

Leyton Mills

Sustainability Appraisal

February 2024



Contents

1.0 Introduction	4	6.0 Monitoring and implementation	23
2.0 Appraisal methodology	6	7.0 Appendix 1 (The full SA)	24
2.1 Stages of the SA	6	7.1 New Spitalfields Market	24
3.0 The Leyton Mills SPD	7	7.2 Leyton Mills Retail Park	30
3.1 Link to the SPD	7	7.3 Temple Mills bus depot	36
3.2 The vision	7	7.4 Eton Manor	42
3.3 Site Specific detail	10		
4.0 Baseline, and other plans and strategies	15		
4.1 LP1 Sustainability Appraisal	15		
4.2 Other strategies	16		
5.0 Testing objectives and principles for the Leyton Mills sites	17		
5.1 Considering effects	18		
5.2 Summary of findings	20		

1 Introduction

The London Borough of Waltham Forest (LBWF) are in the process of preparing a Supplementary Planning Document (SPD) for the Leyton Mills area, called the Leyton Mills SPD. The SPD, when adopted, will become part of the LBWF Planning Framework.

The SPD will support the Development Plan Documents, including Local Plan 1 (LP1) - the overarching strategic policy and development management document and Local Plan 2 (LP2) - the Site Allocations Document.

This Sustainability Appraisal (SA) relates to the Leyton Mills SPD which sets out a vision and planning guidance for the delivery of the new neighbourhood in the Leyton Mills area.

The Council has aspirations for growth, including significant new housing and sustained economic growth, to provide jobs for local people and increase the supply of housing, including affordable units. The Waltham Forest Local Plan Part 1 sets targets to deliver 27,000 additional homes and 52,000sqm of employment floorspace in Waltham Forest by 2035. Development of the Leyton Mills sites will significantly contribute to meeting this need.

Figure 2 shows the location of the SPD area and the four key sites within it.

A SA is not required for SPDs, however the London Borough of Waltham Forest has committed to the production of SA's for SPDs in the Statement of Community Involvement (SCI).

The Leyton Mills SPD is supplementary to the policies in LP1, which has been found sound by the Planning Inspectorate. The SPD SA takes a focused approach, assuming the principle of development in Leyton Mills to meet evidenced objectives in LP1 to be justified and has therefore not considered 'reasonable alternatives'.

The SA assesses the significant environmental, social and economic effects of the SPD sites. It also incorporates a

process called Strategic Environmental Assessment (SEA). Strategic Environmental Assessment (SEA) in England is mandated by the SEA Directive (Directive 2001/42/EC: Assessment of the Effects of Certain Plans and Programmes on the Environment) and is regulated by the Environmental Assessment of Plans and Programmes Regulations 2004 Statutory Instrument No.1633 ('the SEA Regulations'). The SEA Directive aims at a high level of protection of the environment, and to integrate the consideration of the environment into the preparation and adoption of plans and programmes, with a view to promoting sustainable development.



Key



-  Leyton Mills SPD Area
-  Key sites within the Leyton Mills SPD Area

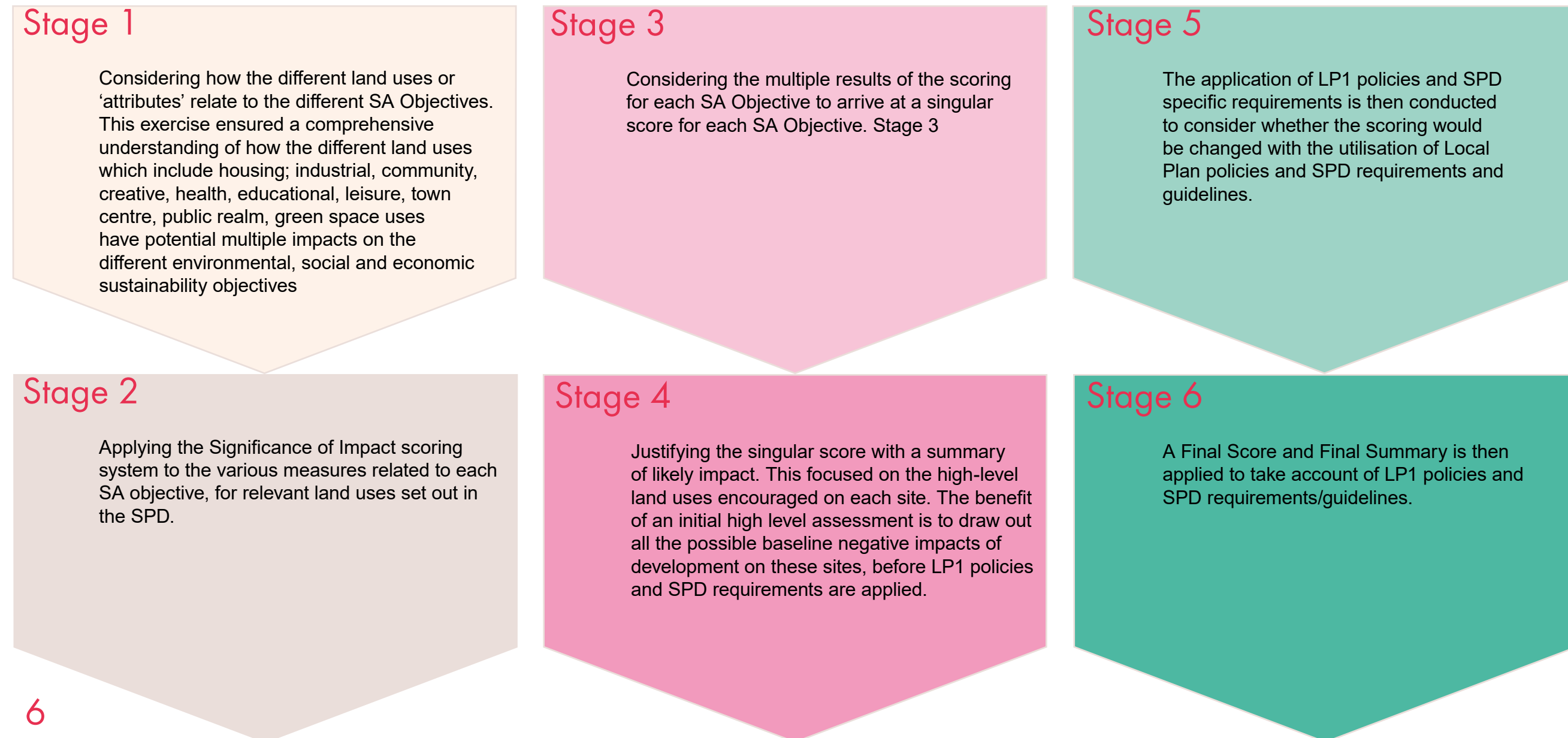


Figure 1. The Leyton Mills neighbourhood within the context of Waltham Forest and the neighbouring areas

2 Appraisal methodology

2.1 Stages of the SA

2.1.1 The following steps have been taken in assessing each of the four Leyton Mills sites.



3 The Leyton Mills SPD

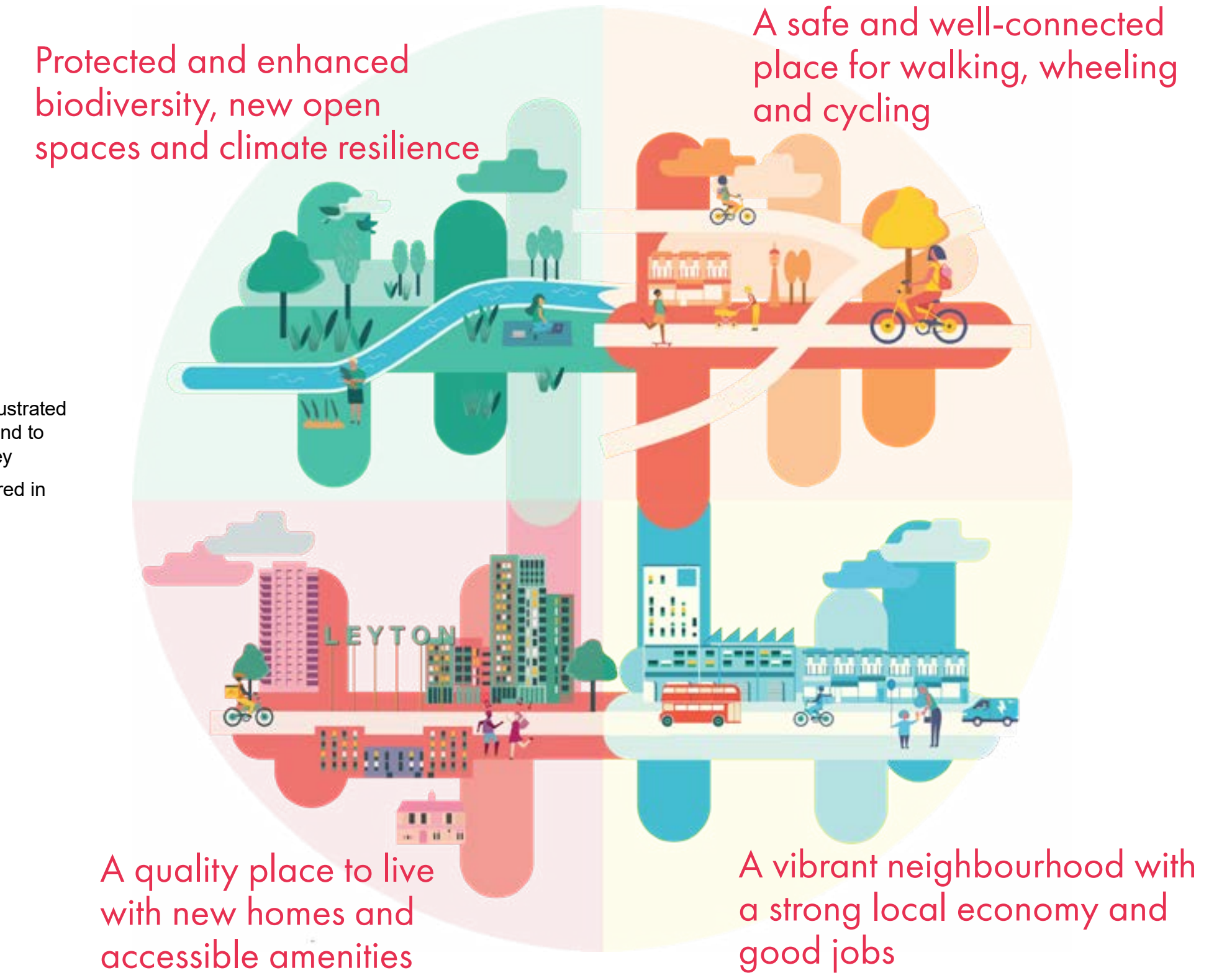
3.1 Link to the SPD

3.1.1 The full Leyton Mills SPD document can be read here [\[link\]](#)

3.2 The Vision

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

3.2.2 Below are key principles of each theme, and each are explored in greater detail in the SPD.



Protected and enhanced biodiversity, new open spaces and climate resilience

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

A quality place to live with affordable homes and accessible amenities

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

Figure 2. Visualisation of New Spitalfields Market showing enhanced biodiversity and new open space



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

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

A vibrant neighbourhood with a strong local economy and good jobs

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

Figure 3. Visualisation of the Leyton Mills Retail Park showing a vibrant neighbourhood with sustainable transport



3.3 Site specific detail

3.3.1 The Leyton Mills area has four key sites:

- 1 New Spitalfields Market - a purpose-built wholesale market hall constructed in the early 1990s, with extensive hardstanding for parking and loading.
- 2 Leyton Mills Retail Park - comprising big-box and smaller format retail units, surface parking and a pedestrian route and steps to High Road Leyton
- 3 Temple Mills Lane bus depot
- 4 Eton Manor - in the Queen Elizabeth Olympic Park and Lee Valley Regional Park

