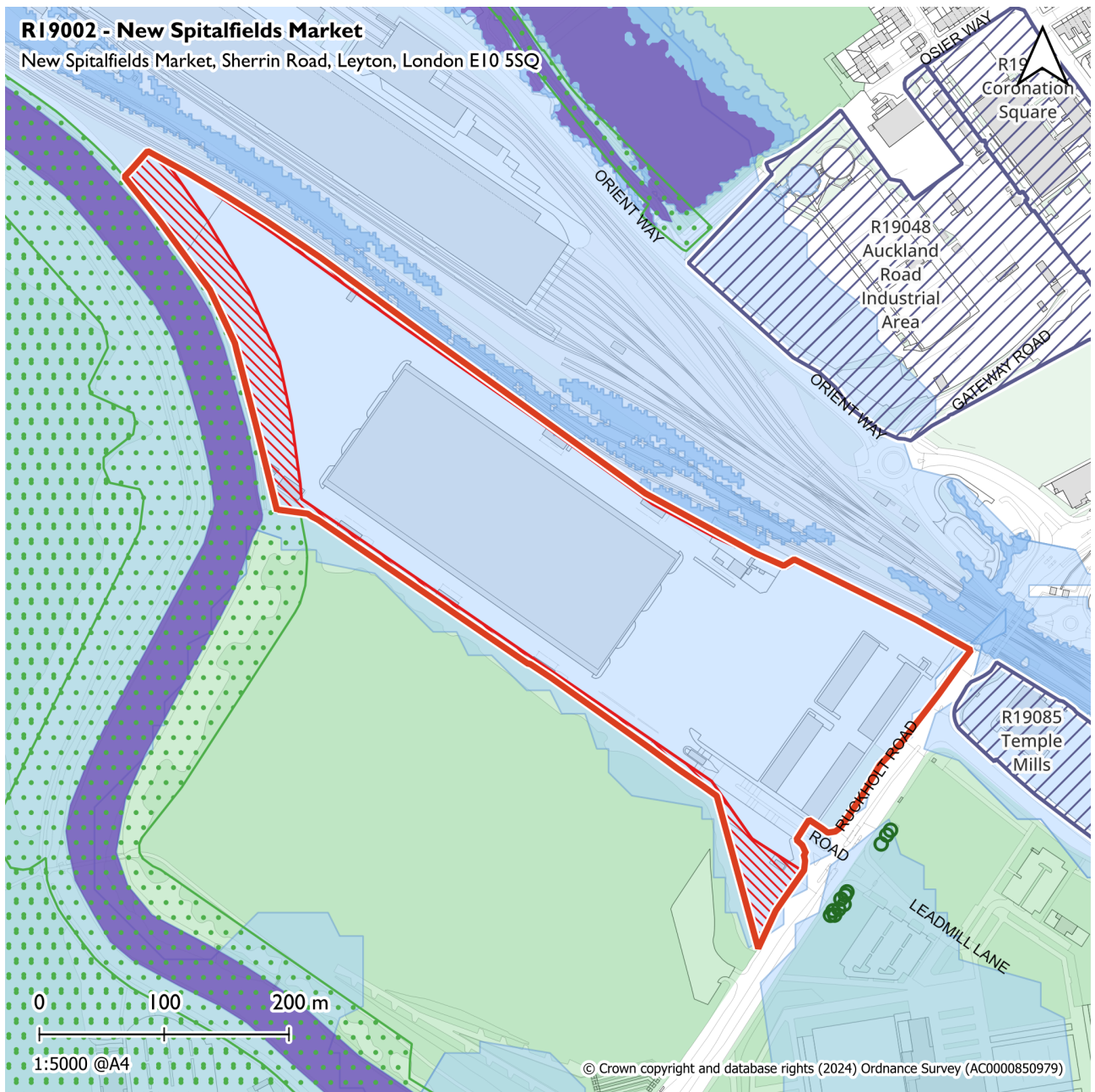


New Spitalfields Market (R19002)



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

Address:	New Spitalfields Market, Sherrin Road, Leyton, London E10 5SQ		
Previous site reference:	SA02	Ward:	Leyton
Site Size (Ha):	11.90	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leyton Strategic Location; Area potentially suitable for tall building(s)*; LSIS; APA; TPO (adjacent); SINC; AQMA; Flood Zone 2; Flood Zone 3a; CDA; MOL (adjacent); LVRP (adjacent); LNR (adjacent); Playing Fields (adjacent); Green Corridor; Main River (8m); LVOA.		

Footnote to Planning Designation - *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 - 30 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.

