

# LEA BRIDGE AND LEYTON VISION

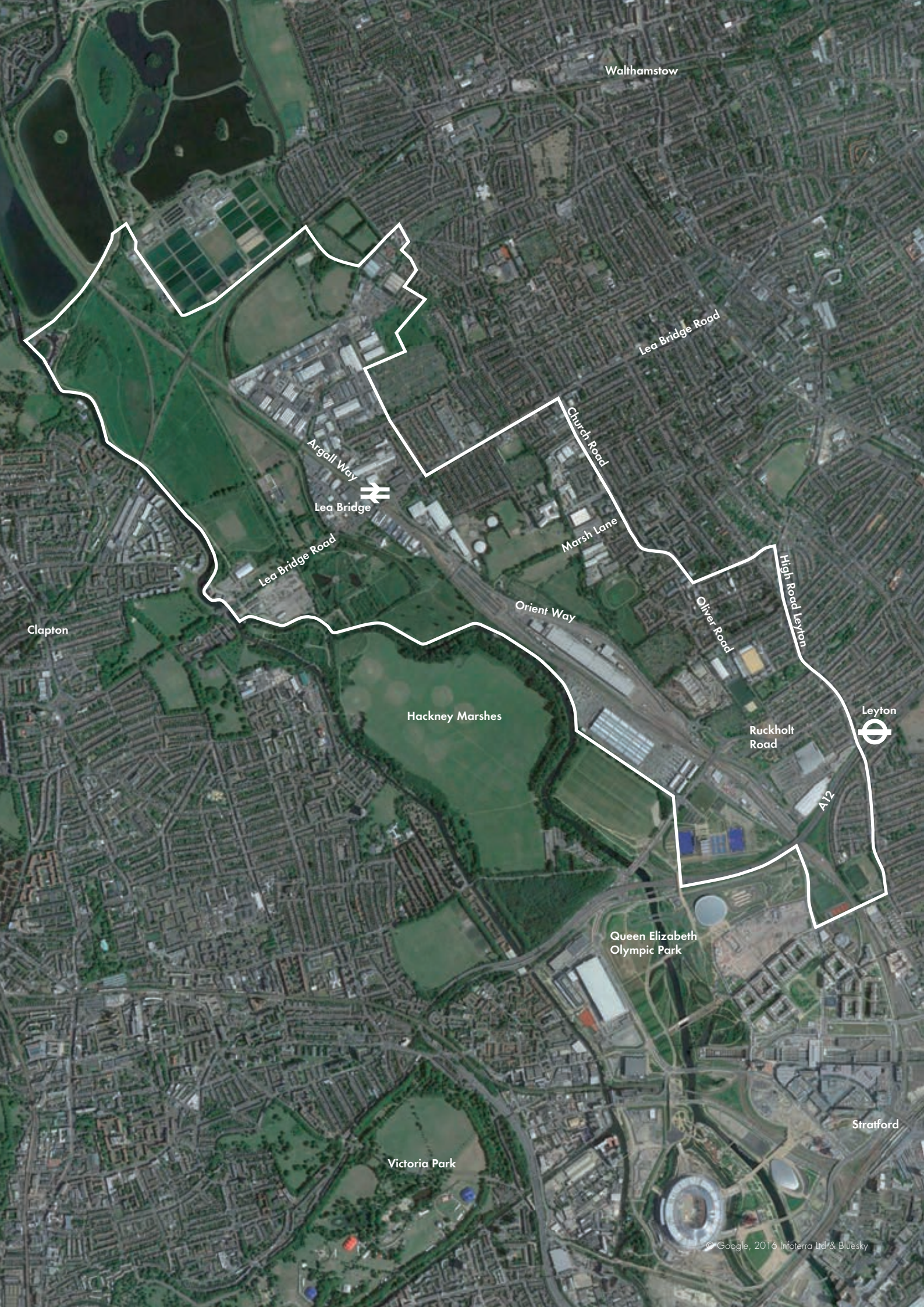
April 2017

Allies and Morrison

**THE CREATIVE CHOICE**  
WALTHAM FOREST | EAST LONDON.







Walthamstow

Lea Bridge Road

Argall Way

Lea Bridge

Church Road

Marsh Lane

Lea Bridge Road

Orient Way

Oliver Road

High Road Leyton

Clapton

Hackney Marshes

Leyton

Ruckholt Road

A12

Queen Elizabeth Olympic Park

Stratford

Victoria Park



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The following document provides a suggested Vision for the Lea Bridge and Leyton area. It is not a planning policy document. The vision aims and objectives will be considered in the Council's Local Plan Review.



Illustrative block structure for the Lea Bridge and Leyton area

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# EXECUTIVE SUMMARY

The London Borough of Waltham Forest has adopted a new Economic Growth Strategy. Both the Economic Growth Strategy and the Core Strategy have identified Lea Bridge and Leyton as a key growth area. The scale of development in the area will be determined through the Local Plan Review and associated Sustainability Appraisal process.

This area forms Phase 2 of the Greater London Authority (GLA) designated Housing Zone with a target to provide at least 2,500 new homes over 10 years. Developer interests in parts of this area is also strong. The aim of this document is to provide a vision as to what could be achieved in the area further to the recent adoption of the Economic Growth Strategy. However, the document is not a Development Plan Document, although it may form part of the evidence base for such a document. It should not be understood to encourage or promote any particular type of development, nor set the criteria against which planning applications for development are to be determined which is the role of such a document.

The study area is poised to take advantage of economic change and capitalise on the rise of the inner suburb: this will be considered in the Local Plan Review and the accompanying Sustainability Appraisal. The area has the possibility to be transformed from a north London fringe to be a vital part of north east London with strong socio-economic hubs, positively contributing to the good growth of London as it shifts eastwards.

## **Intensify the centres, diversify and grow**

Our study into the area has concluded that centres at Lea Bridge and Leyton have capacity to be intensified through redevelopment by capitalising on the redevelopment opportunities to secure regeneration of the area in line with the Core Strategy. At Lea Bridge we envisage a sustainable and walkable new place, creating a gateway to the borough as well as to Lee Valley Regional Park. The Lea Valley landscape continues to be restored and enhanced.

Our study has found that the area has capacity for intensification at Lea Bridge, which could be delivered through sensitive infill and that Leyton could be considered for more radical redevelopment. Both areas could benefit from retained employment land with residential and other uses to ensure the area has a vibrant community. This vision could be promoted through a mix of typologies and uses. Such a vision could be the basis for a successful regeneration process and has been developed from the site context, the geography and heritage of the area. The council consider the vision generates a distinctive and sustainable place-making response.

Lea Bridge and Leyton have the potential to be an area of significant change. The Council will consider this study as part of the Local Plan Review and associated Sustainable Appraisal process. Following a Local Plan Review, to assist with any proposed delivery of change in the area there may be the preparation of Supplementary Planning Documents (SPDs). These will be purposely used to implement the Development Plan.

## **LEA BRIDGE AND LEYTON VISION**

### **GATEWAY TO WALTHAM FOREST**

Via the Lea Valley  
Via Central Line  
Via Queen Elizabeth Olympic Park

### **GREAT PLACE TO LIVE**

Opportunity to deliver a range of new homes for all Londoners

Value the character of the existing place and use this to steer future change – ensuring a brilliant quality of life

### **VITAL BUSINESS AREA**

Keep, Seed, Grow  
Opportunity to diversify the employment base and cater for future needs, new directions and specialisms, eg supporting creative / digital business hubs

### **VIBRANT SUSTAINABLE NEIGHBOURHOODS**

Opportunity to integrate growth to strengthen existing centres and neighbourhoods with high quality new public spaces, exploring opportunities for enhancing existing cultural venues, evening economy uses and providing new performance space, good green and community infrastructure, schools and community facilities

### **CONNECTED**

Opportunity to enhance connections to the Lea Valley and access to public transport, living up to the area's north east London position

Opportunity to extend the network of streets and pedestrian and cycle routes across the area and reduce the dependence upon private cars

### **GREEN SPINE**

Opportunity to improve and enhance the Lee Valley Regional Park landscape (designated as Metropolitan Open Land), open up the accessibility of the Lea Valley with views across the landscape, and provide regional sporting facilities



# THREE KEY AREAS:

## VIBRANT REINVIGORATED NEIGHBOURHOODS



### LEA BRIDGE

1. New centre at the heart of a revived business quarter
2. New mixed-use development around railway station with new retail opportunities, community and health facilities
3. Retain, expand, enhance and diversify existing business and employment centres
4. Sensitive waterside development opening up access to green space and waterways with new frontage onto the Lee Valley Regional Park



### CHURCH ROAD

1. Vibrant neighbourhood - a great new place to live and work
2. Retained and enhanced business and residential community
3. Open up the area to Dagenham Brook and Leyton Jubilee Park
4. Enhancements to Markhouse Corner
5. Enhancements to Marsh Lane including new uses and better connections
6. Outdoor sports at Ive Farm





## LEYTON

1. Extension of the high street into Leyton Mills to transform the offer and support existing High Road centre
2. Improved connectivity to the Queen Elizabeth Olympic Park
3. Enhanced tube station and public realm along the High Road to improve the interchange
4. An improved junction at Ruckholt Road and potential for a new station
5. New Spitalfields Market enhanced as a food and small business destination
6. A new neighbourhood at Coronation Square



### Key

- |   |                                    |
|---|------------------------------------|
| Retained and improved employment  | Possible regeneration opportunity  |
| Employment  | Station improvements               |
| Employment led mixed use  | Link to green and open space       |
| Lea Bridge town centre, with mixed uses including employment, retail, community and residential | Lee Valley Regional Park           |
| Retail led with school, transport improvements and residential uses                             | Existing open space                |
| Residential led   | Health, community and culture hubs |
| Leisure, community and social infrastructure  | New or extended school site        |
| Leisure, community, social infrastructure and residential                                       |                                    |

LEA BRIDGE AND LEYTON VISION April 2017

# 1 CONTEXT AND OBJECTIVES

## BACKGROUND TO THE STUDY

The London Borough of Waltham Forest has strong ambitions for a step change in the scale of growth and development in the Lea Bridge and Leyton areas. The Council is keen to explore the opportunities to develop a new urban district based on the opportunities arising from the area's close proximity to central London, the Lee Valley Park and the Queen Elizabeth Olympic Park. This area forms Phase 2 of the GLA designated Housing Zone with a target to provide at least 2,500 new homes over 10 years, helping to deliver the Government's national housing target and the Mayor's regional target.

