

3. Urban design analysis

This section sets out the urban design analysis for the Sutherland Road site which has informed the design principles and proposals set out in the following section. In particular, the analysis highlights the opportunities the site presents for re-introducing a finer urban grain into the area and clearer demarcation of residential and industrial uses.

3.1 Blackhorse Lane area context

Urban grain, existing nodes of activity and character areas

Figures 3.1 to 3.4 here show an overview of the urban design analysis for the wider Blackhorse Lane area. The key findings were as follows:

- there is a seamless urban grain across the wider area;
- there is a fine, human-scale east-west grain across the wider Blackhorse Lane area and across Sutherland Road;
- at present, the majority of industrial activities are focused west of Blackhorse Lane with some at Sutherland Road; and
- the Sutherland Road industrial area is bounded to the north and south by a mix of residential development including terraced housing and modern cul de sac housing to the east, with industrial development to the west.



Fig. 3.1 Seamless urban grain of the wider area

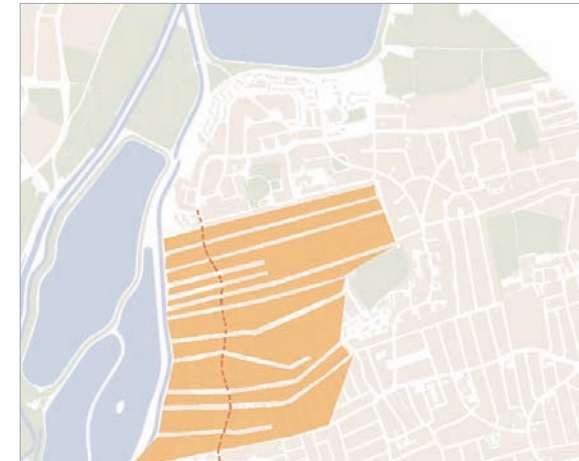


Fig. 3.2 Continuation of the east-west grain of Blackhorse Lane

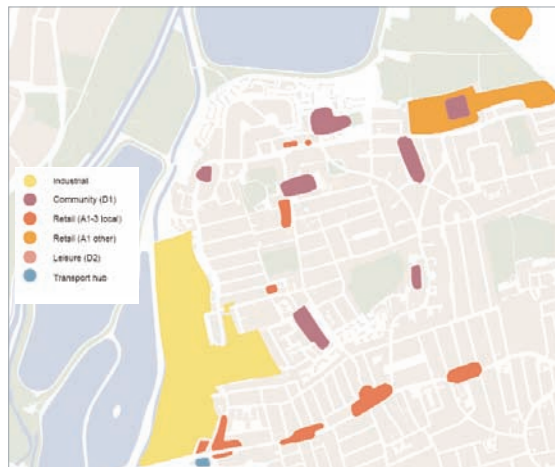


Fig. 3.3 Existing nodes of activity



Fig. 3.4 Existing character areas

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3.2 Existing built context and local land use patterns

Land uses in and around Sutherland Road

Sutherland Road is an industrial estate that stretches approximately 0.5km north to south, and is positioned to the east of Blackhorse Lane.

The land uses on the site itself are shown here in Figure 3.5. The key points to note are as follows:

- B2 industrial uses are the predominant use within the site;
- the wider Sutherland Road industrial area is also characterised by a dominance of B2 uses, with some B1 business and B8 storage/distribution uses;
- the Aldgate site in the north-eastern corner of the site covered by this planning brief has permission for a 240 residential units and is currently on site;
- there are two areas of under-utilised space on the Aldgate site and between Sutherland Road and Stirling Road at the centre of the Sutherland Road area; and
- the area around the Sutherland Road industrial area is predominantly residential, with the Blackhorse Lane industrial area to the west.