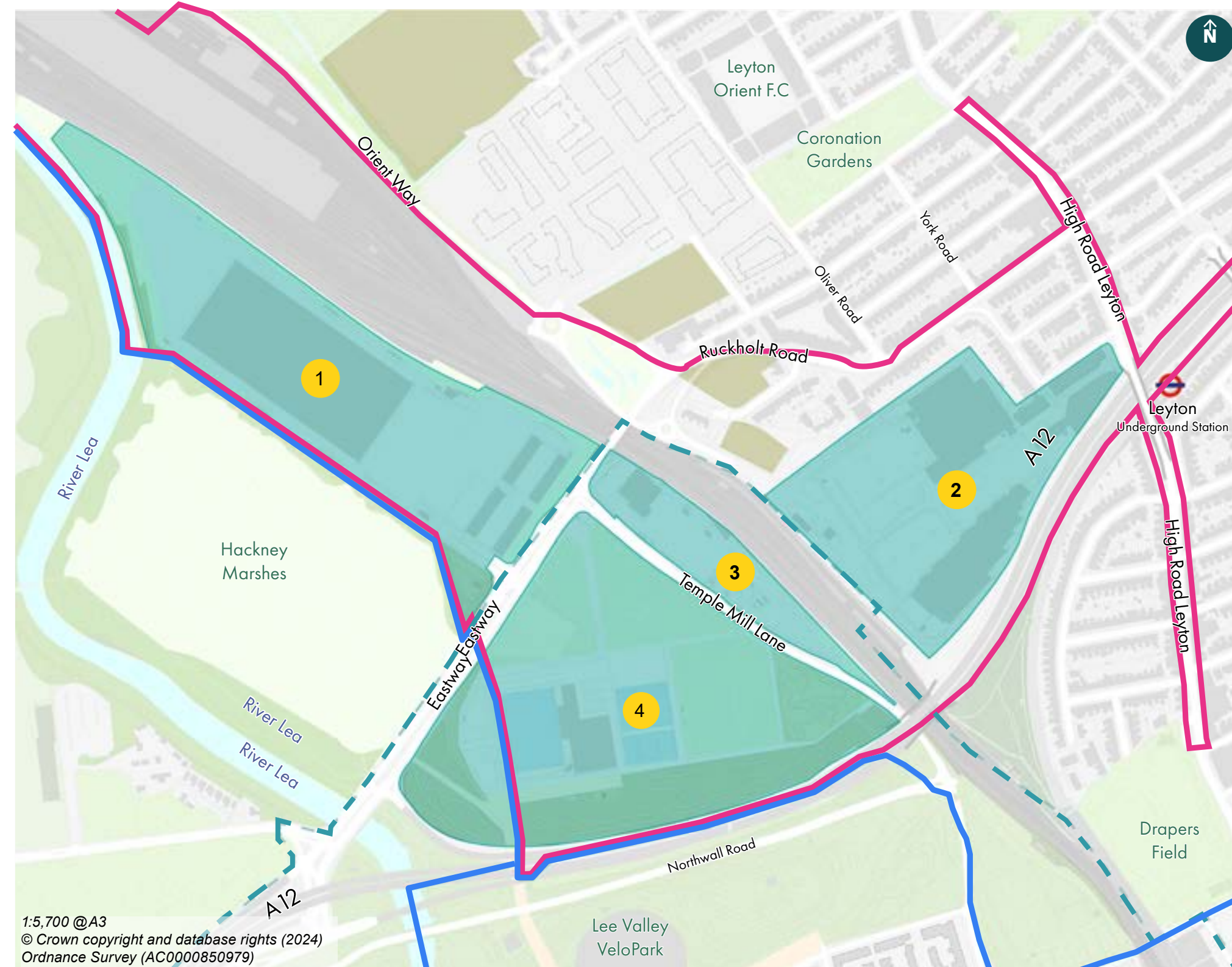


Figure 4. The key sites within the Leyton Mills SPD area

New Spitalfields Market

- 1 New Ruckholt Road rail station and public plaza
- 2 Significant workspace building with LSIS space re-provision, including class E(g), B2 and B8 yard space, accessed direct from Ruckholt Road
- 3 Cultural hub, providing a venue for a cultural anchor tenant
- 4 Potential to de-culvert (daylight) part of the Fillebrook River for SuDS and biodiversity
- 5 Urban mixed-use character area
- 6 Public urban square
- 7 Residential character area
- 8 Public park with ecological focus and space for play and learning about nature.
- 9 Deculverted Dagenham Brook River to provide SuDS wetland that delivers ecology and placemaking benefits
- 10 Nursery with external play
- 11 Potential to widen Ruckholt Road bridge. Improved provision for walking, wheeling and cycling
- 12 Potential new footpath and cycle way connecting Hackney Marshes
- 13 30m green buffer to River Lea, restricted access to the public. Opportunities for a raised board-walk and viewing platform to allow public to appreciate the river.
- 14 15m green buffer to edge of the playing fields
- 15 Grove of trees on-site to be retained
- 16 Green, natural open space and wetlands feature

Figure 5. Illustrative masterplan and key opportunities for the New Spitalfields Market site



Key

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

Leyton Mills Retail Park

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

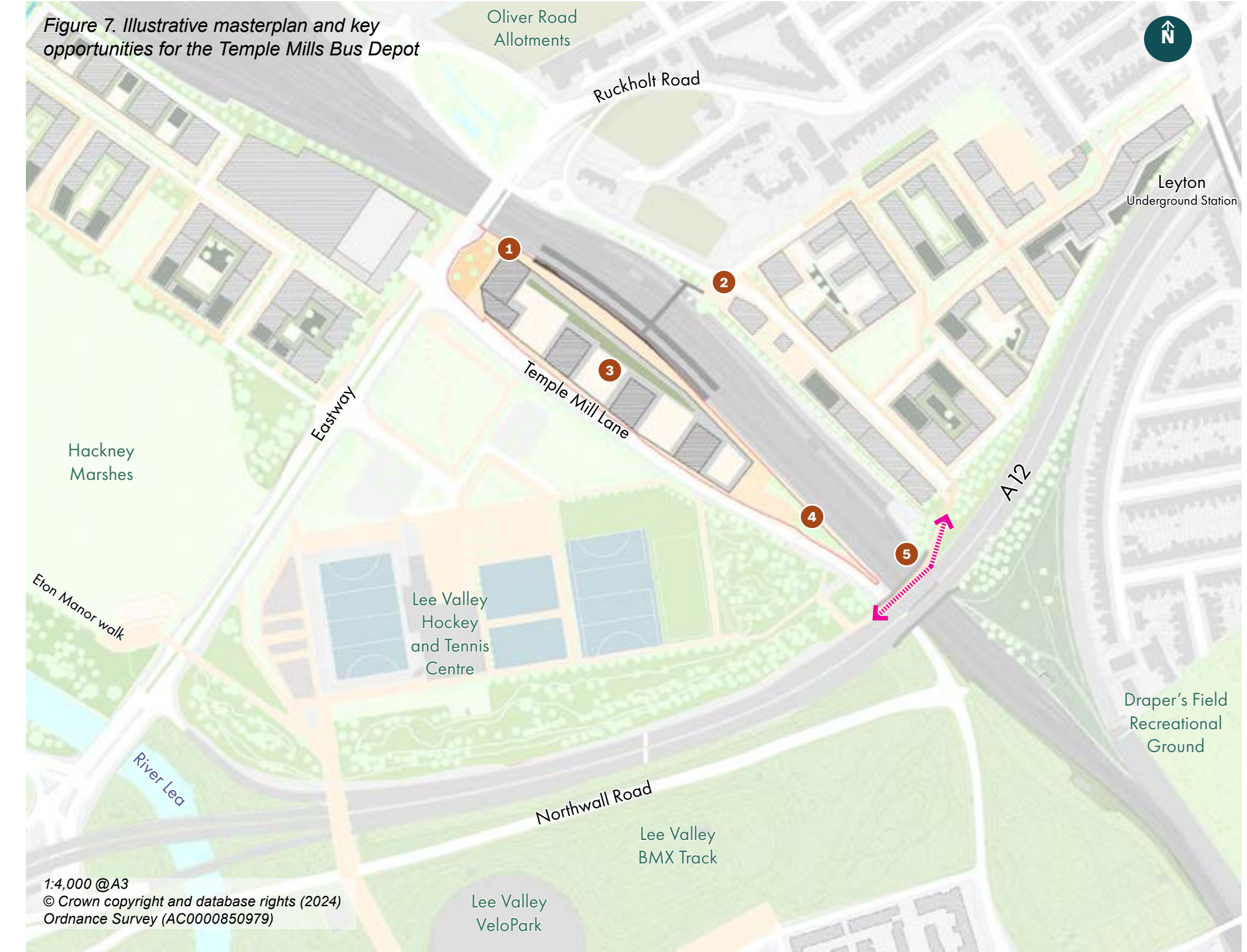


Key

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

Temple Mills Bus Depot

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



Key

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

Eton Manor

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



4 Baseline, and other plans and strategies

As guided by the LBWF SCI, the production of a sustainability appraisal was carried out to ensure that the Council's aspirations for growth, including significant new housing and sustained economic growth, to provide jobs for local people and increase the supply of housing, including affordable units are attainable.

4.1 LP1 Sustainability Appraisal

- 4.1.1 Parts of the Leyton Mills sustainability appraisal have been informed by the Local Plan 1 Sustainability Appraisal. This includes the baseline data, which sets out key sustainability issues, data gaps and future evolution of the baseline used in the assessment of the plan.
- 4.1.2 The baseline data plays a key role in understanding the current economic, social and environmental situation in the Borough and Leyton Mills area which allows the Council to understand the sustainability issues that should be focused on and how development will affect the future sustainability of the area.
- 4.1.3 Below are the key sustainability issues found in the baseline data of the Local Plan 1 Sustainability appraisal:
 - Population;
 - Human Health;
 - Economy;
 - Employment and Skills;
 - Transport;
 - Crime and Safety;
 - Housing;

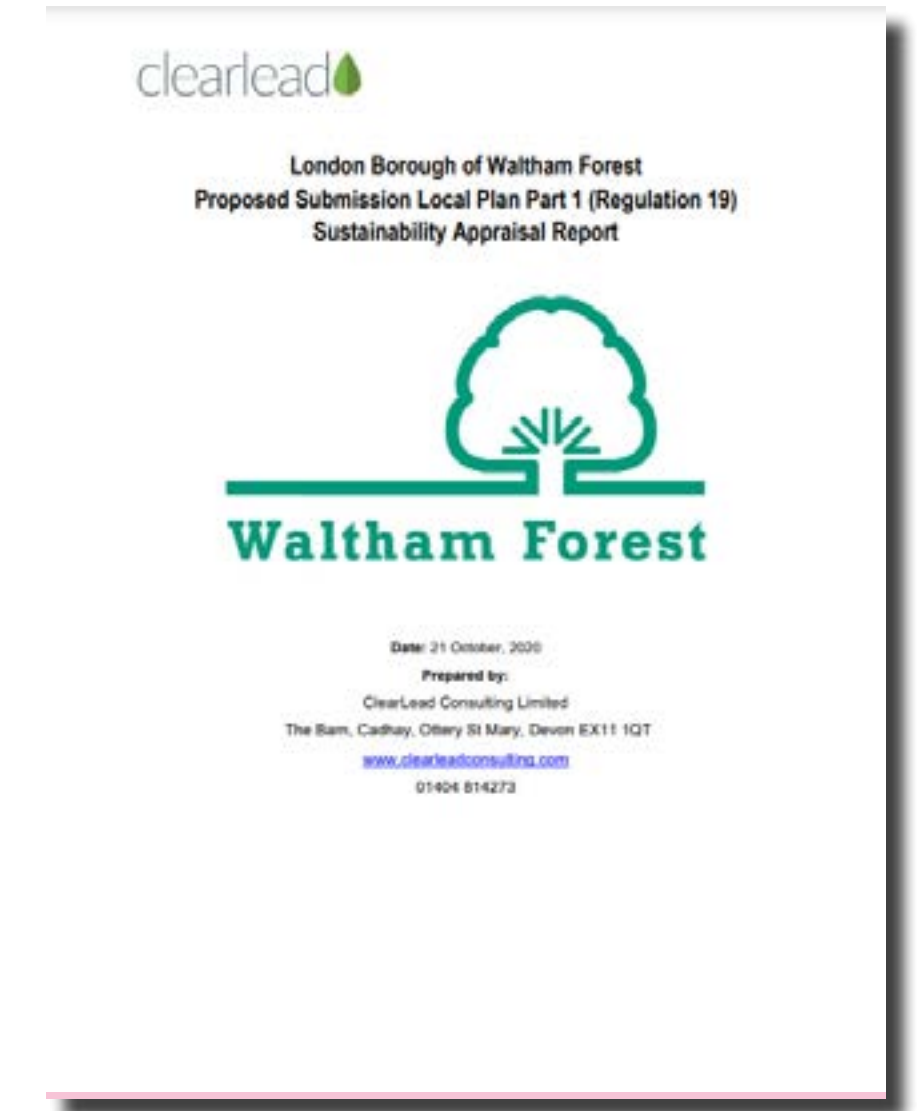


Figure 9. LP1 sustainability appraisal

- Townscape and Heritage;
- Climate;
- Air Quality;
- Soil and Geology;
- Water;
- Biodiversity;
- Landscape; and
- Waste.

