

# Leyton Mills Development Framework

For LB Waltham Forest

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January 2022

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# GORT SCOTT

with co-consultant team:

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WE MADE THAT

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# Foreword

In January 2021, the London Borough of Waltham Forest commissioned a consultant team lead by Gort Scott to work with the Borough and Stakeholders to make a Development Framework. The sites are adjacent to Leyton station and have significant potential in contributing to a mixed use area in the neighbourhood as well as further into the Lea Valley in the South of the Borough.

Engagement had already been undertaken with the landowners of the key sites, and they form part of a Stakeholder Board for this project.

These sites have strategic importance and there is great opportunity in setting out a trajectory for mixed use development that builds on the extraordinary qualities of this part of London. The project will connect high street and town centre with the regional park and river valley, incorporating significant new and existing transport infrastructure, employment and cultural uses.

This document completes the Development Framework study, which was organised in two Stages - 1 and 2. Its purpose is to set out a coherent vision for a new piece of city that extends and enhances Leyton, based on an analysis of context, needs and opportunities, and provide principles and strategies to support a joined-up and coordinated approach across land ownerships.

## Design Team

Gort Scott (Lead Consultant):  
Masterplanning, architecture

We Made That:  
Collaborative architect and urban designer, workspace, culture and public realm

Hatch:  
Economic development strategy

Cushman Wakefield:  
Viability and Development consultant

Sweco:  
Transport, Infrastructure and Sustainability

Turley:  
Town Planning

# Baseline information

# Surrounding context

The four sites sit within Area 1 of the Lea Valley regional park at the intersection of the London Borough's of Waltham Forest, Hackney and Newham.

The sites are separated by major arterial roads as well as rail lines, with central Leyton located to the north of the sites and Stratford to the south.



- KEY**
- ▭ Development Framework sites
  - ▭ Borough boundaries (approx)
  - ⋯ LLDC boundary (approx)

# Leyton

High Road Leyton, with its historic buildings and institutions and recently refurbished shop fronts and public realm, runs north-south along the side of the Lea Valley.

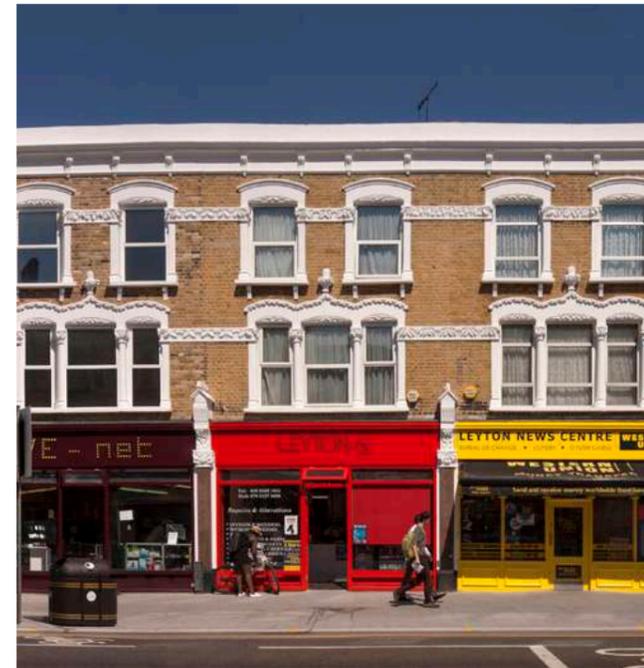
Amongst streets of traditional residential terraces in the surrounding area are smaller parades of characterful high street, such as Francis Road.

The 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.

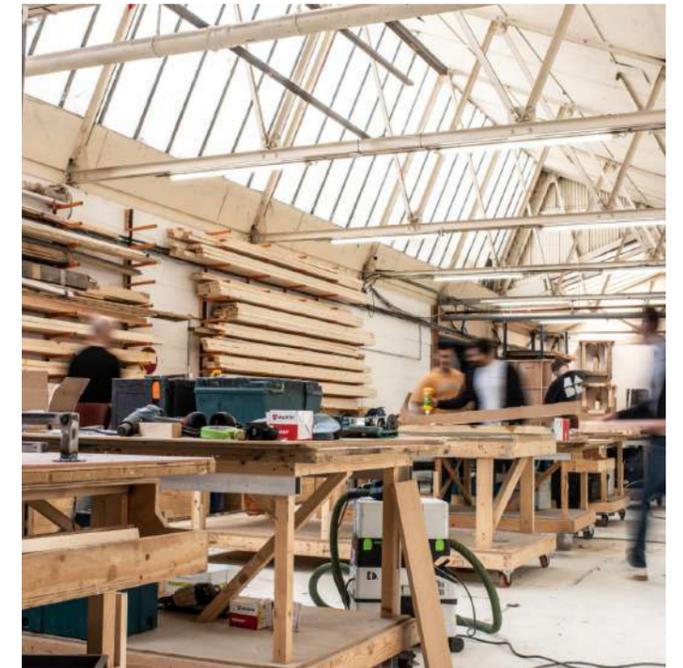
The framework sites span Leyton town centre and the adjacent part of the Valley bordered to the East by the River Lea.



Leyton Town Hall



High Road Leyton



MADE Workshop - Argall Avenue Trading Estate



Walthamstow Marshes



Lee Valley Ice Rink (Planning Approved)



Coronation Square Development (Planning Approved)

# Surrounding context

Within a short cycle ride west across the valley are the high streets of Hackney such as Chatsworth Road.

And southwards is the Olympic legacy infrastructure. This includes what is now Here East, the Queen Elizabeth Olympic Park and its world-class playgrounds, stadia and sport facilities, as well as major cultural and educational institutions at Eastbank.

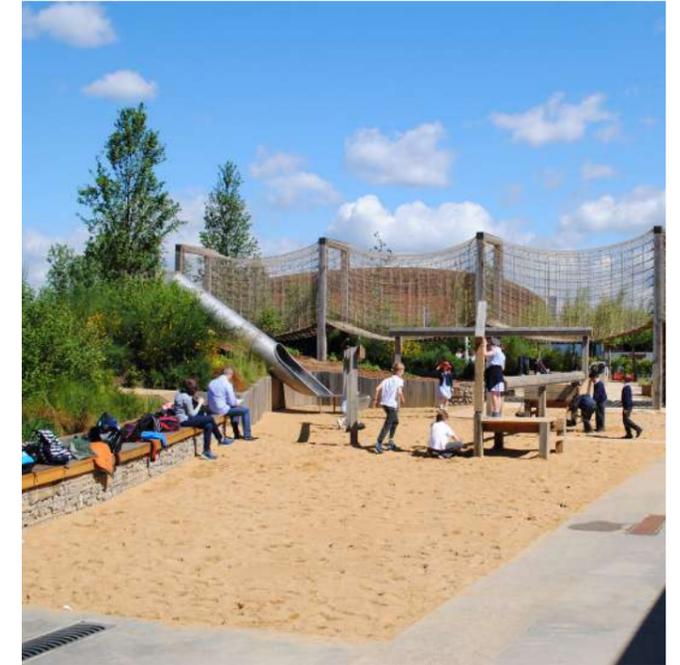
Stratford town centre with Westfield shopping centre and major transport interchange is just over 1km from Leyton town centre.



Chatsworth Road



Walthamstow Village (Orford Road)



Tumbling Bay Playground



Stratford



Here East

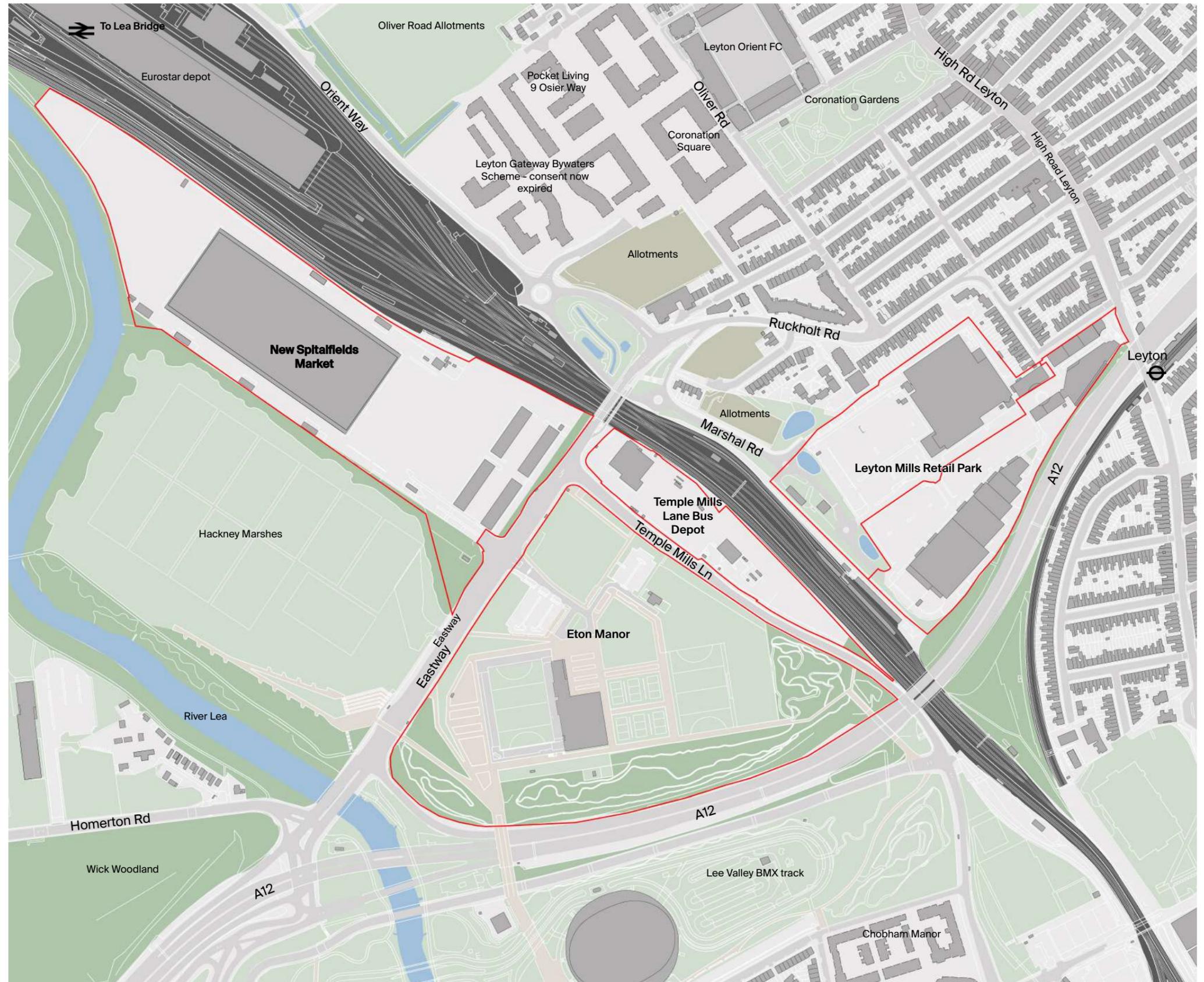


Aquatic Centre

# Existing sites

The four key sites comprising the Development Framework are outlined in red:

- New Spitalfields Market (City of London Corporation)
- Leyton Mills Retail Park (Asda and Aviva)
- Temple Mills Lane Bus Depot (DfT with lease to TfL, sub let to Tower Transit Ltd)
- Eton Manor (Lee Valley Regional Park Authority)



KEY

□ Development Framework sites

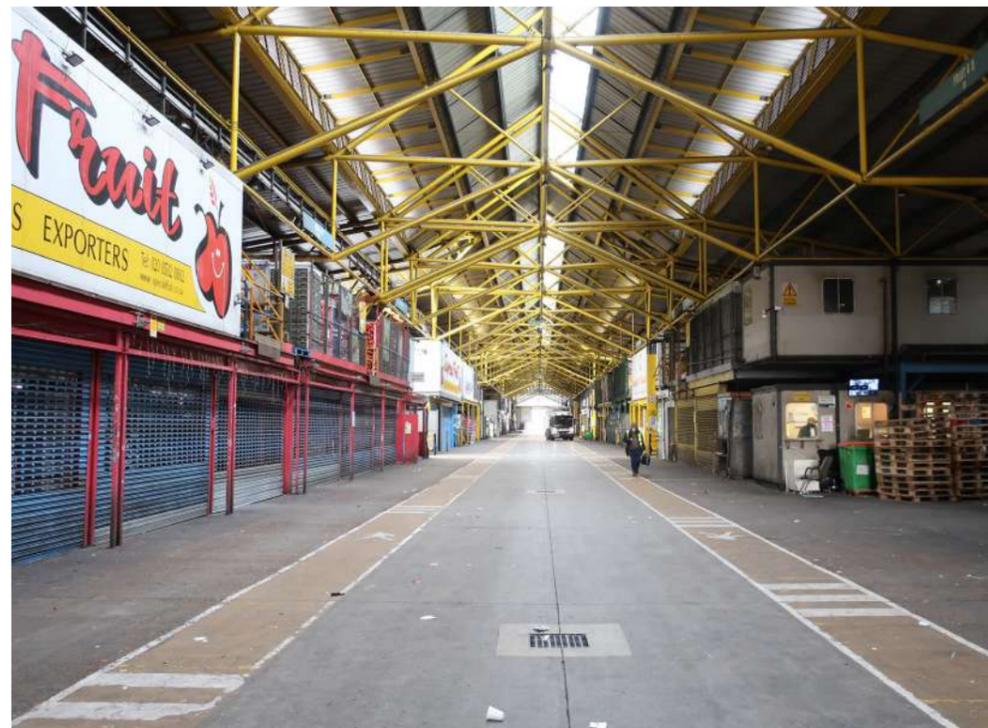
N 0 100m

# New Spitalfields Market

New Spitalfields Market built in the early 90s, for wholesale fresh fruit and vegetables, is one of London's key historic markets to be consolidated in Dagenham alongside Smithfield and Billingsgate in a new facility due to open in 2027.

The site is bordered by the River Lea in the North, Hackney Marshes to the West, the rail tracks to the East and Eastway Road to the south.

The market fully occupies the main hall structure at all hours, and the large external parking and logistics area is occupied fully during peak hours. Once the market vacates, there may be opportunities to accommodate meanwhile uses on the site including in the main market hall structure.



# Leyton Mills Retail Park

The retail park is connected to the high street, High Road Leyton, at its narrow North East end. It is bordered to the South-East by the A12 dual carriageway, by the rail tracks to the South-West and by somewhat disconnected residential streets to the North West. There are significant level changes across the site including stairs and ramps off the high street and generally sloping down towards the rail tracks at the edge of the Valley park.

The current uses are predominantly car-dependent, supported by slip-roads and roundabouts including Asda supermarket, petrol station and car wash, B+Q and others. The car park has approximately 930 spaces, attracting car-users from outside the local area.

The retail park is in two distinct land-ownerships.



# Temple Mills Bus Depot

The bus depot occupies a linear site bordering the rail tracks to the west.

It forms part of the Development Framework area because of its strategic location, however it may be some time before it comes forward for development. The bus depot has permission for an occupancy of 250 buses. It is understood that the aspiration is to electrify the fleet by c.2034 which will reduce effects from pollution to some extent. The bus depot consists of bus parking, car parking for employees, bus cleaning and maintenance facilities, and offices and welfare areas for staff and drivers.

Previously hydrogen was used for some buses and this established a risk for adjacent sites. All hydrogen equipment has been decommissioned. For the purposes of this development framework study we have been instructed to assume that any existing permissions for hydrogen storage have been revoked.



# Eton Manor

In its current form, the Eton Manor complex and grounds are a substantial legacy from the London 2012 Olympic and Paralympic Games. The Lee Valley Hockey and Tennis Centre's sports facilities are of high quality, and used for competitive national and international tournaments and recreationally by local teams.

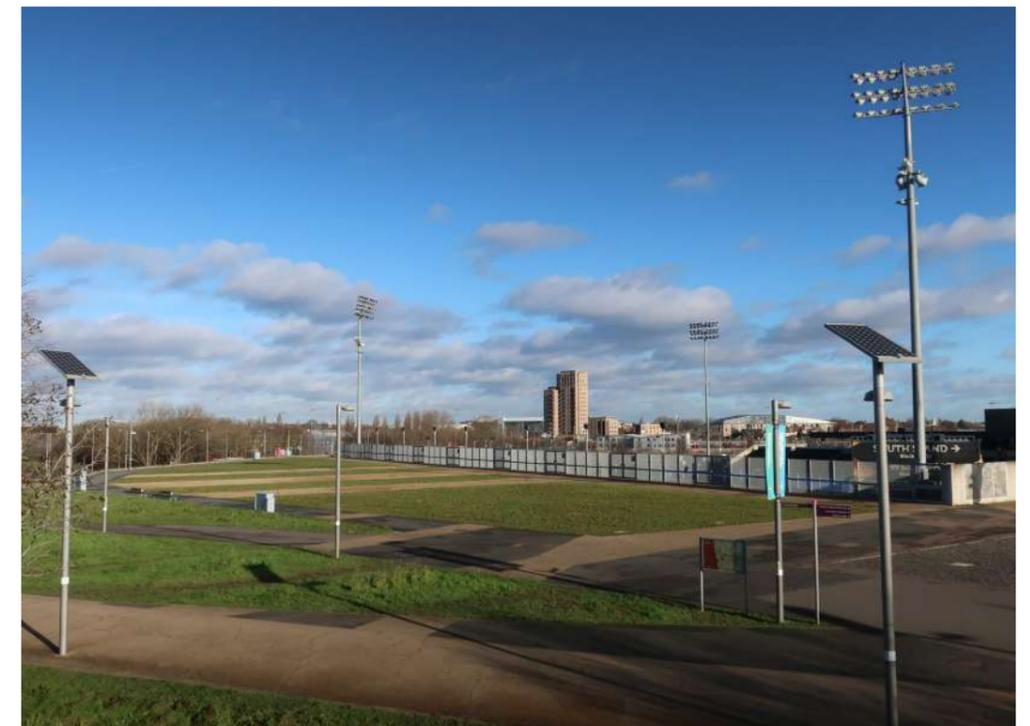
For significant tournaments the whole site is needed, such as the Women's Hockey World Cup 2018 - a plan showing the infrastructure deployed is included below for reference. The site should be flexible to allow for a variety of configurations and operational requirements for both temporary national/international events and other activities that can take place throughout the year.

In addition, the site accommodates organised mountain bike tracks to the south. The elevated western corner of the triangular site forms an important green connection bridging south to Queen Elizabeth Olympic Park, and west to Hackney Marshes.

Navigation within the site is difficult with no clear routes hierarchy. Key opportunities for the site are: Make more prominent entrances, rationalise pedestrian routes to allow for biodiversity enhancements, intensify sports facilities, consolidate car parking, and to provide additional 'fit for purpose' infrastructure to support international competitions and rationalise land take.



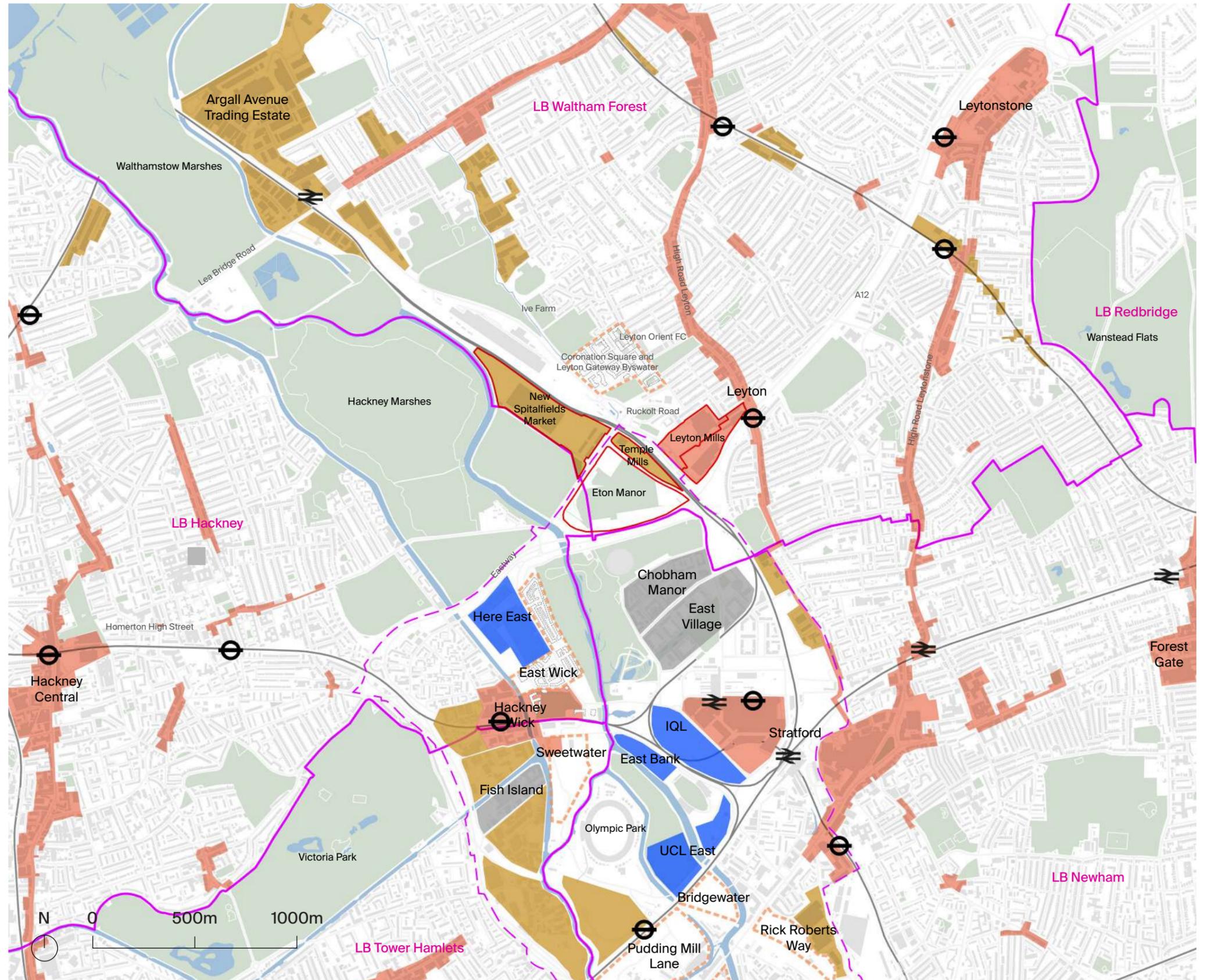
Site plan from 2018 Women's Hockey World Cup



# Community and Employment context

The sites are close to important local high streets and town centres in Leyton, Stratford and Hackney, but the benefit/ value of this proximity is not fully realised due to variable and sometimes poor transport and public realm infrastructure.

The local high streets and town centres currently accommodate a mix of leisure, transport, wholesale and retail uses. The emerging context particularly in Stratford is increasingly residential- and employment-led, focused around Here East, the International Quarter and East Bank attracting a mix of educational, tech and cultural uses - including the V&A and Sadlers Wells, with UCL at Here East and soon at a new campus UCL East.



# Connectivity - Transport baseline

The following is a summary of key points. Please refer to the Sweco's transport report within Appendix 2 for further details.

The Framework area is within a historically industrial part of the Borough and is particularly constrained by waterways and road and rail infrastructure.

These factors create a naturally challenging environment for pedestrians and cyclists, with few bridges which all must use. Several improvements have, however, been made in recent years to begin to change this - including LBWF's Climate Emergency targets for a 30% increase in modal share for cycling. The local cycle routes installed by LBWF and TfL are shown on page 19 and 21.

Combined high demand on the Leyton High Road bus corridor and the congestion issues at Leyton Underground station point to the need for holistic transport infrastructure investment.

## Walking

Sites in the Framework are surrounded by streets of varying character and quality, that are typically vehicle dominated and lacking active frontages to create interest and support passive surveillance and pedestrian safety. The dominant A106 Eastway that transitions to Ruckholt Road, and at its junction with Orient Way, is a particularly unwelcoming environment for pedestrians, providing limited opportunities to stop and rest, seek shade and shelter, and relax. There are also perceived safety issues after daylight hours, and this presents a barrier for use by pedestrians from all walks of life. Marshall Road is similar in this way, and both streets could be improved to better meet TfL's Healthy Streets criteria. The footways around Leyton Underground Station are highly constrained and LBWF and TfL are exploring options to mitigate and improve. While there has been a particular focus on connectivity by cycle within this study due to the proximity

of strategic links and the potential for longer-range trips across London, walking and cycling provision will need to be considered holistically together, and improving the experience for pedestrians will be key to ensuring a good take-up of public transport and active personal travel. Page 17 within this report summarises existing key pedestrian routes, including high-level consideration of green infrastructure and TfL Healthy Streets Indicators. Appendix 2 includes further details.

## Cycling

LBWF's document '2020 Vision, Cycling in the London Borough of Waltham Forest 2015-2020' states an ambition for a 10% cycling mode share by 2020 and 20% beyond that.

The data gathered thus far shows the commitment to encourage cycling by LBWF and TfL is having real results.

A number of high-quality cycle routes exist in the area however, to provide connections to the 'strategic' cycle network and the key employment/ activity areas, improvements are required. These are detailed later in this report.

## Cycle Parking

LBWF's Cycle Hub programme has seen exemplary, attractive, secure and conveniently located cycle parking installed at locations across the Borough. Leyton station provides the closest Cycle Hub to the Framework area, with 150 spaces. A new large cycle hub is also planned to be located next to Lea Bridge Station to improve access to rail infrastructure.

## Public transport

Sites in the Framework area have access to public transport services to and from many destinations that would be hugely useful to future residents, however the value of this spread of services is not fully recorded

due to the limitations of PTAL as a scoring mechanism.

These limitations have been set out at length at public inquiries and in research papers and the points made are relevant here, namely:

- A person will walk beyond the maximum distances cited i.e. 960m for a train station. In PTAL a station 961m away does not exist
- Cycling is not considered at all
- Accessibility is more than just the number and frequency of routes

Generally, however, the area struggles with public transport connectivity, especially towards the north-western extent of the New Spitalfields Market site as the distance to Leyton Underground station increases. Leyton Underground station (Central Line) is the principal public transport connection and the immediate area is further supported by 2 daytime bus services.

## Underground

Leyton was found to be within the top 24th percentile of the most used Underground stations in London and this is especially significant considering its Outer London location. The station has a significant catchment area, believed to extend beyond the 12-minute walk catchment suggested by the TfL PTAL methodology. Areas to the north-west and southeast of the catchment area lack Underground connections and are also likely to make use of Leyton station.

Station congestion issues have been identified by both TfL and LBWF and plans to upgrade the station (providing a new larger ticket hall and increased number of passenger gates) are in place, pending confirmation of funding from TfL.

On-train capacity is, however, anticipated to remain an issue in the future.

It should be noted that the Deep Tube Upgrade Programme for the Central line does

not currently have committed funding and could be delivered as late as 2041.

## Bus

Bus routes are outlined on page 21. The majority of routes which use the Leyton High Road corridor are within the top 5% most used services in London. Routes 308 and W15 however, which utilise the A106 corridor, are not under demand pressure and routes D8 and 108, which currently terminate at Stratford, also look to have capacity. Temple Mills Lane Bus Depot needs to be carefully considered. Bus depot's are vital for the operation of a reliable and cost-effective bus network, and public transport and accessibility. If more homes and employment spaces are built in the area, additional bus trips are expected and the bus network is likely to be enhanced resulting in extra space required for local routes. The transition to a zero-emission bus fleet also means that capacity will be lost on site.

## Rail

Rail is not currently considered an attractive mode of transport from the sites to the west of the railway lines. Stratford station is the closest point of access to the National Rail network and is an approximate 24-minute walk away from Eastway, while Lea Bridge station is an approximate 26-minute walk. It is worth noting that Stratford Station is located on the other side of the Westfield Shopping Centre so cyclists will need to use the busy highways around Stratford to quickly access the station.

Stratford rail station provides London Overground and DLR services and Stratford Underground station is served by the Central and Jubilee lines. Stratford International station, which is a pleasant fast and direct walk or cycle, provides National Rail and DLR services.

# Connectivity - Transport baseline

## Highways

The sites are bounded by significant highway infrastructure; the Framework area is most notably dissected by the A106 Eastway/ Ruckholt Road and the A12. The A12 is situated just to the east of the Temple Mills Bus Depot site and provides access to south London via the Blackwall Tunnel, the North Circular, and the M11 and M25 motorways.

Traffic congestion on roads within the Framework area, whilst known to the project team from local knowledge, has also been reviewed at a high-level using Google traffic data, as shown in Appendix 2.

## Behaviour Change Through 2020

Enjoy Waltham Forest recently published a summary of travel behaviour change towards walking and cycling seen in the borough in 2020. The 'Walking and Cycling Account 2020' recognises the shift towards active travel that was sparked by the Covid-19 pandemic and pledges to build

upon this to "sustain the behaviour change and environmental improvements that we have seen over the past year". Figure 2.1 summarises a selection of the report's key statistics.

Aided by the introduction of TfL's London Streetspace Plan (LSP) fund, LBWF continued an upward trend of infrastructure investments aimed at facilitating modal shift in 2020. Most notably, 2020 saw the length of the borough's cycle tracks increase by 58% (from 26km in 2017-2019 to 41km in 2020) and the number of Bikehangars on residential streets increase by 41% (from 340 in 2019 to 480 in 2020). Modal filters and school streets proved popular solutions to remove/ divert motorised traffic from community areas and 2020 saw their presence increase by 400% (from 2019) and 57% (from 2017-2019) respectively. Significant resources were also employed in the form of cycle training and 'Dr Bike' sessions to support the uptake of cycling and use of the new infrastructure.

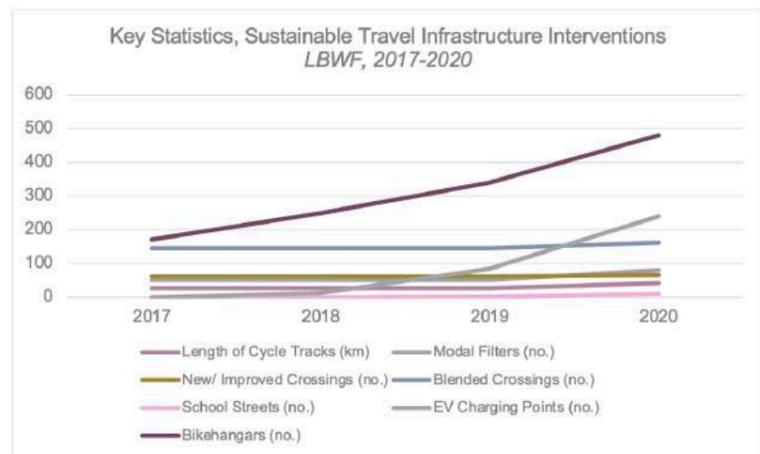
The report also presents cycle counts, gained from cycle counters across the borough, which compound the level of change seen from the beginning of 2020 to the first national 'lockdown' in March and beyond. Figure 2.2, extracted from the report, charts the number of cyclists at a variety of count locations across the year 2020.

Lea Bridge Road and Crooked Billet recorded the highest number of cyclists across the year while Ruckholt Road, a key route in the Framework area, is shown to maintain average flows in excess of 500 daily in the months March-November.

Contributing to the rise in cyclist flows post-March 2020, during the time in which the use of public transport was discouraged to stop the spread of Covid-19, Enjoy Waltham Forest and Cycle Confident worked with those who's need to travel remained to enable movement from A to B by an alternative mode. They provided led-rides along established London Underground and Overground lines, as illustrated in Figure 2.3.

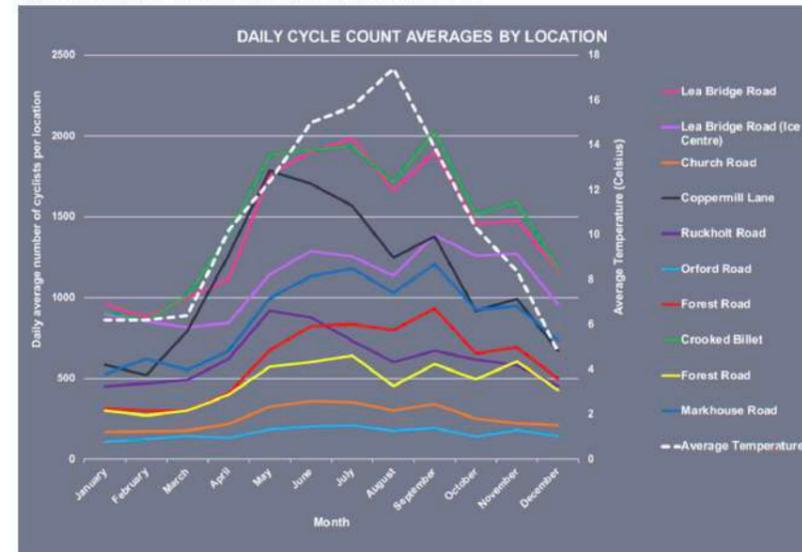
Figure 2.3 illustrates the ease of access to Underground and Overground stations by cycle, routing via established local cycle routes and TfL Cycleways 27, 23 and Cycle Superhighway 2 (yet to be rebranded). Journeys typically taken by public transport are shown to be achievable within a comparable timescale and there is great potential for modal shift from rail/ underground to cycle.

Figure 2.1: Sustainable Travel Infrastructure Interventions in Waltham Forest, 2017-2020



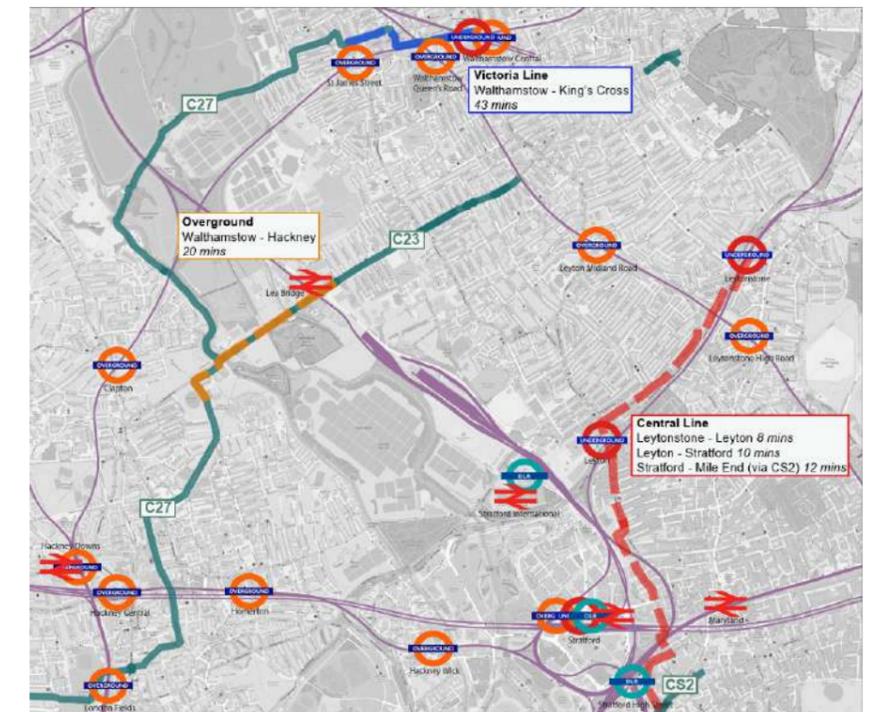
Source: Enjoy Waltham Forest (2021)

Figure 2.2: Daily Cycle Count Averages by Location, Waltham Forest



Source: Enjoy Waltham Forest (2021)

Figure 2.3, Cycling the Lines



# Connectivity - Transport baseline

## Accessibility to Public Transport

The shift towards active travel sparked in 2020 is anticipated to have longstanding effects and cycle counts for 2021 are forecast to be above the pre-Covid baseline (2019). As use of public transport has resumed in 2021, however, the 'main mode' of transport (mode used for the highest percentage of commuting time) is likely to remain registered as public transport in the borough's modal share figures. This may be despite walk/ cycle trips used to access and egress public transport nodes.

From the centre of the Framework area Leyton Underground station and Lea Bridge rail station are within walking distance, approximately 10 minutes and 23 minutes respectively. Footways are provided along the length of the routes to both stations, however the environment is largely car-dominated. The table right provides a high-level assessment of these routes against the 10 Healthy Streets Indicators, using a red-amber-green rating system.

The existing and future (accounting for the proposed transport infrastructure improvements) walk access times from each of the sites are assessed in Appendix 2, Section 3. Public transport interchanges at Stratford and Hackney Wick are also considered to be accessible from the Framework area, but due to distance will likely be completed by cycle. Cycle connections to these areas were reviewed at Stage 1 and the transport infrastructure improvements proposed in Appendix 2, Section 3.2.1 are considered to make cycling to these stations an attractive option.

## Green Infrastructure and Public Places

While the Framework area is dominated by road and rail infrastructure, there is a significant number of public green spaces. Those of greater scale exist predominantly to the south of the New Spitalfields Market and Eton Manor sites, as illustrated in on page 25. Improved transport connections have been considered holistically with opportunities to increase access to green public space - for commuting journeys as well as for leisure.

Healthy Streets Indicators	Walking route to...	
	Leyton Underground Station Via A106 Ruckholt Road	Lea Bridge Rail Station Via Orient Way
Pedestrians from all walks of life	A mix of land uses, including residential, commercial and recreational, are accessed from the A106. It is also a bus route	Industrial land uses bound the road and the environment is uninviting. Modal segregation is provided
Easy to cross	Signalised crossings are provided in the vicinity of Temple Mills Lane and Orient Way, however northbound crossings are limited and two-way motorised traffic and cycle lanes make informal crossing unsafe	Footway/ cycleway provided along eastbound carriageway only
Shade and shelter	Foliage lines the footway in many locations but is often contained within the neighbouring property boundaries and provides very limited shade and shelter	Foliage lines the footway but is contained within the neighbouring property boundaries and provides very limited shade and shelter
Places to stop and rest	Footway widths are narrow along some extents of the route, however as the route continues north generous areas of public realm can be found	The continuous and narrow footway/ cycleway provide no areas to stop and doing so would impede the movement of others
Not too noisy	The route is in a dense urban area and follows a single carriageway road which also functions as a bus route	The route follows a single carriageway road and railway line, both known to create adverse effects on the acoustic environment
People choose to walk, cycle and use public transport	The direct nature of this route, provision of a segregated cycle and access to bus services enables travel by all sustainable travel modes, though the cycle way is in places compromised	The provision of a cycle route may attract use, however the environment could be considered unpleasant for walking
People feel safe	Street lighting, natural surveillance and the presence of other people are likely to compound in positive perceptions of personal safety, particularly in the vicinity of York Road. The area around Ruckholt Road Bridge and Orient Way intersection and Marshall Road currently has poor levels of passive surveillance, especially after dark.	Street lighting exists but natural surveillance is very limited and perceptions of personal safety are likely to be negative
Things to see and do	Limited points of interest and amenities are found along the route	Direct access to Leyton Jubilee Park exists from Orient Way but there are no further points of interest or amenities
People feel relaxed	The busy environment may not promote relaxation, but good quality street design exists and it is largely well-kept	Factors of safety and noise, and the industrial environment do not make for a relaxing place
Clean air	The route follows a single carriageway road which is busy in nature and road traffic is known to create adverse effects on air quality	The route follows a single carriageway road and railway line, both known to create adverse effects on air quality

# Connectivity - Cycling network

## Key Destinations

Key employment and leisure destinations, and their accessibility by cycle from the Framework area, were assessed with a view to identifying locations on the network where strategic infrastructure improvements may be required.

These destinations, compiled from Census 'travel to work' data and from the project team's local knowledge, comprise those local to the Framework area (Walthamstow Central, Hackney Central, Stratford Shopping Centre and Westfield Stratford) and key employment areas further afield (Royal Docks, Canary Wharf, The City and Oxford Circus).

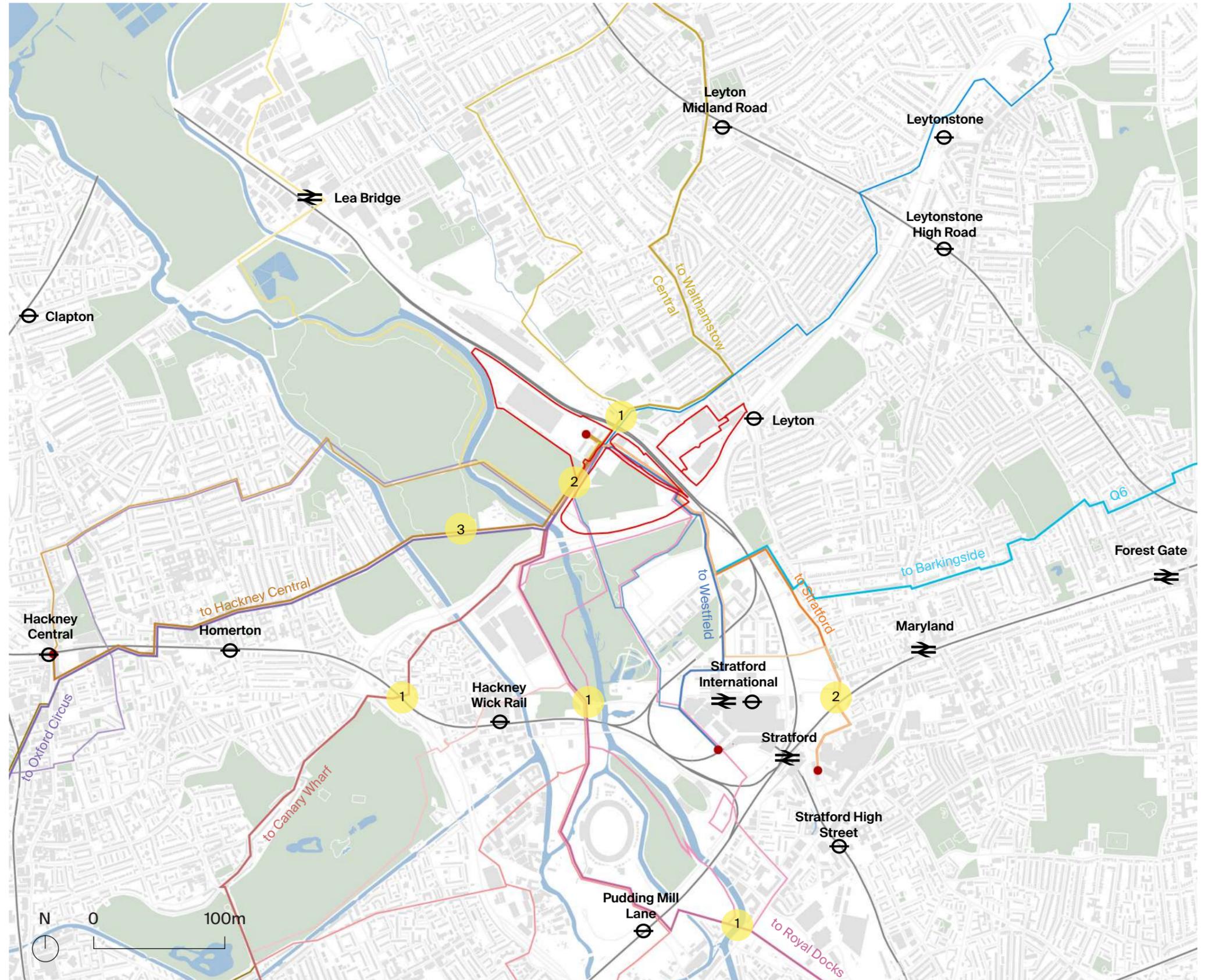
Potential enhancements around confluence points and along low-quality routes would contribute to the improvement of the wider cycling network.

## KEY

- 1. Confluence point
- 2. Poor quality provision
- 3. No cycling provision
- Key destinations
- Opportunity for enhancements

Below - quieter/safer routes are shown with lighter tones, and faster routes with a darker tone:

- Routes to Barkingside
- Routes to Westfield
- Routes to Walthamstow Central
- Routes to Stratford
- Routes to Royal Docks
- Routes to Canary Wharf
- Routes to Oxford Circus
- Routes to Hackney central
- Development Framework sites



# Connectivity - Cycling network

The adjacent images illustrate the existing condition of the cycling infrastructure along Eton Manor Walk, Ruckholt Road, Temple Mills and Orient Way. The quality of these routes varies, ranging from poor quality infrastructure along Eastway to a more established cycle network along Temple Mills Lane. Improvements including stepped cycle paths should be considered at key locations to improve these routes for cyclists. Improvements should incorporate London Cycling Design Standards set out by TfL.



1. Existing pedestrian/cycle path along Eton Manor Walk



2. Recently delivered two-way cycle track along Temple Mills Lane



4. Segregated track at Ruckholt Road bridge. Potential widening to the bridge to accommodate increased capacity



3. Medium quality cycling path with orcas along Ruckholt Road



5. High-quality pedestrian/cycle path along Orient Way



6. Existing pedestrian / cycling link to Queen Elizabeth Olympic Park

# Connectivity - Cycling network

Routes to and from key destinations from the Framework area are highlighted, and have been categorised based on existing quality and scored 'high', 'medium' and 'low' quality to indicate the level of intervention required.

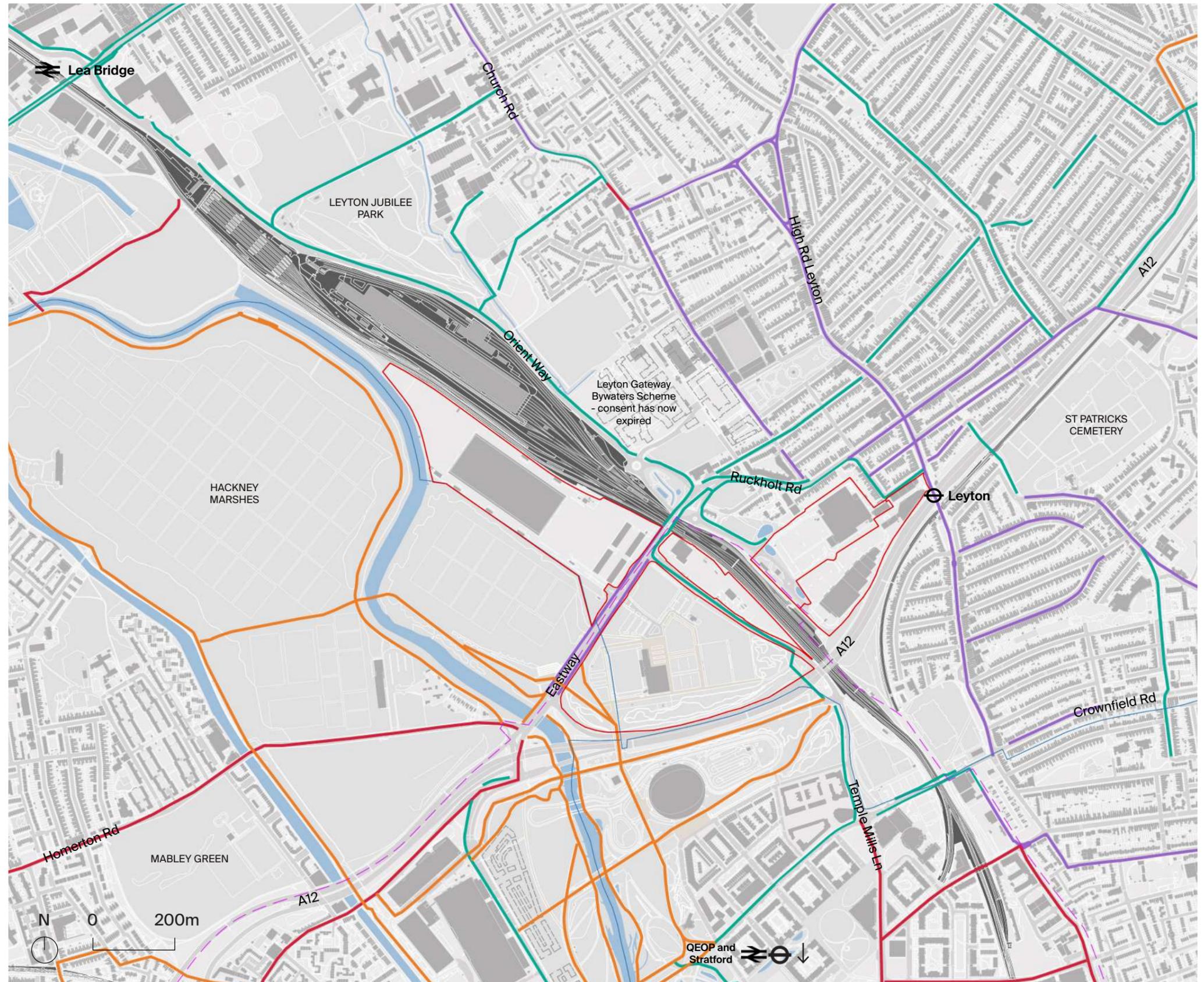
The scoring is based on RAG scoring criteria set out in the Cycling Level of Service Tool in Appendix A of the DfT document Cycle infrastructure design (LTN 1/20). The Key Requirements are:

- Cohesion
- Directness
- Safety
- Comfort
- Attractiveness

We have also considered the Junction Assessment Tool in Appendix B. We use these tools regularly so are able to make professional judgements about how the route or junction will score, based on site visits and local knowledge, without needing to complete the Tool line by line for every route in this wide study area

## KEY

- High quality routes (zero/ minimal improvements required)
- Medium quality routes (some improvements required, e.g. surfacing, lighting)
- Low quality routes (priority locations for additional improvements to network)
- To be completed/aspirational (designated by LBWF)
- Development Framework sites



# Connectivity - Bus routes and stops

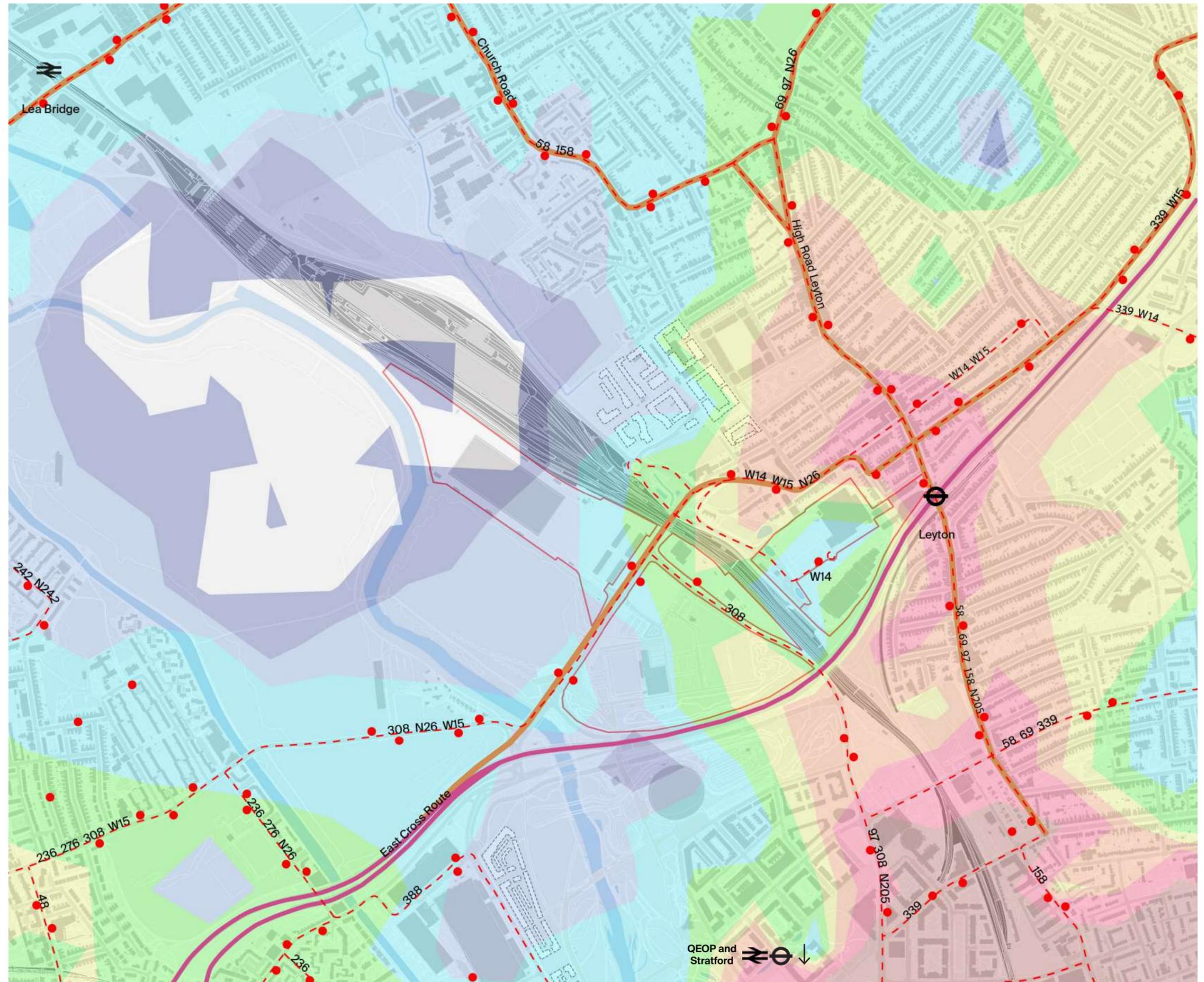
This map overlays the existing bus routes, bus stops and the PTAL rating.