Developer interest in parts of this area is also strong. However, in accordance with national planning policy, new housing must be delivered alongside economic, employment and retail growth. The aim of the Vision is to show what could be achieved in the area. The Local Plan Review will consider in detail whether and how this could be achieved and ensure the Council's ambitions for well-planned and fair growth are achieved through a site based approach and avoidance of piecemeal development.

Lea Bridge and Leyton have stood to benefit from the planning and place-making principles which have driven the wider renewal of East London but both areas are constrained by their location on the "edge". Lea Bridge and Leyton are located on the threshold of North London and East London at a point of transition between the Upper and Lower parts of the Lea Valley. Indeed, both areas were defined as being "fringe" neighbourhoods during the intense period of Olympic and Legacy masterplanning. The study area's edge character has had a profound influence on a whole host of urban policies, and has also contributed to the perception of the area as a suburban location.

Waltham Forest, particularly the southern part, benefits from a strong historic urban character that should underpin its development and growth. A number of policy and masterplanning initiatives have attempted to facilitate the regeneration of the area in recent years. Although previous initiatives have realised positive outcomes, there is a clear sense that the area's full regeneration potential has not been effectively envisioned nor captured in a masterplanning sense.

## PURPOSE

### Build on previous and current work

There is strong interest to see rapid redevelopment of these crucial areas and sites and provide a catalyst for wider growth.

### Engage with partners and stakeholders

Working with the Council, stakeholders and the community was essential in interrogating the nature of the study area, to tease out answers to propose a potential growth narrative and possible planning and design principles.

### London wide perspective

In considering a vision for the area, London wide debates on density, form, character and land use were kept in mind, and careful deliberation given to how these could affect the future role, purpose and form of Lea Bridge and Leyton. The Council proposes to engage with the London Mayor on his plan "A City for all Londoners". We have reviewed some of the key factors and ingredients which have accelerated the renewal of other East London locations; most obviously the Queen Elizabeth Olympic Park, but also other districts such as Bromley-by-Bow, Woolwich and Whitechapel.

### Employment focus

The study area includes both Borough Employment Area (BEA) and employment land designations (Strategic Industrial Land – SIL) particularly at the Argall Avenue industrial estate. In accordance with established policies, the employment status of this area needs to be protected, whilst improving the quantum and quality of floorspace to ensure sustainable development providing local jobs in modern, attractive accommodation. The Employment Land review shows a requirement to retain existing employment space. There is strong evidence of companies wishing to locate in the Borough needing to relocate from inner London Boroughs such as Islington, Hackney and Camden.

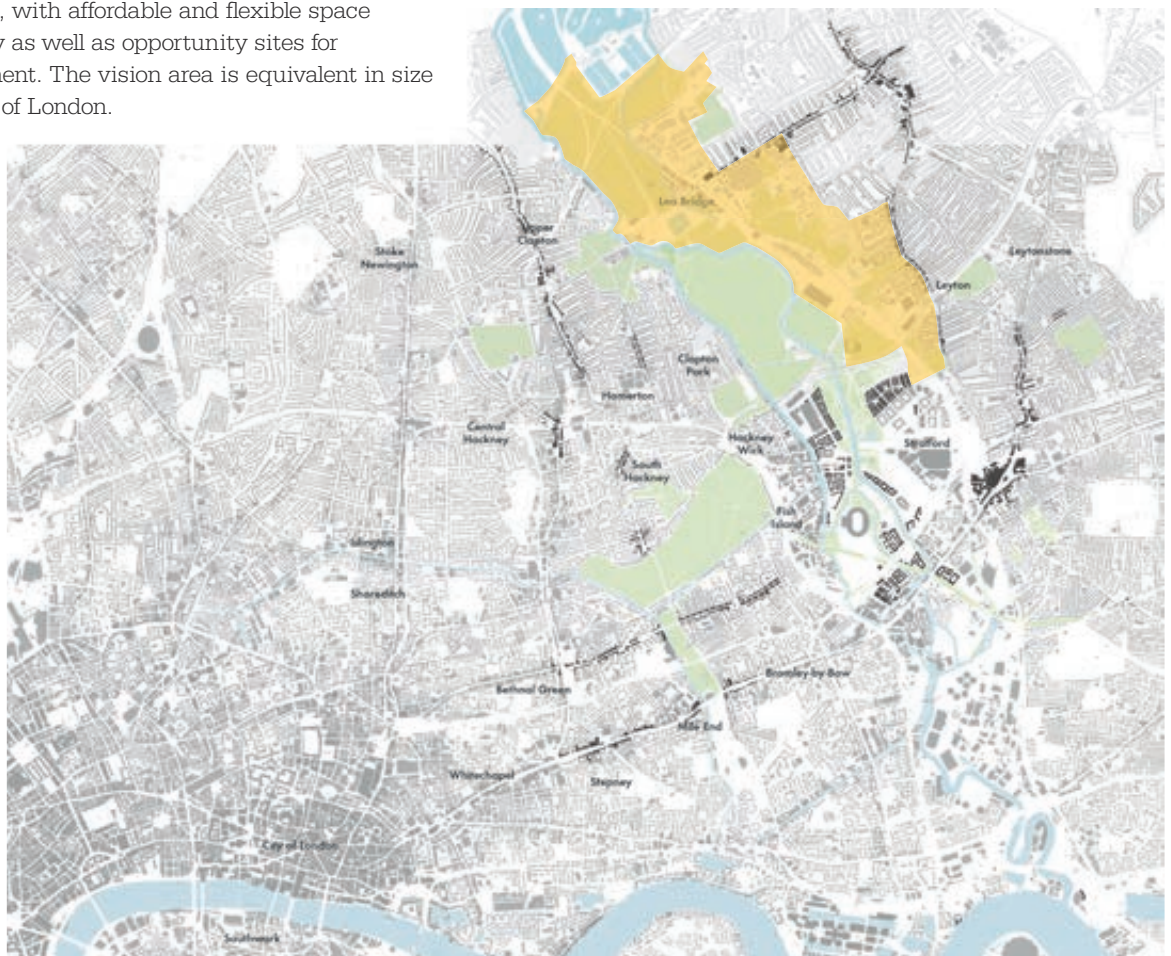


## PLACE IN LONDON

The study area has a fringe location on the threshold of North London and East London at a point of transition between the Upper and Lower parts of the Lea Valley.

Yet this 'fringe' place is well connected to central London and also sits within a strategic spatial context which is enormously important. It is within the London Stansted Cambridge Corridor, located between Stratford and Tottenham it is part of a strategic growth area benefitting from great connections, a diverse range of successful businesses, with affordable and flexible space for industry as well as opportunity sites for redevelopment. The vision area is equivalent in size to the City of London.

The Queen Elizabeth Olympic Park lies adjacent to the south with Stratford beyond and the unfolding Legacy Communities Scheme masterplan will deliver further significant developments on the doorstep of the study area, not least the Cultural and Education District with its world renowned institutions. This area will be covered by the Lea Valley Opportunity Area Planning Framework.



The Lea Bridge and Leyton area in a London context

## PLACE IN WALTHAM FOREST

Waltham Forest's residents and businesses stand to benefit significantly from the economic growth taking place across London. The borough's well-connected location in the north east of London, the capitals location of creative choice, along with its unique identity founded in cultural heritage, its burgeoning arts and creative industries, and abundant green spaces all contribute towards the urban vibrancy that makes Waltham Forest a special place to live. The study area is uniquely located on the edge of inner London, alongside the Lea Valley with excellent transport connections to central London.

The borough has a network of unique town centres that contribute to its individuality and its attractiveness to residents and businesses. Leyton is a designated town centre and Lea Bridge is an area earmarked for significant growth and development, both of which must contribute to wider borough strategies.

### Lea Bridge - key assets

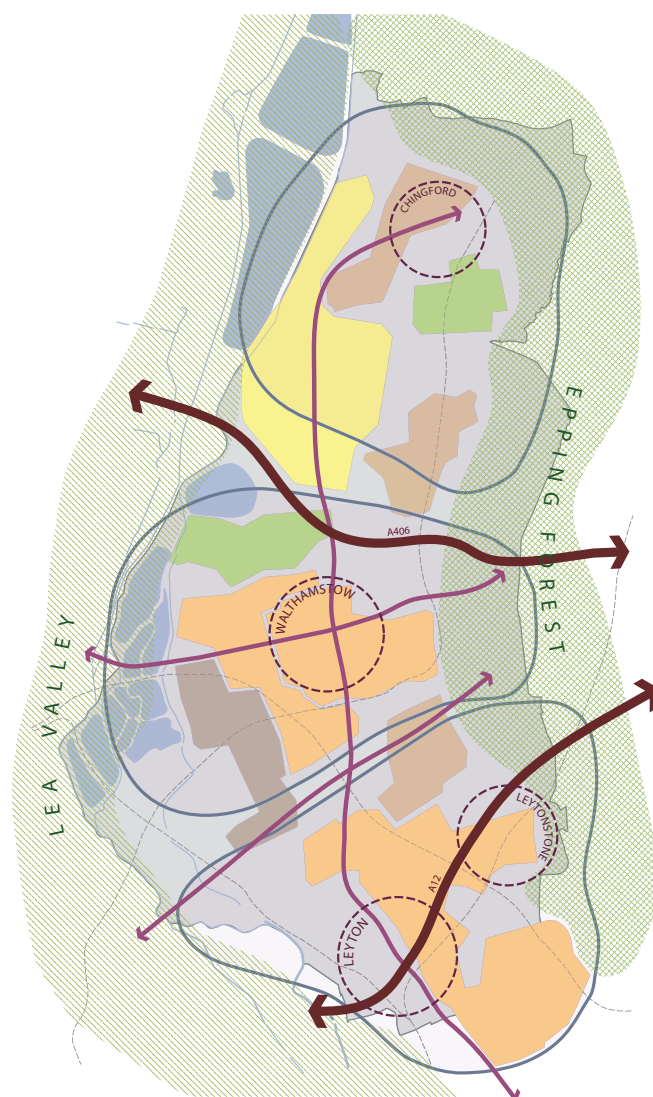
- Re-opened station
- Gateway to the borough
- Excellent location alongside the Lea Valley
- Strategic industrial location
- Opportunity development sites

### Church Road - key assets

- Leyton Jubilee Park
- Vibrancy and mixed-use
- Opportunities for better routes and connections

### Leyton - key assets

- Extensive high street with award winning shop frontages
- Excellent tube linkages to central London
- Easy access to the Queen Elizabeth Olympic Park
- Home to the Borough's football club, Leyton Orient
- Several major development sites



Leyton's location in the context of the borough shown on the character summary plan from the Waltham Forest Characterisation Study (2009)

<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span>	Victorian
<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span>	Warner
<span style="display:inline-block; width:15px; height:15px; background-color:lightbrown; border:1px solid black;"></span>	Edwardian
<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span>	Garden City
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span>	Inter-war

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## VALUED ASSETS

The following key assets have been identified as being fundamental, underpinning local character and steering how the area evolves.



