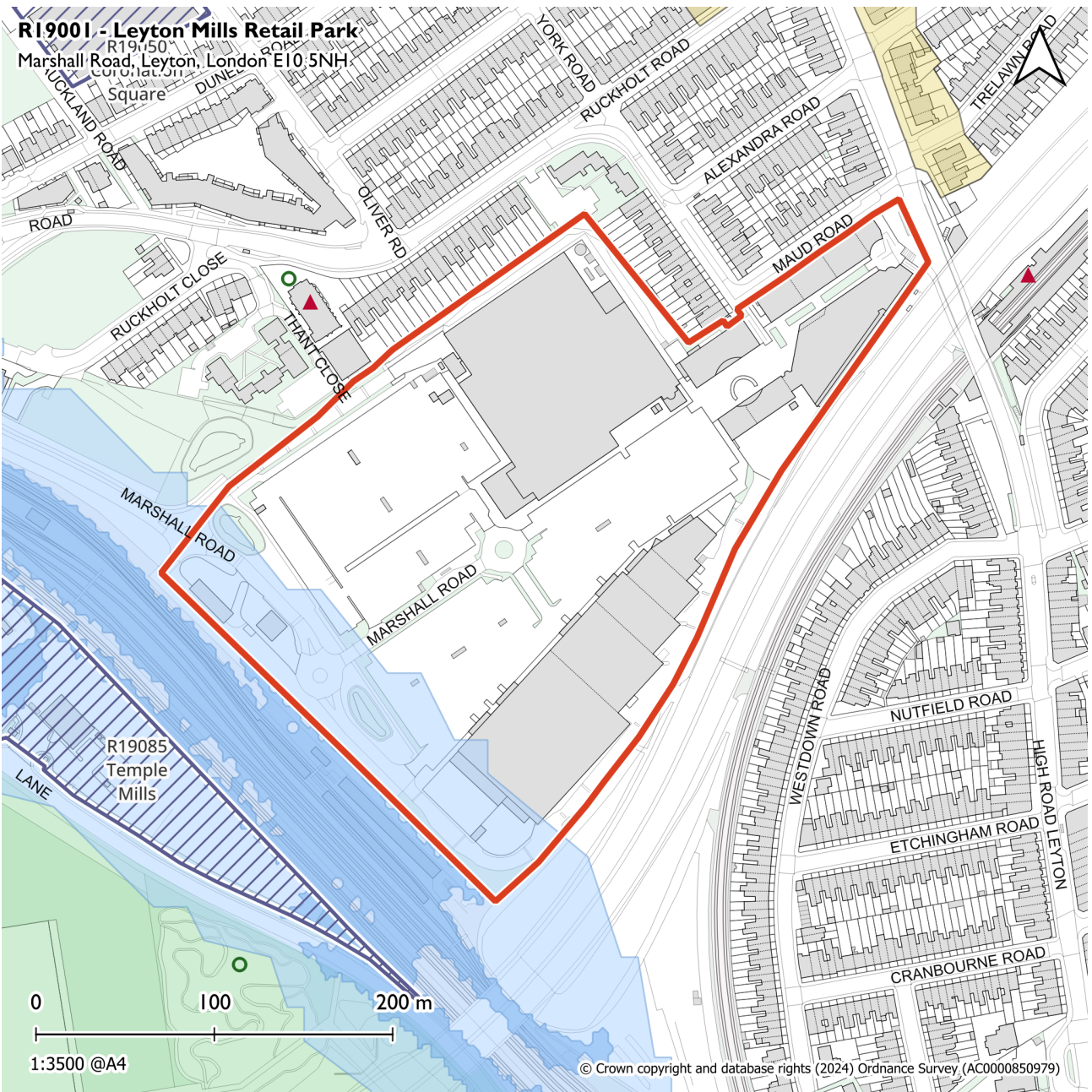


Leyton Mills Retail Park (R19001)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Marshall Road, Leyton, London E10 5NH		
Previous site reference:	SA01	Ward:	Leyton
Site Size (Ha):	7.96	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leyton Strategic Location; Leyton District Centre; Area potentially suitable for tall building(s)*; Conservation Area (adjacent); APA; TPO (adjacent); AQFA; AQMA; Flood Zone 2; Flood Zone 3a; CDA; LNR (adjacent); Allotments (adjacent); Greenway; LVOA.		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 28 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Leyton Mills Retail Park (R19001) - Site Allocation