- Leyton Mills is well connected (PTAL 2/3).
- New Spitalfields is less well connected with a PTAL between 3-0 and the majority below 1b.

However, PTAL is a relatively crude tool and has limitations as summarised under 'public transport' on page 15 (see also Appendix 2).

## Bus services and capacity

- Currently routes 308 and W15 serve New Spitalfields Market and Eton Manor along the Eastway. At Temple Mills Lane the 308 travels east serving Temple Mills Bus Depot, while the W15 continues on Ruckholt Road passing Leyton Mills.
- Notwithstanding possible changes to routes given the project timescales, current Route 308 capacity may be able to accommodate anticipated population and it may be possible to divert this (or another route) into the NSM site.
- There is high demand for Route 97, which passes through the Olympic Village which may require more capacity in the future when the developments are delivered.



**KEY**

- TfL Roads
- Primary Road
- Bus routes
- Bus stops
- Development Framework Sites

**PTAL Rating**

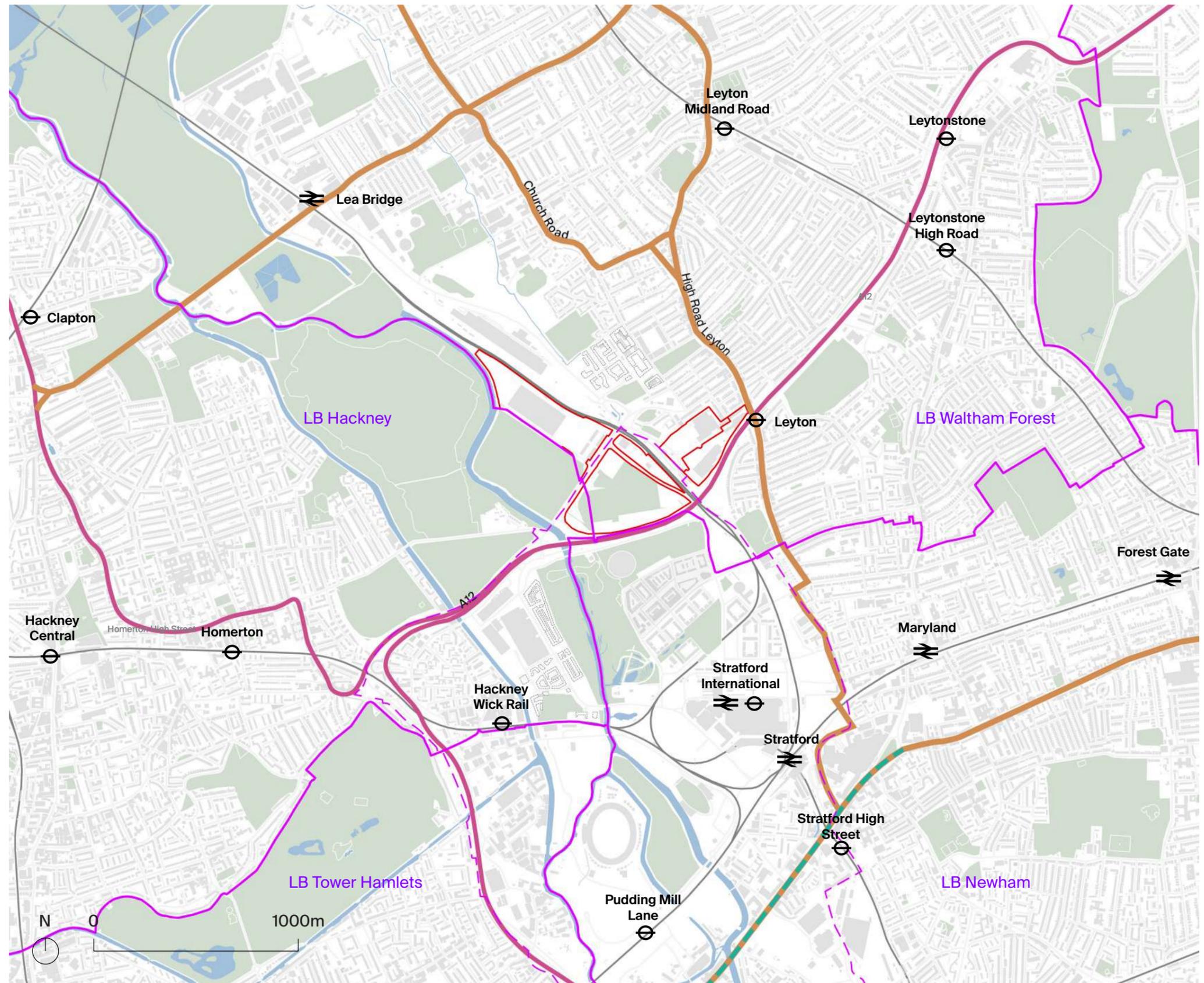
- 0
- 1a
- 1b
- 2
- 3
- 4
- 5
- 6a
- 6b

N 0 200m

QEOP and Stratford

# Connectivity - Rail and primary road infrastructure

The sites are well connected to major roads.  
 Leyton Underground Station (Central Line connection to Central London) is in close proximity to the site giving good connections.  
 Stratford International underground and overground rail interchange is to the south.



- KEY**
- TfL Roads
  - Primary Road
  - - - CS 2 - Stratford to Aldgate
  - Borough boundaries
  - - - LLDC Boundary
  - Development Framework sites

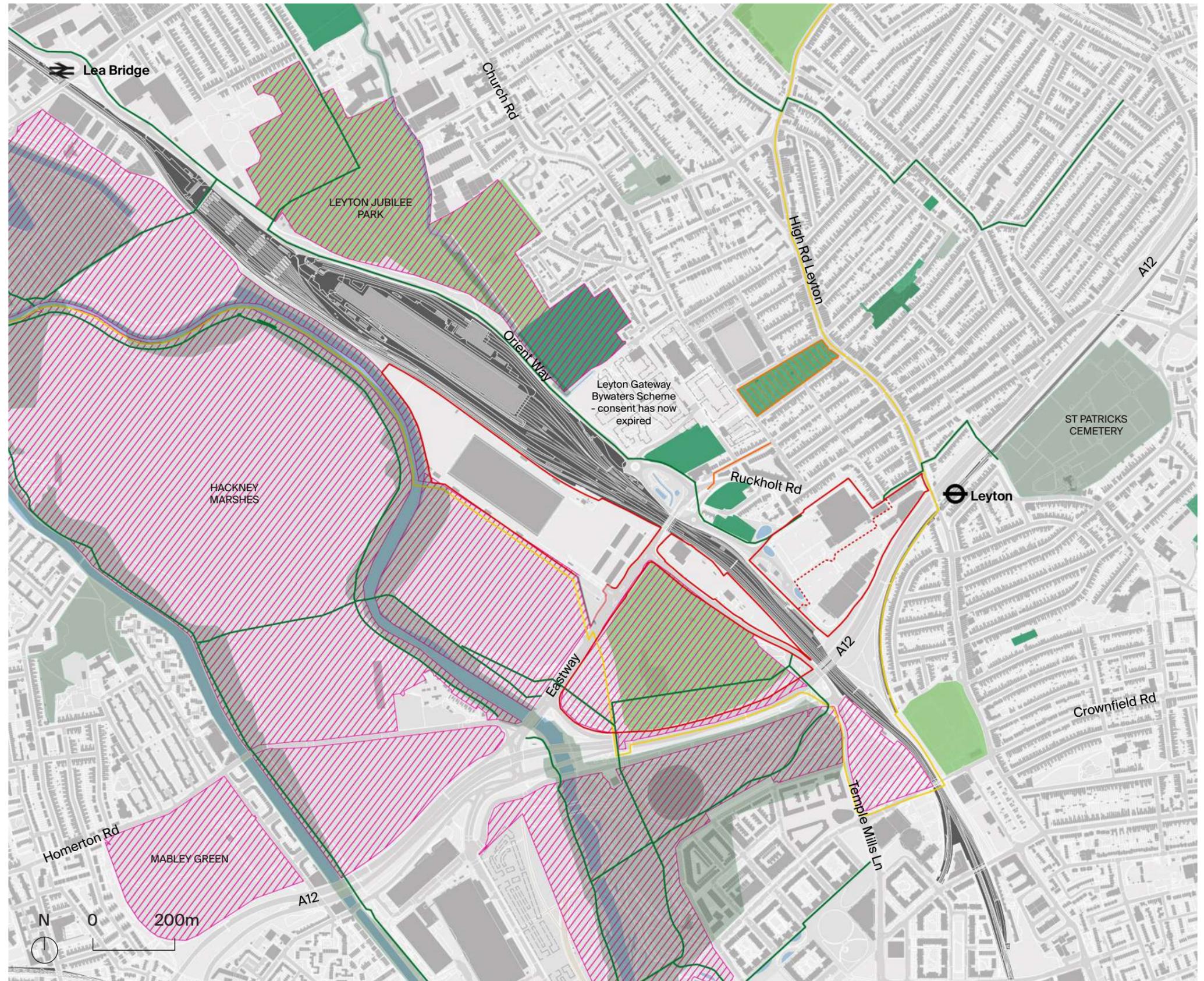
# Open space

Hackney Marshes is a major green space adjacent to the Development Framework sites. A concentration of sports pitches makes these spaces very active at evenings and weekends, however it is worth noting that due to the predominance of organised sporting activity, with pitches pre-booked by local league teams, this open space can become very male-dominated.

The implications of giving over such a vast area of open space to a specific demographic should be acknowledged and any interventions should consider a more equitable use of space that feels accessible and welcoming to all. There is also an area of designated Metropolitan Open Land on the Eton Manor site, which is characterised by sport and leisure uses, centred around the Lea Valley Hockey & Tennis centre. A number of other local neighbourhood scale green spaces are also in the vicinity of the Framework area, including Coronation Gardens, St Patrick's Catholic Cemetery, Drapers Field Recreation Ground and allotments.

## KEY

- Green space
- Allotments
- Playing fields
- Sites of Nature Conservation Importance
- Metropolitan Open Land
- Historic Parks and Gardens
- Lee Valley Regeneration Corridor
- Green links
- Development Framework sites



# Open space

The adjacent images illustrate the existing condition of the open space in and around the development framework sites. There are clear opportunities for enhancements at Hackney Marshes and Orient Way.

Open space is characterised by 3 denominations of space:

- Open fields for recreation and leisure
- Space dedicated for sports events
- Safeguarded spaces for drainage or landscape buffering.

Overall the open spaces provide a valuable amenity for sports and active recreation but suffer from poor legibility of public realm routes and connections.



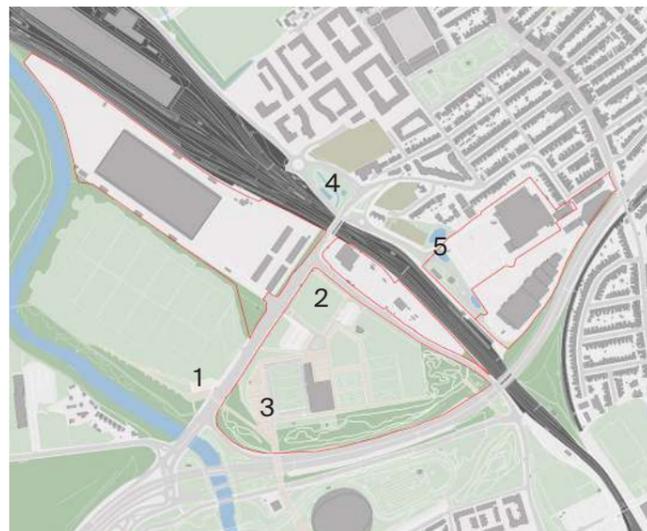
Main March at Hackney Marshes including 82 football, rugby and cricket pitches



1. East March at Hackney Marshes create valuable amenity for the visitors



3. Unclear and uninviting public realm at arrival point to Eton Manor site and Lea Valley Hockey & Tennis Centre



2. Open space needed to facilitate expansion of sports events remains unused for the rest of the year



4. Unattractive open space featuring drainage ponds along Orient Way



5. Inaccessible long stretches of fences surrounding balancing ponds at Marshall Road

# Green and Blue Infrastructure

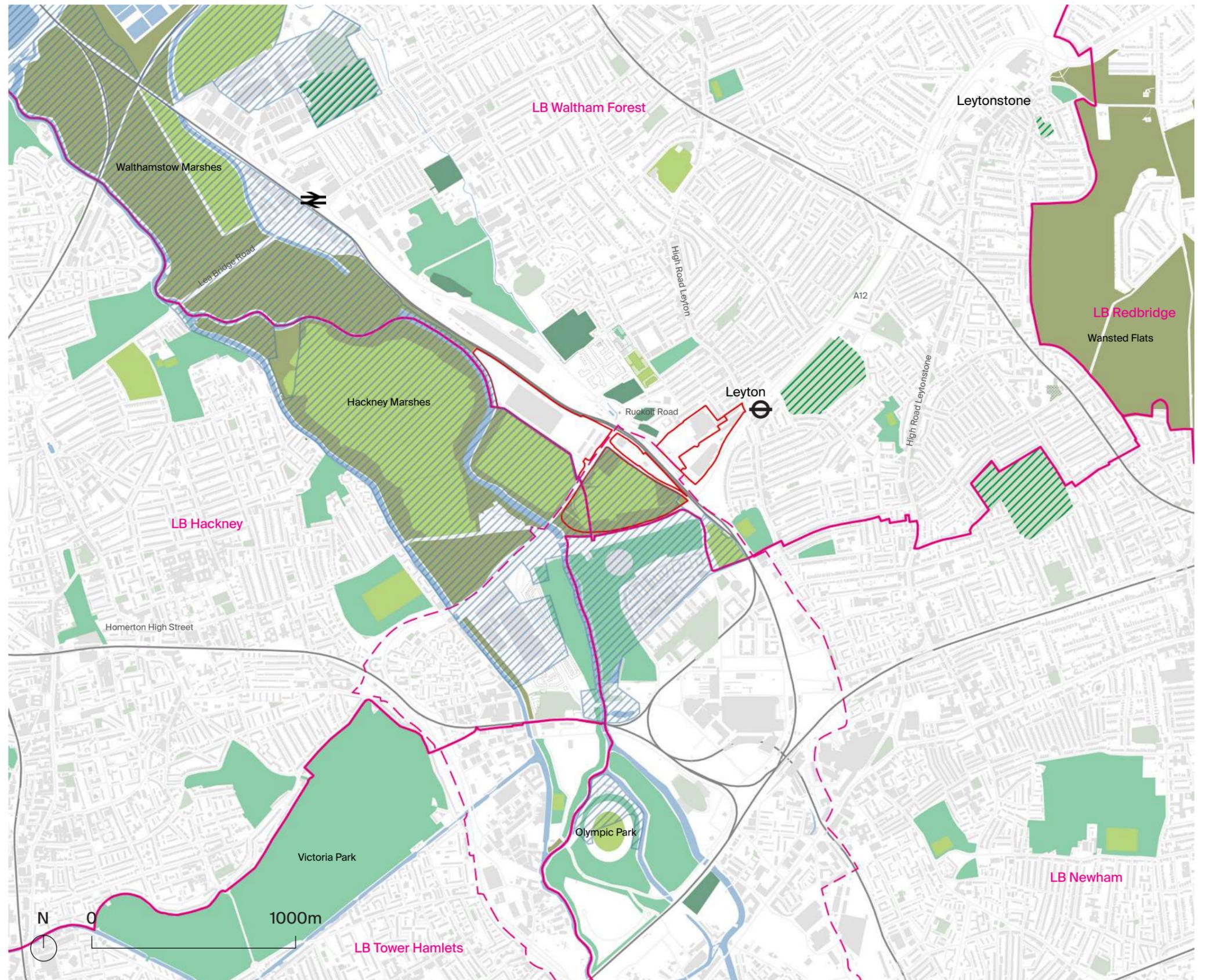
The sites sit in the Lea Valley Corridor - with its mosaic of interconnected open spaces, wildlife habitats and reserves and its active recreational and leisure uses connecting Walthamstow Wetlands, Hackney Marshes and Queen Elizabeth Park.

More immediately, the sites are surrounded by a rich mix of high quality green spaces with a range of active sports uses as well as recreational leisure in well-established public parks, marshlands and woodlands. These spaces include existing pedestrian and cycle routes.

This is a placemaking asset, and we have explored how the local ecology and biodiversity should be brought into the development sites and used to define the green spaces within them. Improved linkages and routes should be coordinated to enhance this infrastructure and provide opportunities to improve the east west connections into the area from surrounding communities.

## 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



# Ecology and Biodiversity

## Existing context

Over centuries the post-industrial, riverine ecology of the Lea Valley has been managed and adapted as an essentially productive landscape. This legacy is evident at large and small scales across the sites and their surroundings.

We have looked at how the established ecology and biodiversity can be protected and enhanced in ways that will bring out placemaking character and amenity benefits.

There are specific planning requirements which should be positively engaged with to optimise the sustainable and economic value of the sites. These include the following measures:

## Biodiversity Net Gain (BNG)

London Plan Policy G6 states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

Biodiversity Net Gain is soon to be mandatory for all developments in England and anticipated to require an increase in 10% (still to be confirmed) of existing or enhanced habitat.

## Urban Greening Factor (UGF)

London Plan Policy G5 requires all major developments to include urban greening as a fundamental element of site and building design. Opportunities have been identified for each site to achieve this London Plan Policy.

Where Local Plans do not have UGF scores, the London Plan UGF scores of 0.4 for predominately residential and 0.3 for predominately commercial developments (excluding B2 and B8 uses) should be applied. UGF target scores should be considered the minimum benchmark not the maximum required.

The scoring is not based on area or percentages but a 30% increase in green space with quality similar to the existing vegetation/habitat or better is considered a suitable high-level benchmark. Opportunities to achieve a 30% increase has been identified in areas/buffers for each site.

## Suitable Alternative to Natural Green Space (SANGS)

The sites are near existing valuable open space with ecological and nature conservation value, with New Spitalfields Market adjacent to riverbanks which are designated as Site of Nature Conservation Interest (SNCI). To ensure existing spaces are not overburdened by additional use because of increased population with development, SANGS will need to be substantively incorporated within proposals for the Development Framework sites. Opportunities to connect a series of open green spaces through site-specific and wider regional SANGS pathways, should be explored.

## Natural England Mitigation Scheme

All sites fall within 3km of influence for recreational pressure impacts on Epping Forest SAC and would therefore fall within the Natural England mitigation scheme.



Dagenham Brook



River Lea from Hackney Marshes



Southern edge of New Spitalfields Market site



MBT track in Eton Manor



Parts of the eastern edge of Eton Manor



Balancing pond in Leyton Mills

# Ecology and Biodiversity

This drawing indicates key ecological site features and adjacencies.

The development sites are extensively paved and built upon, with relatively little offering for ecology and biodiversity.

However immediately adjacent are spaces of greater ecological value and potential, in particular the riverine edge to the Lea, the forested perimeters to the Hackney Marshes and A12 road, and the Dagenham brook which, culverted, runs beneath the New Spitalfields Market site. There is therefore significant opportunity for enhancement to on-site biodiversity where new green and blue infrastructure can contribute to an interconnected local ecological network.

- 1** Narrow green edge to River Lea, limited connectivity/ threat to river ecology
- 2** Potential for daylighting culvert
- 3** Grove of trees on-site, to be retained
- 4** Low level grasses and shrubs
- 5** Car parking with fragmented tree-scape
- 6** Severe ecological fragmentation across railway and A12 road

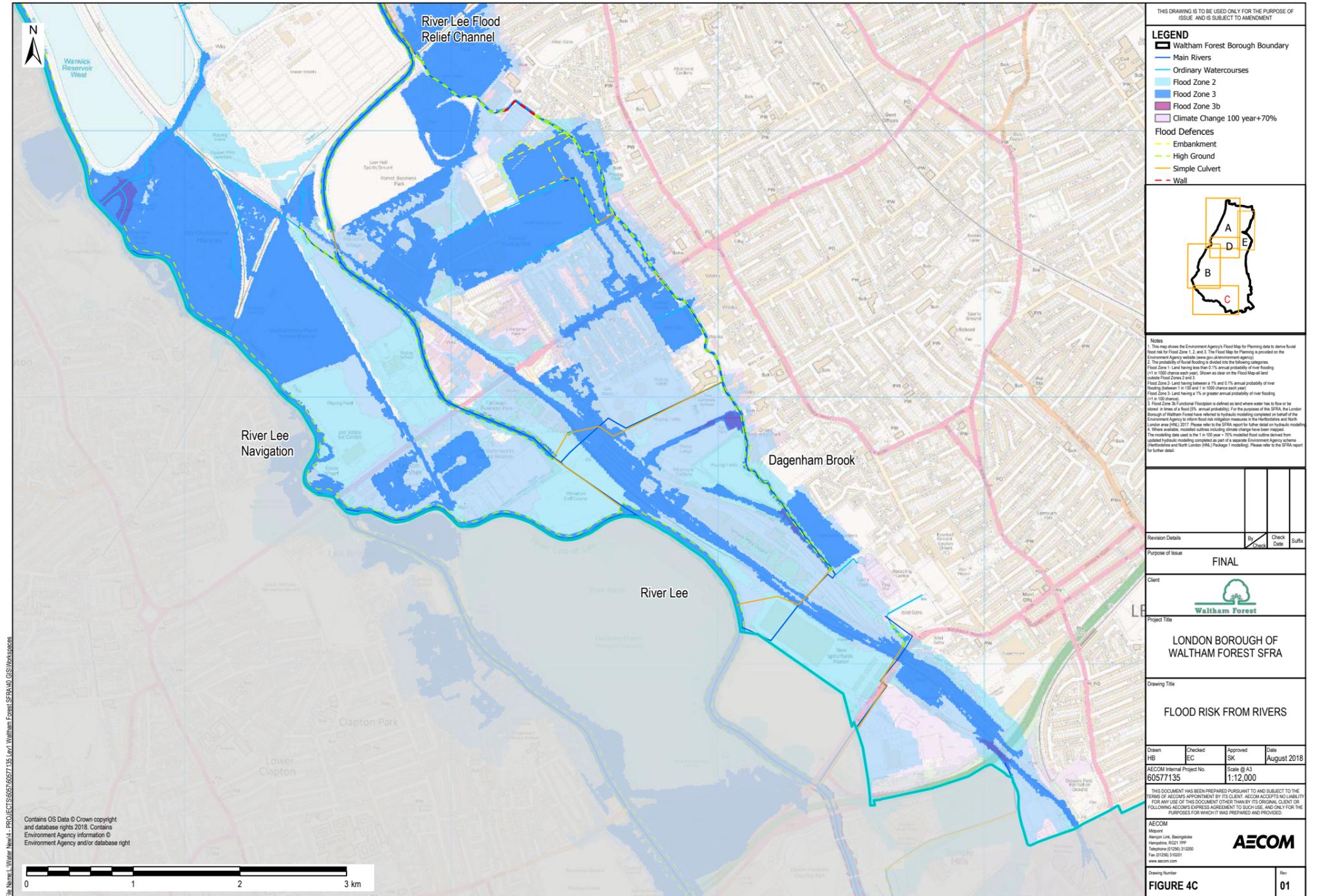
**KEY**

- Development Framework sites
- River Lea and green banks
- Dagenham brook
- Dense trees at Hackney Marshes edge
- Small trees/ scrub planting at BMX tracks
- Culverted river (approximate location)
- Allotments
- Balancing ponds
- Dense scrub to A12 road
- Other ecological green space
- Other green space or park



# Flooding

This drawing illustrates flood risks from rivers across the Development Sites and is the most up-to-date information made available. It includes information on culverted rivers, including within the New Spitalfields Market site.



# Severance and thresholds

The adjacent images illustrate the existing absolute physical severance caused by the River Lea, the rail lines and Eastway, as well as key thresholds.

Ruckholt Road (Eastway) and Leyton High Road also create experiential severance by being uncomfortably busy. At Ruckholt Road, the busyness of traffic combines with a lack of passive surveillance due to few people and no active uses, to create a less pleasant experience during the day, and an area that can feel unsafe at night.

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



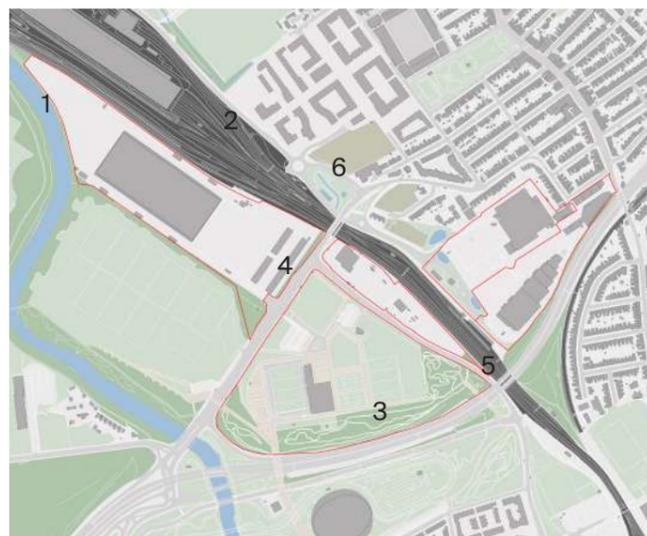
1. River Lea offers an attractive outlook but affects connectivity



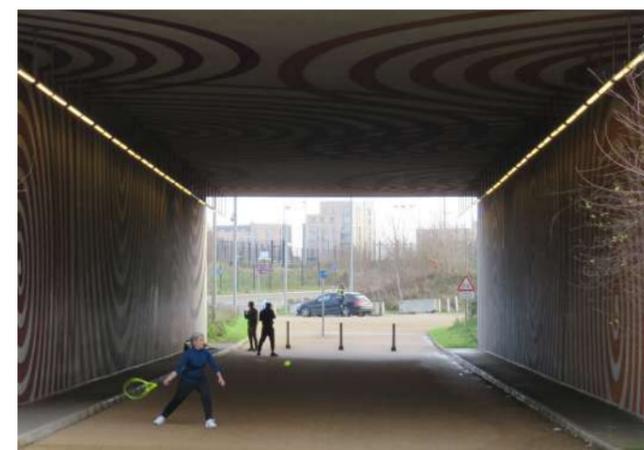
2. Harsh border of 1.3km due to rail lines and Eurostar Engineering Centre



4. Severance caused by Eastway. Potential improvements include additional crossings and designated cycle lanes along Eastway. The access to New Spitalfields Market and Eton Manor will be reconfigured to simplify the junction and improve pedestrian and cycle crossings and access



3. Severance caused by A12

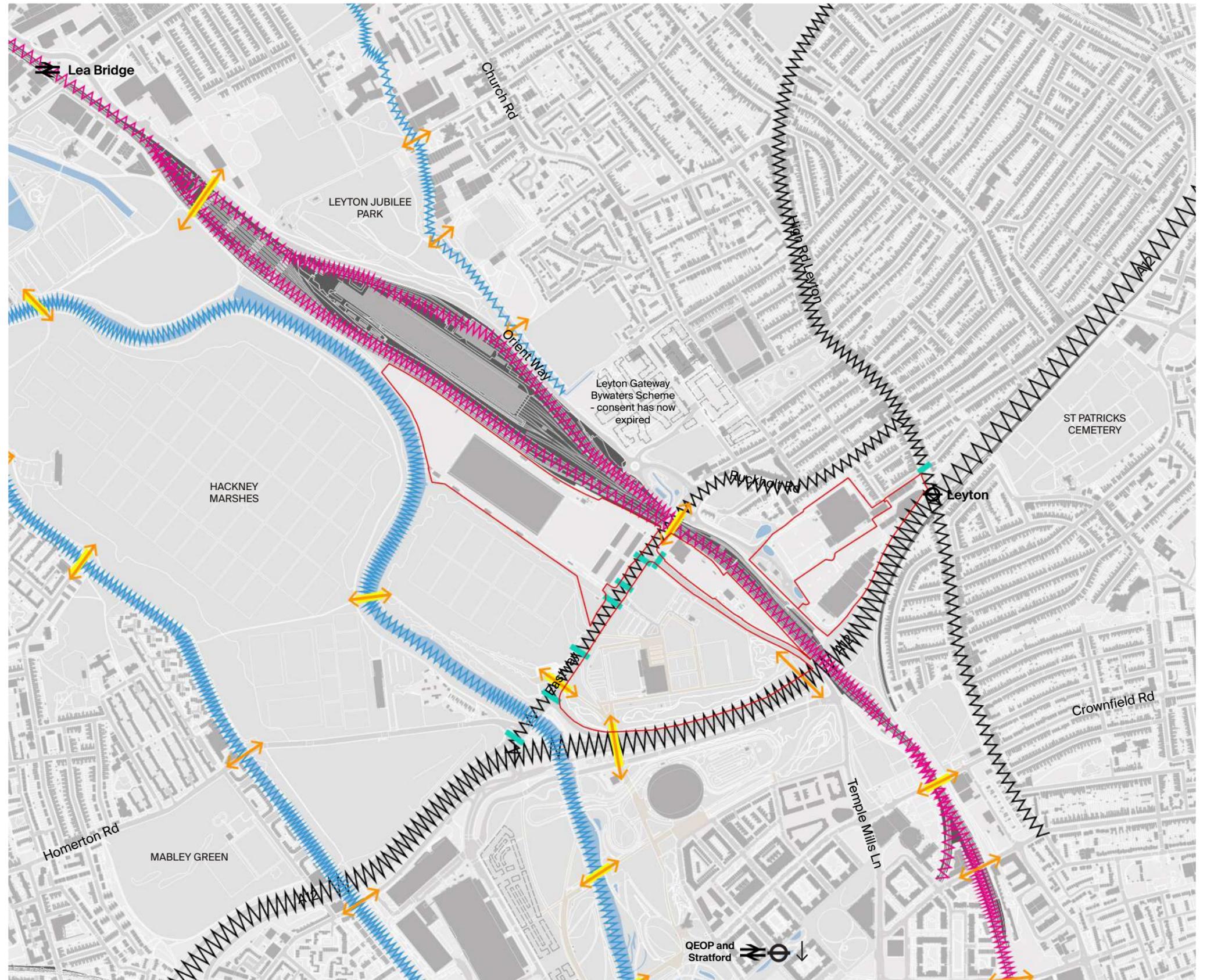


5. Well-used threshold connecting the Eton Manor site with Northwall Rd



6. Pedestrian/cycling bridge at Ruckholt Rd is well used but also a confluence point

# Severance and thresholds



# Noise and Pollution

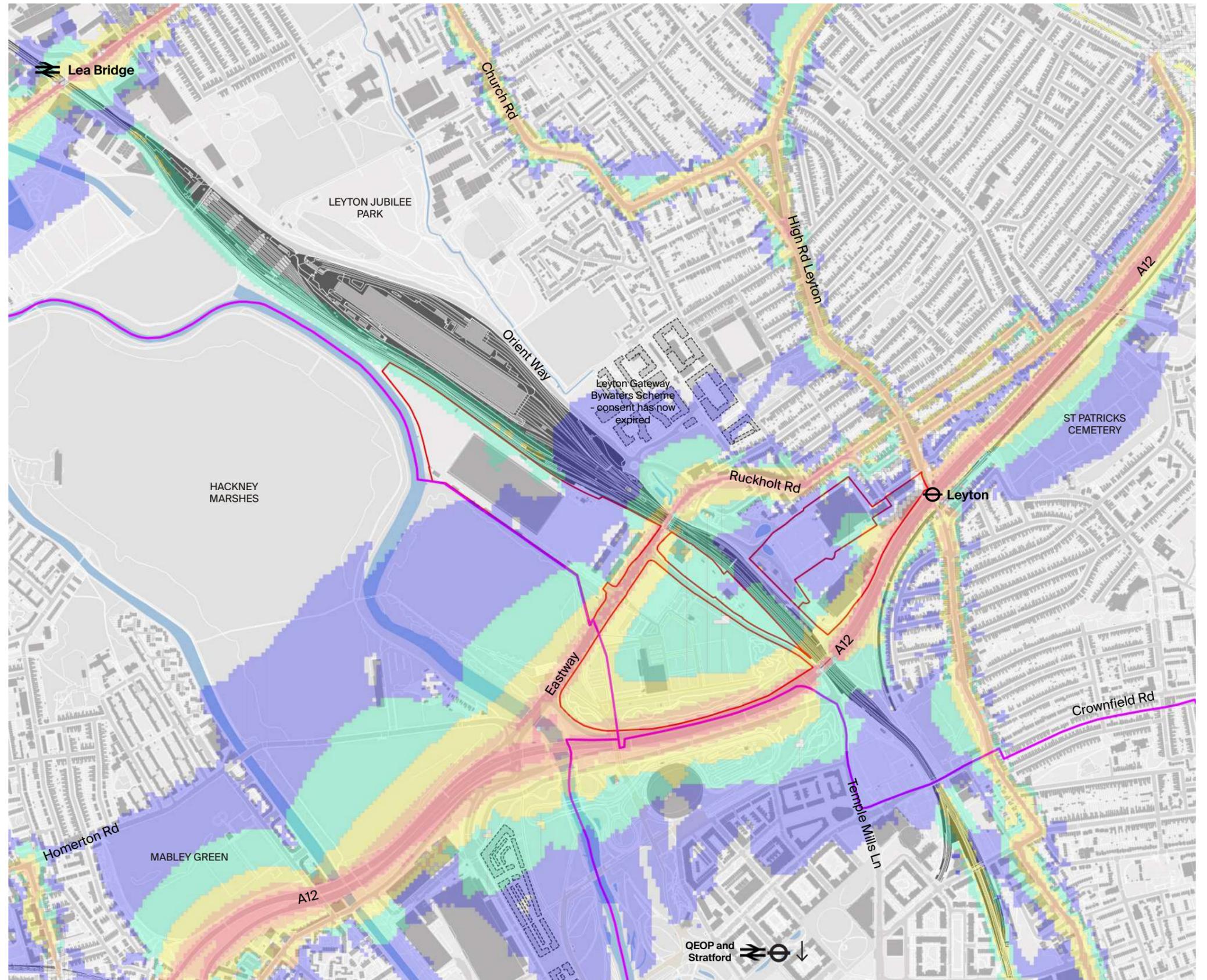
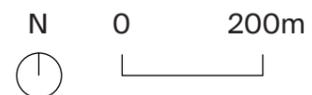
Noise and air quality pollution, particularly along the road and rail line, will be key concerns as proposals are developed, requiring early engagement and further detailed study - especially in the context of global heating, evolving government regulations and industry guidance.

The following, high-level diagram was made from data published by Department for Environment, Food and Rural Affairs (DEFRA), see [link](#).

“Data indicating the level of noise according to the strategic noise mapping of rail sources within areas with a population of at least 100,000 people (agglomerations) and along Network Rail and HS1 traffic routes. Lden indicates a 24 hour annual average noise level with separate weightings for the evening and night periods. Noise levels are modelled on a 10m grid at a receptor height of 4m above ground, polygons are then produced by merging neighbouring cells within the following noise classes: 75.0+ dB, 70.0-74.9 dB, 65.0-69.9 dB, 60.0-64.9 dB, 55.0-59.9 dB, <54.9 dB This data is a product of the strategic noise mapping analysis undertaken in 2017 to meet the requirements of the Environmental Noise Directive (Directive 2002/49/EC) and the Environmental Noise (England) Regulations 2006 (as amended)”

KEY - Lden noise levels as described above

- 70dB+
- 65 - 69.9dB
- 60 - 64.9dB
- 55 - 59.9dB
- 50-54.9dB
- Development Framework sites

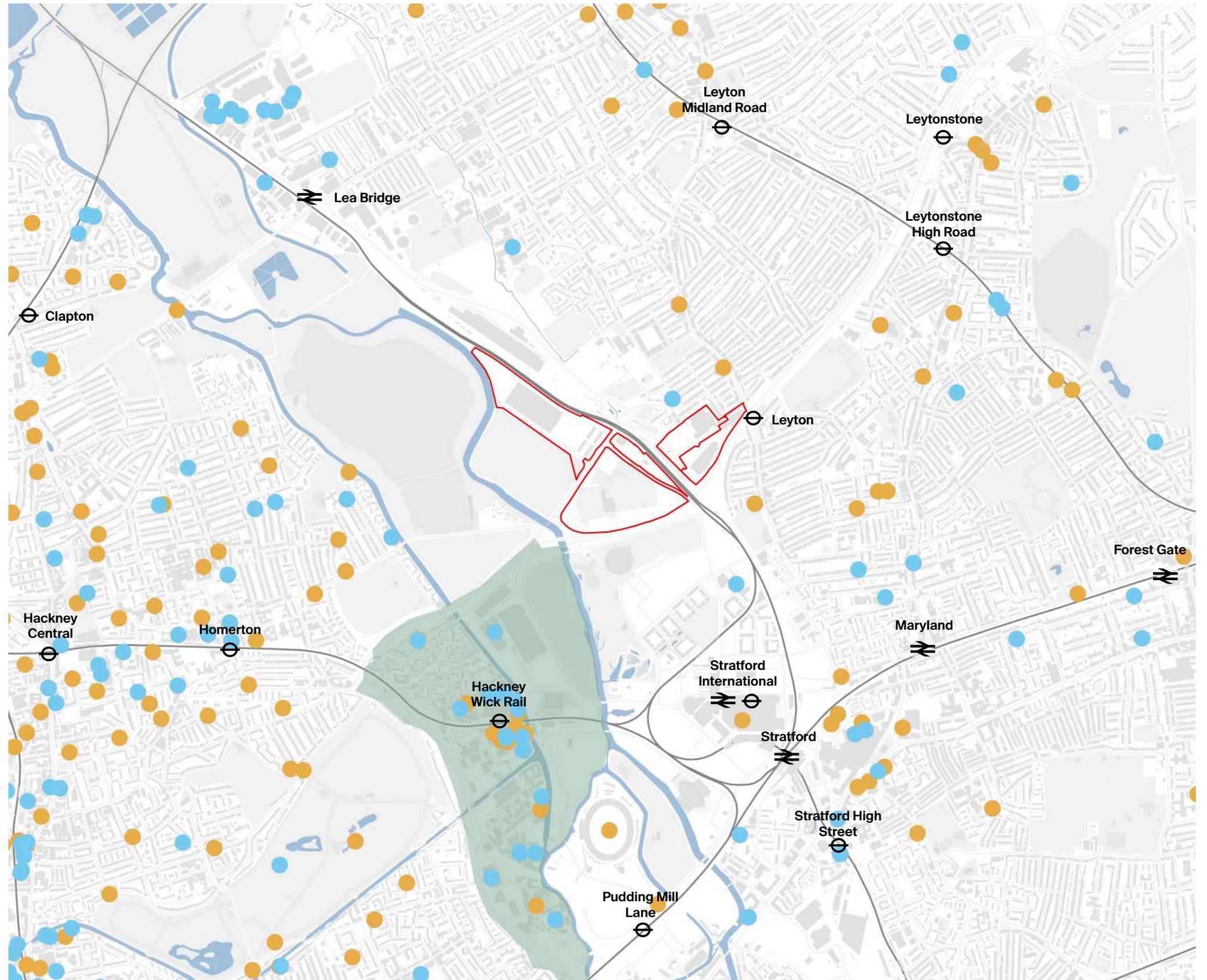


# Cultural Infrastructure

## Wider area

The framework area is surrounded by venues for both cultural consumption and cultural production. However cultural facilities within the development framework sites are limited, particularly in comparison with Hackney and Stratford.

Data is taken from GLA's Cultural Infrastructure Map (January 2020) and small activity around Leyton and Leytonstone is missing. Significant change due to Covid-19 is taking place with a substantial impact on small businesses and local venues.



### KEY

- Cultural consumption
- Cultural production
- Hackney Wick & Fish Island CEZ
- Borough boundary
- Development Framework sites



# Cultural Infrastructure

## Study area

Venues for both cultural consumption and cultural production within the immediate area are limited. However, the sites are in close proximity to Hackney Wick & Fish Island Creative Enterprise Zone CEZ to the south, where Here East, The Trampery, and other independent firms form a cluster of cultural production activities. 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, particularly New Spitalfields Market, to capitalise on its proximity to the CEZ.

Data is taken from GLA's Cultural Infrastructure Map (January 2020) and small activity around High Road and Francis Road is missing. Significant change due to Covid-19 is taking place with a substantial impact on small businesses and local venues.



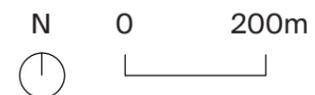
# Social infrastructure

The area is surrounded by a rich network of social infrastructure including leisure centres, places of worship, schools and day centres.

Lea Valley Hockey & Tennis centre and Bright Kids Day Nursery are the two facilities situated within the development framework sites.

## KEY

- Day centre & youth club
- Leisure centre & sports club
- Library
- Place of Worship
- Business & conference centre
- Schools
- Nurseries
- Medical centre & hospital
- - - London Legacy Development Corporation (LLDC)
- Borough boundary
- Development Framework sites



# Socio Economic Baseline & Sector Assessment

## Introduction

The New Leyton Development Framework provides a significant economic opportunity which can provide benefits for current and future residents, alongside local businesses. This ‘once-in-a-generation’ opportunity has the potential to deliver significant economic benefits to the local area, if done in a sustainable manner. A key part of the Development Framework is developing a mix of uses that will generate lasting economic value and reduce reliance on a small number of sectors in the future.

To inform the emerging scenarios for the Development Framework, Hatch and Cushman & Wakefield have undertaken economic and commercial market reviews, identified emerging growth aspirations and identified potential economic and commercial property sectors that are likely to be viable across the sites. These aim to tie into the objectives for the sites, which are to:

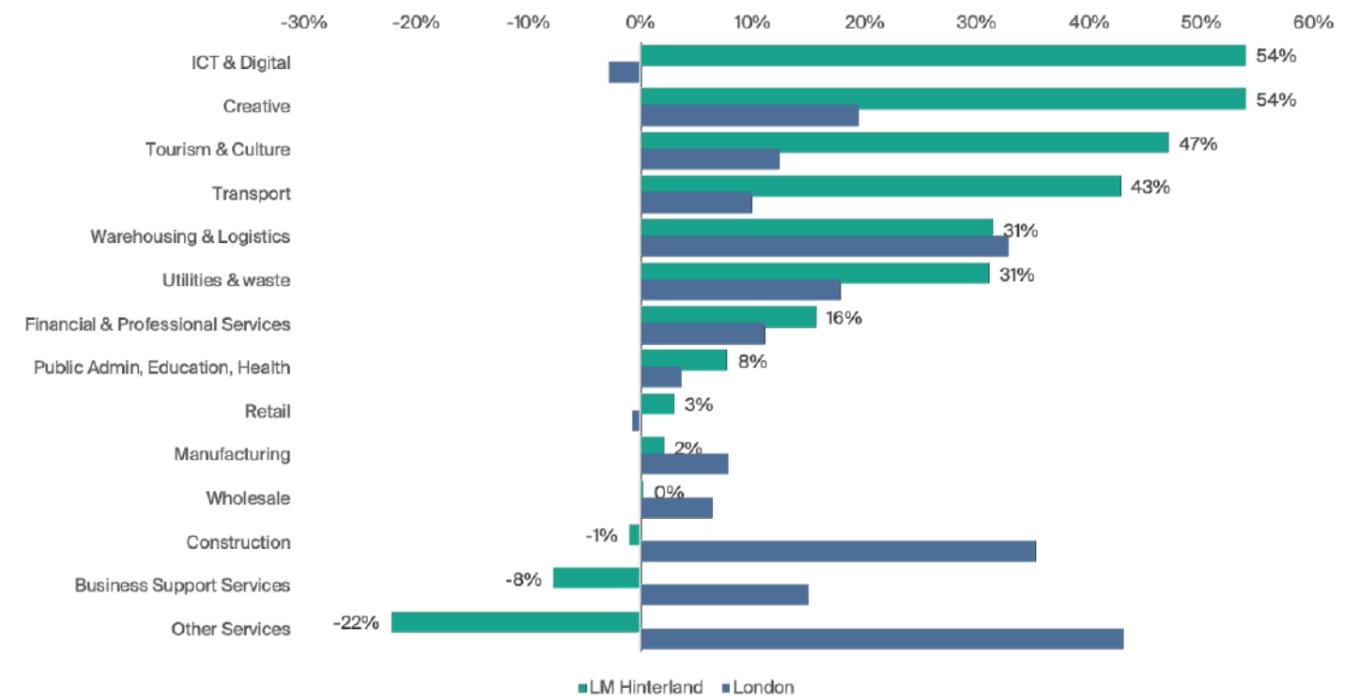
- New Spitalfields Market site – re-provide existing employment space and provide a cultural anchor. Address need and demand for light industrial, industrial, logistics and distribution and growth in local priority sectors, e.g. creative, low carbon. This could include a legacy to the market activity, e.g., provision of wholesale uses and complimentary food and drink outlets.
- Temple Mills Lane site – explore re-providing the existing bus depot and opportunities for a potential new overground rail station at Ruckholt Road.
- Leyton Mills Retail Park site – re-provide some of the existing A1 retail activity and replacement of existing Asda store, informed by Asda’s requirements.

## Strategic Growth Aspirations

A review of the local and regional strategic growth aspirations has been undertaken, focusing on those most relevant to the development of the Opportunity Area. This includes the London Economic Development Strategy, London Plan, Waltham Forest Economic Growth Strategy and the Waltham Forest Economic Recovery Action Plan. There are a number of recurring themes amongst the local and regional strategic documents that should be considered as the Development Framework is developed:

- Across the London and Waltham Forest area, there are a number of sectors which both areas are seeking to develop and grow. This includes the creative industries, culture, digital, professional and urban services, construction, and low carbon.
- There are ambitions at the London-level to develop new clusters across the city, including CleanTech, Creative Enterprise Zones, film, fashion and design clusters, and green enterprise districts.
- There is a need for more suitable workspace across London to support the city’s evolving sectors. This includes start-up, incubation and accelerator space; flexible workspace; conventional space for expanding businesses; laboratory space; and affordable workspace.
- There is a need to address gaps in cultural infrastructure provision across Waltham Forest, but particularly to the South of the borough. Gaps in cultural infrastructure provision that have been identified includes: a lack of a dedicated arts centre in the borough, presence of only one cinema, no legal street art walls, and relatively low numbers of dance performance spaces and commercial galleries.

## Key Sectors for Businesses On Site



Source: Companies House, 2020

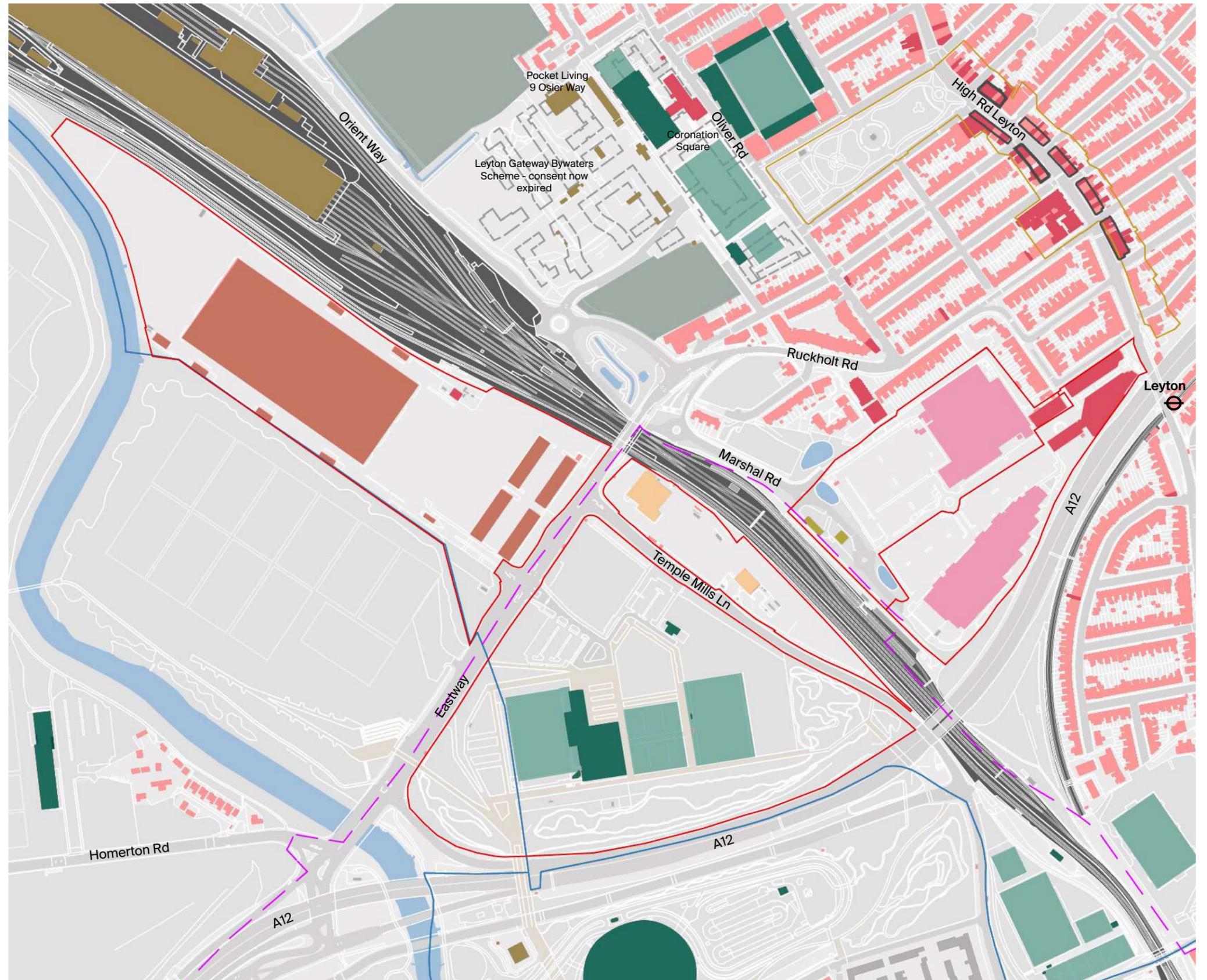
# Ground Floor Uses

Large wholesale and retail typologies dominate the New Spitalfields Market and Leyton Mills Retail Park sites. The Eton Manor site is occupied predominately by leisure uses in close proximity to other sports uses at Hackney Marshes, Oliver Road and Temple Mills Lane.

There are established residential areas in Leyton and Town Centre uses along High Road Leyton.

## KEY

- Town centre
- Residential
- Bespoke industrial
- Big-box retail
- Transport
- Wholesale
- Leisure
- Leisure (open space)
- Allotments
- Conservation area
- Primary shopping frontages
- London Legacy Development Corporation (LLDC)
- Borough boundary
- Development Framework sites



# Socio Economic Baseline & Sector Assessment

## Socio-Economic Baseline

A socio-economic baseline has been undertaken, highlighting the Opportunity Area's current economic performance, its role within the local economy and its wider relationship with the surrounding area.