### Valley-side position

The Lea Valley forms the western edge of both Leyton and Lea Bridge. Although the Lee Valley Regional Park is in close proximity it is rarely felt in the local neighbourhoods due to major physical and visual obstacles and a lack of bridge connections to overcome these. Whilst Hackney enjoys a fantastic relationship with the Lea Valley the Waltham Forest edge is significantly underplayed.

The Lee Valley Regional Park is also further west of the Lea Valley River. The Park is designated as Metropolitan Open Land. There are also Site of Special Scientific Interest (SSSI), Site of Metropolitan Importance to Nature Conservation (SMINC) and RAMSAR Special Conservation Area designations; which highlight the biodiversity within the surrounding area.



### Good bone structure

The historic development of the area took the form of a strong grid of Victorian residential streets coming off the spine routes of Leyton High Road and Lea Bridge Road. However, post-war and modern development has generally ignored this original bone structure, creating a series of dead ends and poorly connected communities.



### High Road spines

Leyton High Road forms the main focus for activity in the area and is generally well connected into surrounding neighbourhoods. Lea Bridge Road also forms a strong east-west spine through the area.



### Historic fabric

The area has an extensive set of historic buildings, many of which are in active use and well maintained.

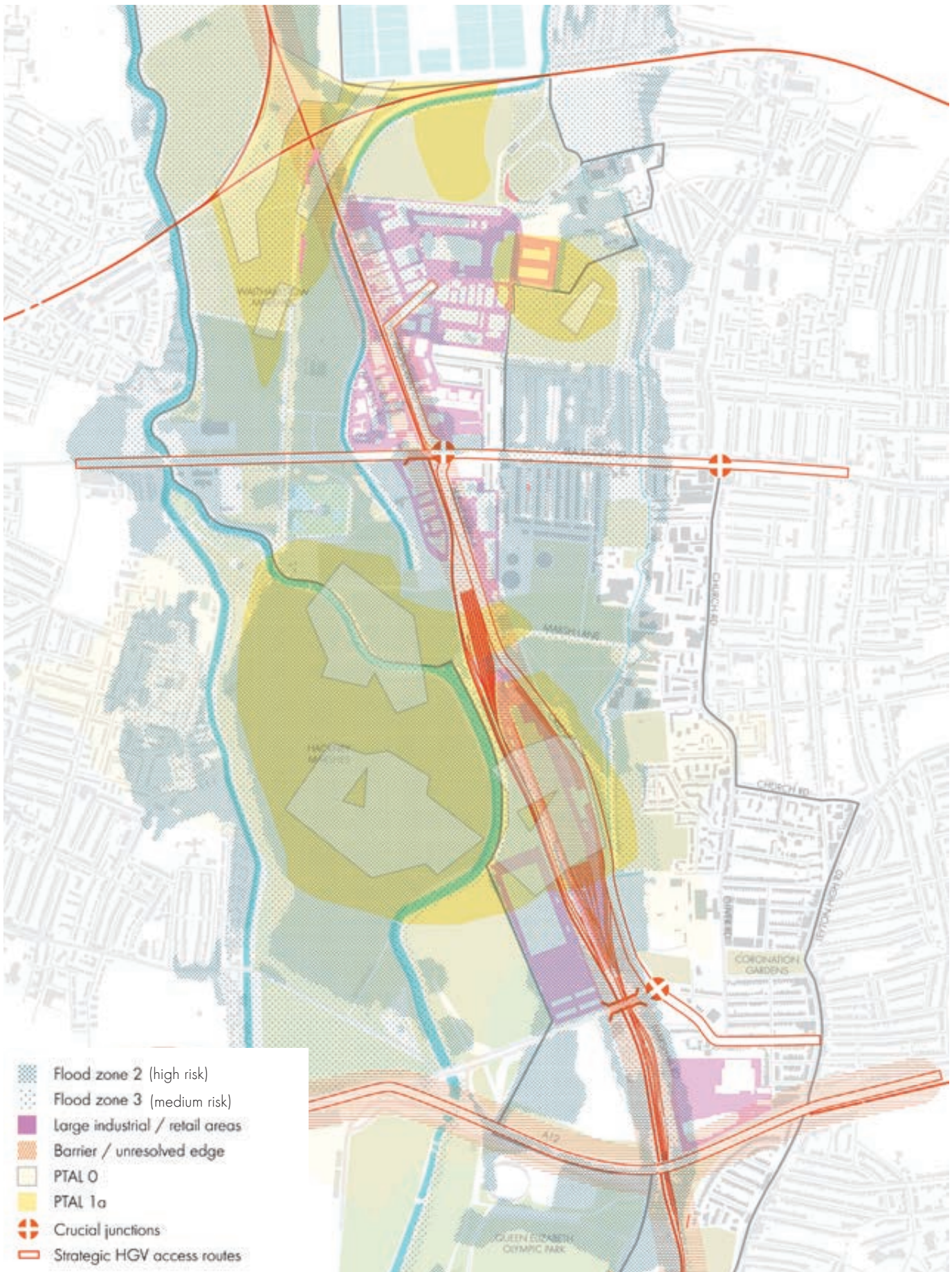
However, there are a number of attractive historic buildings that are in poorer condition and represent opportunities for refurbishment and re-use.



### Industrial heritage

The history of industrial activity in the area means a number of Victorian, inter-war and post-war buildings exist within industrial estates which have stood the test of time. They represent important assets in these areas and should be refurbished and kept in active use.





Key constraints plan

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## KEY ISSUES

There is a perception that the study area lacks identity. Whilst Hackney and Walthamstow have a relatively strong image and pull, Leyton and Lea Bridge are less identifiable and are perhaps hidden gems. The baseline analysis has enabled the identification of a number of key issues for consideration in supporting the area's identity and in developing a design response. The diagram on the opposite page illustrates some of the constraints in the area, with the key issues summarised below.

### Local facilities

Health - local people say that health facilities, in the main small GP practices in residential properties, are not good enough and opportunities for integrated local health centres should be considered in planning local centres.

Sports and open space – there is significant provision but often facilities are not well connected to residential areas.

### Retail provision

The Retail Capacity Study (GVA, 2016) has some encouraging forecasts around demand from an economic perspective which has the potential to



Local high streets currently provide residents with shops and services



Natural assets on the edge of Lee Valley to be enhanced



Leyton High Road is part of the structure of strategic movement routes through the area





translate into a significant quantum of new retail floorspace.

However, market factors, and in particular the increasing concentration by multiples on major centres at the expense of more local trading locations is an issue. The proximity of Westfield clearly has an impact on the desirability of the local centres as retail locations.

There may also need to be an increased provision of food and beverage to enhance the locations' attractiveness both for residents and businesses.

### **Employment areas**

The Borough's employment related studies indicate there is scope for significant growth, particularly in a number of specific specialist areas. There is an opportunity to attract new businesses since business space is relatively more affordable than in more central London areas. However, lack of supply particularly for small and medium enterprises suggests that careful consideration needs to be given to the provision of flexibility both in terms of floorspace and of occupational terms. An upgrade of existing stock is also desirable to both retain existing businesses

and attract new occupiers to the area. Densification and modernisation of business space will be vital for economic growth.

### **New housing**

The Vision is being produced against a backdrop of a positive market sentiment and this is especially so in respect of the residential development sector. There is significant residential development interest across the area. Matching this residential demand with the required level of employment and social infrastructure will be a key challenge for the area. Housing delivery should be focused on meeting local need in the borough.

The Lea Bridge and Leyton Housing Zone designation points to the potential of the study area to accommodate at least 2,500 units.



Surrounding streets of historic terraced streets



Within existing employment areas there are attractive buildings which could be retained

**94% of residents use the local high streets for food shopping**

**BUT**

**only 30% of residents use the local high streets for anything else**

**80% of residents say improving health services is a local priority**

**Local residents describe Lea Bridge as a “forgotten corner” and a “hidden gem”**

**Residents think the area has lots of potential but needs major improvements**

## **VOICED PRIORITIES**

The London Borough of Waltham Forest has undertaken a number of consultation and engagement activities to inform borough wide and local planning strategies over recent years. These activities have provided a valuable understanding of local people's views and priorities for the area.

Key studies include the 'People Shaping Places' report by Kaizen and Social Life who carried out four engagement pilot projects in the borough carried out in Lea Bridge in early 2016. The report explores the activities carried out, key emerging themes and the implications for future engagement activity. Other useful messages have been distilled from the Waltham Forest Shaping Growth research. The comments in this section reflect views put forward by local people. Headline findings include:

- Satisfaction with regeneration and improvements in the area - with significantly higher satisfaction in Lea Bridge and Leyton than across Waltham Forest as a whole.
- People in Lea Bridge and Leyton are generally happy with plans for growth but need further convincing of the benefits.
- Generally people are optimistic that developments will mean improvements in terms of new shops and therefore new jobs, and opportunities for home ownership. However, there is concern about the pressure for parking spaces and traffic congestion.
- Significantly more people in Lea Bridge and Leyton visit their local high street every day compared to the rest of the borough.

### **Sense of community and identity**

Respondents described a lack of local identity and sense of place in the Lea Bridge area. The road acts as a key commuter route, and the people interviewed feel that there is nothing in the area to make it a destination. Many people described the area as a 'crossroads'.



The sense of community in Lea Bridge is strong. Most street interview respondents noted “friendliness” and “diversity” as key community strengths.

The area has experienced changes because of the decline of local manufacturing industries, broader city-wide economic forces, and migration, but there is still a well-established population who have lived or worked in the area for a long time.

