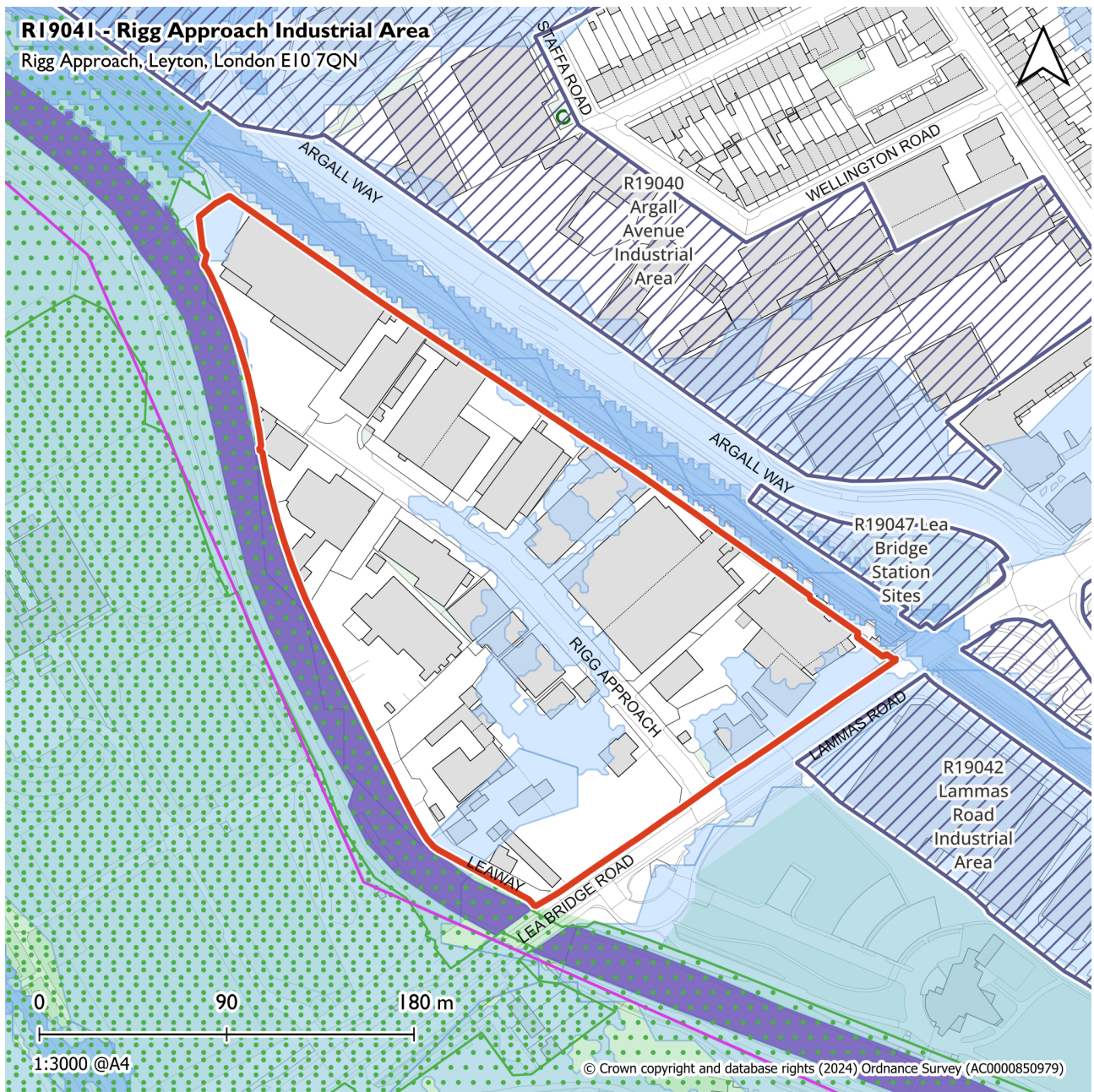


Rigg Approach Industrial Area (R19041)



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

Address:	Rigg Approach, Leyton, London E10 7QN		
Previous site reference:	SA71	Ward:	Lea Bridge
Site Size (Ha):	5.06	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Lea Bridge Strategic Location; Area potentially suitable for tall building(s)**; SIL; LSIS*; APA; SINC; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; MOL (adjacent); LVRP; Green Corridor; Greenway (adjacent).		