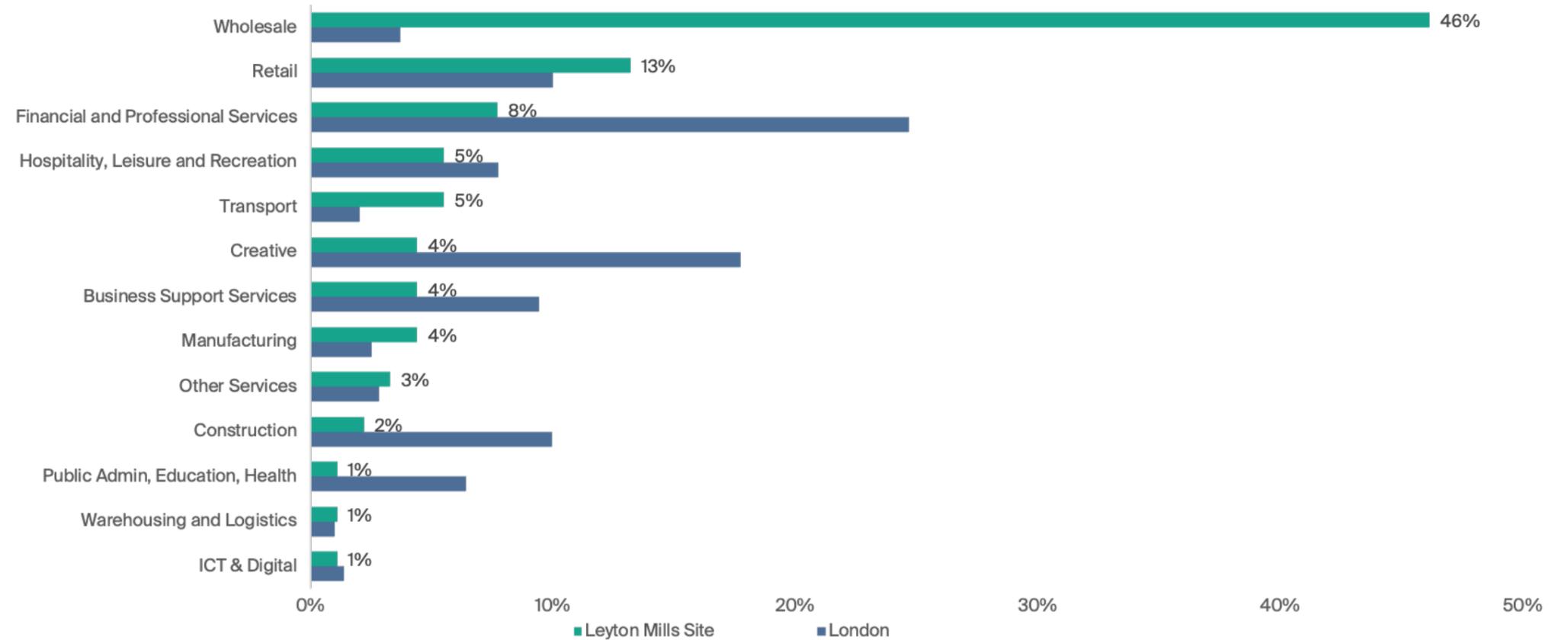
The Development Framework sites support around 90 businesses, mainly in the transport, retail and wholesale sectors, reflecting the presence of the New Spitalfields Market, the Leyton Mills Retail Park and the Temple Mills Lane Bus Depot. Activity in these sectors is highly concentrated on the sites relative to the London-wide level, supporting a range of jobs which tend to require lower level skills.

New Spitalfields Market plays an important role in providing jobs for the local area as well as being a source of fresh produce for local residents. The loss of the market is likely to have an impact on the local area and it is important that replacement employment generating uses are delivered at New Leyton which can provide a range of jobs opportunities which local people can access. The bus depot is also a significant employer in the area.

In recent years, employment growth in professional service, business support and transport sectors has been meaningful at the site whilst sectors such as creative, ICT & digital and hospitality and recreation have experienced higher growth rates in the hinterland.

Most businesses at the site are micro in size and just under half of businesses operate in the wholesale sector. There is potential for future growth in the creative, finance & professional services, business support services and construction sectors at the site, as these sectors have a strong presence in the surrounding area.

## Employment Growth in Surrounding Area



Source: Business Register and Employment Survey, ONS, 2019

The site and hinterland have a relatively large young, working age population and a large proportion of residents hold degree qualifications or higher.

The hinterland is generally characterised by relatively high levels of deprivation. Access to housing and services, living environment, income and crime are the facets of deprivation with the greatest challenges in the local area.

# Demographics

## Labour Market and Demographics

The resident population within the Leyton Mills site area has an age profile that shares similar structural characteristics with that of the surrounding hinterland, which has a population of about 295,000.

Notably, there is a greater proportion of young, working age residents at the site and in the hinterland compared to London. For both the site and hinterland, the 25-39 age group makes up nearly half of the working age population compared to 39% for London.

In 2019, the unemployment rate in the hinterland was 5.8%, above the London average (4.6%) but below that of Waltham Forest (6.7%). In 2020 the unemployment rate had risen across these geographies due to the pandemic, and as of September was highest in Waltham Forest at 9.1% compared to 6.6% in the hinterland and 5.0% in London.

Interestingly, over the same period the economic activity rate had risen to about 80% in both the hinterland (+5pp) and London (+1pp).

The qualifications profile for the hinterland and London is shown below. Although slightly below the London average, a large proportion of hinterland residents (52%) hold degree qualifications or higher (NVQ4+). The proportion of residents with other or no qualifications is higher than that of London.

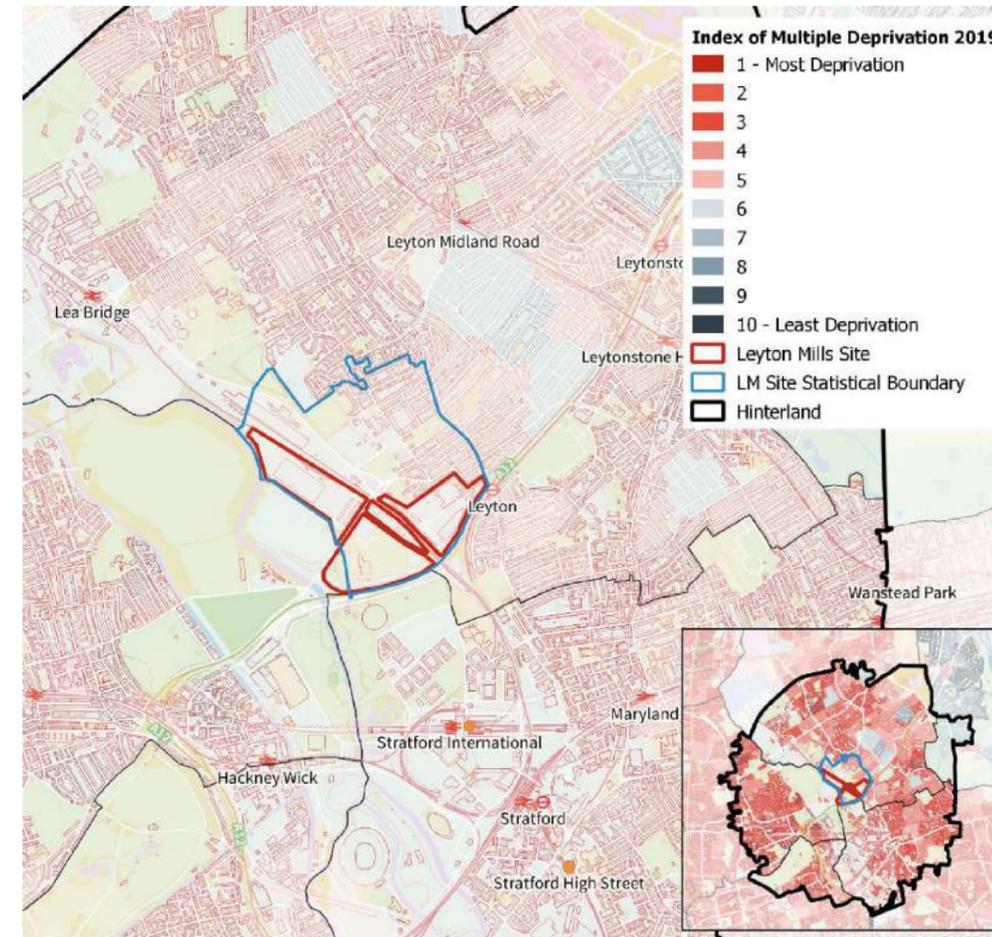
Data from the Index of Multiple Deprivation (IMD) indicates the hinterland surrounding the site is characterised by relatively high levels of deprivation. Over 30% of LSOAs in the hinterland are in the top 20% most deprived nationally, which is well above the corresponding proportion for Waltham Forest and London (16%). However, some neighbourhoods towards the northeast of the site do have lower levels of deprivation relative to the rest of the hinterland.

Analysis of IMD sub-indices for the hinterland shows that access to housing and services is a major challenge – 81% of areas are in the top 10% most deprived nationally for this domain. This domain measures the physical and financial accessibility of housing and local services.

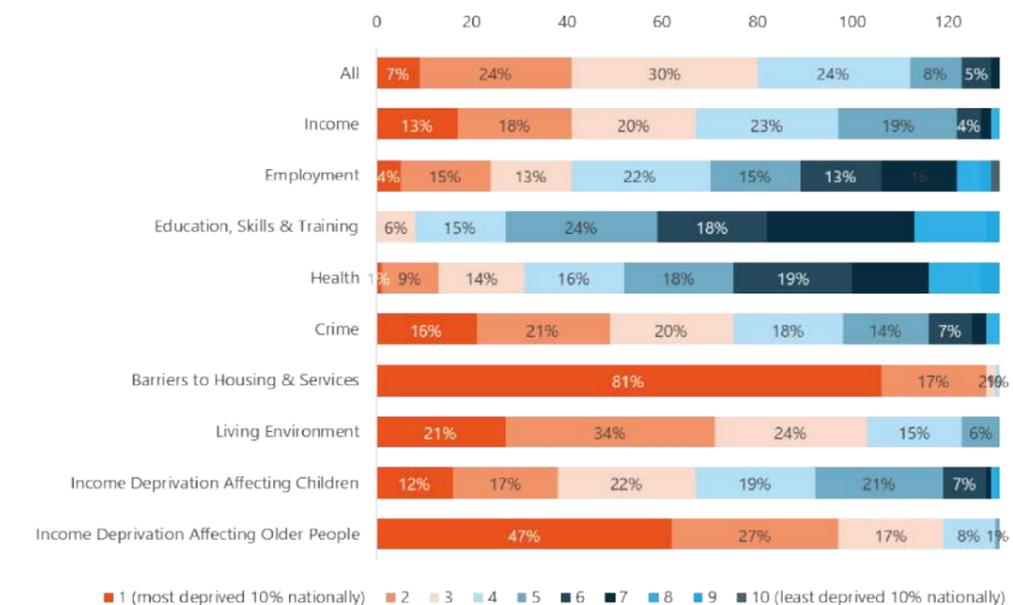
The relatively high levels of deprivation for living environment, income and crime also reflect more acute challenges in these facets of local living conditions. The chart below shows that deprivation relating to low income for older people is particularly severe in the hinterland; income deprivation affecting children is less severe but still significant.

The site and hinterland have a relatively large young, working age population and a large proportion of residents hold degree qualifications or higher.

The hinterland is generally characterised by relatively high levels of deprivation. Access to housing and services, living environment, income and crime are the facets of deprivation with the greatest challenges in the local area.



Source: Index of Multiple Deprivation, 2019. Contains OS data © Crown copyright and database right 2021.



Source: Index of Multiple Deprivation, 2019.

# Site History

This area of the Valley was marshland and farmland up to the mid 19th century. Leyton Road Leyton High Road passed through open fields. There were a number of fine, rural residences in the area for wealthy merchants and bankers. There was an early crossing of the rail tracks at the current Ruckholt Road bridge.

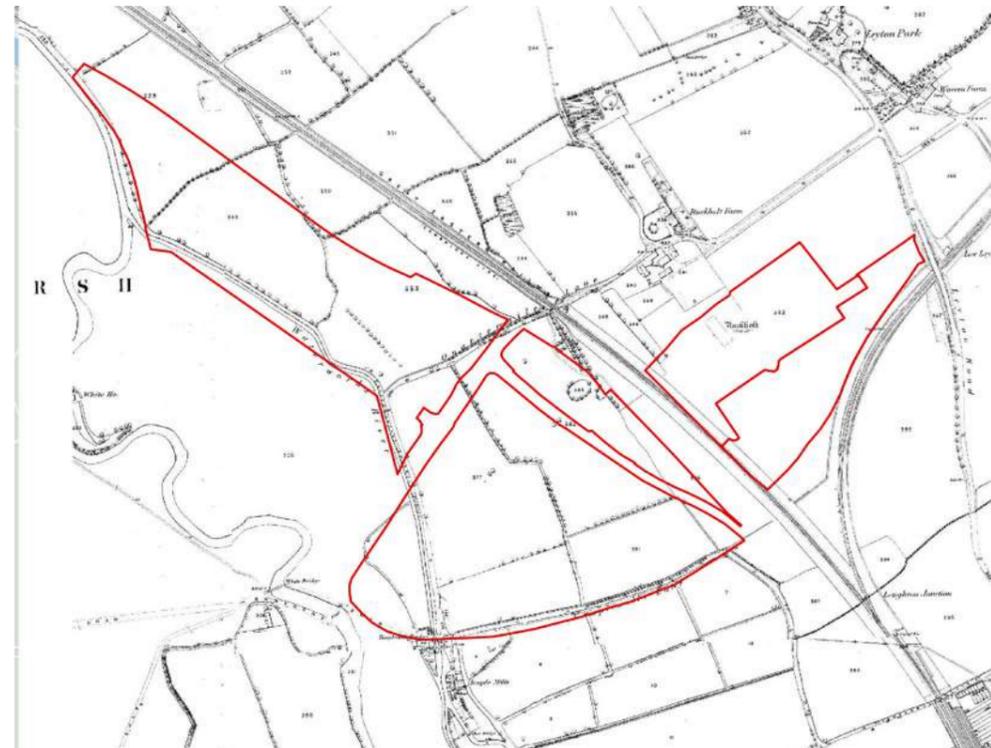
In the 1870s the area rapidly urbanised on the east of the valley, with relatively dispersed industry in the valley with this area dominated by the Temple Mills Railway sidings complex.

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

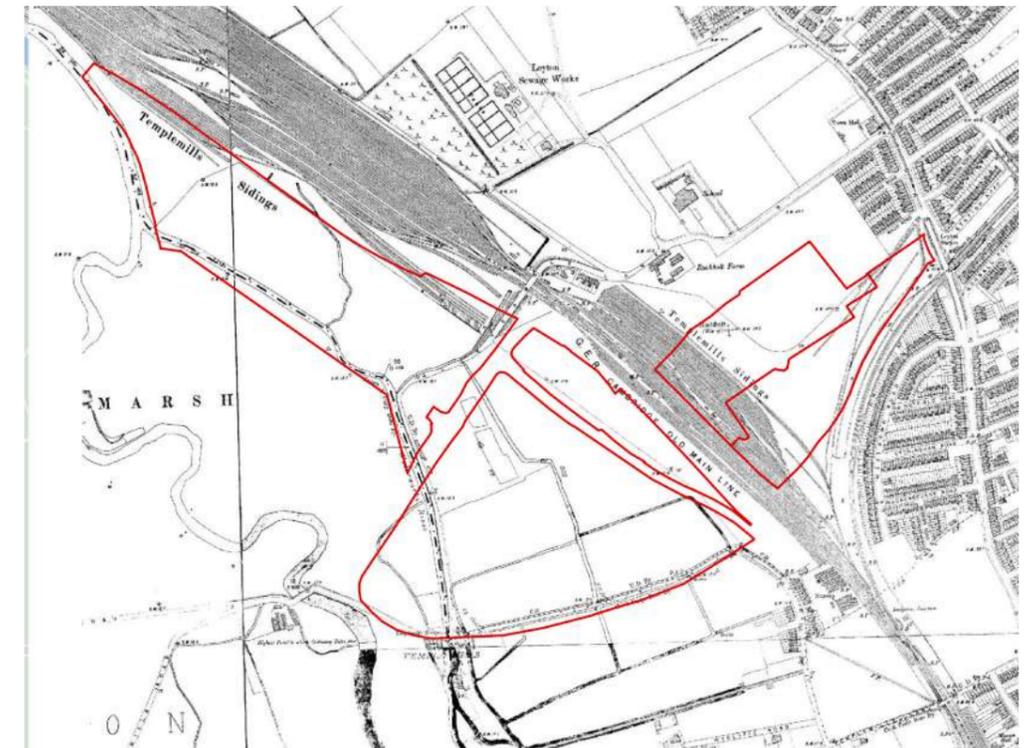
By the turn of the century it was quite built up through speculative development, and had lost its rural feel entirely and was largely two storey terraces.

Sports clubs and sports fields became more formalised, and by the 1950s there was a large amount of leisure, entertainment and culture activity, as well as societies. There were at one time eight cinemas and a bowling alley.

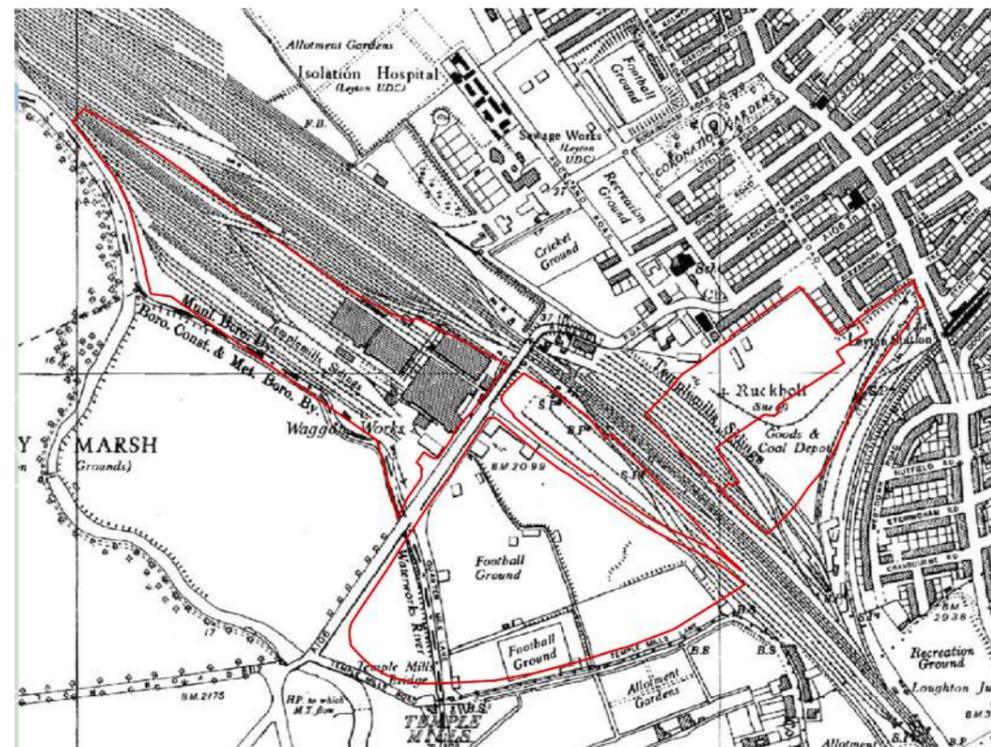
The sweeping car-centric curve of Ruckholt Road, dates from the 1960s, creating allotments between the new road and the old Ruckholt Road (now Ruckholt Close). The development of New Spitalfields and the bus depot at Temple Mills date from the early 1990s and Leyton Mills retail park site was developed from rail lands shortly after.



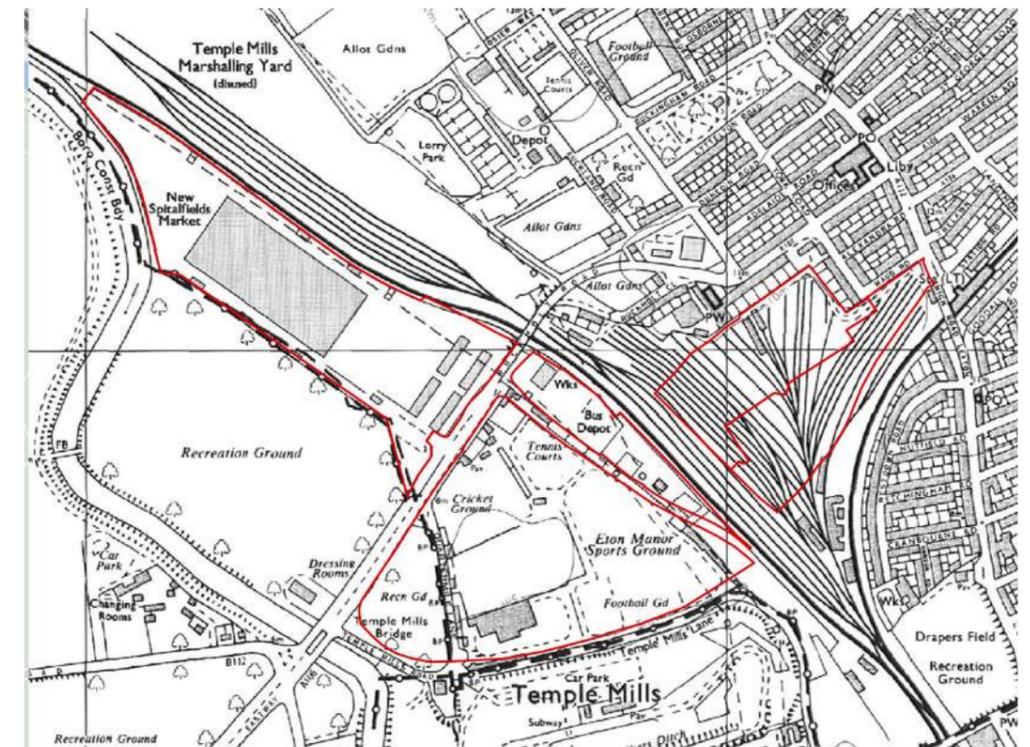
1863-1886



1896-1897



1950s



1990s

# Planning Context

# Planning - Policy Context

This drawing shows the planning designations as set out in the London Plan (2021) and the LB Waltham Forest Core Strategy (2012).

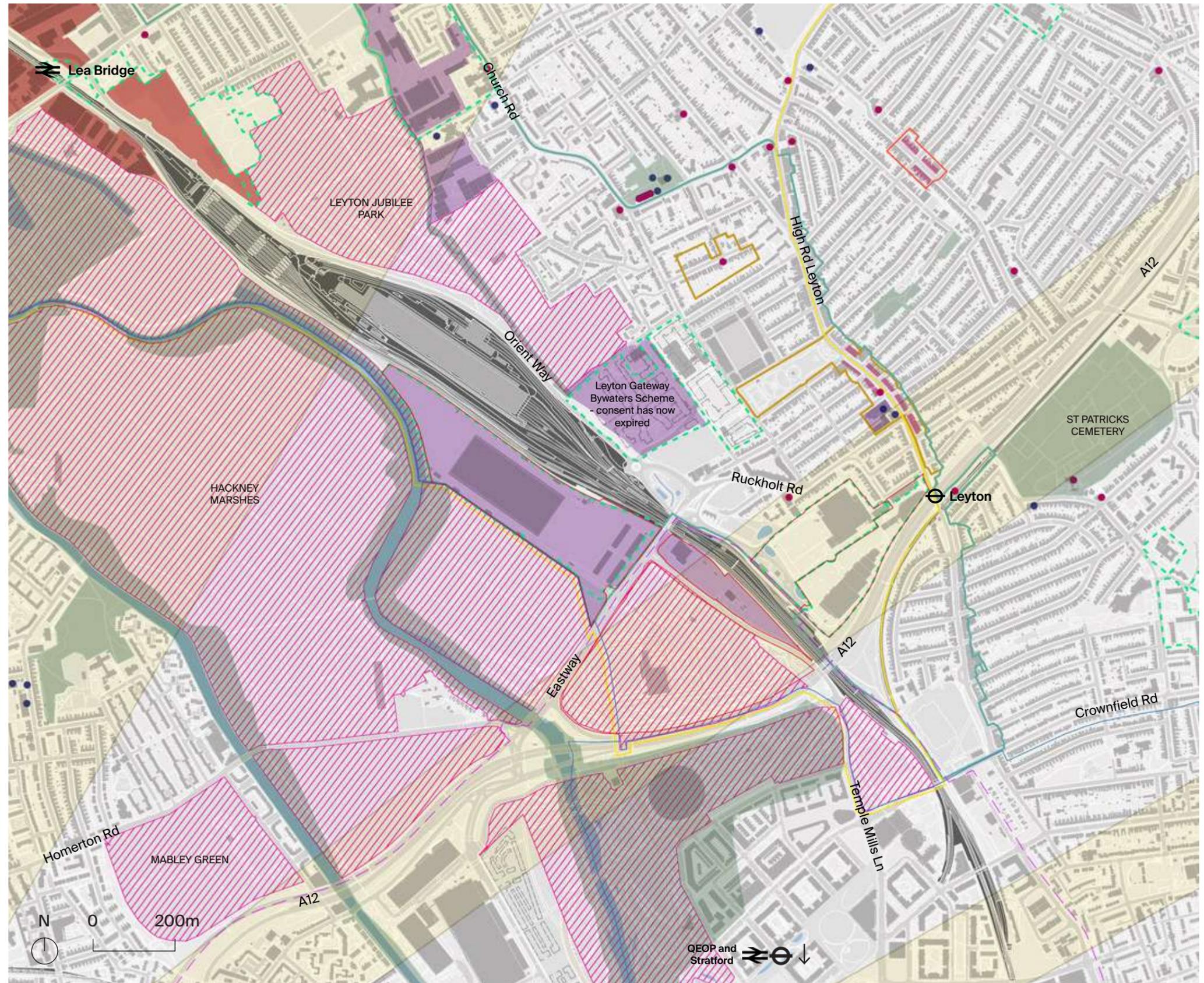
New Spitalfields Market and Temple Mills Lane Bus Depot are designated as Locally Significant Industrial Sites (LSIS) and bounded by Metropolitan Open Land to the west.

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 buildings proposed.

London Legacy Development Corporation (LLDC) is currently the relevant Local Planning Authority for Eton Manor and Temple Mills. Under current legislative arrangements this remains the case until those areas falling within LLDC's jurisdiction revert to LBWF - expect c.2024. Any implications for planning applications submitted in the short- to medium-term future are discussed in this section.

## KEY

- Listed building
- Locally listed building
- Protected Vistas Extension - Wider Setting Consultation Area
- LP2 site allocations
- ▨ Metropolitan Open Land
- Conservation area
- Neighbourhood Centre
- Primary shopping frontages
- Locally Significant Industrial Site (LSIS)
- Strategic Industrial Land (SIL)
- Sites of Nature Conservation Importance
- Lee Valley Regeneration Corridor
- LLDC boundary
- Borough boundary
- Development Framework sites



# Planning - Policy Context

Section 38(6) of The Planning and Compulsory Purchase Act 2004 requires that where the Development Plan contains relevant policies, an application for planning permission shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Development Brief should reflect key policy objectives and requirements where possible to ensure that future planning applications do not stand in conflict with the wider Development Plan. The Development Plan relevant for the site comprises:

- The London Plan (2021)
- LB Waltham Forest Core Strategy (2012)
- LB Waltham Forest Development Management Policies (2013)

As previously noted, Temple Mills and Eton Manor currently fall within the jurisdiction of the LLDC, who is the LPA and has its own Development Plan (including the LLDC Local Plan 2020), against which any future planning applications are being assessed until its planning powers are handed back to its respective local authorities, in this case LB Waltham Forest (expected c. 2024).

The below diagram summarises the Development Plan hierarchy above the Leyton Mills Development Framework study.



## National Planning Policy Framework 2021

The Government's national planning policies for England are set out in the National Planning Policy Framework ('NPPF') (2019 as amended 2021). Supporting the NPPF is the online National Planning Practice Guidance ('PPG' or 'NPPG'), and the National Design Guide (2019).

## London Plan 2021

The London Plan policies form part of the Development Plan.

To provide clarity on the GLA's approach to industrial land, The Mayor is preparing an Industrial SPG, guiding development as well as the intensification, masterplanning and (co-located) regeneration of SIL/LSIS in the capital. A publication and/or consultation on the SPG is expected in due course.

## Emerging LB Waltham Forest Local Plan

LB Waltham Forest are preparing a new Local Plan which will cover the period from 2020 to 2035. The emerging Local Plan will comprise two separate parts:

LP1: Strategic Policies. Now at Reg. 19 Stage, i.e. second round of consultation. LB Waltham Forest's Cabinet signed off the latest version 8 Oct 2020. This version will be brought forward to examination and issue spring/summer 2021, followed by a public examination in autumn/winter 2021, and is expected to be adopted in early 2022.

LP2: Site Allocations DPD. Now at Reg. 18 Stage, i.e. first round of consultation. Following a presentation to Cabinet in July 2021, a final consultation version is anticipated in summer/ autumn/winter 2021 (Regulation 19) with a further public consultation taking place thereafter.

In line with NPPF Paragraph 48, the weight attributed to the emerging Local Plan increases the more advanced it is in its preparation. However, it is considered that the emerging Local Plan will form part of the Development Plan if and when future planning applications for the redevelopment of the Development Framework are being prepared and submitted.

LP1 is the overarching strategic policy document. It represents Part 1 of the Council's Local Plan and will be complemented by a Site Allocations DPD representing Part 2 of the Local Plan (LP2). Together with the London Plan and the North London Waste Plan, the Local Plan will form the Statutory Development Plan pertaining to the sites.

LP1 will cover a range of matters including:

- The number of new homes and employment provision needed, and appropriate locations for both.

- Policies for the protection and enhancement of the natural and historic environment.
- Provision of supporting infrastructure for growth and other policies to manage change in local areas including town centres, industrial areas, neighbourhoods and the borough generally.

LP2 will complement the LP1 strategic policies by identifying key or strategic sites for redevelopment. Therefore:

The proposed land/site allocations 'seek to address the needs of the local community over the next 15 years, including the delivery of new high quality, genuinely affordable homes, new jobs and employment space, thriving cultural neighbourhoods and town centres, infrastructure provision, preserving the environment and addressing climate change'.

## LLDC Development Plan

For the avoidance of doubt, before the transition of planning powers for the Eton Manor and Temple Mills sites back to LB Waltham Forest, any applications submitted for planning permission in those areas will need to be submitted to the LLDC as LPA, and will be assessed against LLDC's Development Plan including its Local Plan 2020-2036 (2020) and Policies Map.

## LB Waltham Forest Industrial SPG

We understand that LB Waltham Forest intend to prepare a Supplementary Planning Document (SPD) addressing its approach to managing employment land (and its intensification, consolidation and redevelopment) within the Borough.

The Industrial SPD will supplement the key employment policies included within the proposed LP1 document and will provide guidance on:

- The Council's vision and expectations for each of its employment sites

# Planning - Key Considerations

- Set out further guidance on how industrial/employment land can be intensified and new alternative uses (i.e. residential etc.) can be introduced as part of mixed use redevelopment.

This guidance will be particularly relevant for New Spitalfields Market, designated as Locally Significant Industrial Sites (LSIS) and allocated to re-provide a significant amount of employment-generating floorspace through a comprehensively masterplanned approach.

## Potential Future Area-specific SPD or Area Action Plan

To further guide future development on individual sites, LB Waltham Forest aspire for the Development Framework to inform a Supplementary Planning Document (SPD) which would be adopted following the adoption of the emerging LB Waltham Forest Local Plan. Indicative timelines are that this could occur early 2022. However, comprehensive redevelopment proposals may also be achieved through well-considered planning applications.

## Principle of mixed use redevelopment with residential

### New Spitalfields Market, Temple Mills and Leyton Mills Retail Park

Whilst New Spitalfields and Leyton Mills Retail Park are currently used for a mix of commercial and employment generating uses, they are allocated for redevelopment in the (emerging) LB Waltham Forest Local Plan.

In addition to a substantial amount of new homes, particularly New Spitalfields is required to deliver a large amount of replacement LSIS compliant employment uses as part of its draft Site Allocation SA02 (i.e. a minimum of 29,798 sqm).

With regard to Leyton Mills Retail Park, the London Plan specifically highlights the

important role existing car parks, low density retail/leisure parks and supermarkets can play in optimising the potential of housing delivery and meeting identified local and regional needs on available brownfield sites (i.e. Policies H1 and SD7). Part A3 of Policy SD7 (Town centres: development principles and Development Plan Documents) specifically highlights that Boroughs should “realise the full potential of existing out of centre retail and leisure parks to deliver housing intensification through redevelopment and ensure such locations become more sustainable in transport terms, by securing improvements to public transport, cycling and walking”. The draft site allocation (SA01) for Leyton Mills further requires the delivery of 47,200 sqm of non-residential floorspace (including replacement retail, culture and employment) alongside new homes.

The principle of the redevelopment of these three sites is underpinned by the NPPF which sets out in Paragraph 120 that planning policies and decisions should “give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs” and “promote and support the development of under-utilised land and buildings [...] (for example [...] car parks)”.

In addition, the emerging LP1 sets out that South Waltham Forest is a priority area for regeneration and good growth capable of delivering a minimum of 16,100 new homes of which a minimum of 6,800 should be located in the wider Leyton Strategic Location (Draft Policy 9 South Waltham Forest).

Paragraph 5.10 further highlights that the Leyton Mills area “plays an important economic role within the borough and the Employment Land Study (2019) has identified the potential to deliver of 3,250 new jobs over the plan period [...] There is an opportunity within Leyton to deliver significant sustainable development around Leyton

Mills and New Spitalfields. To support this growth sustainability in the South, the Council is considering how it can improve public transport accessibility in the area. The Council has found that there is a potential for a new station at Ruckholt Road and aspires to see this delivered to support new development in the area surrounding it”.

The housing target for LB Waltham Forest contained in the London Plan is a ten year target (2019/20 to 2028/29) of 12,460 (or 1,246 per annum). Whilst confirmed in the 2020 Housing Delivery Test (January 2021) that the Council delivered 98 per cent of its housing targets over the last three years (measured against a lower annual target than contained in the London Plan), the borough’s (current and pro-active) focus on growth and new homes being delivered in its strategic locations/renewal areas is required to meet the housing targets set out in the London Plan (and new Local Plan which targets 27,000 new homes over the plan period).

In relation to the Temple Mills Lane Bus Depot site, it should be noted that the LLDC Local Plan (2020) designates the site as a ‘Locally Significant Industrial Site’ (LSIS) and is therefore protected for the range of uses that the Local Plan identifies as acceptable in this location, i.e. ‘Transport uses appropriate to or subsidiary to current use as bus depot’. However, LLDC Local Plan Policy B1 and London Plan Policy E7 allow for the consolidation and intensification of the protected floorspace and introduction of other development (i.e. residential/co-location) subject to meeting particular policy tests. The potential approach identified to reprovide the bus depot use whilst introducing a wider mix of uses has the potential to meet these tests.

It should be noted that the Temple Mills site is also identified in the North London Waste Plan as a site that has potential for future use as a site for waste management use in whole

or in part. This identification is recognised in an MoU between the LLDC and the North London Waste Authority Boroughs, including LB Waltham Forest.

Given the sites’ proximity to existing residential uses, their nature as brownfield land, development potential and emerging planning policy framework (including its draft site allocations), it is considered that the introduction of residential uses as part of a future mixed-use redevelopment is acceptable in planning terms with the principle being supported by both LB Waltham Forest and the Greater London Authority, as long as key policy requirements are being met, and the Development Framework and subsequent planning applications avoid and/or mitigate against any unacceptable environmental impact or effects on residential amenity and maximise the public benefits that can be delivered on each of the sites.

## Eton Manor

Eton Manor is located within Metropolitan Open Land (MOL) which the London Plan affords the same level of protection as the Green Belt in line with Policies G2 and G3, development proposals that would harm MOL should be refused.

Any alterations to the boundary of MOL should be undertaken through the Local Plan process, in consultation with the Mayor and adjoining boroughs. MOL boundaries should only be changed in exceptional circumstances when this is fully evidenced and justified, ensuring that the quantum of MOL is not reduced, and that the overall value of the land designated as MOL is improved.

As shown in the emerging LBWF’s LP1 proposed changes to Policy 9 and the Leyton Mills Development Framework high level concepts, LBWF are supportive of opportunities to improve and grow the visitor, sporting and wider cultural offer of

# Planning - Key Considerations

the venue to ensure long-term sustainability and contribution to the visitor economy of the borough. At this stage it is assumed that proposed improvements outlined in this Development Framework meet the policy requirements set out above for development within MOL. Where a land swap and/or more substantial development is proposed, the correct approach and its acceptability will need to be reviewed in consultation with (the LLDC), LB Waltham Forest and the GLA.

## Employment Uses/Comprehensive Masterplan Approach

The principle of a mixed-use redevelopment providing new homes falling within Use Class C3 of The Town and Country Planning (Use Classes) Order 1987 (as amended) in New Spitalfields Market, Temple Mills and Leyton Mills Retail Park is considered to be acceptable. However, particularly New Spitalfields is considered of strategic importance for the re-provision of employment uses in line with LB Waltham Forest's Draft Site Allocation SA02. Background information in relation to New Spitalfields and its current/previous function is also contained in the LB Waltham Forest Employment Land Study (2018) prepared by Avison Young (i.e. see paras. 3.98 onwards which also covers Temple Mills).

In line with the principles set out in the London Plan (i.e. Policy E7 Industrial intensification, co-location and substitution), Draft Policy 30 (Industrial Masterplan Approach) of the emerging LP1 highlights that the redevelopment of designated industrial sites should follow a comprehensive (Masterplan) approach considering the entire site and does not lead to an overall loss (unless by agreement where capacity will be consolidated elsewhere in London in line with London Plan Policy E7) whilst attempting to provide a net increase of employment

floorspace (as set out in the minimum targets contained in draft Site Allocation SA02). The draft policy further notes that employment floorspace should be provided ahead of any other development (i.e. necessitating a robust phasing strategy).

Co-location of residential uses with employment or commercial uses in New Spitalfields should be in compliance with Draft Policy 31 (Co-location Design Principles) of the emerging LP1 demonstrating:

- A. High quality and innovative design approaches to create a buffer and separation between any heavy or intensive Class B2, Class E G ii and iii, or B8 employment uses and adjacent non-employment uses; and
- B. Appropriate design mitigations which address the following:
  - i. Safety and security
  - ii. Layout, orientation, access, servicing and delivery arrangements of uses; including refuse
  - iii. Design quality, public realm, visual impact and amenity for residents
  - iv. Vibration and noise
  - v. Air quality including dust, odour and emissions
  - vi. Agent of Change Principles.

Draft Policy 33 (Affordable Workspace) further requires the on-site delivery of affordable workspace (where possible) as part of any new employment floorspace exceeding 1,000 sqm. The practicalities of this will need to be explored as individual applications come forward.

Unless a more specific need or requirement is identified (i.e. for the inclusion of wider employment-generating, educational or cultural uses), Draft Policy 27 (Safeguarding and Managing Change in Locally Significant Industrial Sites) sets out that the following

uses will be supported in LSIS (for the employment element with residential/other uses being delivered as part of a wider co-location approach):

- i. Light industrial (Class E G iii)
- ii. General industry (Class B2)
- iii. Storage or Distribution (Class B8)
- iv. Waste sites (B2/B8/Sui Generis)
- v. Uses ancillary to the above

In line with the objectives of London Plan Policy T3 (Transport capacity, connectivity and safeguarding) which seeks the "safeguarding [of] existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)", the protection of the existing employment/bus depot use will be key in any future (co-location) masterplan for the Temple Mills site.

## Height, massing, density and mix

Chapter 11 of the NPPF provides guidance on making effective use of land. Paragraph 119 not only seeks to promote a more effective use of land, but also requests that a clear strategy is set "for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land". With similar aspirations contained in the London Plan, any specific redevelopment/Masterplan proposals will be required to demonstrate that they make most effective use of individual sites, both in terms of layout as well as its bulk/mass/floorspace provision (subject to not causing any adverse effects on surrounding occupiers, future residents and/or other environmental or heritage constraints).

Broad guidance and early view testing in relation to maximum heights in New Spitalfields and Leyton Mills Retail Park is contained in the Council's Draft Skyline Study which forms part of the evidence base of the emerging Local Plan LP2. Due to their location and surrounding context, the Draft Skyline Study assumed maximum heights of up to 30 storeys in New Spitalfields and 20 storeys in Leyton Mills Retail Park. The Development Framework has confirmed that buildings of height should be set away from sensitive surrounding context. Any subsequent schemes and planning application(s) will need to test and analyse this in detail considering the surrounding townscape.

Maximum heights for Temple Mills will need to be considered in light of its location (including its adjacency to Metropolitan Open Land and the Lee Valley Regional Park, also see Draft Policy 84 in the emerging LP1), relevant tall buildings policies (as set out below), initial view and environmental testing, and be established on the basis of a strong (urban) design rationale. At this stage, it is envisaged that maximum heights may be similar to Leyton Mills, but offering a variety of building heights as set out in this Development Framework or as tested and justified in any future planning application.

Agent of Change principles, as set out in London Plan Policy D13, specifically apply in relation to future proposals for New Spitalfields and Temple Mills (with regards to the re-provision of employment-generating uses and in relation to events and activities at Eton Manor).

## Key considerations

Any future Masterplan/development proposals on individual sites will need to reflect and take into account existing surrounding heights/uses especially any adjacent residential properties and green and blue assets. Away from these boundaries,

# Planning - Key Considerations

there is scope to increase the height and, subject to good design mitigating any adverse impacts on surrounding occupiers and within the new development itself (i.e. daylight/sunlight, overlooking, overshadowing) and a robust townscape and visual impact assessment, taller elements (i.e. marking a gateway), are likely to be acceptable. This is subject to further testing of height/massing and the development of a clear rationale/justification in the early design/feasibility study stages. A variety of building heights is recommended.

In line with the London Plan, proposals for tall buildings are expected to follow a planned process. This is achieved through the emerging LB Waltham Forest Local Plan, particularly as set out in LP2 and respective Site Allocations for New Spitalfields and Leyton Mills Retail Park.

Generally, height will need to be seen in light of its impact and benefits intensified sites can deliver, i.e. envisaged levels of affordable housing as well as meeting its identified housing need is only possible where the development of their available brownfield sites is maximised.

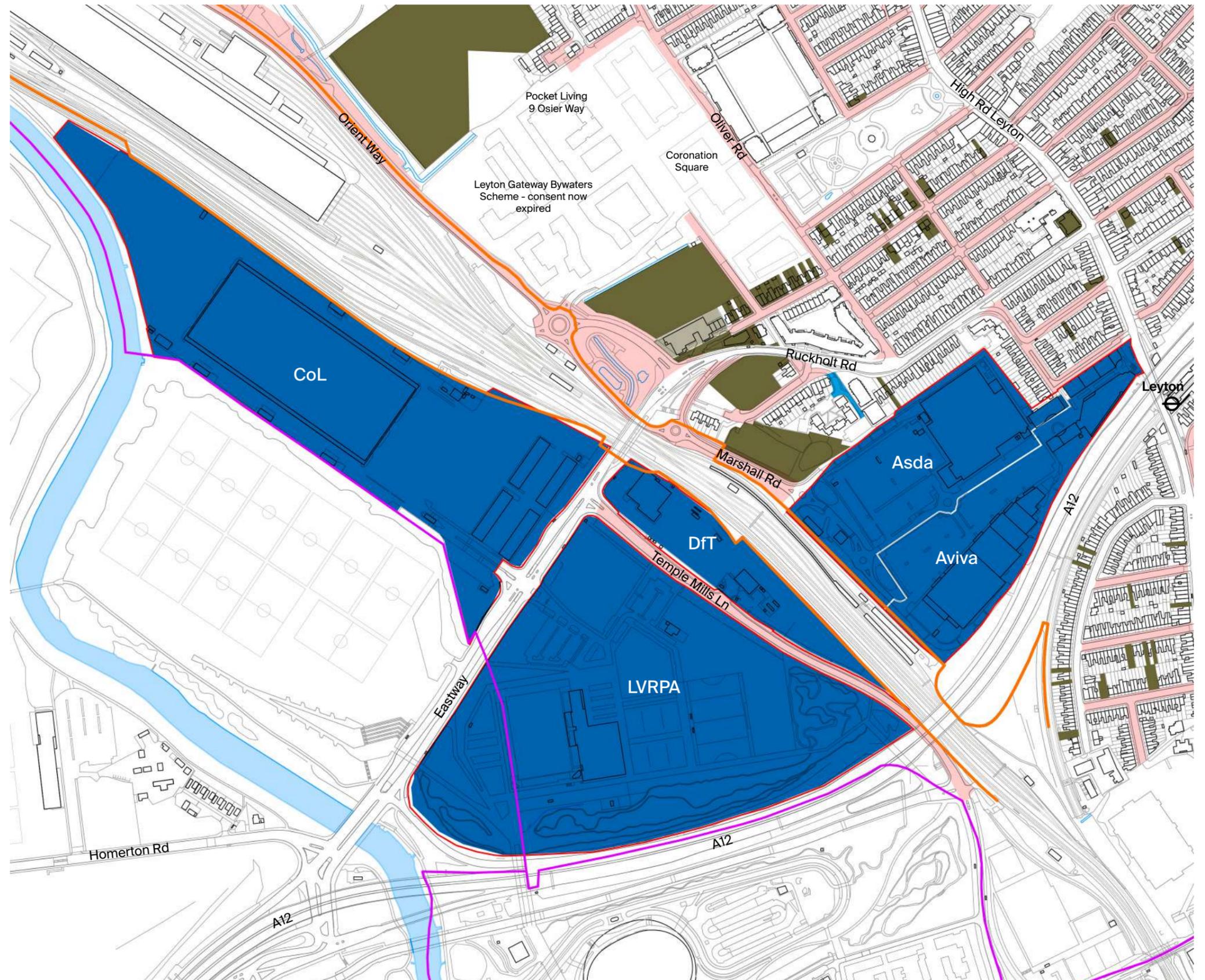
The NPPF, i.e. Paragraph 125, similarly states that “[w]here there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site”.

For the avoidance of doubt, any proposals for tall buildings will need to demonstrate compliance with London Plan Policy D9 (Tall buildings). In addition, site-specific requirements and guidance set out in Draft Policy 57 of the LP1 should be reviewed and taken into account in any future Masterplan and/or subsequent planning application process.

# Land Ownership

The adjacent map shows key land ownerships as understood.

The Development Framework sites are unusually large consolidated areas which present a significant opportunity and responsibility to create new neighbourhoods that connect with and enhance central Leyton.



- KEY**
- LBWF ownership
  - LBWF highways ownership
  - Consolidated land ownership parcel
  - Private roads
  - HS1 Safeguarding zone
  - Borough boundary
  - Development Framework sites



# Stakeholder Engagement

# Introduction

This section summarises the activities, findings and outcomes of the Stakeholder Engagement for the Leyton Mills Development Framework study. It is organised as follows:

- Introduction
- Engagement timeline and summary of people reached
- Who we engaged
- Summary of engagement events and activities
- Overview of Commonplace feedback
- Summary of public feedback
- Summary of Stakeholder Board Feedback
- Recommendations

## Aims of engagement

- Raise awareness of the project, generate a good news story and contextualise the engagement undertaken as part of this project within a longer process through ongoing project communications.
- Gain a better understanding of the place, stakeholder priorities, and what needs the framework could meet.
- Use stakeholder feedback to sense-check and shape proposals, and to emphasise priorities within the framework.
- Where possible, support opportunities to build consensus and encourage buy-in.
- Engage a wide range of public stakeholders through the Commonplace website.
- Engage a focused sample of spokespeople from local community and residents' groups through workshops and meetings, seeking to achieve as representative sample in so far as is practically and reasonably possible.
- Build social value through a skills-building workshop.
- Support further public engagement on developing proposals for the sites by providing recommendations on next steps for landowner and LBWF future engagement, following on from the Development Framework study.

## Consultation process to follow

The engagement and consultation undertaken as part of this study has been focused on relatively small groups of representatives, accompanied by broader engagement via the Commonplace website.

This approach supported the early stage and high-level nature of the study, and relatively short, six month project programme. It will be expanded by others in the future, including:

- It is intended that the Development Framework will inform the New Spitalfields Market and Leyton Mills Retail Park site allocations within the LBWF Local Plan 2. LBWF will undertake public consultation in autumn 2021.
- It is intended that the Development Framework will inform a Supplementary Planning Document (SPD) for the area, which it is intended would be adopted under the LBWF Local Plan 1. LBWF would undertake public consultation on an SPD in winter 2021.
- Statutory consultation on landowner proposals for individual sites as they come forward.

Possible timeframes associated with change in the area



# Engagement timeline and summary of people reached



## Project website

Launched winter 2020

Giving project and contact information, and links to the newsletter and Commonplace website.

[www.walthamforest.gov.uk/content/regeneration-leyton-mills-development-framework](http://www.walthamforest.gov.uk/content/regeneration-leyton-mills-development-framework)



## Press release

Released 2021

Announcing the project and giving links to the project website.



## Commonplace website

Launched spring 2021

[www.leytonmillsmap.commonplace.is](http://www.leytonmillsmap.commonplace.is)

1513 visits

206 comments



## Key community & residents' groups 1:1s

Early May 2021, online/ on the phone

4 1:1s took place

16 email invitations sent to 1:1s



## Community & residents' groups workshops

Late May 2021, online

12 people attended

40 emails sent to invite people to a workshop



## Voices in Partnership youth workshop

July 2021, at the Lee Valley Tennis and Hockey Club

5 16-18 year olds attended



## LBWF public update

LBWF public update following LBWF and Stakeholder Board internal review.



## LBWF email newsletter

Sent November 2020

Announcing the project and giving links to the newsletter and website.

3884 newsletters sent



## Physical leaflets

Sent May 2021

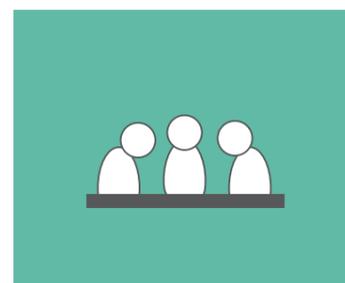
Announcing the project and giving links to the project and Commonplace website.

948 leaflets delivered to homes near the sites



## Stakeholder Board meetings

Regularly throughout the project, online



## Individual stakeholder meetings

Regularly throughout the project, online



## Stakeholder Board workshop

March 2021, online

8 businesses and organisations were represented at the workshops



## Waltham Forest Young Advisors workshop

June 2021, online

5 14-25 year olds attended

# Who we engaged

## Who we targeted

We engaged a range of stakeholders throughout the process. These broadly fell into the following two categories

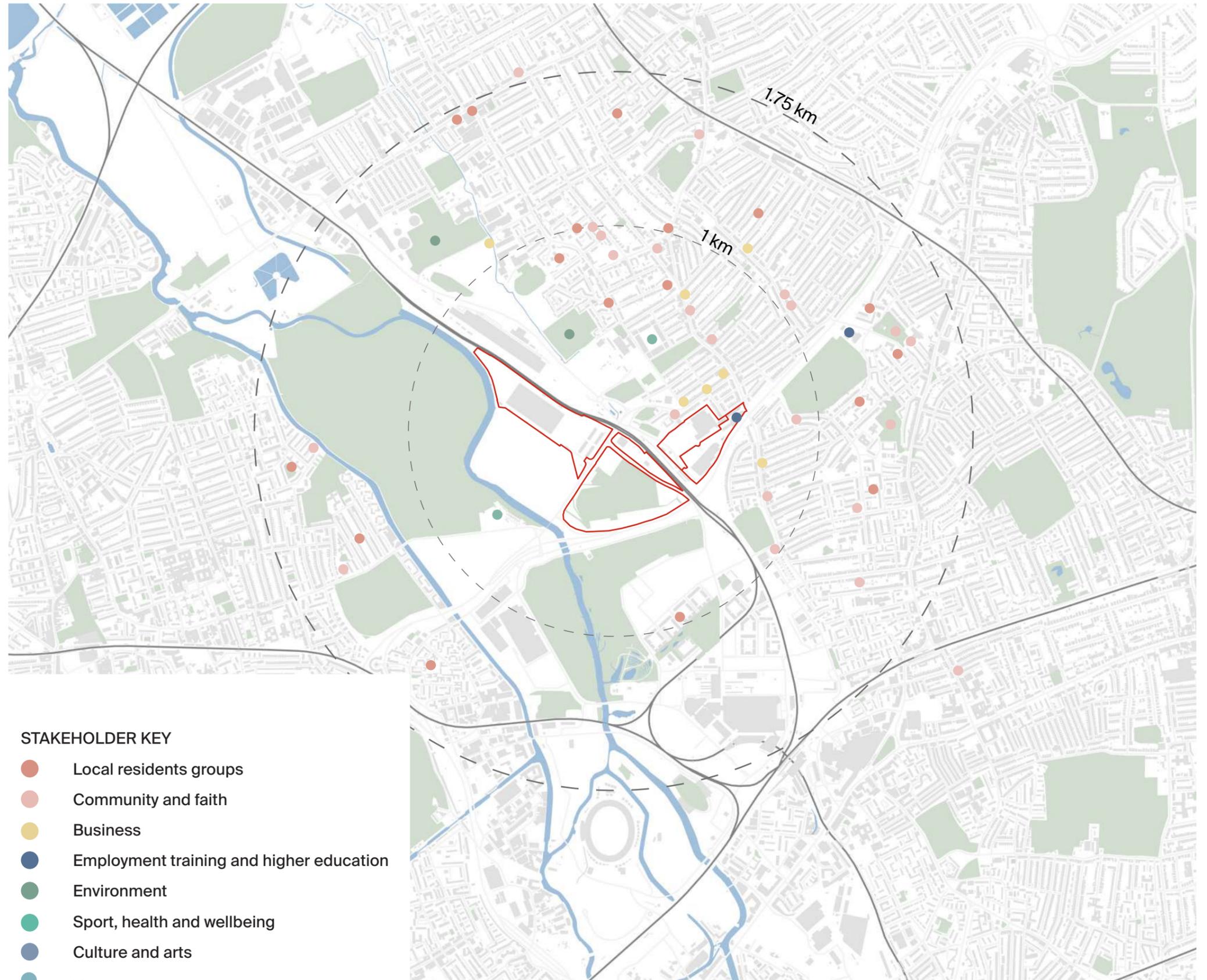
### Representatives from the Stakeholder and Strategic Governance Board

- Aviva
- Asda
- City of London
- Lee Valley Regional Park Authority
- Transport for London
- Department for Transport
- London Legacy Development Corporation
- The Greater London Authority

### Public stakeholders

- Local residents groups
- Community and faith stakeholders
- Employment training and higher education stakeholders
- Youth groups and schools
- Culture and arts stakeholders
- Environment stakeholders
- Sport, health and wellbeing stakeholders
- Businesses, business groups and centres
- Current occupiers of the sites and their employees

Priority and high-priority community and residents' group stakeholders (those invited to workshops and 1:1s) were identified with LBWF based on proximity to the site, their likely interest in the Framework and whether they seemed active. They are plotted on the map (right), and for further details can be read in conjunction with Gort Scott note '6.06\_ Leyton Mills stakeholder list'. Borough-wide stakeholders are not plotted.