- 4.1.4 Some of the key findings were:
- The south of the Borough has strong public transport linking to the centre of London as well as direct links to Stansted Airport.
 - There are less households that own cars in the south of the borough than in any other region of the borough.
 - The southwest of the borough appears to experience slightly higher levels of crime.
 - The most deprived wards sit in the south of the borough, specifically in Leyton and Lea Bridge.
 - The south has the highest percentage rate of unemployment in the borough.

4.1.5 The full breakdown of these key issues can be found in [appendix B of the full SA report](#).

4.2 Other strategies

4.2.1 In addition to the Local Plan 1 Sustainability Appraisal, the Leyton Mills Sustainability Appraisal was informed by multiple existing strategies which help to ensure that any development would be sound in its nature, these include:

- Spatial Strategy;
- Open Space Strategy;
- Green and Blue Spaces;
- SANGs strategy;
- Building Heights Strategy;
- Town Centre Strategy;
- Social Value Strategy;
- Infrastructure Delivery Strategy;
- Biodiversity Net Gain Strategy;
- London Legacy Development Corporation strategy;
- London Plan strategy; and
- Upper Lea Valley Landscape Strategy.

4.2.2 This will ensure that the Leyton Mills SPD not only adheres to existing Waltham Forest Policy but to regional policy created by organisations such as the London Legacy Development Corporation and Greater London Authority.

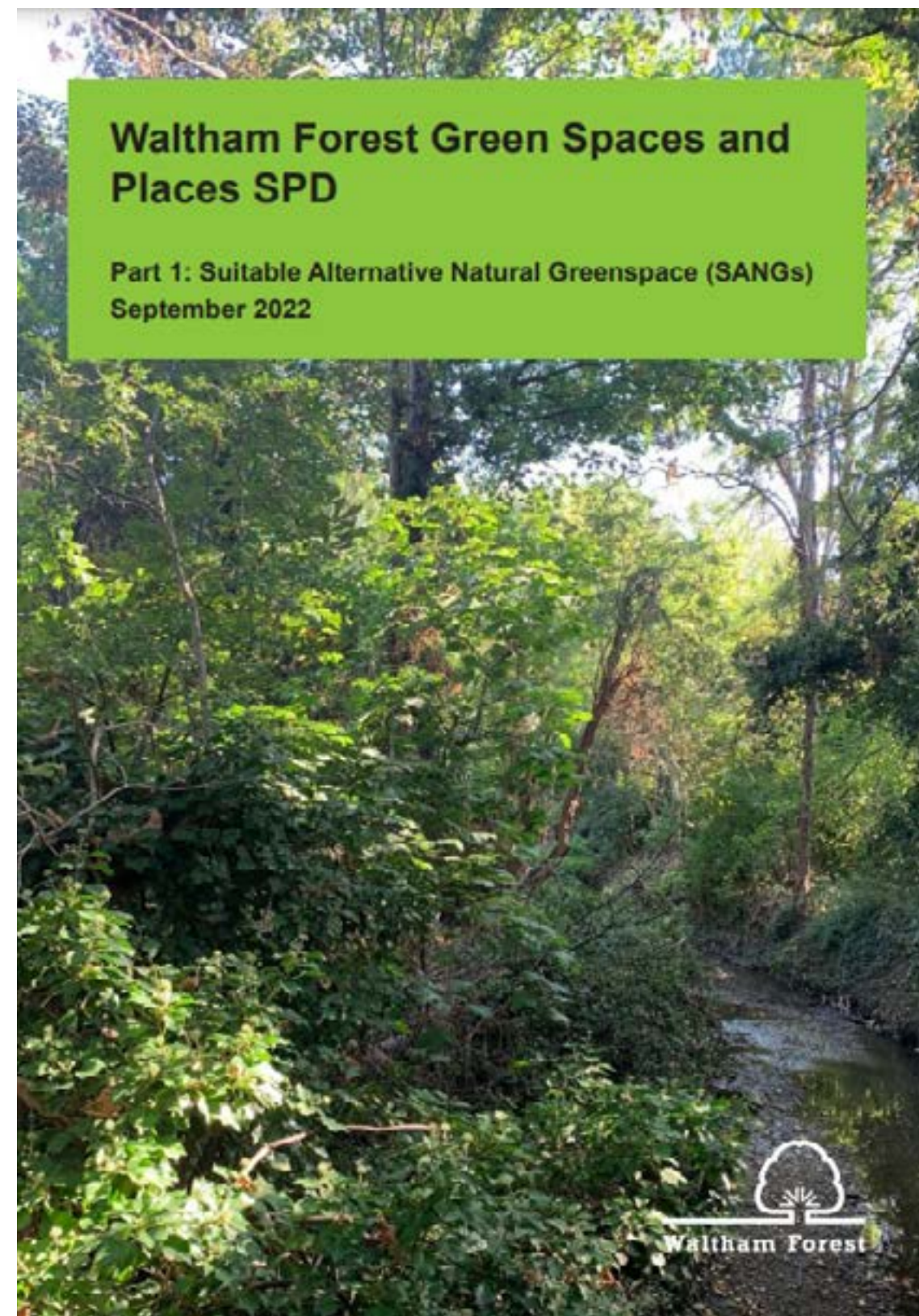


Figure 10. London Borough of Waltham Forest SANGs Strategy

5 Testing objectives and principles for the Leyton Mills sites

5.1 SA Topics

- 5.1.1 All sites within the Leyton Mills SPD were subject to assessment to determine whether their development would be sustainable and sound. The Sustainability Appraisal (SA) was a key step in determining the appropriateness of the sites and the development potential on them.
- 5.1.2 The SA framework, reflects that used in the sustainability assessments of Local Plan 1 and Local Plan 2 to ensure consistency of sustainability objectives deployed as a result of the Scoping Report that highlighted the topics and issues relevant to development within Waltham Forest.
- 5.1.3 The SA considers a series of 20 objectives including environmental, social and economic outcomes. Table 1 sets out the SA Objective references and their definition.

SA Objective	SA description
SA1	Meet local housing needs through the provision of a range of tenures and sizes of new dwellings
SA2	Improve standard of health and wellbeing of those who live and work in the Borough
SA3	Improve community cohesion and reduce inequalities through the provision of community facilities to meet local cultural, educational, recreational and social needs
SA4	Improve opportunities for access to local services, facilities and employment through an integrated sustainable transport system, reducing car use for all journey lengths
SA5	Reduce greenhouse gas emissions and promote low carbon growth
SA6	Improve air quality
SA7	Improve water quality in rivers and groundwater and ensure the efficient use of water resources
SA8	Reduce the risk of flooding and improve resilience to climate change
SA9	Ensure the efficient use of land and buildings
SA10	Ensure the protection of soil quality and geological resources
SA11	Protect the ecological integrity of SSSI and Natura 2000 sites
SA12	Maintain and enhance the quality of the green belt and open space areas
SA13	Conserve and enhance the historic environment
SA14	Maintain and enhance the vitality and viability of the borough's town centres
SA15	Improve the local economy by enabling employment developments in appropriate places
SA16	Maintain stable levels of employment in the Borough
SA17	Reduce crime and the fear of crime
SA18	Conserve energy
SA19	Prevent production of waste, improve resource efficiency and increase recycling and recovery
SA20	Maintain and improve local distinctiveness

Table 1. SA Objective references and their definitions.

5.2 Considering effects

5.2.1 Table 2 below provides the detail of the scoring criteria that has been used to score the significance of impact.

Symbol	Definitions of Significance of Effects Against the SA Objectives	Assumptions on the nature of effects
SP	Significant Positive Effect: the site allocation supports the achievement of this objective; it addresses all relevant sub-objectives and could result in a potentially significant beneficial effect e.g. improved access by walking and cycling modes to a local or town centre	<ul style="list-style-type: none"> Permanent Continual Magnitude: High 80%+ receptor or environmental capacity affected; or Medium 40-80% of receptor or environmental capacity of affected <p>The effect could be to:</p> <ul style="list-style-type: none"> enhance and redefine the location in a positive manner, making a contribution at a national or international scale; enhance and redefine the location in a positive manner; repair or restore receptors badly damaged or degraded through previous uses; and/or improve one or more key elements/features/ characteristics of a receptor with recognised quality such as a specific regional or national designation.
MP	Minor Positive Effect: the site allocation supports the achievement of this objective; it addresses some relevant sub-objectives, although it may have only a minor beneficial effect	<ul style="list-style-type: none"> Reversible Infrequent or intermittent Magnitude: Low 20-40% of receptor or capacity affected. <p>The size, nature and location of a proposed scheme would:</p> <ul style="list-style-type: none"> improve undesignated yet recognised receptor qualities at the neighbourhood scale; fit into or with the existing location and existing receptor qualities; and/or enable the restoration of valued characteristic features partially lost through other land uses.
N	Neutral Effect: the site allocation has no impact or effect and is neutral insofar as the benefits and drawbacks appear equal and neither is considered significant	N/A
MN	Minor Negative Effect: the site allocation appears to conflict with the achievement of this objective; it does not address relevant sub-objectives and may result in minor adverse effects	<ul style="list-style-type: none"> Reversible Infrequent or intermittent Magnitude: Low 20-40% of receptor or capacity affected. <p>The size, nature and location of a proposed scheme would:</p> <ul style="list-style-type: none"> be out of scale with the location; or leave an adverse impact on a receptor of recognised quality such as a specific district or county designation.

Symbol	Definitions of Significance of Effects Against the SA Objectives	Assumptions on the nature of effects
SN	Significant Negative Effect: the site allocation works against the achievement of this objective; it could exacerbate relevant sub-objectives and may result in a potentially significant adverse effect e.g. loss of all or part of a designated ecological site of national importance.	<ul style="list-style-type: none"> Permanent Irreversible Continual Magnitude: High 80%+ receptor or environmental capacity affected; or Medium 40-80% of receptor or environmental capacity of affected <p>The effect could be to:</p> <ul style="list-style-type: none"> permanently degrade, diminish or destroy the integrity of the receptor; cause a very high-quality receptor to be permanently changed and its quality diminished; cannot be fully mitigated and may cumulatively amount to a severe adverse effect; be at a considerable variance to the location, degrading the integrity of the receptor; and/or will be substantially damaging to a high-quality receptor such as a specific regional or national designation
U	Uncertain Effect: Uncertain or insufficient information on which to determine the assessment at this stage	N/A

Table 2. SA scoring criteria and significance of impact.

