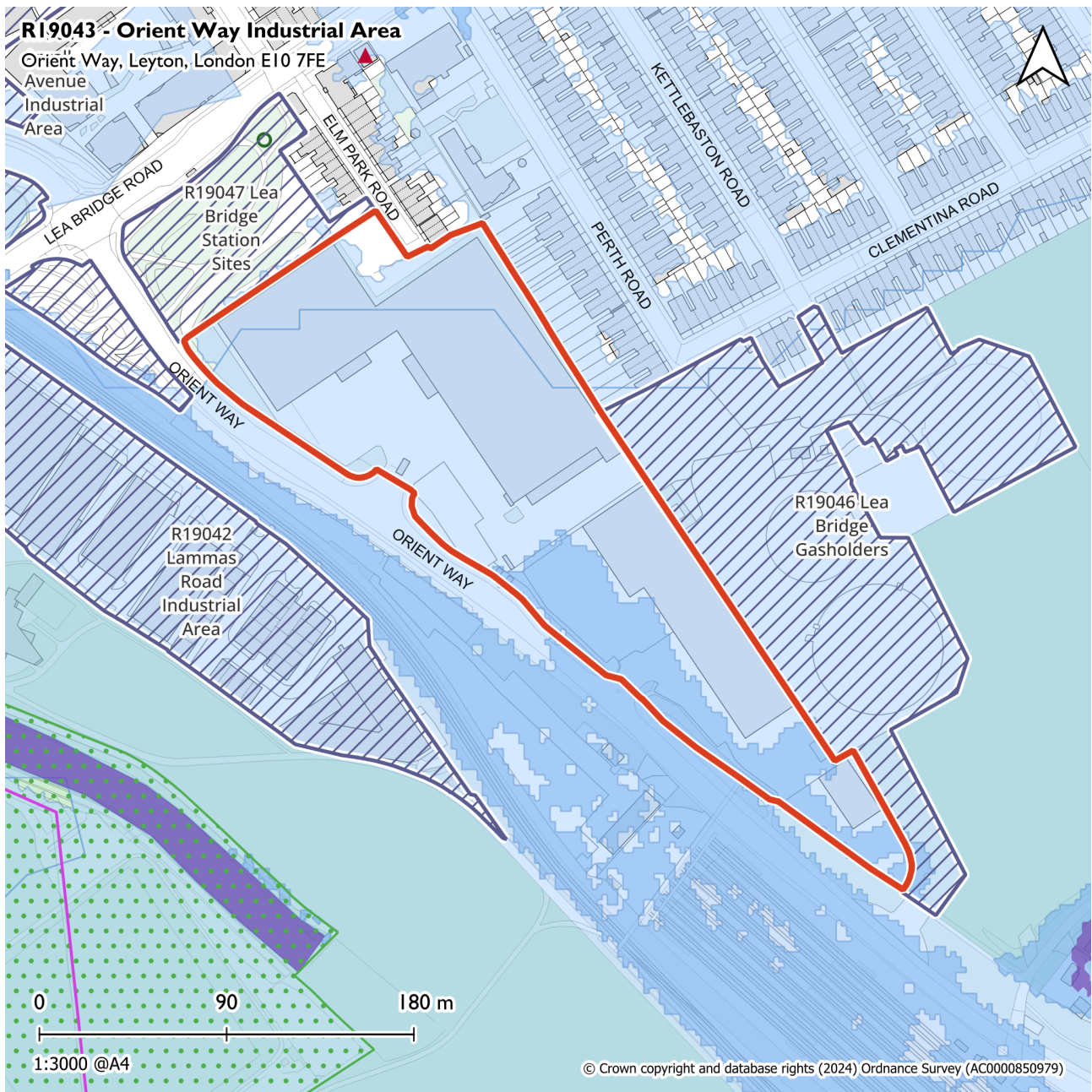


Orient Way Industrial Area (R19043)



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

Address:	Orient Way, Leyton, London E10 7FE		
Previous site reference:	SA73	Ward:	Lea Bridge
Site Size (Ha):	3.27	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Lea Bridge Strategic Location; Area potentially suitable for tall building(s); SIL*; LSIS; APA; AQFA; AQMA; Flood Zone 2; Flood Zone 3a; MOL (adjacent); LVRP (adjacent); Playing Fields (adjacent); Greenway; Main River (8m).		