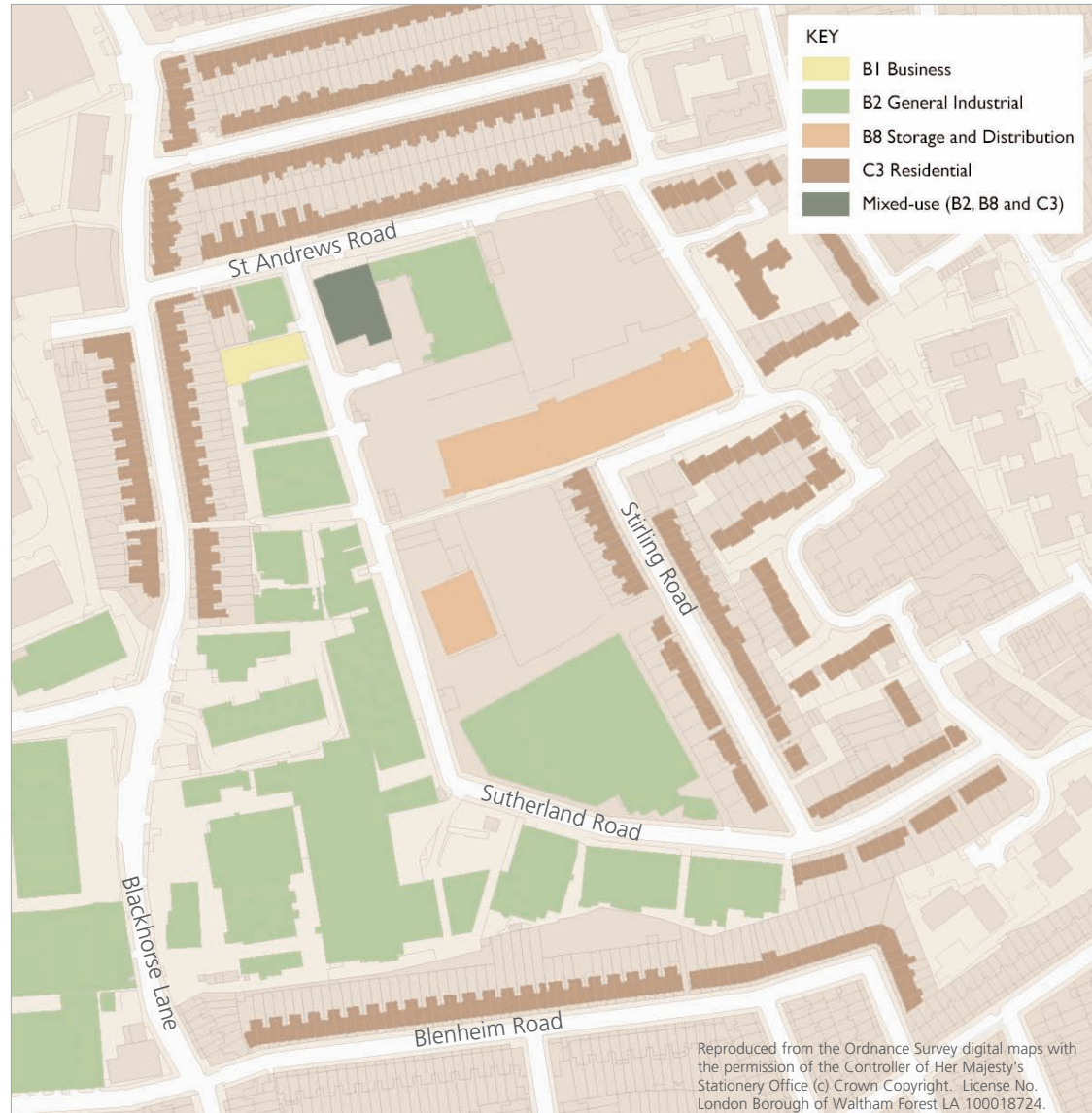


Fig. 3.5 Existing land use

3.2 Building heights

Heights of buildings in and around Sutherland Road

Figure 3.6 shows the storey heights of buildings in the Sutherland Road area. The key points to note are as follows:

- the site comprises a mixture of mainly one to two storey buildings and warehouses, with a small number of three storey buildings;
- the tallest and largest building in terms of massing is the Paper Mill building on the eastern portion of the Aldgate site; and
- the surrounding residential area is predominantly two storey terraced housing with two to three storey modern cul de sac residential buildings (a mix of houses and flats) to the east and south of the Sutherland Road area.