### **Facilities and services**

The majority of residents involved in the street interviews said they are satisfied living in the area. However, nearly everyone felt there should be more investment in community facilities, services, youth activities, and the public realm.

Many residents and businesses interviewed noted the churches, mosques, parks, and library as key assets for the area, as well as the Army Cadet Force youth club and Low Hall Farm allotments.

Nearly all respondents in the focus groups, street interviews, and in-depth interviews reported that Lea Bridge lacks community spaces. This was one of the most common suggestions to improve the area. There was a clear desire for youth facilities, spaces for the elderly, and places where the community can meet and interact. The lack of facilities was also said to underpin other issues in the area, such as anti-social behaviour.

Many of the residents and businesses interviewed want the new station at Lea Bridge to bring investment to the area, including more local and chain stores, facilities for young people, an entertainment venue, a car park, affordable spaces for local businesses, healthcare and public toilets. Concerns that only housing would be built were commonly voiced.

Overall, the area has a large number of shops but people feel the quality of shopping facilities could be improved. People would like to see more independent cafes, restaurants, and retail but also more chains and high street brands in the area.

### **Public realm and spaces**

Flytipping, rubbish and general uncleanliness of the public realm was cited as a nuisance for residents and businesses. Most people interviewed noted dumping and flytipping like mattresses, fridges, and other large items.

There is frustration with the condition of the roads, the traffic and lack of parking in the area. Many traders interviewed at the time view the Enjoy Waltham Forest scheme in a negative light while some young residents and cyclists interviewed feel the streets are still not safe enough.

Generally people feel safe in the area but noted there was anti-social behaviour and crime. Some believed that more youth activities and local jobs could improve the situation, as well as a larger police presence and CCTV cameras.

### **Attitudes towards change**

Residents felt that the area is in the middle of significant change and there is uncertainty what this change will look like, both in terms of new residents moving in, and the nature of future development.

Overall there is excitement about the potential vitality that new development in the area could bring, but fear of gentrification and increasing rents and house prices.

## PRINCIPLES OF SUSTAINABILITY

Recent changes in planning policy including the National Planning Policy Framework 2012, the Mayor of London's policies on Adapting to Climate Change 2011, the draft 2050 Infrastructure Plan and the Mayor's plan for "A City for all Londoners" have each sought to define and require that place making be undertaken in a balanced and sustainable way in order to meet the challenges of increasing urbanisation.

Whilst London has performed well in the World Sustainable Cities Index, which considers the three pillars of profit, people and planet indicators, it is noted that it has become a victim of its own success having fallen from second place behind Frankfurt in 2014 to fifth place in the recent 2016 report. The reason for its decline has largely been put down to London's rapid growth and the pressures this has placed on its ageing infrastructure leading to relatively poor quality environments. The Mayor's recent cross cutting new policies are a direct response to redefining how growth and regeneration within the capital to address its major challenges of climate change adaption, reducing the effects of poor air quality on health and provide resilient low carbon energy, water and waste infrastructure.

This visioning process has considered how it could be possible to accommodate socio economic objectives, for employment in terms of 'keep, seed and grow' and for neighbourhoods that provide affordable housing and good social and physical infrastructure. It has also sought to explore how to respond to and minimise impact on the natural environment (which includes MOL, SSSI, SMINC and RAMSAR), and to cope with climate change and provide greener spaces fit for people and nature, making them healthy and more vibrant.

The assets of the area – significant employment land, robust Victorian street network and the amount and proximity of open green space (including Metropolitan Open Land) – provide a strong basis for considering the future evolution of the area. In making the most of the assets, there is also a need to push the boundaries of what is possible. In discussing the future of the area with key stakeholders the following key themes have emerged.

### Efficient use of land

A key area which needs consideration is the manner in which new uses could be introduced into the area, and the opportunities to mix uses both vertically and horizontally. This is a 'hot' topic in London generally and therefore it is timely to explore the options available and how Leyton and Lea Bridge might learn from other areas in order to adopt a locally appropriate response to mixed use neighbourhoods. The incorporation of employment uses is of particular interest as this has been historically challenging in London and has led to many activities being pushed out of urban London. The 'employment spectrum' (on page 20) explores some of the opportunities and precedents across the UK and internationally.

A key message from these precedents is the need to properly accommodate the needs of each use. Those schemes where employment or industrial uses have been successfully incorporated into mixed-use blocks and sites have done so by clearly separating servicing yards from residential entrances and respecting the operational needs of each use.

### Sustainable neighbourhoods

A range of precedents have been explored where environmental objectives and sustainability more generally have driven the design and approach to neighbourhood development. An emerging theme from both sustainability and density debates is that mid rise typologies tend to perform best both in terms of achieving high density development to support sustainable transport objectives and in achieving resource efficient development.

The Lea Bridge, Church Road and Leyton areas have grown organically over time as a result of rising population locally and through its connections with serving the City of London to the west. The current land use pattern is characterised as relatively low density, fragmented and with inefficient use of land giving rise to car dependency. As part of London, which aspires to be an exemplar Sustainable City of the future, the three areas need to redefine the relationship between its urban populations, increase



the productive and efficient use of space and work toward increasing the value of land and other urban assets. Ensuring the social and economic needs of the areas are met alongside this will be critical.

In order to be sustainable, neighbourhoods need to have a number of characteristics including: a walkable extent and good access to a centre, a well connected network of streets and green infrastructure; a focus on walking and cycling at the expense of the private car; a mix of uses combining residential, employment, retail and community uses at a density appropriate to support vitality but which maintains a human scale to streets; and an urban fabric which minimises the use of energy and maximises the re-use of existing buildings and spaces as important assets of local character.

### Green infrastructure and food production

A common characteristic of sustainable neighbourhood examples is the importance of green infrastructure. Across high and medium density examples, it is the integration of green infrastructure which underpins the achievement of efficient resource use and cohesive places. Leyton and Lea Bridge has significant green on its doorstep, (including Lee Valley Regional Park which is designated as Metropolitan Open Land) but one that is largely poorly integrated or connected with the urban areas. This area also has strong but rather hidden food production activities - from New Spitalfields Market through to the myriad of local allotments. There is a whole spectrum of food production that could be promoted in the area, whilst also helping to integrate the green infrastructure into a strong network of productive and multi-functional spaces.

Food production in the area is already a strength, albeit one that is relatively hidden from view. This could be promoted and include:

- Celebrating and supporting food industries and wholesale markets as a key part of the local economy.
- Supporting food growing in the community by drawing allotments into the urban fabric - making

them central elements in neighbourhoods.

- Widening the potential for community based food production, building on the great work of existing organisations such as OrganicLea.
- Bringing the sale of food more strongly into the public realm and high street.



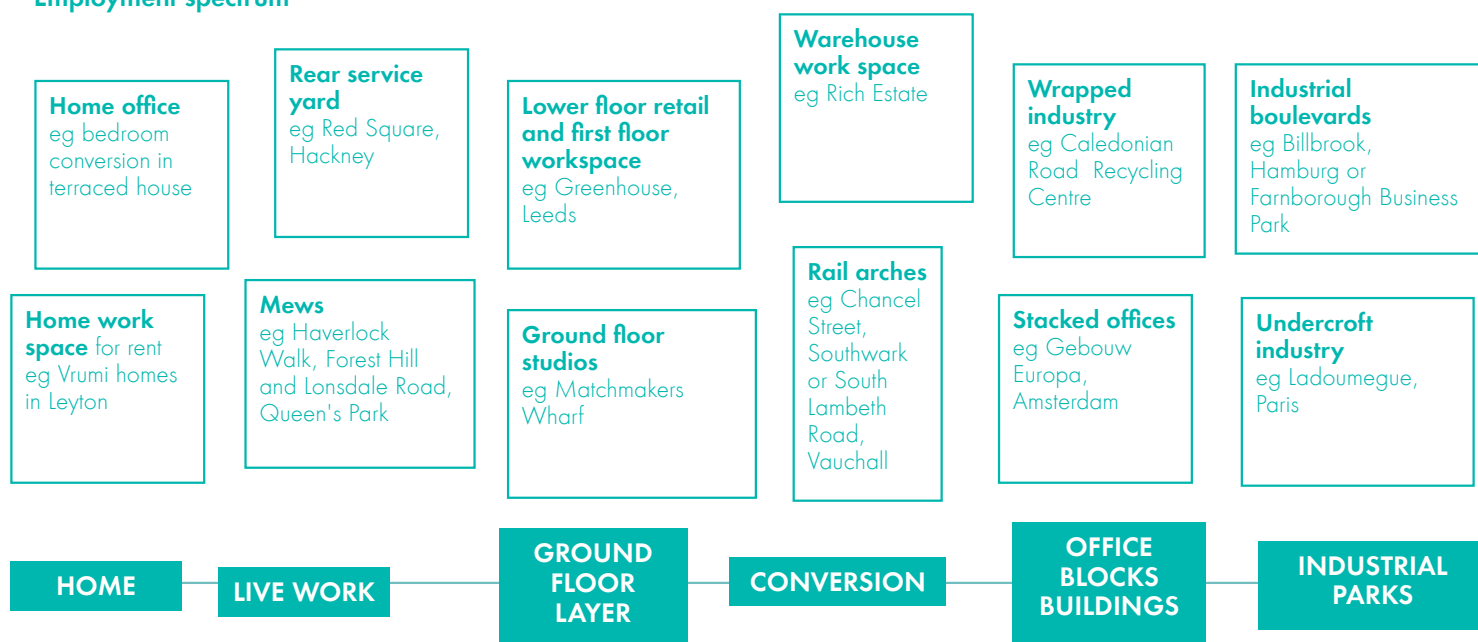
Green infrastructure plan

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## Sustainable typologies

In translating the vision for a sustainable neighbourhood into reality it is useful to reflect on what can be achieved at different scales of intervention. Here the scope for integrating employment uses into the development opportunities are explored, as well as the scope for introducing food production into the existing and new green infrastructure.

### Employment spectrum



### Food spectrum



## Guiding principles

### SOCIAL AND ECONOMIC PRINCIPLES

#### Identity

Places should be created that residents and visitors are able to name, with their own unique and consistent character. This can help support the social stability and sense of a community in a neighbourhood.

#### Participation

In finalising the Vision the Council should continue to work with local communities to help create a place that knits into the surrounding area.