5.3 Summary of findings

New Spitalfields																				
SA objective	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17	SA18	SA19	SA20
Stage 1 assessment	MP	N	SP	MN	MP	MN	MN	SN	SP	N	MN	MP	MP	U	N	SP	U	U	U	MP
Stage 2 assessment	SP	MP	SP	MP	MP	MP	N	N	SP	N	MP	SP	MP	MP	MP	SP	MP	MP	MP	SP

Table 3. New Spitalfields Market summary of findings

Temple Mills Bus Depot																				
SA objective	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17	SA18	SA19	SA20
Stage 1 assessment	SP	N	N	N	MP	MP	N	MN	SP	N	MN	MP	MP	N	MP	MP	U	U	U	U
Stage 2 assessment	SP	N	N	MP	MP	SP	N	N	SP	N	MP	SP	MP	MP	SP	MP	MP	MP	MP	MP

Table 5. Temple Mills bus depot summary of findings

Leyton Mills Retail Park																				
SA objective	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17	SA18	SA19	SA20
Stage 1 assessment	SP	N	SP	MP	MP	N	N	MN	MP	N	MN	N	MP	SP	MP	SP	U	U	U	MP
Stage 2 assessment	SP	MP	SP	MP	MP	MP	N	N	MP	N	MP	MP	MP	SP	SP	SP	MP	MP	MP	MP

Table 4. Leyton Mills Retail Park summary of findings

Eton Manor																				
SA objective	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17	SA18	SA19	SA20
Stage 1 assessment	N	SP	SP	MP	MP	MP	N	MN	MP	N	MP	SP	N	MP	N	MP	U	U	U	N
Stage 2 assessment	N	SP	SP	MP	MP	MP	N	MP	MP	N	MP	SP	N	MP	N	MP	MP	N	MP	MP

Table 6. Eton Manor summary of findings

6 Monitoring and implementation

The following provides a summary of some key issues that affect all the four sites and how these potential negative effects will be mitigated.

5.3.1 SA4 (Transport connections): The current transport connections to the sites are relatively poor scoring between PTAL 1b and 4. Assessment found that development would significantly improve the connectivity of the Leyton Mills area through increased permeability through the sites to higher PTAL areas as well as the support for a future Ruckholt Road station, which would significantly improve connectivity via public transport. However, this is a longer-term project and the mix of uses on sites, especially at New Spitalfields may experience a lag in the completion of Ruckholt Road station relative to the completion of residential and employment uses. The comprehensive active travel network specified in the SPD, connecting the sites to each other and surrounding transport nodes including Leyton and Stratford stations, will improve the connectivity of the site in the shorter term and sustainably into the future.

5.3.2 SA8 (Flood risk): All sites have varying areas within Flood Zones 2 and 3. The SPD specifies along with Policy 91 'Managing Flood Risk' that new buildings will be sited away from the highest flood risk zones. A section of the Dagenham Brook and Fillebrook will be de-culverted to reduce flows thereby reducing flood risk. The significant tarmacked areas currently on the sites, which are largely occupied by car parks, increase the risk of surface water flooding. Significant new greening of the sites which include SUDS, shrubs and trees and green spaces that will perform SANGs functions will reduce surface water flooding.

5.3.3 SA11 (Impact on the Epping Forest SAC): The application of LP1 policy and SPD requirements/guidance will ensure development . Redevelopment of the site will require contributions in the form of SAMMs and SANGs through s106 or CIL to mitigate potential impacts from new residents in line with Policy 81 Epping Forest and the Epping Forest Special Area of Conservation. The SPD guidance seeks the delivery of a new SANG on the site that is anticipated to attract at least 25 visitors per day as part of a wider SANGs strategy. This is expected to play a key role in reducing potential 'urban effects' on the EFSAC from nearby development. Policy 77 'Green Infrastructure and the Natural Environment' Part E requires all new major development to provide new

high quality and usable open spaces and/or landscape infrastructure. The provision of a SANG will provide minor positive benefits in taking recreational pressure of the SAC.

5.3.4 SA6 (Air quality) : New Spitalfields, Leyton Mills Retail Park and Temple Mills Bus Depot are currently dominated by large car parks and redevelopment is expected to significantly reduce vehicular trips by creating almost car free developments and by creating a vibrant neighbourhood that can be reached by sustainable transport. This will significantly reduce vehicle trips and improve air quality. Sustainable transport improvements include the new Ruckholt Road station, improvements to Leyton underground station, and an improved cycle network that will facilitate better air quality. Whilst existing trees will be lost as part of development proposals, the SPD seeks new planting areas including a buffer of carbon sequestering planting along the A12. Policy 88 Air Pollution will require proposals to ensure development meets, and where possible improves upon, air quality neutral standards over its lifetime and does not contribute to a decrease in air quality during the construction or operation stage.

The Council will monitor progress towards the achievement of the key SPD objectives in line with the monitoring targets set out in LP1 (housing, including affordable housing, employment space and retail) annually as part of the Council Authority Monitoring Report (AMR).

Monitoring of the SPD will take account of the evolving phasing of development as development proposals are submitted.

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

In the event that delivery encounters barriers to implementation or circumstances change that requires new or altered SPD guidance, the SPD may be modified to update guidance in relation to a changing context.

7 Appendix 1 (The full SA)

7.1 New Spitalfields Market

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA1	MP	The allocation is set to deliver around 2750 homes, contributing significantly to housing supply. The proportion of affordable housing will be determined by LP1 policy. Development of housing here along with the other Leyton Mills sites will create a new neighbourhood.	SP	The site is set to deliver around 2750 homes, contributing significantly to housing supply. The proportion of affordable housing will be determined by LP1 Policy 13 'Delivering Genuinely Affordable Housing'. The land is in the ownership of a public body (City of London Corporation) meaning a 50% affordable housing split will be expected. Policies Policy 14 Affordable Housing Tenure, Policy 15 Housing Size and Mix, Policy 16 Accessible and Adaptable Housing will ensure residential development meets the tenure, size and accessibility requirements as evidenced in LP1. Development of housing here along with the other Leyton Mills sites will create a new neighbourhood.
SA2	N	Development will provide good quality homes within a new neighbourhood. The delivery of community uses will contribute towards a sociable environment, bettering mental wellbeing. However, access to the nearest health centre and leisure centre is over 800m from the site. With the significant increase in residential population, this may cause an undersupply of these facilities which contribute to mental and physical health and wellbeing.	MP	Development will provide good quality homes within a new neighbourhood. The delivery of community uses will contribute towards a sociable environment, bettering mental wellbeing. The SPD encourages sustainable transport which will reduce air pollution and new greenspaces with enhanced ecology that all promote exercise and facilitate better mental wellbeing. However, access to the nearest health centre and leisure centre is over 800m from the site. With the significant increase in residential population, this may cause an undersupply of these facilities which contribute to mental and physical health and wellbeing. The Council will continue to monitor through the Infrastructure Delivery Plan whether the NHS require health centres to meet future demand in the area. .