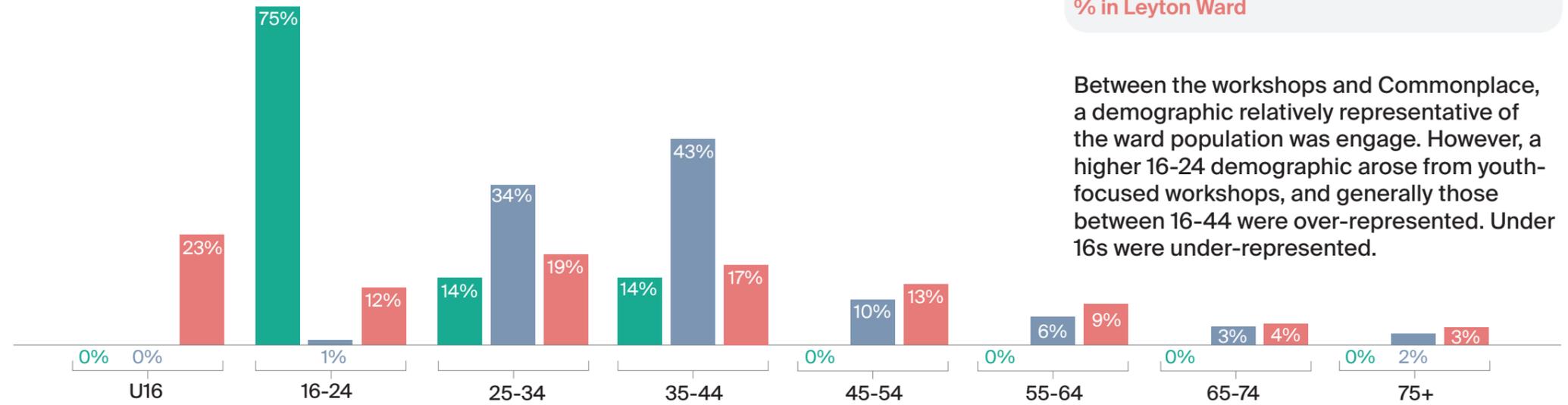
# Who we engaged

## Public stakeholders we reached

The team sought to reach as representative a sample of people as reasonably possible within the project scope. This page benchmarks information on those who were engaged throughout the project against Leyton Ward demographic data taken from the London Data Store.

Everyone who attended a community and residents' group workshop or left a comment on Commonplace were asked to provide demographic information. Demographic information was provided by 114 people (32% of workshop attendees and 83% of Commonplace respondents). Providing this information was optional and so the result may not be representative of all those engaged.

## What is your age group?



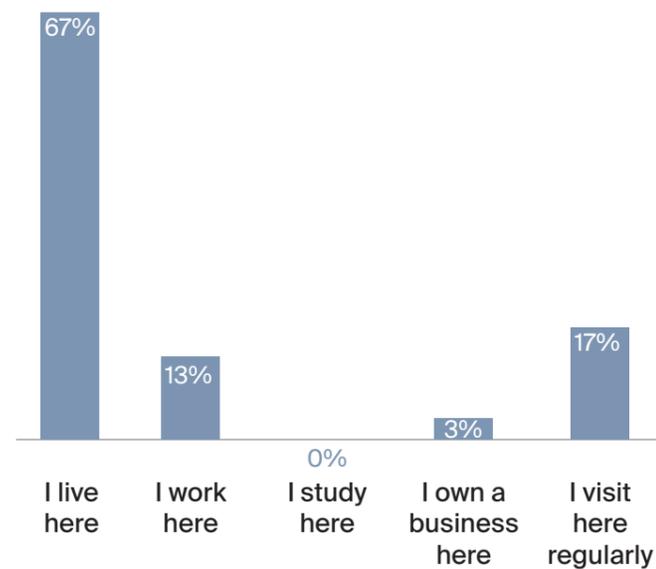
2021 population projections produced by GLA demography, 2018

**KEY**  
■ % at the workshops  
■ % contributing to the Commonplace  
■ % in Leyton Ward

Between the workshops and Commonplace, a demographic relatively representative of the ward population was engaged. However, a higher 16-24 demographic arose from youth-focused workshops, and generally those between 16-44 were over-represented. Under 16s were under-represented.

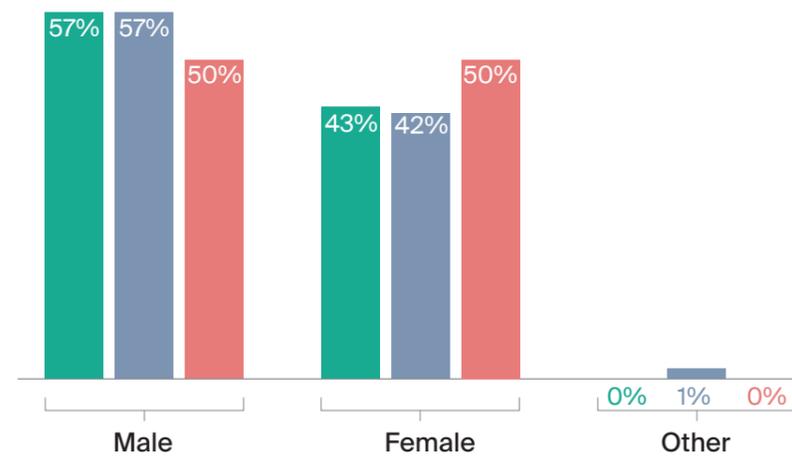
## What is your connection to the area?

Commonplace only feedback



## What is your gender identity?

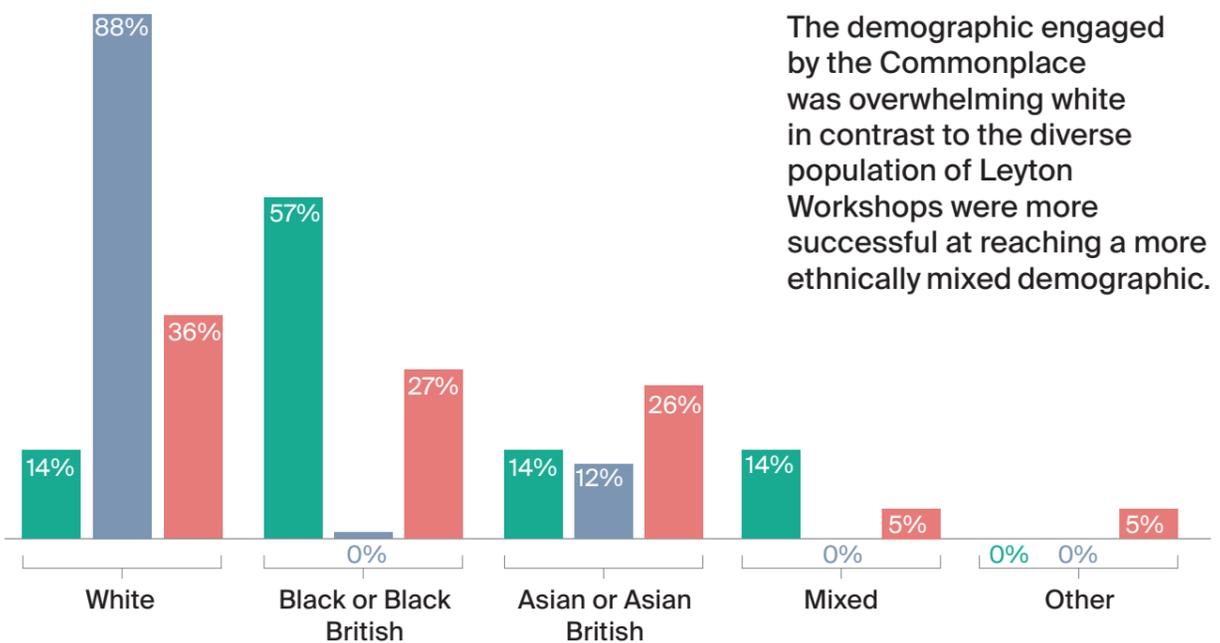
Men were over-represented in the people who were engaged.



2021 population projections produced by GLA demography, 2018

## Choose which option best describes your ethnic background

The demographic engaged by the Commonplace was overwhelming white in contrast to the diverse population of Leyton Workshops were more successful at reaching a more ethnically mixed demographic.



2011 census

# Summary of engagement events and activities

## Stakeholder Board workshop

### Aims

- Agree landowner principles and priorities for the area and sites
- Build awareness of the added value of the sites coherently coming forward together
- Facilitate discussion about the baseline findings and opportunities and constraints of the sites

### Workshop plan

- Presentation of baseline findings & challenges & opportunities
- Activity 1 - Group review of principles & priorities (information sent before the session for consideration)
- Presentation of economic development & viability considerations & use scenarios
- Group round-up reflections

### Follow-up activity

- Activity 2 - Stakeholder response to SWOT analysis task

## Commonplace website

### Aims

- Inform about the project
- Gain a better understanding of the place and what needs the framework could meet.

### Website content

The website had an interactive map that allowed stakeholders to leave comments about the area. They could also view and like other peoples comments.

The website questions were as follows:

Are you commenting on one of the four coloured areas marked on the map? If so, which one?

Please select...

Please tell us more about the place that are you commenting on

e.g. a place, a building, a facility

How does it make you feel?

☹️ 😞 😐 😊 😄

What is good or bad about this place?

What would you like to see here in the future?

Facilities for indoor sport   Cycle routes   Places to sit down

Light industrial workshops   Play space   Employment spaces   Houses

Better connections to Hackney Marshes   Meanwhile uses

Affordable housing   Education   Better connections to the Olympic Park

Nursery   Better pedestrian access   Community spaces

Night time entertainments   Workspaces   Facilities for outdoor sport

Green space   Shops   Better connections to High Road Leyton

A public square   Cultural hub   Cafes and restaurants

Better public transport   Flats   Other

Any other comments?

Tell us more about what you'd like to see happen in the Leyton Mills area

## Key community & residents' groups 1:1s

### Aims

- Inform about the project and upcoming workshop
- Focusing on the person's/groups expertise, understand what works well about the area and what doesn't to inform proposals
- Understand if there are any other local stakeholders we should talk or invite to the workshops

### 1:1 plan

It was an informal conversation, but broadly followed these questions:

- Tell us about yourself, your connection to the area and how you spend your time there
- What works well about the area and what isn't working so well?
- What are your concerns in light of the pandemic and the impact it is having on the way you live and work? How has it changed your relationship to the area?
- What would development need to do and be to a success? What are your priorities?

## Community & residents' groups workshops

### Aims

- Build awareness of the long-term process and future chances to input
- Gain a better understanding of the place and what needs the framework could meet. Establish resident / community priorities
- Invite feedback to sense-check / shape high-level proposals and emphasise Framework priorities

### Attendees

- Chobham Manor and Siskin apartments residents
- Clapton Park Management Organisation
- Gardners Bags
- Leyton History Society
- The Nigerian Community of Waltham Forest
- Save Lea Marshes
- Waltham Forest Young Advisors
- Waltham Forest Civic Society
- The Waltham Forest History and Heritage Network

### Workshop plan

- Presentation of the project brief & associated timelines, baseline findings, & challenges & opportunities
- Discussion - What's working well & what isn't in the area?
- Presentation of the Vision
- Discussion - Do you agree? Have we missed anything?
- Presentation of developing high-level proposals
- Discussion - What do you think? Particularly of the new connections, open spaces and uses?

## Voices in Partnership workshop

### Aims

- Build awareness of the development process and how they can influence it - either as the public or employees.
- Build an understanding of the design process for a Framework
- Build skills in site analysis
- Gain a better understanding of the place and what needs the Framework could meet.

### Workshop plan

- Introductions, ice breaker and project introduction
- Presentation on the development process, how the public can influence it, who we work with as part of the process and some routes into built environment professions
- Briefing on site analysis methods
- Socially distanced site-walk
- Group analysis of the area & high-level Framework proposals
- Round-up discussion and open questions for the team

# Overview of Commonplace feedback

This page gives an overview of key feedback from the Commonplace website.

The website will remain open beyond this project to inform the intended future SPD.

## The top 10 things that the most Commonplace respondents would like to see in the area in the future



Other things that scored highly:

- Community spaces
- A public square
- Play space
- Better public transport
- Night time entertainment
- Affordable housing

How do people feel about the site?

### New Spitalfields



### Eton Manor



### Leyton Mills Retail Park



### Temple Mills Bus Depot



Quotes of the most liked public comments for each site

“Smaller houses flats, there are too many high rises being built.” 13

“This area must not be high rise...ie. above the trees along the river lea. The area as you walk down the lea is currently idyllic despite this industrial site...it will be ruined with blocks of flats looming over.” 12

“If the market is being redeveloped this seems like a great location for some culture / activities - in this part of Leyton which is currently a bit of a wasteland. Would be great to have some cafes, bars, shops etc on the edge of Hackney Marshes ” 11

“Would be nice to open up the riverside to public ” 10

“Please keep the tennis & hockey facilities! And the wild grass areas, they’re so good for people to be around. It would be possible to make the site more of a cultural hub with healthy sport related activities/play areas for kids and people.” 16

“No access between Leyton Mills and Eton Manor. It is a significant walk to get between the two despite them being a few metres apart” 12

“Please continue to develop this wonderful asset as a sporting location. It does not need more identikit flats / hotels.” 11

“It would be incredible to have a pedestrian quick link for residents in East Village or Chobham Manor to walk safely and quickly to the Retail park” 13

“The angle of the crossing and the road is completely wrong, implying priority for drivers” 11

“Bad - grim cheap shops. Feels dated. - would want Cinema, more independent unique businesses. ” 10

“This link would be a great access point to the retail park. Especially with the new development at Chobham Manor. Could this also be a possible location for a new station on the Lea Valley Line?” 6

# Summary of public feedback

## How to read this summary

In the following summary the emerging vision themes have been used to organise feedback from all public engagement - 1:1 conversations and workshops with spokespeople from local community and residents' groups (including youth groups) and comments received via the Commonplace website.

Comments received from members of Voices in Partnership and the Waltham Forest Young Advisors have been highlighted in green.

A high-level summary of the design team's response to public feedback is included in grey boxes.

## 1. Bring forward development, framed by longer-term thinking

- The area needs cohesive long-term plans that address the wider Leyton area
- Plans must be flexible to adapt to change
- The vision needs specificity and focus to be meaningful. You can't do everything.

### Height and density is a key concern

- The scale of proposed development is disturbing. It could wreck the area.
- Housing targets are unrealistic: throughout London, in the Borough and particularly in the south of the Borough. Population growth may also be overstated.
- The housing targets don't take proper account of long-term considerations about what the area can sustain and quality of life. The 'vital lung of the Lea Valley' can't sustain this amount of development.
- If tall buildings have to be built, they should be located to minimise the impact on the Marshes and existing homes.
- How can people control the number of homes and influence change if housing targets have already been decided? Pre-determined housing targets stymie effective discussion and consultation.
- The Local Plan must define what a tower block is to control development height.

### Site specific comments

- Tall buildings on **New Spitalfields Market** and **Temple Mills Bus Depot** would seriously, negatively impact the Marshes.
- New Spitalfields Market should be low rise.
- **Leyton Mills Retail Park** should be a modest mid rise development. It could accommodate taller buildings in the centre of the site away from existing homes.
- The **Temple Mills Bus Depot** is cramped and the proposals will exacerbate this.

### Young people's view:

- High rises don't work

### Height may be necessary

- The area needs more housing to stop prices accelerating even more and to meet demand. Tall building may be necessary to do this.
- High density housing can be part of balanced regeneration.
- New development may change views but change is an integral part of living in a city.

### Types of homes

- There should be social and truly affordable housing. Building more expensive homes will not solve the housing crisis and will push out existing residents.
- There should be an equality of experience for different tenancy statuses. Oppose restrictions to access of internal spaces/gardens on grounds of tenancy status.
- Ensure a good mix of unit sizes and types are built, including family houses with gardens. Balanced communities need a diverse population.
- Do people really want to live in towers? Will private homes in towers be treated as investments for absent owners?

### Young people's view:

- Will the affordable housing be affordable? Will it help local young people find homes? The St James Street area is not affordable for the young people who live there and the kind of money they are making.
- The housing system we have doesn't work.

### Local history

- The local history is really interesting it should be promoted to build a sense of place and make the area somewhere people feel proud to live in.

- Development should not damage historic archaeology. There is potentially archaeology of the medieval Ruckholt manor house on the ASDA site. There is also potentially archaeology of a wagon works on New Spitalfields Market site.

### Response to public feedback:

Tall buildings will be needed to optimise the use of land and assist in meeting the borough's identified housing need and growth strategy however, they can present several challenges which must be addressed and managed sensitively. This includes sensitively locating tall buildings to mitigate impacts on the existing green spaces and residential context.

LBWF emerging Local Plan Policy 14 & 15 supports a diverse range of housing which includes a proportion of family homes.

Policy requirements mean that up to 50% of new homes will be Affordable Housing.



Voices in Partnership site walk in Eton Manor

# Summary of public feedback

## 2. Respond to the Climate Emergency in its approach to carbon and energy

- The climate crisis needs to be the top priority for the future Vision.
- The importance of the Marshes for health and combating climate change and air pollution is undervalued. Development next to them will negatively impact them.
- New developments must be car free so not to add to pollution and congestion. Public transport, including a new station, would help people get around without cars.
- Provide parking and charging for electric vehicles, available for residents.
- Retaining and creating employment space with residential will reduce pollution related to commuting.
- Plant more trees.

### Site specific comments

- Leyton Mills Retail Park is the cause of nearly all of the polluting tailbacks in the area. There needs to be better access by public transport and less on parking.

### Young people's view:

- **The area around the Eastway is really polluted. It smells bad and it is really unpleasant to be there.**

### Response to public feedback:

The Framework embeds a strategic response to sustainability with a particular focus on sustainable movement and areas of ecological enhancements. The SPD that it is intended will follow on will respond to the findings on this study.

## 3. Support mixed employment uses within a changing consumer economy

### Employment space

- The sites should continue to provide employment. Being able to work locally is important.
- There is a big shortage of light industrial space in east London, particularly around 4000sqft.
- Co-location of workspace and residential doesn't always work well. There is already disturbance from the 24-hour nature of the Eurostar, rail infrastructure and New Spitalfields Market.

### Supporting the local economy

- New development should attract small businesses, which will in turn support existing local businesses and the local economy. Lots of small businesses can't afford central London or even nearby places like Hackney Wick, and are looking to move out to places like Waltham Forest.
- It would be really bad if the development was so expensive that small independent businesses couldn't afford to be there. Rents and rates are a huge issue for small businesses. Subsidies would help small businesses start-up and survive.
- The area needs commercial rent agreements that enable sustainable community business to afford to stay in the community. There are lots of empty retail units in Chobham Manor and the turnover is massive in East Village. They are expensive and agreements are long-term.

### Mixed uses

- More things to do in the day and night are needed, as well as services e.g. healthcare. The area needs a cultural and social hub with independent businesses (possibly a market place), showcasing local diversity and potential.

- The local sports facilities are fantastic.
- New big retail or cultural/institution uses will result in increased traffic.

### Site specific comments

- **New Spitalfields Market** is an appropriate location for commercial activities. Move them from other parts of the Borough here to free up space for housing.
- New Spitalfields Market would work well as a cultural development.
- More activity along the River Lea (e.g. pubs) would be good.
- **Leyton Mills Retail Park** should become a destination and focal point for the area.
- Large shops like ADSA and B&Q on the Leyton Mills site are really useful and well-used. They are only large affordable shops of their kind in the area and should stay.
- Leyton Mills Retail Park wasn't built for such a large population.
- **Eton Manor** should be more of a cultural hub with sports activities, outdoor events and night-time entertainment. This would encourage better use of the open space.
- Retain the sports facilities at Eton Manor. They are well used by local people as well as those further afield. The tennis facilities are attractive to older women whereas the abundance of football pitches in the area are more attractive to younger people.
- The **Temple Mills Bus Depot** should be retained. It employs nearly 500 people (many of whom live in the Borough).

### Young people's view:

- **Local people use the shops in Leyton Mills Retail Park and don't want to lose them.**
- **The developments need affordable places for young and local people and to stop pushing out existing local businesses. Places for local people have been disappearing and the cafés in new developments are overpriced.**

- **Eton Manor should have more diverse, less elitist and less expensive uses and activities to attract more and different types of people.**
- **Development should have interesting uses at the ground floor like gyms.**

### Response to public feedback:

As required by the LBWF Local Plan 2, the New Spitalfields Market will re-provide a large quantum of employment space.

Some of the employment space on the New Spitalfields Market site may be cultural and some will fit in with what's acceptable for Locally Significant Industrial Sites. It is focused away from the River Lea, on the south of the site, to prioritise ecological green space along the river front.

The ASDA has been re-provided on the Leyton Mills Retail Park site. It is also hoped that an amount of space for retail and workspace will be provided, although this is not defined or in the SPD.

The Temple Mills Lane site has been investigated with retaining the bus depot with small retail to activate the public realm corner.

We have explored how flexibility for temporary events on Eton Manor can be safeguarded whilst intensifying sports uses.

# Summary of public feedback

## 4. Benefit from improved and new movement infrastructure

- Good access to the area is key – Business can't thrive without good footfall.

### Walking, cycling and scooters

- Provide an inclusive, equitable public realm approach which prioritises pedestrian movement and cycling.
- Improve connections throughout the area - to High Road Leyton, Hackney Marshes, the Olympic Park, Orient Way and Coronation Gardens and across the railway line (north and south of Ruckholt Road bridge).
- The pavements are unsafe and unpleasant, and the roads difficult to cross because of traffic. In particular, the crossings on Ruckholt Road, the Eastway and Orient Way need improvements and the traffic light crossing phases reviewed.
- The cycle routes are generally great, but some could be improved. For example, on the Eastway and the route to Mile End.
- Create a cycle and scooter hire hub.
- The area is well connected to East Village and Victoria Park

### Public transport

- The proximity of the tube is good but congestion on public transport, in particular the tube, is bad, particularly in peak times.
- Sustainable transport modes are really important and need investment to support the ambitious development plans.
- A new Ruckholt Road Station is positive if it increases public transport capacity and improves congestion.

### Vehicles

- The roads are already congested and unsafe. They cannot support an increase in population.

- Car-free developments don't address traffic from logistics vehicles which already cause a large amount of traffic in the area.

### Site specific comments

- Improved connectivity on the **New Spitalfields** site will damage the marshes by increases traffic and footfall. This includes roads, paths, and cycle routes.
- Improve connections from the New Spitalfields site to the Marshes.
- The **Leyton Mills Retail Park** could provide an active travel corridor from Leyton Station to Marshall Road to Ruckholt Road, Orient Way and Eastway.
- Access to and movement around the Leyton Mills Retail Park needs improvement - it is confusing and unclear who has priority of way.
- Retail park car access and parking should be limited and underground/multi-storey.
- **Eton Manor** needs to be more accessible. Key is really good road crossings onto Eton Manor as well as better pedestrian and cycle connections within it.
- The **Temple Mills Bus Depot** should stay and keep its current capacity to continue serving existing and new residents and workers.
- Temple Mills Lane needs traffic calming - it's very unpleasant to walk or cycle along yet it's the most direct route from west Leyton to Stratford and Westfield.
- **Leyton Station entrance** needs improvements. The pavement isn't wide enough for crossing people.

### Young people's view:

- **Improve green links.**
- **Cycle lanes on roads need to be wide to feel safe. The Olympic park is good to cycle in and as is access to e-scooters and Santander bikes there.**
- **Signage to Eton Manor is bad and the site is pretty inaccessible.**

- **The ULEZ and lack of parking spaces makes getting about more difficult and expensive.**

### Response to public feedback:

The Framework proposes new connections and improvements to existing ones, including a bridge over the railway tracks and into the Marshes. It also proposed a new bus route on the New Spitalfields site and explores the potential of a new overground rail station. Improvements to sustainable movement should help to address congestion and pollution levels.

## 5. Support and develop social and community infrastructure

- Spitalfields Market has a big draw from the Afro-Caribbean community – What will happen when it moves?
- Provide a mix of uses that works well for the community and that encourages residents of all generations and communities to form connections with their neighbours e.g. Community centres, green spaces, nursery/schools, library and free and affordable sports activities.
- Covid has made it difficult for new residents to connect with existing ones. However strong communities within apartment blocks have been formed.
- Provide workshops for community based training courses for young people to train in traders and for creative people to use.
- For once, there has been good engagement. This should always happen so residents can engage with change.

### Young people's view:

- **Provide space and activities for young people.**
- **Set up advisory boards with young people**

and the local demographic. Engage them.

- **Consult the throughout the project - Early consultation with young people happens, but then they often aren't consulted during the design and construction stages.**
- **Reach out to local people in spaces that suit them. This could include peer to peer, school and customer outreach, street based surveys or showing ideas on big screens in car parks.**

### Response to public feedback:

Lessons learned from engagement on this project are encapsulated in the next steps recommendations to support effective and meaningful future engagement.

## 6. Take advantage of the re-localisation of London

- Create neighbourhoods with the essentials for daily life all in walking distance.
- More social things are needed – restaurants, a cinema, better night-life etc. Hackney Wick and East Village are good examples of places with different types of uses that bring the area to life.
- Being able to work remotely nearby is good (Here East has daily desk rental).

### Response to public feedback:

These comments support the project brief and objectives and the transport strategy is organised around the 15 minute city. The Framework indicates a range of uses and workspaces to support a balanced neighbourhood, considering behavioural shifts due to Covid-19. These will be refined and decided in future work.

# Summary of public feedback

## 7. Be a great place for people of all ages

- There is sometime too much prioritisation of young people in new developments at the expense of elderly people.
- Create safe welcoming spaces for young people to address anti social behaviour.

### Site specific comments

- Improve the play provision in **Leyton Mills Retail Park**.

### Young people's view:

- **The Eastway is really busy and feels unsafe. It is hard to imagine how young people living nearby will be allowed out to play with such a busy road nearby.**
- **Eton Manor should have outdoor free play equipment to encourage young people to spend time there/feel welcome.**

### Response to public feedback:

We agree that all ages need to be considered and have revised this vision principle from 'Be a great place for children and young people' to 'Be a great place for people of all ages'.

Younger people are frequently under-represented in the planning process and so it is important that engagement and consultation look to redress this imbalance fairly.

## 8. Connect with natural assets and create new greener, healthier urbanism

- The importance of the natural open spaces cannot be overstated - the Marshes, Lea Valley and green connection the whole way up to Epping Forest. They are not just a resource for the local area but for wider East London. Protect them.
- Development will increase pressure on the ecosystems of the Marshes and Old River Lea, which are already heavily used and much more accessible than they were 25 years ago.
- The long views across the Lea Valley and London are important.
- Retain existing trees.
- Waltham Forest should highlight its forest identity and plant trees along the Borough boundary.
- Leyton Jubilee Park, Mayflower Park in East Village and the tumbling playground in Chobham Manor are examples of good local parks and playgrounds.
- Outdoor space should enable exercise and be flexible to adapt to future trends.

### Site specific comments

- **New Spitalfields Market** was originally Lammas land and should be returned to its original marshland/ common land status.
- Semi-wild habitats by the New Spitalfields site should not be opened up.
- The New Spitalfields development should be an extension of the Marsh greenery.
- Tall buildings on the New Spitalfields site will make the Marshes feel confined.
- A generous planted buffer should go along the boundary of the New Spitalfields site.
- Development on New Spitalfields should improve the environmental qualities of the river and open up the riverside to public.
- The New Spitalfields plans for a bridge,

paths and roads will make the Marshes more accessible which will cause harm. More activity along the River Lea and further opening it up will cause harm.

- The river cutting is an interesting idea although its orientation should be tested.
- The **Leyton Mills Retail Park** site should have planted areas so to provide a local green space close to the High Road.
- Planting on the retail park site is important to mitigate the impact of the A12.
- Could the Leyton Mills Retail Park development emphasise healthy living?
- **Eton Manor** should be made more attractive and accessible to provide a welcome green space for the neighbourhood.
- Eton Manor has lots of wasted, unused space. The plans could be more ambitious - relocating parking to unify green spaces, occasional outdoor events, more tree planting etc.
- Eton Manor's wildness is important. It is a counter-point to the other types of open spaces in the area.
- Could Eton Manor have allotments which were promised to the community before the Olympics?
- The **Temple Mills Bus Depot** is very restricted and it will be a very unpleasant environment if it has little open space.

### Young people's view:

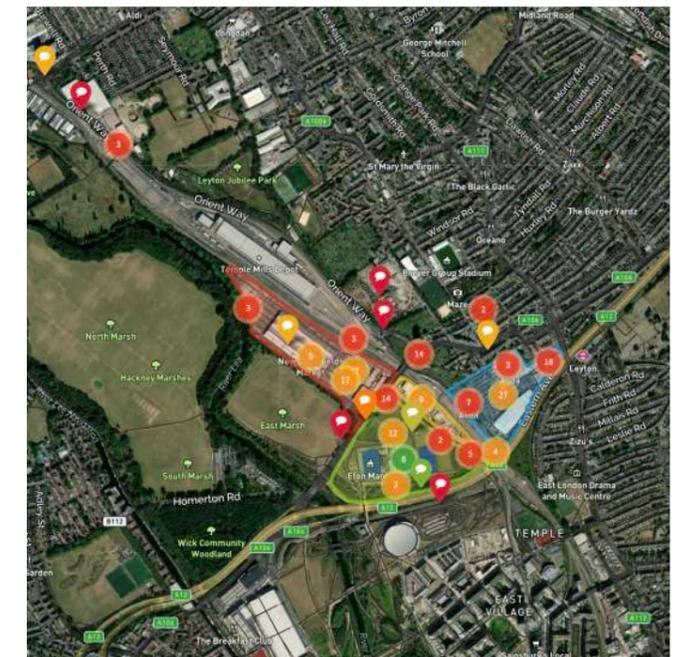
- **Open outdoor space is really important for young people to hang out and chill.**
- **The experience of the open sky and long views across the city in the Marshes and Olympic Park is really special. When you live in dense housing developments, you don't get this much.**
- **Eton Manor needs more benches to make it feel like somewhere you're encourage to spend time.**

### Response to public feedback:

The Framework seeks to mitigate the impact of development on the surrounding green spaces whilst accommodating the housing quantum required by the brief. It sets out that the existing ecology and biodiversity should be enhanced by new development and used to define the character of new green spaces.

The strategy for the New Spitalfields Market site prioritises the ecological green space along the river and locates the urban quarter with social space away from it to the south of the site. It also enhances the green buffer between the site and playing fields and maintains the semi-wild habitat to the north.

The Framework seeks to strengthen the ecology of Eton Manor, whilst intensifying sports uses and safeguarding flexibility for temporary events.



Screenshot of the Commonplace Leyton Mills map on 04.08.2021

# Summary of Stakeholder Board feedback

The table below summarises the feedback given by the Stakeholder Board on the SWOT analysis activity undertaken in a workshop during March 2021.

	Strengths	Weaknesses	Opportunities	Threats
	Site Characteristics		Benefits from Possible Co-location	Risks and Pressures
<b>A place to live - new homes</b>	<ul style="list-style-type: none"> <li>Existing green space and community assets on or near the sites including the Queen Elizabeth Olympic Park and international and community events.</li> <li>Good access to transport infrastructure (even if services are currently stretched) and basic amenities (shops and services)</li> <li>Close proximity to central London</li> <li>Large vacant site (if the market is relocated)</li> <li>Close to planned/new cultural uses at the 'East Bank' Stratford.</li> </ul>	<ul style="list-style-type: none"> <li>Severance and isolated sites - poor physical access. The railway and A12 limit ability to create new access points / routes into the site</li> <li>Poor air quality / noise as a consequence of the railway and A12.</li> <li>Noise from Hackney Marshes sports pitches</li> <li>Limited wider connectivity with a low PTAL in places (particularly low at the New Spitalfields sit)</li> <li>In a Flood Zone 2 which will affect form of development</li> <li>Heavily trafficked wide roads links to Leyton Town Centre along Ruckholt Road</li> <li>Leyton underground station was overcrowded pre-pandemic and doesn't have step free access.</li> </ul>	<ul style="list-style-type: none"> <li>Collaboration with local amenities and institutions e.g. UCL East to develop more activities which will benefit the wider community.</li> <li>Large vacant site (if the market is relocated) could deliver a significant quantum and variety of homes</li> <li>Comprehensive delivery of the sites to create a characterful neighbourhood, albeit through phases</li> <li>Local bus services could be improved</li> <li>Enhanced PTAL (as a consequence of infrastructure improvements) should allow higher density proposals and to maximise height</li> <li>Guidance from the skyline study supporting tall buildings</li> <li>Views to Olympic Park and beyond</li> </ul>	<ul style="list-style-type: none"> <li>Future housing may be in competition with the different offers in the wider area – Bromley by Bow, Pudding Mill, Rick – potentially at similar price points</li> <li>Limited interaction with the wider community if an 'inward facing' development is created</li> <li>Striking a balance between an appropriate quantum of development and maximising site values to achieve viable high-quality places.</li> <li>Viability/deliverability of a new Station or new bridges (in particular across the railway tracks). Funding for Leyton Station upgrade is yet to be secured.</li> <li>If London Buses lose the lease at Temple Mills site, this could impact local bus provision (low risk)</li> <li>Policy that is too prescriptive on uses could threaten deliverability, viability and fundability</li> <li>Overreliance on existing facilities and amenities e.g. schools, green spaces</li> </ul>
<b>A place to work - new employment and workspace</b>	<ul style="list-style-type: none"> <li>Good access to transport infrastructure (even if services are currently stretched) and basic amenities (shops and services)</li> <li>Good access to strategic road network</li> </ul>	<ul style="list-style-type: none"> <li>Floorplate / type of space required for light industrial activities</li> </ul>	<ul style="list-style-type: none"> <li>To create a vibrant, resilient centre with uses that contribute to the day- and night-time economy</li> <li>To create innovative workspace and commercial uses that are not already in local/immediate area</li> <li>Introduction of high-density residential element will create local expenditure and access to local jobs</li> <li>To link light industrial provision with cultural/educational provision</li> <li>Re-provision of the foodstore will retain a significant number and variety of jobs</li> <li>Coordination and collaboration with the existing construction training centres in the area</li> <li>Collaboration with East Bank partners, Creative Enterprise Zone in Hackney Wick etc</li> </ul>	<ul style="list-style-type: none"> <li>Impact of COVID-19 on working patterns locations</li> <li>Loss of existing industrial uses</li> <li>Viability of proposed uses (i.e industrial floorspace re-provision)</li> <li>Short- and long-term flexibility of space</li> <li>Co-location of uses inappropriate to workspace</li> </ul>
<b>A place to visit - new cultural and social spaces</b>	<ul style="list-style-type: none"> <li>The Borough's/area's creative and cultural identity to build upon</li> <li>Good access to transport infrastructure (even if services are currently stretched) and basic amenities (shops and services)</li> </ul>	<ul style="list-style-type: none"> <li>Integration of cultural provision within the new community</li> </ul>	<ul style="list-style-type: none"> <li>Complementarity of uses and activities with those in the surrounding area e.g. Opportunity to tie in with new cultural uses at East Bank in the Olympic Park</li> <li>Strengthen synergy between existing uses e.g. H&amp;TC and Velopark to create a cultural/leisure destination</li> <li>Create new mutually beneficial co-located uses e.g., a hotel near sports facilities</li> <li>Create a vibrant and diverse new community</li> </ul>	<ul style="list-style-type: none"> <li>Overlapping/duplicating uses in the surrounding area</li> <li>Policy that is too prescriptive on uses could threaten deliverability, viability and fundability</li> <li>Limited visibility on demand and financial viability of proposals</li> <li>Management issues during event days at the LVH&amp;TC</li> <li>Lack on investment in existing uses will undermine their viability and could lead to loss of some activities e.g. international events.</li> </ul>
<b>Green Space and Site Conditions</b>	<ul style="list-style-type: none"> <li>A significant amount of green/open space - Hackney Marshes, Eton Manor and Queen Elizabeth Olympic Park.</li> <li>Views from the marshes and access to canal towpaths</li> <li>Easy access to sports facilities in the Olympic Park</li> <li>Good local cycling and pedestrian network with improvements being made by the LLDC in the MDC</li> </ul>	<ul style="list-style-type: none"> <li>Poor connectivity and in parts low quality landscape</li> <li>Constrained site due to railway and A12 boundaries therefore limiting opportunities to access green spaces</li> <li>Impact of adjacent railway</li> <li>Impact of adjacent road</li> <li>Change in levels across the site and connection to the main road</li> </ul>	<ul style="list-style-type: none"> <li>Improving cycling and walking routes (connecting into existing nearby ones) improving permeability across the site and connections with the rest of the Borough</li> <li>Improving landscape and biodiversity, linking to the River Lee corridor</li> <li>Opportunity to improve route from Stratford to Hackney Marshes</li> <li>Opportunity to make existing green spaces such as Hackney Marshes more accessible</li> </ul>	<ul style="list-style-type: none"> <li>Impact of development on existing green infrastructure</li> <li>Possibility of contaminated land</li> <li>Flood Risk</li> <li>Ecology / biodiversity risks arising from nearby green space / river</li> <li>Land values squeezing future availability of open space whilst density of new development likely to require significant open space/play space</li> <li>Maintaining the openness of Metropolitan Open Land</li> </ul>



# Recommendations

## Next steps for LBWF

### Concluding engagement on this project

- Use this study to inform LP2 and the indicative number of appropriate homes on New Spitalfields Market and Leyton Mills Retail Park. This will be consulted on in Autumn 2021.
- Undertake a comprehensive analysis of all feedback given on the Commonplace website as part of the SPD consultation process (the Commonplace website will remain open to support the SPD process that it is intended will follow on from this project).

### Supporting future engagement

- Advocate for engagement next steps/ recommendations, to be carried out by landowners as schemes for sites are progressed.
- Maintain stakeholder lists, relationships and documentation to support future engagement on the sites as a continuation of this process. The Commonplace may be a useful mechanism.
- Encourage developers to draw upon the expertise and experience in LBWF's engagement team.

## Next steps for landowners (and LBWF where relevant)

- Where beneficial and appropriate, work collaboratively with other development site project teams and the Council to deliver joined up engagement. This will help to maximise impact and minimise consultation fatigue.
- Next phases of engagement events should expand on the relatively focused sample of spokespeople from local community and residents' groups who were engaged in workshops in this project (through targeted outreach as well as more/bigger events). We suggest this includes the following:
  - A wider group of people from all public stakeholder groups should be engaged.
  - Targeted outreach with the following demographic groups who were either not well represented in this engagement process or only reached due to targeted outreach:
    - Under 16s
    - 16-24 year olds
    - Black, Asian and minority ethnic (BAME) communities
    - Women, in particular BAME women
    - People with physical and learning disabilities
  - Targeted outreach with the following thematic groups:
    - Businesses, in particular small independent businesses. Considering the commercial nature of the sites currently, proactive engagement with local businesses is important to help address future risks of driving the mix of businesses out of Leyton.
    - Community and faith stakeholders
    - More work could be done to further target educational, culture and arts and environment stakeholders.

- Allocate appropriate time and resource to allow for outreach and where appropriate to explore opportunities for co-design with local communities.
- Work through existing organisations and networks where possible, as these can improve engagement with harder to reach groups.
- Consider setting up a demographically representative community design review panel to contribute to decision making for new development coming forward in the Leyton Mills area.
- Recruit and train local community members as community champions to improve outreach on projects.

# Development Framework

## Vision and Principles

# Development Framework Vision

In the context of significant global and local change in society, the environment, the economy and consequently property markets, the Waltham Forest Council and landowners are setting the framework for the resilient evolution of this part of London. The transformative opportunities of Leyton are considerable and must be carefully stewarded in order to create public value.

The Leyton Mills area should:



## Bring forward development, framed by longer-term thinking

Landowners and the Council wish to see the Development Framework sites developed and this alignment of agenda is a significant asset.

New Spitalfields Market and Leyton Mills Retail Park sites were previously developed only 30 years ago or fewer and, for environmental and social sustainability, future developments must be planned with care and a commitment to a much longer life. The infrastructure, urban strategy and consequent site designs should be forward-thinking in anticipating future changes in technology, lifestyle, climate and availability of resources.

The long term opportunities of ex-industrial sites near to major road and rail infrastructure and car-dependent retail, will only be unlocked by investment in design, technology and green infrastructure to mitigate these site constraints.

However, the early development of meanwhile uses, particularly on the New Spitalfields Market site, will also be valuable to test and seed ideas about new activity and uses in support of the longer term evolution of the area.

## Respond to the Climate Emergency in its approach to carbon and energy

With strong leadership and an aligned vision these sites have the potential to create a model for sustainable urban living. Waltham Forest declared a Climate Emergency in 2019. The vast majority of Waltham Forest residents support the borough setting an example in adopting innovative approaches, and the majority are prepared to pay for more sustainable products. There are great opportunities for all to benefit from climate-aware design and decision-making across the Leyton Mills development sites.

The New London Plan requires all major development to operate at net zero carbon, and this will need to be demonstrated. In addition whole life-cycle carbon assessments, including embodied carbon, are required for developments referable to the Mayor.

Further actions are encouraged to mitigate future risks, including: climate resilient design of homes and public spaces, using lower-carbon products, materials and processes, re-use/ designing for future re-use, nurturing opportunities for low carbon sectors with appropriate workspaces, and testing through meanwhile uses.

## Support mixed employment uses within a context of change

Across Leyton Mills Retail Park and the New Spitalfields Market sites, there are fantastic opportunities for varied uses to support urban culture and an inclusive local economy.

This Development Framework recognises the value to the local economy of providing the right kind of spaces for different businesses alongside new residential development. This will support Leyton as a town centre, its existing high street, and a new culture and employment location on the New Spitalfields site.

The consumer economy has been changing rapidly, impacting town centre retail. A varied mix of uses with retail as only one component of urban developments delivers stronger social value and economic resilience than retail-dominated development today. Alongside a relocated Asda store, a mix of food and drink, education, workspace, industrial space, culture and leisure activity will provide a range of economic opportunities and experiences across the Development for existing and new residents.

The mix of uses, particularly on New Spitalfields - but also on smaller sites around the area - will also evolve from meanwhile projects.

## Benefit from improved and new movement infrastructure

There is potential for big improvements to the current real and perceived poor connectivity that exists in the development framework area as a consequence of severance by road and rail, and historic infrastructure. Investment in movement infrastructure to unlock these sites will yield significant benefits. The primary emphasis will be on improved cycle routes and pedestrian environment to increase active travel as a share of all travel. Improvements should include enhancing the role of streets - including Eastway and Orient Way - as public realm and green infrastructure. They should also include improved accessibility through Eton Manor. Enhanced routes will improve access to public transport - including to improved bus services, upgraded Leyton tube station and a possible new rail station near Ruckholt Road.

Car ownership in this area of London is declining both in real terms and proportionate to the population, as attitudes and habits change. The ULEZ expanded to include the New Spitalfields Market site in 2020. The externalised cost of pollution from vehicle-use in the area is increasingly likely to have a measurable impact on property values. There will be increasing benefits in car-free development, allowing more space for more socially and commercially valuable uses, where people are healthier and happier.

# Development Framework Vision



## Support and develop social and community infrastructure

Evolving, building and maintaining social and community infrastructure during and after development will be dependent on investment in carefully considered physical buildings and spaces and the 'formal' infrastructure of schools and nurseries, health facilities and playgrounds - as well as the sport and recreation uses at Eton Manor.

Enhancement of 'informal' social and community infrastructure in the wider area is equally important and this includes independent businesses and social enterprises that bring people together.

A participatory engagement process before and during development will help developers and the Council to understand the local ecosystem, and influence letting strategies to support resilient community ventures, and to deliver community wealth building.

The developments will actively seek to enable social integration with established areas of Leyton, and build on existing connective social infrastructure for the mutual benefit of established and emerging parts of Leyton.

Refer to Mayor's guidance on Connective social infrastructure: [Good Growth by Design: Connective Social Infrastructure: How London's Social Spaces and Networks Help Us Live Well Together](#)



## Take advantage of the re-localisation of London

Few sites in London have quite the scale and scope of assets locally and within a short journey on foot or by bike, as this Framework area - from the Lea Valley parks, to historic Leyton High Road, to Stratford international centre. The Leyton Mills Development Framework area is well-placed to build on this to evolve the concept of the 15-minute neighbourhood and embrace lifestyles and economies rooted in the locality and community. The benefits of these local connections have been more acutely and widely appreciated since the COVID-19 pandemic.

However, this relies on pro-actively evolving the local economy and culture to ensure that Leyton Mills framework areas and Leyton High Road are great places to spend more time throughout the day and night. The immediate environment, microclimate around tall buildings, thresholds between different uses, and inclusivity of opportunity will all play important roles in this.

Local placemaking will rely not only on design and public realm but an approach to asset management that engages with potential building occupants to support the vision, rather than responding only to short term real estate market.



## Be a great place for people of all ages

The scale of comprehensive development opportunity on the sites allows the area to be conceived and designed in a way that creates public space and infrastructure that is inclusive for all ages - that is well designed, high quality and sustainable for the health and wellbeing of all. Young people in particular are often under-represented in urban decision-making and their needs less considered. Leyton Mills development framework recognises the rights of children and young people as active citizens, establishing walkable and playable streets and spaces and supporting their independent mobility.

The development framework sites have great potential to deliver delightful, inspiring, safe, overlooked, connective infrastructure. However in threshold areas where high density homes meet other mixed uses and infrastructure for transport and servicing, this will require focused consideration.

The conditions that create independent mobility for young people will also be highly beneficial for people of all ages. More is outlined in the [Mayor's guidance on Child Friendly Cities](#).



## Connect with natural assets and create a greener, healthier urbanism

The Development Framework sites benefit from the potential of the Lea River and access to a wide network of green and blue spaces in the Lee Valley, including Eton Manor with its sport and recreation facilities. These spaces represent precious assets both for individual and community health, and for the lives of other species. New development will create enough green, open space to support the new neighbourhoods. It was also connect with existing green and open space to benefit physical and mental health, foster biodiversity, help with climate resilience and provide space for recreation and learning.

Flooding of the River Lea and surface water flooding is a specific risk within the Development Framework sites. Projected increase in flood risk must be recognised and integrated into site designs, and the existing network of flood attenuation balancing ponds designed into a more comprehensive strategy for sustainable urban drainage.

Extensive tree planting will be required to mitigate increasing urban heat island effect, and provide shade from increasing intensity of heat and sunlight both in the public realm and for interior spaces. Low maintenance planting will buffer and absorb pollution, create habitats, edibles for humans and animals, and include areas that may be preserved for wildlife habitats only.

# Development Framework Principles

Guiding principles for the development of this area of Leyton town centre and the Lea Valley edge over the next 25 years should provide guidance and accountability as the sites develop.

## Design and Urbanism

### Design for safe and easy connections and movement by foot, cycle and public transport

- New, safe pedestrian and cycle routes, bridges and bridge enhancements, to connect Leyton town centre, development sites and surrounding neighbourhoods with QEOP, Hackney Marshes, and further afield.
- Improved bus services connecting into the development sites.
- Safeguard opportunity for new rail station at Ruckholt Road.

### Nurture and make space for creativity, cultural expression and learning

- New cultural space and venues for both production and consumption, safeguarding opportunity for an anchor institution at New Spitalfields and high street cultural space at Leyton Mills.
- New 420-place primary school and easy access to new early years/nursery provision in the community.
- Be a great place for children and young people with playable residential streets, and dedicated outdoor play.

### Act urgently for net zero carbon and a healthy environment for all inhabitants

- Flexible net zero carbon energy strategy
- Minimise air pollution.
- Low-energy development and emphasis on lower embodied carbon construction.
- High quality and high performance new, retained and enhanced landscapes for visual amenity, wellness, local ecology, pollution buffer, climate mitigation.
- Better access to green space and enhanced role of LVRPA.
- Providing accessible opportunities for people to be more healthy and fit, and to socialise through being active.

## Social and Economic Development

### Create equitable opportunities for people to support themselves and their communities

- 'Good' jobs with fair pay and high working standards, green economy.
- Inclusive opportunities for connective social infrastructure that support community relationships. Good connections to between new and existing
- Support local skills-building through the design and construction process.
- Support community and civic participation and belonging through the design and engagement process.

## Development Processes

### Create an ecosystem to harness local and global intelligence and ideas

- Progress schemes aligned with framework vision and principles through collaboration amongst landowners and with the Council
- Public engagement and participation next steps/ recommendations to be advocated for and supported by LBWF and carried out by landowners as schemes for sites are progressed.

### Be adaptive, flexible and responsive to outcomes and to a changing context

- Actively dynamic strategy to respond to an evolving context, with a focus on outcomes rather than fixed solutions.
- Test and cultivate business and cultural uses through meanwhile activities
- Evaluate outcomes so that what is learnt can feed back into the developments as they progress.

### Actively steward design and uses in support of the Framework Vision

- Implement the highest standards of design, guided by pre-application and design review process.
- Use planning conditions to guide and manage use in support of the Development Framework Vision, and minimise disruption and pollution, and control design detail.
- Advocate for and guide a ground floor uses strategy based on Development Framework Vision and Principles not just current market.

### Develop a strong local economy, support the high street and prioritise local wealth retention

- Over 40,000sq m of high-quality office, industrial or warehouse space targeted at high growth sectors.
- Jobs in a mix of culture, retail, food and drink, both in small and large businesses.
- Better connections with Leyton High Road to and from the development sites to reinforce existing economic uses.
- Asset management strategy which prioritises local wealth retention and skills-building.

# Development Framework Strategies

# Social Value

## Aim

The Development Framework looks to establish a vision and strategies to support the development of new, high-quality, mixed-use neighbourhoods in the Leyton Mills area – optimising the development potential for the benefit of current and future local residents and businesses as well as assisting in identifying and capturing the economic, sustainable and deliverable investment opportunities available.

LBWF Council has stated that the concept of social value - which balances commercial, social and environmental objectives – should be embedded within the redevelopment of the strategic sites and provide an enduring legacy once the redevelopment is complete.

This chapter provides a considered starting point for an approach to measuring and potential interventions for maximising Social Value benefits at Leyton Mills. It is intended to be taken forwards by landowners and other stakeholders, including developer partners, construction contractors, and eventual operators, particularly in relation to the specific interventions which will be implemented. It includes the following sections:

- Definition of social value: we show that the concept of social value has a very broad definition which will vary depending on the context for each project. We identify the key themes and principles which should inform the approach to social value definition and measurement on Leyton Mills.
- A social value framework for Leyton Mills: we identify an initial list of indicators that could be used to measure social value. This is tailored to the Leyton Mills development and capture the main ways in which the development could improve the quality of life for residents, businesses and their employees.

- Quantifying social value: we provide an initial estimate of social value that could be delivered by the development, focusing particularly on construction stage and economic benefits where these can be estimated using benchmarks.
- Maximising social value: we identify an initial long-list of possible interventions which could be delivered during the construction and operational stage. These will need to be reviewed and assessed for deliverability and cost (working with the contractors), in order to arrive at a final short-list of interventions.

## Defining Social Value

LBWF's definition of Social Value:

*Social Value refers to the wider financial and nonfinancial value created by an organisation through its day-to-day activities in terms of the wellbeing of individuals and communities, social capital created and the environment.*

*Social Value is defined through the Public Services (Social Value) Act 2012 (Act) which came into force in January 2013 and requires all public sector organisations (and their suppliers) to look beyond the financial cost of a contract.*

*The Act sets out a number of requirements that public authorities must comply with before starting the procurement process by making social value a decision-making criterion when awarding contracts, including to consider:*

- *How what is being procured might improve economic, social and environmental wellbeing of its area*
- *How the improvement might be secured and whether to have a consultation on the potential improvement themselves on how they be secured*

Although initially a public sector concept related to procurement, the term is now widely

used by private organisations concerned about the wider impacts of their actions beyond their profitability. For businesses with corporate responsibility or sustainability policies, social value reporting is a helpful tool for informing decision making and reporting measurable impacts that their clients and other stakeholders can understand.

