

## 12 DESIGN AND DEVELOPMENT PRINCIPLES

---

The Key Diagram identifies three 'main growth areas' (see Figure 13), which contain all of the sites identified for new developments in the development schedule and map (Figures 8 and 9). New developments at these locations have the opportunity to make a major contribution to fulfilling the potential of Blackhorse Lane and achieving the six objectives of this framework. General design principles for housing and mixed-use developments are provided in Section 8.3. This section outlines a vision and key development/design considerations for each growth area.

### 12.1 Planning Applications

For each identified site (BHL1, BHL2, etc), the Council is seeking proposals that would secure the comprehensive redevelopment of the whole site or of a large portion of the site, which in most cases will require site assembly. Only such comprehensive developments are likely to be able to deliver the wider objectives of the planning framework and the design and development principles set out below.

Outline planning applications should make clear how the proposals would contribute to the strategic delivery of the objectives and policies in all sections of this planning framework. In addition, all applications, and particularly those which cover only part of an identified site, should:

- Explain the contribution the development would make to the vision, objectives and development principles for the site/growth area as a whole.
- Include an indicative phasing strategy showing the proposed phasing of detailed planning applications, construction and occupation of each part of the development and how this would synchronize with and enable proposed infrastructure improvements and other developments in the area.
- Demonstrate that the proposals would enable (and in no way prejudice) future development of the rest of the site/growth area in line with the vision, objectives and principles.

More detailed guidance on meeting this requirement for key sites will be included in

site planning and design briefs issued by the Council for key sites.

### 12.2 Station Area (sites BHL1, BHL2 and BHL3)

The area around Blackhorse Road Station is currently characterised by low density, run down industrial premises and a large surface level car park. The vision for this area is for a new, high quality, urban centre which will both provide a strong gateway to Blackhorse Lane (and to Walthamstow) and offer existing and new residents and workers easy access to a range of facilities including the Blackhorse Road transport hub, a neighbourhood retail centre, a high quality secondary school, a new and more accessible sports and social pavilion giving access to improved sports facilities on Douglas Eyre Playing Fields and a new linear waterfront park overlooking the reservoirs.

The Station Hub and Waterfront site (site BHL1) on the corner of Forest Road and Blackhorse Lane offers exceptional development potential and is envisaged as the core of this growth area. The vision for the site is for a new public square at the heart of a development of homes, cafes/bars and local shops, located conveniently opposite Blackhorse Road Station. The development would include high quality waterfront homes in the west and new purpose-built business premises in the north of the site. The vision for this site also includes a new linear waterfront park which leads north to Tottenham Marshes and the rest of the Lee Valley Regional Park, with an entrance on Forest Road.

On site BHL2 located behind Blackhorse Road Station and incorporating a semi-derelict goods yards and industrial premises, the vision is for a residential development on the eastern portion of the site (BHL2a) and a relocated Willowfield secondary school in new purpose built premises on the western portion of the site (BHL2b) adjacent to (and offering improved access to) the Douglas Eyre Playing Fields.

Subject to Willowfield School moving to site BHL2, site BHL3 would be released for a new residential development sensitively designed to integrate with the surrounding

townscape and incorporating a new publicly accessible garden square.

**The Council is issuing a Planning and Design Brief for site BHL1 which provides more detailed design principles for the site.**

Key development and design issues for this growth area are:

- a) There is the potential on site BHL1 and in the northern section of site BHL2 to create a dramatic gateway or landmark development of exceptional quality that will be seen by people entering the area from the west and mark Blackhorse Lane as a location.
- b) Improving the functioning of Blackhorse Road Station transport hub by concentrating high-density development close to the station (taking into account the density guidance in Section 8.4), improving pedestrian connections to the station (Policy BHLP12), incorporating a taxi rank or minicab premises near the station (Section 11.3.1) and creating a secure bike parking facility (Policy BHLP14).
- c) While higher density development may include taller buildings (e.g. on Forest Road, within the new Neighbourhood Centre opposite the station, by the waterfront and in the northern portion of site BHL2), new buildings close to existing two-storey terraced housing (e.g. on Blackhorse Lane and Hawarden Road) should be sensitive to this existing urban fabric. Proposals for site BHL3 should demonstrate that the design is fully complementary to the surrounding two-storey housing.
- d) Improving access to green space. The development of site BHL1 should make a significant contribution towards the creation of the proposed linear waterfront park (in line with Policy BHLP5) offering views of the reservoirs and access to the waterfront overlooked by waterfront housing. There should be a minimum of 30 metres between the Lee Flood Relief Channel and the western edge of waterfront development plots including at least 8 metres between the plots and Dagenham Brook<sup>56</sup>. Site BHL2 proposals should improve access to the Douglas Eyre Playing Fields for school pupils and other users by relocating the

pavilion and main gate at the northern end of the facility. Proposals for site BHL3 should consider inclusion of a small publicly accessible 'garden square' type green space.