#### Social and cultural regeneration

Any neighbourhood should have a balanced social structure, cultural offer and evening economy that serves existing residents with the requirement for new market and social housing.

#### Infrastructure and land use

For a neighbourhood to function effectively as a place it must contain a mix of uses that serve its residents including shops, schools, health care, work places, restaurants, places of worship and leisure and cultural facilities.

#### Transport and movement

For new development to function effectively it must be well connected to other places and pleasant to travel on foot and by bike. Good public transport connections by bus and train are also important.

### GENERAL SPATIAL PRINCIPLES

#### Nurture the existing

Value the character of the existing place and use this to help steer future change. Working with what a place has in terms of buildings and spaces and enhancing these in order to support growth.

#### Green infrastructure

Opportunities should be sought to enhance neighbourhoods with high quality green and open spaces, including better connectivity, enhanced habitats and ecological assets. Sustainable building principles should influence architectural design.

#### Human scale

When considering massing and density for any new neighbourhood, it should generally be at a human scale. There should be a clear delineation between public and private spaces and in general terms public routes should have active frontage with doors and windows facing the street.

## OPPORTUNITIES AND VISION

### Opportunities

The vision is supported by eight objectives which draw on the importance of the traditional businesses in this area; the natural setting of the area within Lea Valley; acknowledges the area's historic character; reflects the modern redevelopment of the Olympic Park and the area's connections with elite sports; and embraces the multicultural nature of the local population.

1. Opportunity to consider promoting medium density urban growth to alleviate urban sprawl and maximise land efficiency and achieve balanced sustainable development.
2. Opportunity to promote the design of the built environment with urban microclimate and climate change in mind maximising the use of green infrastructure, promoting sustainable energy generation and reducing flood risk.
3. Opportunity to enhance ecological assets, open spaces and habitats through landscape management, sensitive design and sympathetic development.
4. Opportunity to promote sustainable, diversified and thriving communities.
5. Opportunity to encourage walkable neighbourhoods and increase access to public transport to reduce car dependency and reduce the impact of cars within the design of the built environment.
6. Opportunity to optimise use of land and provide an interconnected network of streets which facilitate safe movement and increase the connection with the unique Lee Valley Park and other green spaces to promote healthy and vibrant urban living.
7. Opportunity to foster local employment, local production and local consumption to reduce need to travel.
8. Opportunity to consider the chance to provide a variety of development opportunities of differing plot sizes and housing types to cater for the diverse housing needs of the community, at densities which can ultimately support the provision of local services.

## LEA BRIDGE AND LEYTON VISION

### GATEWAY TO WALTHAM FOREST

Via the Lea Valley  
Via Central Line  
Via Queen Elizabeth Olympic Park

### GREAT PLACE TO LIVE

Opportunity to deliver a range of new homes for all Londoners  
Value the character of the existing place and use this to steer future change – ensuring a brilliant quality of life

### VITAL BUSINESS AREA

Keep, Seed, Grow  
Opportunity to diversify the employment base and cater for future needs, new directions and specialisms, eg supporting creative / digital business hubs

### VIBRANT SUSTAINABLE NEIGHBOURHOODS

Opportunity to integrate growth to strengthen existing centres and neighbourhoods with high quality new public spaces, exploring opportunities for enhancing existing cultural venues, evening economy uses and providing new performance space, good green and community infrastructure, schools and community facilities

### CONNECTED

Opportunity to enhance connections to the Lea Valley and access to public transport, living up to the area's north east London position  
Opportunity to extend the network of streets and pedestrian and cycle routes across the area and reduce the dependence upon private cars

### GREEN SPINE

Opportunity to improve and enhance the Lee Valley Regional Park landscape (designated as Metropolitan Open Land), open up the accessibility of the Lea Valley with views across the landscape, and provide regional sporting facilities

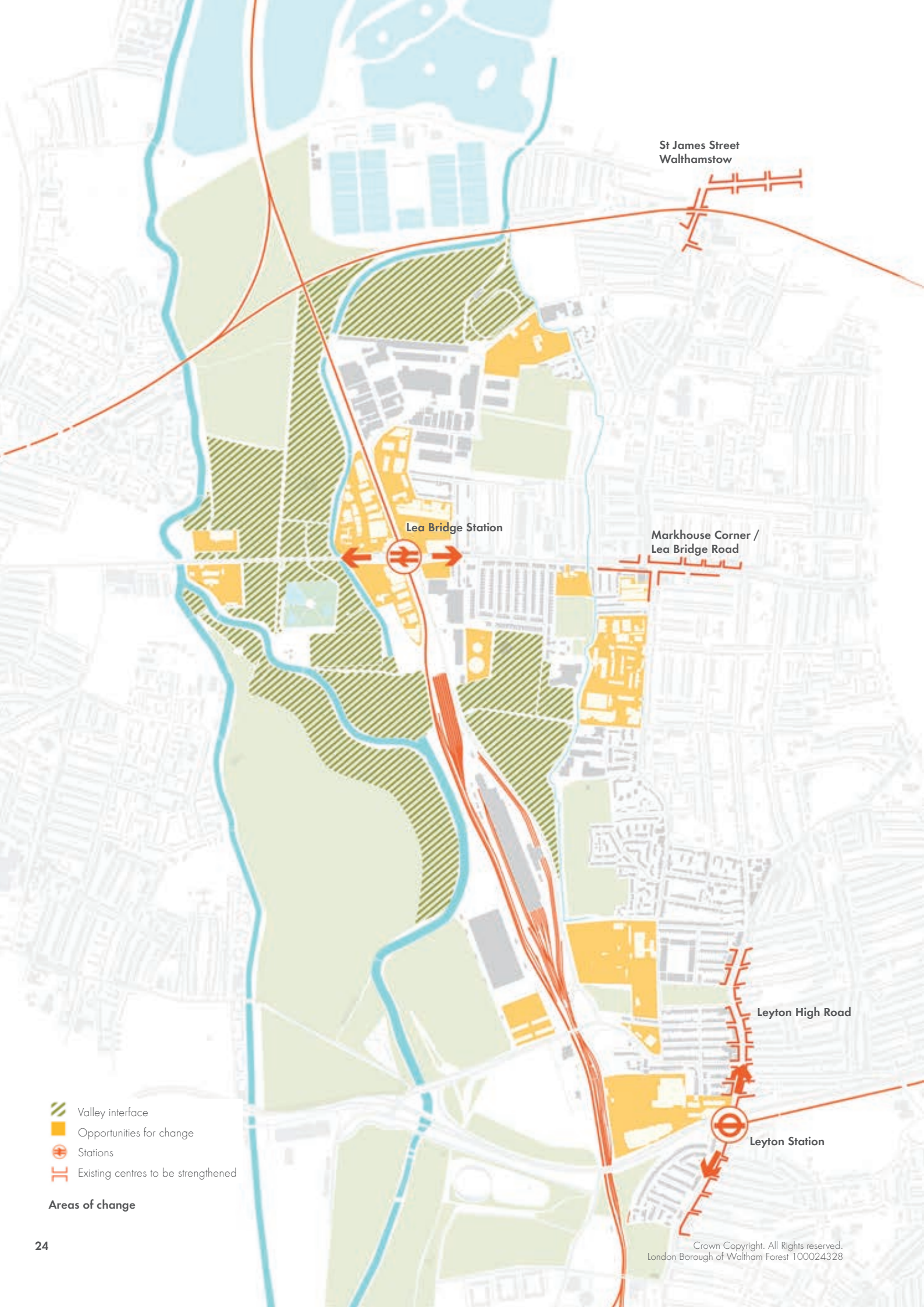


## **Vision**

The study area could be poised to take advantage of economic change and capitalise on the rise of the inner suburb. With the right vision framework to steer development, Lea Bridge and Leyton can be transformed from a north London fringe to be a vital part of North East London with strong socio economic hubs, positively contributing to the good growth of London as it shifts eastwards.

## **Intensify the centres, diversify and grow**

The study of the vision area considers that there may be opportunities to intensify the centres at Lea Bridge and Leyton. One way this could possibly be achieved is through redevelopment and limited release of sites. Lea Bridge area has the potential to be a sustainable and walkable new place and could act as a gateway to the borough, as well as to the Lee Valley Regional Park. There is an opportunity to consider enhancements to Lee Valley Regional Park. There are possibilities for a mix of uses including residential and employment typologies such considerations will be part of the Local Plan Review.



St James Street  
Walthamstow

Lea Bridge Station

Markhouse Corner /  
Lea Bridge Road

Leyton High Road

Leyton Station

- Valley interface
- Opportunities for change
- Stations
- Existing centres to be strengthened

Areas of change



## 2 GENERAL SPATIAL STRATEGY

### GENERAL SPATIAL STRATEGY

The Leyton and Lea Bridge areas are home to many successful businesses, shops and community services. A sensible development and land use strategy approach is to support everything that is working well, address existing and future gaps and make some key interventions to ensure the social and economic success of the area in the long term.

The following opportunities should drive the approach to development and land use:

- To support existing local businesses and allow them to grow;
- To encourage new businesses particularly in emerging sectors such as creative, media and digital sectors;
- To widen the spectrum of employment spaces available to support the 'keep, seed and grow' strategy;
- Strengthen the role and provision of retail along Leyton High Road, supporting a core section between Leyton triangle, Leyton station and Leyton Mills;
- To introduce a new mixed use local centre around Lea Bridge station; and
- To promote adequate social infrastructure and community amenities located in the right places to serve the existing and future community needs.

The vision has considered the role of each of the strategic industrial locations (SILs) and borough employment areas (BEAs), and the strategy is to encourage each of these sites to continue to provide vital employment space in the area. These key employment areas will be encouraged to evolve to support future employment needs and ensure they remain attractive locations for business. New workspace typologies will be encouraged in some locations alongside the integration of other complementary activities.

#### Protecting Metropolitan Open Land (MOL)

National Planning Policy and the London Plan require the protection of MOL and any deviation from this will have to justify very special circumstances. IVE Farm has already been granted planning permission for improved sports facilities. The need to release MOL for development will need to be considered as part of the Local Plan Review informed by an evidence base and tested by the Sustainability Appraisal process.

#### Flood risk

A key objective of new development in accordance with national policy will be to reduce the flood risk from both fluvial and surface water. Significant areas of land within the Lea Bridge and Leyton area are within flood zones (see plan on page 12). Mitigation measures will be needed as part of any developments to reduce or remove the flood risk. This will be addressed as part of the detailed delivery and review of the local plan which will include a re-fresh of the Strategic Flood Risk Assessment (SFRA). Please refer to Environment Agency website (<https://data.gov.uk/>) for up to date information.