New Spitalfields Market (R19002) - Site Allocation

Site Allocation

- A. Reprovide modern, flexible industrial uses and provide new homes, an early years facility, a cultural anchor/destination, commercial uses, new public transport infrastructure, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 2,750 homes, subject to a two-stage industrial masterplan
- C. 3,000 sqm workspace and retail
- D. 30,000 sqm light industrial, storage or distribution
- E. 6,000 sqm cultural uses
- F. 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

New Spitalfields Market (R19002) - Site Requirements

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

- A. Optimise the capacity of the site to deliver approximately 2,750 high quality, accessible, sustainable homes, including affordable housing, subject to the agreement of a two-stage industrial masterplan.
- 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. Provide a cultural destination at the heart of the neighbourhood.

- 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 Leyton District Centre. This should include an early years facility alongside other appropriate town centre uses, such as workspace, retail, and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.
- E. Provide modern, flexible industrial floorspace in line with Locally Significant Industrial Site (LSIS) designation of site that is greater than the existing industrial floorspace capacity. Design-led testing indicates capacity for approximately 30,000 sqm of LSIS-compliant industrial floorspace, which should include storage and distribution uses, and should be supported by appropriate yard space. Industrial uses must be completed ahead of other uses in accordance with 'industry first' principles.
- F. Develop a comprehensive, site wide masterplan and design code for the site to ensure that the delivery is cohesively planned. As a designated Locally Significant Industrial Site, the masterplan should accord with the two-stage industrial masterplan as set out in Waltham Forest Local Plan Part 1, and should be agreed with the GLA and the Council.
- G. Contribute to the delivery of a new station at Ruckholt Road.
- H. Contribute to the delivery of a green cycle and pedestrian bridge into Temple Mills (R19085) and the Queen Elizabeth Olympic Park from Leyton Mills Retail Park (R19001).
- I. 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.
- J. Provide a new public, civic square to support the new cultural destination and modern industrial provision, supported by a range of other well connected, safe and accessible new public spaces throughout the site. The public square should incorporate biodiverse green amenity and play space, and should provide outdoor space for cafes and restaurants, as well as temporary pop-up events.
- K. Provide ecological and biodiversity enhancements to the setting of the Old River Lea and the verdant character of the Hackney Marshes, including by ensuring buildings are sufficiently set-back (by creating a green buffer of at least 30m from the river edge, and of at least 15m from the edge of the East Marsh in Hackney Marshes), are limited in height closest to the green buffer, and screened by sufficiently dense planting to enhance views and character. Built development must not encroach into the area of land shown as 'non-developable' on the Site Boundary and Constraints Plan. Public access must also be restricted within the 30m green buffer, however proposals should explore the possibility of created a public raised board-walk and viewing platform, at a suitable distance, to allow the public to appreciate the Old River Lea could be introduced at an appropriate location. The Old River Lea is designated as a Site of Importance for Nature Conservation (SINC).

- L. Deculvert the Dagenham Brook and create a new ecological park around it which incorporates adventure and nature-focused play and learning spaces. Proposals should also explore the possibility of deculverting the Fillebrook River to the east of the site to create green space and Sustainable Drainage Systems (SuDS).
- M. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- N. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- O. Deliver new and pedestrian and cycling connectivity through the site and on towards the new station at Ruckholt Road and the Queen Elizabeth Park, including through the provision of safe crossing points over Ruckholt Road / Eastway and Temple Mills Lane, protected space for cyclists, and improvements to pavements
- P. Deliver a new and enhanced pedestrian and cycling route from the site into Hackney Marshes and onto the wider Lea Valley Regional Park via the existing 'green' bridge over the Old River Lea, subject to agreement with the London Borough of Hackney and the Lea Valley Regional Park Authority.
- Q. Incorporate bus access into the site, including the provision of new bus stops, to allow for a high level of inclusive accessibility.
- R. Provide safe, well defined and well managed servicing and delivery access to the site from Eastway. To directly and safely serve the industrial uses, Heavy Goods Vehicle (HGV) access route should be provided from Eastway.
- S. 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.
- T. Design and site buildings to ensure that any pollution, including noise, light and air, that may arise from the co-location of residential and other uses, such as industry and the cultural hub, are appropriately mitigated, in line with the Agent of Change principle.
- U. Mitigate the impact of any localised poor air quality from Ruckholt Road / Eastway 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.