Footnote To Planning Designation - *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'.

**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 - 20 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.

Rigg Approach Industrial Area (R19041) - 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. 390 new homes, subject to a two-stage industrial masterplan
- C. Minimum reprovision of 33,700 sqm of industrial floorspace, with potential to provide 52,400 sqm

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

Rigg Approach Industrial Area (R19041) - Site Requirements

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

- A. Optimise the capacity of the site to deliver approximately 390 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 or 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 a new entrance incorporating step-free access to Lea Bridge Station from the west, with associated high quality public realm that is safe and accessible to all. The railway arches under Lea Bridge Road should be opened up with appropriate uses to create activity and to overlook the new public realm.
- D. 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 33,700 sqm, and industrial uses must be completed ahead of other uses, in accordance with 'industry first' principles.
- E. 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.
- F. 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.
- G. Re-provide the Greyhound Public House at 91 Lea Bridge Road, improving and activate the public realm fronting onto Lea Bridge Road and retaining the mature trees in the rear garden.
- H. Provide well designed active ground-floor frontage on to Lea Bridge Road and along the River Lea Drainage Channel edge to support a safe and well overlooked enhanced pedestrian route. Sites within the industrial estate fronting on to public roads should have a strong street presence creating an industrial 'shopfront'.
- I. Enhance the existing public realm on to Lea Bridge Road to deliver a pedestrian-focused environment with biodiverse green amenity, which is accessible to all. Proposals should introduce tree planting and deliver coordinated landscaping to clearly demarcate the identified areas of change from those retained as SIL.
- J. Deliver new pedestrian and cycling connectivity through the site, including linking to Argall Avenue (R19040) and the Lea Valley creating a new route alongside the eastern boundary of the Lea Flood Relief Channel, and linking to Lammas Road (R19042) under Lea Bridge Road by opening up the railway arches to the south of the site. These connections should be safe and accessible to all, overlooked, well lit and attractively designed.

- K. Provide or contribute to improvements to the Argall Way footbridge over the railway and the relief channel to Walthamstow Marshes, improving the route connectivity from the site to Walthamstow Marshes and the Lea Valley Regional Park.
- L. Provide safe, well defined and well managed servicing and delivery access to industrial uses, ensuring that this is appropriately separated from the access to any residential uses (subject to the masterplan). This should be achieved through enhancements to access roads through surface improvements and the development and implementation of well considered Servicing and Delivery Plans.
- M. Consider the opportunity to resurrect ancient routes, such as the Black Path, and create better links to nearby landmarks, such as the Coppermill Pump House and the Pumphouse Museum, and other industrial/archaeological features of the Lea Valley.
- N. Deliver enhanced greening and biodiversity throughout the site through the provision of tree planting and green space, ensuring that new planting responds sensitively to and enhances the landscape qualities of the surrounding Lea Valley.
- O. Provide ecological and biodiversity enhancements to the setting of the River Lea Drainage Channel to the west of the site. Any development should be appropriately set back from the channel to enable access for maintenance and to allow new greening to thrive.
- P. Design and site buildings and new green space to protect and enhance the integrity of the Lea Valley Site of Importance for Nature Conservation (SINC), and the associated Green Corridor, and the openness of the Walthamstow / Hackney Marshes Metropolitan Open Land (MOL). The use of lighting or light pollution resulting from industrial uses should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- 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 to the east of the site. Proposals should consider how effective landscaping can achieve this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- R. Mitigate the impact of any localised poor air quality from Lea Bridge Road 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 delivery of inclusive growth in line with the policies and spatial strategy of the Local Plan will improve air quality across the borough as a whole.
- S. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the 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. Applicants must engage with the Environment Agency at the earliest possible opportunity.

- T. Mitigate the existing groundwater flood risk across 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. Support the principles set out within the Lea Bridge Area Framework (2022), or subsequent updates to this work.