## ROUTES AND SPACES

### High Street

Lea Bridge Road should be maintained and supported as the main high street in the Lea Bridge area, with a particular focus at the junction with Church Road and at Lea Bridge Station. The area around Lea Bridge Station could form a new mixed use local centre with community, health facilities, a richer retail offer and evening economy uses. Investment in this street should continue from the Enjoy Waltham Forest work with public realm enhancements including pavement widening, tree planting and a unified palette of materials. Infill opportunities could help to strengthen the continuity of retail streets including restoration of buildings at the junction of Church Road and Lea Bridge Road. Leyton High Road should be supported as the primary town centre focus for the area, with public realm enhancements along the High Road at the tube station to support its growing role.

### Creating and making

The evolving mix of business activity in the existing industrial areas should be supported and strengthened with certain streets focused for creating and making style businesses. Vibrant spaces which support the servicing needs of these industries should be established, as well as new mews style workshops with shared surface to support a yard style environment.

### Residential streets

The aim is to improve the connectivity and quality of the environment of the everyday residential streets within the area. It is suggested that a network of connected streets linking to existing residential areas is created. New streets could be attractively landscaped with tree planting, reflecting the character of surrounding Victorian terraces.

### Waterfronts

There is an opportunity for a new waterside environment to be established along the eastside of the Lea Valley. Enhancements along the relief channel will open up the waterfront to new activities and a much enhanced quality of environment. Development

facing Dagenham Brook could be set back in order to create a riverside walkway to enhance connectivity and biodiversity. This area could be heavily landscaped, with planting and tree planting to soften the edge of the built development. This new space can support the environmental role of the brook including its flood storage capacity.

### Parks, gardens and play

Leyton Jubilee Park, new spaces along the edge of the Lea Valley and enhanced existing green spaces can provide amenity space for the area. Connectivity and frontage to many of these spaces can be improved so that they are well used by new and existing communities. The nature and extent of growing space could be expanded in the vision area, with the introduction of community gardens and communal food growing spaces.



Routes and spaces in Lea Bridge and Leyton

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## Lee Valley Regional Park

The Regional Park is a major asset for the Borough - it is a unique landscape with an important history and designated as a Site of Metropolitan Importance for Nature Conservation (SMI). As part of the vision, the potential of the Regional Park must be realised. The wilder landscape character and biodiversity value of the Park could be supported whilst opening up this asset as an important resource for local people and visitors more widely. New activities and provision for visitors should be sensitively introduced to make this part of the Park an exemplar in landscape management.

## Movement and transport projects

The growth of Lea Bridge and Leyton will require a sustainable response in terms of movement and transport, maximising the investment in the re-opened Lea Bridge station. There will need to be a step change towards sustainable transport solutions including virtually car-free development, enhanced public transport and safe walking and cycling routes.

Key interventions could include:

- Enhanced bridge links into the valley from the Lea Bridge and Leyton area
- Explore the potential to re-open connections from Low Hall into the Lea Valley
- Leyton station upgrade to increase capacity, enhance safety and disability access
- Decking over A12 outside Leyton Mills at Leyton station to support this important node
- Potential new station to enhance north-south linkages
- Opening up of Dagenham Brook and a riverside walk/cycleway alongside the brook from Lea Bridge Road to Ive Farm
- New or extended north-south bus routes along Orient Way
- Extending the Enjoy Waltham Forest treatment on neighbourhood streets west of Markhouse Road, Church Road and the High Road with filtered permeability on routes that might become rat-runs if enhanced



Valley connections diagram

# Lea Bridge and Leyton - Articulation of the Vision

## Low Hall

Retained, enhanced and densified business area and extension to Barn Croft School

## Rigg, Lammas and Argall Estates

Retained, enhanced and densified major business area

## Lee Valley Regional Park

Major green area and protected MOL with open views of Lea Valley. Vital leisure destination with top quality green space facilities

## Green Infrastructure

Increased and enhanced links into Lea Valley

## Lea Bridge

Mixed use centre including community/health facilities and enhanced linkages to rail station opening up waterfront, and opportunity to bring Greyhound pub back into use














## Ice Rink

Major leisure destination in Lee Valley Regional Park

## Former Thames Water Site

Possible regeneration opportunity

### Key

-  Retained and improved employment
-  Employment
-  Employment led mixed use
-  Lea Bridge town centre, with mixed uses including employment, retail, community and residential
-  Retail led with school, transport improvements and residential uses
-  Residential led
-  Leisure, community and social infrastructure
-  Leisure, community, social infrastructure and residential
-  Possible regeneration opportunity
-  Station improvements
-  Link to green and open space
-  Existing open space
-  Lee Valley Regional Park
-  Health, community and culture hubs
-  New or extended school site

**Waterworks centre**  
Possible regeneration opportunity

**Gas Holders site**  
Opportunity for new frontage to Leyton Jubilee Park

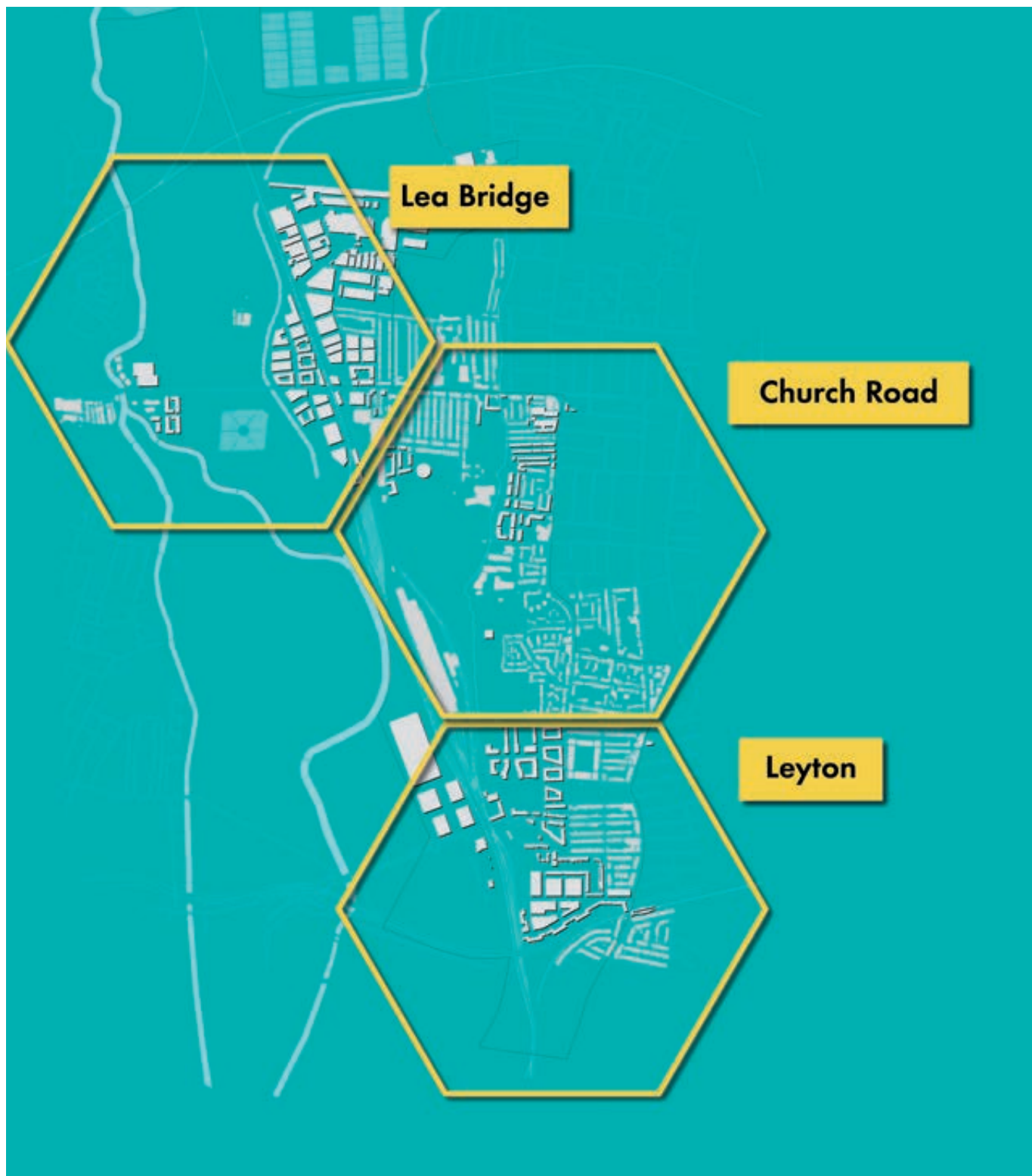








### 3 DELIVERING CHANGE



The three areas of focus in the study area

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## THREE AREAS

The vision is set out in three key areas: Lea Bridge, Church Road and Leyton.

These areas have the opportunity:

- to change
- to regenerate
- to modernise
- to intensify land use and development
- to have employment land protected and improved

### Solutions

Possible delivery solutions include:

- employment intensification
- higher density family homes
- new schools and health /community hubs
- connections and linkages
- virtually car free development

### High quality sustainable design

In line with planning policy new development in the Lea Bridge and Leyton Vision area must underpinned by a high quality design approach and a clear emphasis on long term sustainability. Compliance with the Air Quality Neutral Mayor of London policies and Waltham Forest's Air Quality Management Zone will need to be taken into account. Developments should also be designed to create a safe and secure environment.

The massing and height of new development should be informed by local context and the opportunity to support local neighbourhoods through increasing density. The character analysis underpinning the study has highlighted that medium height formats is the prevailing character of the area and that there is opportunity for this to be the prevailing scale of future development.