The concept of social value has been widely adopted by built environment practitioners because of the potential for place to impact on people's quality of life. The UK Green Building Council state that, in the context of the built environment "social value is created when buildings, places and infrastructure support environmental, economic and social wellbeing, and in doing so improve the quality of life of people". Exactly which environmental, economic and social outcomes create social value will depend on the context of each development and the interests of the people and organisations it affects. The table below highlights some of the potential outcomes which could affect quality of life, but these will not apply in all situations. The most relevant outcomes must therefore be defined for each project.

Outcomes associated with a project or place which impact the quality of life of people		
Social	Economic	Environmental
Community networks	Employment	Sustainable transport options
Community engagement	Skills	Green spaces
Local identity	Small businesses	Air quality
Diversity of building uses	Affordable housing	Resource use and waste
Security and safety	Physical resilience	Biodiversity & urban greenery
Public spaces	Accessibility	Warm, damp free housing

## Social Value Principles

While the specific interventions that create social value will depend on the characteristics of each project, there are a number of overarching principles which should inform a social value led approach. We have drawn upon the work of UKGBC and the London Sustainable Development Commission which identify a number of common principles which should inform a social value strategy:

- Context: the approach needs to consider the specific context of each development and think through how social value could be created throughout its lifecycle. For built environment projects there is often a tendency to focus on the benefits that are delivered during construction (eg through procurement and supply chains) but it should also look to measure and maximise social value in the operational phase.
- Place: the assessment needs to consider how people will interact with a place and the variety of ways in which it could affect their quality of life. This includes the direct impacts of new buildings and facilities but also the indirect impacts of activities of organisations and residents who occupy them.
- Outcomes: measuring social value should focus on outcomes (the changes in people's quality of life) and not simply report the activities and outputs of interventions. The measures used should also be meaningful (eg using monetary values where possible).
- Collaboration: social value outcomes should reflect the needs of communities and stakeholders most affected by new plans, and they should be involved in the process of identifying, protecting and building social value. Engagement and collaboration should be meaningful and ongoing to maximise community capacity building.

# Social Value

- **Additionality:** creating social value is about providing additional value, over and above that which already exists. The approach should therefore aim to go beyond compliance and “business as usual”.

## Local and regional priorities

The priorities and requirements of Waltham Forest Council and the Greater London Authority also have an important bearing on the way in which we define and measure social value for Leyton Mills.

The Council’s Public Service Strategy’s four immediate priorities defines Waltham Forest’s Social Value principles. These are as follows:

- Connecting People with Jobs
- Safe and Healthy Lives
- Our 15-minute Neighbourhood
- Confidence in Our Future

The following are key themes that are common to both local and regional strategies and help us to understand the economic, social and environmental issues which are important for delivering improvements in people’s quality of life:

- **Supporting growth sectors:** Waltham Forest’s Economic Strategy aims to support its key growth sectors of creative industries, urban services and construction. The first two of these are also priority sectors in the London Economic Development Strategy. These are all sectors which flourish in Waltham Forest and offer opportunities for high quality and rewarding employment for residents.
- **Nurturing growth of small businesses:** Waltham Forest has one of the highest business start-up rates in London. The Borough’s Economic Strategy makes a commitment to ‘keep, seed and grow’ these businesses through its business support offer. The London EDS makes a

similar commitment to support start-ups and SMEs and ensure these have access to affordable workspace.

- **Skills and access to employment:** Ensuring local people have the skills and ability to capture the opportunities of growth and access high quality employment is a key theme in the Waltham Forest ES and the London Skills Strategy. This is particularly important for priority groups who face greater barriers to work and training.
- **Health and wellbeing:** Waltham Forest’s Health and Wellbeing strategy has a key focus on mental wellbeing as well as physical health, and identifies a wide range of issues which contribute to stronger mental and physical health, including strong and active communities, education, income levels, access to affordable social activities, good housing and access to open spaces among others.
- **Equality, Diversity and Inclusion (EDI):** Waltham Forest’s State of the Borough report demonstrates inequalities across a range of outcomes for residents with protected characteristics, including health, education, employment, justice and power and influence. EDI is also at the heart of the Mayoral agenda, featuring prominently in several strategies. The Mayor has also published a ‘Supporting Diversity’ handbook on how to improve diversity in the built environment sector, focusing particularly on gender and race.
- **Culture-led regeneration:** Waltham Forest was the first ever Mayor’s London Borough of Culture in 2019, and culture continues to be at the heart of the future vision for the area. One of the overarching visions for the Waltham Forest Economic Recovery Acton Plan is to ensure that culture-led regeneration drives the economic recovery from Covid by helping the creative sector to grow and create vibrant places where people of any background want to live. The Borough also has ambitions to continue

making culture a vital component of new development, creating jobs within the cultural and creative sector.

- **Sustainability:** LBWF’s Climate Change Strategy aims to reduce Waltham Forest’s CO2 emissions by 80% by 2050 and identifies a range of priorities including greater use of renewable technologies, an insulation and energy efficiency programme, more sustainable travel patterns and increased recycling. The Council also has an Air Quality Action Plan, with actions to reduce emissions from development and buildings incentivise more sustainable travel choices.

## Leyton Mills Principles

Our social value approach has informed a number of guiding principles which have been developed to support the delivery of the emerging vision at Leyton Mills. These principles, which cover many of the same themes as local and regional strategies above, have informed the development framework in Stage 2, and ensure the approach to social value creation and measurement is tailored to the Leyton Mills development. They are summarised in the Principles section on page 63.

## A Social Value Framework for Leyton Mills

This section proposes a framework for measuring social value in Leyton Mills. This is informed by:

- The overarching principles that should inform a social value led approach. This considers the whole lifecycle of the development and the different ways in which businesses and residents might interact with Leyton Mills as a place. We also focus on outcomes as well as outputs.
- The local and regional priorities, which help us to understand the local economic, social and environmental issues, which

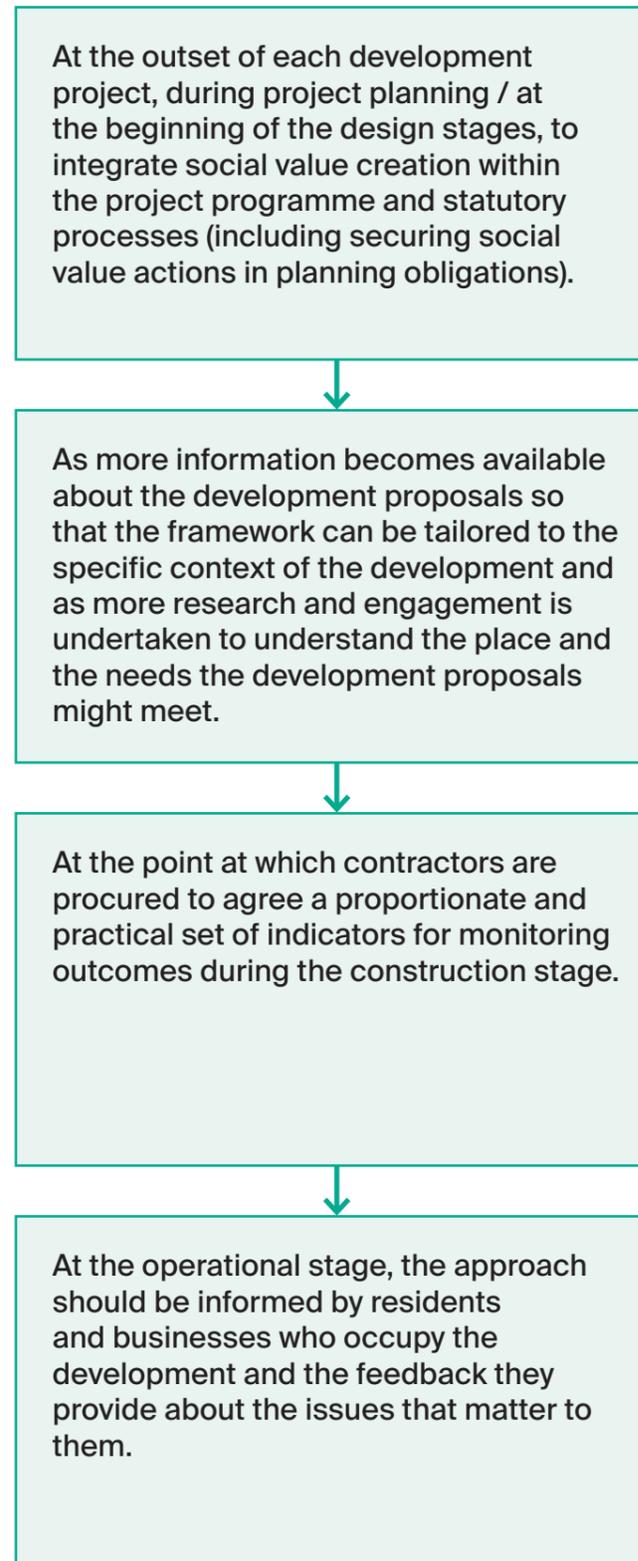
need to be reflected in the framework.

- The principles for Leyton Mills and the emerging development proposals. This helps us to identify a set of outcomes which are tailored to the Leyton Mills development and capture the main ways in which the development could improve the quality of life for residents, neighbouring communities, businesses and their employees.
- Approaches to measuring social value on other similar developments and the types of indicators used.

# Social Value

## Framework process

The proposed framework provides a starting point for assessing social value. It should be taken on by the developers for each site, and developed, adapted and refined at various stages, as set-out in the flow chart shown right.



# Social Value

The LBWF 'Themes Outcomes and Methods' table right, and on the following page, provides a draft framework for measuring social value at design, construction, and operational stages.

Theme	Outcome	Measure Ref	Core / Add	Measure	Unit of Measurement	Proxy Value
Jobs: Promote Local Skills & Employment	More local people in employment	NT1	core	No. of local direct employees (FTE) hired or retained (for re-tendered contracts) on contract for one year or the whole duration of the contract, whichever is shorter	No. people FTE	£34,817.00
		NT1c	core	No. of local people (FTE) on contract for one year or the whole duration of the contract, whichever is shorter, employed through the supply chain as a result of your procurement requirements	No. people FTE	£34,817.00
		NT2	core	Percentage of local employees (FTE) on contract	%	Record only
		RE3	core	Employer's fairs held to encourage local employment in the area	£ invested including staff time	£1.00
	More opportunities for disadvantaged people	NT3	core	No. of employees (FTE) hired on the contract who are long term unemployed (unemployed for a year or longer) as a result of a recruitment programme	No. people FTE	£20,481.00
		NT3b	add	No. of homeless employees (FTE) hired on the contract as a result of a recruitment programme	No. people FTE	£20,481.00
		NT3c	add	No. of mothers returning to work (FTE) hired on the contract as a result of a recruitment programme who are long-term unemployed (unemployed for a year or longer) - (when the mother is the primary carer)	No. people FTE	£20,481.00
		NT4	core	No. of employees (FTE) hired on the contract who are Not in Employment, Education, or Training (NEETs) as a result of a recruitment programme	No. people FTE	£14,782.00
		NT4a	add	No. of 16-25 y.o. care leavers (FTE) hired on the contract as a result of a recruitment programme	No. people FTE	£14,782.00
		NT5	core	No. of 18+ y.o. employees (FTE) hired on the contract who are rehabilitating or ex offenders as a result of a recruitment programme	No. people FTE	£24,527.00
		NT6	core	No. of disabled employees (FTE) hired on the contract as a result of a recruitment programme	No. people FTE	£16,420.00
		NT7	core	No. of hours of support into work provided to over 24 y.o. unemployed people through career mentoring, including mock interviews, CV advice, and careers guidance	No. hrs (total session duration)*no. attendees	£105.50
		RE57	core	Percentage of women (FTE) hired on the contract	%	Record only
		RE58	core	Percentage of employees (FTE) BAME hired on the contract	%	Record only
	Improved skills	NT8	core	No. of staff hours spent on local school and college visits e.g. delivering career talks, curriculum support, literacy support, safety talks (including preparation time)	No. staff hours	£16.09
		RE10	core	No. site visits for school children or local residents	No. of visits	£64.36
		NT9	core	No. of weeks of training opportunities on the contract (BTEC, City & Guilds, NVQ, HNC) that have either been completed during the year, or that will be supported by the organisation until completion in the following years - Level 2,3, or 4+	No. weeks	£286.47
		NT10	core	No. of weeks of apprenticeships on the contract that have either been completed during the year, or that will be supported by the organisation until completion in the following years - Level 2,3, or 4+	No. weeks	£224.07
		NT11	core	No. of hours of support into work provided to under 24 y.o. (young people) unemployed people through career mentoring, including mock interviews, CV advice, and careers guidance	No. hrs (total session duration)*no. attendees	£105.50
	Improved employability of young people	NT12	core	No. of weeks spent on meaningful work placements or pre-employment course; 1-6 weeks student placements (unpaid)	No. weeks	£168.72
NT13		core	Meaningful work placements that pay Minimum or National Living wage according to eligibility - 6 weeks or more (internships)	No. weeks	£168.72	
NT13a		add	Meaningful work placements that pay Real Living wage according to eligibility - 6 weeks or more (internships)	No. weeks	£332.50	
Growth: Supporting Growth of Responsible Regional Business	More opportunities for local MSMEs and VCSEs	NT14	core	Total amount (£) spent with VCSEs within your supply chain	£	£0.12
		NT15	core	Provision of expert business advice to VCSEs and MSMEs (e.g. financial advice / legal advice / HR advice/HSE)	No. staff expert hours	£101.86
		NT18	core	Total amount (£) spent in LOCAL supply chain through the contract	£	to be localised on project basis based on industry and location
	Improving staff wellbeing and mental health	NT20	core	No. of employees on the contract that have been provided access for at least 12 months to comprehensive and multidimensional wellbeing programmes	No. employees provided access	£131.86
	NT21	core	Equality, diversity and inclusion training provided both for staff and supply chain staff	No. hrs (total session duration)*no. attendees	£101.86	
Social: Healthier, Safer & more Resilient Communities	Crime is reduced	NT24	add	Initiatives aimed at reducing crime (e.g. support for local youth groups, lighting for public spaces, etc.)	£ invested including staff time	£1.00
	Creating a healthier community	NT25	add	Initiatives to be taken to tackle homelessness (supporting temporary housing schemes, etc.)	£ invested including staff time	£1.00
		NT26	core	Initiatives taken or supported to engage people in health interventions (e.g. stop smoking, obesity, alcoholism, drugs, etc.) or wellbeing initiatives in the community, including physical activities for adults and children	£ invested including staff time	£1.00
	Vulnerable people are helped to live independently	NT27	core	Initiatives to be taken to support older, disabled and vulnerable people to build stronger community networks (e.g. befriending schemes, digital inclusion clubs)	£ invested including staff time	£1.00
	More working with the Community	NT28	core	Donations or in-kind contributions to local community projects (£ & materials)	£ value	£1.00
		NT29	core	No. of hours volunteering time provided to support local community projects	No. staff volunteering hours	£16.09

# Social Value

The LBWF 'Themes Outcomes and Methods' table right provides a draft framework for measuring social value at design, construction, and operational stages.

Theme	Outcome	Measure Ref	Core / Add	Measure	Unit of Measurement	Proxy Value
Environment: Decarbonising & Safeguarding our World	Carbon emissions are reduced	NT44	core	Policy and programme to achieve net zero carbon including monitoring plan with specific milestones	Yes, Net zero before or by 2030	Record only
		NT45	core	Carbon Certification (Carbon Trust Standard, Planet Mark or equivalent independently verified) - achieved or to achieve for current year	Y/N - Provide relevant documents	Record only
	Air pollution is reduced	NT32	add	Car miles saved on the project as a result of a green transport programme or equivalent (e.g. cycle to work programmes, public transport or car pooling programmes, etc.)	Miles saved	£0.02
		NT33	add	Car miles driven using low or no emission staff vehicles included on project as a result of a green transport programme	Miles driven	£0.01
		NT46	core	Corporate travel schemes available to employees on the contract (subsidised public transport, subsidised cycling schemes and storage, sustainable corporate transport such as electric bus from public station to corporate facilities)	Y/N - Provide description	Record only
		NT65	add	Percentage of fleet or construction vehicles on the contract that is at Least Euro 6 or LEV	%	Record only
		NT66	add	Fleet emissions monitoring programme on the contract, including data collection (miles, type of vehicle, engine type, emission standard)	Y/N - Provide description	Record only
	Resource efficiency and circular economy solutions are promoted	NT47	core	Donations or investments towards expert designed sustainable reforestation or afforestation initiatives	£	£1.00
		NT69	add	Support provided internally and to MSMEs and VCSEs within the supply chain to adopt Circular Economy solutions - business case and leadership for circular economy	No. staff expert hours	£101.86
Innovation: Promoting Social Innovation	Social Innovation to create local skills and employment	NT50	core	Innovative measures to promote local skills and employment to be delivered on the contract - these could be e.g. co-designed with stakeholders or communities, or aiming at delivering benefits while minimising carbon footprint from initiatives, etc.	£ invested - including staff time (volunteering valued at £16.09 per hours, expert time valued at £101.86 per hour) and materials, equipment or other resources	£1.00
	Social Innovation to promote and support responsible business	NT51	core	Innovative measures to promote and support responsible business to be delivered on the contract - these could be e.g. co-designed with stakeholders or communities, or aiming at delivering benefits while minimising carbon footprint from initiatives, etc.	£ invested - including staff time (volunteering valued at £16.09 per hours, expert time valued at £101.86 per hour) and materials, equipment or other resources	£1.00
	Social innovation to enable safer and more resilient communities	NT52	core	Innovative measures to enable healthier, safer and more resilient communities to be delivered on the contract - these could be e.g. co-designed with stakeholders or communities, or aiming at delivering benefits while minimising carbon footprint from initiatives, etc.	£ invested - including staff time (volunteering valued at £16.09 per hours, expert time valued at £101.86 per hour) and materials, equipment or other resources	£1.00
	Social innovation to safeguard the environment and respond to the climate emergency	NT53	core	Innovative measures to safeguard the environment and respond to the climate emergency to be delivered on the contract - these could be e.g. co-designed with stakeholders or communities, or aiming at delivering benefits while minimising carbon footprint from initiatives, etc.	£ invested - including staff time (volunteering valued at £16.09 per hours, expert time valued at £101.86 per hour) and materials, equipment or other resources	£1.00

# Social Value

## Quantifying Social Value

This section provides some initial estimates of social value for the Leyton Mills development, focusing primarily on the construction stage and the economic benefits. For most environmental and social indicators it is difficult to provide robust estimates at this stage, due to a lack of information about the development and relevant benchmarks. However these could be estimated for some indicators as more information becomes available on the development proposals.

## Construction Stage

The estimated construction cost for the proposed development is £1.2bn.

Using HCA/OffPAT guidance we estimate this investment would create around 15,900 person years of employment during construction. The average number of FTE construction jobs per annum will depend on the length of the construction period. If the development took ten years to build this would support around 1,590 temporary construction jobs p.a.

This level of investment would be expected to support around 300 new apprenticeships over the course of the construction period. This is based on other major developments in London which have taken a pro-active approach to maximising the number of apprenticeships (e.g., development at Kings Cross).

Up to 40% of jobs created would be accessible for lower skilled residents (e.g., those with below a Level 2 qualification) and create opportunities for upskilling.

Investment on this scale would also create significant supply chain benefits for local businesses. If the supply chain followed a similar pattern to the Kings Cross development Waltham Forest businesses would secure contracts worth around £30m.

## Operational Stage

- We estimate the proposed development will create around 1,900 direct FTE jobs onsite. This has been estimated using the current development profile and the HCA Employment Densities Guide. This is a gross figure and does not take account of displacement of current jobs onsite.
- These jobs are likely to be spread across a range of sectors and will include high value job opportunities in sectors such as creative and digital and advanced manufacturing, as well as more accessible opportunities in sectors such as retail providing opportunities for lower skilled residents onsite and in neighbouring areas.
- Based on commuting patterns from the 2011 Census we estimate that 50% of these jobs will be taken by residents living within 10km of the site.
- It is estimated that around 100 people could move from being unemployed in to work once Leyton Mills as a result of jobs created onsite. In addition to the financial benefit of this work, this would generate wider welfare benefits of around £950,000.
- A fully occupied development would be expected to generate annual GVA of around £100m. This is also a gross figure and does not take account of displacement or multiplier effects in the local area.
- Using the GLA Population Yield Calculator we estimate the proposed development will accommodate 11,300 people once fully built out and occupied. Of these, 74% are expected to be of working age (16 to 64 years old) which would provide a boost to the local workforce.
- The proposed development will provide approximately 1,900 affordable homes, of which 1,470 will be social housing, providing accommodation for just under 4,600 people. If all of these people previously had difficulties paying for

accommodation this would deliver an approximate wellbeing value of c. £34m.

- The 4,712 new units onsite will provide approximately £9.8m in council tax annually, of which £7.3m will go to LB Waltham Forest, £1.9m will go to the GLA and around £700,000 will go to the Adult Social Care Precept. The Adult Social Care Precept was introduced in 2016/17 and is an element of the council tax charge which aims to raise funds for social care provision across the district.
- The proposed development will provide around 57,000 sqm of public space. Research from DCLG estimates indicative willingness to pay per net additional hectare of new public realm provided. Applying these benchmarks to new public realm provided at New Leyton, results in a social value of £660,000.

# Social Value

## Potential Interventions for maximising Social Value

An overarching principle of social value-led approaches is additionality; proposals should aim to maximise social value by going beyond compliance and business as usual. This section provides a longlist of potential interventions which could help to maximise social value over the lifecycle of the Leyton Mills development.

The intention is that this acts as an initial set of ideas, which will need to be reviewed by stakeholders to arrive at a shortlist of interventions which could be taken forward as part of the final social value strategy. Key issues to consider are set out below, and this longlist should be read with these in mind:

- Evidence based: ensuring interventions are evidence based by identifying local needs and demand through baseline analysis where this is available.
- Deliverability: ensuring interventions are deliverable by consulting with the contractor and possible collaborators where possible.
- Collaborative: promoting a joined up approach across Waltham Forest by seeking insight about the social value approaches being taken by service providers, other major capital projects in the area, local social enterprises and smaller scale community initiatives.
- Mapping out opportunities to add value: understanding what typical construction supply chains would look like in order to identify where there are practical opportunities to build on and add value.
- Operationalising the strategy: thinking through how the social value strategy will be operated and managed, with clear roles and responsibilities and a process to review progress and identify where changes or improvements are required.

Best practice examples (further examples are provided on page 74)



**Meanwhile uses at Wellington Place, Leeds**  
Developers MEPC invested £1m in an initiative to provide temporary public space while development was paused during the economic downturn. This included football pitches, allotments and a green seating area, turning the site in to a valued and well used community asset.



**Construction Skills Centre at Kings Cross, London**  
The Construction Skills Centre helps local people access the jobs and opportunities created by the King's Cross development. Since opening the Skills Centre has trained and supported over 5,000 people, with over 3,500 gaining a construction related qualification.

Table 1.1 Potential interventions to maximise social value during the design stage

Priority area	Potential interventions
Employment	Practices involved in design stage to commit to local recruitment wherever possible, including recruitment of local people who can offer something to the project outside architectural work.
Diversity and inclusion	Design practices to commit to non-biased recruitment practices including diverse recruitment panels, unconscious bias training for senior staff, monitoring and analysis of diversity outcomes to measure performance and identify how processes could be improved. Job ads should be publicly advertised and applications from under-represented groups encouraged.
Skills and training	Set a target for minimum number of apprenticeships during design stage, including recruitment of local people wherever possible
	Develop training, workshops, and placements offering opportunities for local residents working with local FE colleges and universities
Community outreach	Create a local Residents Steering Group to gain input during the design stage and identify opportunities for community involvement in the design process.
	Set up a Listening Campaign to ensure local residents and communities, and other stakeholders are involved and engaged, with transparent two-way communication channels.
	Create a physical Community Centre on site to act as a hub for local residents and to host design participation and engagement events.
	Engage with wide range of local organisations and community groups to understand what their needs are, and how these could be reflected in the design of the development and during the construction stage through meanwhile uses. This should include voluntary and community sector groups, local youth organisations, arts and cultural organisations, local health and wellbeing services, homelessness organisations, LGBT groups and ethnic community groups.
	Work with partners and local groups to develop an arts, culture and heritage programme across construction phasing which could include temporary exhibitions, community curation activities and a themed events programme

# Social Value

Table 1.1 Potential interventions to maximise social value during the construction stage	
Priority area	Potential interventions
Employment	Establish a Recruitment and Training project to support local people and those from identified priority groups into employment e.g. BAME people, older working age people, younger people and NEETs.
	Set a target for the percentage of construction jobs to be filled by local people e.g. 75% London, of which 10% within Waltham Forest (backed up with mechanisms and processes rather than being just an arbitrary target).
	Contractor, suppliers and consultants to sign up to a Good Employment Charter committing to pay a living wage and offer secure work.
Diversity & inclusion	Contractor, suppliers and consultants to commit to a D&I Charter to ensure that employment, skills and training opportunities are accessible to disadvantaged residents and people living in deprived communities.
	Contractor, suppliers and consultants to embed D&I commitments within their own supply chains.
	D&I Charter to set out mechanisms for targeting priority groups, for example, a 'BAME, 50-64 and NEET first' approach, working with relevant partners.
Skills and training	Establish a Construction Skills Centre/Academy or other training facility to strengthen the local labour market and deliver a structured programme of apprenticeships and NVQ L2 training. This could include mapping out long-term progression pathways across the construction phasing so that those that have accessed training or skills opportunities can move into secure employment in later phases.
	Deliver a minimum of 1 meaningful apprenticeship for every 20 FTE construction job on site. The UK average is c. 1 apprenticeship per every 25 construction FTEs based on 2018 data. A 'meaningful' apprenticeship should be defined to ensure all suppliers are delivering high quality opportunities.
	Develop training, workshops, and placements offering opportunities for local residents. Ensure these focus on the skills and capabilities that will be important in future work requirements.
Supply chain	Contractor, suppliers and consultants to commit to working with LBWF to ensure that opportunities are being prioritised for local suppliers. Set a % target for local sourcing to encourage action.
	Contractor, suppliers and consultants to commit to using Waltham Forest based SMEs and social enterprises within their supply chain, with appropriate inclusive procurement mechanisms. Set a % target to encourage action.
	Lead contractor to actively promote the local suppliers and partners involved by showcasing their contributions in publicity materials about the development and construction, and in their reporting activities about the project.
Community outreach and wider benefits	Develop a meanwhile events programme across construction phasing. This could link up with the delivery of targeted outreach initiatives, as well as a broader social, community and arts and cultural agenda for the site.
	Create a local Residents Steering Group to gain input during construction, jointly set KPIs around managing the impact of this, and identify opportunities for community involvement as service users.
	Set up a Listening Campaign to ensure local residents and communities, and other stakeholders are involved and engaged, with transparent two-way communication channels.
Sustainable construction	Create a Green travel plan for the site to encourage car sharing, active travel and reduce emissions.
	Implement a Cycle to Work scheme and provide adequate and safe cycling racks and showering facilities on site to encourage cycling to work.
	Provide EV charging points on site
	Implement a salary sacrifice for Ultra Low Emission Vehicles (ULEV) scheme
	Require contractor to develop and adopt a sustainable construction plan, to target outcomes such as saving carbon, promoting air quality, reducing water and energy usage, limiting waste to landfill and limiting emissions.

# Social Value

Activities to maximise social value during the operational should be informed by residents and businesses who occupy the site, and their own priorities. The table below, and continued on the following page, provides initial ideas for interventions which have been applied on other developments that could be considered and adopted for Leyton Mills.

Table 1.2 Potential interventions to maximise social value during operational phase	
Priority area	Potential intervention
Job creation and enterprise	Ensure that at least 20% of workspace is affordable and/or available on flexible terms (e.g. co-working space), making it suitable for small businesses and entrepreneurs.
	Do a ground floor strategy that supports and caters to existing communities as well as new ones
	Consider the use of more agile turnover and social value lease models to enable a broader range of local and impact organisations to locate within the developments
	Co-invest in local businesses with potential to grow and scale; seek to recruit London-wide purpose driven entrepreneurs through equity or loan based investment, access to space and support.
	Arrange a programme of networking events or small conferences with guest speakers, with the aim of fostering a strong business community onsite, centred around high value clusters.
	Establish on-site recruitment centre to match local residents with job opportunities at tenant businesses. Or set up a website for advertising job opportunities for local residents
Community outreach and activation	Establish a Residents Forum who would identify community issues or concerns, or ways to enhance community life, and raise these with the managers of the site.
	Create a digital community networking platform on facebook or other social media
	Create a physical Community Centre on site to act as a hub for local residents, to host design participation and engagement events, as well as being home to free desk and IT facilities.
	Develop a Community Dividend which can reinvest development profits/ revenue above a certain level to support local activity.
	Run a programme of events, using open space and cultural facilities to bring the community together. This could include sporting, arts and food and drink themed events.
Work with partners to support existing (or develop new) outreach initiatives to target priority issues in the local community (e.g. loneliness, knife crime, air quality, food poverty, childrens literacy etc)	
Arts and culture	Engage with local arts and cultural organisations to understand what their needs are and offer relevant support, e.g. facilities, advice, services, as well as supporting subsidised programmes to encourage disadvantaged groups to participate.
	Work with local community groups, creatives and organisations to co create and deliver a programme of arts and culture activities.
Health and wellbeing	Provide outdoor sports facilities for all ages including sports pitches, outdoor table tennis, outdoor gyms and playgrounds
	Create green spaces that target specific and measurable climate mitigations to reduce peak ambient temperatures.
	Reduce the impact of development on existing green spaces and natural environments, working with knowledgeable local organisations such as Save Lea Marshes.
	Provide all homes with an outlook towards attractive greenspace.
	Adopt the GLA's Child Friendly City principles for good development, commission a play consultant and engage with stakeholder groups of young people to develop site-specific play strategies and spaces to make best use of opportunities.
	Organise programme of sports activities and/or events to encourage participation in sport (football coaching/tournaments, outdoor circuit classes, guided walks, cycling cubs) with the understanding that some of the sports available on the QEOP are expensive and not necessarily inclusive to a diverse range of people representative of the local area.
	Arrange programme of health and wellbeing seminars and workshops on themes such as nutrition, home food growing (which could be connected with the local allotments), stress management and mindfulness.

# Social Value

Sustainable travel	Create a green travel plan for the site to encourage sustainable travel, which could include dissemination of travel guides and leaflets/ advertisements on sustainable travel options or a participatory project to help people support people to cycle and change habits and perceptions around car and cycle use.
	Offer bike and e-scooter hire facilities and include safe bike storage throughout the site.
	Implement a Cycle to Work scheme and provide showering facilities on site to encourage cycling to work.
	Provide EV charging points on site
Environment and Circular Economy	Deliver an onsite Circular Economy campaign which raises awareness of circular economy best practices, initiatives and market opportunities. This could include awareness raising events and communication campaigns to encourage new habits.
	Invest in a strategy/infrastructure for low-emission last mile delivery with LBWF.
	Require tenants to measure the carbon footprint of their businesses and support / train them to do this.
	Promote community-based development of 'green' ideas through micro-granting events.
	Provide a greater number of car club spaces to support ease of access and encourage greater uptake.
	Make recycling as easy as possible with recycling bins provided throughout the site.

## Best practice examples



**Pilcrow Pub (Community involvement at NOMA, Manchester)**  
The aim of the project was to create a pub, with and for the people of Manchester. Everything in the pub was made by a member of the community under the guidance of a skilled local craftspeople. Over 600 local people were involved in the creation of the pub, from architects and industrial surveyors, to upholsterers and graphic designers.



**Skip Garden, Kings Cross**  
An urban farm and café built from recycled construction material, the Skip Garden is a meanwhile use that's moved around King's Cross since 2009. While land is provided by developers Argent, the Skip Garden is operated by Global Generation, an educational charity which involves people in organic, urban food growing.



**Sustainable Travel at Wellington Place**  
A number of amenities and activities are provided to encourage sustainable travel, including free bike hire, a bike repair station, changing facilities, electric vehicle charging points, a car club and discounts for bus travel and park and ride. The developers have appointed a Travel Plan Coordinator to encourage staff to travel to work using sustainable modes.



**Monitoring and evaluating social value at Kings Cross**  
Developers Argent commissioned Regeneris (now Hatch) to help them understand the social value that had been created by the King's Cross Development. This assessed and where possible quantified social value using a wide range of economic, social and environmental datasets and indicators. The report also made recommendations on how social value could be maximised and measured in future.

# Embedding Circular Economy Principles

## Defining the Circular Economy

The current ‘take-make-waste’ linear model of the economy has many negative environmental impacts and is putting the world’s natural systems under extreme stress. Proposed as an alternative to the linear economy, the circular economy seeks to transform how resources are managed, how products are made and used, and what is done with materials once products are no longer needed or wanted. The Ellen MacArthur Foundation (EMF) describes the circular economy as one that is restorative and regenerative by design, aiming to decouple economic growth from the consumption of finite resources.

According to the EMF, three main principles define the circular economy, as set out in the table below.

The implementation of circular economy principles within new developments can support the emergence of:

- Thriving cities – in which economic productivity increases through reduced congestion, eliminated waste and reduced costs. New growth and business opportunities support skills development and jobs.
- Liveable cities – with improved air quality, reduced pollution and enhanced social interactions.
- Resilient cities – reducing reliance on raw materials by keeping products in use and balancing local production with global supply chains.

By delivering these benefits and by incorporating them into new developments, this will change the way in which urban systems are planned, designed and financed, aligning to the Mayor’s climate ambitions and the 2030 Sustainable Development Goals.

Principle	Detail
Design-out waste and pollution	View waste as a design flaw and harness new materials and technologies to ensure that waste and pollution are not created in the first place Design out negative impacts of economic activity, including GHG emissions, hazardous substances as well as structural waste such as traffic congestion
Keep products and materials in use	Design for durability, reuse, remanufacturing and recycling to keep products, components, and materials circulating in the economy Give resources a second life through take back strategies
Regenerate natural systems	Not only protect, but actively improve the environment through economic activity Avoid the use of non-renewable resource and preserve or enhance renewable ones (e.g. return valuable nutrients to soil, use renewable energy as opposed to fossil fuels)

## Circular Economy Principles for Leyton Mills

As New Leyton develops, there will be a need to understand the complex relationships between the built environment, mobility, public and green spaces, energy, water and material flows. There is also a need to consider human activity that will also be present on the site, including retail, culture, education, housing, commercial space and leisure. Each of these areas will need to consider circular economy principles to ensure they have a proactive approach to limiting their environmental impacts.

There are a number of potential opportunities to incorporate circular economy principles at New Leyton. These could be incorporated at the planning stage, during the site’s construction and during the operational phase of the development. The guiding principles of the circular economy encourage more labour-intensive economic activities such as recycling, repair and remanufacturing services.

Potential areas of focus for applying circular economy principles include:

- Food – look to promote localised food production such as vertical and rooftop farming, hydroponics and aeroponics. Encourage a reduction in food wastage through food sharing and a local food market, helping to support local businesses. By doing so, this would help to reduce waste and increase access to high quality, locally grown food.
- Water – create sustainable water systems which maximise the local water resource available in the area. Look to embed rainwater collection and recycling, sustainable drainage systems and smart water demand management into the development of the area to reduce the area’s burden on the local water network.
- Energy – identify opportunities to embed renewable and low carbon energy sources into the development, creating local energy

production where possible (e.g. rooftop solar and heat pumps). Look to embed smart demand management techniques to reduce energy consumption where possible.

- Environment – look to ensure that the new development improves air quality locally, reduces the amount of waste produced on site and supports an enhanced biodiversity. Support green infrastructure, sustainable transport and construction to deliver an environmentally friendly development.
- Materials – ensure that materials selected for the site are low impact and renewable where possible. Look to reuse demolition waste where possible to reduce the environmental impact of the construction phase.
- Construction – use low impact construction techniques, to help reduce wastage and minimise the associated logistics footprints. Look to use Modern Methods of Construction (which includes pre-fabrication of modular units off-site) to reduce waste and costs, whilst also developing new skills amongst the local construction workforce.
- Mobility – consider the planning of mobility services to maximise asset utilisation, reduce environmental impacts and promote healthy lifestyles. Prioritise pedestrian and cycle routes to encourage modal shift to these modes of transport, reducing dependence on private vehicles where possible.
- Space – ensure that space which comes forward is designed with flexibility and interoperability in mind and encourage the development of shared spaces which can be used for a variety of activities. This will reduce the need to repurpose spaces in the future, reducing material use and waste generation.
- Community – promote environmental awareness amongst residents, ensuring they buy-into the wider circular economy projects that are delivered.

# Sustainability

As a team we have identified sustainability themes, objectives and practical tactics to inform design work for the Development Framework sites, as set-out in the following table.

Theme	Sustainability Objective	Tactic
Transport	Promote connectivity and sustainable transport	Create an exemplary cycle-friendly development with the highest active mode share in London.
		Development funds for the improvement/ installation of cycle connections for local residents and those from a wider area that pass through the Framework area.
		Connect with wider LBWF.
Water	Water consumption	Reduce total water consumption, maximise efficiency of use and minimise the risk of water pollution and flooding.
Flood risk and drainage	Green / Grey / Blue infrastructure	Integrate proposed drainage with biodiversity and carbon opportunities.
Energy / Carbon	Energy consumption	Minimise embodied carbon in construction, including choices of building materials and exploring opportunities for efficiency with Modern Methods of Construction (MMC).
		Minimise total operational energy consumption and support the use of zero / low carbon technologies, including through buildings with passive measures to reduce energy needs (e.g., solar shading).
	Waste	Create opportunities for exemplary waste and recycling management.
Biodiversity	Access to green space and biodiversity partnership	While access to open green space is encouraged, LBWF officers and statutory consultees have raised the importance that high footfall areas should not segregate/disrupt biodiversity areas.
	Biodiversity security	Seek to protect habitats and species and promote opportunities to enhance and conserve wildlife.
	Connected environment	Ensure biodiversity areas are connected across sites with green belts.
Land Quality	Ensure soil protection	Identify, reduce, manage and mitigate the introduction of threats to soil which can reduce soil extent, diversity or quality.
Sustainability	Resilience	Improve resilience to current and future climate hazards - including general overheating risks, and severe weather events including heatwaves, storms and flooding.
	Promote Zero / low carbon development and transport solutions	Minimise expansion onto green sites, explore refurbishment before building afresh and design sustainability features into new buildings.
		Commit to accreditations which take a holistic and integrated view e.g., Passivhaus, BRE Home Quality Mark, BRE BREEAM, the WELL Standard and as updated.

# Connectivity and Transport

This is a summary of Sweco's transport recommendations. A more detailed report is set out in Appendix 2.

## Transport vision

Walking and Cycling should be the natural choices for travelling to, from or within the Development Framework area. A truly active fully inclusive development for all will be created through high quality, healthy streets and public realm spaces that enhance existing connections.

The developments will accommodate good public transport through bus links, especially for longer distance journeys and for those less able to use active modes. Retained and new bus routes with high-quality public realm bus stops and connectivity between routes will be key to create a modal shift to sustainable transport.

Building upon the recent cycling investment and increase in cycling trips in the borough, their location and the car-free nature of the proposed developments, walking and cycling will be the final mode for most. Walking and jogging will also be designed in from the start to help achieve a healthy and active community. These developments should be an exemplar for cycle routes, cycle parking, and rental options. This should include facilitating cargo-bike use and deliveries.

While car-free, the developments must also accommodate delivery, servicing, taxi/private hire and disability vehicle trips related to the residential and employment uses. Residential deliveries have increased significantly during the pandemic and are likely to be sustained. Convenient short term car and van hire will also be important.

## Guiding Principles

To achieve the Development Framework's transport vision of facilitating a healthy and active community, and to build upon the pandemic-induced changes to travel behaviour and street space distribution, the following principles were established to guide design development:

### 1. Make Walking and Cycling the Natural Choice

Planning for the easiest possible access to the wider pedestrian network, to cycle parking and to the strategic cycle network, will increase the convenience of these modes and will have a positive effect on overall journey times.

The Private Car will not dominate the streets and walking and cycling will be the easiest, most direct mode.

### 2. Manage Speeds

Road traffic speed limits can be seen as an indicator of how a city functions and feels, and the variation in speed potential between modes (notably between pedestrians, cyclists and motorised transport) is an issue for land use planning and achieving sustainability goals. Lowering the speed limit for motorised traffic and enforcing lower speeds through street design and planning can yield the following benefits:

- Fewer and less severe collisions on the highway network
- Modal shift as the private car loses its speed advantage
- Greater space distribution for public realm
- More attractive spaces for walking and cycling

### 3. Plan for Proximity and Density

The distance from home to daily activities such as school, work and leisure, and the spatial distribution of these functions, often determines the chosen mode of travel. Providing a mix of functions at the neighbourhood level, and enabling shorter trips/reduced journey distances, can complement speed management measures. When journey distances to daily activities are shorter, the speed of travel becomes less important and modal choice increases. This supports everyday living on a local scale, where walking and cycling are effective choices for travel. The concept, commonly referred to as the '15-minute city', is proven to reduce air pollution reduce hours lost to commuting/ travelling, and improve quality of life

### 4. Redistribute Street Space

Streets do more than support movement, they are multifunctional and dynamic urban spaces which shape people's everyday lives. Motorised vehicles, moving or parked, currently occupy 50-70% of the public space in European cities, namely road space and parking. While reduced car ownership allows for the redevelopment of parking spaces to small parks, commercial units, or other social spaces, redistributing road space also supports active travel, the use of shared modes and social interaction. Potential positive outcomes include improved air quality, increased physical activity and increased social cohesion.

# Connectivity and Transport

## Accessibility – Ruckholt Road Overground Rail Station

We have reviewed the impact of a possible new Ruckholt Road Station, both qualitatively and quantitatively, using industry standard metrics. There are clear limitations within the PTAL and PTAL methodologies (as noted in Appendix 2), but these are useful metrics to consider the quantitative benefit of with and without station options. They show that re-provided and new bus routes and improved pedestrian and cycle links provide an effective benefit, and within these metrics that the station would not significantly improve connectivity. However, expressing the benefits of the new station in terms of PTAL and PTAL only has the potential to underestimate the broader qualitative value it could add to the area.

The provision of a new local rail station can completely transform an area in terms of its prosperity, ability to encourage people to move to the area and its effect on the viability of commercial/industrial uses. A key priority for the Council is getting people into employment and improving the quality of jobs that can be accessed by their residents. The rail network gives shorter journey times and reliable timetables. Ruckholt Road station, with a 4 train per hour service would be only 5 minutes to Stratford and 10 minutes to Tottenham Hale. Stations can have a powerful psychological impact on people's perceptions of a place and can feel more 'reassuring' and 'fixed' for some users, especially very occasional visitors. This may be a particular consideration if for example a cultural venue or other such public-facing use is brought forward, where a recognisable station on the map may be particularly useful.

### Accessibility metrics

The table above right summarises the difference between the existing and future scenarios. It includes the PTAL to enable us to be more descriptive - Temple Mills Bus Garage goes from a low PTAL 4 to a high PTAL 4, for example - in a way which PTAL doesn't make explicitly clear.

Site	Public Transport Accessibility Index (PTAI)			Public Transport Accessibility Level (PTAL)			Commentary
	Existing	Future (bus, no station)	Future (bus plus station)	Existing	Future (bus, no station)	Future (bus plus station)	
Leyton Mills Retail Park*	20.44	20.44	23.82	5	5	5	Access to/ frequency of bus and underground services unchanged. PTAL increase reflects station only.
Temple Mills Lane Bus Depot	15.98	16.17	19.55	4	4	4	Will a bridge come forward in the station location, without the station? A minor increase in PTAL is achieved with the bridge as the walk distance to bus service W14 decreases.
New Spitalfields Market (South)	3.83	8.99	11.66	1b	2	3	The extension of the D8 bus service and proximity of bus stops to new dwellings (within 200m) increases the PTAL. Please note existing PTAL (as exported from TfL's WebCAT) does not account for the Central Line.
New Spitalfields Market (North)	0	6.15	8.15	1a	2	2	Increased permeability of the site (re access to bus services 308 & W15) and the extension of the D8 bus service and proximity of bus stops to new dwellings (within 200m) increases the PTAL.

Note above: \*TfL WebCAT falsely portrays the retail park PTAL as 3, as it doesn't consider Leyton Underground Station as accessible on foot from the retail park. This is untrue; a pedestrian route exists and so central line services have been added to the assessment. This makes the existing PTAL 5.

Target Future Mode Share for Leyton Mills Development Framework (2030)



\*Diagram is based on modal share for journey to work only (the key test when undertaken within Transport Assessments).

\*\* Based on the proposed modal split approved at Coronation Square (March 2020)

\*\*\*The high cycling mode share build upon the Waltham Forest 2020 target of 10% and uses Cambridge as an aspiration where the 2011 Census registered cycling mode share of 31.9%.

Redistribution of Street Space  
Source: 'Urban Insight - Which Way Now? Healthy Options for Our Streets and Cities', Sweco (2021)



# Connectivity and Transport

## Infrastructure Improvements

The Stage 1 analysis of network connectivity has been refined throughout Stage 2 and the resulting recommendations for transport infrastructure improvements and additions are summarised here. A full list of walking and cycling infrastructure is provided in Table 3.3 in Appendix 2 by road/ area.

No.	Improvement/ addition	Notes/ delivery considerations
1	A new, high-quality pedestrian and cycle route through New Spitalfields Market.	Essential. Relatively low cost and easily achievable in specific site schemes.
2	A new, high-quality pedestrian and segregated cycle route through Leyton Mills.	Essential. Relatively low cost and easily achievable in specific site schemes.
3	Improvements to Ruckholt Road (Eastway) to strengthen the link between the main entrance of the New Spitalfields site, Eton Manor and Temple Mills. Should include improved, wider pavements, improved segregated cycle routes and planting. There may also be opportunities for low-level planting within the median strip.	Essential to 'humanise' a somewhat bleak road.
4	Bus service stopping within New Spitalfields Market.	Essential. Key infrastructure to support the redevelopment of the site.
5	New pedestrian and cycle bridge alongside the A12 connecting the southern edge of the Leyton Mills Retail Park and Eton Manor sites, and enabling onwards connections to QEOP/ Stratford.	Highly desirable. Strategically unlocks the southern corner of Leyton Mills and provides improved onwards connectivity to QEOP and Stratford. Engineering and cost study required to progress.
6	New pedestrian and cycle bridge to increase existing capacity of rail bridge on Ruckholt Road	Highly desirable. The Ruckholt Road bridge will be a key crossing for residents of New Spitalfields Market. A significant increase in population will require widening of routes.
7	Re-accommodate bus service stopping within Leyton Mills.	Highly desirable. Especially in the short term to ensure site is well connected, particularly for those with mobility issues.
8	New pedestrian and cycle route to the west of the existing sports pitches connecting the New Spitalfields Market site to Hackney Marshes	Highly desirable low cost route. Engagement with LB Hackney needed and careful consideration to maintain ecological habitats.
9	Improved routes to and through the Eton Manor site	Highly desirable with multiple benefits.
10	Improved public realm around Leyton underground	Highly desirable. The existing pavements are constrained and LBWF with TFL are reviewing opportunities for improvements.
11	New Ruckholt Road overground rail station, with two entrances – one at Ruckholt Road and the other at Marshall Road, with a new bridge between.	Highly Desirable. A new station would support growth in the surrounding area as outlined in emerging Local Plan 1.
12	Safeguard a possible future route via Thant Close.	Desirable. These three opportunities all look to mitigate Leyton Mill's largely 'landlocked' character and increase permeability along the northern boundary. A connection via Mill Court could be especially beneficial to allow better connectivity northwards for users of the Primary School. Engagement with landowners will be needed.
13	Safeguard a possible future route alongside St Eleftherios Greek Orthodox Church (currently a private yard). This could be combined with public realm improvements with a shared benefit for the Church.	
14	Safeguard a possible future route through Mill Court (private land currently accommodating a car park).	
15	A new pedestrian and cycle bridge connecting New Spitalfields Market to Hackney Marshes.	Desirable to improve access to green space and avoid a 'dead end' within NSM, but it should be secondary to ensuring the ecological value of the river area is maintained, will require engagement with the EA, and there may be other interventions that present better cost-benefit value.
16	Improved cycle route along Homerton Rd	Desirable. Engagement with LB Hackney needed.
17	Improved cycle route along Homerton Rd Bridge	Desirable. Engagement with LB Hackney needed.
18	A potential new pedestrian and cycle bridge creating a new route between Hackney Marshes and Lea Bridge.	Desirable. This is a positive link to improve urban permeability, but sits outside LBWF, within LB Hackney.

