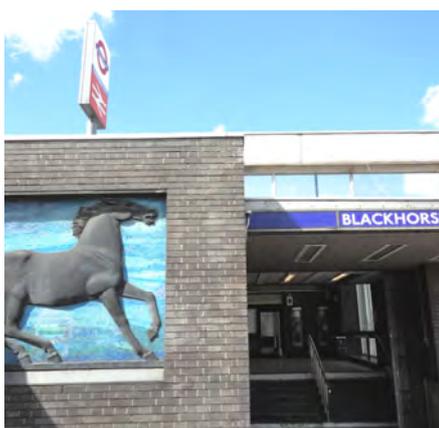


Local Development Framework



BLACKHORSE LANE AREA ACTION PLAN

Preferred Options

August 2011



Translation Sheet

INTERPRETING AND TRANSLATION ASSISTANCE

This document or its summary can be made available in other languages, large print, Braille, audio-tape format or a translation service provided on request. Should you require access to these services please contact us at the address stated below.

This document can also be made available on Audio Tape Braille Large Print

<p>Dokumenti apo përmbledhja e tij mund të sigurohen në gjuhë tjera, shtyp të madh, Braille, audiolokasetë apo i përkthyer sipas kërkesës. Nëse ju keni nevojë për këto shërbime, ju lusim na kontaktoni në adresën e dhënë më poshtë.</p>	<p>આ અહેવાલ કે એનું સંક્ષેપક બીજી ભાષાઓમાં, ઘોટા અક્ષરોમાં, બ્રેઈલમાં, અડિટિવો ટેપ પર અથવા કાપાનર સેવા દ્વારા ઉપલબ્ધ થઈ શકે છે. જો તમને આ સેવાની જરૂર લાગે, તો કૃપા કરીને અમને નીચેના સરનામે સંપર્ક કરો.</p>
<p>يمكن توفير هذه الوثيقة أو ملخصها بلغات أخرى أو بالطبعة الكبيرة أو بلغة بريدل أو على الشريط ويمكن توفير خدمة ترجمة عند الطلب. وإذا احتجت مثلا من هذه الخدمات الرجاء الاتصال معنا على العنوان المذكور أدناه.</p>	<p>यह पत्र या इसका संक्षेप अन्य भाषाओं में, बड़े अक्षरों में या सुनने वाली टेप पर माँग कर लिया जा सकता है, और अन्य भाषाओं में अनुवाद की सुविधा भी मिल सकती है। यदि आपको इन सुविधाओं की जरूरत है तो कृपया निम्नलिखित पते पर हमारे साथ संपर्क करें।</p>
<p>অনুবাদকরে এই ডকুমেন্ট অথবা এর সারসর্ম্ম অন্যান্য ভাষায়, বড় ছাপার অক্ষরে, ব্রেইল বা অডিওরিতে, অডিও টেপ বা বাজিয়ে শোনার কেসেটে অথবা অনুবাদ করে দেয়ার ব্যবস্থা করা যাবে। আশ্রমের যদি এসব সেবাসুত্রে প্রয়োজন হয়, তাহলে অনুগ্রহ করে আমাদের সাথে নীচের ঠিকানায় যোগাযোগ করুন।</p>	<p>ਇਹ ਪਤਰ ਜਾਂ ਇਹਦਾ ਖੁਲਾਸਾ ਹੋਰ ਭਾਸ਼ਾਵਾਂ ਵਿਚ, ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ, ਜਾਂ ਸੁਣਨ ਵਾਲੀ ਟੇਪ 'ਤੇ ਮੰਗ ਕੇ ਲਿਆ ਜਾ ਸਕਦਾ ਹੈ, ਅਤੇ ਹੋਰ ਭਾਸ਼ਾਵਾਂ ਵਿਚ ਤਰਜਮਾ ਕਰਨ ਦੀ ਸਹੂਲਤ ਵੀ ਮਿਲ ਸਕਦੀ ਹੈ। ਜੇ ਇਹਨਾਂ ਸਹੂਲਤਾਂ ਦੀ ਜ਼ਰੂਰਤ ਲੱਗੇ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।</p>
<p>我們可以按照您的要求向您提供此文件或其摘要的母語譯本、大字印刷版本、盲文版本、錄音帶或者提供其他翻譯服務。如果您需要以上服務，請通過以下的地址與我們取得聯繫。</p>	<p>İstekte bulunursanız, bu broşürü ya da broşürün özetinin Türkçesini size gönderebiliriz. Ayrıca broşürün iri harfli baskısı, görme engelliler için parmak ucuyla okunabilen Braille alfabesiyle yazılmış kabartma şekli ve ses kaseti de olup istek üzerine broşürün özetini sözlü olarak da size Türkçe okuyabiliriz. Bu hizmetlerden yararlanmak için aşağıda yazılı adresten bize ulaşabilirsiniz.</p>
<p>Ce document ainsi que son résumé sont disponibles dans d'autres langues, en gros caractères, en braille et sur support audio. Une version traduite peut également être obtenue sur demandé. Pour obtenir l'un de ces services, veuillez nous contacter à l'adresse ci-dessous.</p>	<p>یہ دستاویز اس کا خلاصہ مختلف زبانوں، بڑے حروف، برایل اور آڈیو سہولتوں میں دستیاب ہو سکتا ہے، اور درخواست کرتے ہوئے کسی بھی زبان میں اس کا ترجمہ بھی کیا جاسکتا ہے۔ اگر آپ ان سہولتوں کے بارے میں مزید جاننا چاہتے ہیں تو براہ کرم نیچے دی گئی پتے پر رابطہ کیجئے۔</p>
<p>Name _____ Address _____ Telephone No _____</p>	<p>CONTACT: Spatial Planning Unit Environment and Regeneration London Borough of Waltham Forest, Fir Tree House, Waltham Forest, Town Hall, Forest Road, Walthamstow, London, E17 4JF Telephone 020 8496 3000 Email: planning.policy@walthamforest.gov.uk Web site: www.walthamforest.gov.uk</p>

Blackhorse Lane Area Action Plan Preferred Options

1	Introduction	2
1.1	What will the Area Action Plan do?	2
1.2	What has been done so far?	2
1.3	Where are we now and where do we want to be?	3
1.4	Where is included in the Area Action Plan?	8
1.5	Character Appraisal	11
2	Vision and Objectives	15
2.1	Vision	15
2.2	Objectives	15
3	Key Policy Areas	18
3.1	Introduction	18
3.2	Housing	18
3.3	Employment	22
3.4	Neighbourhood Centre	26
3.5	Design and Local Character	31
3.6	Public Open Space and Nature Conservation	35
3.7	Climate Change and Decentralised Energy	46
3.8	Flood Risk	49
3.9	Transport	54
3.10	Social Infrastructure	58
3.11	Implementation	61
4	Key Sites	64
4.1	Introduction	64
4.2	Site BHL1 - Station Hub and Waterfront	66
4.3	Site BHL2 North - Car Wash Site	68

4.4	Site BHL2 South - Blackhorse Road/ Hawarden Road	69
4.5	Site BHL3 - Willowfield School, Tavistock Avenue	71
4.6	Site BHL4 - Sutherland Road	72
4.7	Site BHL5 - Papermill Place	74
4.8	Site BHL6 - Webb's Industrial Estate	75
4.9	Site BHL7 - Billet Works	77
4.10	Site BHL8 - 152/154 Blackhorse Road	78
4.11	Site BHL9 - Former Essex Arms Public House	80
4.12	Site BHL10 - Gun Site Playing Field, Folly Lane	81
4.13	Site BHL11 - Higham Hill Local Retail Parade	83
4.14	Discounted sites	84
5	Next Steps	88

Appendices

Appendix 1 - Monitoring Table for AAP Policies	89
Appendix 2 - Monitoring Table for Key Sites	96
Appendix 3 - Evidence Base for AAP	98
Appendix 4 - Glossary	102

Blackhorse Lane AAP Preferred Options

Introduction

1 Introduction

1.1 What will the Area Action Plan do?

1.1.1 Under the governments planning system, all Councils are required to produce a Local Development Framework (LDF) that sets out policies to guide new developments over a 15-20 year period. We have already reached an advanced stage in the production of borough wide policies in our Core Strategy and Development Management Policies. As part of the LDF, we should produce 'Area Action Plans' or 'AAPs' to guide new development and support regeneration in areas of major change.

1.1.2 The Core Strategy identifies Blackhorse Lane as one of the key areas of growth in the borough, and as such an AAP is needed. The AAP will set out where new housing and new businesses should go, and what improvements to infrastructure such as pedestrian/ cycle routes, open spaces, and community facilities, are needed to support this growth.

1.1.3 In support of the AAP an Urban Design Framework, including refreshed planning and design briefs for the Station Hub and Sutherland Road, is being produced, and will also be subject to public consultation. This will provide developers with greater clarity of our requirements in terms of detailed design matters, and provide a clear framework for these major opportunity sites. It is intended that the Urban Design Framework will become a Supplementary Planning Document, and will therefore also be a material consideration when planning applications are decided.

1.2 What has been done so far?

1.2.1 Blackhorse Lane has been identified as a regeneration area for some time now. In 2006 an Interim Planning Policy Framework (IPPF) was adopted, setting out how key sites in the area should be developed. This was subject to extensive consultation with local residents and businesses, with over 1200 people giving their views as part of 3 major consultation exercises.

1.2.2 The downturn in the economy, and subsequent lack of development activity means that in some respects a new approach to regeneration in the area is now needed, hence the need for this AAP.

1.2.3 Wherever possible the work and previous consultation on the IPPF are being used to help inform the AAP.

1.2.4 In March 2011, everyone on our LDF consultation database was informed by letter that work had commenced on the AAP, and invited to make their views known by completing a short issues leaflet/ questionnaire. Copies were also posted on the website and distributed to Walthamstow Library. To further encourage engagement in the process, the key challenges facing the area were presented to Blackhorse Lane Business Forum and William Morris Ward Forum in the same month.

1.2.5 As a result of this consultation, the following issues have emerged:

- Concern over the lack of development activity on key sites since the area was first earmarked for regeneration.
- Strengths of the area include its transport connections, proximity to the Lee Valley Regional Park and Walthamstow Wetlands⁽¹⁾, historic character of Victorian terraces, and its role as a local employer.
- Weaknesses include high levels of road traffic, poor quality physical environment for pedestrians and cyclists (particularly on Forest Road and industrial areas near the station), and a lack of decent shops, cafes, bars, restaurants, play areas for children and public green spaces.
- Opportunities exist to improve access to the Lea Valley Regional Park/ Walthamstow Wetlands, provide new green public open space and restore some vacant old buildings to former glory.
- New development will bring a need for new education and health facilities, and improving the environment and pedestrian crossings at the Standard Junction.
- Support for previous plans for walking and cycling routes along the waterfront, and better public access into the Lee Valley Regional Park.
- Opposition to high rise development.
- Support for an emerging creative industries sector that provides jobs for local people.
- Flood risk needs to be considered in new developments.

1.3 Where are we now and where do we want to be?

1.3.1 All the work and consultation carried out in the area to date has aided our understanding of how the area functions and the challenges it faces.

1.3.2 As shown in figure 1, the area is located in the western boundary of Waltham Forest, adjacent to the Lee Valley Regional Park and on the borders with the London Borough of Haringey.

1.3.3 The Lee Valley Regional Park includes the large open waterspaces of Walthamstow Reservoirs, the River Lee, and the green spaces of Tottenham Marshes. Existing access to, and views of these areas are extremely limited, with existing industrial areas providing a significant barrier.

1.3.4 Some of the more deprived communities in London live in the area, and pockets of poor environmental quality and underused industrial land reduce the quality of life for local residents. There are few facilities to serve the needs of residents and businesses, and a lack of publicly accessible open space.

1 See section titled 'public open space and nature conservation' for a description of Walthamstow Wetlands, and paragraph 1.3.7 for a summary of the Walthamstow Wetlands project

1.3.5 A large number of people pass through the area on a daily basis yet few stay any length of time. Many motorists either use Blackhorse Road Station as a rat-run to inner London, or park near Blackhorse Road Station and use it as an interchange.

1.3.6 Despite these issues, the area has fantastic potential. In recent years some new residential developments have been secured, whilst an existing business community provides a range of job opportunities including in traditional manufacturing and emerging 'creative' sectors such as music recording and productions, printers, graphic designers, community artists, computer software development and skilled craftsmanship. Examples include Inky Cuttlefish (printmaking and art studios), Barbican Arts Group Trust, and Dunhills (international company manufacturing hand made luxury goods).

1.3.7 Recognising the major asset of the Lee Valley Regional Park, the Walthamstow Wetlands project has recently been set up with the aims of establishing a new wetland centre in the area, and improving access to these existing open spaces for local communities and regional visitors.

1.3.8 The area benefits from an important transport hub at Blackhorse Road Station, providing convenient access to the Victoria Line and overground Barking to Gospel Oak rail services. A range of bus services also link the area to Walthamstow and the rest of the borough.

1.3.9 If future developments are well planned, the area can become a destination in its own right. By attracting new investment, we can secure benefits for existing communities; such as improved access to Walthamstow Wetlands, improvements to the quality of the local environment, improved cycle and pedestrian routes, and new shops, services, and education facilities that meet the needs of local residents and businesses. The community can also benefit from major regeneration projects nearby in Tottenham Hale, Walthamstow Town Centre, and Stratford.

1.3.10 In particular the area around the station provides a key 'gateway' into Waltham Forest and provides major opportunities for future developments, including potential better connections into the Lee Valley Regional Park and open spaces.

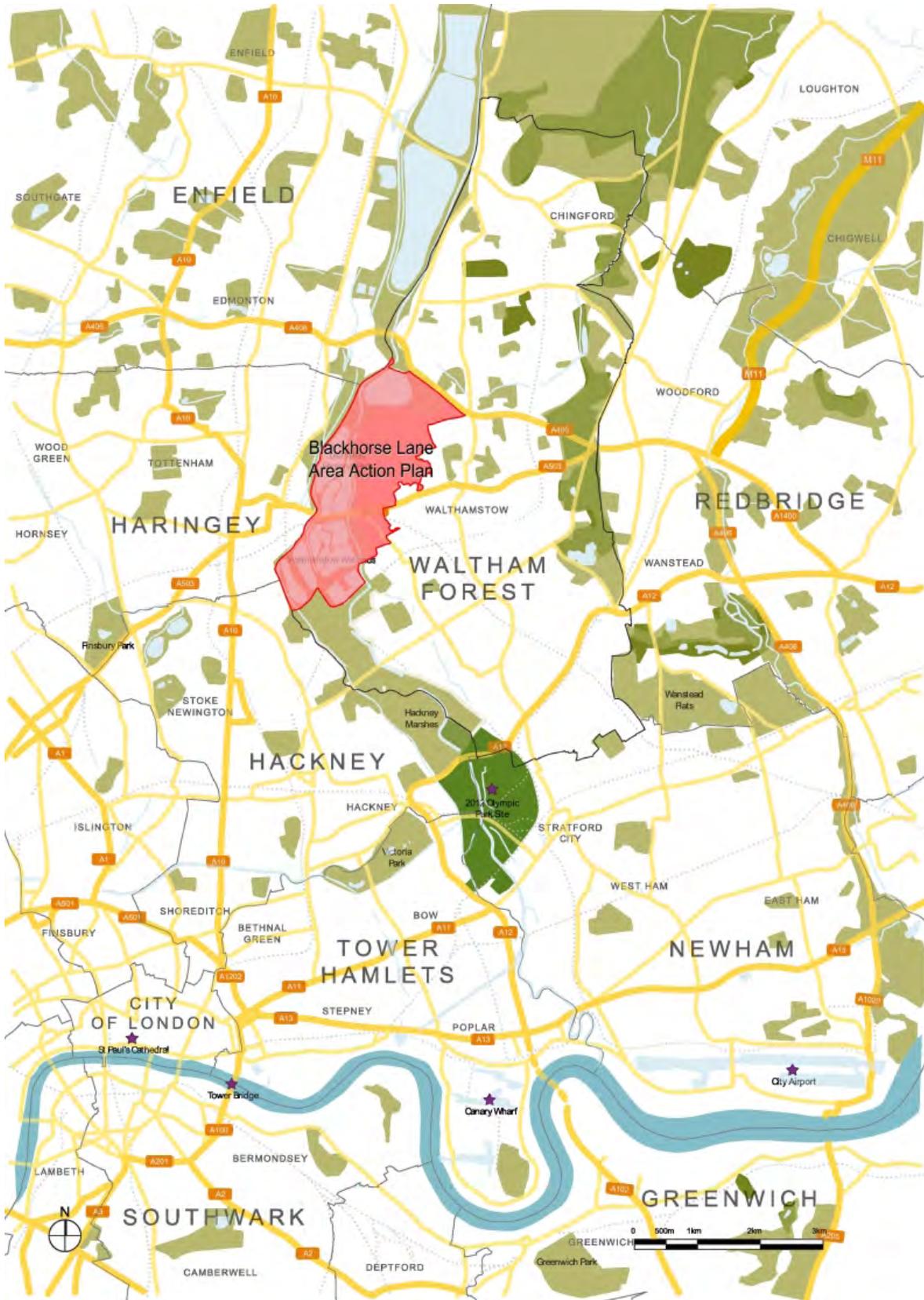


Figure 1 Blackhorse Lane in context



Fantastic views of Walthamstow Wetlands



A growing creative industries sector



Good public transport connections



High quality new developments

1.4 Where is included in the Area Action Plan?

1.4.1 The AAP boundary needs to reflect areas likely to experience major change whilst also securing maximum community benefit.

1.4.2 A boundary for the regeneration of Blackhorse Lane was originally drawn up as part of the Interim Planning Policy Framework (IPPF) in 2006, using data on deprivation to justify the need for regeneration. However, we feel that this now needs revising. The reservoirs situated to the west and south of the area provide an important setting for new developments. To not include them in their entirety does not seem logical, especially when improving public access to them will be a key aspect of regeneration proposals. It is therefore proposed to extend the boundary as shown in figure 2. Further alterations are not considered necessary, due to the longstanding understanding amongst existing businesses and residents of what the Blackhorse Lane area is.

1.4.3 The character of the area is diverse. Whilst brick is the predominant building material, uses in the urban area include residential dwellings, shops, businesses, social infrastructure, and industrial areas. Broadly speaking the area can be split into 3 character zones; largely two storey residential terraced streets to the east, low density industrial/ warehousing in the centre, and open space to the north and west. This is shown in the figure 3 and a more detailed appraisal of existing character is provided in the next section.

1.4.4 Whilst some parts of the AAP may not be subject to major development pressure, we feel that the proposed boundary will serve as a useful reminder that regeneration should provide gains for the wider existing community. Indeed, whilst much of the development pressure is expected in areas of existing industrial character, such proposals will need to be justified in terms of securing better access to areas of open character for all.