#### Developer-led approach

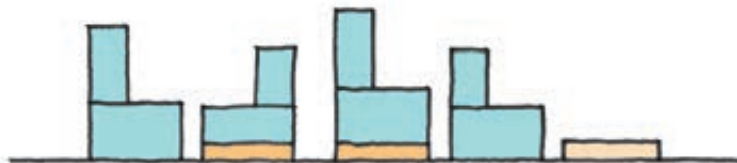
Current



#### Piecemeal development

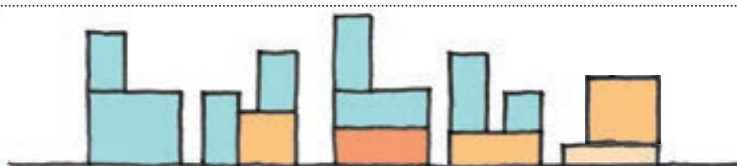


#### Un-managed development



Council-managed approach

Recommended approach



Development approaches



Illustrative block structure for Lea Bridge

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## LEA BRIDGE

**Retain, enhance and improve the existing business areas and an opportunity to create a new centre around the re-opened Lea Bridge station**

The artist impression illustrates the scale of the opportunity for Lea Bridge. The challenge will be to create a new place which uses the unique position and assets of Lea Bridge to best effect, maximising the investment and opportunities around the re-opened Lea Bridge station. The Lea Bridge area is expected to see significant change with a possibility of a much stronger identity linked to the Lea Valley increasingly revealed. The Lea Valley landscape will continue to be restored and enhanced and provide a centre for leisure. There is opportunity for sites in the study area to play their role in opening up connections and enhancing the quality of streets and edges. There is possibility for the intensification of sites to lead to a rise in building heights. The study has found that the character of the area is low to medium scale, which suggests that the focus could be on medium scale development of between three and six storeys with one or two opportunities for greater height immediately around sustainable locations such as the station. Any development should of course be subject to sensitive and high quality design. Through the review of the Local Plan, opportunities for developments to be virtually car free and have sensitive servicing of non-residential uses will be explored.

### Employment focus

Employment focus within the area is an opportunity to provide the area with vibrancy akin to Hackney Wick. There is opportunity to transform the environment along Lea Bridge Road. Lea Bridge Road is an important gateway between Lea Valley and the urban area of Lea Bridge and Leyton and there is an opportunity to reflect this possibly by using key nodes.

### An opportunity for a new local centre

Those developments fronting on to Lea Bridge Road could support a new local centre around Lea Bridge station. Frontage between the Lea Valley and Belvedere / Perth Road presents an opportunity to explore how they could contribute to retail frontage at ground level, possibly including food retail, shops, cafes and restaurants. Through including these uses there is an opportunity to provide a richer retail and evening leisure offer. These new blocks could also provide a mix of other uses including community uses and services such as a GP surgery or health centre, and employment uses such as flexible managed workspace with limited residential.



Above - an artists impression of the view from Lea Bridge Road standing looking across the Lee water channel towards Lea Bridge Station.

Right - the existing view of Lea Bridge Road





Illustrative block structure for Church Road

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## CHURCH ROAD

**Opportunity to consider the remodelling of the main part of the existing business area to create a modern mixed use neighbourhood**

The artists impression below illustrates the view looking across Leyton Jubilee Park towards Church Road. The view illustrates the quality of the cycle and pedestrian route along Marsh Lane. To the right of the image is the existing cafe with a new cycle hub serving the park and wider Lea Valley.

Visible in the distance are new development blocks that provide overlooking to the park, adding to the sense of activity and safety. The study has considered the character of the area and that a focus on low to medium scale could be suitable and that generally between four to six storeys would be in keeping with the area. Development in the area could retain the same level of employment space and jobs in line with planning policy. There is an opportunity to consider the creation of a new neighbourhood. Through the review of the Local Plan, opportunities for developments to be virtually car free and have sensitive servicing of non-residential uses will be explored.

## Dagenham Brook and park edge

The council will review opportunities to improve links and connectivity to Leyton Jubilee Park.

## Markhouse Corner

The Council will consider the role that Markhouse Corner can play in any future plans for Church Road neighbourhood through the Local Plan Review.

## Ive Farm

Just to the south of the area is Ive Farm sports ground where planning permission has been granted for redevelopment of the site to provide a new sporting facility including two full-size 3G/4G outdoor sport pitches, a 60m sprint track and four court beach volleyball arena, informal seating, a new pavilion (including changing rooms, multi-purpose room, reception, office and cafe), flood lighting facilities, car parking off Orient Way along with associated public realm improvements.



Above - an artists impression of the view from Marsh Lane looking across Leyton Jubilee Park towards the Kukoolala cafe and Church Road beyond

Right - the existing view of Leyton Jubilee Park







Illustrative block structure for Leyton

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## LEYTON

### Opportunity to consider providing a new neighbourhood around Coronation Square and improving and intensifying development at the Leyton Mills retail park.

In producing the study, artist impressions have been undertaken to illustrate what development could look like in the area. There is opportunity to explore significant change to the public realm, including Enjoy Waltham Forest. Existing public transport infrastructure in the area should be safeguarded including the bus garage. However, opportunities exist to intensify the use of such assets, including exploring mixed use opportunities. It is also considered that there is an opportunity to improve the transport interchange between buses and the tube station.

The Council considers there may be an opportunity to deliver a new station at Ruckholt Road and the feasibility of such a project will be tested through the Local Plan Review and associated Infrastructure Delivery Plan, working with key stakeholders (GLA and TfL).

The principle of tall buildings in this area is supported and confirmed by Policy CS15 of the Waltham Forest Local Plan Core Strategy (2012). At Dunedin Road 16 and 12 storey towers have been approved due to its highly visible gateway location and the opportunity for a landmark building. On the Bywaters site 15 storey towers have been approved in the southwestern perimeter of the site as they overlook marshland and open spaces and where they will not impact on neighbouring residential amenity. New development could provide a range of building heights from 2-3 storey houses, to medium rise apartment blocks and in certain locations taller buildings. Proposals will need

to accord with the principles of Policy DM31 of the Waltham Forest Local Plan Development Management Policies (2013) regarding tall buildings including: the quality of design and architecture, impact on privacy and amenity with adjacent properties, and the traditions of topography and surrounding land form.

#### Leyton Mills

The vision has undertaken a character study of the area and considers that the Council should explore the opportunities for redevelopment at Leyton Mills through the Local Plan Review. The site could possibly be intensified, densified and raised in height. Considering the character of the area, appropriate building heights may be between three and six storeys. There are also opportunities to consider better connection with the wider Leyton area.

#### Coronation Square

Coronation Square is located within walking distance from Leyton tube station which comprises Bywaters, SCORE and Osier Way sites. These sites are the subject of emerging planning proposals. The Council will work to ensure that they present an opportunity for a new high quality residential neighbourhood.

The council will also review opportunities to improve the public realm around the edge of the Eurostar depot. Through the review of the Local Plan, opportunities for developments to be virtually car free and have sensitive servicing of non-residential uses will be explored.



Above - an artists impression of the view from the eastern pavement on the High Road looking towards the redevelopment of Leyton Mills. Inset - the existing view of Leyton Mills



## SCALE OF CHANGE AND INFRASTRUCTURE

The study considers that the following indicative proposal could be achieved but this will need to be tested and evaluated through the Local Plan Review process.

### LEA BRIDGE

**1,230 homes**

**200,000 sqm (gross GEA) of retained and new non-residential space**

- **A new centre and business destination**
- **Restoration of central Lea Valley landscape**
- **Four enhanced bridge connections into the Lea Valley**
- **New bus connection via Lea Bridge station and Orient Way**
- New entrance to Lea Bridge station
- Extended primary school provision at Barncroft School
- One new health and community hub
- New twin pad ice centre and Lea Valley visitor hub
- Energy and utilities infrastructure investment to support sustainable supply

### CHURCH ROAD

**580 homes**

**40,000 sqm (gross GEA) of retained and new commercial space**

- **Opening up of Dagenham Brook as environmental asset and pedestrian connection**
- **New east-west bridge connections across Brook into an enlarged Leyton Jubilee Park**
- New sports facility at Ive Farm
- New cycle hub at Leyton Jubilee Park
- Energy and utilities infrastructure investment to support sustainable supply
- Potential improved and future bridge connection across Eurostar depot into Lea Valley