Site Allocation

A. Reprovide a suitably sized supermarket and provide new homes, an educational/community use, an early years facility, workspace, retail, cultural and other commercial uses, new public transport infrastructure, new and enhanced public realm, and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 1,950 homes
- C. 13,500 sqm workspace and retail, including food and beverage uses
- D. 23,300 sqm supermarket retail
- E. 500 sqm cultural uses
- F. 3,500 sqm educational / community uses including an early years facility

Potential Delivery Timescale

G. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

H. Transformation

Leyton Mills Retail Park (R19001) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 1,950 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.

- C. Reprovide the supermarket on site, the format and size of which should be informed by the requirements of the owner or leaseholder at the time an application is submitted, subject to an assessment of local convenience retail needs and balanced against all other planning considerations, including the vision for the site and wider location. Development should take a phased approach to allow for the continuity of trade.
- D. Provide commercial uses on site of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in nearby Leyton District Centre. This should include workspace, including for technology businesses, research and development uses, retail, food and beverage uses, cultural uses, community facilities and educational uses, including an early years facility.
- E. Develop a comprehensive, site wide masterplan and design code for the site to ensure that the delivery across different landownerships is cohesively planned.
- F. Provide well designed active ground-floor frontages onto pedestrian-focused routes throughout the site, ensuring that these relate positively to the surrounding context and maximise natural surveillance to ensure community safety for all.
- G. Create new high quality pedestrian-focused public realm throughout the site which is green, safe and accessible to all. This should be anchored by a new public urban square in the centre of the site, which incorporates play space and Sustainable Drainage Systems (SuDS) and which contributes to the borough-wide Suitable Alternative Natural Greenspace (SANG) strategy. This should be supported by integrated and well connected smaller areas of new public realm, including one in the west of the site which contributes to the setting of Ruckholt Road Station. To the east of the site, a landscape-led design should account for level changes and should improve integration with the enhancements to Leyton Underground Station and the surrounding public realm as part of the Leyton Gateway Project.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- J. Contribute to the delivery of a new station at Ruckholt Road, which is directly accessed from the site, including the via step-free access.
- K. Deliver new pedestrian and cycling connectivity through the site, providing a new strategic segregated cycle route connecting High Road Leyton and Leyton Station with the new Ruckholt Road Station.
- L. Safeguard land for and contribute to the delivery of a new green cycle and pedestrian bridge linking the site and Leyton beyond directly into the Queen Elizabeth Olympic Park.
- M. Incorporate bus access into the site, including the provision of new bus stops, to allow for a high level of inclusive accessibility.