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA3	SP	Community cohesion will be impacted positively from development of the site, through a mix of uses that will facilitate formal and informal social mixing. Community uses and a new public realm will be key elements to achieving an environment that promotes community cohesion. The implementation of a nursery will encourage socialising of young children and parents that occupy housing on site as well as the surrounding area. Employment and town centre uses, along with a creative/cultural hub provides facilities key to enhancing community relations and networks.	SP	Community cohesion will be impacted positively from development of the site, through a mix of uses that will facilitate formal and informal social mixing. Community uses and a new public realm will be key elements to achieving an environment that promotes community cohesion. The implementation of a nursery will encourage socialising of young children and parents that occupy housing on site as well as the surrounding area. Employment and town centre uses, along with a creative/cultural hub provides facilities key to enhancing community relations and networks. The SPD also promotes streets designed to foster social cohesion. Policy 46 Social and Community Infrastructure will enhance and protect social and community infrastructure, Policy 94 Infrastructure and Developer Contributions confirms S106 and CIL will be collected to deliver infrastructure, some of which will be socially focused. A significant positive impact therefore remains.
SA4	MN	The site experiences transport connectivity issues with a PTAL score of 1b. This limits access via public transport to goods, services and employment from and to the site. However, the development of town centre uses on site will provide direct access to daily goods and services. In relation to employment uses, the lack of transport connectivity may cause issues for the ability of workers to easily access the site.	MP	The low PTAL level here will see improvements through the development of Ruckholt Road station and significant active travel infrastructure and connections. The site is currently dominated by a large car park. Redevelopment will change this area to a vibrant area that is largely car free. Any car parking proposals will have to submit a parking management plan in line with Policy 66 Managing vehicle traffic and abide by the maximum amount of car parking permitted for different uses in line with Appendix 1. The suite of Local Plan policies including Policy 60 Promoting Sustainable Transport, Policy 61 Active Travel, Policy 62 Public Transport, Policy 63 Development and Transport Impacts, Policy 64 Deliveries, Freight and Servicing Policy 65 Construction Logistic Plans (CLPs), Policy 66 Managing Vehicle Traffic, Policy 67 Electric Vehicles (EV) ensures different modes of transport are sustainable and consider other uses on site. The significant improvements to public and active travel connections from a current poor state will likely produce a minor positive impact.
SA5	MP	Development of the site will see complete redevelopment without reuse of any buildings. However, the existing use on the site comprises a warehouse and significant car parking. Car parking will be reduced from the current industrial provision, although LP1 policy and the Leyton Mills SPD will specify by how much. Development of new buildings will achieve exemplar design that will meet the most up to date sustainability standards, benefiting carbon reduction in the long term	MP	Development of the site will see complete redevelopment without reuse of any buildings. Policy 87 Sustainable Design and Construction and 65 Construction Logistic Plans will guide how construction waste should be managed as part of the circular economy. However, the existing use on the site comprises a warehouse and significant car parking. Car parking will be reduced from the current industrial provision, reducing carbon polluting vehicular trips. Development of new buildings will achieve exemplar design that will meet the most up to date sustainability standards, benefiting carbon reduction in the long term. Policy 85 A Zero Carbon Approach will require new buildings to minimise greenhouse gas emissions.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA6	MN	Development of the site will see complete redevelopment without reuse of any buildings. However, the existing use on the site comprises a warehouse and significant car parking. Construction will likely cause adverse air quality impacts in the short term however air pollution from demolition will be minimal. The site currently has no green infrastructure including trees. Development will need to consider how trees can contribute to enhanced air quality and how industrial processes will not harm the air quality for new residents.	MP	The suite of Local Plan policies including Policy 80 Trees, Policy 88 Air Pollution, Policy 60 Promoting Sustainable Transport, Policy 63 Development and Transport Impacts and Policy 66 Managing Vehicle Traffic will all contribute to achieving better air quality. Mature trees with carbon sequestering benefits will be retained and new trees and vegetation will be planted. This will result in a significant increase in greening of the site. The existing car parking space will be replaced with a largely car free scheme that can be accessed by sustainable modes of transport. The impact of industrial uses on residential uses regarding air quality will be mitigated by Policy 88 which specifies consideration around locating industry next to sensitive uses.
SA7	MN	The site is within 8m of the River Lea to the west of the site. Development may cause harm to the ecology of the River Lea and prevent remediation works if built too close to the river bank.	N	The SPD and Policy 83 requires the siting of buildings away from the River Lea to protect its ecology and allow for remediation works. The proposed bridge across the river was removed following recommendations from the ecological survey. Hackney residents currently access the river for recreation. The SPD encourages connections over and along the river to include working with Hackney to reduce existing and potential future recreational impacts. The biodiversity of the River Lea will experience enhancement as a result of development, guided by Policy 79 Biodiversity and Geodiversity. A neutral impact will likely be felt on water quality
SA8	SN	The site is predominantly within Flood Zone 2 and a small portion of the south western part of the site is in Flood Zone 3. There is a high likelihood of fluvial flooding which could have especially adverse effects on vulnerable uses such as new homes. The site currently has a large impermeable tarmacked area. Development will therefore reduce the risk of surface water flooding through the implementation of SUDS	N	To combat the flood risk on site, the SPD specifies along with Policy 91 Managing Flood Risk that new buildings will be sited away from the highest flood risk zones. A section of the Dagenham Brook and Fillebrook will be de-culverted to reduce flows thereby reducing flood risk. New generous green spaces will reduce surface water flooding compared to the current tarmacked site.
SA9	SP	Development will see the efficient use of land due to it being previously developed brownfield land. Development will see the range of uses broaden and residential density significantly increased, to contribute to a new neighbourhood within the Leyton Mills area. The access to greenspace at Eton Manor and Hackney Marshes will be an asset to new residents.	SP	The SPD recommends significant intensification of the brownfield site which currently is covered by large areas of car parking. The intensification of the site for a mix of uses will also see extended and improved greening and biodiversity of the site creating a significantly positive impact on creating exemplar quality new neighbourhoods.
SA10	N	The site is not on any designated geological sites.	N	The site is not on any designated geological sites.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA11	MN	The site is within the ZOI of the EFSAC, albeit in a location where the principle of development will not have a direct 'urban effects' on the EFSAC.	MP	The previous minor negative score has been changed to a minor positive score after the application of LP1 policy and SPD requirements/guidance. Redevelopment of the site will require contributions in the form of SAMMs and SANGs through s106 or CIL to mitigate potential impacts from new residents in line with Policy 81 Epping Forest and the Epping Forest Special Area of Conservation. The SPD guidance seeks new green spaces as part of the development of the site. Whilst the spaces are not designated as SANG sites they are anticipated to provide locations for recreational activity and reduce pressures on EFSAC. Policy 77 'Green Infrastructure and the Natural Environment' Part E requires all new major development to provide new high quality and usable open spaces and/or landscape infrastructure.
SA12	MP	The site is located adjacent to the Eton Manor MOL and Hackney Marshes. Development will allow opportunities for new access routes to these green open spaces for use by residents, workers and users of the cultural and town centre uses. However, consideration is needed of the impact these new routes will have on the ecology of the River Lea and on Hackney Marshes.	SP	Issues around increased access to Hackney Marshes on the ecology of the River Lea and Hackney Marshes has been investigated through the commissioned Hackney Marshes Ecological Survey. Following the recommendations of the report, the new proposed bridge linking the site to Hackney Marshes was removed, a 30m wildlife buffer along River Lea edge is added and a 14m buffer at the playing field edge. Within the 30m buffer there is a zone dedicated solely for wildlife that his not generally accessible to people. These recommendations will be reflected in the SPD, protecting the integrity of MOL whilst retaining increased yet managed access. The SPD references building heights to be reduced in key locations to reduce visual impacts on MOL. It is considered with these interventions access to MOL and green spaces will be enhanced whilst also enhancing biodiversity. These interventions in the SPD are supported by Policy 78 Parks, Open Spaces and Recreation which requires access to leisure, sport and recreation in open spaces is enhanced; Policy 79 Biodiversity and Geodiversity and Policy 82 The Lee Valley Regional Park.
SA13	MP	The site contains no heritage assets or historically significant buildings or features and is currently used solely for industrial uses, offering no placemaking value. . Development will however significantly enhance the urban environment here through mixed use development guided by the Leyton Mills SPD, creating a new gateway to Waltham Forest from the south west, allowing greater access to areas of historical importance and value.	MP	The site contains no heritage assets or historically significant buildings or features and is currently used solely for industrial uses, offering no placemaking value. Development will however significantly enhance the urban environment here through mixed use development guided by the Leyton Mills SPD, creating a new gateway to Waltham Forest from the south west, allowing greater access to areas of historical importance and value. The site is however within Archaeological Priority Area (Tier 3). Development will allow archaeological exploration to take place. The SPD and Policy 73 'Archaeological Assets and Archaeological Priority Areas' sets out requirements to identify and protect archaeology on the site. The scoring has remained at a minor positive.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA14	U	The site is not located within a town centre or edge of centre location. The significant amount of town centre use floorspace may in theory create negative impacts on the viability of neighbouring centres. However, the significant quantum of homes allocated justifies the need for town centre uses to provide holistic development to meet the demand for goods and services created by the new resident and worker population.	MP	Town centre use especially retail floorspace may need to consider the impact on neighbouring town centre viability through a Retail Impact Assessment as per Policy 39 New Retail, Office and Leisure Developments, if over 2,500sqm. The quantum of total retail is not encouraged to exceed this and will be associated with the potential new Ruckholt Road Station. Other Town Centre uses such as the Cultural or institutional use are expected to compliment the town centre uses. The significant 2,750 new homes and increased employment spaces will support the viability of Leyton Town Centre. A minor positive impact is therefore expected.
SA15	N	The site is in a LSIS and is therefore appropriate to accommodate an uplift in industrial use floorspace. The site is however poorly connected by public transport albeit this is set to be improved through the delivery of the new Ruckholt Road Station. The increased connectivity and permeability of the site through new active travel infrastructure will ensure access to a range of industrial, creative and town centre use employment opportunities by sustainable modes of transport.	MP	The SPD seeks at least 30,000 m2 of LSIS compliant Industrial floorspace including yard space (an increase from the 20,500 m2 currently provided). Policy 26 Safeguarding and Managing Change in Locally Significant Industrial Sites (LSIS) supports this increase and the contribution to the local economy it will make. Policy 24 Supporting Economic Growth and Jobs, Policy 64 Deliveries, Freight and Servicing Policy 65 Construction Logistic Plans (CLPs) will ensure these employment opportunities are maximised and compatible with the mix of uses. Public transport connections are supported by the SPD that seeks the provision of a new Ruckholt Road Station and improved sustainable transport (including a central segregated cycle route on A106 Ruckholt Road/ Eastway) providing improved access for workers.
SA16	SP	A wide variety of employment opportunities will be significantly enhanced through mixed use development. These opportunities will span industrial, creative, retail and leisure sectors.	SP	The site will see a variety of employment opportunities come forward supported by Policy 24 Supporting Economic Growth and Jobs. The scale of development is likely to take place over a sustained period of time and the SPD supports the creation of a dedicated on-site construction skills training facility as a meanwhile use. Employment Business and Skills centre is to be co-located with other community facilities and childcare. Meanwhile uses are to maximise social value and new high quality employment spaces are sought with the SPD guidance.
SA17	U	Further analysis will be undertaken to determine if crime is a chronic issue in the area the site sits within.	MP	The SPD specifies that new streets will have active edges and provide natural surveillance. This will create spaces that are and feel safe for all including women and girls. Principles from Policy 58 Making Places Safer and Designing Out Crime will be used to ensure this.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA18	U	The application of LP1 policy will address the policy requirements in relation to the conservation of energy and creating energy efficient buildings	MP	Development must meet high sustainability standards set out in Policy 85 A Zero Carbon Borough. Policy 87 Sustainable Design and Construction states the Home Quality Mark and Passivhaus or equivalent is expected for residential development. All non-residential development greater than 100 sqm must achieve a minimum of BREEAM 'very good' or equivalent. Other policies such as Policy 92 addresses overheating and Policy 86 will require all homes on this site to be or be able in the future to be connected to district heating network. The SPD sets out clear energy efficiency expectations for all sites. A minor positive score is found appropriate.
SA19	U	The application of LP1 policy will address the policy requirements in relation to the disposal of waste	MP	Waste management and the circular economy are promoted in the SPD and supported by Policy 93 Waste Management. The processing of waste will be in accordance with the North London Waste Plan. Policy 93 will also require the siting of waste facilities on site to be accessible and adequate as well as minimising waste during construction. Policy 93 specifically meets the need to prevent the production of waste, improve resource efficiency and increase recycling and recovery, creating a minor positive impact.
SA20	MP	The site is identified as appropriate for a tall building due to: The generous size of the site, allowing for tall buildings to be located some distance from sensitive settings and the integration of significant new public open space; the potential to define Ruckholt Road as a gateway to the borough with new high quality landmarks; the potential to improve wayfinding and accessibility to the area's green amenity offer of Lee Valley Regional Park and Queen Elizabeth Olympic Park; the potential to capitalise on views to Hackney Marshes and the Queen Elizabeth Park; and the potential to cluster height at the eastern edge of the site to complement potential future development at Leyton Mills and contribute to a new, coherent skyline in the area.	SP	The SPD seeks characterful buildings and spaces and the need to consider historic character and materiality of the surrounding area when developing proposals. Ground floors of all buildings should contribute positively to the character and vitality of the streets, open spaces and public realm. Policy 53 Delivering High Quality Design will be key in delivering exemplar design of all uses and the neighbourhood they create. The site is identified as appropriate for a tall building due to: The generous size of the site, allowing for tall buildings to be located some distance from sensitive settings and the integration of significant new public open space; the potential to define Ruckholt Road as a gateway to the borough with new high quality landmarks; the potential to improve wayfinding and accessibility to the area's green amenity offer of Lee Valley Regional Park and Queen Elizabeth Olympic Park; the potential to capitalise on views to Hackney Marshes and the Queen Elizabeth Park; and the potential to cluster height at the eastern edge of the site to complement potential future development at Leyton Mills and contribute to a new, coherent skyline in the area. Policy 54 Tall Buildings and Policy 55 Building Heights will guide the consideration for buildings over and under 10 storeys.