Blackhorse Lane AAP Preferred Options

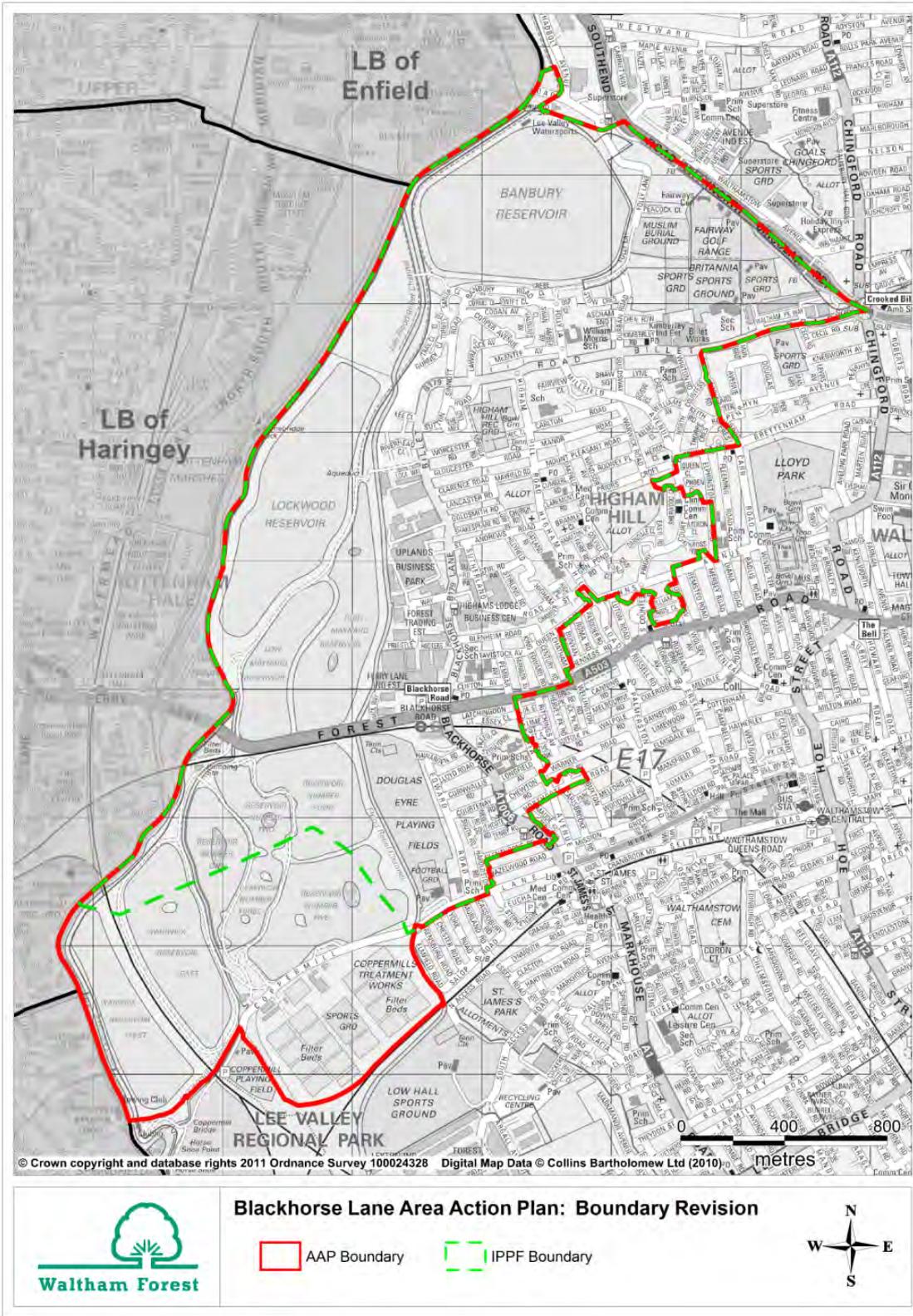


Figure 2 AAP boundary

Blackhorse Lane AAP Preferred Options

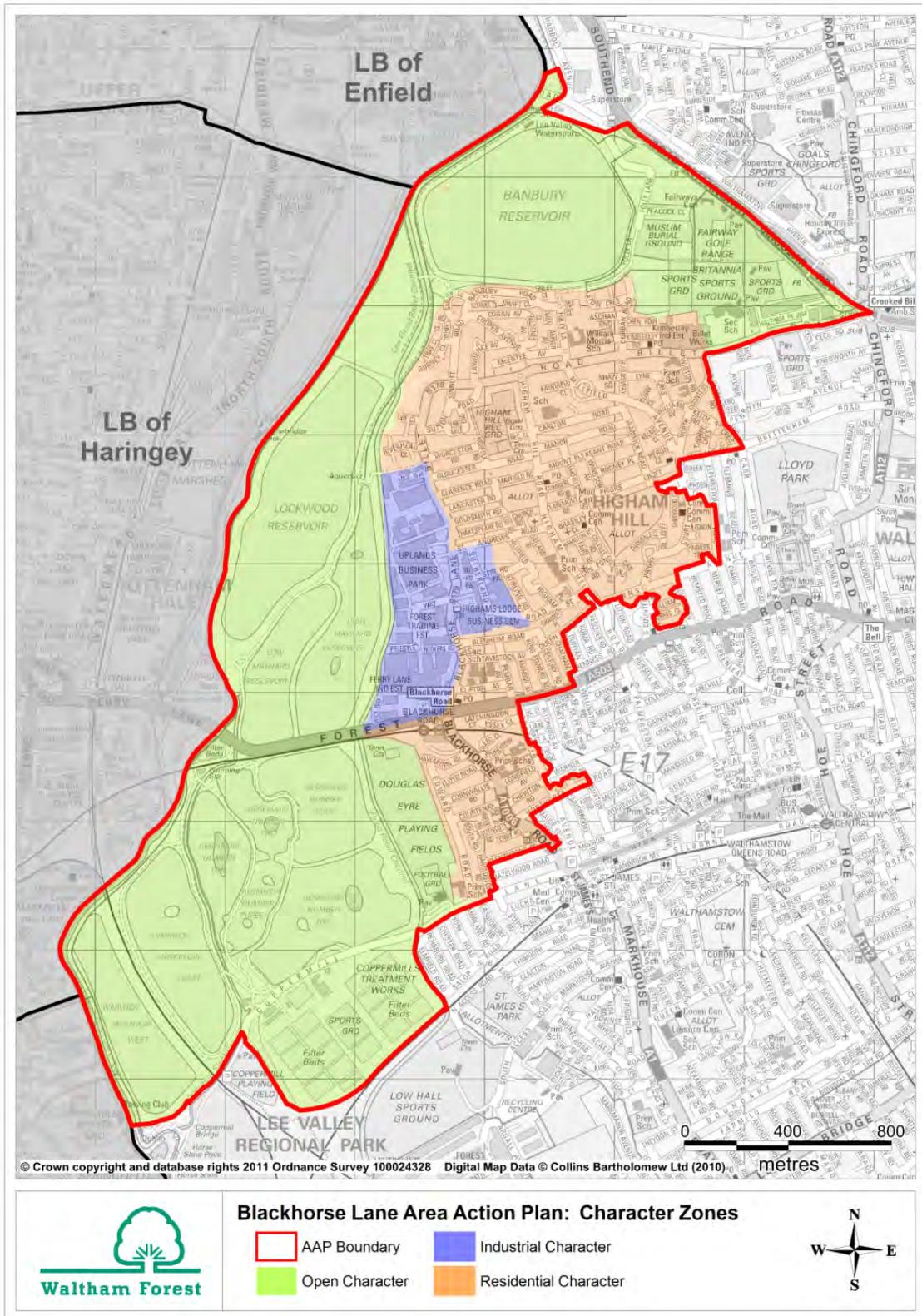


Figure 3 distinct character zones

1.5 Character Appraisal

1.5.1 As outlined in the previous section, Blackhorse Lane has a diverse character, which can be split into distinct zones. Much of the character of the urban area is linked to its industrial heritage, which can be traced back to the early stages of Walthamstow's growth and is relevant both locally and within the wider context of manufacturing in the Upper Lee Valley. The existing area is defined as much by its industrial character as by its residential neighbourhoods.

1.5.2 The main industrial and commercial areas are located along the western boundary of the area adjacent to large expanses of reservoirs and open space, stretching from the Ferry Lane Industrial Estate in the south to the Lockwood Way Estate in the north. Additional industrial and commercial uses are also located to the east of Blackhorse Lane at Sutherland Road, including the Webbs Estate. The built character of these industrial areas ranges from older Victorian and inter-war units, with some later and often larger modern warehousing and commercial space. Building heights again tend to be generally low-rise, in the region of effectively 2-3 storeys.



A terrace street typical of the area

Blackhorse Lane AAP Preferred Options

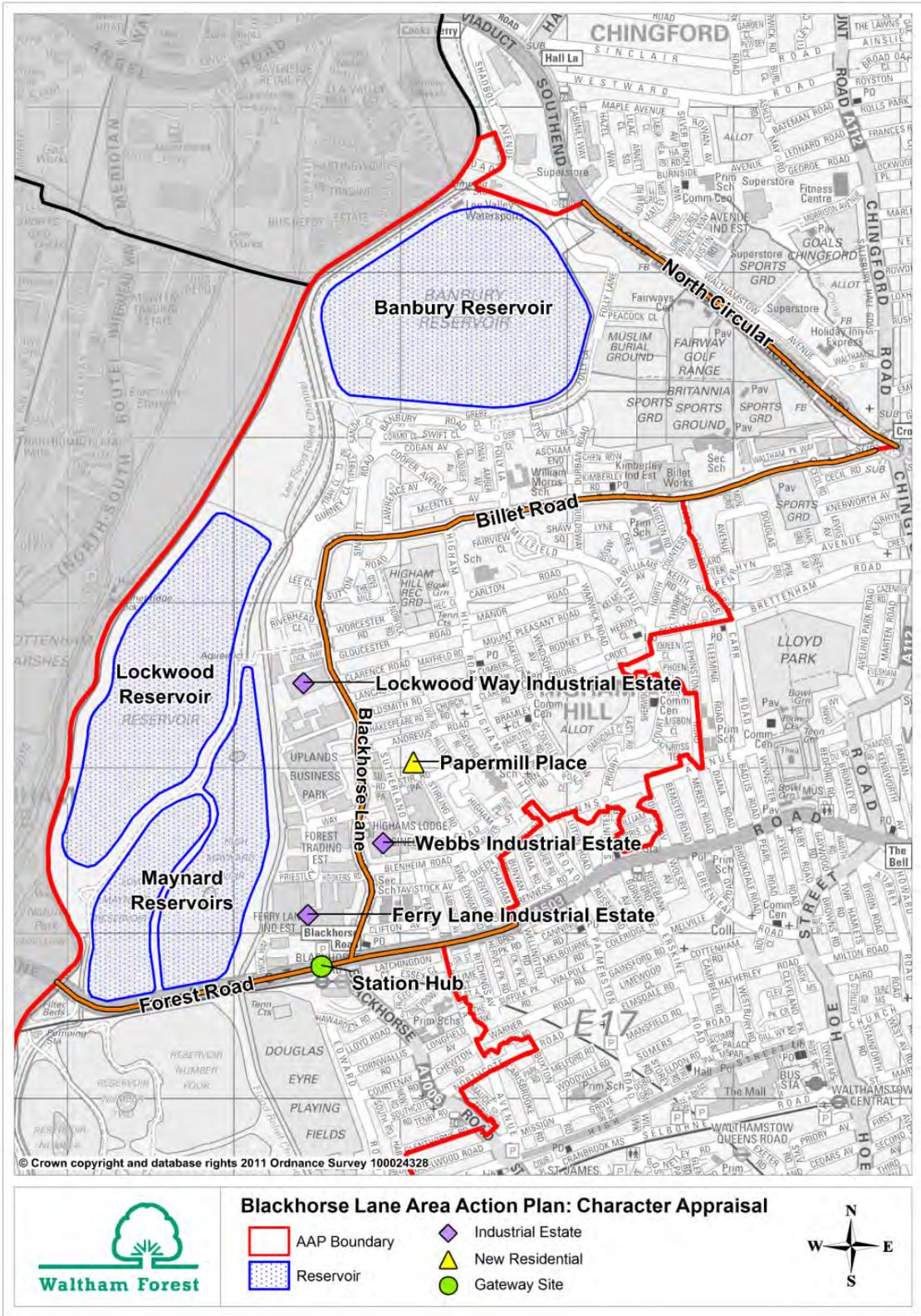


Figure 4 Character appraisal

1.5.3 Residential areas to the east and south comprise of predominantly two-storey Victorian terraces fronting a typical grid-based, connected network of streets, with later inter-war and 20th century housing development concentrated more towards the north and west of the area. Recent residential development constructed at Papermill Place and Unity Works in Sutherland Road comprises a more contemporary architectural approach, with buildings ranging between 3-6 storeys often arranged around shared communal space.

1.5.4 The two principal routes in the area are Blackhorse Lane and Forest Road. The main spine route of Blackhorse Lane itself runs north-south through the area before turning sharply east through to Billet Road before meeting the main road network at the Billet roundabout linking the A406 North Circular and other main routes through the borough. The main southern route of Forest Road runs east-west linking Tottenham and Walthamstow, including the key highway and pedestrian 'gateway' node adjacent to Blackhorse Road Station (i.e. the Station Hub).

1.5.5 Streets to the east of Blackhorse Lane are generally well connected via a typical grid-based layout. Streets serving the main industrial areas to the west are less well connected with generally poor access to the adjacent Maynard, Lockwood and Banbury reservoirs.

Vision and Objectives

2 Vision and Objectives

2.1 Vision

2.1.1 So we have a clear focus of what the AAP should achieve for Blackhorse Lane, a vision for how we see the area in 2026 is needed. Who are we looking to attract to the area? What are the key selling points? What benefits will new development bring to existing communities?

2.1.2 The following vision was included in the Interim Planning Policy Framework, produced in September 2006:

“The Blackhorse Lane area has great potential for improvement. It has a unique location right on the edge of the Lea Valley Park, a strong small business base and a young population. Blackhorse Road Station also offers good rail and tube connections. By making the most of these assets Blackhorse Lane will become a thriving, more attractive place for both residents and businesses.”

2.1.3 Whilst the sentiments of this still ring true, it doesn't provide a clear picture of what the area should be like in the future. An alternative vision for the AAP, could therefore be:

“The long-term vision is to evolve Blackhorse Lane into a mixed-use area, comprising a range of housing, interspersed with small-scale local business/commercial spaces and public open spaces. Existing built fabric and cultures are retained and characterise the new neighbourhoods, creating meaningful desirable places to live and work. Residents and employees have access to resources and opportunities locally, offering betterment and wealth generation. Unique resources such as the phenomenal Walthamstow Wetlands are integrated into a positive public realm framework, designed to encourage social interaction and creating access for all.”

2.2 Objectives

2.2.1 To achieve our vision for Blackhorse Lane, a number of objectives have been developed for the area. Meeting these will be an underlying theme that will help shape the policies in the AAP, and that future developments should seek to accord with.

Objectives 1 - A Neighbourhood Centre

To ensure Blackhorse Lane has a clear neighbourhood centre, which provides a range of shops and services to meet the needs of local residents and businesses, and encourages passers by to spend more time in the area.

Objective 2 - A Place to Live

To provide a range of high quality homes that attracts young single people and families to live in the area, as part of a mixed and balanced community that also caters for local housing need.

Objective 3 - A Green Place

To ensure existing and new residents and workers in the area have better access to a range of open spaces, including Walthamstow Wetlands, Lee Valley Regional Park, and the Olympic Park.

Objective 4 - A Well Designed Place

To enhance the image of Blackhorse Lane by ensuring all new developments in the area are designed to a high standard and fit for purpose, and interact well with their surroundings, especially blue/ green spaces.

Objective 5 - A Place to do Business and for Creative Industries

To ensure Blackhorse Lane continues to provide a range of jobs for our residents, and support the retention and growth of creative industries in the area.

Objective 6 - A Sustainable Place

To ensure new developments incorporate the highest levels of sustainable design and their impact on climate change is minimised.

Objective 7 - A Connected Place

To encourage movement both within Blackhorse Lane and to areas outside of it, by walking, cycling and public transport; and minimising the need for private car use.

Objective 8 - A Community Place

To enhance or provide a range of new facilities to meet the needs of existing and new residents and businesses, in order to strengthen 'community spirit'.

Key Policy Areas

3 Key Policy Areas

3.1 Introduction

3.1.1 We only intend to produce policies in this AAP that are unique to Blackhorse Lane. Issues common throughout the borough, for example community safety, are already covered in our Core Strategy and Development Management Policies, so will not be duplicated here.

3.2 Housing

Issues

As set out in the Core Strategy, over the next 15 years, around 2000 new homes are expected in the Blackhorse Lane area. In providing for this growth, we need to have a clear picture of what housing sizes and densities should be, and where these developments should go.

Recent developments in Sutherland Road (approximately 80%) have been in one form or another, affordable housing. This high percentage in this specific area needs to be considered alongside our aims of providing mixed and balanced communities (see Section 2: Vision and Objectives), whilst also ensuring new homes are affordable to local people and families.

Density Options:

Option A

High density, with a broad mix of unit sizes

Recent developments in the area (e.g. Papermill Place) signal a shift towards higher density development. This should be carried forward on all opportunity sites, given that Blackhorse Lane is one of our key growth areas. Maximising housing numbers across the area will help meet housing need, and allow us to acquire more funding for other physical improvements to the area. The needs of all sectors of the community should be provided for through a range of unit sizes in such schemes.

Option B

A mix of densities aimed at different markets

The current AAP boundary covers a wide area. A mix of densities should therefore be provided, based on Public Transport Accessibility Levels (PTALs). This would mean higher density developments would be expected at sites closest to Blackhorse Road Station. Further away, where public transport is less accessible, densities should be lower. Higher density developments could mainly provide for young single people/ couples, whilst larger, more suburban developments could better cater for families.

Preferred option and justification:

3.2.1 Option B is our preferred approach. To fully realise the area's potential for change, and make the most efficient use of land, some high density development will be needed. Focusing this around areas best served by public transport (e.g. Site BHL1: The Station Hub) will help encourage sustainable patterns of travel. Furthermore, higher density developments in this area could be attractive to young professionals wanting convenient access to Central London.

3.2.2 Housing also needs to be provided for families and the elderly. Our Housing Need and Market Survey (2007) found a significant demand for family housing (i.e. 3+ bedrooms). Such households' requirements can be quite different to that of young professionals. Strong transport links to Central London may be lower priority than gardens, for example. For these reasons, we would like to see a more suburban nature of development away from key public transport hubs.