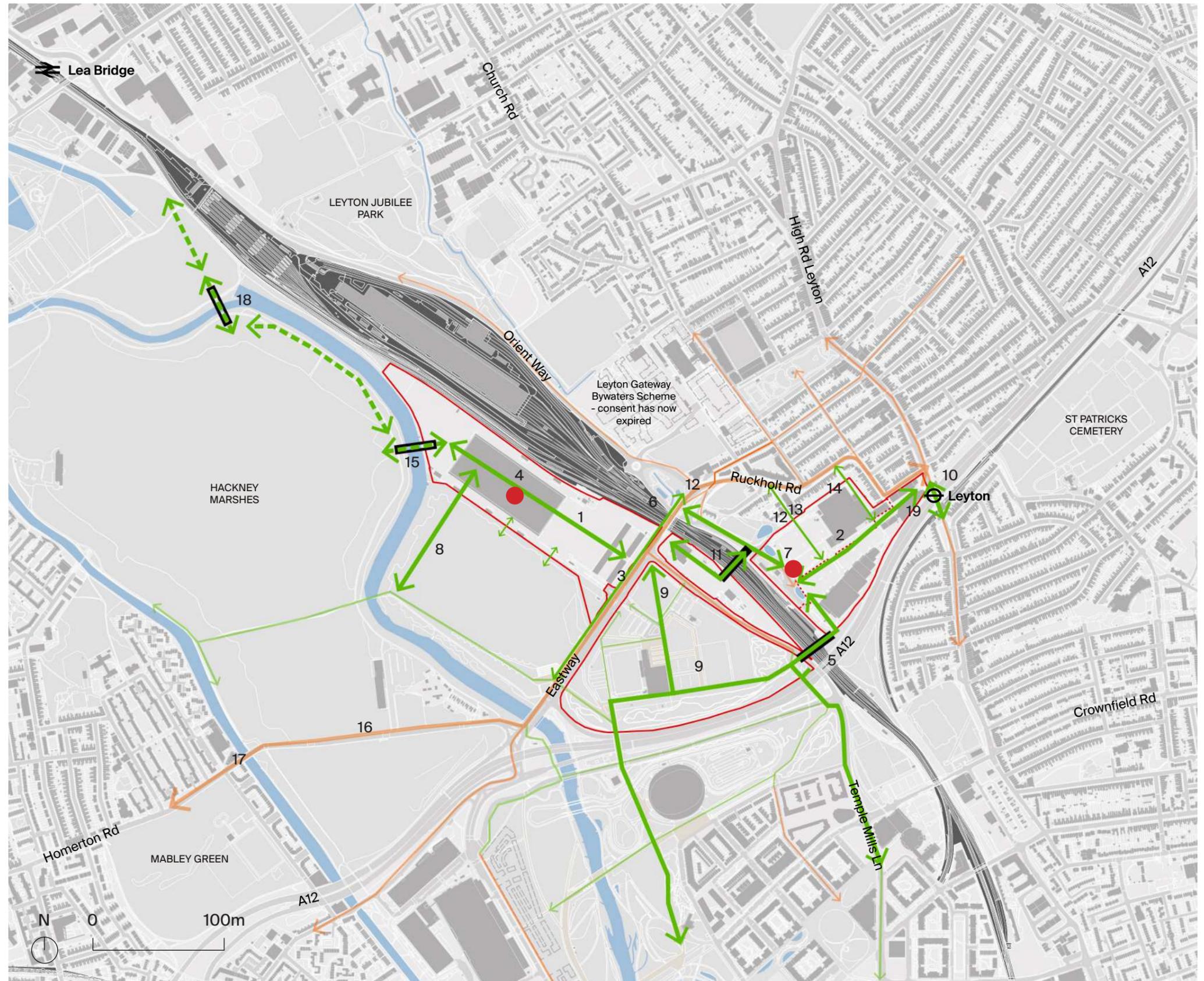
# Connectivity and Transport - Infrastructure Improvements

Graphical index of transport infrastructure improvements from previous page:

- 1 New, high-quality pedestrian/ cycle route through New Spitalfields Market
- 2 New, high-quality pedestrian/ cycle route through Leyton Mills Retail Park
- 3 Ruckholt Road improvements
- 4 New Spitalfields Market bus service
- 5 New strategic pedestrian/ cycle bridge
- 6 New pedestrian/ cycle bridge to increase existing capacity
- 7 Leyton Mills Retail Park bus service
- 8 New pedestrian and cycle route
- 9 Improved routes through Eton Manor
- 10 Improved public realm around Leyton Underground Station, incl. improving access to Leyton Mills sites and Leyton High Road, addressing existing level change and severances
- 11 New Ruckholt Road rail station
- 12 Safeguarding of possible future route
- 13 Safeguarding of possible future route
- 14 Safeguarding of possible future route
- 15 New pedestrian/ cycle bridge
- 16 Homerton Rd improvements
- 17 Homerton Rd Bridge improvements
- 18 New pedestrian/ cycle bridge
- 19 Address the existing level change and severance to Leyton High Road

## KEY

- Bus stop (indicative)
- Potential bridge
- Lower priority potential bridge
- ↔ Potential new & improved connections
- ↔ Lower priority potential new & improved connections
- ↔ Existing connections
- Development Framework sites



# Connectivity and Transport

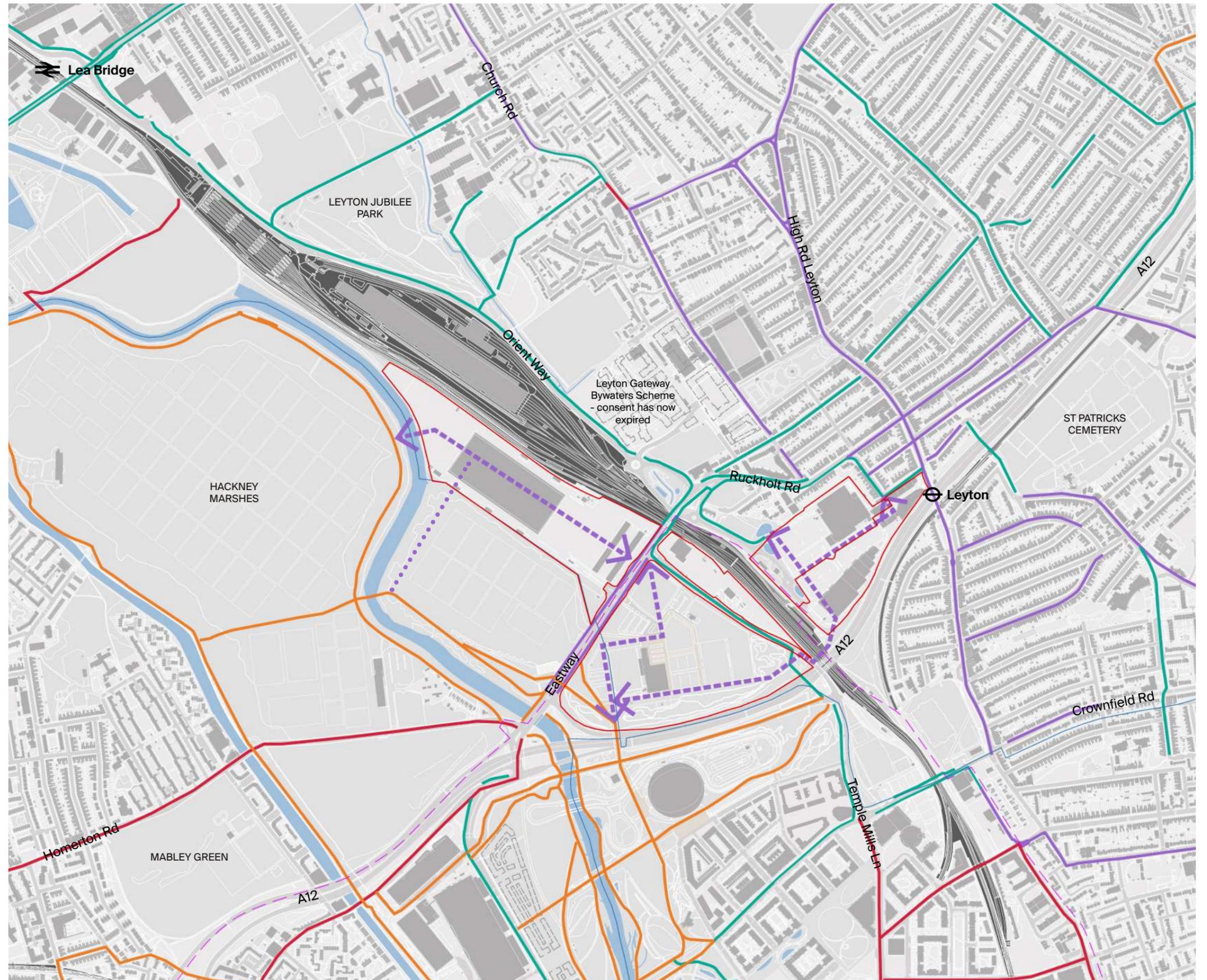
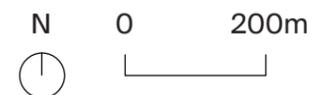
## Cycle route improvements

New/ improved key routes proposed within the Development Framework sites are shown in purple dashed lines, added to the baseline map, shown previously on page 20.

Routes have been categorised based on existing quality and scored 'high', 'medium' and 'low' quality to indicate the level of intervention required. Refer to page 20 for the RAG scoring criteria set out in the Cycling Level of Service Tool in Appendix A of the DfT document Cycle infrastructure design (LTN 1/20) and consideration of the Appendix B Junction Assessment Tool.

### KEY

- High quality routes (zero/ minimal improvements required)
- Medium quality routes (some improvements required, e.g. surfacing, lighting)
- Low quality routes (priority locations for additional improvements to network)
- To be completed/aspirational (designated by LBWF)
- - - Enhanced/Proposed new cycle routes (Leyton Mills Development Framework)
- Development Framework sites



# Connectivity and Transport

## Cycle route improvements

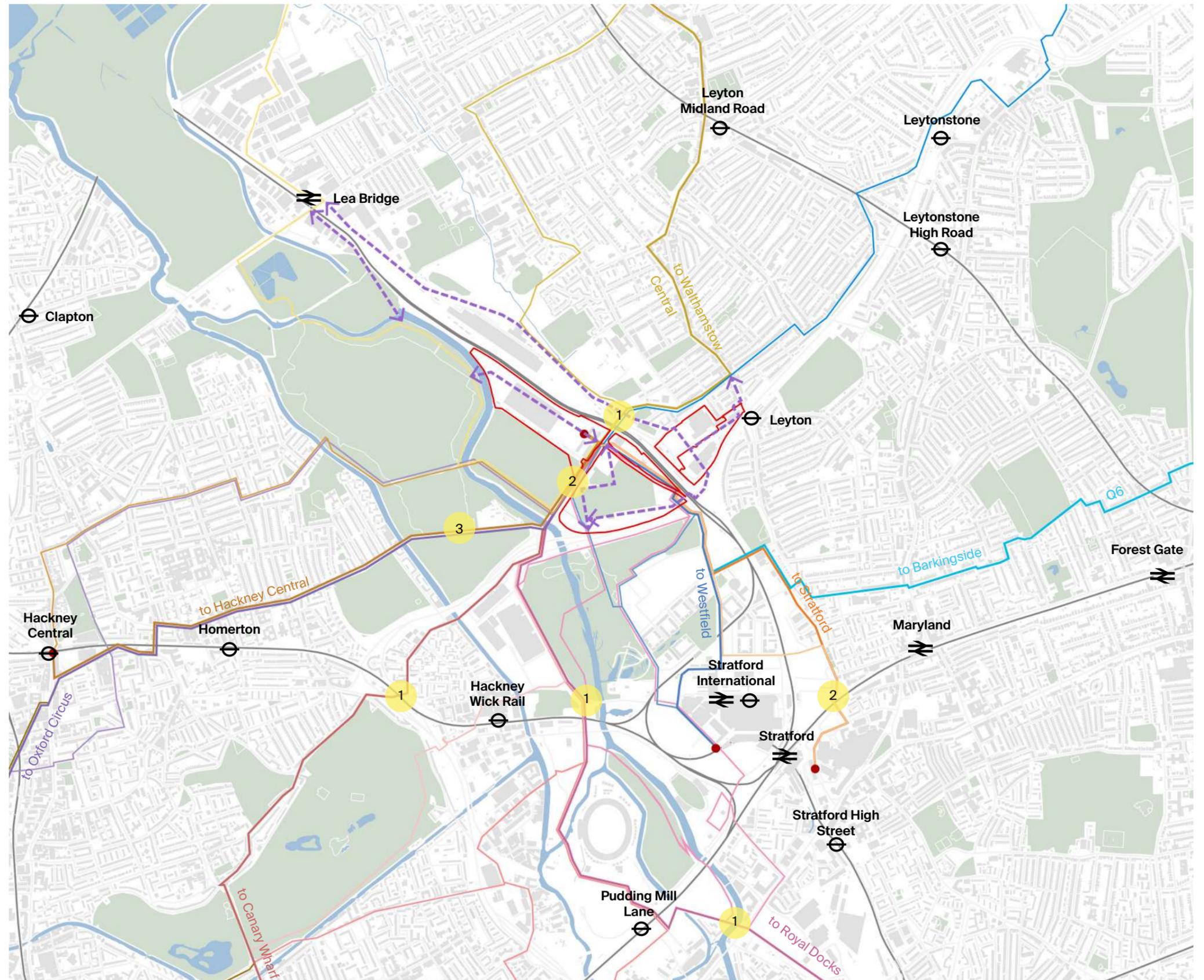
Key destinations and strategic cycle route improvements

### KEY

- 1. Confluence point
- 2. Poor quality provision
- 3. No cycling provision
- Key destinations
- Opportunity for enhancements
- - - Enhanced/Proposed new routes

Below - quieter/safer routes are shown with lighter tones, and faster routes with a darker tone:

- Routes to Barkingside
- Routes to Westfield
- Routes to Walthamstow Central
- Routes to Stratford
- Routes to Royal Docks
- Routes to Canary Wharf
- Routes to Oxford Circus
- Routes to Hackney central
- Development framework sites



# Energy strategy

## Summary

As part of the Development Framework study, Sweco have undertaken an energy and climate context appraisal, reviewed options, and made recommendations. An extract is provided here for convenience. Further information is set out in Appendix 2.

This is in the context that this Framework is a high-level document and technologies, policy and statutory requirements will evolve over the time period of the Framework implementation. The Framework therefore needs to be an agile document embracing an iterative process regarding heat and energy policies moving forward towards likely planning applications and developments in the late 2020s.

This appraisal explores the potential to connect to the Queen Elizabeth Olympic Park district heating / decentralised energy network (referred to hereafter as the East London Energy (ELE) network) and also whether the development should build a separate purpose-built new decentralised energy network to serve all the development sites. Any reference to an on-site decentralised energy network consists of a 5th generation microgrid, to deliver a communal heating solution to all parts of the redevelopment area and active cooling where required in limited instances following further detailed noise, air quality and future weather year analysis for affected apartments.

As part of the brief, Sweco was instructed by the London Borough of Waltham Forest (LBWF) that the options considered should seek to find viable means to deliver the Mayor of London's Climate Change and Energy Strategy, adhering to adopted London Plan planning policies including Policies SI 2 and SI 3 and LBWF's own carbon reduction targets.

As the first step of the energy strategy evaluation, Sweco contacted Engie (recently re-branded as Equans), the ELE network

operators. Engie responded positively to the potential of future connection and offered detailed technical information, including carbon intensity of their existing district heating network. The proximity of the existing network to the proposed development framework means a connection may be viable.

District heating networks in general offer a range of benefits (applicable to both the ELE network and any on-site decentralised energy network for this Leyton Mills Framework area), which can include:

- Zero carbon operation from the beginning (no lead-in times to meet 2050 targets) if the centralised energy plant centre contains renewable heating plant.
- Heat from several different energy sources, either operating alone or as a combination of plant types to provide flexibility to connected clients.
- Opportunities to utilise large-scale waste heat (if available) in line with circular economy principles as per the LBWF brief.
- Lower costs to achieving carbon targets than the equivalent of deploying micro renewables at each building.

Engie have committed to LBWF that by no later than the 1st January 2025 that they can make a low carbon heat supply available from the ELE network for the development sites with a carbon content of no greater than 100 gCO<sub>2</sub>/kWh. This is a welcomed decarbonisation target that improves on existing outputs, but this level of emissions is still a net contributor to CO<sub>2</sub> emissions. No further information has been made available at this stage that commits the existing district heating network to net zero in line with existing GLA 2050 targets, although it is understood that the GLA and Equans are actively working on decarbonisation options. It is also understood that government will announce soon that all existing DE networks will be required to decarbonise by 2030.

The development sites are representative of the trend and challenges of the ongoing urbanisation of cities across the UK & Europe – and in particular development within outer London boroughs – within the broader context of the climate emergency and global heating. Therefore, the energy and climate strategy will need to adequately respond by adapting to provide comfort, heating and ventilation to occupants against climate change and urban heat island effects. Given the interdependencies, we recommend that further detailed specialist studies for acoustics and air quality are carried out during the next stage design process to assess potential impacts, as per the World Health Organisation (WHO) guidelines, on the end-user occupants of the site.

In April 2019, LBWF agreed to declare a “Climate Emergency”. As per their website, this declaration commits LBWF to launching a new climate strategy, establishing an independent Climate Change Commission to help shape the local response to this global challenge, and calling on the UK Government to provide the necessary powers and resources to make local action on climate change easier. The independent Climate Emergency Commission has concluded, but the updated climate strategy and action plan has not yet been published at the time of writing. For the purposes of exploring a viable future energy strategy for the development sites, it is reasonable and risk appropriate to assume the climate strategy would align with the Climate Change Act (2050 Target Amendment) and the New London Plan (2021).

The Climate Change Act 2008 is central to the UK Government's plan to reduce carbon emissions, committing the UK to a reduction of 80% against 1990 levels by 2050. On 1 May 2019, the UK Government declared a climate emergency, leading to updating the commitments in the 2008 Act to target net-zero carbon emissions by 2050 under the Climate Change Act (2050

Target Amendment) Order 2019. Future carbon budgets are expected to include less emissions across all sectors, working towards the goal of net-zero carbon emissions by 2050.

The Greater London Authority (GLA) published New London Plan came into effect in March 2021. Development Framework proposals must address the requirements of the London Plan, and its core policy objectives including compliance with Policies SI 2 and SI 3 following the energy and heating hierarchies. The New London Plan sets out a vision of London to become a zero-carbon city by 2050. Therefore, the zero carbon targets will be relevant to domestic and non-domestic major developments. The proposed energy strategy for the Development Framework has taken on board the ethos of the recently (March 2021) published London Plan and the LBWF climate emergency declaration.

In addition to delivering the Mayor of London's Climate Change and Energy Strategy, compliance with the adopted London Plan policies and LBWF's own carbon reduction targets, LBWF have emphasised that affordability for end users will be an important consideration. The Development Framework study has looked at this holistically in light of anticipated future trends and technology improvements, including a recommendation to commit to the RIBA Climate Challenge 2030 (reducing energy required per m<sup>2</sup>) and to explore Passivhaus design and accreditation to improve fabric efficiency of dwellings.

# Energy strategy

## Recommendations

It is recommended that a net zero carbon energy strategy be adopted for the development sites.

All options will be subject to Council review before the final solution is agreed.

Consideration of relevant current policy from the government, the Mayor of London's Climate Change and Energy Strategy, adopted London Plan policies and LBWF's own current and future carbon reduction targets, should be taken into account to adopt an energy strategy for the development sites that ultimately is not a net contributor to emissions as this approach would adversely impact efforts to achieve future carbon budgets.

In the first instance, Sweco considered the existing ELE network. The geographic proximity indicated that connection was possible. The fossil fuel based system is a net contributor to carbon emissions and current operations report heat loss inefficiencies.

It is recommended that further work is conducted with the ELE network operators on realisation of a decarbonization plan including better understanding of the existing network losses, infrastructure costs/risks, and actions to minimise these.

As a result, Sweco considered a decentralised energy network solution consisting of a 5th generation microgrid energy network built specifically to serve the needs of the development sites. Low / medium temperature water would be circulated to each dwelling. With modern building construction, heat emitters can operate at lower temperatures than legacy systems (e.g. 40degC for 5th generation microgrid versus 80degC for ELE network), which significantly increases the viability of zero-carbon technologies such as heat pumps against fossil-fuelled high-temperature plants like boilers and CHPs. This also drastically

reduces heat losses in the system, which can be high (e.g. 25% for ELE network).

This system would be classified as zero carbon on the basis that all electricity used by its heat pumps would be from renewable tariff. This type of 5th generation microgrid network would not require specific land use but instead could use energy from local sources such as underground aquifers, local rivers, ambient air, cooling systems reject heat and waste heat from nearby industries for the circulated water to increase the efficiency of the system – if these are available.

Specifically, for the redevelopment site, an on-site energy network could capitalise on recovering unused thermal energy in the ELE network that is currently dissipated to atmosphere, such as the adiabatic cooling from air conditioning units, creating a synergy between the two systems. Diversity of energy supply gives greater security on the costs of living / doing business in the city. Waste heat from the ELE network to the on-site energy network could provide a benefit to the development and would also support the decarbonisation efforts for the ELE network itself. However, a decarbonisation strategy for the ELE network in line with government and local authority net-zero targets is needed for operational use beyond 2050.

The building heating and cooling load dynamics will change as the effects of climate change progress over the coming years. The 5th generation microgrid energy network solution (part of the decentralised energy network), which combines heating and cooling, will be effective at adapting to the effects of climate change in an increasing warming world. This may not be possible in segregated heating and cooling systems (e.g. ELE network).

LBWF have raised concerns that an energy solution put forward should be compatible with affordable housing and not result in fuel poverty for future residents. To alleviate

concerns, the recommendations of this report specifies that if connection to the ELE network is ultimately not pursued, any stand-alone decentralised energy network design must have the temperature parameters to provide heat pump efficiencies of 400% (1 kWh of electricity used produces 4 kWh of heat), which pass benefits directly to the connecting users. In comparison, the existing gas boilers like in the ELE network have an efficiency of around 90% (1 kWh of gas can produce 0.9 kWh of heat), but gas is currently significantly cheaper than electricity.

The ELE decarbonised solution should be assessed at the appropriate point in the design process moving forward. Based on industry and government policy trends (e.g. growth of solar and wind energy, carbon taxes), it is expected that by the time the development is complete during the 2030s, a heat pump efficiency of 400% will be sufficient to bridge the gas-electricity price gap and offer competitive heat costs compared to gas systems. Access to a competitive electricity market will also alleviate costs on the end-user, as opposed to single-provider centralised district heating systems. Additionally, the ability to charge thermal stores during off-peak hours (e.g. night) at lower tariffs will further reduce costs to the dwellings. Lower heat losses will also drive down the final costs.

## Suggested Next Steps

- Under the GLA hierarchy<sup>1</sup> and emerging local plan for LBWF, the development sites should consider local heating networks, including the ELE network in the first instance.

In order to consider an existing network, the following parameters should be confirmed<sup>2</sup> prior to the start of the detailed design stage:

- Engage with providers and consider the status of existing networks.

- This can deliver net-zero carbon heating within a mutually acceptable timeframe, with interim and final milestones agreed in advance
- Inefficiencies are assessed in more detail and implications (including costs) for the development are shared with the developer/local authority
- Cost/risk analysis of adopting a fossil fuel based system, including impacts on end users
- A comparison with other energy network systems (including lower temperature/ambient loop network alternatives)

The assessments outlined above would need to ensure any option brought forward meets the local/regional/national net-zero targets, the inefficiencies do not adversely impact the design/construction/operation of the development sites and the cost of the infrastructure investment doesn't outweigh the benefits to the development and end users alike.

The development sites may not be constructed for some time. The recommendations of this report are in the context of existing and emerging policy. It is recognised that current climate targets and policy shaping development will likely change over time and will need to be reviewed as the development sites progress.

## Notes:

- 1 The London Plan (2021), Policy SI 3 Energy infrastructure (section D)
- 2 Confirmation should require publication of an evidence based solution that has been independently reviewed by a third party and in consultation with GLA and all other relevant consultees. All consultation, reporting and relevant affiliations of contributors should be declared and published as part of this process.

# Energy strategy

In the case where the ELE network cannot meet the decarbonisation targets for 2030 or assessment criteria outlined above, the development of a site wide network should be explored in the next phase of design and master planning work.

- Based on existing policy and available energy technologies, it is recommended that the following options are considered for the development sites, either:
  - A lower temperature/ambient loop network option connecting to the existing ELE network via the return pipe rather than the forward pipe. This would increase the efficiency of the ELE network (reducing network losses) and provide lower temperature heating to the development (reducing overheating). This recommendation is on the basis that the ELE network meets the local/regional/national net-zero targets, the inefficiencies do not adversely impact the design/construction/operation of the development sites and the cost of the infrastructure investment doesn't outweigh the benefits to the development and end users alike.
  - A lower temperature/ambient loop site-specific option (i.e. no ELE connection) that is connection ready.
- Further work by an independent energy consultant to continue investigating the Engie ELE network decarbonisation strategy, as part of the request for connection to the proposed Development Framework sites.
- LBWF to procure detailed site acoustic and air quality surveys as recommended in Appendix 2, section 5.1

For both of these options, the network allows for multiple sources of waste heat in the local area (e.g. air, buildings or water – further examples suited to 5th generation ambient temperature are detailed in Figure 11: Energy Network Generations in the main report) and thereby future proofing the proposed development for 2050.

All options will be subject to Council review before the final solution is agreed.

# Green Infrastructure

The functions of interconnected Green Infrastructure are multiple and varied.

Benefits contribute to climate change adaptation and provide leisure / recreation opportunities thereby improving health and wellbeing of local people.

Green Infrastructure on these sites should deliver:

- Enhanced biodiversity: Help to address local policy and create an attractive, vibrant and sustainable environment.
- Visual screening: improve the setting of developments adjacent to road/rail infrastructure.
- Localised cooling: This is increasingly important as frequency and severity of heat stress is anticipated in this region in the future.
- Air-quality improvements: Future policy is anticipated to change in response to this issue.
- Minimise surface water run-off: Help reduce impacts of short, sharp storm events.
- Amenity Space: improve placemaking and deliver community benefits.
- Improve water quality: incorporate drainage design into an attractive focal point that adds to the draw of a development.

## Green and blue linkages

This drawing on the following page indicates key opportunities for green infrastructure to contribute to ecology and biodiversity, incorporating new biodiverse public spaces, green 'corridors' and 'buffers'.

The New Spitalfields Market site could propose an ecologically-rich new public space organised around a daylighting of the culvert, with planted sloped/ terraced banks.

This and other proposed public spaces would be most beneficial if they extend to the forested edge of Hackney Marshes, in order to bring a connected biodiverse landscape into the site.

Leyton Mills Retail Park proposes an ecological edge to the railway and A12, and significant central greenspace which should feature species-rich grassland. A new pedestrian bridge link spanning parallel to the A12 should act to reduce ecological severance too by including greening or making space for a planted verge.

## Sustainable Urban Drainage

SuDS should be incorporated throughout the development public realm as part of holistic placemaking and greening strategies. Streets, especially the spine avenues, could provide woodland clumps and continuous beds including SuDS such as dry swales, to provide linear green infrastructure corridors.

## Balancing ponds

The existing technical and performance requirements of the balancing ponds within Leyton Mills should be rationalised and integrated into the public realm design so that additional amenity value can be created.

## Green roofs

Use of free rooftop areas for biodiversity as well as water retention and building performance. Nutrient-poor brown roofs with rubble, replicating the London BAP habitat wasteland, can be great for birds, bats and invertebrates and can be co-located with solar panels.

## Podiums, green fences and greenwalls

Podiums, fences and greenwalls (if appropriate, considering fire safety requirements) should maximise green space focusing on ecology and biodiversity benefits.

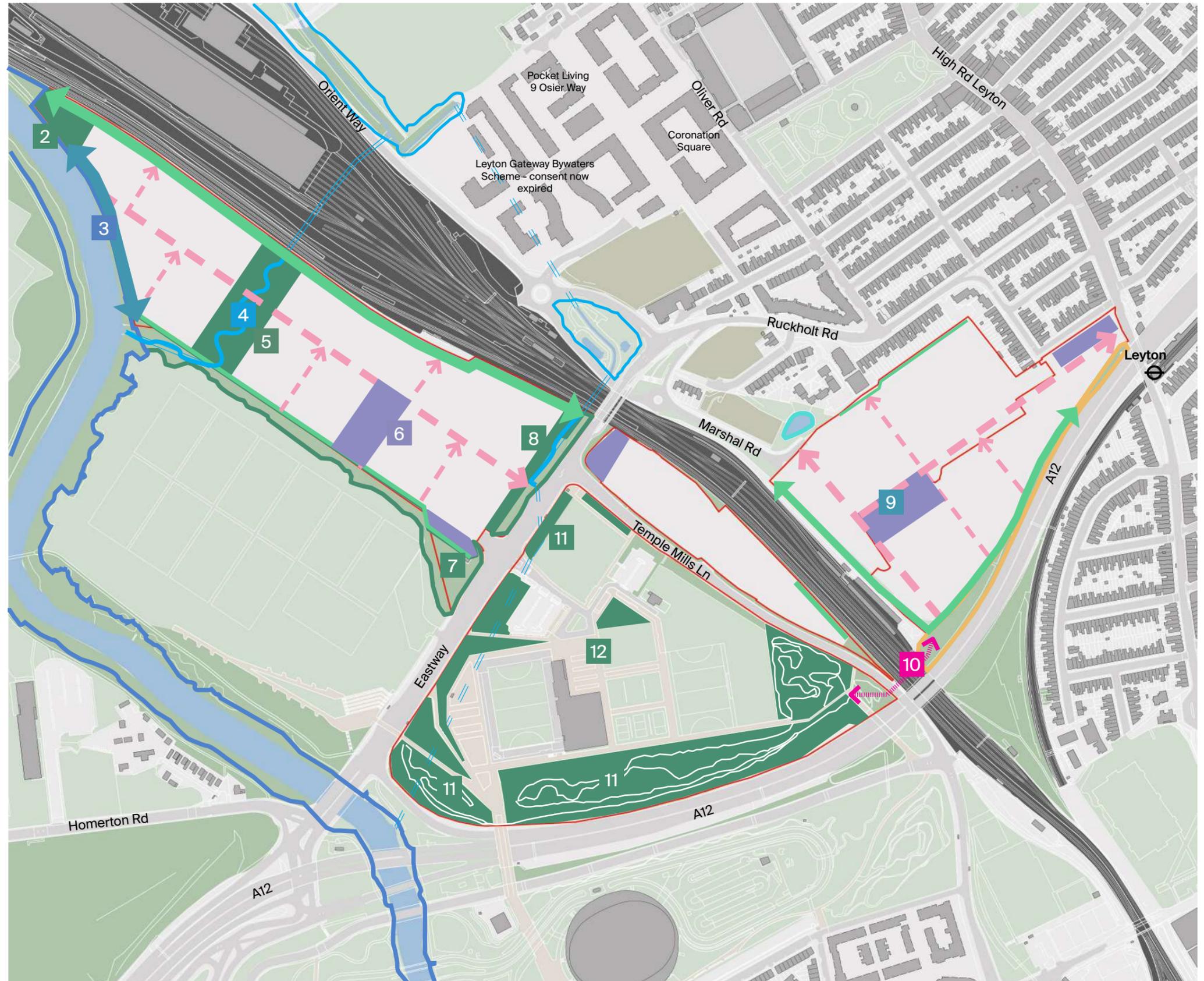


# Ecology and Biodiversity

- 1 Rooftops and podiums should maximise green space focusing on ecology and biodiversity benefits.
- 2 Dense tree planting with potential for community uses such as forest school or 'wild' public amenity.
- 3 Expanded green buffer to River Lea, enhancing river habitat.
- 4 Daylit, naturalised culvert with winding route, planted, sloped or terraced banks, incorporating bird habitats, e.g., kingfisher nesting tubes.
- 5 New large green space - ecological character with biodiverse landscaping incorporating e.g., bat boxes.
- 6 New green space - townscape character.
- 7 Protected and enhanced grove of trees - potential for community uses such as forest school or 'wild' public amenity.
- 8 Enhanced green buffer to Ruckholt Rd.
- 9 New green space: townscape character with incorporation of significant SuDs.
- 10 New bridge with greening / planted verge to provide wildlife/ ecological connection.
- 11 Enhanced ecological-focus landscaping.
- 12 Increased tree planting along routes

## KEY

- Development framework sites
- River Lea
- Dagenham brook
- Existing trees to Hackney Marshes edge
- Existing dense scrub to A12 road
- Existing ecological green space
- Existing green space or park
- Culvert (underground/ daylit)
- New/enhanced green space: ecological focus
- New green space: public amenity focus
- ➔ New green buffers and corridors
- ➔ Ecological connectivity (e.g. new streets with connected greening and SuDs)



# Land uses strategy: property market sector potential

The following is a summary of Cushman & Wakefield's Property Market Evidence Base findings, organised by colour into five key sectors.

## Residential

- A short term Covid-related fall in values of c.5% in the housing market is forecast in London – however recovery and growth are anticipated post-2021
- Appropriate residential development will likely have strong underlying market performance in this location driven by continued demographic trends generating housing demand and the recovery of the overall London housing market.

## Student Accommodation

- Assuming the effects of Covid-19 are reduced enough to permit students to return to in person learning, this site is in a good location for Student Accommodation due to the close proximity to educational institutions, the connectivity into central London from the Central Line, and the reputation and amenities associated with the QEOP.
- This will depend, however, on the recovery of the Higher Education sector in London in general post Covid.

## Offices

- The current office market is very local – the main hub for larger companies is Stratford Town Centre; this is something we do not anticipate changing.
- There may be a case for including a small provision of office space to serve the local market.
- Unlikely that the location will provide sufficient 'draw' to successfully attract larger traditional office users from competing locations

## Workspace

- East London is a hub for Tech & Creative sectors – lower rents and clustering are driving demand.
- The Here East Campus and IQL nearby make the area well located to create clustering.
- Creative industries will likely require a discount vs. market rental levels, but contribute positively to an area (activating ground floors, clustering similar industries etc.), without negatively affecting residential values.

## Culture

- A cultural institution could positively benefit the development from a placemaking perspective and generate knock-on economic development and value benefits, albeit with a low likelihood of a direct competitive financial return being secured.
- Delivery would be likely need to be public sector led and require subsidy.

## Data Centres

- Potentially a source of long-term income: East London one of the main areas for development in this use type.
- This is subject to power/ digital infrastructure and a more detailed assessment of whether the site has adequate servicing
- Potential to harm values of other uses on site.

## Light Industrial

- Access to M11/M25 directly from the site via A12.
- Current performance and future projections suggest industrial uses will perform well at this site.
- Can harm values of other uses on a site, although harm may be minimised with good, integrated design.
- Can be combined with workspace to create strong and sustainable clustering of tenants.

## Life Sciences

- Current and future projections are very positive for this sector across London.
- The sites are in a potentially good location: close proximity to UCL Campus, Here East & IQL, plus rapid public transport into central London.
- However, the area is at a competitive disadvantage to other locations that were quicker to enter the market.
- Lowest risk approach would be to design with specific tenants secured in advance. Will require industry-specific market testing due to niche nature of the use.

## Retail

- The existing park performs well and will likely continue to do so for the foreseeable future.
- Opportunity to remodel/ reconfigure the site, with a broader mix of uses.
- Weaker outlook for the broader retail sector in general given trends such as the growth in internet retail
- Aside from the retail park, inclusion of significant additional retail is therefore not recommended beyond what is required to support new development

## Hotels

- Multiple hotels near Stratford dominate the local market and draw demand away from the site.
- Hotels may become a more realistic prospect long term, subject to placemaking in the area to provide necessary amenities and quality of environment. This is also subject to recovery of the hotels market post Covid

## Industrial

- Similar to the Light Industrial narrative above. Current performance & future projections suggest this use will perform well, and the site is in strong location given for example its strategic accessibility to the road network.
- There is significant chance that this use will harm values of other uses on site, and the low density of both space and job creation of this typology make this an inadvisable inclusion.

## Logistics & Last Mile

- Covid-19 and the rise in internet shopping have led to accelerated growth in this sector.
- The site is well located due to proximity to A12.
- Current performance & future projections for this use, alongside a favourable location, indicate it could be a valuable inclusion at the Study Area.
- Can harm values of other uses on a site, although harm may be minimised with good design.
- Medium/ long term potential to explore multi-storey, exploiting location and strong market, increasing efficiency/ density of development.

# Land uses strategy: sector potential

The table right brings together the findings of Cushman and Wakefield’s market assessment with Hatch’s assessment of growth potential of key sectors. The aim of this is to identify the land uses which are best suited to the site to support sustainable and inclusive growth

Hatch’s assessment focused on industrial sectors rather than land use categories and considered the following key factors:

- Whether the sector is identified as a priority for growth in local and regional strategies
- Whether the sector has an existing presence either on or around the site
- The wider growth potential of this sector in this part of London

The assessment was informed by a strategic and economic baseline and engagement with local stakeholders and LB Waltham Forest. The key findings are presented as a RAG rating under the “Economic/ Strategic” heading in the below table.

This was supplemented by Cushman & Wakefield, who summarised their market findings into a further RAG rating covering the current market position at the Site. This rating gives a view of:

- How each of the sectors would be expected to perform alongside residential – for example, whether their inclusion on the same site would harm residential sales values and marketability.
- The current market performance of each sector, accounting for the sector’s performance across the London/ UK market and also in the area directly around the Site.

Hatch’s and Cushman & Wakefield’s analysis was then combined to produce an overarching “Final Assessment” of each sector’s suitability at the site.

Sector	Economic / Strategic					Current Market Position			Final Assessment	Potential Proportion of Area	Timescales
	Strategic Growth Aspiration	Current Presence on Site	Current Presence Around Site	Wider Growth Trajectory	Interim Economic Assessment	Employ. Density (sqm/job)*	Co-Location with Resi	Current Market Assessment			
Residential	Green	Red	Green	Green	Green		Green	Green	Green	Large	S-L
Student Accommodation	Green	Red	Red	Yellow	Yellow		Green	Yellow	Yellow	Small	L
Professional / Business Support Services	Green	Red	Red	Green	Green	10-13	Green	Red	Yellow	Small	M, L
Creative Industries	Green	Red	Green	Green	Green	10-13	Green	Yellow	Green	Medium	MW, M, L
Culture	Green	Red	Green	Green	Green	10-300	Green	Red	Yellow	Small	MW, M, L
Digital / Tech	Green	Red	Yellow	Green	Green	10-13	Green	Green	Green	Medium	M, L
Food Manufacturing	Yellow	Yellow	Green	Red	Yellow	20-36	Yellow	Yellow	Yellow	Medium	S, M
Wholesale & Transport	Red	Green	Green	Yellow	Yellow	70-95	Yellow	Green	Green	Medium	S-L
Retail	Red	Green	Green	Yellow	Yellow	15-20	Green	Yellow	Yellow	Medium	MW, S-L
Hotels	Red	Red	Red	Yellow	Yellow		Green	Yellow	Yellow	Small	L
Construction (Smart)	Green	Red	Green	Green	Green	10-47	Yellow	Yellow	Green	Small-Medium	M, L
Life Sciences	Green	Red	Red	Green	Yellow	40-60	Yellow	Yellow	Yellow	Medium	L
Higher Education	Green	Red	Green	Green	Green	N/A	Green	Yellow	Yellow	Medium	L

\* Employment densities taken from the HCA Employment Densities Guide (2015).

Additionally, we assessed the potential proportion of the area considered to be appropriate for each sector, and finally the timescales that we consider most appropriate for development to be undertaken across.

Colour	Assessment
Red	Limited presence within the area, or limited potential for the sector in the future
Yellow	Some presence within the area, or some potential for the sector in the future
Green	Significant presence within the area, or great potential for the sector in the future

Timescales for Site Delivery

MW	Potential for meanwhile uses to develop within this sector during site construction (2028) - with next c.7 years
S	Short-term potential once site is constructed (2028 - 2033) - with next c.7-12 years
M	Medium-term potential once site is constructed (2033-2038) - within next c.12-17 years
L	Longer-term potential or is dependent on anchor institution (e.g. HE, Cultural institution, college) located on site (2038+)

# Development phasing

There are a number of key issues to consider to establish the optimal development phasing strategy to deliver the vision and ambitions of the Development Framework, across individual sites and collectively, including:

## 1. Process

What is an efficient process for bringing sites forward, through the planning and consultation process, detailed design, procurement, construction and to market? Thoughts on a possible, reasonable development timeline is provided overleaf to aid discussions between landowners and LBWF.

## 2. Specific site and brief constraints and opportunities

A position on these will fundamentally shape the preferred long-term masterplan framework, including the amount of development possible, use provision and amount, and placemaking.

## 3. Viability and value optimisation

The viability assessment of the preferred long-term masterplan will be an important factor when considering how to deliver best value, and this is considered within Cushman and Wakefield's report.

## 1. Process

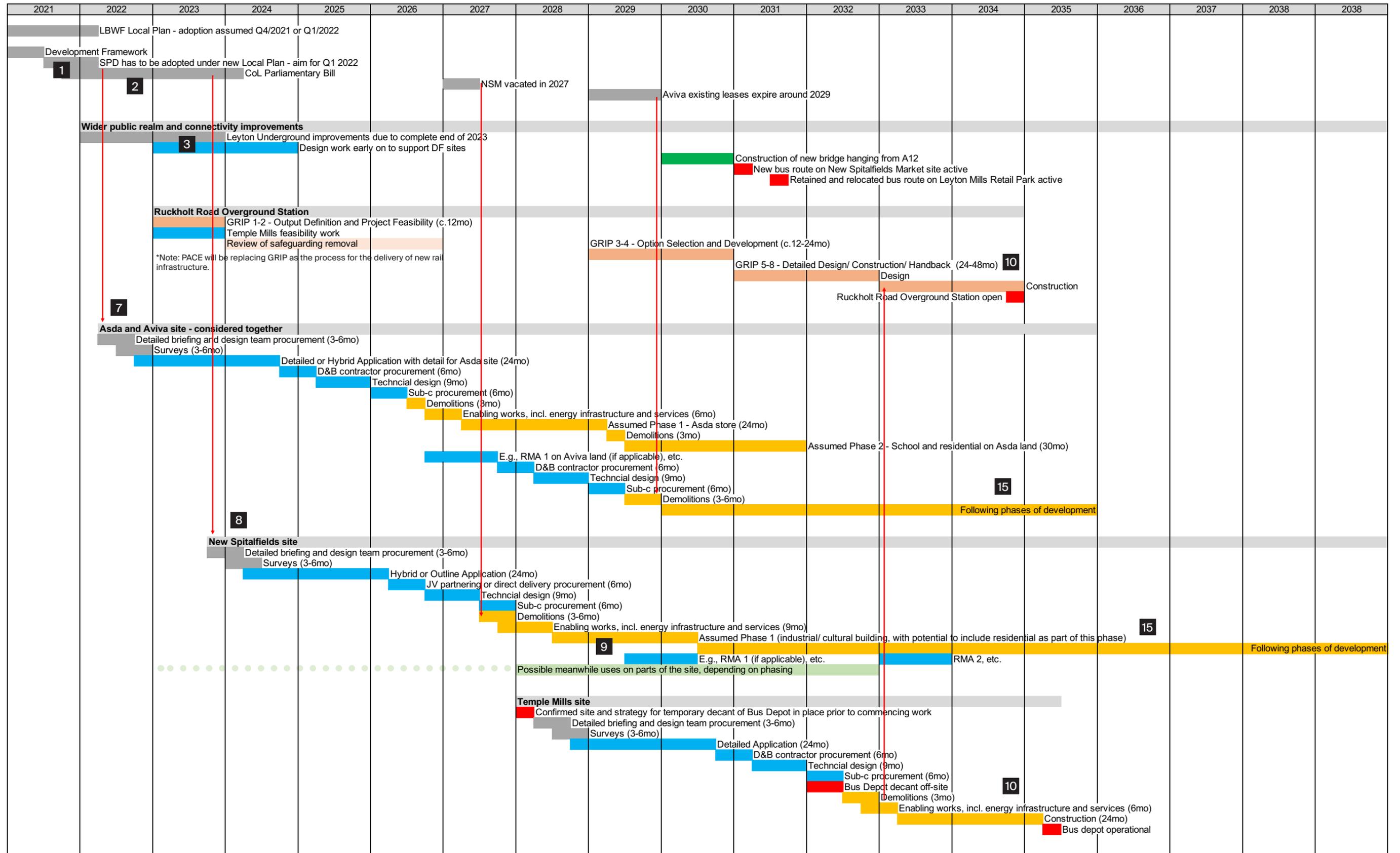
Overleaf, a sketch development timeline looks beyond the Development Framework to specific site masterplan work, the planning pre-application, submission and determination process, high-level procurement, possible periods until construction commencement, and an assumed maximum of 250 dwellings per site per year. All periods are indicative, approximate and intended to stimulate discussion on possible interdependencies/ opportunities between landowners, with LBWF, and with other stakeholders. NSM timelines are also dependent on several external factors such as the progress of the Private Bill through Parliament. Notes on the timeline:

- 1 A Supplementary Planning Document (SPD) for Leyton Mills is assumed to be developed by LBWF in parallel with the Local Plan with an indicative adoption date of c.Q1-Q2/2022, following adoption of the emerging LP1. Initial environmental/ EIA scoping would be undertaken, along with one or more round of public consultations.
- 2 The City of London is seeking parliamentary approval to relocate New Spitalfields Market to a new consolidated market facility in Dagenham. The approximate date for Royal Assent, if Parliament is content, is Q1/2024.
- 3 Early exploration of possible coordinated public realm improvements along-side landowner's advancement of schemes is recommended. Improvements to the physical and visual quality of public space, cycleway improvements, urban greening and new landscape features, would benefit all developments both in use and considering sales and marketing.
- 4 Delivery options – it is understood that landowners will consider their preferences for planning, design and delivery strategies in due course. The timeline illustrated assumes that landowners will take schemes through planning directly with their own procured design teams.

- 5 Surveys can be complex and require significant time and have seasonal constraints. Should be carefully scoped early-on and programmed to avoid delays.
- 6 All planning applications are assumed to be Environmental Impact Assessment (EIA) Development.
- 7 Leyton Mills Retail Park - indicative hybrid or detailed planning application. (Asda has specific requirements and would likely require the certainty of a detailed permission.) Assumed that design team procurement, relevant surveys/ assessments, the pre-application process, submission and determination process (including GLA Stage 2 referral and negotiating a s106 Agreement) will take approx. 24 months (+/- 6 months depending on resourcing, planning issues, etc.). The longer period is illustrated for discussion and sake of tolerance. Detailed planning permission will last for 3 years from the date of the decision (i.e. works in relation to the planning permission will have to be commenced, not completed, before then). Benefits with a joint planning application between Asda and Aviva landowners - most coordinated/ coherent approach, anticipated to provide greatest opportunities to optimise value generation. If this cannot be agreed then Asda and Aviva sites may come forward under separate applications, while clearly embracing a coordinated masterplan approach to ensure a high quality resolution.
- 8 New Spitalfields Market - indicative hybrid or outline planning application. Broadly same periods as above for design team procurement, relevant surveys/ assessments, the pre-application process, submission and determination process.
- 9 New Spitalfields Market - assumed that industrial and cultural uses would be delivered in a first phase. Residential could also come forward with employment uses in a first phase of development.

- 10 Ruckholt Road Overground Station and Temple Mills Bus Depot site are assumed to be developed concurrently. In principle it would be possible to build the station while the existing Bus Depot is in use, subject to operations not being disrupted and sufficient construction access, and requiring detailed conversations between DfT, TfL, and the operator Tower Transit. It is unlikely that a new development could be built over an operational bus depot and/or the mitigations and additional complications would add significant risk/ cost. It is more likely that the depot would need to be temporarily relocated elsewhere, requiring a bus decant strategy, lead time, and alternative land. There may be potential for TfL and CoLC to explore the role NSM could play in any redevelopment of the Bus Depot.
- 11 Timescales/ deadlines for the submission of Reserved Matters Applications (RMAs) (pursuant to an outline planning permission or outline element of a hybrid planning permission) can be negotiated with the LPA, and anything between 3-12+ years, subject to robust justification, may be possible.
- 12 Assume that any pre-commencement conditions etc. are prepared/ discharged in parallel to other work stages prior to demolition/construction start.
- 13 Infrastructure works - initial high-level assumption for c.9 months, but this may be longer depending on requirements.
- 14 Possible strategic meanwhile uses on site (before vacated), and/ or following market move and prior to construction phase – an important consideration in developing identity and sense of place that could benefit marketability and value generation (see Meanwhile uses).
- 15 Timing of later phases is dependent on a staged release of housing to the market, avoiding over-supply, and other financial considerations. For the purposes of this work a maximum of 250 dwellings per site per year have been assumed.

# Development phasing



# Meanwhile uses

## Introduction

### Strategic approach to meanwhile uses

Temporary, 'meanwhile' and pre-development uses can all play a part in the transitional development of cities. The timescales and phasing of the sites in the Development Framework provide ample opportunity for these uses. The strategic approach to meanwhile uses identifies how these can be employed across the development period to encourage activity across the sites, animate public spaces, to test or anchor uses and to help embed a sense of community. These non-permanent uses are expected to drive economic outputs, increase positive environmental impacts and deliver social value.

#### Types of opportunity:

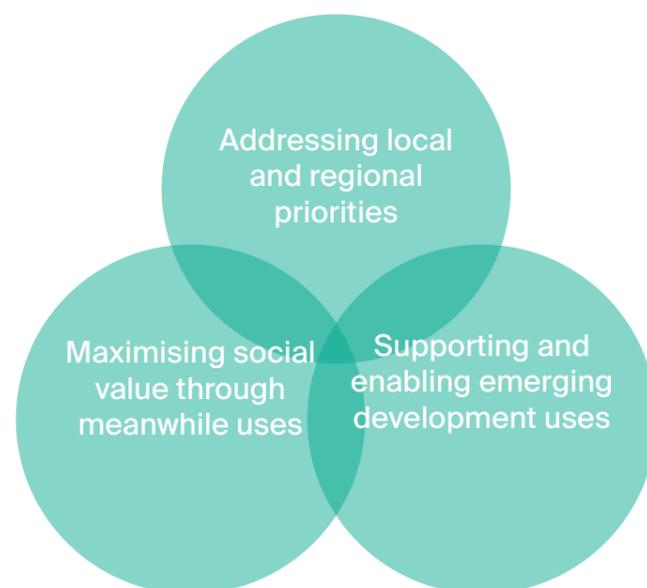
- Vacant open space: Land that is planned to be developed.
- Vacant building: A building that is abandoned or unused, but it has all the services in place and can be used with little investment.
- Vacant space in a building: A specific area in a building that could be re-purposed, e.g. a rooftop that could be used for a temporary garden.
- Public space: Open, green or urban space that is capable of supporting additional temporary activity.

#### Timeframes:

The anticipated timeframe for meanwhile uses usually varies from less than 28 days up to 5 years, however can operate for longer and in the instances considered in the Development Framework can transition into permanent uses.

### Opportunity for Leyton Mills Development Framework:

Meanwhile uses employed across the development period bring distinct opportunities. At their most powerful these overlap and combine to address local and regional priorities, maximise social value and enable emerging development uses.



### **Addressing local and regional priorities**

As set out in the Greater London Authority's 'Meanwhile Use London' (2020) report, temporary interventions can play a key role in 'igniting successful longer-term strategies to release social as well as economic and environmental value from vacant spaces. Meanwhile uses serve as an opportunity to drive, test and implement potential solutions to addressing some of London's core challenges and in the process help to build resilience for the city's people, places and processes.'

### Key 'resilience areas' in London's Mayoral Strategies include:

- Infrastructure and Transport Systems
- Energy
- Community and Social Resilience
- Buildings
- Economic and Business
- Ecological
- Climate Change and Adaptation
- Civil Emergencies and Preparedness
- Food Systems

Leyton Mills Development Framework presents a clear opportunity to address a number of London's areas of resilience across Mayoral Strategies. The site and development change is of a scale and importance that can deliver lasting impacts in relation to London's shocks and stresses.

Additionally there are key themes embedded within local strategies which help to define the understand the economic, social and environmental issues which are important for delivering improvements through meanwhile uses.

### **Maximising social value through meanwhile uses**

Meanwhile uses offer the opportunity to deliver outcomes that are complementary to the Social Value Strategy. This therefore considers how overarching principles should inform a social value led approach. In doing so, this considers the whole lifecycle of the development and the different ways in which businesses and residents might interact with Leyton Mills as a place.

This includes:

- Supporting growth sectors
- Nurturing growth of small businesses
- Skills and access to employment
- Health and wellbeing
- Equality, Diversity and Inclusion
- Culture-led regeneration
- Sustainability

### **Supporting and enabling emerging development uses**

In support of the Development Framework a number of key economic sectors have been identified with specific potential for Leyton Mills. Meanwhile opportunities can potentially support the creation, testing and evolution of a number of these uses. These have been considered alongside identification of spatial opportunities and may serve as 'precursors' to future long-term occupation.

#### Economic sector potential:

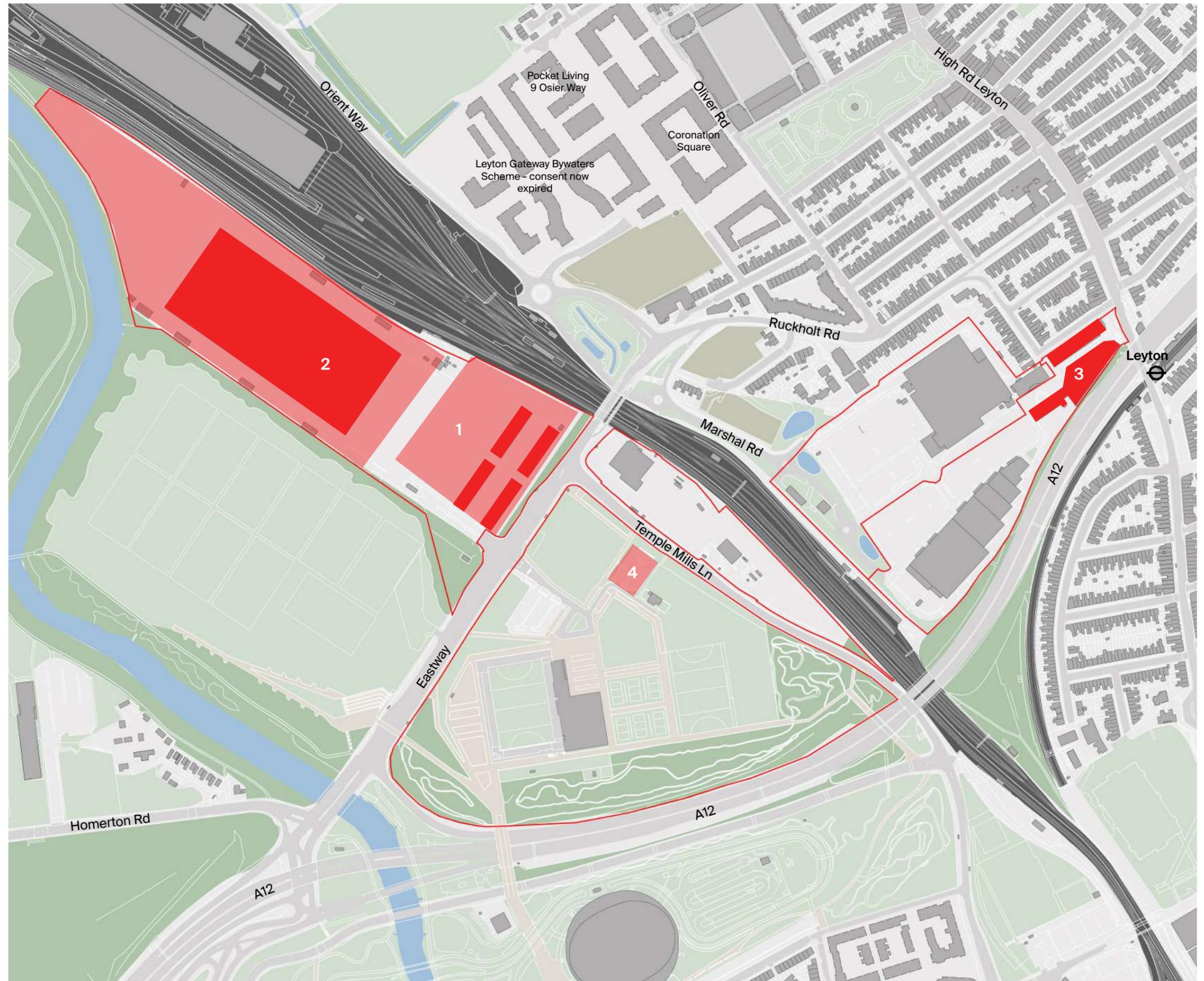
- Professional/ Business Support & Urban Services
- Creative Industries
- Culture
- Life Sciences
- Industrial
- Wholesale and Transport (including Logistics & Last Mile)
- Retail
- Digital/ Tech
- Smart Construction/ Low Carbon
- Food Manufacturing
- Low carbon goods/services

# Meanwhile uses

## Indicative Meanwhile use opportunities

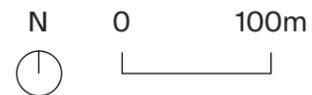
The adjacent diagram identifies a number of indicative sites/areas that may be able to accommodate possible strategic meanwhile uses prior to construction phases. These are:

- 1 New Spitalfields Market (Assumed Phase 1 - east part facing Eastway)
- 2 New Spitalfields Market (Assumed Phase 2 - west part)
- 3 Leyton Mills (Aviva site)
- 4 Eton Manor (Car park)



### KEY

□ Development framework sites



# Meanwhile uses

## Indicative Spatial opportunities & uses

The adjacent table explores how the identified sites for meanwhile uses can indicatively address local & regional priorities, maximise social value and support emerging development uses. It also highlights potential timescales and type of opportunities.

