites of Special Scientific Interest (SSSI) or Special Areas of Conservation (SAC) from recreational pressures by providing alternative green space to attract people away from the sites that need protecting.

Supplementary Planning Document (SPD)

A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

Surface water flooding

When heavy rain falls on hard surfaces overwhelming drainage and sewers.

Tall building

A building of 10 storeys or more, or any building that measures 30m or more from ground level.

Transformation site

Sites with a fragmented urban grain, where a transformative approach to intensification and change to existing character can be justified to deliver substantially more development.

Transport for London (TfL)

One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.

Tree pit

An underground soil area for tree roots.

Tree Preservation Order

Usually made by a local planning authority to protect specific or groups of trees (or a particular woodland) from deliberate damage and destruction, which could include felling, lopping, topping, uprooting or otherwise wilful damage.

UCL

University College London (UCL) is a university with campuses in Bloomsbury and the Queen Elizabeth Olympic Park.

Urban form

The physical characteristics that make up built-up areas, including the shape, size, density and configuration of settlements.

Urban Greening Factor (UGF)

A planning tool to improve the provision of green infrastructure particularly in urban areas.

Use Class

The Town and Country Planning (Use Classes) Order puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

Waltham Forest Local Plan (LP1) and (LP2)

The Plan sets out the planning policy for the London Borough of Waltham Forest and is used to shape developments and guide decisions on where, how much, and what kind of development is needed. LP1 provide the strategic polices and LP2 the site allocations

Walthamstow Wetlands

A series of open spaces that include Walthamstow Reservoirs, Walthamstow Marshes, Marksfield Park, the Paddock Site, Tottenham Marshes, Stonebridge Lock and Springfield Marina. Improved links between these separate pockets of open space are sought under the Upper Lea Valley Landscape Strategy.

Waterworks Meadow

Waterworks Meadow forms a key component of the Lee Valley Regional Park and is approximately 8 hectares in size.

14 Image credits

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Waltham Forest