3.2.3 Despite these broad themes, where possible we would like to support a mix of unit sizes, types and tenures in all new developments. This will help foster a sense of community and recognise that a wide range of household types, sizes, and requirements, exists.

3.2.4 Furthermore, a mix of housing densities will be important in securing attractive, sustainable, and functional homes and living environments where people want to live and enjoy. In higher density developments there may be greater pressures on residential amenity and private and community space. The use of 'Building for Life' criteria will therefore be important in assessing the design quality of schemes at both the pre-application and post-construction phases.

Affordable Housing Options:

Option A

Maximise on site affordable housing

Despite the high level of affordable housing recently built in the area, the gap between house prices and average household earnings means housing need in the borough remains high. All opportunities to maximise on-site affordable housing in new developments should therefore be taken. For this reason, the headline requirement of 50% from the Core Strategy should remain the target figure for all new development proposals in the area.

Option B

Focus on providing a mixed community

In the interests of creating a more balanced, mixed community, a lower level of on site affordable housing should be required in the Sutherland Road area (Sites BHL4 and BHL6 – see figure 15 in Section 4: Key Sites).

The overall aim should be to reduce the average level of on-site provision in Sutherland Road to 50%, inclusive of the recent developments at Papermill Place and Unity Works. The shortfall of provision made from our normal requirements should then be mitigated for in the form of a financial developer contribution towards affordable housing elsewhere in the borough. For all other sites, the headline requirement of 50% on-site provision should remain.

Preferred option and justification:

3.2.5 Option B is our preferred approach. Creating mixed communities is an underlying principle of the Core Strategy, and is enshrined in national planning policy. The high level of affordable housing already permitted in Sutherland Road needs acknowledging, and means a better balance of tenure needs to be secured through new developments in the AAP. Using financial contributions to secure new affordable housing off site will also help achieve sustainable communities elsewhere in the borough; where private market dwellings dominate. For all other sites within the AAP area, the focus should be on creating a balanced and sustainable development on site.

Proposed policies:

Policy BHL1: Housing growth

As a key growth area, we will seek to deliver approximately 2000 new homes by 2026 in the Blackhorse Lane area. We will aim to meet this target:

- A) by bringing forward housing as a key element of mixed use schemes in the key sites set out in section 4 of this document;
- B) through windfall sites, where the proposals are acceptable in all other respects.

Policy BHL2: Housing densities

Higher density residential development should be concentrated on sites surrounding Blackhorse Road Station. Key considerations will be:

- A) the existing PTAL covering the site;
- B) any planned improvements in provision of shops, services and public transport in the locality;
- C) the need to provide a high quality design; including generous room sizes where appropriate;
- D) the ability of the scheme to meet Building for Life Standards.

Policy BHL3: Household sizes

A range of household sizes will be required in new developments in the interests of creating a mixed community. This will be negotiated on a site by site basis, with the Council's Preferred Dwelling Mix (as set out in the Development Management Policies DPD) used as starting point. To meet housing need, a higher proportion of family housing will be sought on sites other than Site BHL1: The Station Hub. Where a significant amount of one and two bedroom properties are proposed, generous room sizes should be provided in the interests of securing a high quality scheme.

Policy BHL4: Affordable housing

A target of 50% affordable housing should apply to new developments in the Blackhorse Lane area, subject to viability. In new developments in the Sutherland Road area (Sites BHL4 and BHL6), we will negotiate for some of this requirement to be in the form of a developer contribution towards off-site provision; in the interests of creating mixed and balanced communities.

The mix of affordable units in terms of size and tenure should be in accordance with the Council's Adopted Housing Strategy.

Relevant objectives:

- Objective 2 – A Place to Live

3.3 Employment

Issues

There are a significant number of businesses and jobs in the area, including offices, storage and manufacturing, and a growing creative industries sector. How can this valuable employment function be protected whilst at the same time encouraging people to live and spend more time in the area?

Industrial land of importance to the wider London area is designated as Strategic Industrial Land (SIL) by the Mayor, and offered a high level of protection in our Core Strategy and in the London Plan. What approach should we take to our other employment areas though?

Options:

Option A

Protect existing businesses

Existing businesses provide a valuable local employment role and should be protected from alternative uses. New development should be focussed on unused land or sites where existing businesses are not in operation.

Option B

Incorporate new employment as part of mixed use developments

Focus should be on mixed use developments that secure employment uses more compatible with residential, and a higher jobs per floorspace ratio than has been achieved in the past. This could include extra provision for new creative industries.

Option C

Distinct zones

To respect potential conflicts between residential and industrial uses, the AAP should provide clear zoning of which use should go where. Clear buffers between them, such as areas of landscaping, should be used to minimise the impact of noise, dust, etc, on nearby housing.

Preferred option and justification:

3.3.1 Option B is our preferred approach. Traditional manufacturing is known to be declining nationally. We are therefore aiming to attract more intensive type employment uses including creative industries such as printmakers, artist studios etc, and Small and Medium Enterprises (SMEs). B1 units for such purposes are more compatible with residential development, and units for such purposes could be provided through mixed use developments.

3.3.2 Other uses such as health or community centres, and retail, may also play a positive employment function as part of mixed use developments. However their impact on existing centres and parades, and the aspiration for Blackhorse Lane to have a clear neighbourhood centre, will be important considerations.

3.3.3 All uses we are looking to attract to the area are less problematic than traditional industry in terms of noise, dust, vehicular movements etc; and would therefore not need clear zoning as proposed in Option C.

3.3.4 Minimising development to areas where no existing businesses are present (i.e. Option A), would hinder potential regeneration in the area and have a knock on effect on the level of improvements to the area that can be made through use of planning obligations. This approach is also likely to restrict opportunities for new employment spaces for small businesses and creative industries.

3.3.5 In reality, whilst Option B is preferred, elements of Options A and C are still likely to be taken forward. For example, heavier industrial uses will be directed away from housing and mixed use areas to SIL (see figure 5), whilst there is also no intention to move all existing businesses out of the area. Furthermore, some of the older industrial units form part of the areas industrial heritage and could, where viable, be redeveloped as part of a heritage-led regeneration strategy.



Existing businesses at Sutherland Road

Blackhorse Lane AAP Preferred Options

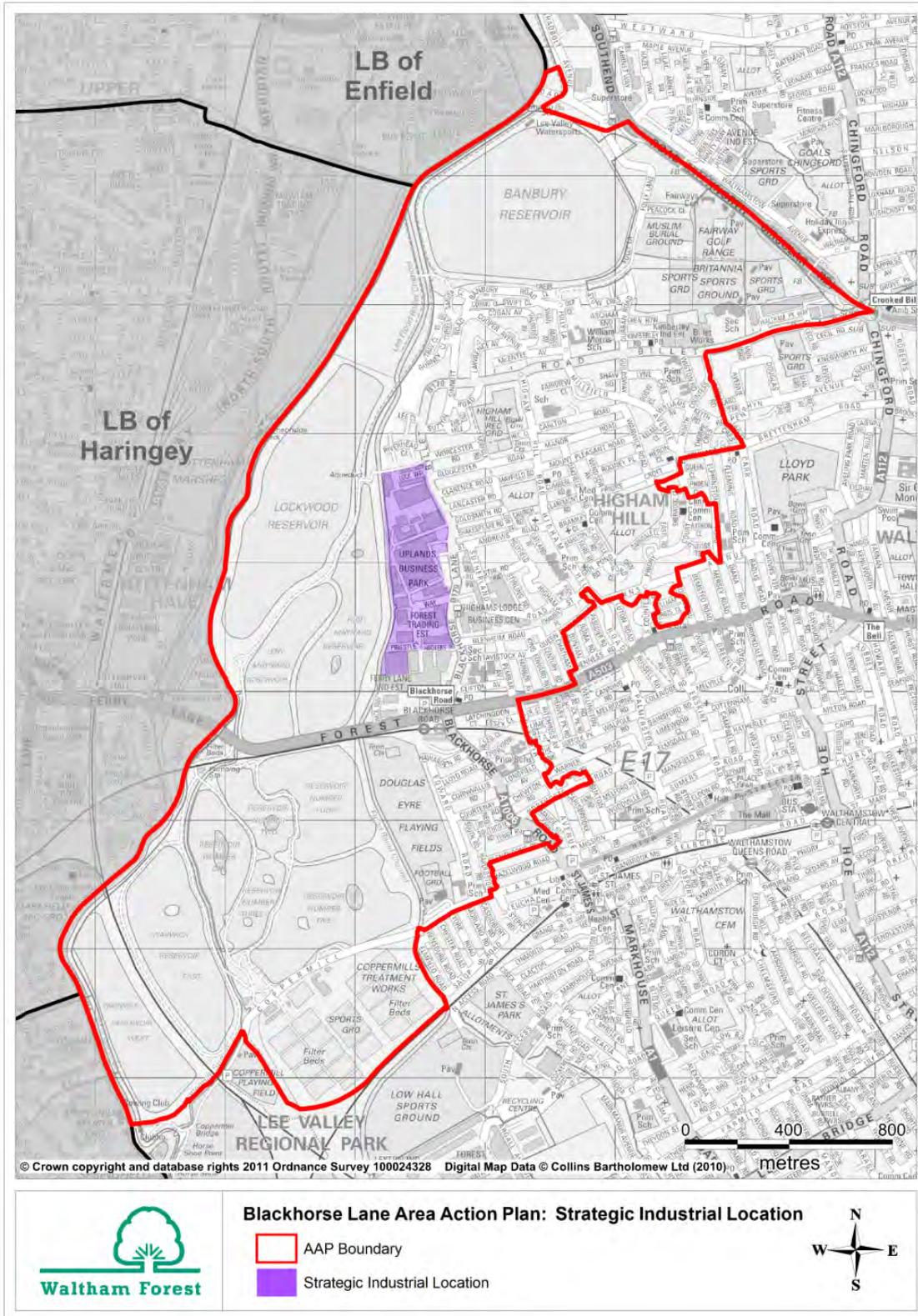


Figure 5 SIL designation

Proposed policy:

Policy BHL5: Employment

The role of Blackhorse Lane as a major employer of local people will be retained and enhanced by:

A) providing new B1 units for small/ medium businesses and creative industries as part of mixed use developments in the sites identified in Section 4: Key Sites;

B) directing general industrial, storage, manufacturing and distribution uses to land designated as SIL;

C) requiring redevelopment of any other existing employment areas to secure an increase in the number of jobs provided on site;

D) supporting uses that offer education and training opportunities for local residents within new, mixed use developments, outside of land designated as SIL;

E) supporting the refurbishment of existing industrial buildings of architectural merit where viable; to provide new employment space for small and medium businesses;

F) securing employment or training of local people as part of new developments; through local labour agreements, jobs brokerage initiatives, or financial contributions towards wider employment and training initiatives.

Relevant objectives:

- Objective 5 – A Place to do Business and for Creative Industries

3.4 Neighbourhood Centre



Issues

Based on the findings of our Retail and Leisure Study (2009), The Core Strategy designates Blackhorse Lane as a new neighbourhood centre. Predicted levels of growth in the area will increase demand for shops and services, which are also required to serve existing workers and support its business function. The need for more shops, cafes, bars and restaurants within walking distance of the station was also flagged up in previous consultation with residents and businesses on the Interim Planning Policy Framework.

As the most accessible part of the area, such facilities will need to be co-located in prominent locations close to the station, as shown in figure 6. This will help create a central hub of activity, and mean commercial units can benefit from passing trade from commuters and visitors to the area. Further detail is provided later in the section on sites, but the Station Hub (around the existing Royal Standard Public House), has been identified as an appropriate focal point for the neighbourhood centre, as part of a mixed use development.

It is important that any new neighbourhood centre does not harm existing nearby centres, such as Walthamstow Town Centre, and Forest Road local retail parade.

Blackhorse Lane AAP Preferred Options

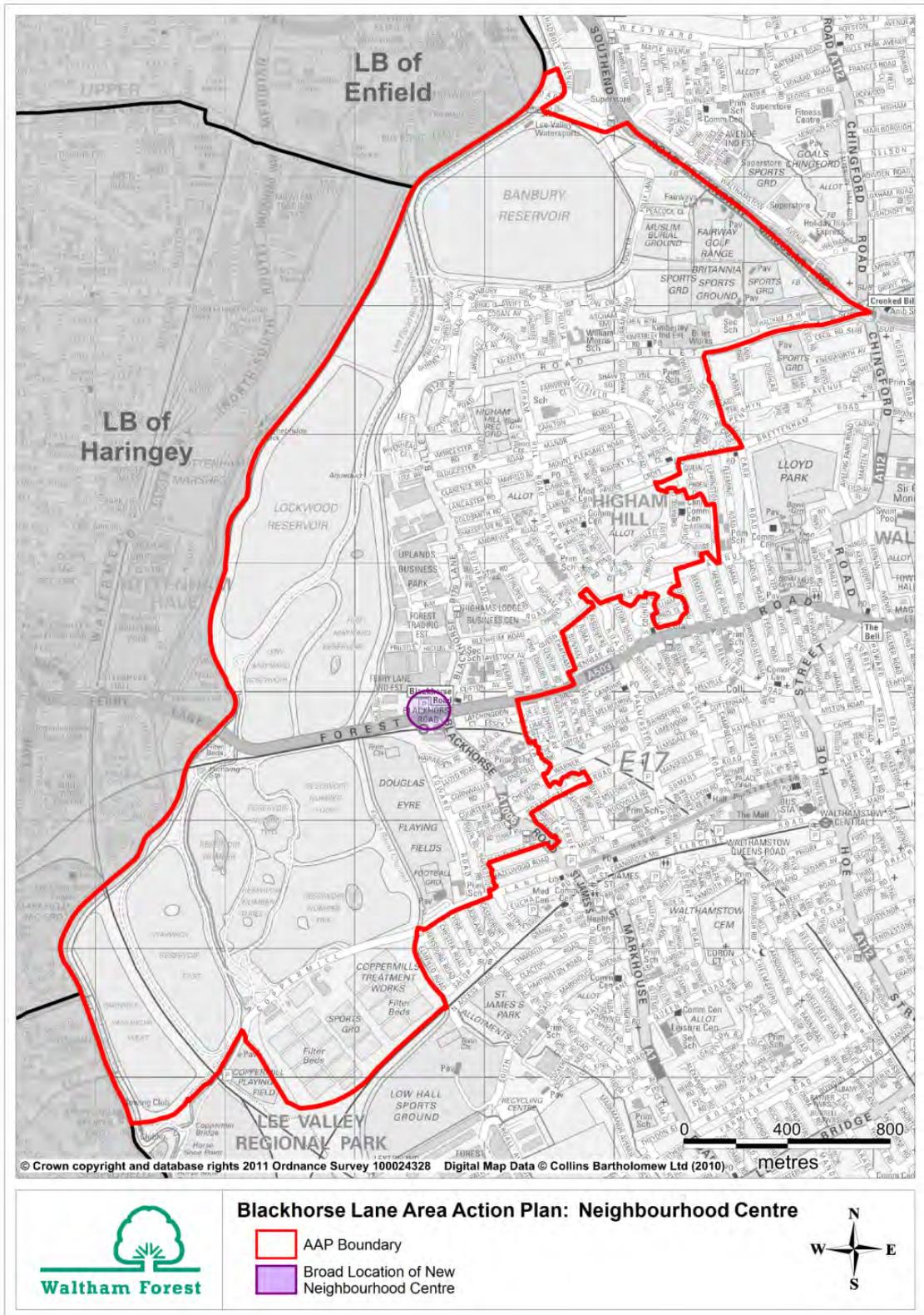


Figure 6 A new neighbourhood centre

Options:

Option A

Offer guidance on appropriate uses and sizes

New uses should meet the day to day needs of local residents and businesses, and encourage people to spend more time in the area. Appropriate uses could include: a small supermarket, a chemists, grocers, bakers, dry cleaners, post office, cafes, bars and restaurants, and a medical centre. To minimise the impact on nearby centres, the net retail floor area of any new units should be less than 1000m².

Option B

A flexible approach to town centre uses

As a designated centre any town centre use should be considered appropriate, and each application should be judged on its merits in terms of impact on nearby centres.

Preferred option and justification:

3.4.1 Option A is our preferred approach. Blackhorse Lane is identified as a neighbourhood centre. In our hierarchy of centres this means that development should be catering for people within walking distance, and not creating major trips from outside the area. Large comparison shopping facilities (i.e. non food shopping such as for electronic goods or clothing) will not be appropriate as these should be located in Walthamstow Town Centre in the first instance, or to a lesser degree, in our district centres. Meanwhile, the offer should be greater than that of local retail parades, which generally accommodate small stores under 200m². Setting out appropriate uses will help ensure the centre functions well for its intended purpose.

Proposed policy:

Policy BHL6: Neighbourhood centre

A) A new neighbourhood centre will be provided in the broad area indicated in figure 6 to meet the needs of local residents and businesses. As part of mixed use developments, the following use classes will be appropriate:

- i) A1 shops;
- ii) A3 restaurants and cafes;
- iii) A4 drinking establishments;
- iv) D1 non-residential institutions.

B) Any retail developments should have a net floor area of less than 1000m².

Relevant objectives:

- Objective 1 – A Neighbourhood Centre
- Objective 8 – A Community Place

3.5 Design and Local Character

Issues

The Draft Urban Design Framework sets out detailed guidance on design matters for key opportunity sites, and includes broad principles to guide future development and investment in the area. Such guidance will help achieve a vibrant mixed use neighbourhood that responds to the areas unique characteristics and the better elements of the existing urban form. An underlying principle is to use new developments as an opportunity to provide improved access for both existing and new residents and visitors to both the wider environment and neighbouring unique landscape. This can be achieved by:

- Establishing a network of permeable and connected residential streets
- Adapting the existing public realm and spatial structure to improve the pedestrian and cycle environment.

The surrounding landscape provides an opportunity for a distinctive new quarter of the borough, with a strong underlying natural signature. In addition, a number of existing buildings in the area also make a positive contribution to local character, and accommodate appropriate and productive uses or are capable of being refurbished to provide such uses. Identified sites, as identified in figure 7 include:

- The Royal Standard Public House
- 5 Blackhorse Lane
- 57-61 Blackhorse Lane
- The Old Station Café

However, overall the quality of existing developments across the area is variable. The area contains a diverse mix of building types ranging from Victorian residential and industrial development, 1930's inter-war buildings and more recent contemporary housing. Some of the existing older industrial buildings are poor both in terms of their construction and visual quality.

Existing building heights are predominantly 2-3 storeys. This provides somewhat low densities and inefficient use of land given the areas status as a key growth area, and the availability of public transport.