Site	Area	Indicative timelines	Type	Defining potential meanwhile uses/impacts		
				Addressing local & regional priorities	Maximising social value through meanwhile uses	Supporting and enabling emerging development uses
1.New Spitalfields Market (front part facing Eastway)	4,400m2 (~18,000m2 open space)	2022-25 (unit that is currently vacant)  2027 (post-vacation: rest of the units)	<ul style="list-style-type: none"> <li>• Vacant building</li> <li>• Vacant space in a building</li> <li>• Vacant open space</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings</li> <li>• Economic and Business</li> <li>• Ecological</li> <li>• Community and Social Resilience</li> </ul>	<ul style="list-style-type: none"> <li>• Supporting growth sectors</li> <li>• Nurturing growth of small businesses</li> <li>• Skills and access to employment</li> <li>• Culture-led regeneration</li> </ul>	<ul style="list-style-type: none"> <li>• Professional/ Business Support &amp; Urban Services</li> <li>• Creative Industries</li> <li>• Industrial</li> <li>• Wholesale and Transport</li> <li>• Digital/ Tech</li> <li>• Food Manufacturing</li> <li>• Low carbon goods/ services</li> </ul>
2.New Spitalfields Market (west part)	28,000m2 (~50,000m2 open space)	2027	<ul style="list-style-type: none"> <li>• Vacant building</li> <li>• Vacant open space</li> </ul>	<ul style="list-style-type: none"> <li>• Energy</li> <li>• Economic and Business</li> <li>• Climate Change &amp; Adaptation</li> </ul>	<ul style="list-style-type: none"> <li>• Supporting growth sectors</li> <li>• Nurturing growth of small businesses</li> <li>• Skills and access to employment</li> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Professional/ Business Support &amp; Urban Services</li> <li>• Industrial</li> <li>• Wholesale and Transport</li> <li>• Smart Construction/ Low Carbon goods and services</li> </ul>
3.Leyton Mills (Aviva site)	4,000m2	2029	<ul style="list-style-type: none"> <li>• Vacant building</li> <li>• Vacant space in a building</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings</li> <li>• Economic and Business</li> <li>• Ecological</li> <li>• Community and Social Resilience</li> </ul>	<ul style="list-style-type: none"> <li>• Supporting growth sectors</li> <li>• Nurturing growth of small businesses</li> <li>• Skills and access to employment</li> <li>• Culture-led regeneration</li> </ul>	<ul style="list-style-type: none"> <li>• Professional/ Business Support &amp; Urban Services</li> <li>• Creative Industries</li> <li>• Culture</li> <li>• Retail</li> <li>• Digital/ Tech</li> </ul>
4.Eton Manor (car park)	2,500m2	2022	<ul style="list-style-type: none"> <li>• Public space</li> </ul>	<ul style="list-style-type: none"> <li>• Energy</li> <li>• Community and Social Resilience</li> <li>• Ecological</li> <li>• Climate Change and Adaptation</li> </ul>	<ul style="list-style-type: none"> <li>• Health and wellbeing</li> <li>• Equality, Diversity and Inclusion</li> <li>• Sustainability</li> </ul>	<ul style="list-style-type: none"> <li>• Creative Industries</li> <li>• Culture</li> </ul>

# Meanwhile uses

## 'Demonstrator' opportunities



### Fish Island Labs, Tower Hamlets, London

Fish Island Labs was founded in 2009 as a platform for emerging talent working with art and technology. Fish Island Labs was established in partnership with The Trampery and The Barbican. Central to the project is the Fish Island programme; a pioneer programme to turbo charge the careers of emerging artists defining entirely new fields of creativity using digital technology.

Through a combination of workshops, talks, showcase opportunities, networking events and mentoring, the programme is designed to intensively develop artists' capacity and accelerate their route to success. Developing a partnership with a larger, recognisable cultural institution and an established workspace provider has been key to the success of the project.

### 'Demonstrator' opportunity 1

#### Timescale:

- Short (less than 28 days) /Medium (up to 2 years)

#### Type

- Vacant building / Vacant space in a building

#### Potential site and how it relates to priorities for the Leyton Mills Development Framework:

- Leyton Mills (Aviva site), New Spitalfields Market (Assumed Phase 1 - east part facing Eastway)
- Creative programming and employment; concept testing programmes and initiatives that can be integrated into the longer term
- Positively benefit the development from a placemaking perspective and generate knock-on economic development and value benefits



### Caravanserai, Canning Town, London

A new public square enclosed by units used by local community groups, artists and traders. It was built with young people through apprenticeships and activities included performances, art installations, gardening, workshops and skills-exchange.

The project had a temporary lease for five years and was active between 2011 and 2015. Key objective was to create a temporary and low-budget community hub which would generate lasting opportunities for the local community through a range of enterprise opportunities and participatory events.

### 'Demonstrator' opportunity 2

#### Timescale:

- Medium (up to 2 years)

#### Type

- Public space

#### Potential site and how it relates to priorities for the Leyton Mills Development Framework:

- Eton Manor (car park)
- Transformation of space to support placemaking & green infrastructure
- Promote potential relocation/consolidation of the car park
- Inclusive & 'informal' social and community infrastructure which can provide free event & play space for community groups as well as more greenery

# Meanwhile uses

## 'Demonstrator' opportunities



### William Street Quarter, Barking , London

A scheme of 201 affordable homes in Barking. The scheme's apartment blocks are built almost entirely using in-house developed Design for Manufacture and Assembly system (DfMA), including the pre-cast concrete columns, floor slabs, hollow reinforced concrete "TwinWall" structural walls, and patterned sand-blasted concrete facades. It also features more than 1,000 timber "SmartWalls", a partition wall system delivered to site in a finished state incorporating cables and ductwork and external plasterboard, then simply dropped into position by crane at the same time as the super-structure.

All the timber floor cassettes and the Structural Insulated Panels (SIPs) for the walls were delivered to site flat packed and screwed into place by Kingspan's team. In addition, the roof structure was assembled on the ground and then craned into position, which limited the amount of working at height.

### 'Demonstrator' opportunity 3

#### Timescale:

- Medium (up to 2 years)

#### Type

- Vacant building
- Vacant open space

#### Potential site and how it relates to priorities for the Leyton Mills Development Framework:

- New Spitalfields Market (Assumed Phase 2 - west part)
- Part of the site could be used as an on-site staging factory for pre-assembly of building components - Modern Methods of Construction / zero carbon
- As it is centrally located it could compromise the logical phasing of the development and would not be usable throughout the NSM build-out
- Ideal to support the 1st phase of construction but economies of scale/ sequencing might be affected as external separate facilities would be required for the 2nd phase



### SEGRO Park Newham, London

A modern, carbon-neutral, last-mile parcel delivery and urban logistics centre for DHL at SEGRO Park Newham.

DHL has taken a lease of a new 51,474 sq ft facility which helps enable the company to grow and enhance its services in East London. The scheme incorporates several sustainability features which exceed the development agreement with the GLA and the requirements in the London Plan.

These include a carbon neutral rating through photovoltaic cells which will provide solar energy for DHL to power its electric vehicle fleet and a range of sensors within the building which will help manage utilisation and the environmental, energy and plant performance.

### 'Demonstrator' opportunity 4

#### Timescale:

- Long (5 years +)

#### Type

- Vacant building
- Vacant space in a building
- Vacant open space

#### Potential site and how it relates to priorities for the Leyton Mills Development Framework:

- New Spitalfields Market (front part facing Eastway)
- South buildings could accommodate small industrial meanwhile uses to deliver the best land value
- Site well located due to proximity to A12
- Valuable inclusion considering current performance & future projections

# Development Framework

## Emerging Vision

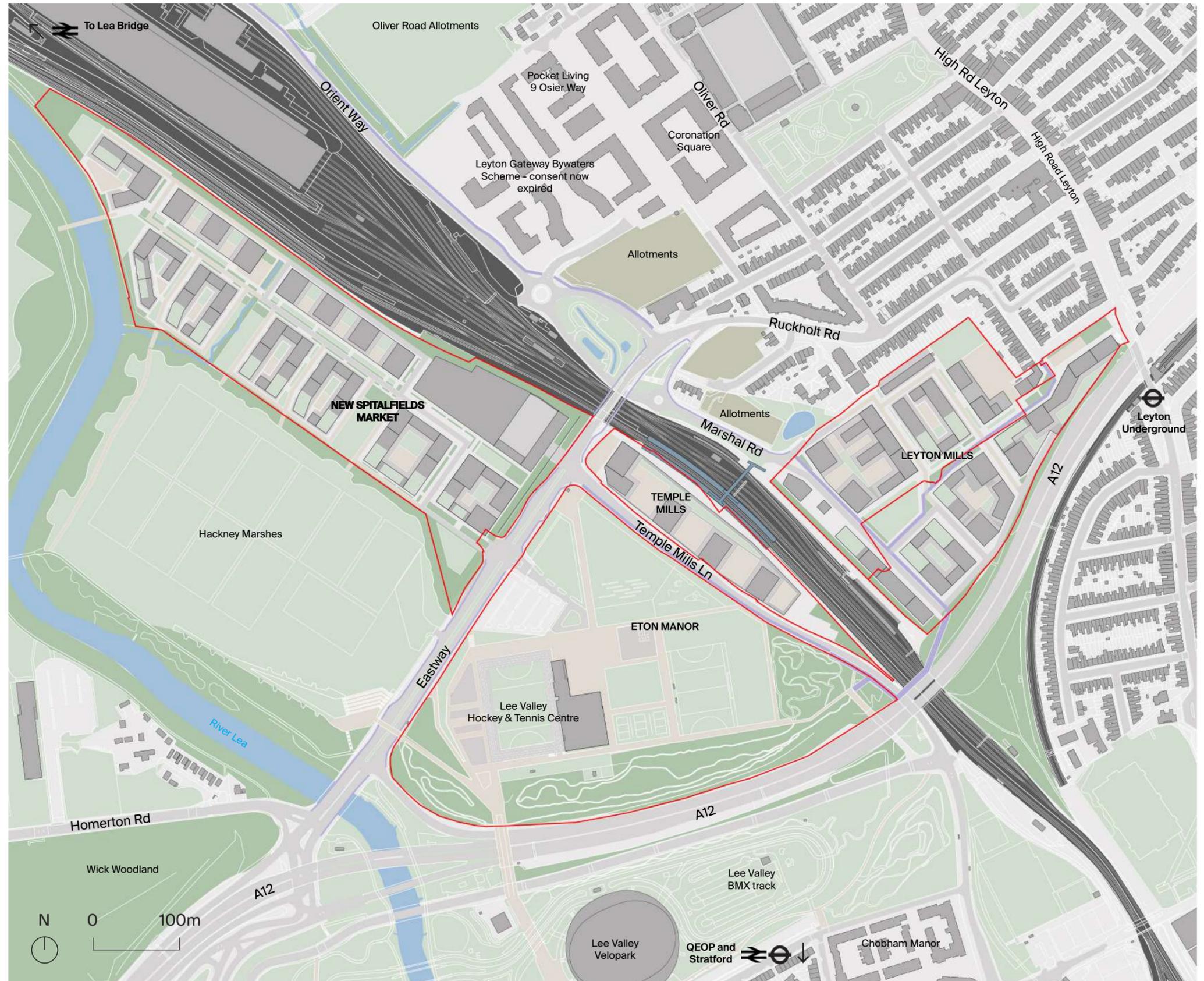
# Development Framework

The Development Framework sets out a vision, with a series of principles and priorities, to support how new neighbourhoods across the development sites can come forwards together to create a vibrant addition to Leyton.

This drawing illustrates how such development could look, with a series of new public spaces and cultural and economic amenities carefully clustered to create vibrant and distinctive places.

The following pages provide more specific information about the suggested uses and character of the different sites, and key site-specific priorities. Precedent examples are provided to further assist discussions around the nature and qualities of the sites.

A 'joined-up' approach to public realm and landscaping will be critical to the success of connectivity for pedestrians and cyclists within and between sites and the surrounding area. A later section of this report specifically addresses issues around the public realm and landscaping, including critically important play provision, and ecological considerations, along with precedent scale comparisons.



KEY

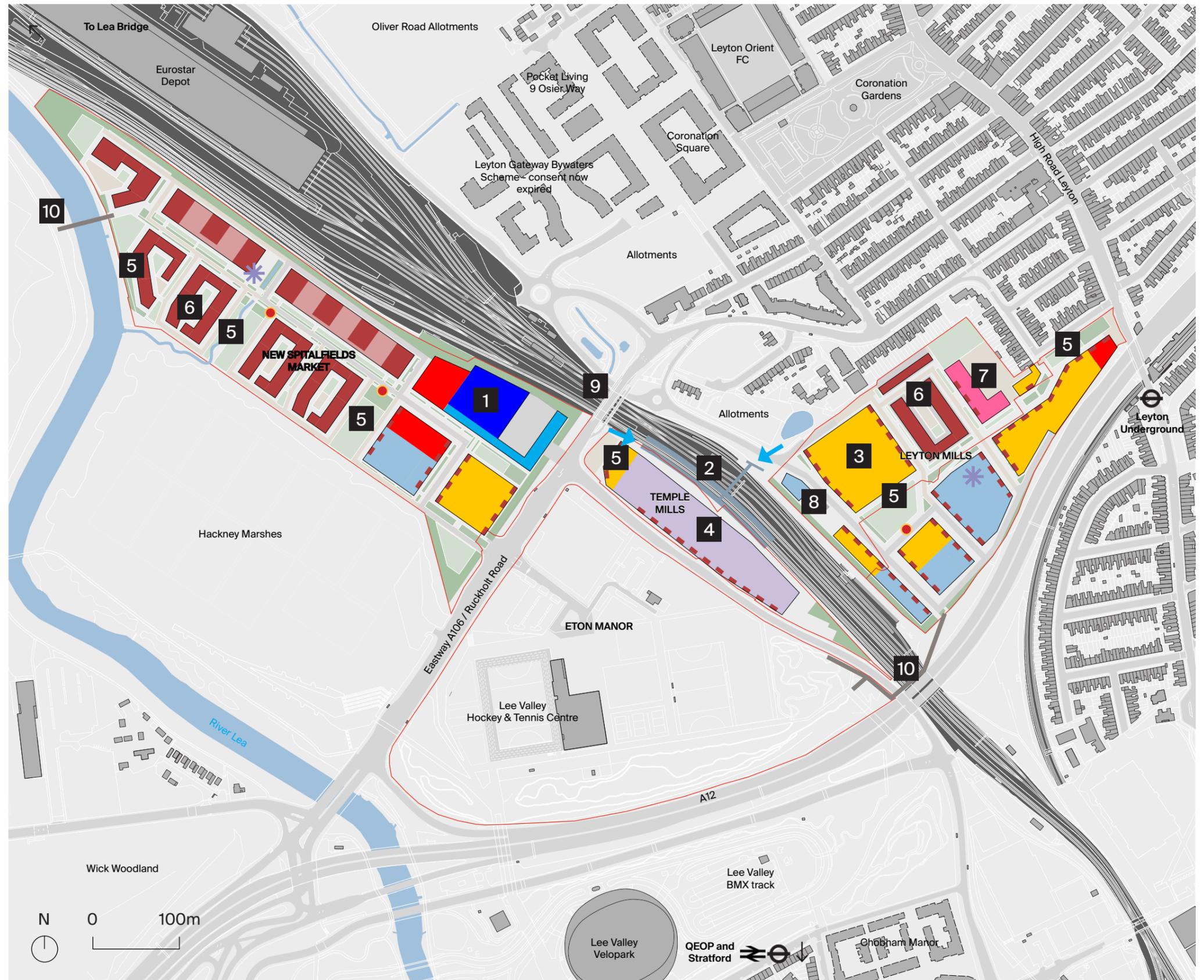
□ Development Framework sites

# Development Framework

This drawing illustrates the suggested uses across the sites so their relationships and the continuity of spaces can be understood.

- 1 Light-industrial/ industrial/ storage or distribution, and cultural/ institutional hub.
- 2 Ruckholt Road Overground Station.
- 3 Asda store on Asda land.
- 4 Bus Depot with residential above. This approach causes a reduction in the net area and capacity of the bus depot. This would need to be reviewed in further detail alongside TfL's requirements.
- 5 Public square, green/ play amenity.
- 6 Residential neighbourhood.
- 7 Primary School and nursery with residential above and external play.
- 8 Existing Asda petrol station retained.
- 9 Widened Ruckholt Road bridge. Increased capacity for pedestrians/ cyclists.
- 10 New pedestrian and cyclist bridge.

- Cultural or institutional
- B1c/B2 light-industrial/ industrial
- B8 Distribution
- B1a/ B1b workspace (office, etc.) with residential above
- Retail/ F+B with residential above
- EV bus depot with residential above
- Residential at ground and upper levels
- ▬ Residential lobbies, bins and bikes
- Combined Primary School with Nursery, and external play
- ✳ Nursery within a mixed-use building, with dedicated external play space
- Service yard
- Bus stop within site (indicative)
- ➡ Ruckholt Road overground station entrance
- Development Framework sites

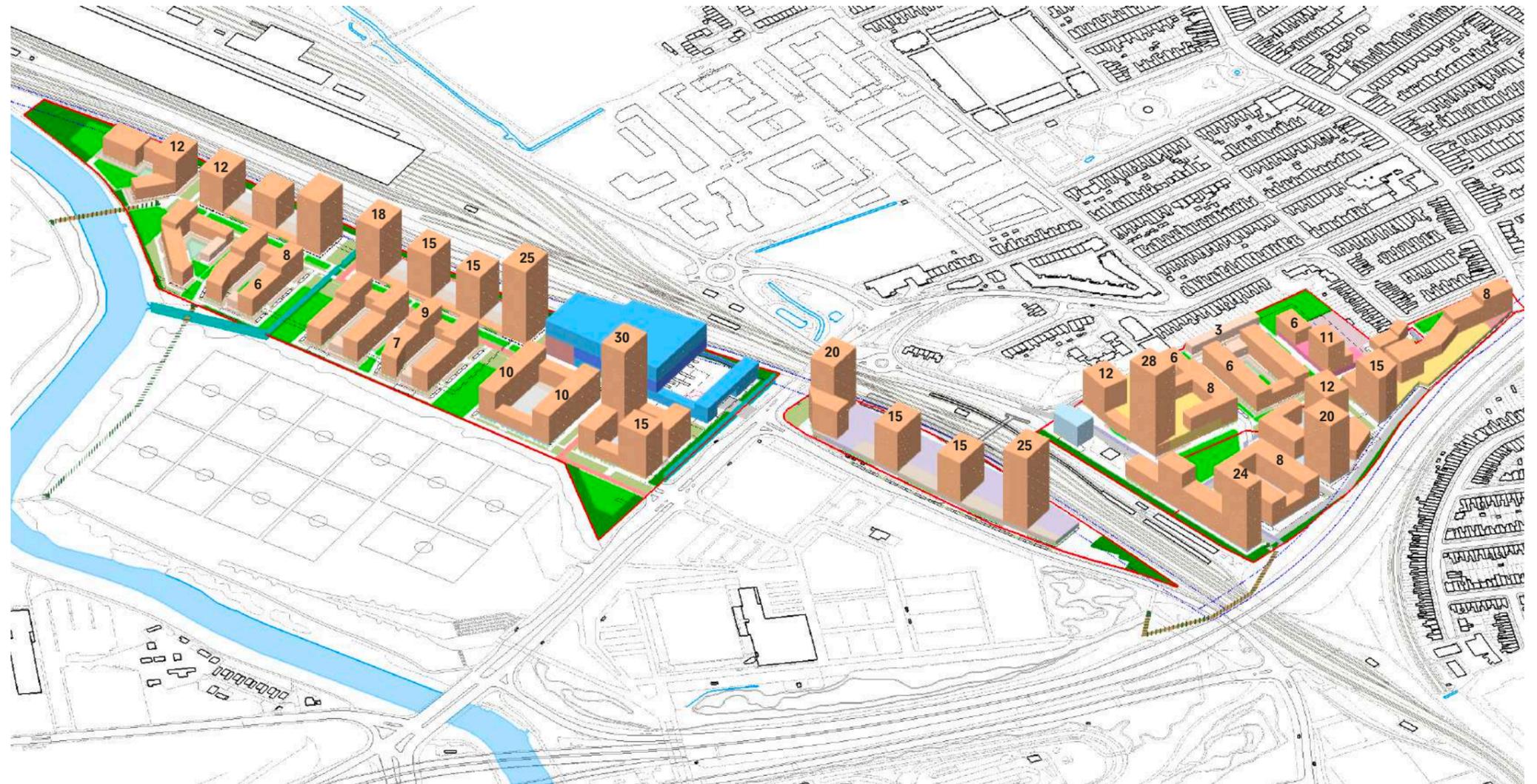


# Development Framework - supporting capacity study

A capacity study looked at the potential quantum across the sites in support of establishing ideas and priorities for the Development Framework.

The 3d diagram right is of the capacity study baseline option, with assumed number of building floors noted. The following page provides a context view taken from VuCity.

The capacity study should be used only as an initial guide for discussions. To deliver successful places, landowners will need to refine site-specific briefs and iteratively developing masterplan proposals within the vision and principles of the Development Framework.



# Development Framework - supporting capacity study

A capacity study looked at the potential quantum across the sites in support of establishing ideas and priorities for the Development Framework.

The summary table right shows areas extracted from the study information, and assumed quantum based on efficiencies and other assumptions as provided as part of the Capacity Study process. Two figures for approximate number of dwellings assumed are provided. One based on a 100m<sup>2</sup> GEA per residential dwelling, and a second figure based on the LP1 mix with assumptions on areas and efficiencies as per Capacity Study File Note.

The capacity study should be used only as an initial guide for discussions. To deliver successful places, landowners will need to refine site-specific briefs and iteratively developing masterplan proposals within the vision and principles of the Development Framework.

Site	Type	GEA m <sup>2</sup>	Approximate number of dwellings assumed	
			GEA/ 100m <sup>2</sup> (Note 1)	LP1 Policy mix (Note 2)
<b>New Spitalfields Market</b>	Residential	275,563	2,756	2,405
	Parking Podiums	5,751		
	Total Residential	281,314		
	Workspace B1a/b	1,140		
	Industrial B1c/B2	21,021		
	Distribution B8	10,953		
	Total Employment excl. yard	33,018		
	Industrial Yard	3,856		
	Retail	1,654		
	Cultural	5,694		
<b>Total</b>		<b>321,776</b>		
<b>Temple Mills Lane</b>	Residential	73,796	738	643
	Retail	576		
	Bus Garage	10,040		
	<b>Total</b>		<b>84,412</b>	
<b>Leyton Mills Retail Park</b>	Residential	194,750	1,948	1,690
	Parking Podiums	3,285		
	Total Residential	198,035		
	Workspace B1a/b	7,188		
	Retail	6,388		
	Supermarket	23,285		
	Cultural	473		
	Education	3,478		
	<b>Total</b>		<b>238,847</b>	

- 1 Very approx figures based on method of dividing residential GEA by 100m<sup>2</sup> per dwelling as per LBWF brief.
- 2 LP1 Policy mix with assumptions on areas and efficiencies as per Capacity Study File Note.
- 3 Potential nursery locations identified on plan but space-take not itemised at this high-level of study.

## Development Framework - supporting capacity study



Aerial view of baseline option massing, view South from Leyton across the consented Coronation Square scheme in blue in the foreground. New Developments in Stratford shown in the background in yellow and blue.

# Development Framework - New Spitalfields Market

New Spitalfields Market will be an exciting new neighbourhood bordered by the River Lea and adjacent to Hackney Marshes, with a major cultural anchor and an innovative, stacked workspace and industrial complex. It will be connected to the Marshes by green public spaces for everyone to use.

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

- Vibrant employment space including re-provision of LSIS compliant industrial uses.
- Significant number of new homes.
- Supporting opportunities and flexibility for a cultural hub and/or educational uses, including nursery provision.
- Creating new pedestrian and cycle connections across and through site, with provision for a bridge across the River Lea to the north.
- Accommodating a bus route and new bus stops.
- Generous and attractive public spaces including a de-culverted water course, connecting with Hackney Marshes.
- Retained and enhanced, ecologically rich habitat areas, integrated within landscaping strategies.



The visual impression above shows one of three significant new public spaces proposed at New Spitalfields Market - where the more urban mixed-use quarter meets the start of the predominantly residential character area. A new, urban public square provides opportunities for active play and recreation for all ages, with spill out space for cafes, and attractive green amenity. 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.



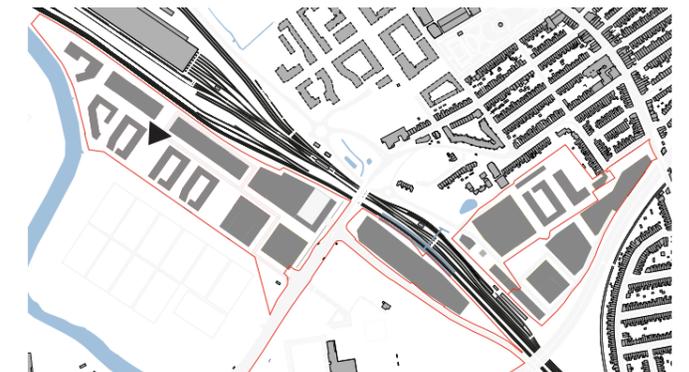
# Development Framework - New Spitalfields Market

- Significant number of homes.
- Maximise playable residential streets with front doors and gardens, and pocket parks
- Pedestrian and cyclist priority across and through site.
- Minimise and control car use - accessible parking only and car club bays only- while ensuring functional servicing and drop-off.
- New play and amenity parks, looking out to and connected with Hackney Marshes.
- Ecological enhancements to improve site habitats and biodiversity and create attractive green amenity spaces.

Below top: Chobham Manor, LLDC Stratford  
Below bottom: Cheney Row Park



The visual impression above shows one of three significant new public spaces proposed at New Spitalfields Market – a new leafy park at the heart of the residential character area, with a strong placemaking character, looking out to Hackney Marshes. A de-culverted (daylit) existing river running through the centre of the park and connecting into the river Lea, increases valuable habitat and the diversity of local ecology. Adventure and nature-focused play and learning spaces are provided throughout, including moments along the waterway for relaxation and enjoyment. Homes overlooking the space, including private gardens and front doors, support a residential focus and opportunities for forming a sense of community.



# Development Framework - New Spitalfields Market

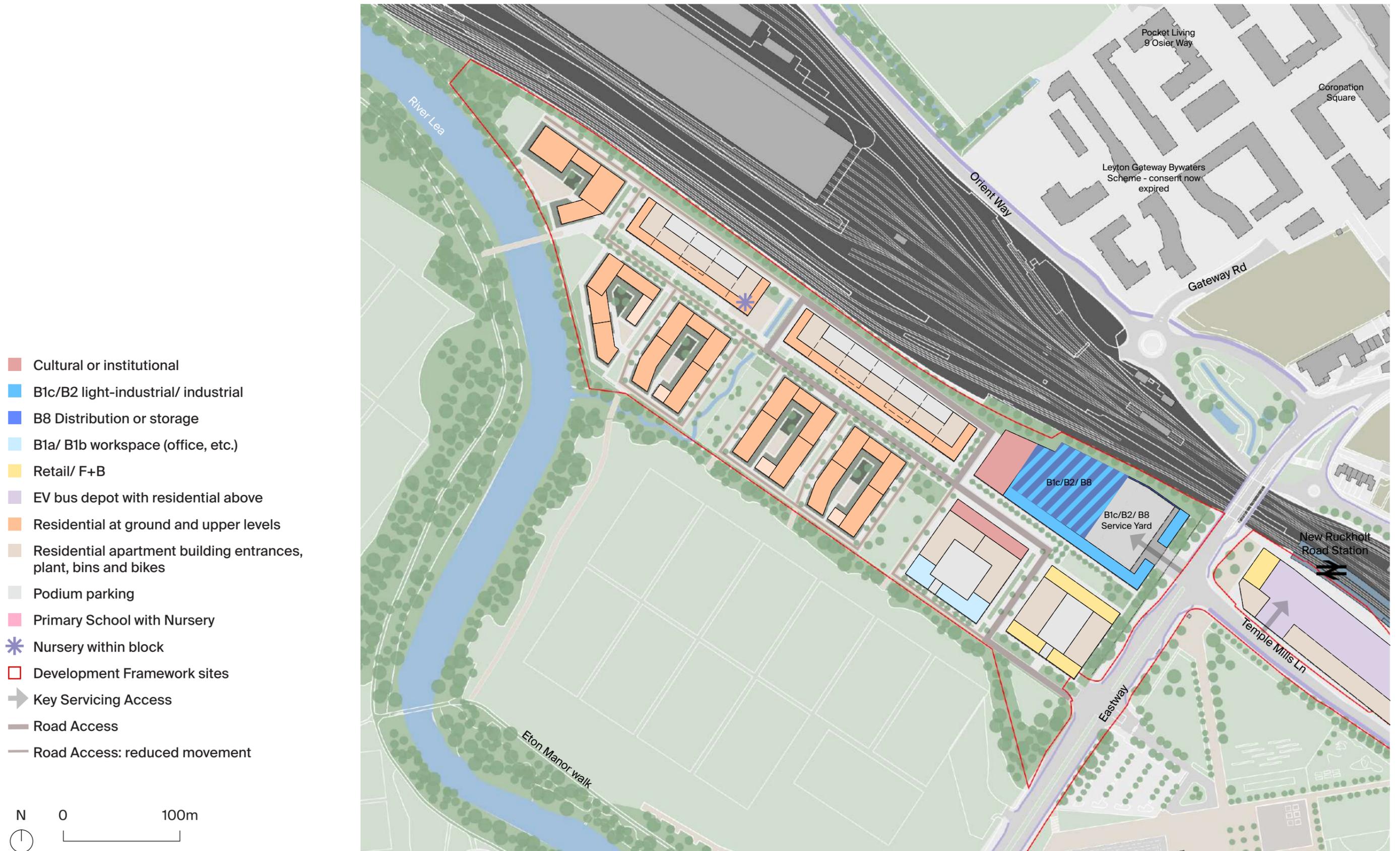
- 1 New Ruckholt Road Overground Station and public plaza.
- 2 Significant workspace building with LSIS space re-provision, including B1c/B2 and B8 yard space, accessed direct from Ruckholt Road
- 3 Cultural/ institutional hub as part of mixed use building.
- 4 Note, alternative LSIS and cultural space configurations were explored and may be preferable depending on institutional involvement, including an option for a significant stand-alone cultural building fronting Ruckholt Road.
- 5 Urban mixed-use character area.
- 6 Public urban square.
- 7 Residential character area.
- 8 Public park with ecological focus and nature play/ learning.
- 9 De-culverted (daylit) river, creates a placemaking focus and ecological benefit.
- 10 Nursery with external play.
- 11 Widened Ruckholt Road bridge. Increased capacity for pedestrians/ cyclists.
- 12 Potential new bridge.
- 13 Potential new footpath and cycle way connecting to Hackney Marshes.



Development Framework sites



# Development Framework - New Spitalfields Market



# Development Framework - New Spitalfields Market

## Industrial and B8 Distribution precedents

### Industria, Barking (BeFirst)

Industria is a new concept for flexible workspaces that enhances the local neighbourhood and sets new standards for sustainability. The development, proposed for the corner of Long Reach Road and Creek Road, Barking, will be a vibrant, productive centre, home to industrial enterprises of all sizes and shapes. Tenants will be housed in flexible units arranged around a multi-storey hub, served by a vehicle ramp and goods lift access. The experience for visitors and neighbours will be enhanced by green walls, lively shop fronts and a new local café. Importantly, Industria will provide jobs for up to 250 people.



#### Key lessons:

- Three and four storey core buildings arranged each side of the courtyard
- Flexible light industrial units from 1700-5200 sqft (160-475 sqm) and flatted factory units from 140-2500 sqft (15-230 sqm)
- Goods lifts and vehicle ramp with vehicle access across three floors
- Business centre, meeting rooms and staffed reception

### Prologis Bow Yard, Bow

FWRPD are retained by Prologis UK and have secured planning permission and listed building consent for comprehensive alterations and extensions and a change of use to flexible B1c, B2 and B8 use of this Grade II listed Victorian multi-level warehouse building. Formerly occupied by Iron Mountain, Prologis are undertaking major refurbishment and conversion of the building to create a state of the art urban logistics facility serving East London domestic and commercial markets.



#### Key lessons:

- All servicing and deliveries contained within site providing vehicular access for lorries and vans at a ground floor level
- 4 stories. Upper stories accessed through goods lifts
- The proposal would regularise the access into the site, create an active frontage and improve the street-scape along Gillender Street
- Potential activities include: Storage, light manufacturing, e-fulfilment, urban delivery, film studios, co-working space
- Shared amenities include: Cafe, Gym & workout studio, rooftop meeting rooms, roof terrace, cycle storage and blue badge parking space

# Development Framework - New Spitalfields Market

Co-locating culture and workspace with residential

## London City Island, Arbeit studios

Arbeit Project Ltd provides affordable creative workspaces for artists, designers, small businesses and start-ups, alongside business support, event/gallery space and a shared environment for innovative collaboration and community involvement.

Since 2018 Arebyte's artistic studios relocated in the new development of London City Island. This relocation is the result of a collaboration between Ballymore, the developers of London City Island; the pioneering Studio makers initiative, in association with the Mayor of London; and Arebyte Gallery. The site comprises 15 self-contained units, 6 open spaces and 20 desk spaces available. The scheme also contains a large kitchen and a dining area, a paint sink, double glazing, high ceilings and parking for cars and bikes.

Key lessons:

- Successful mix of creative workspace (both production and office-type) with support/ancillary spaces
- Key anchor cultural institutions: National Ballet and London Film school
- Start up space and business support cater to smaller early stage enterprises



## Fish Island Phase 1, Haworth Tompkins

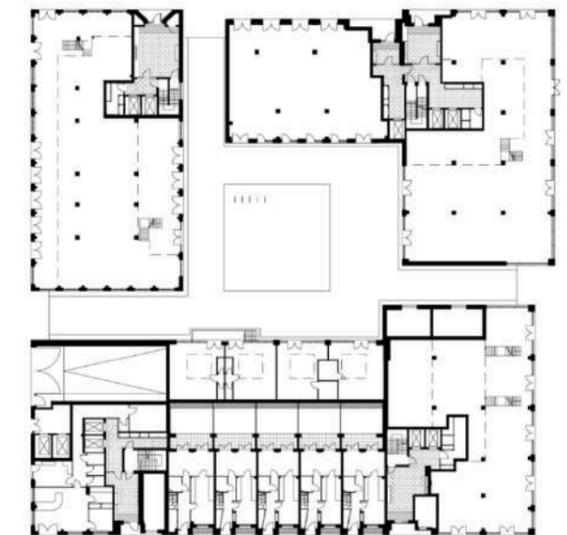
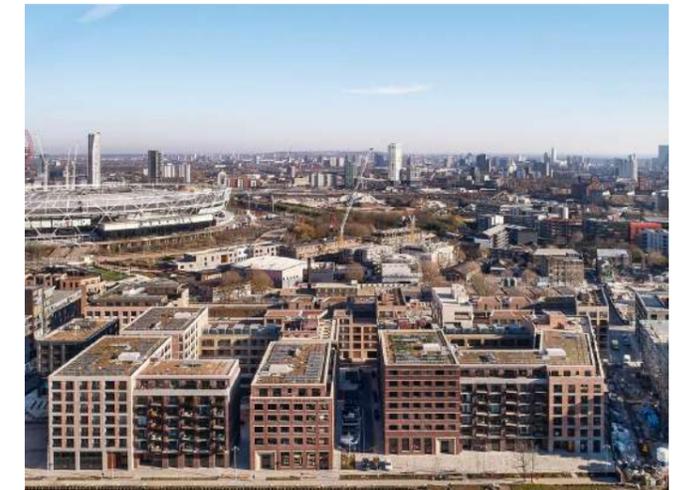
Fish Island Village is a 2.85 hectare mixed-use development on the site of a disused distribution warehouse. Fronting the Hertford Union Canal in Hackney Wick, east London, the scheme comprises of 588 new dwellings situated above 5500sqm of flexible and affordable commercial space including workshops, maker spaces, studios, cafes and function rooms.

The project forms part of the Fashion District initiative delivered with British Fashion Council, London College of Fashion, Mayor of London and London Legacy Development Corporation. The Tramperry, a London-based social enterprise, specialising in shared workspace and support for entrepreneurs and creative businesses will run the workspace with a focus on the fashion industry.

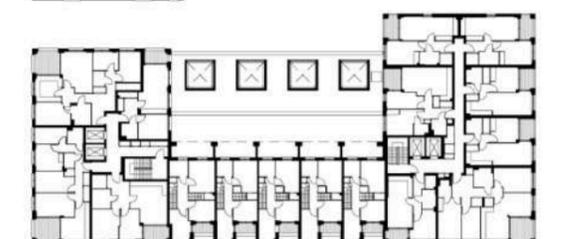
The buildings are organised around a series of publicly accessible, pedestrian courtyards

Key lessons:

- Coherent masterplan around a series of publicly accessible courtyards with a number of linking routes through to make safe and walk able neighbourhood.
- Vehicles and servicing are kept to the primary roads to allow the courtyards to be pedestrian only.
- Well-located and varied flexible workspace activates the public realm.
- Workspace provider with a clear vision and offer curates uses and can deliver on social-value aims.
- Maximises the potential of the canal side location.
- Rational and robust brick architecture takes cues from the existing heritage and context. The buildings are similar, yet sufficiently different and deliver a varied street-scape.



Ground floor plan



First floor plan

# Development Framework - New Spitalfields Market

## Residential streets

### St Andrews, Bromley by Bow

The St Andrew's scheme redeveloped a former hospital site in Bow to provide c.960 new homes, an NHS health care facility, new community facilities and one hectare of parks and gardens. 50% of the housing provided is affordable and 30% across all tenures is family housing.

Built by Barratt Homes and following a masterplan by Allies and Morrison and including plot architects Glen Howells and Maccreanor Lavington.

#### Key lessons:

- All ground floor units are maisonettes with front doors on to the streets, creating active neighbourhood streets. The majority of maisonettes have garden space within the landscaped courtyard at the centre of the block.
- No street-facing ground floor bedrooms.
- Prioritisation of the location and amenity for larger family units.
- Four large openings around the perimeter of the block allow glimpses into the densely planted courtyard garden and play areas from the surrounding streets.
- Additional amenity space is provided at roof level.

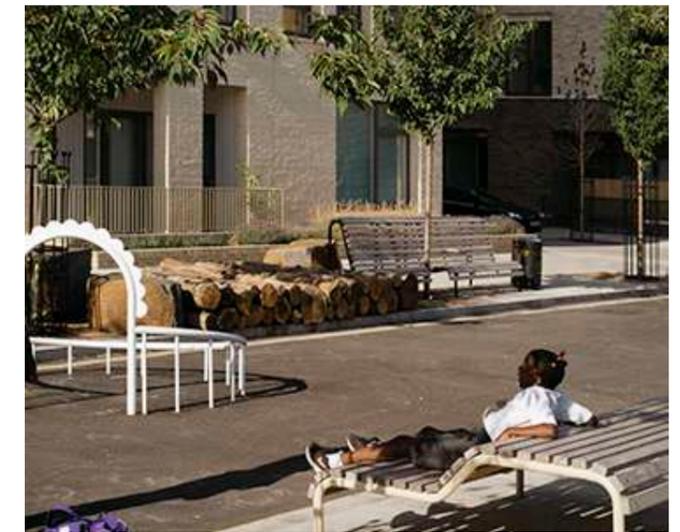


### Kings Crescent - playable street, Muf Architecture

The centrepiece of the public realm in the Kings Crescent development is a new playable street that runs the length of the site, named Murrain Road after the late resident who ran a local youth club. Both route and destination, the street makes a new connection to Clissold Park, and is a shared resource for residents and neighbours from the wider area – settled and incoming, young and old. The street is complemented by a series of communal courtyards.

#### Key lessons:

- Fixed elements can be used in a number of different ways.
- Murrain Road makes space for a multitude of recreation types: Traditional play equipment combined with natural elements such as logs, rocks and water; props for imaginative play such as a theatre and a large table; and amenity areas for all ages such as bespoke seating that caters to the elderly as well as it does to teenagers.
- Communal courtyards make provision for community flower and vegetable growing, alongside further opportunities for play, socialising and respite from domestic life.



# Development Framework - New Spitalfields Market

Residential public and private courtyards

## Mehr Als Wohnen, Zurich

Mehrs Als Wohnen - translated as 'More Than Living' - is non-profit housing cooperative based in Zurich which has become well known as an ambitious model of dense urban housing.

Thirteen loosely arranged mansion blocks accommodate around 400 dwellings and create a series of publicly accessible, interconnected courtyards, which prioritise communal space. Around 35 retail units and 10 shared community spaces establish active ground floors, with uses spilling-out into courtyards.



## Residential development, Boulogne Billancourt, France

This development brings together a number of large residential blocks with a cohesive network of urban squares and pathways, and rich, informal green landscaping.

Landscape by Mutabilis Landscape Architecture.



## Allotments in Brentford Lock West, managed by Cultivate London

Cultivate London maintains the grounds on both phase one and two of the Brentford Lock West development.

In addition to regularly maintaining the site, we have re-landscaped both phases in order that the grounds better fit with what Brentford Lock West residents want, and with the local surroundings.

Once established the management of the highly popular allotments has been handed over to Brentford Lock West residents, as regular involvement is no longer required. Cultivate London runs occasional on-site training sessions.

Key lessons:

- Make spaces within the amenity spaces for community gardening.
- Work with the new residential community to shape the landscape to suit their needs.
- As part of the long-term maintenance strategy for the landscape, allow for a management custodian to set up the allotments and run them, training the community to take on ownership in the long-term. Allow for continued long-term support.



# Development Framework - New Spitalfields Market

## Community Infrastructure

### Waterloo City Farm, Feilden Fowles

Waterloo City Farm was established in 2014 on a formerly neglected plot south of Westminster Bridge. Owned by Guy's and St Thomas' Hospital and developed under a meanwhile-use lease, the 1630 sq m site has been transformed into a collective home for a trio of organisations - Jamie's Farm, Oasis Waterloo and Feilden Fowles - each with a shared focus on education. Despite economic constraints, the group has fundraised together to deliver a masterplan that has created London's most central urban farm and a verdant amenity for the local neighbourhood.

#### Key lessons:

- Workspace, City Farm, community growing, education spaces, outreach and public amenity all comfortably coexist and can be delivered by organisations with a shared vision and values.
- Makes positive use of a linear unused site next to a railway.
- Events such as jazz evenings, workshops, markets and group gardening days, bring the diverse local community together and activate the area throughout the day.
- The barn is available for private hire, generating revenue to support the activities and facilities.
- Site-wide sustainable strategy and self-sustaining low-waste ecosystem: Low-cost timber buildings, grey water harvesting, SUDs, local growing and use on site for animals and users.



### Madeleine nursery and houses, Deurne (Belgium), Bulk Architecten

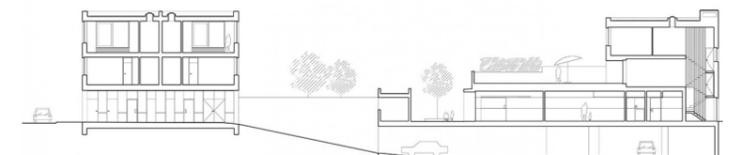
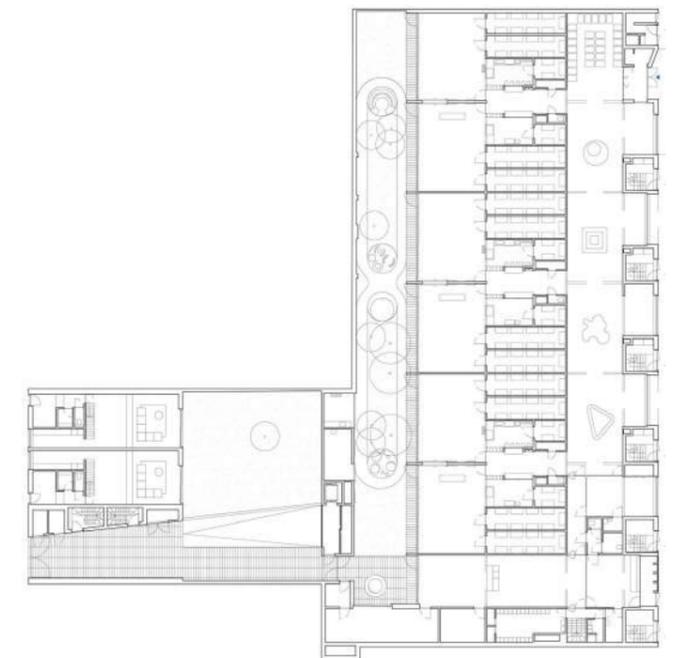
The project in Deurne, Belgium delivers a large daycare nursery and 9 terraced houses.

The nursery sits below 7 private houses, with large windows in between the front doors of the houses above. The nursery classes are twinned, sharing a route through to a rear classroom and a shared garden space.

The scheme is passively designed, with cross-ventilation and simple energy strategy.

#### Key lessons:

- Externally the street reads as a series of narrow terraced houses with front doors and an address on the street.
- Internally on the nursery space is flexible and can be used as one open-plan space.
- Both nursery and houses have generous amenity space, with the residential above being relatively screened from the noise of the nursery garden below.
- Basement parking is provided, accessed from the rear.
- WCs and offices for the nursery are located at the centre of the plan, to maximise natural light into the classroom spaces.



# Development Framework - Temple Mills and Leyton Mills

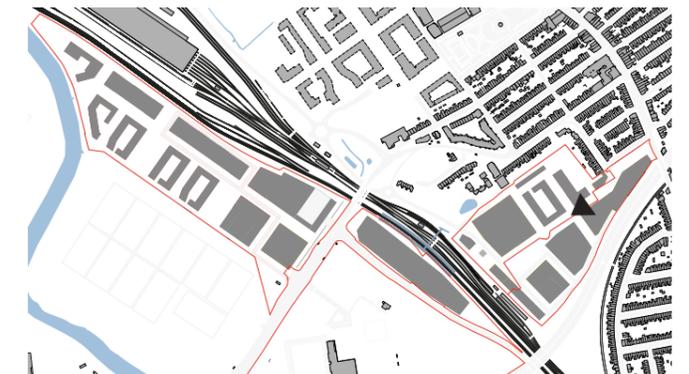
Leyton Mills Retail Park redevelopment is an opportunity to transform the site into a place for varied urban activities - shopping, food, drink, work, culture and leisure, social infrastructure, movement and connectivity.

A significant number of new homes will be supported off a primarily pedestrian and cycle route, with planting and green space, that will create an enhanced connection with the amenities and shops of historic Leyton High Road, and connect with a new cycle and pedestrian bridge linking across to Eton Manor. Access to the potential new Ruckholt Road rail station would be to the West of Leyton Mills, from Marshall Road.

- Integrated mixed-use town centre development with existing historic Leyton High Road.
- Large number of homes in a key town centre site.
- Relocated and re-provided Asda with reduced quantum of customer parking above or below.
- 47,000 m2 of non residential uses.
- New primary school and nursery provision.
- New public and green space- and Sustainable Urban Drainage incorporated into urban greening.
- Strategic cycle and pedestrian connections to Leyton High Road and Eton Manor.



The visual impression above shows the centre of Leyton Mills Retail Park – a vibrant mixed-use residential-led area, with a new Asda supermarket store, workspace, shops and food and beverage uses establishing active street frontages and complimenting uses along Leyton High Street. High-quality public realm, with green and play spaces, are at the heart of the development. A chain of green amenity from Leyton High Street links through to a new public park, with onward connections through a new pedestrian and cycle bridge along the A12 to Eton Manor and QEOP, and an improved Marshall Road, connecting onwards to Ruckholt Road and Orient Way. A segregated cycle route supports a modal shift to cycling and wider strategic connectivity improvements. A new primary school and two nurseries, along with space for a potential cultural venue along Leyton High Street, are provided as part of the community infrastructure.



# Development Framework - Temple Mills and Leyton Mills

- 1 New Ruckholt Road Overground Station and public plaza at Ruckholt Road.
- 2 New Ruckholt Road Overground Station entrance at Marshall Road.
- 3 Workspace building creates a small new public square with Ruckholt Road Overground Station entrance along Marshall Road, supporting an active ground floor frontage.
- 4 Existing petrol station retained.
- 5 New Asda supermarket.
- 6 Service route for new Asda supermarket.
- 7 Residential character area - with residential front doors and front gardens.
- 8 Townhouses with rear gardens resolve the existing boundary with existing smaller-scaled houses.
- 9 New primary school and nursery with external play.
- 10 Part of new primary school external play accessible out-of-hours to contribute to play space for residents.
- 11 Urban mixed-use character area.
- 12 New public urban square with green amenity and play, creates a focus and centre at Leyton Mills.
- 13 Green link connects to a second public space along Leyton High Street, ensuring a positive greenspace contribution that also benefits the wider area.
- 14 Strategic, segregated cycle route, connecting between Leyton High Street and Eton Manor, QEOP and Stratford.
- 15 Retail spaces with residential above.
- 16 Nursery with external play.
- 17 Workspace with residential above.
- 18 New bridge connecting Leyton Mills to Eton Manor and south to QEOP.

 Development Framework sites



# Development Framework - Temple Mills and Leyton Mills



# Development Framework - Temple Mills and Leyton Mills

Integrating large-scale retail with residential

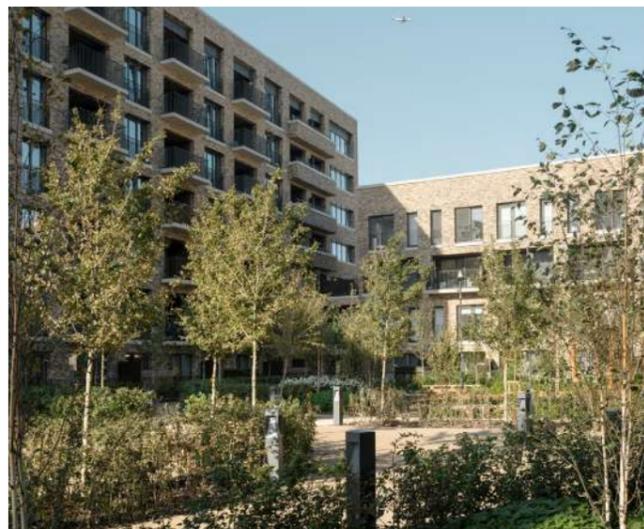
## Canada Water, Maccreeor Lavington

New big-box retail Decathlon flagship store within a mixed-use urban block in a dense town-centre setting. Ensuring the store's continuity of trade on the site was essential to the scheme's commercial viability.

Includes 234 new Build to Rent (BtR) homes. A number of town house dwellings directly abut the store on the ground floor and the remainder are arranged in three residential blocks above, up to 17 storeys in height.

Key lessons:

- The 4 storey retail at the centre of the block has a 'skin' of single-aspect retail and residential to ensure an active frontage to the surrounding streets.
- The residential blocks are arranged around a fourth-floor garden that sits on top of the store.
- The garden acts as entry and distribution space to all three cores, providing natural activity and surveillance.
- Simple servicing strategy: Single service access to big-box retail with on street servicing for smaller scale retail.
- Basement parking provided.