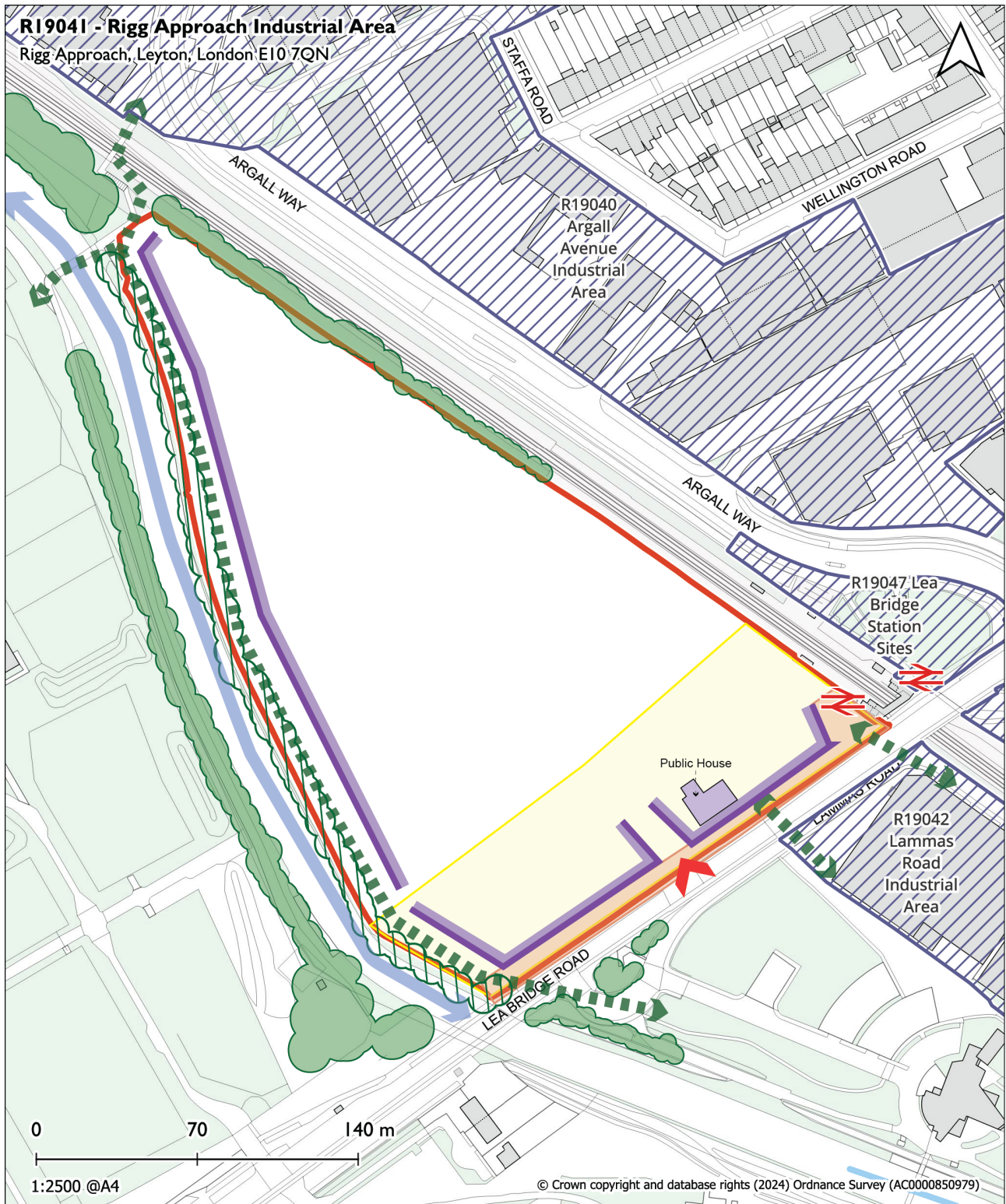
SUPPORTING TEXT

8.6 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.

8.7 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).

8.8 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.

Rigg Approach Industrial Area (R19041) - Placemaking Plan



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