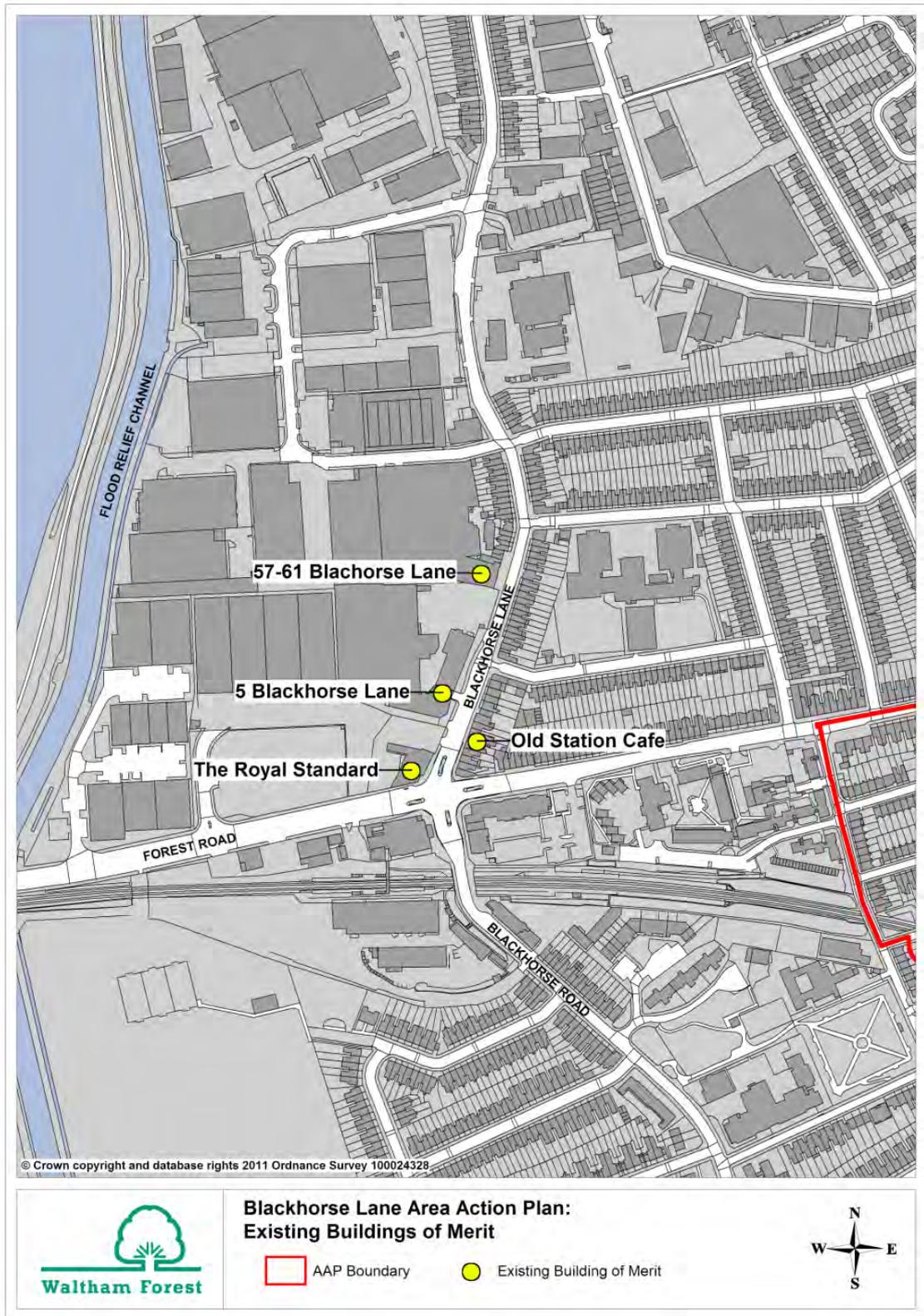


Figure 7 Existing buildings of merit

Options:

Option A

Create a new character

Blackhorse Lane is not a Conservation Area, and existing buildings within opportunity sites are not listed. The overall character of the area is variable, and land is underutilised. The focus of new developments should therefore be to create new landmarks and a distinctive identity and character of build at key locations; through higher density, contemporary modern architecture that provides new building forms and character areas.

Option B

Incorporate existing buildings of merit

New developments should respect the existing built context in terms of scale, proportion, and detailing. Existing buildings of merit should be incorporated into new developments wherever possible. This will reinforce and strengthen local identity, character and sense of place, ensuring the area is distinct from other modern developments.

Preferred option and justification:

3.5.1 Both options are not mutually exclusive and a combination of elements of both is our preferred approach. Existing buildings can provide a useful link to the past that gives an area its unique sense of place and identity. Wherever possible, we should therefore seek to incorporate existing building of merit. However, this does not mean that modern, higher density developments should be prohibited, and to do so would mean that land in the area continues to be underutilised. Indeed the recent Papermill Place development has demonstrates how higher densities can be achieved in modern developments without compromising design quality.

3.5.2 Consistent with guidance in the Draft Urban Design Framework, building heights across the area should be in the region of 3-6 storeys. This will provide opportunities to maximise use of land whilst also enabling existing buildings of merit to be incorporated. At key locations or 'gateway' sites such as the Station Hub (Site BHL1 – see Section 4: Key Sites), buildings taller than 6 storeys may be more appropriate. They could then act as landmarks to create distinctive skylines and contribute to good place-making.

Proposed policy:

Policy BHL7: Design and local character

New developments in Blackhorse Lane should:

- A) ensure the highest standards of urban and architectural design which responds positively to local character and context;
- B) reinforce and develop a network of connected streets that will form the principal means of access and movement within a regenerated area;
- C) ensure residential development has 'active frontages' with front doors onto streets and windows that overlook them;
- D) where viable, integrate buildings of merit and ensure that new development is carefully integrated to respect and enhance existing built heritage;
- E) ensure appropriate building heights of primarily between 3-6 storeys that respect the existing built context adjacent landscape features;
- F) develop a sustainable and accessible built environment that encourages walking, cycling and the use of public transport.

Relevant objectives:

- Objective 4 – A Well Designed Place

3.6 Public Open Space and Nature Conservation

Issues

A range of open spaces are located within the Blackhorse Lane area, including playing fields, allotments, watercourses, and parks. Despite this, the area has a largely urban feel, and our Open Space Strategy shows that public access is not good, as shown in figure 8. Whilst sites such as Higham Hill Recreation Ground, Stoneydown Park, and Coppermill Park all offer public access (see figure 9), there are a number of outdoor sports facilities and allotments with only limited access.

Walthamstow Wetlands are an exceptional and extensive blue/green asset adjoining the Blackhorse Lane area that are of value in terms of nature conservation and biodiversity. They are designated as both a RAMSAR site and Special Protection Area. These spaces, which include the wider area of the Lee Valley Regional Park, potentially offer access to nature, leisure and recreation for local residents and workers. They could also be an important resource for education. Their full extent is shown in figure 10.

The importance of good quality spaces to the lives of people is increasingly well understood. Access to open spaces can:

- improve the quality of life and health and wellbeing of local people, by encouraging walking, cycling and leisure/ recreational activities;
- create a sense of place and strengthen local identity;
- act as a common space and shared asset that helps support social cohesion allowing communities from different backgrounds to meet and mix;
- help boost confidence in an area and improve opportunities for regeneration and investment, since access to open space can increase land values, as set out in the CABI publication 'Does money grow on trees?' (2005).

Blackhorse Lane AAP Preferred Options

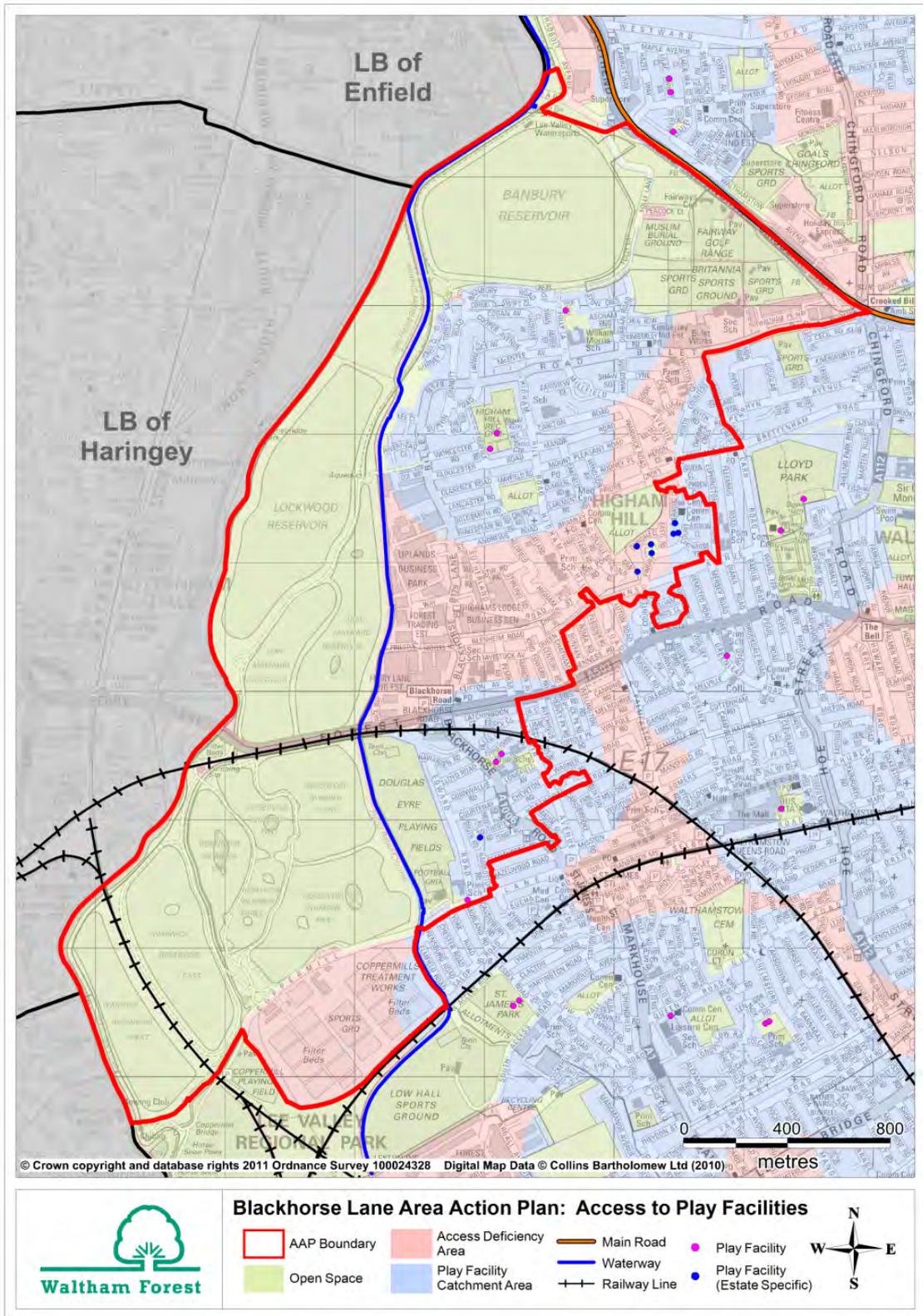


Figure 8 Existing levels of access to open space

Blackhorse Lane AAP Preferred Options

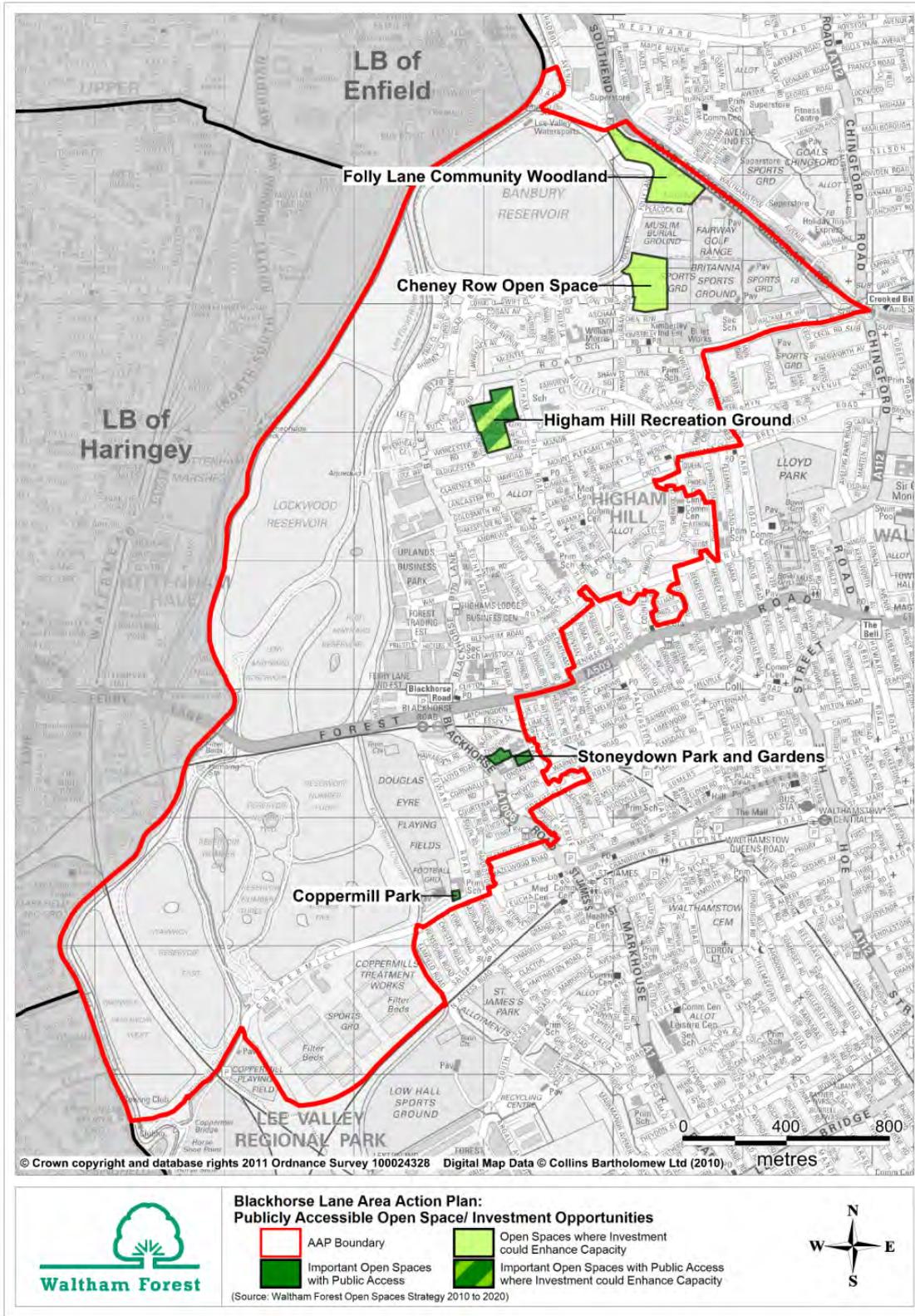


Figure 9 Open spaces with public access, and where investment could enhance capacity

Blackhorse Lane AAP Preferred Options

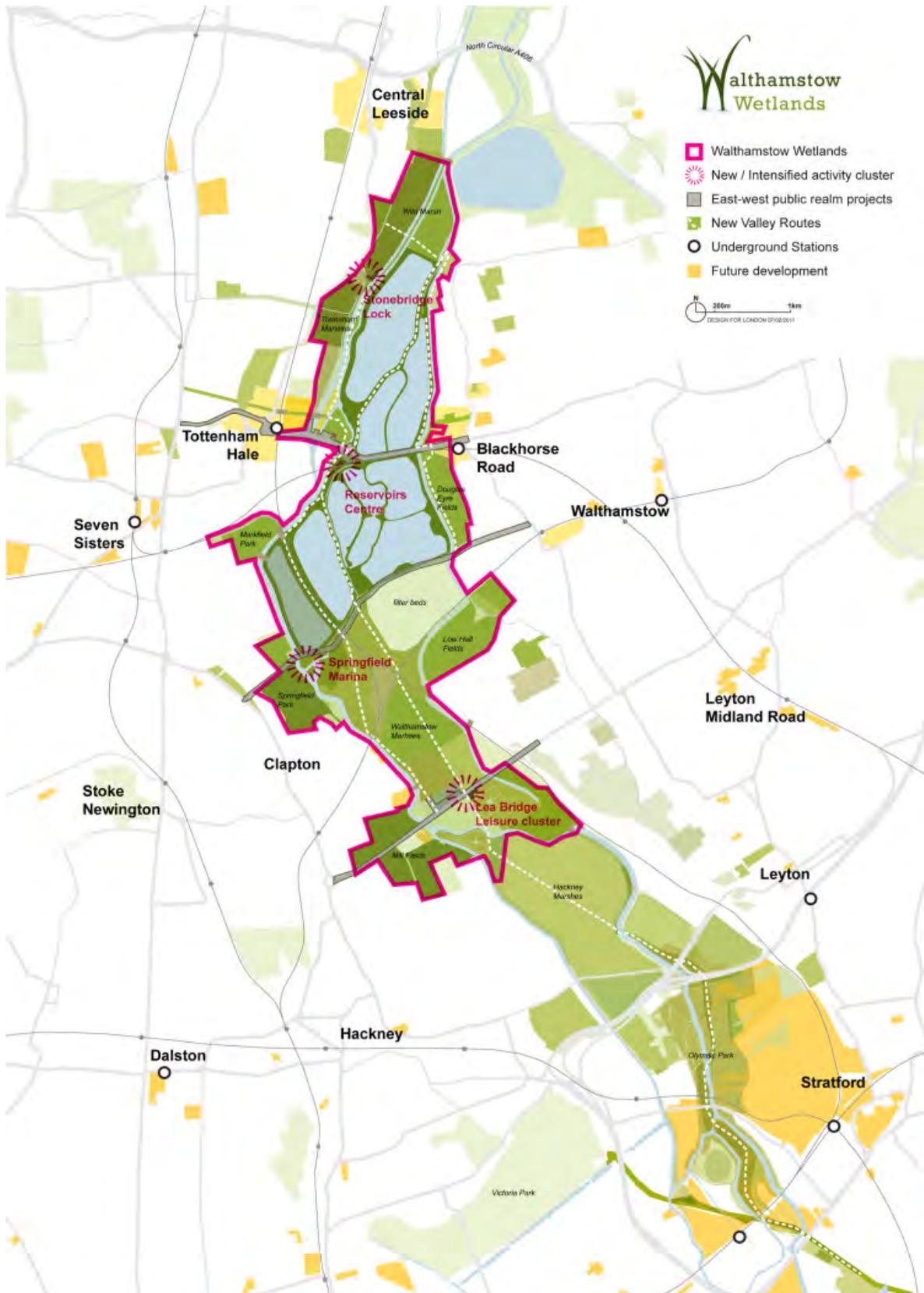


Figure 10 Walthamstow Wetlands in context

Options:

Option A

Create new open spaces

New developments should create new public open spaces/ play spaces to cater for additional demand from population growth, and the benefits this would provide in terms of:

- amenity;
- biodiversity;
- climate change;
- providing a buffer between residential and industrial uses.