Table 7. New Spitalfields Market full findings

7.2 Leyton Mills Retail Park

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA1	SP	The allocation is set to deliver around 1950 homes, contributing significantly to housing supply. The proportion of affordable housing will be determined by LP1 policy. Development of housing here along with the other Leyton Mills sites will create a new neighbourhood.	SP	The site is set to deliver around 2750 homes, contributing significantly to housing supply. The proportion of affordable housing will be determined by LP1 Policy 13 'Delivering Genuinely Affordable Housing'. The land is privately owned meaning a 35% affordable housing split will be expected. Policies Policy 14 Affordable Housing Tenure, Policy 15 Housing Size and Mix, Policy 16 Accessible and Adaptable Housing will ensure residential development meets the tenure, size and accessibility requirements as evidenced in LP1. Development of housing here along with the other Leyton Mills sites will create a new neighbourhood.
SA2	N	Development will provide good quality homes within a new neighbourhood. The delivery of community uses will contribute towards a sociable environment, bettering mental wellbeing. A less car dominated environment will also provide a more pleasant environment to live, work and dwell. However, access to the nearest health centre and leisure centre is over 800m from the site. With the significant increase in residential population, this may cause an undersupply of these facilities which contribute to mental and physical health and wellbeing.	MP	Development will provide good quality homes within a new neighbourhood. The delivery of community uses will contribute towards a sociable environment, bettering mental wellbeing. The SPD specifies a buffer to be provided adjacent to the A12 that can reduce noise impacts and sequester carbon and air pollution. The SPD encourages sustainable transport which will reduce air pollution and new greenspaces with enhanced ecology that all promote exercise and facilitate better mental wellbeing. However, access to the nearest health centre and leisure centre is over 800m from the site. With the significant increase in residential population, this may cause an undersupply of these facilities which contribute to mental and physical health and wellbeing. The Council will continue to monitor through the Infrastructure Delivery Plan whether the NHS require health centres to meet future demand in the area.
SA3	SP	Community cohesion will be impacted positively from development of the site, through a mix of uses that will facilitate formal and informal social mixing. Community uses and a new public realm will be key elements to achieving an environment that promotes community cohesion. The development of a new primary school and nursery will contribute to the socialising of young children and parents that occupy housing on site as well as the surrounding area. Employment and town centre uses, within a town centre location will draw more people to the site, enhancing community relations and networks through commerce.	SP	Community cohesion will be impacted positively from development of the site, through a mix of uses that will facilitate formal and informal social mixing. Community uses and a new public realm will be key elements to achieving an environment that promotes community cohesion. The implementation of a new primary school and nursery will encourage socialising of young children and parents that occupy housing on site as well as the surrounding area. Employment and town centre uses, along with a creative/cultural hub provides facilities key to enhancing community relations and networks. The SPD also promotes streets designed to foster social cohesion. Policy 46 Social and Community Infrastructure will enhance and protect social and community infrastructure, Policy 94 Infrastructure and Developer Contributions confirms S106 and CIL will be collected to deliver infrastructure, some of which will be socially focused. A significant positive impact therefore remains.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA4	MP	The site has a PTAL rating of 3. The site would therefore benefit from improved access via public transport to goods, services and employment from and to the site. However, the development of town centre uses on site along with easy access to the rest of Leyton Town Centre will provide direct access to daily goods and services. In relation to employment uses, the lack of transport connectivity may cause issues for the ability of workers to easily access the site.	MP	The low PTAL level here will see improvements through the development of Ruckholt Road station and significant active travel infrastructure and connections. The site is currently dominated by a large car park. Redevelopment will change this area to a vibrant area that is largely car free. Any car parking proposals will have to submit a parking management plan in line with Policy 66 Managing vehicle traffic and abide by the maximum amount of car parking permitted for different uses in line with Appendix 1. The suite of Local Plan policies including Policy 60 Promoting Sustainable Transport, Policy 61 Active Travel, Policy 62 Public Transport, Policy 63 Development and Transport Impacts, Policy 64 Deliveries, Freight and Servicing Policy 65 Construction Logistic Plans (CLPs), Policy 66 Managing Vehicle Traffic, Policy 67 Electric Vehicles (EV) ensures different modes of transport are sustainable and consider other uses on site. The significant improvements to public and active travel connections from a current poor state will likely produce a minor positive impact.
SA5	MP	Development of the site will see complete redevelopment without reuse of any buildings. However, the existing use on the site comprises retail warehouses and significant car parking. Car parking will be reduced from the current industrial provision, although LP1 policy and the Leyton Mills SPD will specify by how much. Development of new buildings will achieve exemplar design that will meet the most up to date sustainability standards, benefiting carbon reduction in the long term. There are currently trees present on site although none of these have TPO status. In order to achieve maximum low carbon growth and, replacement trees and additional greening should be considered.	MP	Development of the site will see complete redevelopment without reuse of any buildings. Policy 87 will Sustainable Design and Construction and 65 Construction Logistic Plans will guide how construction waste should be managed as part of the circular economy. However, the existing use on the site comprises a warehouse and significant car parking. Car parking will be reduced from the current industrial provision, reducing carbon polluting vehicular trips. Any loss of trees will be mitigated by the increase in greening of the site through BNG requirements. Development of new buildings will achieve exemplar design that will meet the most up to date sustainability standards, benefiting carbon reduction in the long term. Policy 85 A Zero Carbon Approach will require new buildings to minimise greenhouse gas emissions.
SA6	N	Development of the site will see complete redevelopment without reuse of any buildings. However, the existing use on the site comprises retail warehousing and significant car parking. Construction will likely cause some adverse air quality impacts in the short term however air pollution from demolition will be moderate. The site currently has some green infrastructure including trees. Development will need to consider how trees can contribute to enhanced air quality, especially in terms of carbon sequestering vegetation to mitigate air pollution from the A12.	MP	The site is currently dominated by a large car park and redevelopment is expected to significantly reduce vehicle trips by creating almost car free developments and by creating a vibrant neighbourhood that can be reached by sustainable transport. This will significantly reduce vehicle trips and improve air quality. Sustainable transport improvements include the new Ruckholt Road station, improvements to Leyton underground station, and an improved cycle network. Whilst existing trees will be lost as part of development proposals, the SPD seeks new planting areas including a buffer of carbon sequestering planting along the A12. The site will also deliver a new SANG
SA7	N	The site is not within close proximity to a river or waterbody. Development will have a neutral impact on local watercourses and water quality.	N	The site is not within close proximity to a river or waterbody. Development will have a neutral impact on local watercourses and water quality.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA8	MN	The site is within Flood Zone 2 and Flood Zone 3 to the south. There is a high likelihood of fluvial flooding to the south of the site, which could have especially adverse effects on vulnerable uses such as new homes. The site currently has a large impermeable tarmacked area. Development could therefore reduce the risk of surface water flooding through the implementation of SUDS.	N	To combat the flood risk on site, the SPD specifies along with Policy 91 Managing Flood Risk that new buildings will be sited away from the highest flood risk zones. New generous green spaces will reduce surface water flooding compared to the current tarmacked site.
SA9	MP	Development will see the efficient use of land due to it being previously developed brownfield land. Development will see the range of uses broaden and residential density significantly increased, to contribute to a new neighbourhood within the Leyton Mills area. The town centre location provides ease of access to existing goods and services. Enhanced access to greenspace at Eton Manor and Hackney Marshes will be an asset to new residents.	MP	The SPD recommends significant intensification of the brownfield site which currently is covered by large areas of car parking. The town centre location of the site will boost the viability and vibrancy for existing town centre. The intensification of the site for a mix of uses will also see extended and improved greening and biodiversity of the site creating a significantly positive impact on creating exemplar quality new neighbourhoods.
SA10	N	The site is not on any designated geological sites.	N	The site is not on any designated geological sites.
SA11	MN	The site is within the ZOI of the EFSAC, albeit in a location where the principle of development will not have a direct 'urban effects' on the EFSAC.	MP	The previous minor negative score has been changed to a minor positive score after the application of LP1 policy and SPD requirements/guidance. Redevelopment of the site will require contributions in the form of SAMMs and SANGs through s106 or CIL to mitigate potential impacts from new residents in line with Policy 81 Epping Forest and the Epping Forest Special Area of Conservation. The SPD guidance seeks the delivery of a new SANG on the site that is anticipated to attract at least 25 visitors per day as part of a wider SANGs strategy. This is expected to play a key role in reducing potential 'urban effects' on the EFSAC from nearby development. Policy 77 'Green Infrastructure and the Natural Environment' Part E requires all new major development to provide new high quality and usable open spaces and/or landscape infrastructure. The provision of a SANG will provide minor positive benefits in taking recreational pressure of the SAC.
SA12	N	The site is located adjacent to the Eton Manor MOL although access to Eton Manor is severed by a train line to the south and the A12 to the east. This poses challenges in enhancing access to the MOL. Development will allow opportunities for new access routes to these green open spaces for use by residents, workers and users of the cultural and town centre uses. However, consideration is needed of the active travel connections to Eton Manor MOL and Hackney Marshes MGB.	MP	The SPD makes a recommendation for a new green bridge link between this site and Eton Manor MOL enhancing access and sustainable travel. Contributions from development will assist with the management of the Marshes in conjunction with LB Hackney. These interventions in the SPD are supported by Policy 78 Parks, Open Spaces and Recreation which requires access to leisure, sport and recreation in open spaces is enhanced; Policy 79 Biodiversity and Geodiversity and Policy 82 The Lee Valley Regional Park.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA13	MP	The site contains no heritage assets or historically significant buildings or features, neither is it in or adjacent to a conservation area. The site currently contains large retail warehouse units and a large car park, offering no placemaking value. Development will significantly enhance the urban environment here through mixed use development guided by the Leyton Mills SPD.	MP	The site contains no heritage assets or historically significant buildings or features and offers no placemaking value. Building heights close to Leyton Conservation Area are lowered. Development will however significantly enhance the urban environment here through mixed use development guided by the Leyton Mills SPD, creating an improved town centre environment. Development will allow archaeological exploration to take place. The site is within Archaeological Priority Areas 2 and The SPD and Policy 73 'Archaeological Assets and Archaeological Priority Areas' sets out requirements to identify and protect archaeology on the site. The scoring has remained at a minor positive.
SA14	SP	The site is located within Leyton District Town Centre. Development will significantly enhance the viability, vitality and vibrancy of the town centre through reprovided supermarket floorspace in addition to 6388sqm of E(a) retail floorspace. The increase in town centre use floorspace will meet modern retailing needs. Importantly, the creation of a pedestrian friendly public realm will significantly enhance the usability of the town centre, encouraging people to dwell and therefore boost the viability of the town centre as a whole.	SP	The SPD reinforces the requirement for the reprovided supermarket and additional employment space including retail on this District Centre site (13,500m2 workspace and retail; 23,300m2 supermarket; 3,500m2 educational or community facility; and 500m2 of cultural space). Therefore seeing 40,500m2 of new or improved commercial, employment and community space. Leyton Station improvements with public realm enhancements will improve accessibility into the District Centre. Sustainable transport in and around the area will be significantly enhanced including the addition of a new station at Ruckholt Road. The provision of new green space and quality routes and streets will encourage dwell time. The following policies will help guide the reprovion of existing town centre uses and the considerations related to design, accessibility and purpose of new uses: Policy 40 Revitalisation, Adaptation and Regeneration in Designated Centres and Parades, Policy 38 Hierarchy of Centres Policy 39 New Retail, Office and Leisure Developments, Policy 40 Revitalisation, Adaptation and Regeneration in Designated Centres and Parades, Policy 44 Evening and Night-Time Economy Uses Policy 45 Shopfronts and Signage
SA15	MP	The local economy will be enhanced by a range of employment uses, notably the development of workspace. The development of cultural uses will also have a symbiotic relationship with workspace and the creative hub planned for the adjacent New Spitalfields site. The town centre location will benefit from additional workers and although the site has a PTAL score of 3, enhanced links to Ruckholt Road station will improve the connectivity if the site in the future for workers.	SP	The SPD reinforces the creation of new and enhanced employment spaces close to two stations and within the District Centre. The local economy will be enhanced by a range of employment uses, notably the development of workspace. The development of cultural uses will also have a symbiotic relationship with workspace and the creative hub planned for the adjacent New Spitalfields site. The town centre location will benefit from additional workers and although the site has a PTAL score of 3, enhanced links to Ruckholt Road station will improve the connectivity if the site in the future for workers. Policy 24 Supporting Economic Growth and Jobs, Policy 28 Approach to Non-Designated Employment Land, Policy 33 Local Jobs, Skills, Training and Procurement will all contribute to accessible employment uses.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA16	SP	There will be a positive impact on employment opportunities through a diversified range of commercial, creative/cultural and educational development, including workspace, retail and town centre uses, cultural uses and a new primary school and nursery. These uses will boost employment opportunities for a range of skills.	SP	There will be a positive impact on employment opportunities through a diversified range of commercial, creative/cultural and educational development, including workspace, retail and town centre uses, cultural uses and a new primary school and nursery. These uses will boost employment opportunities for a range of skills. The scale of development is likely to take place over a sustained period of time and the SPD supports the creation of a dedicated on-site construction skills training facility as a meanwhile use. An Employment Business and Skills centre is to be co-located with other community facilities and childcare. Meanwhile uses are to maximise social value. New high quality employment spaces are sought with the SPD guidance
SA17	U	Further analysis will be undertaken to determine if crime is a chronic issue in the area the site sits within	MP	The SPD specifies that new streets will have active edges and provide natural surveillance. This will create spaces that are and feel safe for all including women and girls. Principles from Policy 58 Making Places Safer and Designing Out Crime will be used to ensure this.
SA18	U	The application of LP1 policy will address the policy requirements in relation to the conservation of energy and creating energy efficient buildings	MP	Development must meet high sustainability standards set out in Policy 85 A Zero Carbon Borough. Policy 87 Sustainable Design and Construction states the Home Quality Mark and Passivhaus or equivalent is expected for residential development. All non-residential development greater than 100 sqm must achieve a minimum of BREEAM 'very good' or equivalent. Other policies such as Policy 92 addresses overheating and Policy 86 will require all homes on this site to be or be able in the future to be connected to district heating network. The SPD sets out clear energy efficiency expectations for all sites. A minor positive score is found appropriate
SA19	U	The application of LP1 policy will address the policy requirements in relation to the disposal of waste	MP	Waste management and the circular economy are promoted in the SPD and supported by Policy 93 Waste Management. The processing of waste will be in accordance with the North London Waste Plan. Policy 93 will also require the siting of waste facilities on site to be accessible and adequate as well as minimising waste during construction. Policy 93 specifically meets the need to prevent the production of waste, improve resource efficiency and increase recycling and recovery, creating a minor positive impact.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA20	MP	The site is identified as appropriate for a tall building due to: the generous size of the site, allowing for tall buildings to be located some distance from sensitive settings and the integration of significant new public open space; the potential for a major new commercial, retail and cultural uses on the site, and the proximity to public transport interchanges (including Leyton Station and a planned new station at Ruckholt Road) warranting a landmark presence on the skyline to aid wayfinding and navigation; the potential to provide wayfinding to improve connectivity between Leyton Underground station and the Queen Elizabeth Olympic Park; and the opportunity to create a coherent skyline that incorporates potential future development at New Spitalfields Market and the Temple Mills bus depot site.	MP	SPD seeks characterful buildings and spaces that will consider historic character and materiality of the surrounding area when developing proposals. Ground floors of all buildings should contribute positively to the character and vitality of the streets, open spaces and public realm. Policy 54 Tall Buildings and Policy 55 Building Heights will guide the consideration for buildings over and under 10 storeys. The site is identified as appropriate for a tall building due to: the generous size of the site, allowing for tall buildings to be located some distance from sensitive settings and the integration of significant new public open space; the potential for a major new commercial, retail and cultural uses on the site, and the proximity to public transport interchanges (including Leyton Station and a planned new station at Ruckholt Road) warranting a landmark presence on the skyline to aid wayfinding and navigation; the potential to provide wayfinding to improve connectivity between Leyton Underground station and the Queen Elizabeth Olympic Park; and the opportunity to create a coherent skyline that incorporates potential future development at New Spitalfields Market and the Temple Mills bus depot site.