Footnote to Planning Designations - *Part of this site is proposed through this document to be designated as a Locally Significant Industrial Site (LSIS) from Strategic Industrial Location (SIL). The same part of the site is to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

Orient Way Industrial Area (R19043) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping, with the potential introduction of other uses subject to the two-stage industrial masterplan process.

Indicative Capacities

- B. 320 new homes, subject to a two-stage industrial masterplan
- C. Minimum reprovision of 17,500 sqm of industrial floorspace

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

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

- E. Transformation

Orient Way Industrial Area (R19043) - Site Requirements

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

- A. Optimise the capacity of the site to deliver approximately 320 high quality, accessible, sustainable homes, including affordable housing, subject to the agreement of a two-stage industrial masterplan. The Area of Change where these new homes could be delivered is identified on the Placemaking Plan, and is proposed to be redesignated from a Strategic Industrial Location (SIL) to a Locally Significant Industrial Site (LSIS).
- B. Explore whether Built 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 - subject to the agreement of a two-stage industrial masterplan. 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 as a minimum, and in addition to any other uses introduced in the Areas of Change, the full replacement of existing industrial capacity with industrial uses that are acceptable in a Strategic Industrial Location (SIL), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with

consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for re-provision is 17,500 sqm, and industrial uses must be completed ahead of other uses, in accordance with 'industry first' principles.

- D. Ensure that the overall integrity and efficacy of the Lea Bridge Gateway Strategic Industrial Location (SIL) and the existing or potential industrial activities located within it are not compromised, including the ability of the site to operate on a 24-hour basis. This should be achieved through the layout and orientation of the scheme, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the area.
- E. Provide a Retention and Relocation strategy, to be secured by planning condition, which sets out an approach to engagement with existing businesses and the provisions to be undertaken to either secure their retention on site within the redeveloped premises or for them to be accommodated within alternative local premises.
- F. Provide building typologies that establish a ground-floor frontage on to Orient Way, formed around a series of open spaces within the site. Those fronting residential or co-located uses should be provided as well landscaped public realm, whereas those servicing industrial uses should be formed as industrial working yards. Frontages should maximise natural surveillance to ensure community safety for all.
- G. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site, including through the development of a green buffer.
- H. Deliver new pedestrian and cycling connectivity through the site, linking the approved development on the Lea Bridge Gasholders site allocation (R19046) with Orient Way and Lea Bridge Station, and with Lea Bridge Road via the Lea Bridge Station Sites (R19047) and Elm Park Road.
- I. Provide or contribute to improvements to the Marsh Lane footbridge over the railway.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. Consideration should be given to how greening integrates with that on adjacent sites to create interconnected green corridors throughout the area and into the Lea Valley Regional Park.
- K. 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.
- L. Mitigate the impact of any localised poor air quality from Orient Way 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.

- M. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the across 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.
- N. 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.
- O. Support the principles set out within the Lea Bridge Area Framework (2022), or subsequent updates to this work.