Option B

Improve access to existing open spaces

New development should focus on improving links and opening up public access to Walthamstow Wetlands and the Lee Valley Regional Park to secure benefits for both existing and new communities. This will also mean that developable land within the Blackhorse Lane area can be maximised.

Option C

An integrated approach

New developments should ensure an integrated approach to creating a greener environment, which complements the adjoining Walthamstow Wetlands and Lee Valley Regional Park. Improving links to existing, and providing new, green spaces, should be integral to new developments. This will help mitigate a largely grey environment in the area, and help cater for additional demand from population growth.

Preferred option and justification:

3.6.1 A combination of options B and C, but with a particular focus on improving access and use of existing spaces, is our preferred approach.

3.6.2 The Lee Valley Regional Park and Walthamstow Wetlands are a valuable resource that can greatly enhance the setting of new developments and improve the quality of life of the wider community. Previous consultation exercises with local schools have also highlighted a desire amongst children and teachers for improved access to the reservoirs for educational purposes. In this sense, the setting of the area offers a unique opportunity for education and informal play, so it is important to take opportunities to open up public access.

3.6.3 Previous plans in the IPPF proposed a new waterfront park as part of the Station Hub development (see Section 4: Site BHL1). However this is not in keeping with aspirations for improved public access to open space for all. As such, a new east- west link is now proposed in the Draft Urban Design Framework, which could link to improved waterside pedestrian and cycle links, as shown in figure 11. This also has the added benefit of providing a buffer from heavier industrial uses to the north of the site.



Marine Engine House



Figure 11 East-West link through the Station Hub

3.6.4 Under responsibilities arising from the Water Framework Directive, the Environment Agency are considering maintenance requirements for the Flood Relief Channel. Through such works, further opportunities for enhanced access to the Lee Valley Regional Park and Walthamstow Wetlands may be forthcoming. Furthermore, the Dagenham Brook, which is shown in figure 12, runs alongside the Flood Relief Channel, and is a watercourse that could be enhanced and naturalised to improve biodiversity, water quality, and local amenity.

3.6.5 Walthamstow reservoirs are an internationally designated wildlife habitat and are still used by Thames Water for London's water supply. When improving public access, the needs of sensitive habitats and functional aspects of the site will need to be considered and carefully managed.

3.6.6 The Olympic Park also provides a major opportunity in terms of enhanced access to open space for the communities of Blackhorse Lane. It is therefore also our intention to extend an existing pedestrian/ cycle route from the north of the AAP area down to the Olympic Park, utilising an existing underpass beneath the railway line. The route is shown in figure 13. This could potentially also offer opportunities for further entry points into Walthamstow Reservoirs, and cycle links into the proposed new school at site BHL2 South. A feasibility study and costings for the new path has already been undertaken.

3.6.7 A significant part of the character of Blackhorse Lane, particularly along its western and northern fringes, is its landscape character of green spaces. In addition to overcoming access barriers to these, providing new green spaces in developments can help signal a better relationship with Walthamstow Wetlands and the Lee Valley Regional Park. New schemes should therefore be informed by the adjacent natural environment to create locally distinctive landscapes, more wildlife and ecological/ green connections. These could include play areas and natural greenspaces close to where people live and work, and which provide opportunities for physical activity, relaxation, healthy living, and general well-being. Meanwhile, our Open Space Strategy has highlighted that investment in existing open spaces at Cheney Row, Folly Lane Community Woodland, and Higham Hill Recreation Ground (all shown in figure 9) could enhance their capacity.

Blackhorse Lane AAP Preferred Options

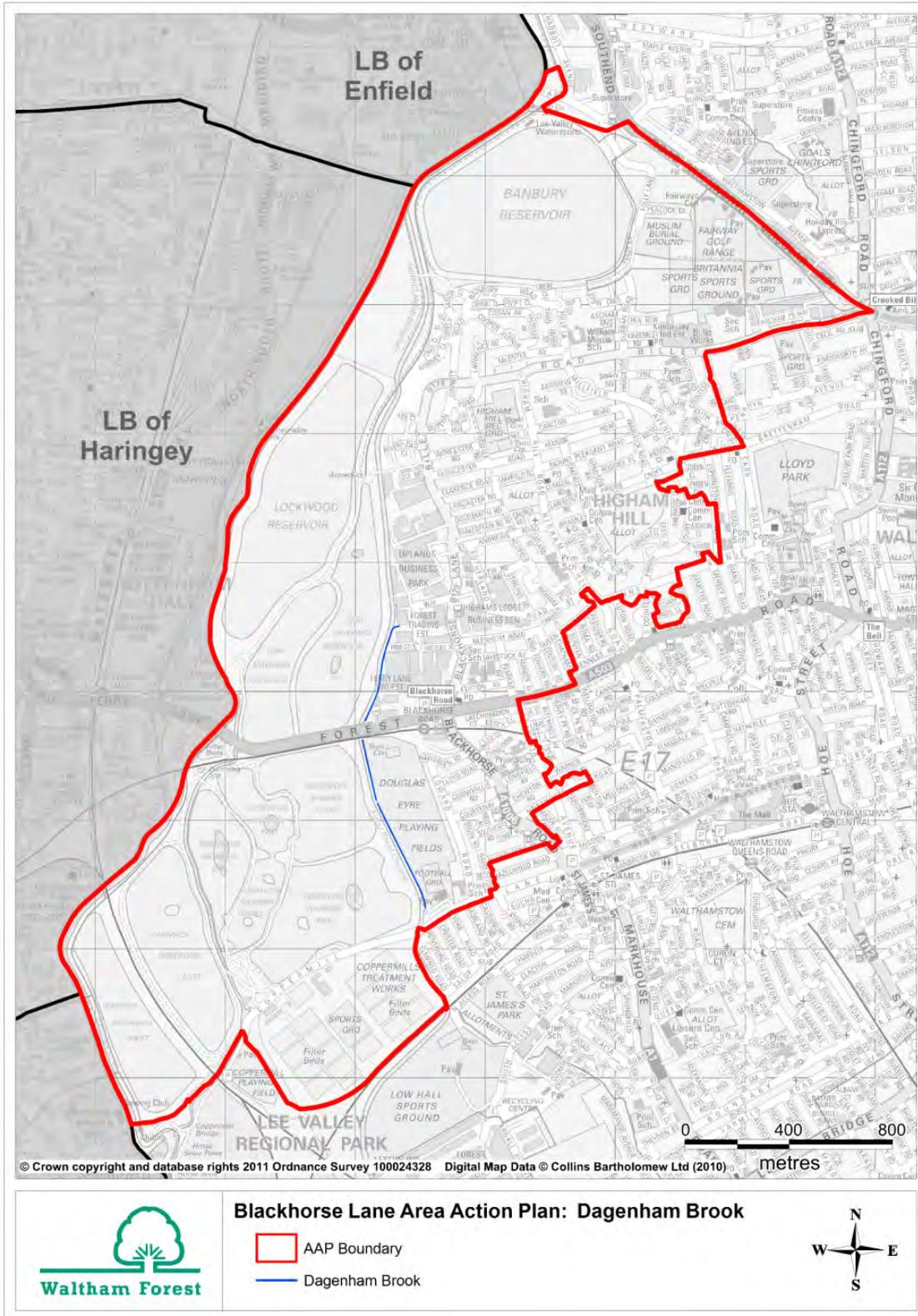


Figure 12 Location of the Dagenham Brook

Blackhorse Lane AAP Preferred Options

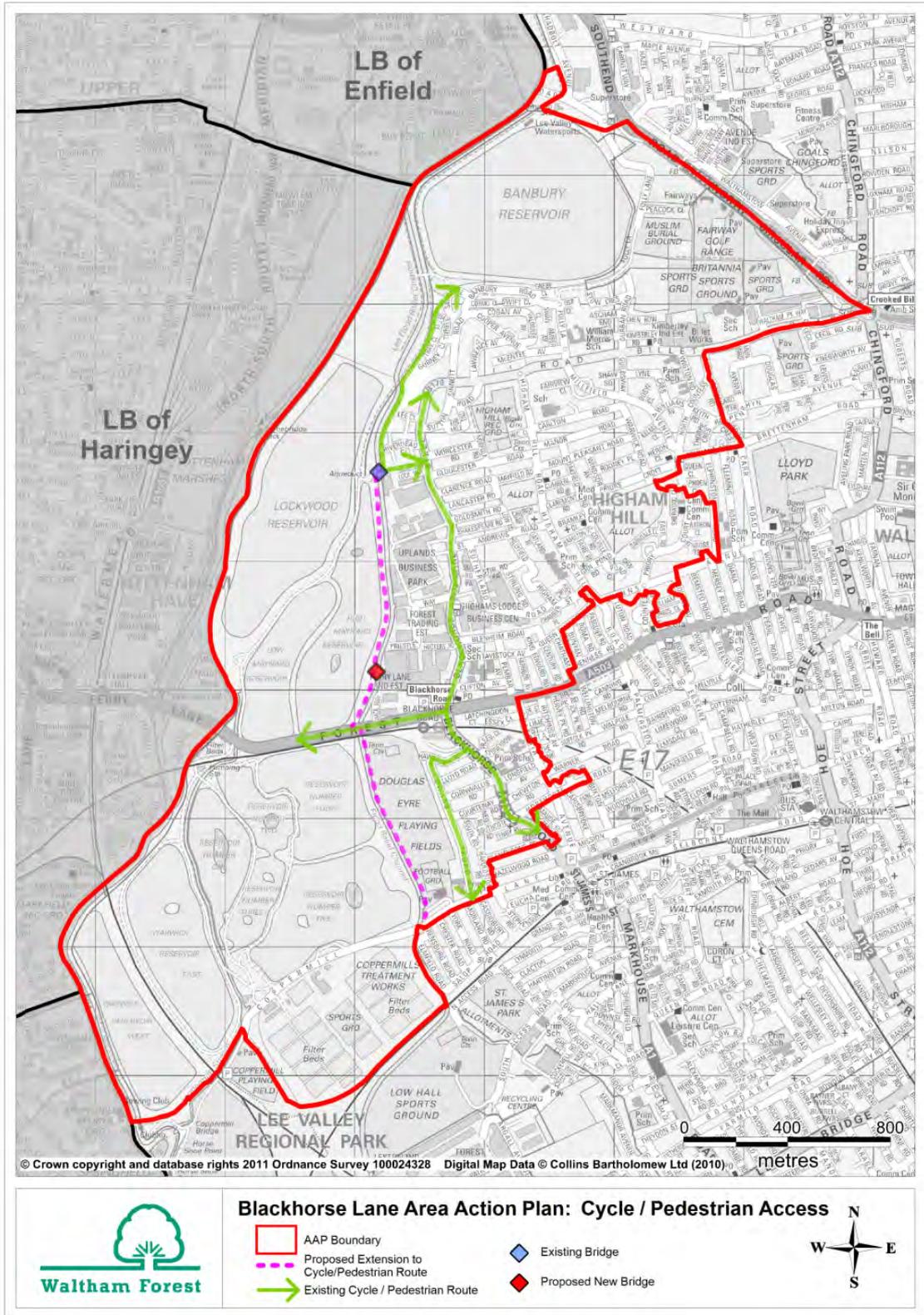


Figure 13 Cycle and pedestrian links



Proposed policy:

Policy BHL8: Open space and nature conservation

A) New developments in Blackhorse Lane should:

i) provide new public open space, and appropriate landscaping, to contribute towards a 'green signature' in new developments. Play facilities should also be sought in appropriate cases;

ii) be designed to be in keeping with the setting of the natural landscape, particularly along the valley edge, and improve physical and visual links to the Lee Valley Regional Park and Walthamstow Wetlands;

iii) avoid any negative impact on Lee Valley Special Protection Area and RAMSAR site and other sites of importance to nature conservation, or provide appropriate mitigation for any such impact;

iv) incorporate measures to enhance biodiversity, such as green/ brown roofs, wildlife-friendly landscaping, tree planting, bird nesting and roofing spaces;

v) provide financial contributions towards projects that enhance the quality of open space and public access to it, in particular the Lee Valley Regional Park and Walthamstow Wetlands.

B) Existing open spaces in the area should be protected, and opportunities for increased public use enhanced.

C) To enhance biodiversity and public enjoyment, opportunities to open up and naturalise the Dagenham Brook will be supported.

Policy BHL9: Walthamstow Wetlands

We will work with partners to promote and deliver Walthamstow Wetlands as an urban nature reserve and wetland centre to enable access to open space and nature for residents of Blackhorse Lane, and support the wider visitor economy. This will be achieved by:

- A) securing improved public access to Walthamstow Reservoirs, whilst ensuring the areas biodiversity and nature conservation value is not compromised;
- B) refurbishing the Marine Engine House to provide an educational resource and wetland centre;
- C) enhancing the physical appearance of Forest Road as a key gateway into Walthamstow Wetlands;
- D) pooling funding from a range of sources, including developer contributions where appropriate.

Relevant objectives:

- Objective 3 – A Green Place

3.7 Climate Change and Decentralised Energy

Issues

Planning can play an important role in helping address climate change through minimising carbon emissions associated with new developments. Our stance on design measures such as energy efficiency (e.g. better insulation) and renewable energy (e.g. solar panels and photovoltaic's) is set out in the Core Strategy and Development Management Policies documents.

In addition, the nature of development at Blackhorse Lane means it is an area with potential for a district heating system that could further minimise carbon emissions. These work by combining heat and electricity generation processes and distributing heat to buildings via district heating pipes.

They are most effective in areas where there are uses with a high heat demand, and the mix of uses (e.g. employment and residential) creates a constant demand throughout the day and night. Higher density developments can also enhance their effectiveness. Given expected levels of growth, the LDA DeMap Project Heat Mapping Study (Parsons Brinckerhoff, 2010), found Blackhorse Lane to be an opportunity area for decentralised energy.

Options:

3.7.1 The Upper Lee Valley Opportunity Area Energy Strategy is currently considering a range of potential energy hubs that could provide enough heat to meet the needs of new developments in the Upper Lee Valley. These could serve developments in Blackhorse Lane alongside other growth areas outside of the borough, such as Meridian Waters in Enfield, and Tottenham Hale in Haringey. Options under consideration are:

Option A

Kedco Gasifier

A recently permitted biomass wood gasification Combined Heat and Power (CHP) plant proposed in Edmonton that is expected to be operational at the end of 2013.

Option B

Edmonton Incinerator

Energy from Waste could be supplied from the existing Edmonton Incinerator at Edmonton Eco Park. The working life of this facility is expected to end in 2020, but a new facility could be operational by 2023.

Option C

Enfield Power Station

An existing gas fired power station due to close in 2023.

Option D

Localised heat generation

This would involve providing a plant within Blackhorse Lane that new developments could connect to. It could be a base for energy from a larger sub regional hub to be transported to, or take the form of a standalone plant. If a standalone plant is proposed, visual impact and possible fuel delivery requirements would be important considerations. If it could not be suitably located in the basement of a building, it may be best directed to land designated as SIL (see figure 5, Section 3.3).

Preferred option and justification:

3.7.2 The options presented above are not mutually exclusive and a combination may be required given the life cycle of existing and proposed facilities.

3.7.3 Further feasibility work is being undertaken in terms of how the different options could be taken forward for the Upper Lee Valley, which will be used to inform the Proposed Submission of the AAP. Initial recommendations are that Enfield Power Station looks a less viable option due to its location and the costs associated with the extraction of heat from it.

3.7.4 As our preferred approach will be determined by feasibility work being undertaken, options are not being consulted on as part of this document.

3.7.5 A further way of tackling climate change is through the provision of green spaces in new developments; which could mitigate against an urban heat island effect. Such provision is catered for in the previous section on public open space and nature conservation.

Proposed policy:

Policy BHL10: Decentralised energy

All major new developments in Blackhorse Lane will be required to link to a district heating network within the Upper Lea Valley, unless this can be demonstrated to be unviable. Where developments come forward in advance of the installation of a district heating network, they should be designed to be 'connection ready'.

Relevant objectives:

- Objective 6 – A Sustainable Place

3.8 Flood Risk

Issues

Some areas of development potential fall within areas identified as at risk of flooding (i.e. flood zones 2 and 3a).

The Dagenham Brook also falls within the area covered by the AAP (see figure 12, Section 3.6). It is important that new development does not compromise its role, and opportunities to enhance its function and amenity value are taken.

Options:

Option A

Avoid new development in flood risk areas

Any new development in the Blackhorse Lane area should be directed to areas of lowest flood risk.

Option B

Only less vulnerable uses should be allowed in flood risk areas

Planning Policy Statement 25: Planning and Flood Risk, sets out that certain uses pose greater risk to people if they are flooded than others. For example, uses such as residential and hospitals are considered more vulnerable than storage and warehousing, or open space. Following option B would therefore mean that in the areas shown on the flood zone maps, uses such as industry, shops or open space could be acceptable, but residential or mixed use developments would not.