Table 8. Leyton Mills Retail Park full findings

7.3 Temple Mills bus depot

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA1	SP	The allocation is set to deliver around 700 homes, contributing significantly to housing supply. The proportion of affordable housing will be determined by LP1 policy. Development of housing here along with the other Leyton Mills sites will create a new neighbourhood.	SP	The site is set to deliver around 2750 homes, contributing significantly to housing supply. The proportion of affordable housing will be determined by LP1 Policy 13 'Delivering Genuinely Affordable Housing'. The land is in the ownership of a public body (DfT/TfL) meaning a 50% affordable housing split will be expected. Policies Policy 14 Affordable Housing Tenure, Policy 15 Housing Size and Mix, Policy 16 Accessible and Adaptable Housing will ensure residential development meets the tenure, size and accessibility requirements as evidenced in LP1. Development of housing here along with the other Leyton Mills sites will create a new neighbourhood.
SA2	N	There will be no discernible direct impact on bettering health and wellbeing through development. However, the redevelopment of the bus depot will support the modernisation of a more sustainable London Bus fleet, bettering air quality which will benefit Londoners health	N	The SPD seeks a reprovided bus depot with an electrified fleet, as well as a new Ruckholt Road station. Additional sustainable transport provision includes a central segregated cycle route on A106 Ruckholt Road/Eastway. These will encourage healthy travel and reduce carbon emissions. New high quality homes will also facilitate good wellbeing of new residents. Issues around noise, vibration and light pollution from the bus depot will be mitigated and managed through Policy 50 Noise, Vibration and Light Pollution.
SA3	N	Development of the site will not have a direct impact upon bettering social cohesion. However, the development of homes on site will be able to take advantage of the community, education, town centre and sport and recreation uses on the surrounding Leyton Mills sites.	N	Development of the site will have a minimal direct impact upon bettering social cohesion beyond a new Ruckholt Road station plaza and associated small scale retail space. This will make the site more user friendly through public realm improvements allowing for informal meeting spaces. However, the development of homes on site will be able to take advantage of the community, education, town centre and sport and recreation uses on the surrounding Leyton Mills sites.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA4	N	The site has a PTAL rating ranging from 1b to 4. The site would therefore benefit from improved access via public transport to goods, services and employment from and to the site. In relation to employment uses, the lack of transport connectivity may cause issues for the ability of workers to easily access the site. However, the development of Ruckholt Road Station would enhance the connectivity of the site. This would be a longer term benefit but could be sufficiently addressed in the short term through improved active travel infrastructure. Importantly, the reprovion of the bus depot has significant benefits in facilitating sustainable public transport city wide.	MP	The varied PTAL level here will see improvements through the development of Ruckholt Road station and significant active travel infrastructure and connections. Increased permeability of the site will enhance access to the higher PTAL areas. The site is currently dominated by a large tarmacked depot and car park. Redevelopment will change this area to a vibrant area that is largely car free. Any car parking proposals will have to submit a parking management plan in line with Policy 66 Managing vehicle traffic and abide by the maximum amount of car parking permitted for different uses in line with Appendix 1. The suite of Local Plan policies including Policy 60 Promoting Sustainable Transport, Policy 61 Active Travel, Policy 62 Public Transport, Policy 63 Development and Transport Impacts, Policy 64 Deliveries, Freight and Servicing Policy 65 Construction Logistic Plans (CLPs), Policy 66 Managing Vehicle Traffic, Policy 67 Electric Vehicles (EV) ensures different modes of transport are sustainable and consider other uses on site. The significant improvements to public and active travel connections from a current poor state will likely produce a minor positive impact.
SA5	MP	Redevelopment of the bus depot will support the modernisation of a more sustainable London Bus fleet, contributing to low carbon growth. The provision of more tree planting would also contribute to carbon sequestering locally.	MP	Development of the site will see complete redevelopment without reuse of any buildings. Policy 87 will Sustainable Design and Construction and 65 Construction Logistic Plans will guide how construction waste should be managed as part of the circular economy. However, the existing use on the site comprises bus depot structures and significant car parking. Car parking will be reduced from the current industrial provision, reducing carbon polluting vehicular trips. Any loss of the few trees will be mitigated by the increase in greening of the site through BNG requirements. Development of new buildings will achieve exemplar design that will meet the most up to date sustainability standards, benefiting carbon reduction in the long term. Policy 85 A Zero Carbon Approach will require new buildings to minimise greenhouse gas emissions.
SA6	MP	Redevelopment of the bus depot will support the modernisation of a more sustainable London Bus fleet, bettering air quality which will benefit Londoners health. There may be a minor negative impact on air quality as a result of construction, however the impact of demolition of existing buildings will be minimal. Enhanced tree planting on site would contribute to better air quality locally.	SP	The suite of Local Plan policies including Policy 80 Trees, Policy 88 Air Pollution, Policy 60 Promoting Sustainable Transport, Policy 63 Development and Transport Impacts and Policy 66 Managing Vehicle Traffic will all contribute to achieving better air quality. The SPD supports the reprovion of a more efficient bus depot with an electrified fleet which is expected to significantly improve air quality in the area. The new station, reprovided bus depot, and central segregated cycle route on A106 Ruckholt Road/Eastway will encourage active travel and reduce carbon emissions. The benefits to air quality on site and off site from a modernised, sustainable bus fleet justifies a significantly positive impact.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA7	N	The Dagenham Brook is culverted to the west of the site outside of the site boundary. Development will not have any impact on the water quality or access to the river for remedial works.	N	The Dagenham Brook is culverted to the west of the site outside of the site boundary. Development will not have any impact on the water quality or access to the river for remedial works. Policy 83 Protecting and Enhancing Waterways and River Corridors and Policy 79 Biodiversity and Geodiversity will both be consulted to ensure harms are avoided or mitigated.
SA8	MN	The site is part in Flood Zone 2 with Flood Zone 3. The siting and design of housing will need to consider how to mitigate the impact of flooding here. The site is currently a impermeable tarmacked site where the implementation of SUDS could further reduce this risk.	N	The site is in flood zone 2 and partly within Flood Zone 3. The SPD requires detail to be provided early in the design and planning process that shows how proposals will mitigate against flood risk in line with Policy 91 Managing Flood Risk. The eastern part of the site is identified for enhanced greening to reduce water run off, which is supported by Policy 77 Green Infrastructure and the Natural Environment.
SA9	SP	The site makes efficient use of land by reprovding a modernised bus depot, taking advantage of its established and strategic location. The intensification of other uses, notably housing allows residents to utilise surrounding open space, Leyton Town Centre and employment, creative and educational uses planned for the other Leyton Mills sites.	SP	The SPD recommends significant intensification of the brownfield site which currently is covered by large areas of tarmacked car parking. The site will allow enhanced connections to be made between Leyton Town Centre and the other Leyton Mills SPD sites. The intensification of the site for a mix of uses will also see extended and improved greening and biodiversity of the site creating a significantly positive impact on creating exemplar quality new neighbourhoods.
SA10	N	The site is not on any designated geological sites.	N	The site is not on any designated geological sites.
SA11	MN	The site is within the ZOI of the EFSAC, albeit in a location where the principle of development will not have a direct 'urban effects' on the EFSAC.	MP	The previous minor negative score has been changed to a minor positive score after the application of LP1 policy and SPD requirements/guidance. Redevelopment of the site will require contributions in the form of SAMMs and SANGs through s106 or CIL to mitigate potential impacts from new residents in line with Policy 81 Epping Forest and the Epping Forest Special Area of Conservation. The SPD guidance seeks new green spaces as part of the development of the site. Whilst the spaces are not designated as SANG sites they are anticipated to provide locations for recreational activity and reduce pressures on EFSAC. Policy 77 'Green Infrastructure and the Natural Environment' Part E requires all new major development to provide new high quality and usable open spaces and/or landscape infrastructure.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA12	MP	The site is located adjacent to the Eton Manor MOL and Hackney Marshes. Development will allow opportunities for new access routes to these green open spaces for use by residents, workers and users of the town centre uses. However, consideration is needed of where these connections will be most appropriate to enhance accessibility to Eton Manor	SP	The site is located adjacent to the Eton Manor MOL and Hackney Marshes. Development will allow opportunities for new access routes to these green open spaces for use by residents, workers and users of the town centre uses. During the development of the SPD an ecological survey was carried out to assess the potential impacts of the guidance on Hackney Marshes. One of the recommendations was to develop a maintenance strategy for the Marshes that could reduce existing impacts and mitigate potential future impacts from recreational pressures by new residents. This is expected to be funded through contributions from development including this site. These interventions in the SPD are supported by Policy 78 Parks, Open Spaces and Recreation which requires access to leisure, sport and recreation in open spaces is enhanced; Policy 79 Biodiversity and Geodiversity and Policy 82 The Lee Valley Regional Park.
SA13	MP	The site contains no heritage assets or historically significant buildings or features, neither is it in or adjacent to a conservation area. The site currently contains bus depot structures and a large car park, offering no placemaking value. Development will significantly enhance the urban environment here through mixed use development guided by the Leyton Mills SPD.	MP	The site contains no heritage assets or historically significant buildings or features and offers no placemaking value. Development will however significantly enhance the urban environment here through mixed use development guided by the Leyton Mills SPD, creating a new gateway to Waltham Forest from the south west, allowing greater access to areas of historical importance and value. The site is however within Archaeological Priority Area (Tier 3). Development will allow archaeological exploration to take place. The SPD and Policy 73 'Archaeological Assets and Archaeological Priority Areas' sets out requirements to identify and protect archaeology on the site. The scoring has remained at a minor positive.
SA14	N	The site is not located within a town centre or edge of centre location. The modest amount of town centre use floorspace (c.576sqm) will not have adverse impacts on the viability of neighbouring centres. The significant quantum of homes allocated justifies the need for town centre uses to provide holistic development to meet the demand for goods and services created by the new resident and worker population.	MP	The site is not located within a town centre or edge of centre location. The modest amount of town centre use floorspace (c.576sqm) will not have adverse impacts on the viability of neighbouring centres. The significant quantum of homes allocated justifies the need for town centre uses to provide holistic development to meet the demand for goods and services created by the new resident and worker population. The SPD supports the reprovision of the bus depot and new Ruckholt Road Station. These improve access for visitors to the Leyton District Centre. 700 new homes and increased employment spaces will support the viability of vitality of the District Centre uses.
SA15	MP	The reprovision of the bus depot will help meet the future needs of the London Bus fleet on a site that is strategically sound to operate from.	SP	The SPD supports the provision of a reproviced Temple Mills bus depot with occupancy of 250 buses and a new Ruckholt Road Station across 10,000m2, and 550m2 of retail space associated with the new station. Additional sustainable transport provision includes a central segregated cycle route on A106 Ruckholt Road/Eastway. These improve access for workers. The continued bus depot use in this strategically beneficial location along with various transport improvements to the site will see a significantly positive benefit for employment uses and enhanced access to them.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA16	MP	The reprovision of the bus depot will help meet the future needs of the London Bus fleet, supporting future continued employment opportunities on the site and in the area. A small amount of retail will provide a minimal amount of retail employment.	MP	The scale of development across the SPD area is likely to take place over a sustained period of time. The development of this site is expected to be towards the end of the Plan period providing new construction jobs that will be supported by the off-site skills training facility. Employment Business and Skills centre is to be co-located with other community facilities and childcare. The reprovision of the bus depot and provision for a new Ruckholt Road Station with associated retail will retain and create new jobs in the area. Policy 24 Supporting Economic Growth and Jobs, Policy 28 Approach to Non-Designated Employment Land, and Policy 39 New Retail, Office and Leisure Developments will guide the sustainable creation of employment uses.
SA17	U	Further analysis will be undertaken to determine if crime is a chronic issue in the area the site sits within.	MP	The SPD specifies that new streets will have active edges and provide natural surveillance. This will create spaces that are and feel safe for all including women and girls. Principles from Policy 58 Making Places Safer and Designing Out Crime will be used to ensure this.
SA18	U	The application of LP1 policy will address the policy requirements in relation to the conservation of energy and creating energy efficient buildings	MP	Development must meet high sustainability standards set out in Policy 85 A Zero Carbon Borough. Policy 87 Sustainable Design and Construction states the Home Quality Mark and Passivhaus or equivalent is expected for residential development. All non-residential development greater than 100 sqm must achieve a minimum of BREEAM 'very good' or equivalent. Other policies such as Policy 92 addresses overheating and Policy 86 will require all homes on this site to be or be able in the future to be connected to district heating network. The SPD sets out clear energy efficiency expectations for all sites. A minor positive score is found appropriate.
SA19	U	The application of LP1 policy will address the policy requirements in relation to the disposal of waste	MP	Waste management and the circular economy are promoted in the SPD and supported by Policy 93 Waste Management. The processing of waste will be in accordance with the North London Waste Plan. Policy 93 will also require the siting of waste facilities on site to be accessible and adequate as well as minimising waste during construction. Policy 93 specifically meets the need to prevent the production of waste, improve resource efficiency and increase recycling and recovery, creating a minor positive impact.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA20	N	Opportunities for tall building(s) exist on the Temple Mills Bus Depot due to: the opportunity to create a wayfinding landmark to aid navigation and accessibility to the area's green amenity offer of Lee Valley Regional Park and Queen Elizabeth Olympic Park; the potential to maximise opportunities for long-distance views across the Lee Valley Regional Park and Queen Elizabeth Olympic Park; and the opportunity to create a coherent skyline that incorporates potential future development at New Spitalfields Market and Leyton Mills. This site falls within the background of a London View Management Framework (LVMF) Linear View 8 of St Paul's Cathedral from Westminster Pier. However, proposals will need to not be intrusive, unsightly or prominent to the detriment of the view, and should seek to make a positive contribution to the LVMF view.	MP	The SPD seeks characterful buildings and spaces that will consider historic character and materiality of the surrounding area when developing proposals. Ground floors of all buildings should contribute positively to the character and vitality of the streets, open spaces and public realm. Policy 54 Tall Buildings and Policy 55 Building Heights will guide the consideration for buildings over and under 10 storeys. The site is identified as appropriate for tall building(s) due to: the opportunity to create a wayfinding landmark to aid navigation and accessibility to the area's green amenity offer of Lee Valley Regional Park and Queen Elizabeth Olympic Park; the potential to maximise opportunities for long-distance views across the Lee Valley Regional Park and Queen Elizabeth Olympic Park; and the opportunity to create a coherent skyline that incorporates potential future development at New Spitalfields Market and Leyton Mills. A minor positive impact will occur through development that together with the other Temple Mills sites will create an exemplar quality mixed use neighbourhood.