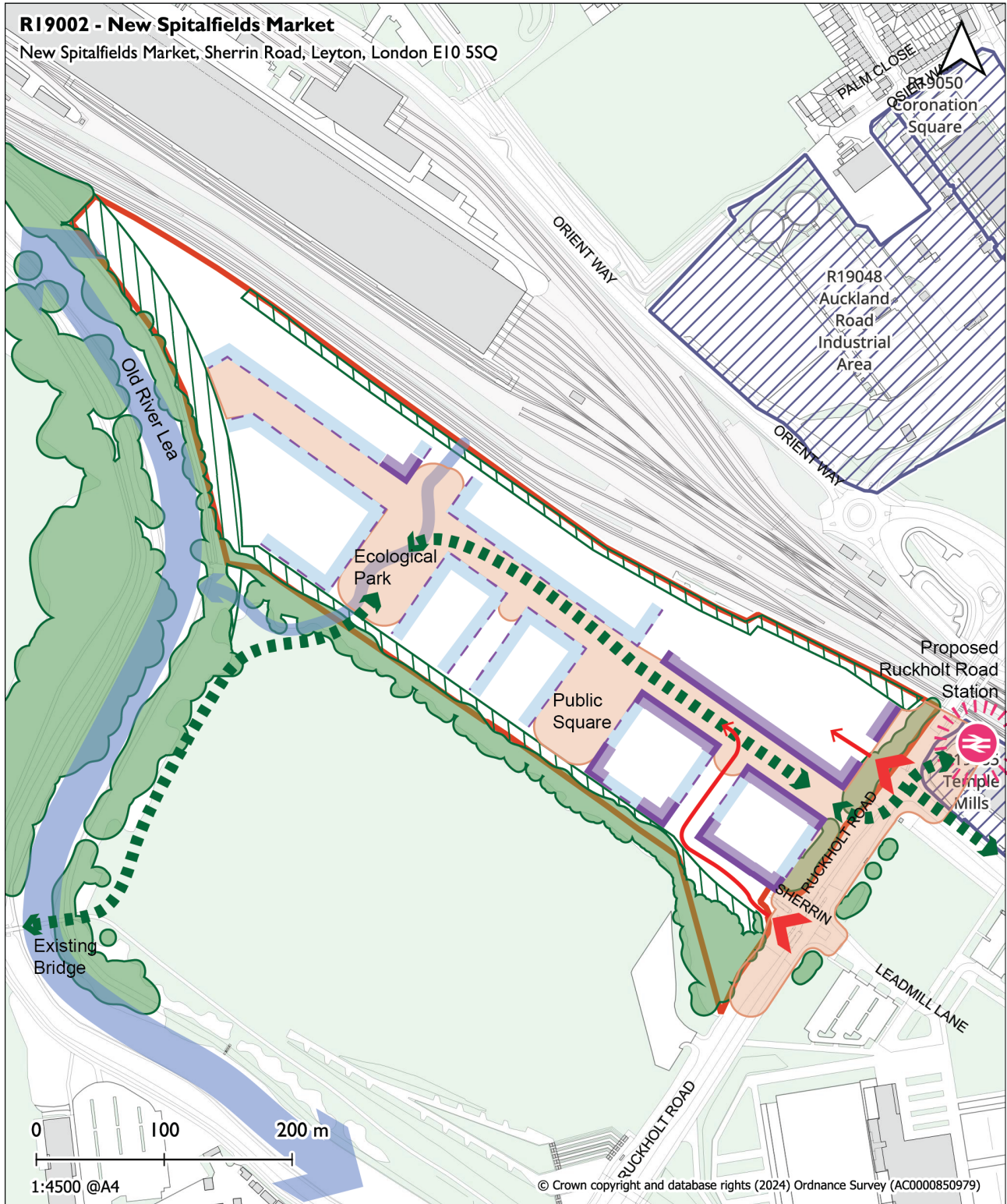
- V. Mitigate the Flood Zone 2 fluvial flood risk across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Deculverting sections of the Dagenham Brook and Fillebrook would provide Sustainable Drainage Systems (SuDS) to help alleviate pluvial flooding in the area. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- W. 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.
- X. Explore the potential to provide 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). These could be co-located with other community facilities.
- Y. Explore the potential for meanwhile uses on the site, including within the main market hall structure following the relocation of the existing market function.
- Z. Support the principles of and ensure compliance with the Leyton Mills Supplementary Planning Document (2024).
- AA. Support the principles set out within the Dagenham Brook River Restoration Corridor Strategy (2022), or subsequent updates to this work.

SUPPORTING TEXT

14.6 Where proposals seek to introduce uses other than industrial (and related) uses, this must be supported by and compliant with an approved industrial masterplan. The masterplan must be developed in partnership with the Council and the Greater London Authority (GLA), and with the principles set out in Local Plan Part 1 Policy 29 (Industrial Masterplan Approach) and London Plan Policy E7 (Industrial intensification, co-location and substitution), as well as relevant guidance in the Industrial Intensification Supplementary Planning Document (SPD) and the Industrial Land and Uses London Plan Guidance (LPG). The masterplan must consider the entire Locally Significant Industrial Site (LSIS). The Leyton Mills SPD satisfies the initial requirements of the two-stage masterplan process.

14.7 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.

New Spitalfields Market (R19002) - Placemaking Plan



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