Blackhorse Lane AAP Preferred Options

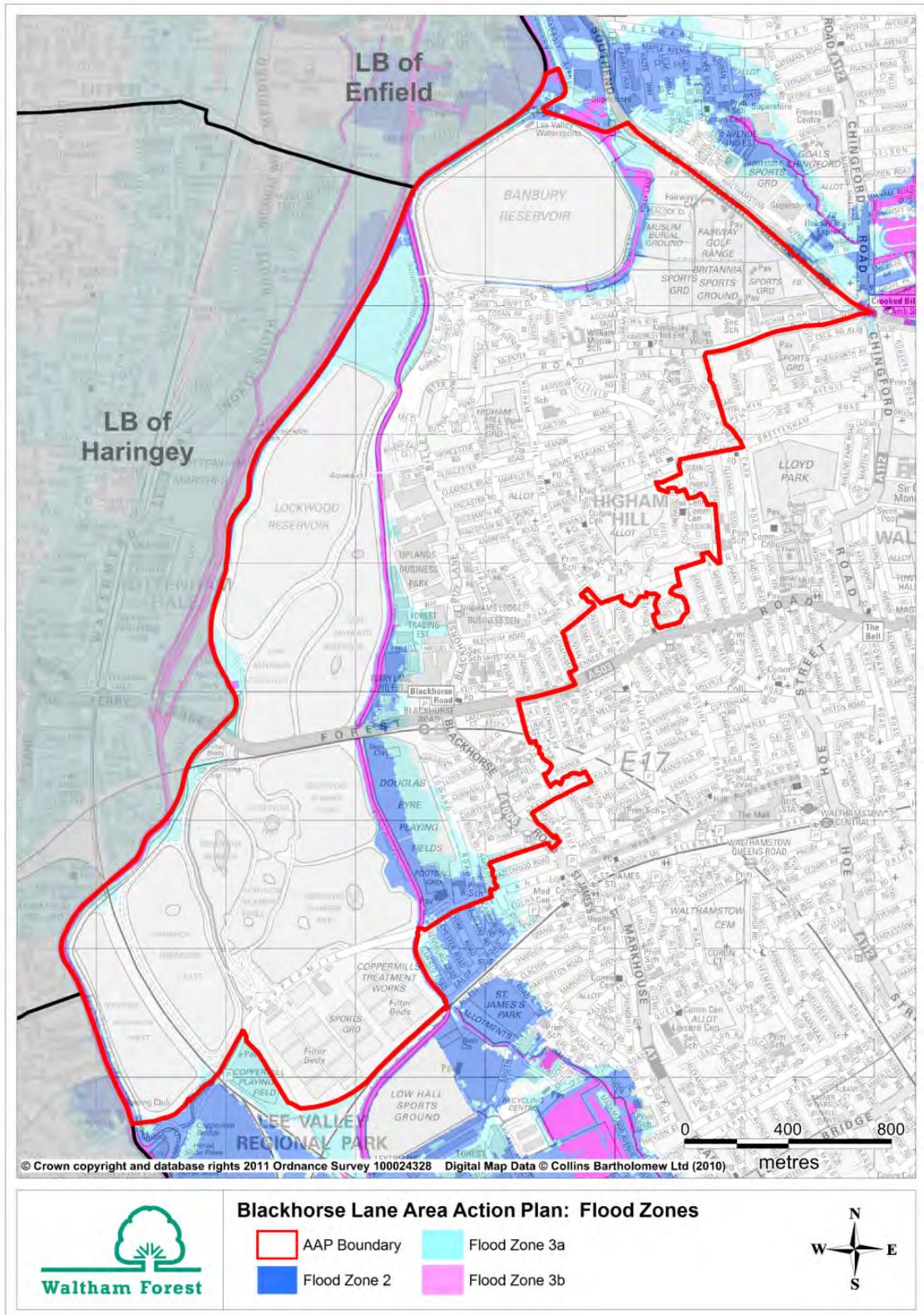


Figure 14 Flood zones

Option C

New developments should be seen as an opportunity to minimise existing flood risk

The Blackhorse Lane area is already at risk of flooding, as shown in the flood zone maps. Rather than seeing flood risk as a blight on development potential, an alternative is to view new developments positively as an opportunity to reduce existing levels of surface water flooding. Potential ways of achieving this include:

- providing ponds for water storage in new developments;
- maximising the amount of porous materials used to allow natural drainage;
- incorporating living roofs into new developments.

Our Level 2 Strategic Flood Risk Assessment concluded that funding towards improving existing flood defences in the area is not suitable. This is because in built up areas, defence measures are likely to have the adverse effect of increasing flood risk elsewhere; e.g. downstream in the Northern Olympic Fringe.

Preferred option and justification:

3.8.1 A combination of Options B and C is our preferred approach. The need for regeneration of Blackhorse Lane is well established, and as such it is identified as a key growth area in our Core Strategy. Flood risk is one of many issues in the area, and a balanced approach is needed. To avoid new development in Blackhorse Lane on flood risk grounds would do little to address deprivation, or minimise existing levels of risk. Instead it will be more beneficial to both existing and new communities to use new developments as an opportunity to minimise or reduce existing levels of surface water flooding, whilst also siting more vulnerable uses away from areas of highest risk. Such an approach is supported by our Level 2 Strategic Flood Risk Assessment (2011).

Proposed policy:

Policy BHL11: Flood Risk

A) New developments in Blackhorse Lane should be designed and sited to minimise flood risk to new and existing communities.

B) Basement dwellings will not be permitted, in the interests of avoiding groundwater flooding issues.

C) All sites in flood zones 2 or 3, and any other sites over 1 hectare, should be accompanied by a site specific flood risk assessment. This should be used to ensure new developments minimise risk through matters such as:

i) incorporating Sustainable Urban Drainage Systems (SuDs) to achieve Greenfield run-off rates;

ii) configuring road and building layouts to preserve and improve existing flood routing;

iii) raising habitable floor levels above the maximum flood water level;

iv) using flood resistant or resilient construction techniques dependent on likely depth of flooding;

v) providing safe routes to and from properties, and evacuation strategies.

D) Where any development is proposed in flood zone 3a, provision should be made for an equal level of compensation storage in the local area to mitigate for this loss.

E) Only water compatible and essential infrastructure uses (as defined by Planning Policy Statement 25: Development and Flood Risk), will be allowed in flood zone 3b.

F) Where development is proposed near the Dagenham Brook:

i) No new development should be built over the Dagenham Brook Culvert;

ii) All development should be set back at least 4 metres from the edges of the culvert and 8m from the open sections of the Dagenham Brook;

iii) Opportunities should be investigated to open up the culvert and naturalise the banks of the watercourse.



Lee Valley Flood Relief Channel and Dagenham Brook

Relevant objectives:

- Objective 6 – A Sustainable Place

3.9 Transport

Issues

One of the major strengths of the area is its transport links. Blackhorse Road Station is on the Victoria line (the capacity of which is being upgraded). This provides good access to Central London, whilst overground rail links the area to Barking and Gospel Oak. Bus routes 123, 158 and 230 all serve the area, making regeneration areas in Tottenham Hale, Walthamstow, and Stratford all easily accessible.

Despite these assets, there is an issue with congestion around the Standard Junction. Also the ability of Blackhorse Road Station to serve the local area is compromised by the current design of pedestrian crossings.

New homes and new jobs in the area will mean more pressure on the transport network. Appropriate mitigation will therefore be necessary for future developments to be acceptable.

Options:

Option A

Predict and provide for road traffic

The level of planned growth is expected to increase road traffic on existing roads in the area. This could be managed through improvements to the existing highway network through matters such as road widening or the provision of new roads. This was previously considered in the IPPF, which proposed the development of a by-pass through the Station Hub site from Forest Road to Blackhorse Road.

Option B

Prioritise sustainable transport:

Encourage people to make sustainable travel choices through matters such as:

- incorporating street layouts with minimal street clutter that allow direct movement through an area by pedestrians and cyclists;
- supporting bus priority measures;
- securing improved access to the station for pedestrians and cyclists by improving the layout of the Standard Junction;
- providing higher density developments close to the station;
- providing a low level of car parking (e.g. car free in areas closest to the station) and high level of secure cycle parking in new developments (e.g. at least 1 per dwelling);
- redeveloping the Transport for London Car Park;
- requiring Controlled Parking Zones in the area;
- requiring new developments to accord with a Travel Plan Framework that sets out measures to reduce car use;
- incorporate Car Clubs to discourage car ownership;
- providing charging stations for electric vehicles to minimise harmful emissions.

Preferred option and justification:

3.9.1 Option B is our preferred approach. Whilst focussing on road traffic may assist the functioning of existing businesses in the area, it will largely be to the benefit of commuters passing through, who do not strengthen the local economy. Nevertheless, care is still needed with any solutions. It needs to be recognised that the Standard Junction is already congested, and that any proposals that cause significant further traffic and delays could undermine improvements to the quality of the local environment.

3.9.2 Recent feasibility work⁽²⁾ found earlier plans to construct new roads in the area to be unviable. This was largely due to costs involved, loss of developable land, and a requirement to purchase and demolish residential properties in private ownership to achieve adequate visibility splays.

2 Blackhorse Lane Traffic Management Scheme, JMP, 2011

3.9.3 Encouraging walking and cycling can have health benefits to our resident's, whilst focussing on such modes can also improve road safety. This will be particularly important given plans for a new school in the area (see site BHL2 South: Blackhorse Road/ Hawarden Road). The negative effects of growth in car use on the environment are well documented.

3.9.4 Promoting sustainable transport is consistent with national, regional and local policy, namely:

- Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (Department for Transport, 2011);
- The Mayor's Transport Strategy (GLA, 2010);
- Draft Local Implementation Plan (Waltham Forest, 2011).

3.9.5 The Draft Urban Design Framework sets out design solutions to improve pedestrian access to Blackhorse Road Station at the Standard Junction. This will benefit both existing and new residents, including the poorer without access to a car. To truly encourage wider use of sustainable transport and discourage car use/ ownership, the other measures set out in option B will also be important.



Tube and overground links at Blackhorse Road Station

Proposed policy:

Policy BHL12: Sustainable transport

A) Major new developments will be required to:

i) incorporate a network of streets designed for all users, following the guidance in the Urban Design Framework;

ii) incorporate appropriate traffic calming measures within the street network which will increase pedestrian and cycle permeability and discourage rat-running by vehicles;

iii) consider Public Transport Accessibility Level (PTAL) ratings and proximity to shops and services to inform the density of new developments;

iv) take opportunities to enhance pedestrian and cycle access to the Lee Valley Regional Park;

v) accord with the levels of car and cycle parking set out in Appendix 4 of the Development Management Policies DPD;

vi) make a financial contribution towards proposed improvements to pedestrian crossings at the Standard Junction and/ or other sustainable transport projects in the area;

vii) provide and comply with a Travel Plan in order to minimise private car use.

B) On sites within easy walking distance of Blackhorse Road Station, car free developments will be encouraged.

Relevant objectives:

- Objective 7 – A Connected Place

3.10 Social Infrastructure

Issues

Social infrastructure covers a wide range of services and facilities that can help contribute to the creation of a sustainable community. It includes:

- education facilities;
- health services;
- facilities for the emergency services;
- sports and leisure facilities including swimming pools, sports halls and outdoors sports spaces;
- libraries;
- jobs brokerage centres;
- community space and faith facilities;
- meeting rooms and halls;
- public houses;
- courts.

Green infrastructure such as public open spaces and children's play space are also an important aspect of sustainable communities, but are addressed separately in Section 3.6: Public Open Space and Nature Conservation.

Since being identified as a regeneration area in 2006, there has been some success in terms of provision of new social infrastructure. Walthamstow Academy has been built, Essex Hall has been redeveloped for healthcare purposes, new open space is being provided as part of residential developments at Sutherland Road, and sites have been made available for community and faith use within underused employment sites. The level of growth anticipated for the area means more social infrastructure will be needed. Providing this in today's climate of public spending cuts will be a challenge.

Options:

Option A

Aim to provide all forms of social infrastructure

Blackhorse Lane is a key growth area. To ensure regeneration occurs in a sustainable manner, we should seek to incorporate a full range of social infrastructure in new developments to serve existing and new communities. Since public funding will be limited, this infrastructure will largely have to be funded by new developments. However, there is a risk that the cost of this provision may deter new development, or draw funding away from physical infrastructure such as improvements to the Standard Junction (see Section 3.9: Transport).

Option B

Prioritise new education and health facilities

Given likely difficulties of the viability of developments if option A is pursued, an alternative is to prioritise education and health facilities as the most important elements of new social infrastructure that should be located close to or within areas of new development. Green infrastructure will also need to be provided as set out in Section 3.6: Public Open Space and Nature Conservation.

Whilst provision of other social infrastructure will still be welcomed, it is recognised that some of the growing demand could be effectively met in other accessible locations.

Preferred option and justification:

3.10.1 Option B is our preferred approach. Our Social Infrastructure and Needs Assessment (URS, 2009) identified a range of infrastructure that needs investment in the borough, including open spaces, indoor leisure facilities, community halls, libraries, education and health.

3.10.2 Levels of open space deficiency, and justification for improved access to existing, and provision of new, open spaces, is set out in Section 3.6: Public Open Space and Nature Conservation.

3.10.3 Schools in the area are already operating at capacity. We have already purchased a site in the Blackhorse Lane area with the intention of developing a new school to meet existing demand. This will be safeguarded for education purposes,

and it may be possible for this to be multi-functional in terms of offering leisure and community facilities outside normal operational hours. Beyond this, projected levels of growth are anticipated to result in a need for a further 707 primary school places and 505 secondary school places.

3.10.4 In terms of other social infrastructure, healthcare facilities are considered higher priority than other facilities such as libraries and leisure centres. While the latter provide valuable benefits, it is reasonable to expect residents to travel to areas with a bigger catchment (such as Walthamstow Town Centre) for such facilities. This will be particularly important as public spending cuts are likely to result in the rationalisation of uses to areas serving the largest catchment. It also reflects the role that a new neighbourhood centre should play within the hierarchy of centres; as set out in our Core Strategy.

3.10.5 The findings of the Social Infrastructure Needs Assessment included an identified need for a new doctors and dentists surgery in the area, based on estimated levels of growth. Opportunities to provide sites for such use will therefore need to be explored.

3.10.6 Since other forms of social infrastructure do provide benefits in terms of a mixed and inclusive community, their provision will still be encouraged where possible through mixed use developments.

Proposed policy:

Policy BHL13: Social Infrastructure

To secure a sustainable pattern of development:

A) sites BHL2 South and BHL3 (see Section 4: Key Sites) will be protected for education use to meet demand as population in the area grows;

B) we will work with health providers to secure new health facilities within one of the opportunity sites in Section 4: Key Sites;

C) community uses and social infrastructure will be supported as part of mixed use developments on opportunity sites, where there are no overriding concerns in terms of neighbour amenity;

D) developer contributions will be sought to support the provision of new, or expansion and maintenance of existing social infrastructure;

E) we will seek to incorporate or replace The Royal Standard Public House in the redevelopment of the Station Hub area, as an important social facility;

F) we will resist the net loss of key social infrastructure in new developments.

Relevant objectives:

- Objective 8 – A Community Place

3.11 Implementation

3.11.1 To ensure regeneration in Blackhorse Lane secures major benefits for both existing and new communities, developments will be expected to contribute to the wider objectives of the area through planning obligations.

3.11.2 Areas where it is reasonable to request funding towards include:

- affordable housing;
- sustainable transport;
- education and childcare;
- employment and training;
- health facilities;
- recreational open space;
- environmental improvements;
- community facilities;
- climate change;
- community safety.

3.11.3 At present, section 106 funding is pooled from new developments through the Blackhorse Lane Planning Obligations Strategy SPD (February 2009).

3.11.4 However, changes in legislation mean that by April 2014, section 106 funds can only be pooled from a maximum of 5 developments, or to provide affordable housing. To pool resources from several developments to fund local infrastructure such as transport improvements or new education facilities, we will need to adopt a Community Infrastructure Levy (CIL). This will set a rate that new developments must pay (per m² of new development), towards infrastructure projects needed to support growth.

3.11.5 In addition, the Mayor is preparing a London-wide CIL to fund Crossrail. If adopted, new developments in Blackhorse Lane will be required to contribute towards this; at a rate determined by the Mayor. This requirement will have important implications in terms of what can be asked for to fund local infrastructure projects, without undermining viability of development proposals.

3.11.6 Over the lifetime of the AAP, other forms of funding will be available to supplement any developer contributions. Where appropriate we will work with partners to secure such funding in order to maximise gains for the community. This will be particularly important where infrastructure projects align with other organisations priorities.

3.11.7 Key physical projects we will seek to deliver in Blackhorse Lane, through a variety of funding mechanisms including developer contributions are:

- improved pedestrian links across the Standard Junction;
- new physical links into Walthamstow Wetlands/ Lee Valley Regional Park;
- environmental enhancements to Forest Road as the gateway access into Walthamstow Wetlands;
- the extension of the Lee Valley towpath to the Olympic Park;
- the provision of new education and health facilities.

Key Sites

4 Key Sites

4.1 Introduction

4.1.1 A range of opportunity sites have come forward through previous consultation. The sources of these are varied. They include the:

- IPPF developed in September 2006;
- Borough wide 'Call for Sites' in the summer of 2009;
- Area Action Plan Issues Paper consulted on earlier this year, and;
- Ongoing discussions with landowners.

4.1.2 This section sets out proposed uses for these sites, based on what we think is an appropriate use of land and can secure regeneration benefits for the wider area. Proposed uses have been subject to ongoing discussions with relevant landowners.

4.1.3 Where figures are provided of employment floorspace or number of residential units, these provide a broad indication of what we think the capacity of the site may be, based on matters such as PTAL ratings, pre-application discussions, and surrounding uses. However, at the detailed design stage, future planning applications may be able to justify higher figures, whilst still achieving a high quality development.

4.1.4 Figure 15 shows where within the AAP each key site is located. It is not an exhaustive list and over the plan period further opportunity sites may come forward.

4.1.5 Where we do not believe sites that were put forward in the 2009 'Call for Sites' can realistically be developed, a brief commentary of our justification for discounting them is provided.

Blackhorse Lane AAP Preferred Options

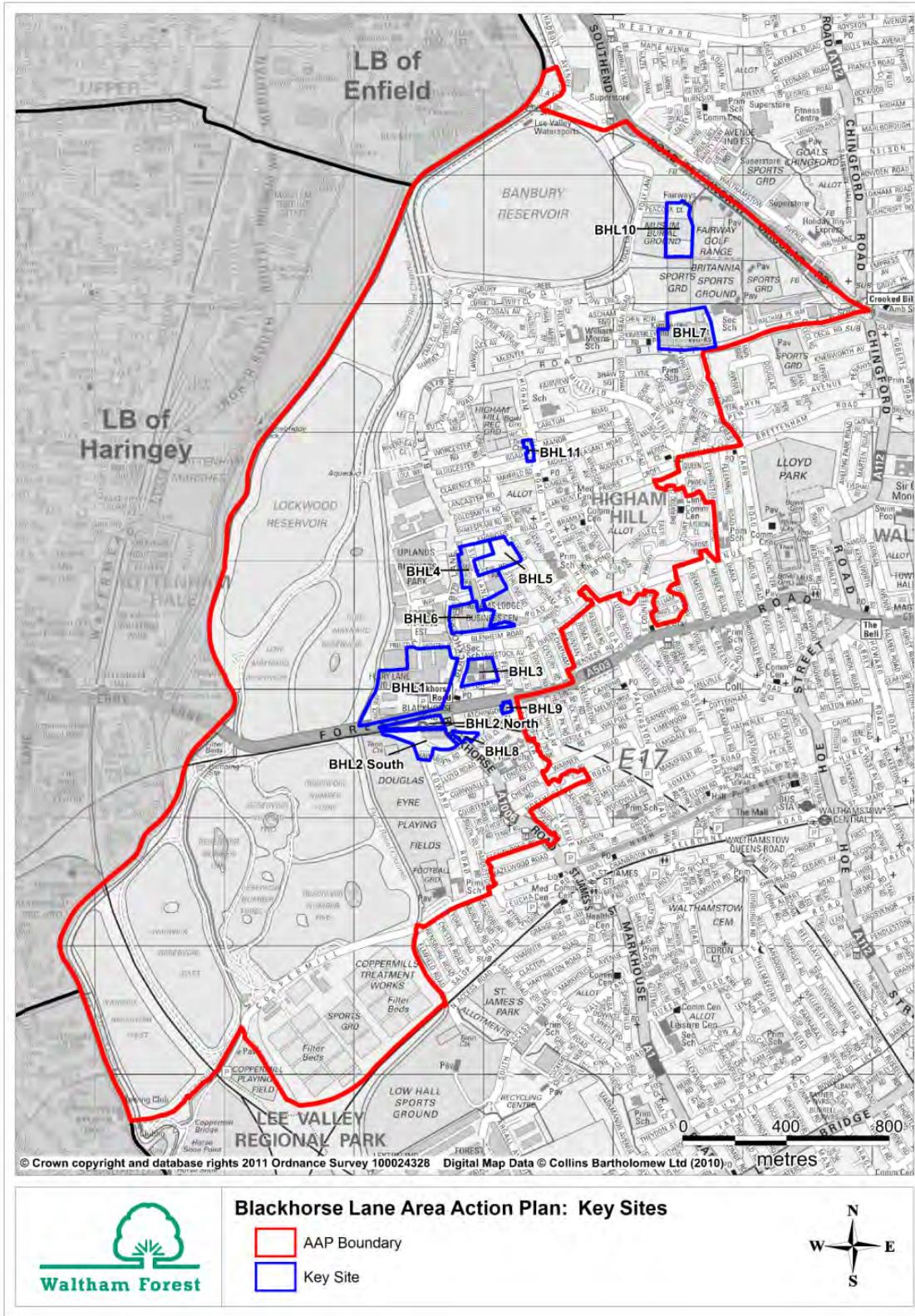


Figure 15 Key sites

4.2 Site BHL1 - Station Hub and Waterfront



Context

4.2.1 The site is located at the junction of Forest Road and Blackhorse Lane (the Standard Junction), opposite Blackhorse Road Station. Current uses include a public house and music venue (The Royal Standard), a mini cab office, warehousing and industrial uses, a Transport for London car park, and a series of smaller businesses.