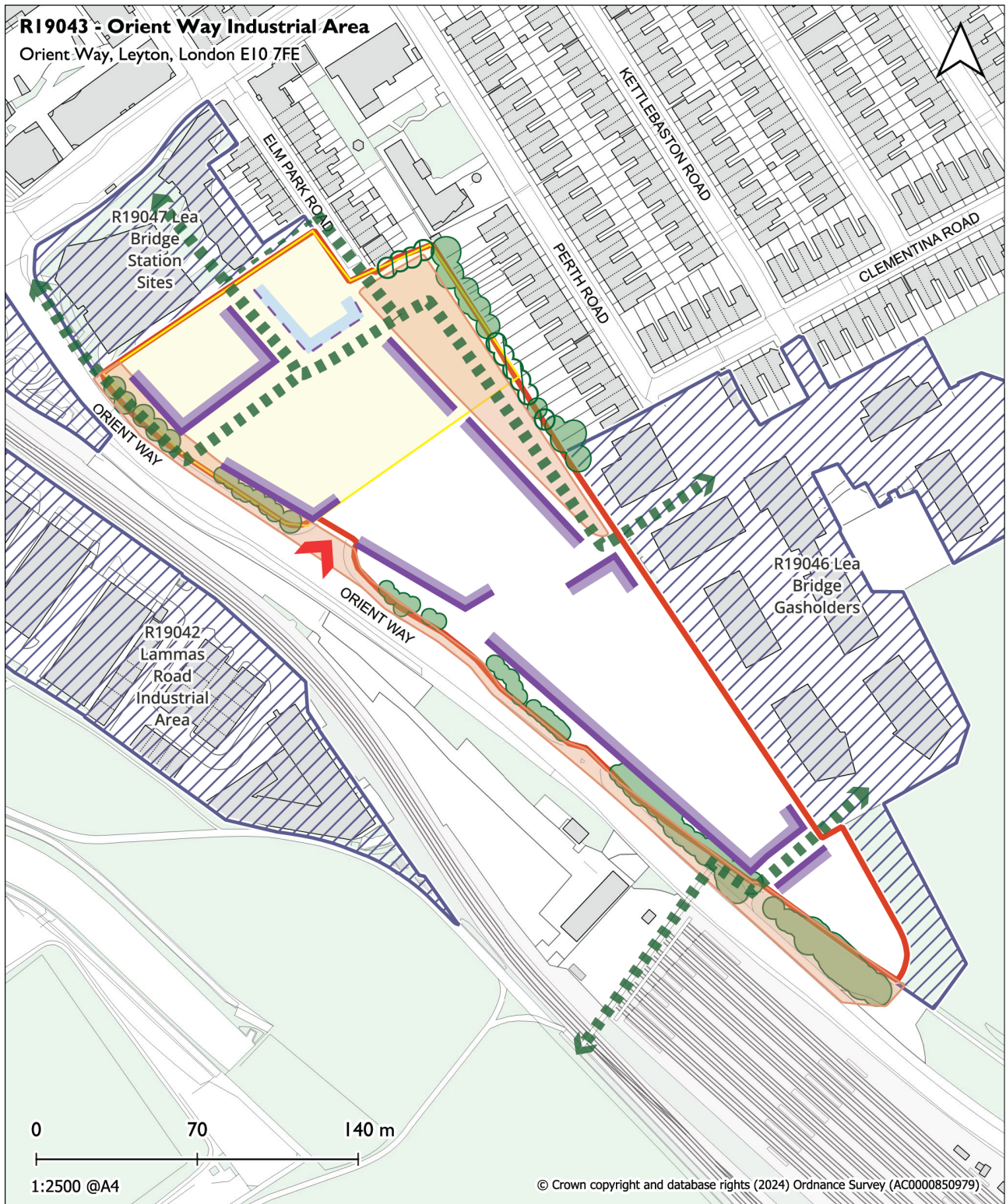
SUPPORTING TEXT

8.12 This site allocation is based on evidence identified within the draft Lea Bridge Gateway SIL Masterplan (Stage 1), which covers the Argall Avenue Industrial Area (R19040), Rigg Approach Industrial Area (R19041), Lammas Road Industrial Area (R19042) and Orient Way Industrial Area (R19043) site allocations. It has been produced by the Council in collaboration with landowners from those sites through a Development Performance Agreement (DPA). In accordance with the draft Industrial Land and Uses London Plan Guidance (LPG) (2023), the 'stage 1' masterplan has identified proposed sub-areas within Lea Bridge Gateway SIL for the intensification of industrial uses, and sub-areas where co-location could support the delivery of residential and other non-industrial uses. The sub-areas that are being identified as suitable for co-location and the delivery of residential and other non-industrial uses are to be redesignated as Locally Significant Industrial Sites (LSIS), as set out under the 'New Evidence' chapter.

8.13 The Stage 1 masterplan forms part of the evidence base for Local Plan Part 2 and will now be submitted to the Greater London Authority (GLA) for consultation and agreement on compliance with London Plan Policy E7 (Industrial intensification, co-location and substitution).

8.14 Once Stage 1 is agreed, landowners and/or developers can progress (in collaboration with the Council) a 'stage 2' masterplan for each of the four SILs identified within the Waltham Forest Local Plan: Argall Avenue (SIL5), Rigg Approach (SIL6), Lammas Road (SIL7) and Orient Way (SIL8). The 'stage 2' masterplans will identify the detailed parameters for development, including relating to development capacity, access and servicing, sustainable transportation, Agent of Change principles, placemaking, viability and deliverability, environmental standards, and phasing to ensure no net loss of industrial capacity.

Orient Way Industrial Area (R19043) - Placemaking Plan



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