- e) A high quality public realm and public spaces, including a new public square at the heart of the new Neighbourhood Centre on site BHL1. The Waterfront Park, square and other public spaces should be fully accessible to disabled people (Section 8.3.1), incorporate sufficient public seating and be carefully designed to minimise opportunities for crime and anti-social behaviour (Section 8.3.2).
- f) Reintroduction of a finer, more human scale urban grain including new fully accessible pedestrian and cycling routes (Policy BHLP3 and Policy BHLP14), particularly east west routes connecting Blackhorse Lane and Blackhorse Road with the waterfront park (avoiding the Standard Junction) and a route along the waterfront connecting to the north with Tottenham Marshes and across Forest Road and under the railway line to the south.
- g) Incorporation of sustainable development features with particular regard to management of flood risk (see Sections 7.5 and 8.5). Planning applications for sites BHL1 & BHL2 will be required to demonstrate that they conform to UDP Policy ENV7, for example in terms of the impact on light pollution and the flight paths of birds.
- h) New residential development that makes a positive contribution to the local area and improves community safety through high quality design (see Section 8.3). On site BHL1 housing should be located only in the southern portion of the site (outside the Strategic Employment Location boundary). On site BHL2, housing should be on the eastern portion of the site (BHL2a), with no residential development on the existing Douglas Eyre Playing Fields. Site BHL3 is suitable for residential development across the site but must be designed with careful attention to the impact of the development on adjacent homes, particularly in terms of noise, privacy, views, shade, security and traffic.
- i) New high quality business premises suitable for attracting firms in growth

sectors such as graphic design, publishing and business services in the northern section of site BHL1 (the area within the Strategic Employment Location Boundary). In line with Policy BHLP8, proposals for residential or mixed use development on any part of site BHL1 will not be considered unless they include renewal of business premises. Proposals for new business premises should consider their relationship to existing and new residential development and other industrial premises and must be carefully designed to ensure that the business activities they accommodate will not negatively impact on the amenity of the adjacent existing and new residential areas (Policy BHLP9).

- j) Development of shops and services, cafes / restaurants / bars and small scale leisure facilities on site BHL1 as part of a new Neighbourhood Centre opposite the station (Policy BHLP2). Active frontages should face on to Forest Road, Blackhorse Lane and the proposed new station square in order to ensure these become busy, safe pedestrian spaces with a neighbourhood feel. Linkages should be made with the existing retail parade on the eastern side of Blackhorse Lane. The Council sees it as highly desirable to re-provide a music venue as part of the new developments and will work with developers to try to achieve this.
- k) Integration of school, sports and housing developments on site BHL2. While it is recognised that separate planning application may have to be made for sites BHL2a and BHL2b, the two proposals should clearly complement each other and make best use of land, for example through shared access and parking arrangements. The proposals should incorporate a new fully accessible pedestrian and cycle route from Blackhorse Road and Coppermill Lane to Forest Road (and the proposed waterfront park) via a reopened underpass under the railway line at the northern end of the playing fields. Community safety issues should be fully considered in designing this route.
- l) The design of the proposed school and relocated sports and social pavilion on BHL2b should seek to minimise the loss of Green Belt land, maintain and

improve the sports facilities and carefully consider the relationship with nearby housing on Hawarden and Edward Roads, in particular demonstrating that it will minimise noise and traffic disturbance for residents and maintain open views over the fields as far as possible. It should also create an attractive landscaped northern edge to the playing fields providing the playing fields and adjacent residential properties with screening from the railway line and busy Forest Road to the north. The school should be designed to minimise the facilities management and security costs of shared use between the school and wider community, for example by allowing parts of the building to be secured while one or more small facilities are in use.

- m) Incorporation within site BHL1 of a new road linking Forest Road west of the station to Blackhorse Lane to the north of the site in order to service the new developments, improve access to industrial premises to the north and reduce traffic flows through the Standard Junction, enabling improvements to pedestrian crossings and the environment at and around the junction (Policy BHLP15).
- n) Proposals should prioritise pedestrians (including disabled people) and cyclists, for example through provision of underground or undercroft car parking rather than surface parking, high quality secure cycle parking, one or more car free or reduced car blocks (as encouraged by UDP Policy TSP7) and the development of car clubs/pools (see Section 11.3.6).
- o) Some of the capacity lost through redevelopment of the existing station car park on site BHL1 should be replaced through higher density parking provision. The developments should also incorporate short stay parking for visitors to the Neighbourhood Centre or waterfront park, including conveniently located parking for disabled drivers.

### 12.3 Sutherland Road (sites BHL4, BHL5 and BHL6)

The Sutherland Road area lies approximately half a mile north of the station just to the east of Blackhorse Lane. It currently suffers from an unsatisfactory

mix of industrial and residential uses. In particular, there are several vacant or underused industrial sites and premises and a number of difficult neighbour businesses including meat processing firms in premises which cannot fully meet health and safety requirements, all in close proximity to people's homes. Access to the industrial areas is via residential roads (particularly St Andrew's Road).