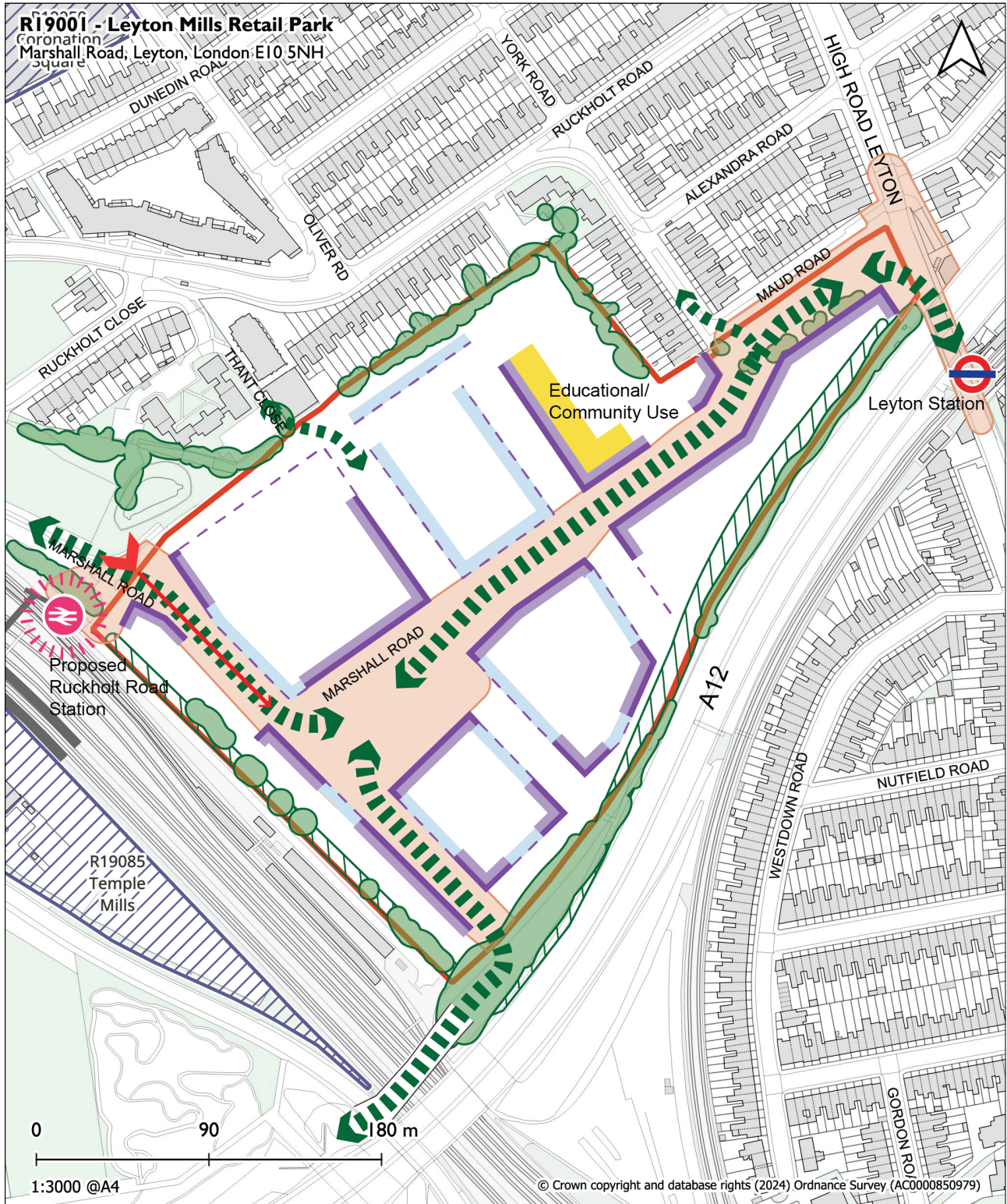
- N. Provide safe, well defined and well managed servicing and delivery access from Marshall Road, providing enhancements to the existing access road.
- O. Preserve or enhance key views through the site into both the Lea Valley Regional Park and the Queen Elizabeth Olympic Park, maintaining views south to the VeloPark. This site falls within the background of a London View Management Framework (LVMF) Linear View 8 of St Paul's Cathedral from Westminster Pier. Proposals should not be intrusive, unsightly or prominent to the detriment of the view, and should seek to make a positive contribution to the LVMF view.
- P. Mitigate the impact of any localised poor air quality from the A12 on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- Q. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- R. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the south west of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- S. Mitigate existing pluvial flood risk to the west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- T. Mitigate any groundwater flood risk, which is identified as being greater than 75% in the north eastern part of the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.
- U. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.

- V. Explore the potential to reprovide a construction skills training facility and an employment, business and skills centre on site, should this be relocated from the London Academy of Sustainable Construction site (R19118).
- W. Explore potential for meanwhile uses, particularly in the east of the site around High Road Leyton.
- X. Support the principles of and ensure compliance with the Leyton Mills Supplementary Planning Document (2024).

SUPPORTING TEXT

14.5 Development on this site is anticipated to continue beyond the Local Plan period, which runs until 2035. As development of this site is likely to be phased, some new homes are anticipated to be completed outside of the Local Plan period. These are not included within the evidence of housing supply to meet identified needs prepared in support of this Plan.

Leyton Mills Retail Park (R19001) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.