4.2.2 The Lee Valley Regional Park, High Maynard Reservoirs, and the Lee Valley flood relief channel sit to the west of the site. Industrial uses in land designated as Strategic Industrial Land (SIL) exist to the north.

4.2.3 The Blackhorse Road tube and overground station is situated opposite the site, and the 123 bus service runs past the site towards Tottenham Hale and Wood Green.

4.2.4 The site is in multiple private land ownerships. Taken together, the whole site is approximately 6.8 hectares.

Planning History/ Status

4.2.5 In the UDP, most of the site was designated as SIL. We are seeking to remove this designation through our Core Strategy.

4.2.6 The site was earmarked for mixed use development in the IPPF, but the requirements for a new relief road through the site, and for separate landowners to bring forward developments together, has ultimately made previous proposals undeliverable.

4.2.7 Planning briefs for the site have therefore been revised in the form of the Draft Urban Design Framework. This advocates a different approach to development, but the principle of a mixed use scheme remains.

Preferred Use

4.2.8 Mixed use, incorporating approximately 1000 new homes and 7500m² of commercial space, a new linear park, and public open spaces. Some commercial space could also be used for social infrastructure. Further detail of how uses should be co-ordinated is set out in the Draft Urban Design Framework.

4.2.9 Commercial space should cater both for small businesses (B1 use class), but also some retail, community and leisure uses; to form a new neighbourhood centre for the area; as set out in Section 3.4: Neighbourhood Centre.

4.2.10 No single retail unit should have a net floor area larger than 1000m² to accord with Policy BHL6: Neighbourhood Centre.

4.2.11 5 Blackhorse Road is home to a number of valuable businesses providing local jobs, whilst The Royal Standard Public House provides a useful landmark and link to the past. Any new development should therefore seek to incorporate space to allow successful existing businesses to continue to flourish.

Justification

4.2.12 The site has long been identified as offering potential for higher density mixed use development and able to deliver key regeneration benefits.

4.2.13 Sustainable, car free development can be supported due to the sites accessibility to the station.

4.2.14 Views across the reservoirs means an attractive development marketed to young professionals can be achieved. Its prominent location also means a high quality development can help improve the image of the area.

4.2.15 Redevelopment of the site can help improve access to the Lee Valley Regional Park and Walthamstow Wetlands through the provision of a new east-west linear park. Due to the sites proximity to these sensitive areas, demolition and construction phases will need to minimise disturbance to wintering waterfowl

populations. This will be negotiated at the planning application stage, but could include requirements such as using noise attenuation techniques, or avoiding works between September and March.

4.2.16 As a large central site with capacity for high density development, ground floors can be used for commercial uses that benefit from the high footfall of commuters passing through the area, and create a hub of activity in this prominent location. A mix of commercial uses should be provided as set out in Section 3.4: Neighbourhood Centre, so that provision is made both for commuters and the local community.

4.3 Site BHL2 North - Car Wash Site



Context

4.3.1 The site is located on the busy Forest Road (A503), immediately adjacent Blackhorse Road Station. Bus service 123 passes the site. Current occupiers include a hand car wash centre, Renault garage, and a café.

4.3.2 The site is approximately 0.8 hectares in size.

Planning History/ Status

4.3.3 Both the IPPF and UDP identified the site as offering potential for residential development.

Preferred Use

4.3.4 Mixed use – incorporating ground floor commercial units and/or social infrastructure, with residential development (approximately 100 units) above.

Justification

4.3.5 Current uses underutilise the sites high level of accessibility by public transport. A sustainable pattern of development can be created in the form of car free residential development. The prominent location on the A503 (Forest Road) means the site lends itself towards successful commercial activity along the ground floor, which could help form part of the new neighbourhood centre set out in Section 3.4: Neighbourhood Centre.

4.3.6 A variety of uses such as convenience retail, small business units, or social infrastructure could all sit comfortably with residential above, and help enhance the physical appearance on this gateway into the borough and Walthamstow Wetlands. Alongside commercial uses on the opposite side of Forest Road (Site BHL1), this could help create a greater mass of activity and mix of uses needed to provide a successful neighbourhood centre, whilst also securing the continued role of Blackhorse Lane as a source of local employment.

4.3.7 As with Site BHL1, proximity to Walthamstow Wetlands means potential disturbance to wintering waterfowl will need to be minimised during demolition and construction phases. The methodology for this will be agreed during the planning application process.

4.4 Site BHL2 South - Blackhorse Road/ Hawarden Road

Context

4.4.1 The site covers an area of approximately 1.83 hectares. Blackhorse Road forms the eastern boundary of the site and provides the main vehicular access. Blackhorse Road Station is located to the north and the railway line adjoins the northern boundary of the site. Two storey Victorian residential properties exist to the south of the site and Douglas Eyre Playing Fields to the west.

4.4.2 A number of bus routes run close to the site, including the 158 and 230, serving Chingford Mount, Stratford, Upper Walthamstow and Wood Green. The 123 runs to the north of the site along Forest Road serving Wood Green and Ilford.

Planning History/ Status

4.4.3 Currently, this site is vacant, but was previously used for industrial purposes. In the UDP the land was designated as a major opportunity site for residential development. At this time the site was in the ownership of English Partnerships (now called the Homes and Communities Agency) and was earmarked for residential development for key workers. The capacity of the site was identified as 350 homes.



4.4.4 The site was bought by the Council in March 2010, with the intention of building a new secondary school that would better cater for growing demand than the existing Willowfields School (Site BHL3). The removal of funding from the Governments Building Schools for the Future (BSF) programme has hampered such plans.

Preferred Use

4.4.5 Education – secondary school for 6-8 forms of entry, including provision for post 16yr old students.

Justification

4.4.6 Despite the funding gap caused by the collapse of the BSF programme, there is still a need for new education facilities in the area to cater for existing demand, and the level of growth expected in the Blackhorse Lane area. The lack of alternative sites available means that this site should be safeguarded in the long term for education purposes, as funding issues are resolved.

4.4.7 Furthermore, providing a new school on the site would be consistent with the preference for using surplus employment land for social infrastructure, as set out in our Core Strategy.

4.4.8 Whilst there is an unmet demand for school places in the area, any alternative uses for the site should be temporary, and not jeopardise the long term future of the site.

4.4.9 As with Site BHL1, proximity to Walthamstow Wetlands means potential disturbance to wintering waterfowl will need to be minimised during demolition and construction phases. The methodology for this will be agreed during the planning application process.

4.5 Site BHL3 - Willowfield School, Tavistock Avenue



Context

4.5.1 Willowfields School is a small secondary school (1.1 hectares), approximately 250 metres north east of Blackhorse Road Station. It is operating at capacity and is surrounded by two storey Victorian terraced properties so has little scope for expansion. It is owned by the Council.

Planning History/ Status

4.5.2 The site has no specific land use designation in the UDP or Core Strategy. The IPPF identified it as a potential housing site, on the basis of surrounding uses, and the expected relocation and expansion at Blackhorse Road/ Hawarden Road (Site BHL2 South).

Preferred Use

4.5.3 Education

Justification

4.5.4 Shortage in school places has increased since the IPPF was produced. Existing primary schools are now operating at capacity and temporary buildings are being used to help meet demand. This situation will worsen as the population continues to grow.

4.5.5 A site has been identified for a new secondary school in the Blackhorse Lane area (Site BHL2 South). Until this is developed, the Willowfields school site will continue to be needed for education purposes. Even when Site BHL2 South is developed, anticipated growth in the area means there will be an additional need for more school places as set out in Section 3.10: Social Infrastructure. This sites location, close to other opportunity sites and existing residential, means it is well placed to absorb such demand, particularly for primary school places.

4.6 Site BHL4 - Sutherland Road

Context

4.6.1 This is in effect an area comprising a number of smaller sites, mainly used for a variety of small and medium industrial units. Most of these sites are in private ownership, but we are in the process of purchasing a number of industrial units in support of the regeneration initiatives in the area.

4.6.2 Sutherland Road includes employers such as Dunhills that operate with minimal disturbance to adjacent residential uses. However, it also includes uses that are less compatible with nearby residential, such as meat processing units. In total, the area is approximately 2.16 hectares.

4.6.3 Nearby residential takes the form of 2 storey Victorian terraced properties at St Andrews Road, and modern 4 to 6 storey apartments at Papermill Place (Site BHL5).



4.6.4 On street parking by commercial vehicles and outside storage of pallets and waste along the main road frontage contributes to an untidy appearance. Odours from some of the industrial units are also detrimental to residential amenity.

Planning History/ Status

4.6.5 The site was designated as a Borough Employment Area in the UDP, which has been carried through to the Core Strategy.

4.6.6 The IPPF advocated redevelopment for residential purposes, on the basis that industrial uses could be consolidated at Webb's Industrial Estate (Site BHL6). As a result, some sections of the site have already been earmarked for

residential development.

Preferred Use

4.6.7 Mixed use, incorporating approximately 150 homes, (in addition to the current Papermill Place development), a medical centre, and B1 units for creative industries.

4.6.8 The Draft Urban Design Framework provides further detail of our requirements for this site.

Justification

4.6.9 Whilst it is still designated as a Borough Employment Area, the Core Strategy allows for a greater mix of uses than simply B1/ B2/ B8, in recognition that uses such as residential will be necessary to support regeneration in key growth areas.

4.6.10 Some residential developments are already being implemented as a result of the zoning advocated in the IPPF. Future employment uses in the area therefore need to be compatible with this. Space for new businesses does need to be provided though so the primary employment function of the area remains. As a business park is no longer expected at Webb's Industrial Estate (see Site BHL6), remaining industrial land at Sutherland Road should not all be lost to residential.

4.6.11 Existing small business units, where retained, can help meet demand for the creative industries we are seeking to attract and retain in the area. To ensure these remain compatible with surrounding and emerging residential, they should be restricted to B1 uses in future. Such uses should help achieve a more attractive physical environment, with less need for on street parking, waste storage etc.

4.6.12 The importance of new healthcare facilities in supporting population growth is set out in Section 3.10: Social Infrastructure. In addition, such uses can have an employment function.

4.7 Site BHL5 - Papermill Place

Context

4.7.1 A 1.09 hectare site previously in industrial/ warehouse use. The site was acquired by East Thames and Telford Homes in 2007. On the basis of the IPPF, permission has been granted for a total of 323 homes. The first 2 phases of this is complete, and phase 3 (which includes a pocket park for use by the public) is currently under construction.

4.7.2 Units within Papermill Place are predominantly affordable products, and overall the development is geared towards 1 and 2 bed properties. In total, 66 units were made available for private sale. All larger properties (i.e. 3 and 4 bed – a total of 36 units) are for social rent.

4.7.3 As a high quality contemporary scheme, the development provides an important context for the design of other opportunity sites in the locality.

Planning History/ Status

4.7.4 See above



Preferred Use

4.7.5 Residential (323 units) with amenity space

Justification

4.7.6 The entire site has either been, or is in the process of being built. It is still included in the AAP as a key site as the development sets the context for surrounding opportunity sites.

4.8 Site BHL6 - Webb's Industrial Estate



Context

4.8.1 A 1.55 hectare site owned by Lee Valley Estates that is currently used for storage purposes and some industrial units. The site fronts onto Sutherland Road and surrounding uses are predominantly industrial in nature, although there has been a recent shift towards some residential uses in the area (e.g. Papermill Place). The estate backs onto Blackhorse Road and as such is potentially easily accessible from the station (less than 450 metres away).

Planning History/ Status

4.8.2 Traditionally the site has been designated as a Borough Employment Area in the UDP, and this designation has been carried forward in the Core Strategy. The IPPF designated the area for a new business park, as part of original plans to consolidate industrial uses here and allow residential use in the remainder of Sutherland Road. There was also a proposal to construct a new road through the site linking Blackhorse Road to Sutherland Road, which would have served commercial traffic. Based on this designation, no planning applications have been forthcoming.

Preferred Use

4.8.3 Mixed use, incorporating around 250 homes, space for small businesses, small local convenience shopping and community uses. Any future development should also improve pedestrian and cycle routes to improve connectivity between the Sutherland Road area and Blackhorse Road Station.

4.8.4 The Draft Urban Design Framework provides further detail of our requirements for this site.

Justification

4.8.5 Whilst it is still designated as a Borough Employment Area, the Core Strategy allows for a greater mix of uses than simply B1/ B2/ B8 in key regeneration areas. As we are seeking to attract clean, creative industries to the area, rigid zoning as per the IPPF is no longer necessary. A mixed use scheme can therefore help support the provision of small business units in the area to help cater for growing demand and relocation of displaced businesses elsewhere in the locality. A net increase in the level of employment provided on site will be important in terms of justifying any mixed use proposals.

4.8.6 Redeveloping the site can also provide an opportunity for improved access to the station, a new neighbourhood centre, and the wetlands, for occupiers of recent development such as Papermill Place, in the form of a new pedestrian/ cycle link through the site to Blackhorse Lane. The quantum of development taking place in the area also means there may be some scope for small scale local convenience shopping and community uses. This should however be focussed along the Blackhorse Lane frontage to support and not undermine plans for a new neighbourhood centre around the station.

4.9 Site BHL7 - Billet Works



Context

4.9.1 A 3.35 hectare site including low level workshop buildings, a 1970s 5-storey office building, and 2 storey Victorian warehouse buildings. In 2008 the entire site was estimated to employ 154 people. Building conditions are poor, having been subject to little investment in the recent past.

4.9.2 Open space and school playing fields bound the site to the north and east. 2 storey inter-war housing exists to the south, and a local retail parade to the west. Blackhorse Road Station is 1.8 km to the south west.

Planning History/ Status

4.9.3 The site was designated in the UDP for mixed use regeneration, and the IPPF proposed similar uses.

4.9.4 In April 2010 we refused an application from Hadley Homes for a mixed use scheme comprising of:

- 562 dwellings (up to 7 storeys in height)
- 863m² retail

- 910m² business space, and
- 1801m² of leisure space/ community facilities.

4.9.5 A number of reasons for refusal were provided, with the underlying theme being that of overdevelopment. The decision was then allowed on appeal before being dismissed by the Secretary of State at Public Inquiry.

Preferred Use

4.9.6 Mixed use incorporating up to 500 homes, compatible employment uses (B1 use class), social infrastructure, and small scale retail.

Justification

4.9.7 It has long been established that the site was under utilised and that mixed use development was appropriate. This would ensure greater community gains than a pure residential development. It would help provide much needed facilities such as healthcare, for occupiers of the new development, and residents of the surrounding area; who may not easily be able to access new facilities provided closer to the station. Other benefits include using development to provide green routes to open up access to the adjacent Banbury Reservoirs and public open space.

4.9.8 Providing a lower density development than the refused scheme will enable a better housing mix in the scheme, with a higher proportion of 3+ bedroom units to help address housing need. This will be particularly important in the context of smaller units geared towards young professionals being provided at the Station Hub (Site BHL1).

4.9.9 Incorporating B1 business uses will help encourage enterprise and provide jobs for local people. It will also be consistent with the approach set out in our Core Strategy that effort should be made to ensure that when redundant industrial land is redeveloped, some provision is made for more land efficient businesses.

4.9.10 Restricting uses to B1 use class will help avoid conflicts between the needs of businesses and residential.

4.10 Site BHL8 - 152/154 Blackhorse Road

Context

4.10.1 A 0.19 hectare site currently occupied by a large 3 storey 1970s office building. It is located opposite Site BHL2 South (Blackhorse Road/ Hawarden Road). Buses to Stratford, Walthamstow and Chingford are available opposite, as is Blackhorse Road Station. The overground railway line runs north of the site and 2 storey Victorian terraces to the south.

4.10.2 The site was being actively marketed for redevelopment in 2010, but no planning applications for redevelopment have been submitted.

Planning History/ Status

4.10.3 The site was not subject to any specific allocations in the UDP and was not identified as an opportunity site in the IPPF. It is not designated in the Core Strategy as one of the boroughs premium employment sites.



Preferred Use

4.10.4 Mixed use; ground floor commercial uses with scope for approximately 50 residential units above. New social infrastructure, or D1 uses that enhance local resident's skills and job prospects are also supported.

Justification

4.10.5 As the site benefits from good accessibility, and given existing building heights, medium to high density development is considered appropriate. Mixed use development can help support the provision of new social infrastructure or retail to support population growth. Meanwhile incorporating new small units for start up businesses will help support the areas continued business function and help cater for demand for such premises.

4.10.6 To be compatible with residential above/ adjacent, and the potential school opposite, any employment use should be restricted to use class B1. This also respects the fact that such uses are usually drawn to areas well served by public transport, and that B8 uses may further exacerbate road traffic issues around the Standard Junction.

4.10.7 Proximity to the station means the site can sustainably support new residential development as reliance on private car use in the area should be lower than areas with lower PTAL ratings.