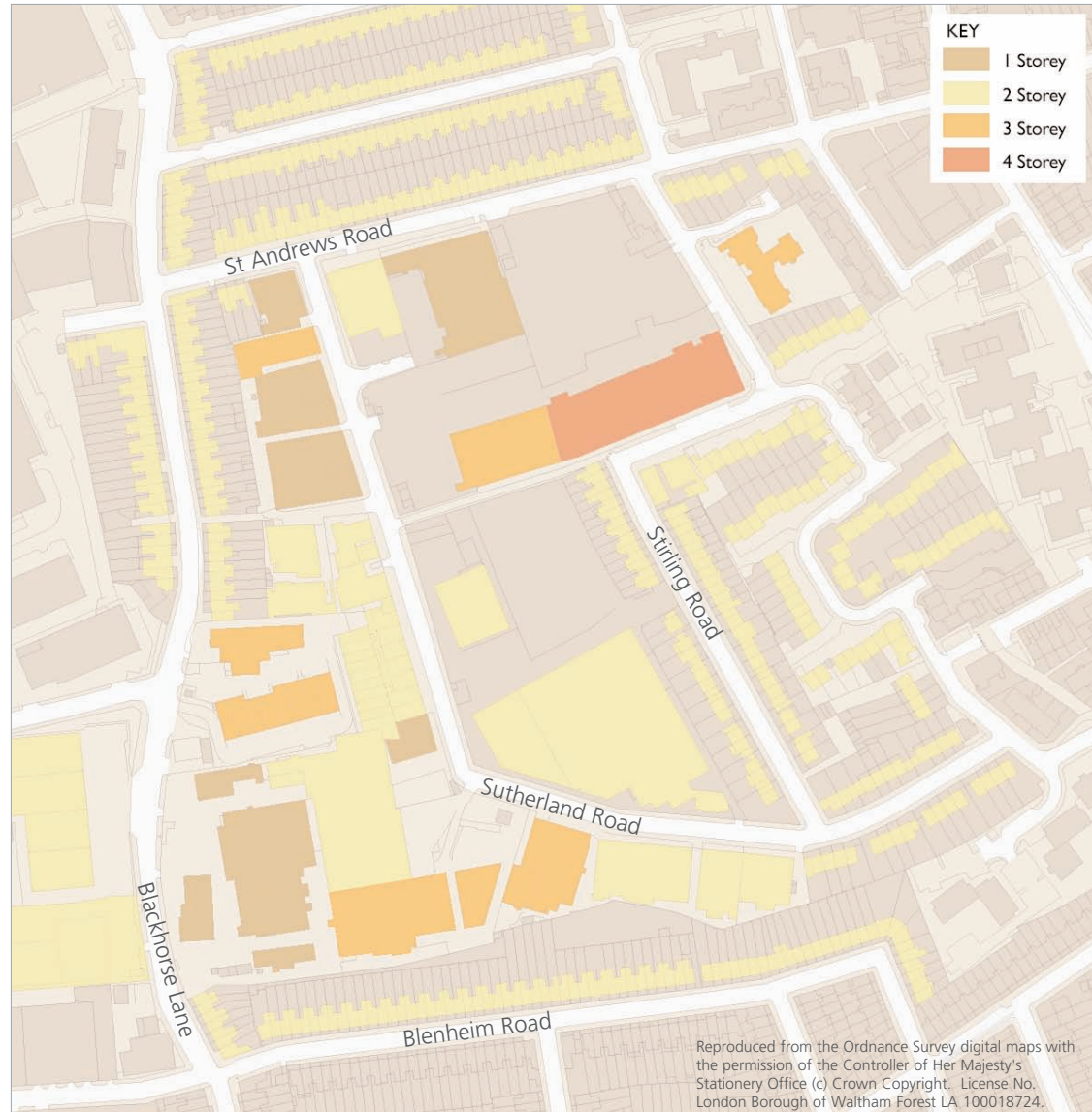


Fig. 3.6 Existing building heights

3.3 Key urban design issues

Key areas for improvement in the Sutherland Road area

Figure 3.7 shows the key urban design issues for the Sutherland Road area. These key issues, some of which are shown on Figure 3.7, are set out below.

1. Conflict between residential and industrial traffic and parking, particularly in the surrounding residential areas such as St Andrews Road, Stirling Road and Hillyfield.

2. Poor quality pedestrian environment, with a poorly defined Sutherland Path (connecting Blackhorse Lane to Stirling Road via Sutherland Road). Sutherland Road itself is cluttered with waste bins, goods and vehicles parked on both sides of the pavement, and overall, the quality of the public realm and streetscape throughout the site is poor. Together, these factors serve to create an unwelcoming pedestrian environment.