The vision for this area is for a new business park on the southern portion of the site with a new, attractive residential community on the northern portion, focused around a new public green space. A new industrial access road will remove industrial traffic from new and existing residential areas.

**Policy BHLP17** A comprehensive and co-ordinated approach is required to developments in the Sutherland Road growth area. The correct phasing of developments and infrastructure improvements will be vital to achieve the vision for the area while minimising disruption to existing businesses and residents. Residential development will not be permitted on site BHL4 until the necessary enabling infrastructure has been put in place to secure a high quality residential environment.

**The Council is issuing a Planning and Design Brief for the Sutherland Road growth area which provides more detailed design principles for the site.**

Key development and design issues to be considered are:

- a) A high quality public realm and public spaces particularly in the residential quarter including creation of a small new public green space as a focus for the new community in the northern portion of the area immediately next to Sutherland Road. The green space and other public spaces should be fully accessible to disabled people (Section 8.3.1), incorporate sufficient public seating and be carefully designed to minimise opportunities for crime and anti-social behaviour (Section 8.3.2). Adjacent buildings should front on to the space to create a neighbourhood feel and provide natural surveillance.
- b) Re-introduction of east-west urban grain including new and improved pedestrian and cycling routes to ensure that the new development integrates well with the existing, surrounding urban fabric and encourages pedestrian movement towards the reservoirs in the west (Policy BHLP3 and Policy BHLP14). Routes could include an improved and more clearly defined Sutherland Path and pedestrian/cycle routes along the route of the new industrial access road through the south of the site.
- c) New residential development on sites BHL4 and BHL5 that makes a positive contribution to the local area and improves community safety through high quality design (see Section 8.3).
- d) Development of a new business park on site BHL6 offering high quality industrial/business units suitable for uses that will not negatively impact on adjacent residential amenity (see Section 9.6.2 and Policy BHLP9).
- e) Any new development in the area should relate positively to Sutherland Road with frontages and entrances facing directly on to the street or new green space wherever possible, in order to create a safer community and neighbourhood feel. Large blank facades should therefore not face onto the street or any public spaces.
- f) Sensitive consideration of the interface between existing and new buildings, in terms of height, proximity, frontages and façade. Any higher buildings should be located in the centre of the area, on Sutherland Road itself, with lower buildings sensitive to this existing urban fabric across the rest of the site.
- g) Careful treatment of the interface between residential and industrial areas to avoid or mitigate any negative impacts on noise levels, shade or views.
- h) Parking should be handled within the plot boundaries and in underground car parks where feasible to avoid large amounts of surface car parking as this would not contribute positively to the streetscape (see Section 11.3.6 for parking standards).
- i) Protection of residential areas from industrial traffic through traffic management measures and improved access, parking and turning arrangements for industrial premises.

Central to this is the incorporation into the new business park on site BHL6 of a new road to provide industrial traffic access from Blackhorse Lane to commercial premises on Sutherland Road avoiding residential areas to the north and east (as required by UDP Policy INB5).

#### **12.4 Billet / Kimberley (site BHL7)**

Billet Works and Kimberley Industrial Estate (including the Tyco site) are adjacent industrial estates on Billet Road in the north of the area offering a very poor business environment and street frontage in a good position overlooking playing fields and the Lee Valley Regional Park to the north and with excellent access to the North Circular Road.

The vision for this area is for a new residential-led, mixed use development which is well-placed next to open space and near a number of local schools. The redeveloped site would also feature flexible space for a mix of activities such as workspace or showroom space.

**The Council intends to issue a Planning and Design Brief for the Sutherland Road growth area which will provide more detailed design principles for the site.**

Key development and design issues to be considered are:

- a) New residential development across most of the site that makes a positive contribution to the local area and improves community safety through high quality design (see Section 8.3). As specified by Policy BHLP6, this growth area is considered suitable for a

higher proportion of family housing including with private gardens.

- b) Creation of flexible commercial space fronting Billet Road suitable for a mix of activities such as a health and fitness facility or combined workspace/shop-front units. These buildings should offer a high quality addition to the Billet Road street-scene.
- c) Improving access to and views of the Lee Valley Regional Park to the north of the site in line with Policies BHLP3 and BHLP4. Proposals should offer fully accessible pedestrian and cycle access through the site from Billet Road to Cheney Row open space and should incorporate views of the open space, playing fields and Banbury reservoirs in order to increase natural surveillance of these amenity green spaces.
- d) Increased permeability through the site for pedestrians (including disabled people) and cyclists and integration with the existing urban grain.
- j) Creation of a safe pedestrian environment by incorporating traffic management measures (including measures to ensure there is no impact on road safety for nearby schools) and by minimising surface level car parking (see Section 11.3.6 for parking standards).
- e) A high quality public realm and public spaces, including a potential new public space on Billet Road as a focus for the new residential community. Public spaces should be fully accessible to disabled people (Section 8.3.1), incorporate sufficient public seating and be carefully designed to minimise opportunities for crime and anti-social behaviour (Section 8.3.2).