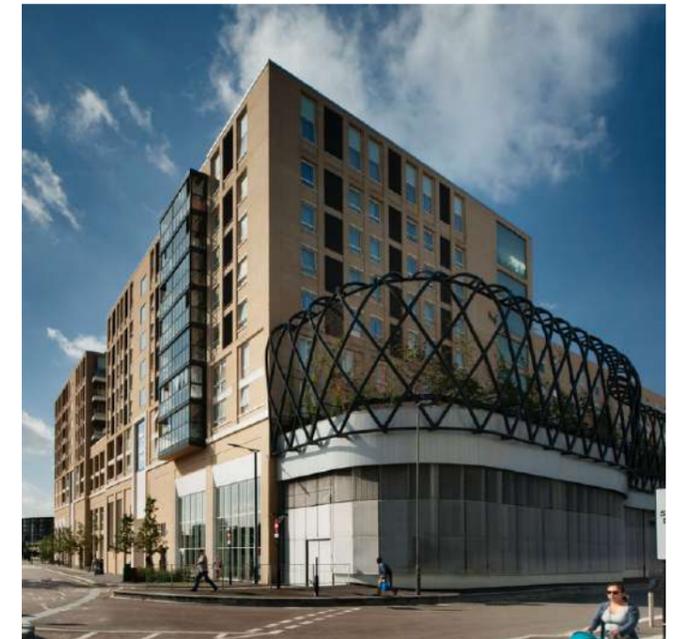


## Hallsville Quarter, Haworth Tompkins

c.7,500 sqm food store at ground level over a basement car park. Above the food store, a large number of new homes are organised around a shared, landscaped garden. The scheme includes a new Energy Centre for the masterplan area.

Key lessons:

- The scheme presents some long frontages with reduced activity which negatively impact street experience - this emphasises the need to increase positive active ground uses at Leyton Mills and to strategically and carefully distribute them to benefit the public realm.
- The servicing strategy includes an internal service yard to the north facade, facing the A13, to mitigate impacts to the street. It is positive that the service yard is hidden from public view and this should be assumed at Leyton Mills.
- Proposals at Leyton Mills should develop a hierarchy and balanced approach to distributing active frontages, so that there are no extensive blank facades.



# Development Framework - Temple Mills and Leyton Mills

## Culture and town centre uses

### Dalston Culture House and Gillett Square, Hawkins Brown

Part of a long-running phased development Culture House is venue developed by a unique partnership of the public, private and voluntary sector, that brought the world renowned Vortex Jazz Club to Hackney.

Later phases include the creation of a new public square named Gillett Square around the Culture House and new media and live/work studios.

#### Key lessons:

- The phased development driven by Hackney Cooperative Developments has brought together private sector, local authority and voluntary sectors to deliver different the long-term masterplan.
- The Gillett Square Partnership was set-up, bringing together private sector, local authority and voluntary sectors, to establish a vision and a business plan for the square, to project manage its construction and manage programme play and events in close dialogue with the community.
- All elements of the development have a self-sustaining business model that also covers how the spaces are run and managed.
- Buildings and spaces are used throughout the day and evening with a workspace and market for food start-ups during the day, play events in the afternoon and an evening offer of dining and cultural events.



### 16th Street Denver Street Mall

Constructed in 1982 this conversions of a vehicular dominated thoroughfare to pedestrian priority public realm and green space. Over the years it has been extended and a become place of culture and innovation and is a key cultural asset and visitor draw within Denver.

#### Key lessons:

- Pedestrian priority with only cycles and public transport permitted.
- Significant planting of established trees and areas of fixed multi-use seating to the central area to make the street a place to dwell.
- Areas with no fixed seating next to buildings to allow flexibility.
- Use of the space for cultural and community events.



# Development Framework - Temple Mills and Leyton Mills

Co-locating a school or nursery with residential and townhouses

## Hackney New Primary, Henley Halebrown

The project combines a 350-pupil primary school with an apartment building.

The relatively compact footprint of the residential tower, located on the road-facing side of the site, frees up much of the site for the school and protects it from the noise and fumes from one of London's busy arterial roads. The point block clusters eight apartments on a floor around a central octagonal stair, in total 68 dual aspect one and two-bed apartments and four penthouse duplex three-beds.

### Key lessons:

- The school is centred around a courtyard which is also used for circulation: Good connection to outside space for learning and play as well as being an efficient layout.
- Roofs used for amenity spaces for the school.
- Entrance to the school set-back from the high-street to allow safer spaces for parents and pupils to gather.
- Efficient and compact tower with eight homes to a single core per floor.
- Arcade with commercial units face onto the high street.

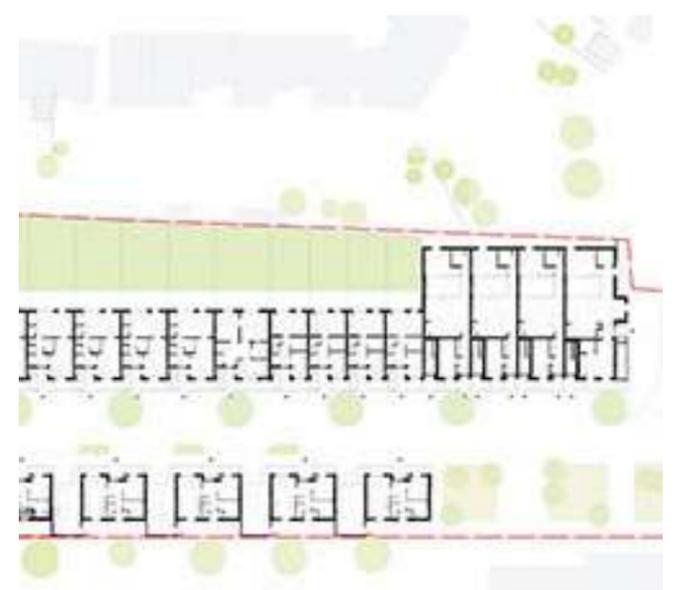


## Dujardin Mews, Karakusevic Carson and Maccreanor Lavington

This social housing project built by LB Enfield is located on a rectangular plot of re-mediated land next to the Oasis Academy School and a wider 2-storey suburban neighbourhood which the scheme needed to dovetail into. The 38 new homes are a mix of 1,2,3 and 4 bedroom homes arranged in two terraces, establishing permeability through the site and re-links important pedestrian connections between north and south.

### Key lessons:

- Entrance door face the street, encouraging activation and natural surveillance.
- The domestic scale and massing of the street reflects the urban grain of the surrounding area.
- The west terrace consists mainly of 2 storey houses, with 3 storey homes to the north and provides a mix of family houses, maisonettes and apartments.
- The different architectural styles from the two architects creates variety across the site.
- The pitched and mono-pitched roof creates an articulated street profile allows daylight to flood into the street.
- The home have generous spaces and floor to ceiling heights with good natural light and ventilation.
- No habitable rooms overlook the school.
- New public spaces create a landscaped route through the street and areas for social activities.
- New public spaces create a landscaped route through the street and areas for social activities.



# Development Framework - Temple Mills and Ruckholt Road

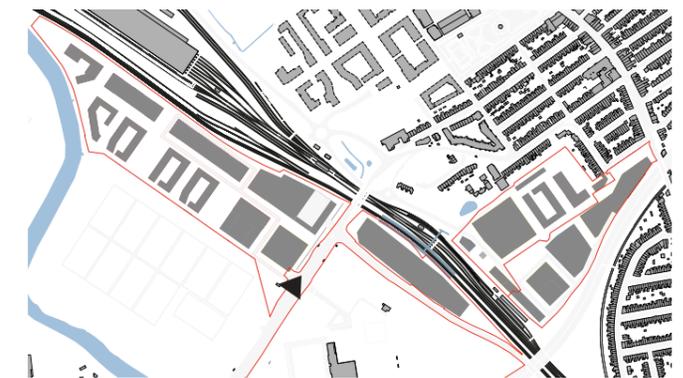
Temple Mills represents a longer term potential to accommodate a new bus garage for a fully-electric fleet, co-located with residential apartments. The site would frame the main access to the potential Ruckholt Road station and create supporting public realm.

Ruckholt Road can be transformed with active frontages and mixed-use buildings - along its north, from the new urban quarter of New Spitalfields Market, and to the south from an active corner of mixed uses at Temple Mills. Enhancing the existing established trees along the boundary of New Spitalfields Market, along with wider pavements and a segregated cycle route, would make a far improved experience for pedestrians and cyclists, and a much more attractive welcome to Leyton. Improving the frontage and entrance points of Eton Manor would support a more attractive and usable streetscape and connectivity.

- Potential delivery of new homes, knitting together a more active public realm.
- Re-provision of bus depot.
- Access to Ruckholt Road Station.
- Cycle and pedestrian bridge access via Eton Manor to Leyton Mills.
- Active frontages along Temple Mills Lane.
- New mixed-use frontage onto Ruckholt Road opposite the New Spitalfields Market development.
- Improved entrance/ frontage to Eton Manor



The visual impression above shows a re-imagined Ruckholt Road, with high quality public realm and retained and enhanced trees and planting forming a 'welcome to the forest' at the boundary of Hackney and Waltham Forest. To the right of the image, a generous public plaza provides a main entrance to Ruckholt Road Overground station, with a residential development sensitively accommodated above a re-provided depot for new electric buses - part of a step-change in EV public transport infrastructure in London. New boundary treatments and signage improve the accessibility to Eton Manor and onwards routes to QEOP and Stratford. To the centre of the image, and south-east within the New Spitalfields Market site, an industrial and cultural building establishes an active and presence along Ruckholt Road, buffers the railway line, and is close to the new overground station. Active workspace and retail establishes a mixed-use commercial and cultural quarter, and residential apartments above look towards Hackney Marshes and QEOP.



# Development Framework - Ruckholt Road and Temple Mills

## Planted buffers

Wide planted streets providing a precedent for buffered pedestrian and cycle routes, with integrated areas for shaded public realm seating.

Top: Passeig de St Joan (between tetuan-arc de triomf), Barcelona. Designed by Lola Domènech for Proeixample S.A. (city council-barcelona).

Redevelopment of the 'Trapèze' – a former Renault site in Boulogne-Billancourt, Paris. Designed by AAUPC for SAEM val de Seine Aménagement.



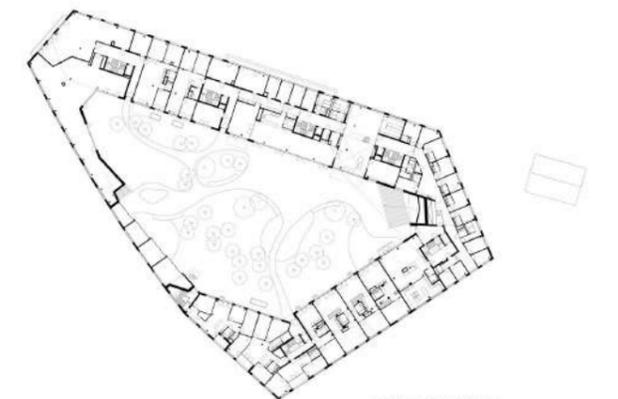
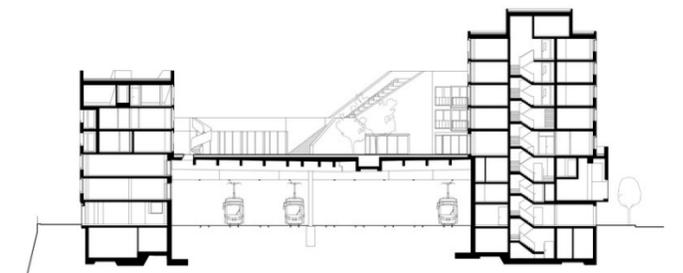
## Kalkbriete - Zurich, Muller Sigrist

The residential and commercial complex with integrated tram depot. It combines residential, service and commercial uses in a large but compact form. The building complex contains 88 flats, various communal areas as well as cultural, food and beverage, retail and commercial premises for 256 residents and providing 200 jobs. Kalkbreite offers new and flexible forms of living and working, serving as a model for cooperative living in the city.

Apartments and the communal rooms are arranged along a central "Rue intérieure", which runs like a ring through the building. The building encloses a central amenity and play space that sits on the roof of the tram station.

### Key lessons:

- The station is located at the centre of the site, enclosed by commercial space that opens onto the surrounding streets.
- A courtyard / play space are located on the roof of the station.
- The residential units that enclose the courtyard space are lower on the south side to maximise south light.
- A public route carves through the building from the street to the garden space.
- Communal internal amenity spaces are provided for residents.



# Eton Manor site

## Overarching principles

These overarching principles have been set-out to help differentiate between options for the intensification of the site and to measure success.



1. Onwards connectivity: Improve connectivity with adjacent natural assets and surrounding areas including residential areas and improve links to public transport hubs. Include links to new development sites and associated new transport opportunities.



2. Internal connectivity: Improve the quality of the public realm within the site to create a new circulation linked to new uses internally and adjacent. Consolidate existing path widths to create new space for bio-diverse environments where suitable.



3. Intensifying and activate with compliant uses: Create space for and encourage activities for visitors & future residents of adjacent development sites to increase dwell time across the site.



4. Safeguarding for policy compliant uses: Work with stakeholders to ensure that space is safeguarded for future policy compliant uses to intensify suitable activity within the site, as required.



5. Environmental sustainability: Ensure that improvements are sustainable and contribute positively to the site-wide environmental performance. Including building performance and creation of bio-diverse environments.

# Eton Manor site

Existing condition



## KEY

- Existing connections
- Development Framework sites



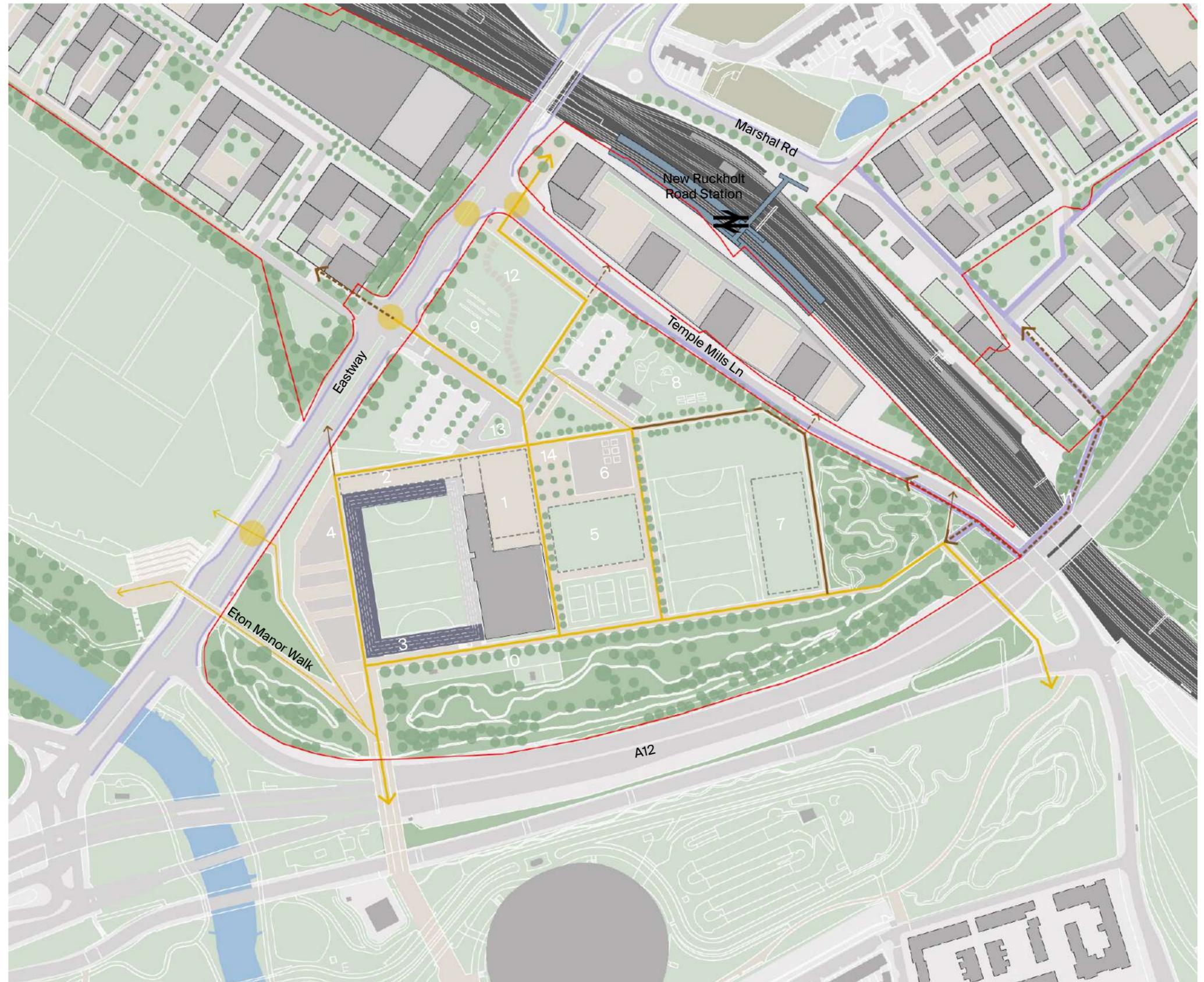
# Eton Manor site

## Scenario 1

- 1 Safeguarded space for compliant facilities
- 2 Safeguarded space for compliant facilities
- 3 Additional seating/extensions to stands & corners with safeguarded space beneath for compliant ancillary uses
- 4 Central Western Plaza area updated to hard standing. Gathering space with potential for additional stands
- 5 Potential to increase outdoor sport provision
- 6 Key open space / activities to support major events
- 7 Opportunity for additional outdoor sports facilities
- 8 Playable landscape space for outdoor activities
- 9 Indicative area for temporary events
- 10 Indicative area for exploratory play
- 11 New cyclist/pedestrian bridge
- 12 Secondary meandering route
- 13 Reduced roundabout
- 14 Potential relocation of Eton Manor memorial

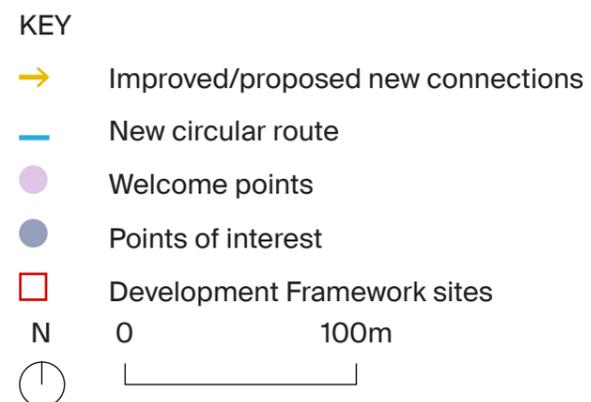
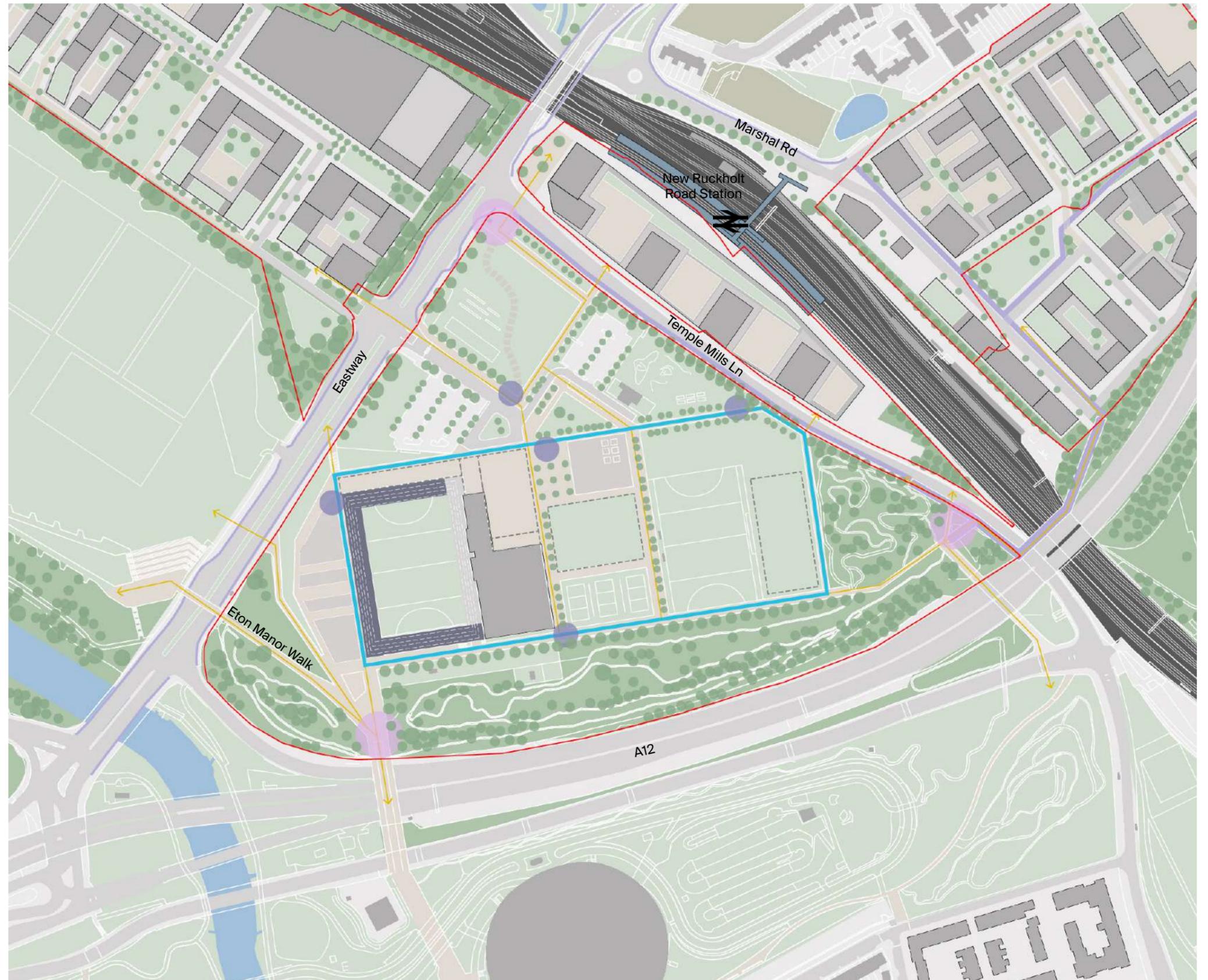
### KEY

-  Existing connections
-  Proposed new connections
-  Potential new connections to adjacent residential uses
-  Enhanced pedestrian crossings



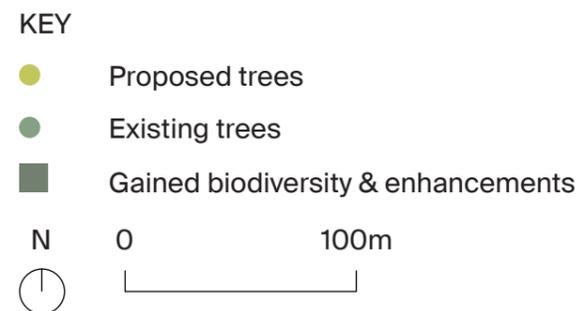
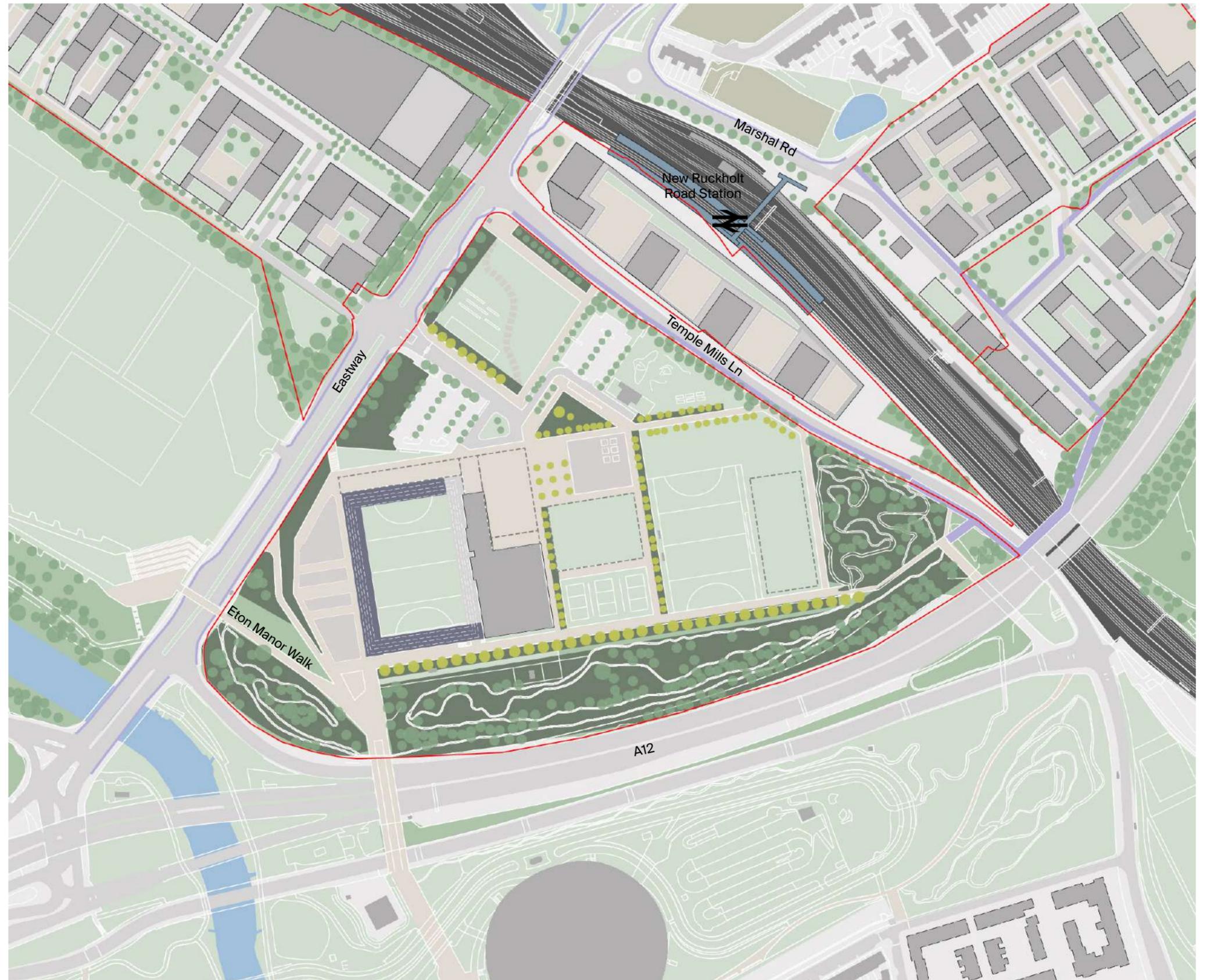
# Eton Manor site

Scenario 1  
Circular routes & focal points



# Eton Manor site

Scenario 1  
Biodiversity enhancements



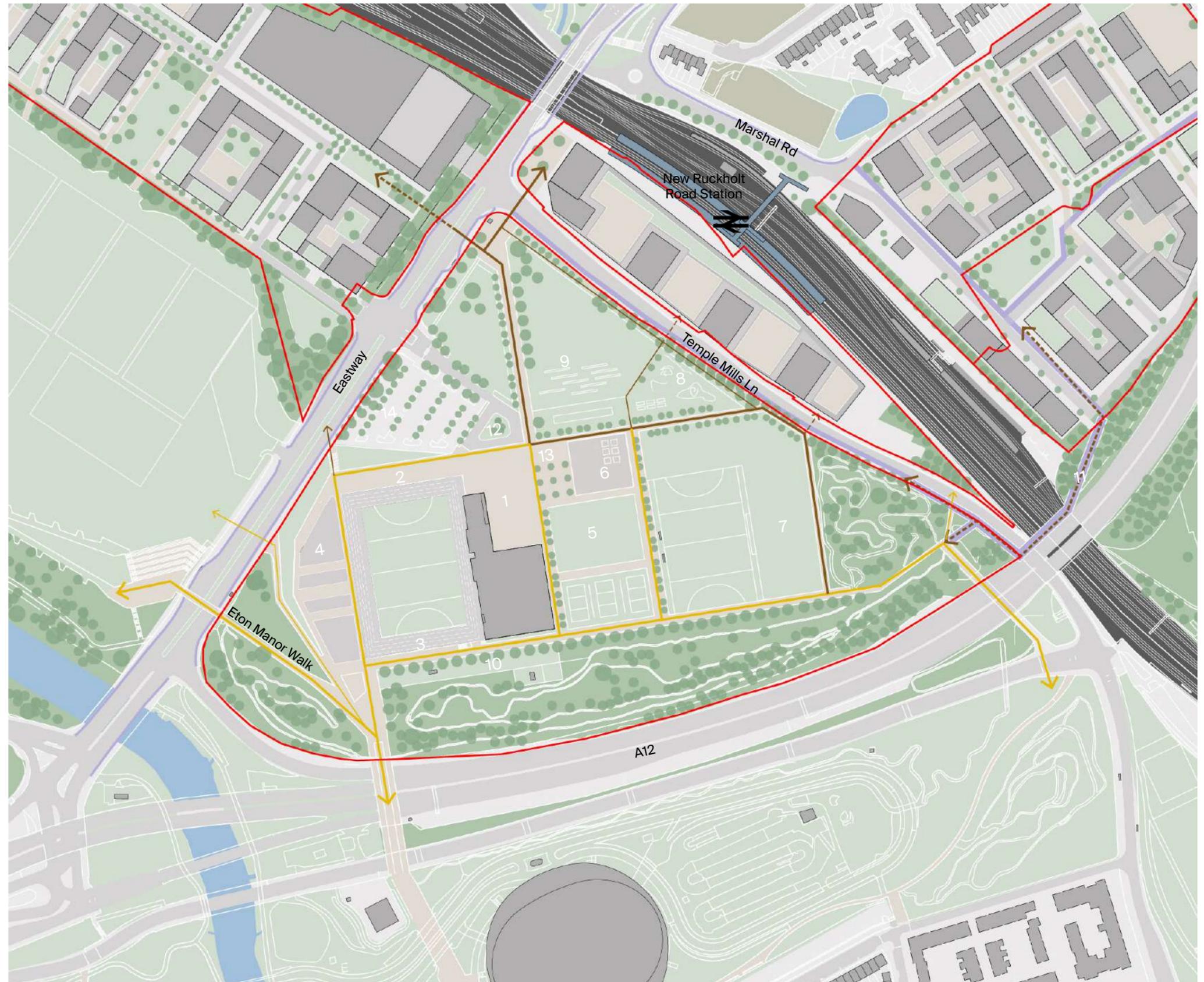
# Eton Manor site

## Scenario 2

- 1 Safeguarded space for compliant facilities
- 2 Safeguarded space for compliant facilities
- 3 Additional seating/extensions to stands & corners
- 4 Central Western Plaza area updated to hard standing. Gathering space with potential for additional stands
- 5 Potential to increase outdoor sport provision
- 6 Key open space / activities to support major events
- 7 Opportunity for additional outdoor sports facilities
- 8 Playable landscape space for outdoor activities
- 9 Indicative area for temporary events
- 10 Indicative area for exploratory play
- 11 New cyclist/pedestrian bridge
- 12 Reduced roundabout
- 13 Potential relocation of Eton Manor memorial
- 14 Consolidated car park

### KEY

-  Existing connections
-  Proposed new connections
-  Potential new connections to adjacent residential uses
-  Enhanced pedestrian crossings



# Eton Manor site

## Overarching principles - Scenarios

The table compares the three example layouts shown including the existing condition and two options for making measured adjustments to the site, making use of the overarching principles outlined above.

As the table demonstrates, improvements can be made to the existing condition, in all areas except safeguarding for policy-compliant uses. This is a future-looking principle and relies on proposals coming forward to be tested against other indicators and compliance with a policy such as towards MOL designation.

The main difference between scenario 1 and scenario 2 relates to the access route to the north of the site towards the Eastway/ Temple Mills Lane junction and onwards towards the plaza of the proposed Ruckholt Road rail station. In scenario 2 the route through Eaton manor is considered more direct, and therefore, a higher 'onwards connectivity' score is achieved. However, this corner of the site is used occasionally for other activities, with the potential disruption reducing the relative score for 'Intensifying and activating with compliant uses' for scenario 1.

Overarching principles	Scenario		
	Existing condition	Scenario 1	Scenario 2
Onwards connectivity			
Internal connectivity			
Intensifying and activating with compliant uses			
Safeguarding for policy compliant uses			
Environmental sustainability			

### KEY

- Principle achieved
- Improvement could be made to better achieve principle
- Principle poorly met
- Principle not met

# Eton Manor site

## Selected precedents

### IMPROVED ENTRANCES



↑ Prominent entrances



↑ In-surface lettering



↑ Enhanced barriers

### IDENTITY & WAYFINDING



↑ Prominent entrances



↑ Wall signage



↑ Information signage

### ENHANCED PEDESTRIAN CONNECTIONS & SEATING



↑ Pathway improvements



↑ Bridge over rail lines



↑ Playful seating

### INTENSIFIED SPORTS FACILITIES



↑ Outdoor sports facilities



↑ Multi-Use Games Area



↑ Outdoor sports facilities

### PLAYABLE LANDSCAPE & OUTDOOR ACTIVITIES



↑ Climbing wall



↑ Table tennis & kiosk



↑ Twisting plate & pommel horses

# Eton Manor site

## Selected precedents

### TEMPORARY INTERNATIONAL & NATIONAL SPORTING & NON SPORTING EVENTS



↑ Large-scale screenings



↑ Supporting facilities



↑ Pop-up training pitches

### SPACE FOR TEMPORARY COMMUNITY EVENTS



↑ Event based bar/café



↑ Cycle cinema



↑ Local performances

### SPACE TO GATHER



↑ Raised plateau deck



↑ Concrete seating



↑ Binoculars to allow for enhanced views

### AREA FOR EXPLORATORY PLAY



↑ Wooden balance beams



↑ Climbing nets



↑ Climbing and seating feature

### ENHANCED BIODIVERSITY



↑ Prominent entrances



↑ Bug hotels



↑ Wildflower meadow with paths and clearings

# Landscape, open spaces, and play strategy

# Public realm typologies

## Typologies matrix

### Key open space



Spaces of strategic importance which support the identity of a place and provide a place for people to gather. These spaces should provide for all residents, workers and general public comprising healthy streets approaches, generous pavements, seating, diverse range of green and other spaces to create a strong sense of place.

### Neighbourhood / Pocket park



Local parks offering green space amenity serving neighbouring residential and employment populations. These types of parks include pocket parks and 'incidental' playable spaces where recreational features such as landscaping or high quality public art make it playable.

### Residents communal amenity space



High quality private communal open space is needed to ensure a higher quality of life for residents, families and visitors as it is expected that not all will be able to travel the distances to the nearest public open spaces. The potential for new homes means that there is also a need to serve the expected increase in residents.

### Private amenity space



Private amenity space private is the space that is out-side or partly outside, where one can relax allows individuals to carry out household and leisure activities. This can include private gardens, rooftops and balconies.

### Operational yard space



Shared 'Spill out' areas for light industrial activities. Used communally by occupants, these spaces can be vibrant and create opportunities to meet and share. These spaces are key to improve the edge conditions of industrial uses.

### Canal/river edge



Edge of key open space that fronts on River Lea. A space with generous pavements, seating areas and recreational features accessible to all residents.

### Blue/green environmental buffer



An environmental buffer that is established around sensitive areas - such as wildlife, breeding or hibernation habitats, streams, and wetlands - to lessen the impacts of human activity and land disturbance.

### Sustainable drainage systems (SuDS)



Sustainable drainage systems (SuDS) are designed to manage storm water locally, to mimic natural drainage and encourage its infiltration, attenuation and passive treatment.

# Street typologies

## Typologies matrix

### 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.



1. CS1, Tottenham High Road, London

### 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.



1. 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.



1. Kaap Noord, Amsterdam

### Green link

Paths link green space, railway sidings and Wandle river. Linkages connect green/ urban spaces to each other, or other streets. These types include lightweight bridges for pedestrian and cycling use which will improve permeability across the sites.



1. Parkland Walk, London



2. Woolwich Arsenal, LB Greenwich



2. Burridge Gardens, St Johns Hill, LB Wandsworth



2. Nantes Saint-Nazaire Higher School of Fine Arts, Nantes



2. Cycle ramp and bridge over the River Lee, Bow

# Play space typologies

## Typologies matrix

### Doorstep Play



A landscaped space including engaging play features for young children under 5 that are close to their homes, and places for carers to sit and talk.

Parental / guardian supervision.

Age group: 0-5

Minimum size: 100 sqm

Walking distance: 100 m

Example of facilities: landscaping, climbable objects, fixed equipment, seating for carers, sand and water feature

Location: residential areas, pocket parks, public squares

### Local Play



A landscaped space with landscaping and equipment so that children aged 0 to 11 can play and be physically active and they and their carers can sit and talk.

Flexible use, no formal supervision

Age group: 0-11

Minimum size: 300 sqm

Walking distance: 400 m

Example of facilities: landscaping (including changes of level), equipment integrated into landscape, multigames/ball walls, kick about area, basketball nets, seating area away from equipment, sand

Location: residential areas, local parks

### Youth Play



A varied natural space with secluded and open areas, landscaping and equipment, with some youth facilities and places for carers

Flexible use, may include youth space, may be supervised

Age group: all ages

Minimum size: 500 sqm

Walking distance: 800 m

Example of facilities: landscaping (including changes of level), equipment integrated into landscape, seating area away from equipment, bike and skateboard facilities, kick about area, basketball nets, hard surface area, sand and water feature, small wheeled facility or climbing wall/boulder

Location: larger residential areas, local parks, district parks, school playgrounds

### Incidental play space



A public space where recreational features such as landscaping or high quality public art make it playable.

Flexible use, no formal supervision

Age group: all ages

Example of facilities: landscaping (including changes of level), equipment integrated into landscape, seating area away from equipment, bike and skateboard facilities, kick about area, basketball nets, hard surface area, sand and water feature, small wheeled facility or climbing wall/boulder

Location: larger residential areas, local parks, district parks, school playgrounds

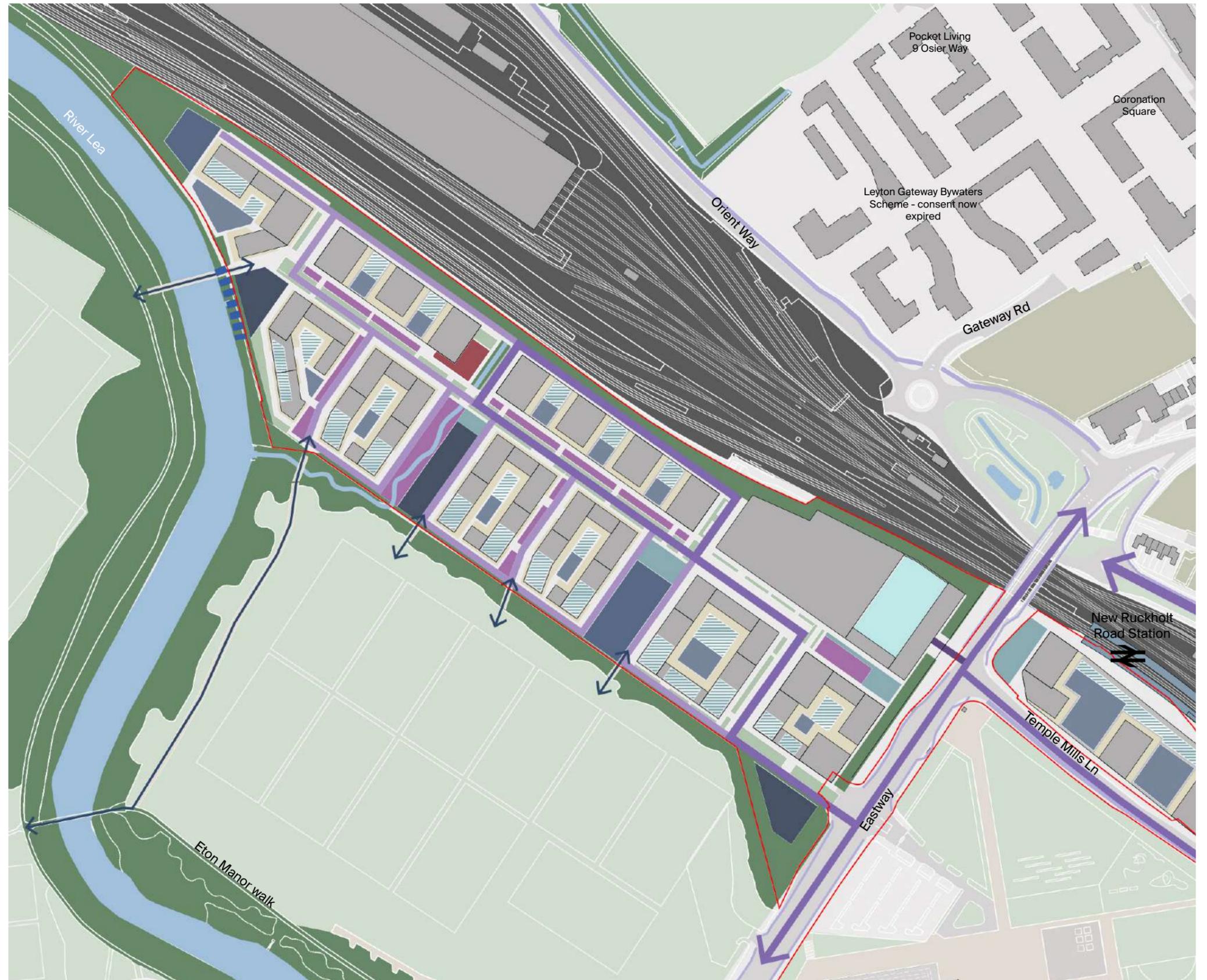
# Play & open space areas

## New Spitalfields Market site

Public realm, play and residents communal amenity space principles including ecological green space to support the required Urban Greening Factor (UGF).

### KEY

- Key open space
- Private amenity space
- Residents communal amenity space
- Working yard
- Nursery play yard
- Green environmental buffer
- Doorstep Play
- Local Play
- Youth Play
- Incidental play space/SuDS
- Canal/river edge
- New city street
- Neighbourhood street
- Working street
- Green link
- Development Framework sites



# Play & open space areas

## Temple Mills & Leyton Mills sites

Public realm, play and residents communal amenity space principles including ecological green space to support the required Urban Greening Factor (UGF).

### KEY

- Key open space
- Private amenity space
- Residents communal amenity space
- School ground / Local play area out of teaching hours
- School play yard
- Green environmental buffer
- Doorstep Play
- Local Play
- Youth Play
- Incidental play space/SuDS
- New city street
- Neighbourhood street
- Working street
- Green link
- Development Framework sites



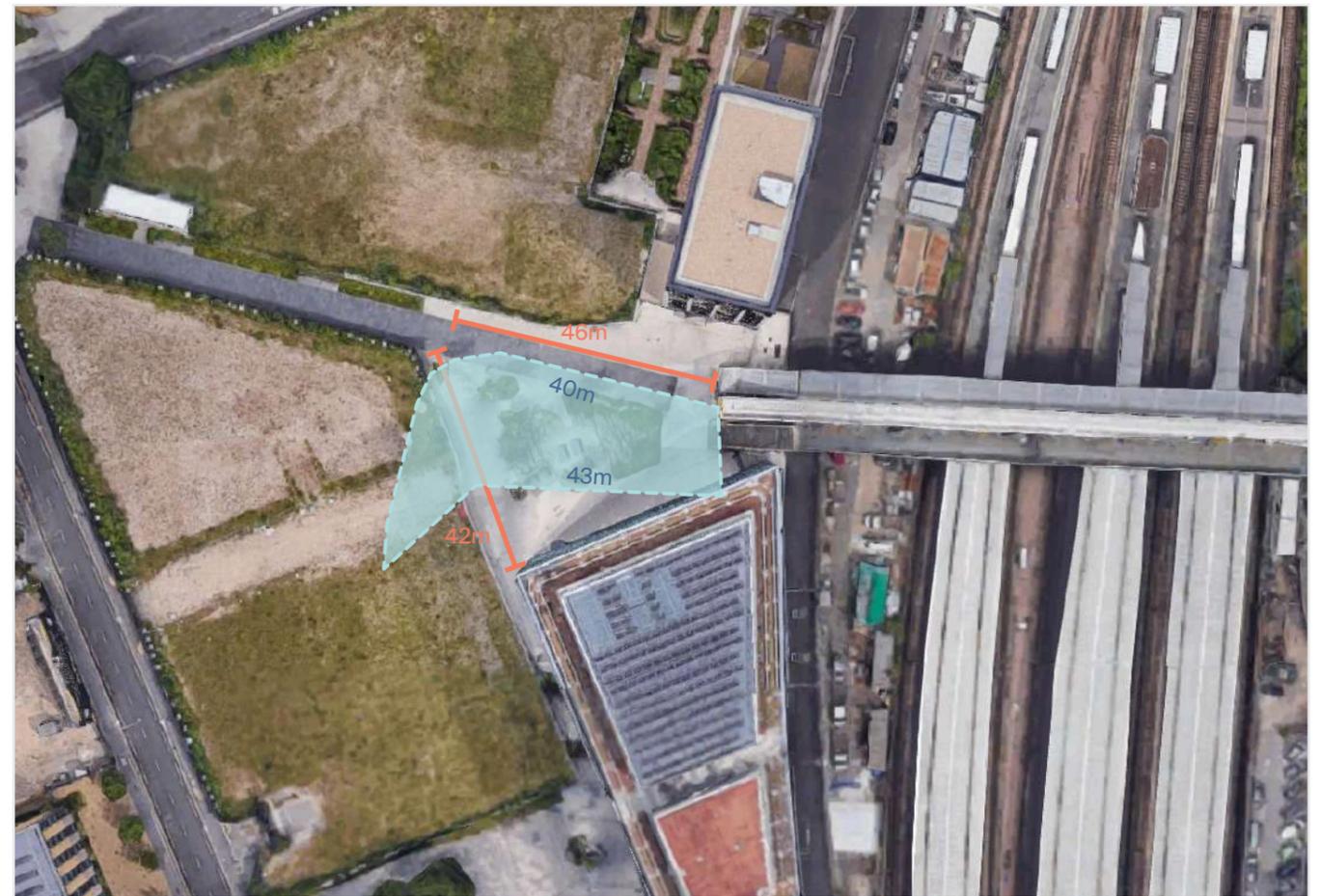
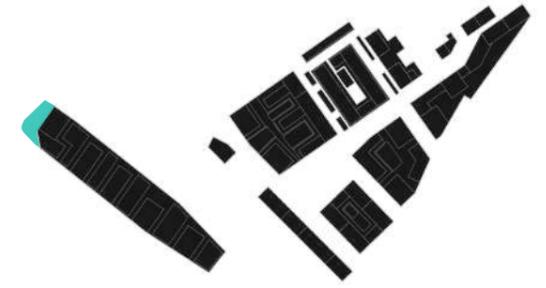
# Open space provision

Key open space

Gillet Square, LB Hackney



Ruskin Square, LB Croydon



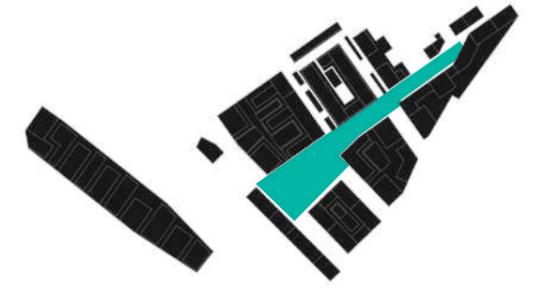
# Open space provision

Neighbourhood park

Victory Park, East village, Stratford



Mirabelle Gardens, East village, Stratford



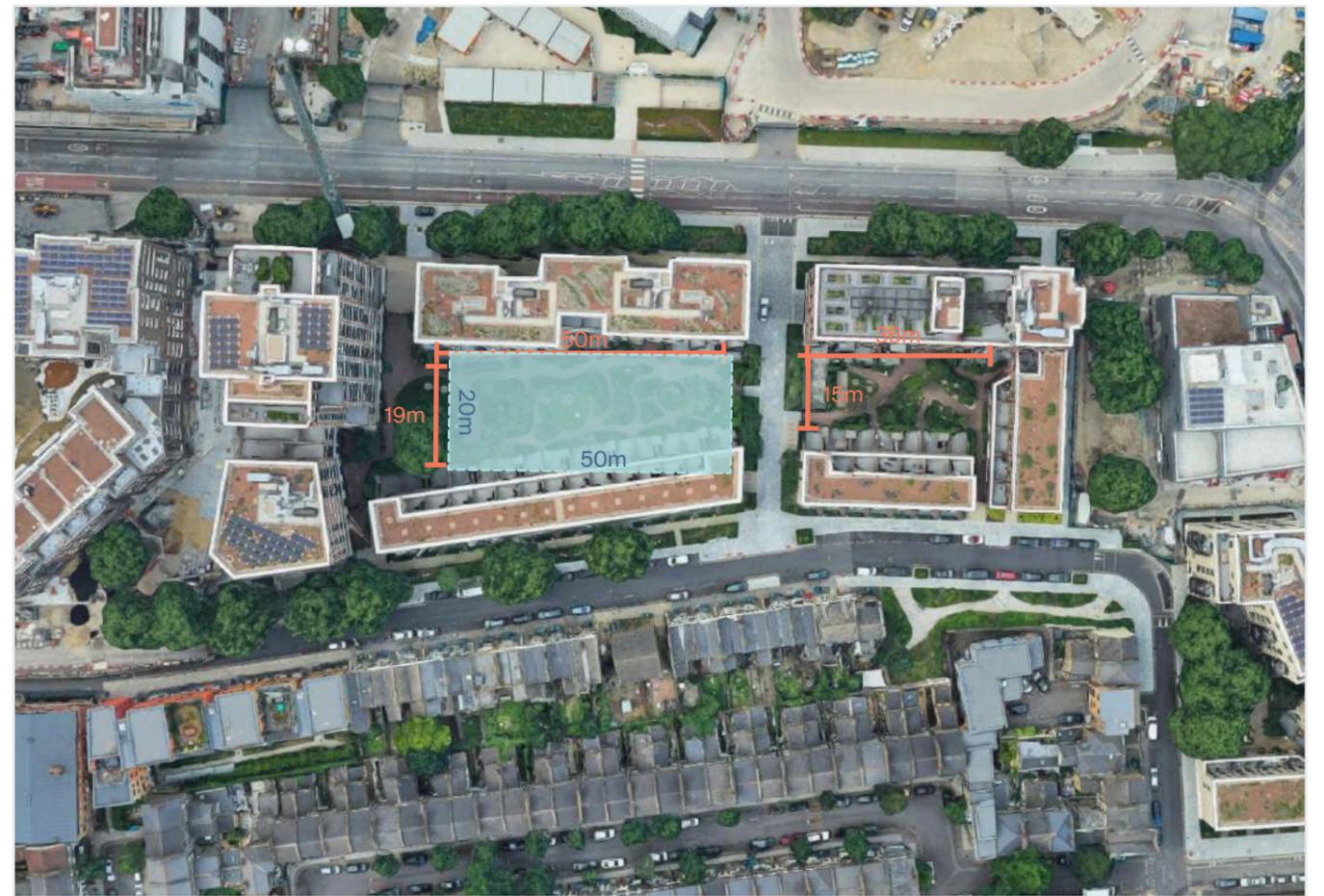
# Open space provision

Shared amenity space (linear)

Aberfeldy Estate, LB Tower Hamlets



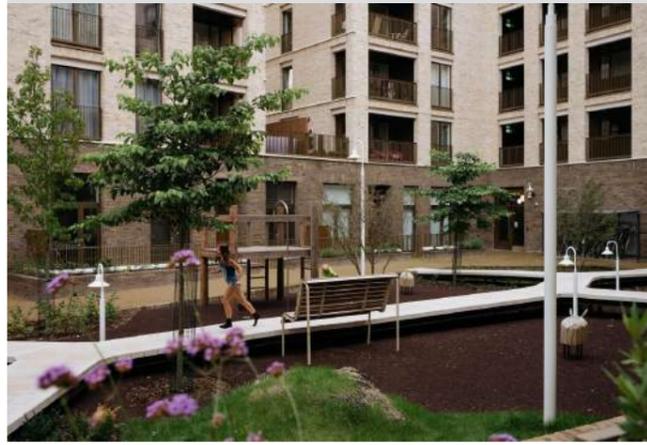
South Gardens in Elephant Park, LB Southwark



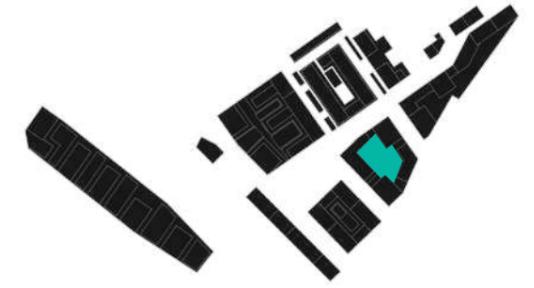
# Open space provision

Shared amenity space (courtyard/  
podium level)

**Kings Crescent, LB Islington**



**Trafalgar Place, Elephant and Castle**



# Open space provision

Canal/river edge

Hammarby Sjöstad, Stockholm



Port Loop, Birmingham