3. Poor quality interface between industrial and residential uses, particularly within the Stirling Road area with blank facades or backs of industrial buildings facing houses.

4. Lack of east-west connections on the Webbs site in the south-western corner of the planning and design brief boundary - this is particularly important given the extension of the Strategic Employment Location boundary to include this area, as set out in Policy BHL7 in the IPPF.

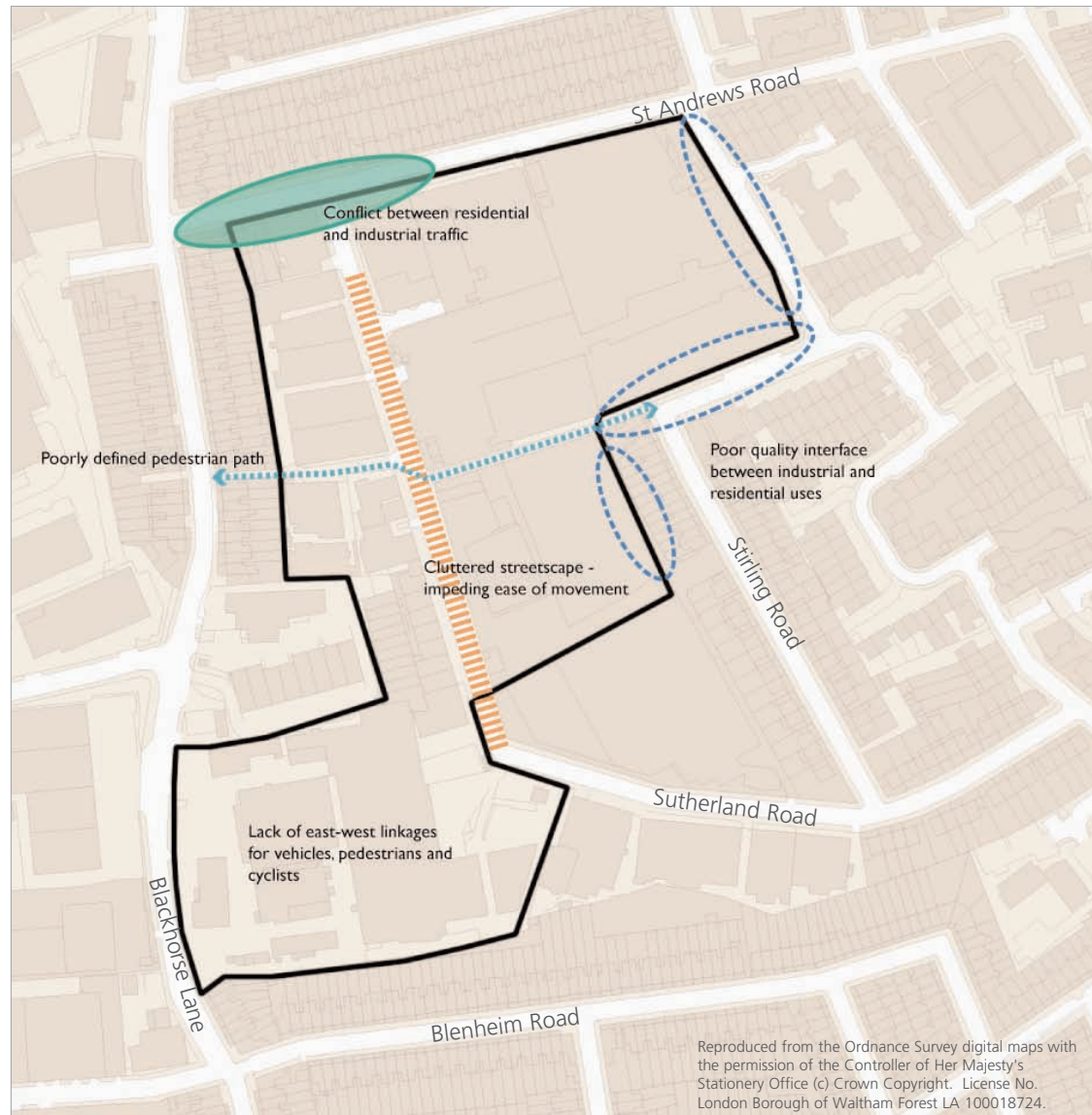


Fig. 3.7 Key urban design issues