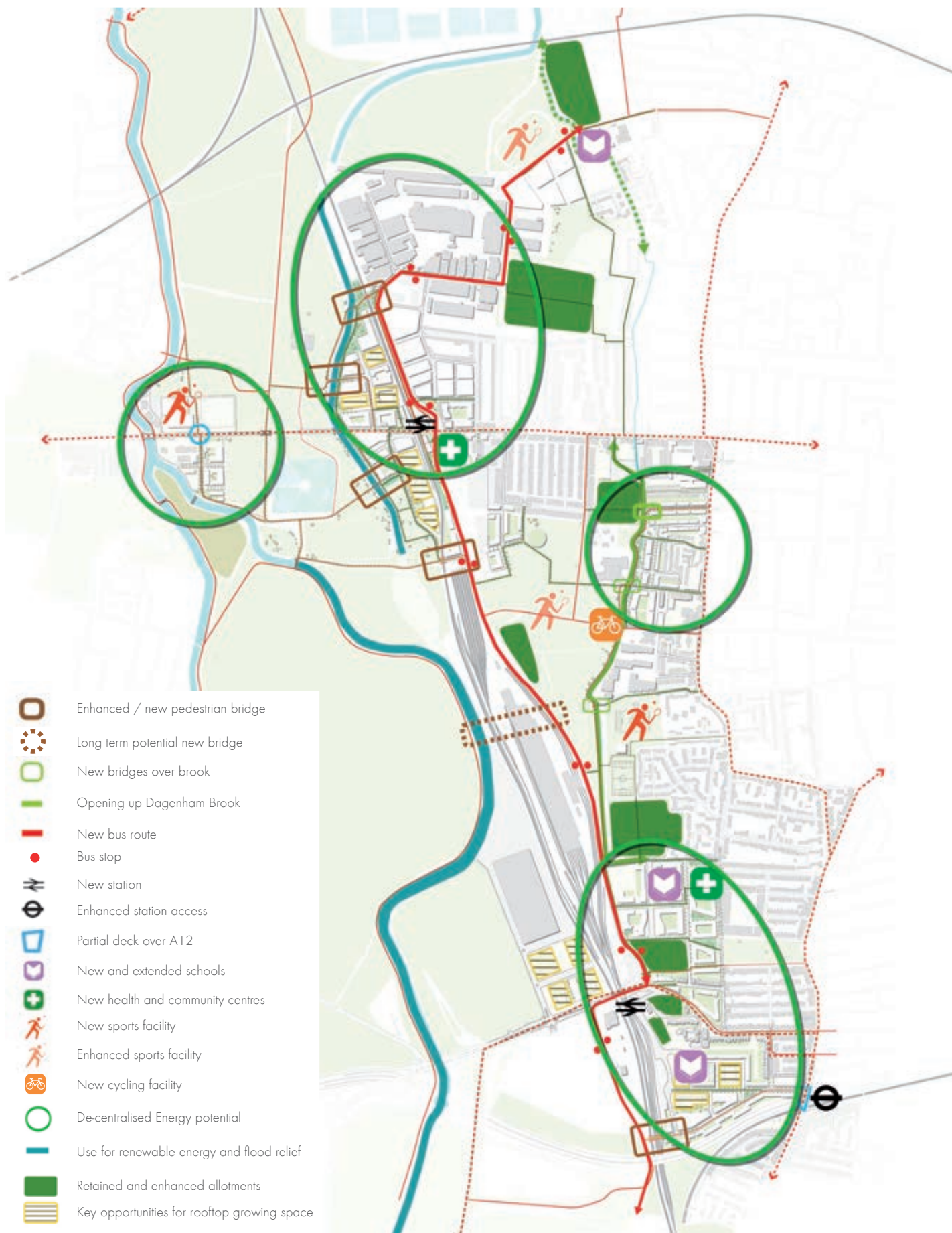
### LEYTON

**2,380 homes**

**40,000 sqm (gross GEA) of retained and new non-residential space**

- **A new commercial centre**
- **A new neighbourhood at Coronation Square**
- **Access improvements at Leyton station alongside widening of bridge**
- Two new primary schools
- Potential new Ruckholt Road rail station and new pedestrian bridge connection to Queen Elizabeth Olympic Park
- Energy and utilities infrastructure investment to support sustainable supply
- One new health and community hub





Infrastructure plan

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## DELIVERY STRATEGY

There is growing developer and investor interest in the area. The consideration for how this is planned will be through the Local Plan Review. A challenge for any future plan for the area will be to consider how new housing is delivered alongside economic, employment and retail growth supported by the required level of social infrastructure.

Below is a summary of possible development, infrastructure and environmental opportunities which will be considered through the plan process

- new homes including private sales and affordable housing;
- retained, new and improved employment floorspace including opportunities for creative industries;
- Commercial retail and leisure opportunities (to extend the hours of use)
- The provision of mixed use developments which incorporates the required range of social infrastructure (including the provision of schools, health and community hubs) to meet the needs of all social groups used throughout the day and night; and
- Improvements to the Lea Valley Regional Park in respect of its, appearance, ecology and landscape quality, visibility from Lea Bridge Road, visitor experience and new linkages into and through the park.

The Lea Bridge and Leyton area of the Borough is extremely diverse and includes major employment land designations including Strategic Industrial Land (SIL), notably the Argall Avenue industrial estate, Rigg Approach and Lammas Road. The vision area also includes important retail locations around Leyton and at Markhouse Corner in Church Road. There is an opportunity created by the recent reopening of Lea Bridge rail station.

Although the Council is not a significant landowner in terms of quantum of land in the vision area it does own a number of strategically important sites including a cluster of small sites around Lea Bridge station at the junction of Lea Bridge Road and Orient Way. Whilst the Council has freehold ownership in the key industrial areas, this is largely subject to long leases and its ability to exert direct contractual control is relatively limited.

The Council are also the freeholders of the Score Centre leisure complex on Oliver Road as well as the

operational Low Hall Depot situated on South Access Road north east of Argall industrial area.

The Council will undertake a review of its Infrastructure Delivery Plan as part of the Local Plan Review. The opportunities presented in this vision may require infrastructure to support them and the Infrastructure Delivery Plan will identify any future requirement.

The vision considers that there is scope within the area to work with stakeholders to bring forward development opportunities. Such engagement will be undertaken through the Local Plan Review.

### Possible delivery approach

There are a range of delivery mechanisms that could be considered in the vision area.

The possible delivery strategy could include:

- Little or no intervention – leave market forces to determine the direction of travel, with public sector land disposed of at best price through straightforward sales.
- Influencing – Council acts as facilitator, bringing together private sector parties interested in developing or making land available for development.
- Landowner – Council uses its own landholdings to influence development through procuring partners to develop specific schemes rather than more straightforward land sales.
- Partner – Council partners up with landowners/ investors either through funding arrangements or formal joint ventures to directly influence/control form and timing of development delivery.
- Interventionist – Council purchases land, using compulsory purchase powers where necessary to enable it to take direct contractual control over development, then procuring development partners to deliver either through Development Agreements or joint ventures. This could also include direct delivery – an interventionist option which also sees the Council responsible for delivery of development either directly or indirectly, e.g. through owned trading company.

The Local Plan Review will consider what delivery options will be appropriate for the vision area.

Until the Local Plan Review has been completed any delivery of change within the vision area will be through developers and landowners bringing

forward development on a site by site basis. Each of these individual applications will be considered on their individual merits taking account of material considerations and adopted planning policy.

The Council will consider the Vision area and the potential opportunities it has through the Local Plan Review and associated Sustainability Appraisal process. There will also be consideration of the role Compulsory Purchase could play.

Through the Local Plan Review the Council will continue to engage, co-ordinate and work with landowners, developers and a range of other stakeholders. This includes the GLA, TfL, neighbouring authorities, Lee Valley Regional Park Authority, the Argall BID, local residents, local traders, utility providers and voluntary and community sectors.

Any required infrastructure for the Vision area will be identified in the Infrastructure Delivery Plan which will be part of the evidence base for the Local Plan Review.

### **Planning**

The Economic Growth Strategy has identified that there is potential to deliver change in the Lea Bridge and Leyton area. The Local Plan Review will consider the options for development across the whole borough, including the area outlined in this Vision. The Council will engage with key partners and stakeholders on the Local Plan Review.

As part of this process, the Council will also consider the most appropriate planning mechanism for delivering change in the area generally. Following the Local Plan Review there may be the preparation of Supplementary Planning Documents, masterplans or development briefs.

### **Roles and Responsibility**

The Council Local Plan Review will play a pivotal role in deciding the future of the area. The Council also has other roles in the area as a service provider, economic regeneration agency, and a landowner, the Council's Local Plan Review will co-ordinate some of these for the area.

The Council fully recognises the key to the successful delivery of the Local Plan Review for the area lies in strong partnership working between the local community, the public, private and voluntary sectors and the Council will continue to engage with all these stakeholders.

Any future delivery team would be made up of Council officers, bringing together appropriate key stakeholders when required. Such a delivery team could include the following departments:

- Planning
- Property
- Transportation
- Finance
- Neighbourhoods service
- Regeneration/Economic Development
- Children services
- Parks and open spaces

The delivery will be considered as part of the Local Plan Review. If a delivery team was required it could include the following:

- Co-ordinate ongoing stakeholder and community engagement in the vision area;
- Define the investment priorities;
- Develop an Infrastructure Plan and costed delivery mechanism through contributions from developments;
- Refine the level of information on each development site in terms of development capacity, infrastructure requirements and site assembly needs;
- Co-ordinate the necessary inputs to work up detailed design proposals for key public realm proposals, including transport and environmental works;
- Work with owners / occupiers of key sites to advance development projects;
- Engage with private sector developers to promote development opportunities;
- Co-ordinate bids for public sector resources to advance priority public realm works;
- Develop mechanisms for long term promotion and management of the business opportunities in the area;
- Develop detailed site and area briefs.



## Financial Viability and Funding

In total over 40 development opportunities across the area have been identified through the preparation of the Lea Bridge and Leyton Vision. The opportunities vary considerably in terms of location, character, use and ownership pattern. The viability of these opportunities must be recognised and tested through the Local Plan Review.

Positively, developer interest is generally strong and there are a number of projects which are well advanced. But equally there are a number of opportunities which may be more challenging to deliver especially for sites which are already intensively developed.

The vision has identified a number of possible opportunity sites but they are currently in active use. The Local Plan Review will consult with landowners across the borough including the Vision area. To understand the vision area these discussions could include, but not limited to, understanding the nature of the existing uses, employment densities and future aspirations of landowners and leaseholders and the viability of any future strategy. The Council fully recognises that reasons for holding land will differ from one landowner to another and by the same token the attractiveness of bringing land forward for development will also vary. Within the Vision area there are examples of landholdings with high values arising from existing income streams which are unlikely to be viable for development even in the longer term. Others may present difficulties in securing vacant possession due to complex ownership patterns and the length of existing leasehold interests.

The study of the vision area has indicated that there are opportunities for sites to be developed which do not have physical or financial constraints.

As part of the study, discussions have been had with landowners and promoters of development about viability of sites within the vision area. Although this provides an indication of the viability characteristics across the vision area, this is subject to change due to a number of factors, including changing market conditions, refinement of proposals, detailed infrastructure and cost information, as well as phasing and the approach to implementation. Ultimately specific projects will require further technical

assessments in order to understand and address the range of delivery challenges, risks, financial commitments, land ownership and other issues.

Any future development within the area will be informed by an Infrastructure Delivery Plan which will be produced as part of the Local Plan Review. Such infrastructure will include community health and education provision, public transport system, public realm, bridges and flood mitigation measures to protect new development and minimise flood risk.

Any future infrastructure requirements and how they will be delivered will be outlined in the Infrastructure Development Plan. Development contributions will be sought in line with the Councils SPD on Planning Obligations. Possible funding solutions for required infrastructure for the vision area could include the following developer contributions and provisions, prudential borrowing, Section 106 or Community Infrastructure Levy (CIL) and external grant funding if available.

There are opportunities for economic growth and development will bring financial benefits from increased council tax, business rates, and payments through Section 106 and Community Infrastructure Levy (CIL) contributions.

All of these funds can potentially be used to finance new infrastructure and support the delivery of new facilities across the area.

## Conclusion

Lea Bridge and Leyton is considered to have the potential to be a major regeneration opportunity and this will be considered and tested through the Local Plan Review. There is an opportunity to look at delivering sustainable development in the Lea Bridge and Leyton area. There could be opportunities for high quality mixed neighbourhoods with a mix of uses. The council will continue to engage with key stakeholders on possible opportunities in the area and the rest of the Borough through the Local Plan Review.



Following a local plan review, to assist with delivery of change in the area, the above areas are likely to be the subject of Supplementary Planning Documents

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