Table 9. Temple Mills bus depot full findings

7.4 Eton Manor

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA1	N	The site is designated MOL and no housing is planned for or will be permitted on site	N	The site is designated MOL and no housing is planned for or will be permitted on site
SA2	SP	Improvements to access, facilities and biodiversity of the MOL will play a key part in facilitating access to exemplar quality exercise and recreation facilities, bettering physical and mental health.	SP	Improvements to access, facilities and biodiversity of the MOL will play a key part in facilitating access to exemplar quality exercise and recreation facilities, bettering physical and mental health. The new bridge link from Leyton Mills Retail Park will encourage healthy modes of travel to and from the site. The enhanced open space, play, walking routes, biodiversity and urban greening are expected to support physical and mental health benefits.
SA3	SP	Improved access to the MOL and enhanced facilities will facilitate social engagement and therefore benefit social cohesion, especially by improving access to the MOL for the significant increase in residents in the Leyton Mills area.	SP	The new bridge link from Leyton Mills Retail Park will help link communities. Enhanced sporting facilities and improvements to this public open space will help meet the recreational and social needs for all. These interventions are supported and guided by Policy 78 Parks, Open Spaces and Recreation to maximise benefits to social cohesion.
SA4	MP	Access via public transport is varied from PTAL 1a to 4 across the site. However, development must improve access to the site via active travel infrastructure and connections to a key gateway to a new Ruckholt Road Station. Development proposals must facilitate improved walking and cycling connectivity into and through the site, connecting the development sites in the SPD area to the wider cycle network and in particular connections to the Queen Elizabeth Olympic Park and Stratford. Development proposals must make provision for a new 'green bridge' for walking, wheeling and cycling, connecting the Eton Manor with the Leyton Mills Retail Park site.	MP	The varied PTAL level here will see improvements through the development of Ruckholt Road station and significant active travel infrastructure and connections. Increased permeability of the site will enhance access to the higher PTAL areas. The new bridge link to Leyton Mills Retail Park will significantly improve access to local services, facilities and employment in the area through sustainable travel. Sustainable transport improvements such as the new station and enhanced walking and cycling in and around the site will reduce car journeys. Areas of existing parking and hardstanding on the site will be reduced. The suite of Local Plan policies including Policy 60 Promoting Sustainable Transport, Policy 61 Active Travel, Policy 62 Public Transport, Policy 63 Development and Transport Impacts, 65 Construction Logistic Plans (CLPs), Policy 66 Managing Vehicle Traffic, Policy 67 Electric Vehicles (EV) ensures different modes of transport are sustainable and consider other uses on site. The significant improvements to public and active travel connections from a current poor state will likely produce a minor positive impact.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA5	MP	Any development will be car free. Increased vegetation and biodiversity will have a minor positive impact on sequestering carbon emissions.	MP	Policy 87 will Sustainable Design and Construction and 65 Construction Logistic Plans will guide how construction waste should be managed as part of the circular economy. Significant trees are to be retained on site which will continue the carbon sequestration and air quality benefits. New planting will help capture carbon emissions in time. Redevelopment of the site as set out in the SPD will see the loss of the existing car parking area which will reduce vehicle trips, which will have a minor positive impact on carbon emissions reduction.
SA6	MP	Any development will be car free. Increased vegetation and biodiversity will have a minor positive impact on sequestering carbon emissions and improving air quality.	MP	Sustainable transport improvements including the new bridge link and enhanced walking and cycling in and around the site will reduce car journeys. The SPD will promote the loss of the existing car parking area which will reduce vehicle trips. These interventions are supported by Policy 60 Promoting Sustainable Transport, Policy 63 Development and Transport Impacts, and Policy 66 Managing Vehicle Traffic. Significant trees are to be retained on site which will continue the carbon sequestration and air quality benefits. This is supported by Policy 80 Trees and Policy 88 Air Pollution.
SA7	N	Development will not have an impact on the nearby rivers. Sport and recreation land uses will have no impact from pollution on surrounding watercourses.	N	Development will not have an impact on the nearby rivers. Sport and recreation land uses will have no impact from pollution on surrounding watercourses.
SA8	MN	The site is part in Flood Zone 2 with Flood Zone 3 abutting the site to the north. This MOL status of the site means no 'vulnerable' uses such as housing will be built on the site. The permeable nature of the majority of the site with enhanced greening will reduce flood risk. The implementation of SUDS could further reduce this risk.	MP	The site is part in Flood Zone 2 with Flood Zone 3 abutting the site to the north. This MOL status of the site means no 'vulnerable' uses such as housing will be built on the site. The SPD identifies this site as having potential to make a big contribution to resolving surface flood water issues through the provision of sustainable urban drainage. Policy 91 Managing Flood Risk supports this intervention.
SA9	MP	Development will maintain the openness of the MOL, enhancing the current sport and recreation offer. This ensures an efficient use of land by improving this open recreation space.	MP	Development will maintain the openness of the MOL, enhancing the current sport and recreation offer. This ensures an efficient use of land by improving this open recreation space.
SA10	N	The site is not on any designated geological sites.	N	The site is not on any designated geological sites.
SA11	MP	The site is within the ZOI of the EFSAC, albeit in a location where the principle of development will not have a direct 'urban effects' on the EFSAC. No housing allocated or allowed on the site means the impact of development will not increase the residential population that places the greatest strain on the SAC. However, the site will act as a SANG, taking pressure of Epping Forest as a recreational natural open space.	MP	The SPD supports this site as a SANG to directly help mitigate potential recreation impacts on EFSAC by residents from nearby developments. The recommendations in the SPD will see enhancements to the site that improve it's function and quality as a SANG. This is supported by Policy 81 Epping Forest and the Epping Forest Special Area of Conservation, Policy 77 Green Infrastructure and the Natural Environment.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA12	SP	Development will see enhanced access to the Eton Manor MOL, with improved active travel infrastructure connecting the development sites in the SPD area to the wider cycle network and in particular connections to the Queen Elizabeth Olympic Park and Stratford. The MOL itself will be enhanced through improved open space, play provision and biodiversity of the site.	SP	The SPD promotes significant improvements to this MOL site. Access will be enhanced in and around the site which will include a new foot and cycle bridge from Leyton Mills Retail Park, and a central segregated cycle route on A106 Ruckholt Road/Eastway. These interventions are supported and guided by Policy 78 Parks, Open Spaces and Recreation Policy 79 Biodiversity and Geodiversity, Policy 82 The Lee Valley Regional Park.
SA13	N	The site contains no heritage assets or historically significant buildings or features, neither is it in or adjacent to a conservation area. Development will have a neutral impact on the historic environment, and must retain the openness of the site.	N	The site contains no heritage assets or historically significant buildings or features, neither is it in or adjacent to a conservation area. Development will have a neutral impact on the historic environment, and must retain the openness of the site.
SA14	MP	Enhancement of the MOL has the potential to improve the viability and vitality of the Leyton District Town Centre which is c.300m north from the centre of Eton Manor. Enhanced connectivity to the MOL from the north would encourage people to visit and use Eton Manor, subsequently increasing likelihood of spend in Leyton Town Centre.	MP	Enhancement of the MOL has the potential to improve the viability and vitality of the Leyton District Town Centre which is c.300m north from the centre of Eton Manor. Enhanced connectivity to the MOL from the north would encourage people to visit and use Eton Manor. The SPD promotes a new bridge link between Eton Manor and Leyton Mills Retail Park which will improve access to Leyton District Centre and subsequently increasing the likelihood of spend in Leyton Town Centre.
SA15	N	Employment uses will not be supported on site, although the sport and recreational facilities will be able to be used by new workers in the other Leyton Mills sites in addition to existing workers in the area.	N	The SPD supports MOL compliant enhanced sporting provision on this site which could provide new jobs, although this is expected to be limited.
SA16	MP	Enhanced sport and recreational facilities will be able to be used by new workers in the other Leyton Mills sites in addition to existing workers in the area. Secondary benefits to employment are reasonably likely from a more enticing offer as an area for businesses to establish.	MP	Enhanced sport and recreational facilities will be able to be used by new workers in the other Leyton Mills sites in addition to existing workers in the area. Secondary benefits to employment are reasonably likely from a more enticing offer as an area for businesses to establish.
SA17	U	Further analysis will be undertaken to determine if crime is a chronic issue in the area the site sits within.	MP	Spaces are to be and feel safe for all including women and girls. Increased activity from new development and the increased footfall across the bridge from Leyton Mills Retail Park is expected to improve natural surveillance in the area. Development will need to consider Policy 58 Making Places Safer and Designing Out Crime.
SA18	U	The application of LP1 policy will address the policy requirements in relation to the conservation of energy and creating energy efficient buildings	N	Whilst development on the site is expected to be low, it must meet high sustainability standards set out in policy. All non-residential development greater than 100 sqm must achieve a minimum of BREEAM 'very good' or equivalent.
SA19	U	The application of LP1 policy will address the policy requirements in relation to the disposal of waste	MP	Waste management and the circular economy are promoted in the SPD and supported by Policy 93 Waste Management.

Row Labels	Combined Score	Summary	Final Score	Final Summary
SA20	N	No tall buildings will be allowed on site and massing of any structures will not impede on the openness of the MOL. The enhanced MOL will act as an asset and draw to the area for residents, workers and visitors to use.	MP	The SPD seeks characterful buildings and spaces. The SPD states the need to consider historic character and materiality of the surrounding area when developing proposals. Ground floors of all buildings should contribute positively to the character and vitality of the streets, open spaces and public realm.

Table 10. Eton Manor full findings



Waltham Forest