4.10.8 The prominent location on Blackhorse Road frontage means this is a key gateway into the Blackhorse Lane area from the Northern Olympic Fringe. As such, any development should be of a high quality design to help upgrade the image of the area.

4.11 Site BHL9 - Former Essex Arms Public House

Context

4.11.1 A 0.14 hectare site that was previously occupied by the Essex Arms Public House. This closed down in 2007 and the site was subject to numerous complaints regarding antisocial behaviour, flytipping, and rough sleepers. It has since been cleared and fenced off.

4.11.2 3-4 storey social housing abuts the site boundaries, with 2 storey terraced properties opposite. The site fronts onto Forest Road, a key route through to Walthamstow to the east, and Tottenham to the west. There is a bus stop immediately outside the site, served by the 123.

4.11.3 A small parade of shops is in close proximity to the site on both sides of Forest Road. This includes uses such as newsagents, takeaways, a launderette, letting agents.

Planning History/ Status

4.11.4 The site is subject to no specific designations in the UDP or Core Strategy. It is now under construction.

4.11.5 Planning permission was granted in February 2010 for a Tesco Express (436m²) and 17 affordable dwellings. However, whilst the site has been cleared it has not yet been implemented.

Preferred Use

4.11.6 See details of planning permission above.



Justification

4.11.7 The site is now under construction. As with Papermill Place (Site BHL5), it is still included in the AAP as it provides a useful context of how the character of the area is changing. It could also provide a catalyst for further physical enhancements along Forest Road.

4.12 Site BHL10 - Gun Site Playing Field, Folly Lane

Context

4.12.1 The site is a designated playing field in the north of the AAP area. It falls south of the North Circular Road and is served by Folly Lane. It is bordered by a Travellers Site (known as Peacock Close) to the north west, an existing Muslim Burial Ground to the west, Tyne Acre Sports Ground to the south and Fairways Golf Range to the east. The site is landlocked by surrounding uses, making public access poor.

4.12.2 The total site size is approximately 2.08 hectares. It is owned by the Council.



Planning History/ Status

4.12.3 In the existing UDP the entire site is designated as both a playing field and Green Belt.

4.12.4 None of the site is in use as a playing field, but sections are used for purposes compatible with the Green Belt. The northern third of the site is currently partly used as amenity space in conjunction with the adjacent Gypsy and Traveller Site. In 2000, planning permission was granted to extend the Muslim Burial Ground onto the middle third of the site, which has been implemented. An application for its further extension to the southern section of the site was submitted in 2008 and is yet to be determined. This section therefore remains vacant.

Preferred Use

4.12.5 It is proposed to remove the playing field designation of the site, but retain the Green Belt designation. Alternative open space uses may therefore be acceptable, provided they meet the requirements of Planning Policy Guidance 2: Green Belts.

Justification

4.12.6 The site was not assessed in our latest playing pitch strategy, and there are no managed or marked playing fields on site. The current playing field designation is therefore misleading. Only a small portion of the site is not in active use, and all uses that do exist are not related to sports or leisure.

4.13 Site BHL11 - Higham Hill Local Retail Parade

Context

4.13.1 Higham Hill Local Retail Parade comprises a small parade of retail units that provides for the day to day shopping needs of local residents. Uses include a Co-operative store, hairdressers, a dry cleaners, and small independent retailers.



4.13.2 The area covered by the existing retail parade designation includes a total of 14 premises. A survey conducted in June 2011 found there to be significantly higher levels of vacancy, and a lower proportion of A1 units, than is average for similar types of parades elsewhere in the borough. This is shown in the table below:

	Higham Hill, June 2011	Borough average for local retail parades 09/10 (Source: Waltham Forest Annual Monitoring Report 2009/10)
Vacancy rates	36%	12%
Proportion of A1 (shops) units	29%	47%

4.13.3 In close proximity, but outside of the designated parade, a number of other commercial units exist – including a public house, doctor’s surgery, post office, and other small retail units.

4.13.4 The area is also identified in our draft Local Implementation Plan, which sets out priorities for transport investment in the next few years. This identifies the area as suffering from high traffic speeds and a number of collisions at surrounding junctions. As such it is earmarked for a corridor scheme along Higham Hill Road in the period 2011/12 to counteract these issues. At present, proposals are still at the design stage.

Planning History/ Status

4.13.5 The UDP designates the following units as part of the local retail parade: numbers 301-329 (odd) and 272-274 (even) Higham Hill Road. No specific mention of the role of the area was made in the IPPF, and there have been no applications for comprehensive redevelopment of the area.

Preferred Use

4.13.6 Retail uses to be consolidated into the parade that exists from 301-329 Higham Hill Road. A1 uses will be particularly supported.

Justification

4.13.7 The high levels of vacancy and low proportion of A1 uses present indicate the health of the parade is in decline. It is considered that the dispersed nature of commercial units in this area is a contributing factor. Clustering such uses into a clearly defined area, with a presumption in favour of residential uses outside of the designated parade, can help support the viability of the centre. Such an approach will help increase demand for local convenience shopping and thus increase footfall within the consolidated parade. A mass of A1 uses are important to support this local convenience role, and such uses are particularly encouraged given the relatively low levels of such provision.

4.13.8 It is recognised that some existing uses outside of the designated parade provide important local facilities (e.g. post office, doctor's surgery etc). Their loss to residential should therefore be resisted unless they can be re-provided within the designated parade.

4.14 Discounted sites

Site	Proposed use	Reason for discounting
1) Land East of Banbury Reservoir	Employment	Site is designated as important for nature conservation and falls within the green belt; where employment uses are not permitted. Furthermore our evidence suggests the employment needs of the area can be met by using existing land more efficiently, so it is not necessary to designate new sites on greenfield land.
2) Uplands Business Park	Mixed use including employment, retail and residential	Site is designated as SIL in the London Plan, Upper Lea Valley OAPF, and our Core Strategy. Mixed use development is incompatible with this designation.

Site	Proposed use	Reason for discounting
3) Kingfisher Sports Ground, Billet Road	Employment	Site is designated as green belt and Metropolitan Open Land; where employment uses are not permitted. Furthermore our evidence suggests the employment needs of the area can be met by using existing land more efficiently, so it is not necessary to designate new sites on greenfield land.
4) Disability Resource Centre, 1A Warner Road	See Site Specific Allocations Preferred Options Document	Only a small portion of the site falls within the current Blackhorse Lane AAP boundary. The site is therefore being considered through the Site Specific Allocations DPD.
5) Trencherfield Allotments	Residential	Under Planning Policy Statement 3: Housing, residential development should be directed towards previously developed land. Allotments do not fall within the definition of previously developed land.
6) Land at Douglas Eyre Sport Centre, 148 Coppermill Lane	Residential	Douglas Eyre Sports Centre provides an important piece of social infrastructure. It's loss should be resisted under Core Strategy policy CS4, especially given the deficit of sports halls in the borough a set out in the URS Strategic Infrastructure Plan (2009).

Blackhorse Lane AAP Preferred Options

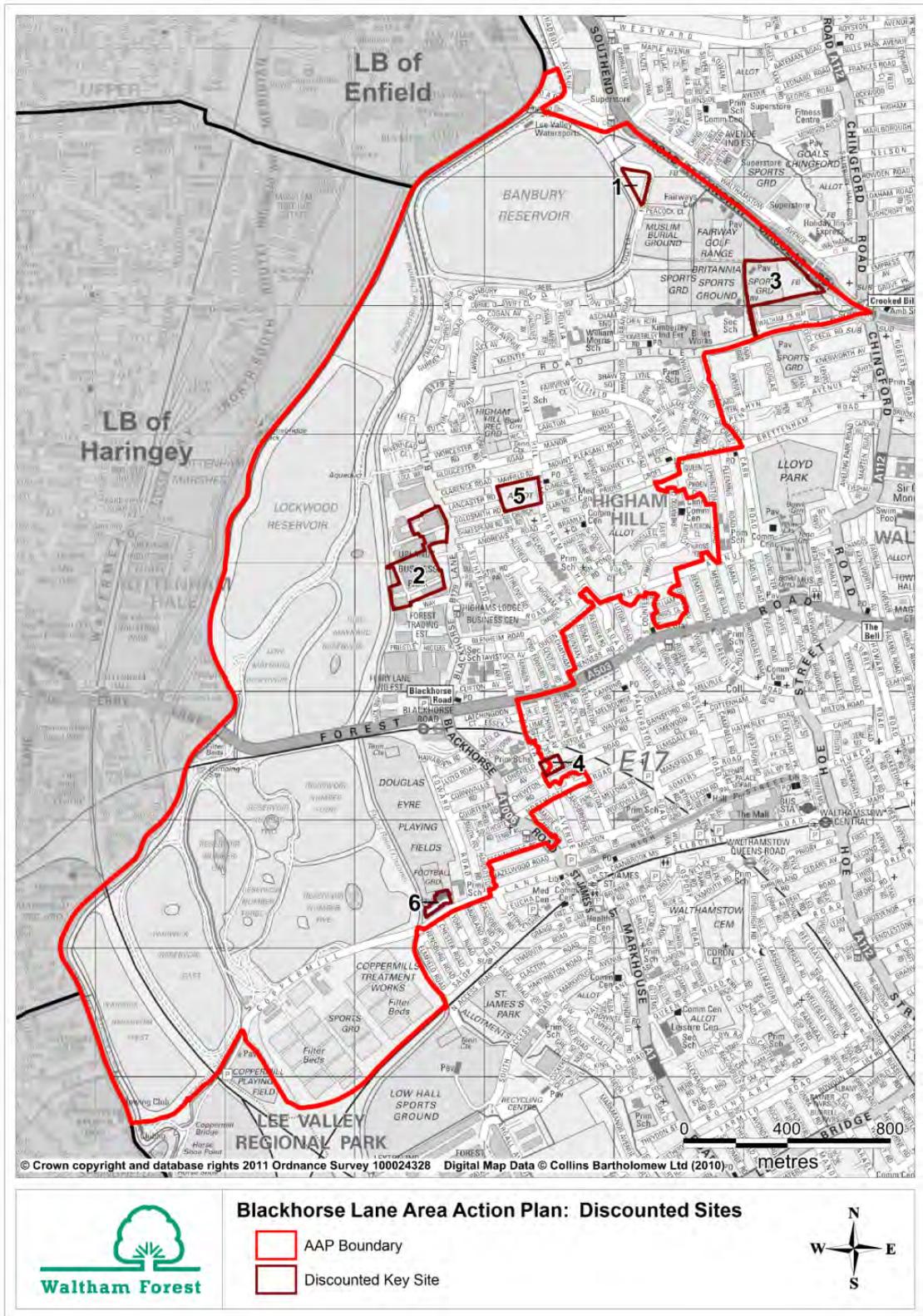


Figure 16 Map of discounted sites. NB site numbers correspond with table of sites

Next Steps

5 Next Steps

5.0.1 We want to hear your views. Have we identified the main issues the AAP should address? Do you support our preferred options? If not, please tell us why? Are there any other challenges and opportunities we need to think about? Are there any additional sites in the area likely to come forward for development? Can you recommend any specific policy wording the final document should include?

5.0.2 A questionnaire has been prepared alongside this document to give you the opportunity to comment. Please take the time to fill this in and return to us by the 30th September 2011. All comments received will be considered in producing the 'Proposed Submission AAP'. We will then go out for further public consultation to refine the detail of this in the spring of 2012, before submitting to the Planning Inspectorate for examination. If the Inspector approves the document, it will be used to decide if permission should be granted to planning applications in the area.

Appendix 1 - Monitoring Table for AAP Policies

Objective	Policy	Indicator	Target	Relevant CS/ DM Policy
1. A Neighbourhood Centre	Policy BHL6 – Neighbourhood Centre	BD4 – new business space in town centre L17 – Uses/ vacancy level in designated centres	Over the plan period: <ul style="list-style-type: none"> • Growth in floorspace, footfall, shopping centre ranking, retail rents and yields • Increased percentage of new A1, A3, A4 and D1 uses located in the neighbourhood centre 	CS14 - Vibrant Town Centres DM26 - Managing Change of Use in Town Centres DM27 - New Retail, Office and Leisure Developments DM28 - Night Time Economy Uses
2. A Place to Live	Policy BHL1 – Housing Growth Policy BHL2 – Housing Densities Policy BHL3 – Household Sizes	H1 – Plan period and housing targets H2(b) (NI154) – New dwellings built (annually) H3 – New dwellings built on previously developed land	Over the plan period: <ul style="list-style-type: none"> • 2000 new homes to be built on brownfield land • Higher density developments are concentrated in most accessible locations • Improved results of Building for life assessments 	CS2 – Improving Housing Quality and Choice DM3 – Affordable Housing Provision DM5 – Housing Mix

Objective	Policy	Indicator	Target	Relevant CS/ DM Policy
	Policy BHL4 – Affordable Housing	L8 – Housing density H6 – Housing quality – Buildings for Life L10 – Housing development by unit type H5 – (NI155) - New affordable housing target (gross) L9 (i) & (ii) – Affordable housing by type and tenure	undertaken for schemes of 10 units or above <ul style="list-style-type: none"> Increased supply of housing units with 3 bedrooms or more, in line with the adopted Housing Strategy Ensuring 50% of new homes built in the AAP area (inclusive of Papermill Place and Unity Works developments) are affordable 	
3. A Green Place	Policy BHL8 – Open Space and Nature Conservation Policy BHL9 – Walthamstow Wetlands	Local indicator – New open spaces Local indicator – Provision for children and young people (e.g. playgrounds) E2 – change in areas of biodiversity importance L30 – vulnerable species and safeguarded habitats	Over the plan period: <ul style="list-style-type: none"> Increase in hectares of new open space created Increase space for children and young people No negative changes in areas of biodiversity importance Reduction in species classed as vulnerable and continued protection of safeguarded habitats 	CS6 – Protection and Enhancement of the Natural Environment CS11 – Tourism Development and Visitor Attractions CS13 - Promoting Health and Wellbeing DM13 – Open Space, Sport and Recreation

Objective	Policy	Indicator	Target	Relevant CS/ DM Policy
		<p>Local indicator (previously NI197) – Improve local biodiversity – active management of local sites</p> <p>Local indicator - Access to nature</p> <p>Local indicator - Access to open space</p> <p>Local indicator – public satisfaction with parks and open spaces</p> <p>Local indicator – Implementation of waterways projects</p>	<ul style="list-style-type: none"> Improved local biodiversity Reduction in areas (ha) deficient in access to nature Reduction in areas (ha) deficient in access to open space Increased satisfaction in park and open spaces Revitalisation of the Dagenham Brook by 2026 Delivery of the Walthamstow Wetlands by 2017 	<p>DM23 – Tourist Development and Visitor Attractions</p> <p>DM36 - Biodiversity</p>
4. A well Designed Place	Policy BHL7 – Design and Local Character	<p>L32 – Submission of design statements</p> <p>H6 - Housing quality - building for life assessments</p> <p>Local indicator – number of buildings over 6 storeys</p>	<p>Over the plan period:</p> <ul style="list-style-type: none"> 100% of major applications to include an urban design statement Improved results of Building for life assessments undertaken for schemes of 10 units and above 	<p>CS15 – Well Designed Buildings, Places and Spaces</p> <p>DM29 – Heritage Assets</p> <p>DM30 – Design Principles, Standards and Local Distinctiveness</p>

Objective	Policy	Indicator	Target	Relevant CS/ DM Policy
5. A Place to do Business and for Creative Industries	Policy BHL5 – Employment	Local indicator – heritage led regeneration schemes identified and implemented	<ul style="list-style-type: none"> Buildings taller than 6 storeys only to be permitted in key gateway locations Number of heritage led regeneration schemes taking place 	DM32 – Tall Buildings
	Policy BHL5 – Employment	BD1 – new employment floorspace BD3 – Employment land available by type L1 – Loss of employment land L2 – Employment land lost to residential use NI151 - Overall Employment rate (working age) NI172 – New business registration rate L20 – approvals for communities facilities (D1)	Over the plan period: <ul style="list-style-type: none"> Increase in B1 floorspace in the area At least 800 new jobs to be provided The employment rate in the Blackhorse Lane area to be on par with the average of Greater London Increase in businesses registered in Blackhorse Lane Provision of new education and training facilities in the area 	CS3- Making Efficient Use of Employment Land CS10 - Creating More Jobs and Reducing Worklessness DM19 - Strategic Industrial Locations DM20 - Borough Employment Areas DM22 - Improving Job Access and Training

Objective	Policy	Indicator	Target	Relevant CS/ DM Policy
		<p>NI163 – Proportion of population aged 19-64 for males and 19-59 for females qualified to at least level 2 or higher</p> <p>NI117 – 16-18 year olds who are not in education, employment or training (NEET)</p>	<ul style="list-style-type: none"> • Increase in proportion of working age population qualified to at least Level 2 or higher • Reduction in 16 -18 year olds not in education, employment or training (NEET) 	
6. A Sustainable Place	<p>Policy BHL10 – Decentralised Energy</p> <p>Policy BHL11 – Flood risk</p>	<p>Local indicator – number of district heating schemes installed</p> <p>E1 – Planning applications for development on areas of flood risk; number refused, number permitted</p> <p>Local indicator – number of new basement dwellings</p> <p>Local indicator – Implementation of waterways projects</p>	<p>Over the plan period:</p> <ul style="list-style-type: none"> • Increase in number of installed district heating systems • No increase in flood risk in the borough through appropriate design and siting of development and SuDs • No development on areas of flood risk which would be contrary to the approach in PPS25 • No new basement dwellings permitted • Revitalisation of the Dagenham Brook by 2026 	<p>CS5 Minimising and Adapting to Climate Change</p> <p>DM12 Decentralised and Renewable Energy</p> <p>DM35 Water</p>

Objective	Policy	Indicator	Target	Relevant CS/ DM Policy
7. A Connected Place	Policy BHL12 – Sustainable Transport	Local indicator – the proportion of travel made by walking and cycling L24 – parking standards for residential and non-residential uses L44 – cycle parking (Planning Standards) L25 – s106 to improve walking/cycling Local indicator – delivery and implementation of travel plans and transport assessments L23 – car free development	<ul style="list-style-type: none"> Proportion of walking increased to 34% in 2013/14 and to 37% by 2025/26 Proportion of travel by cycling increased to 2 % by 2014 and 6% by 2021 Car parking and cycle parking provision in new developments in accordance with guidance in Development Management Policies Delivery of improved pedestrian crossings at the Standard Junction within the plan period Increase in number of car free developments over the plan period 	<p>CS8 – Developing a Sustainable Transport Network</p> <p>DM14 – Co-ordinating Land Use and Transport</p> <p>DM15 – Sustainable Transport Network</p> <p>DM16 – Managing Private Motorised Transport</p> <p>DM17 - Parking</p>
8. A Community Place	Policy BHL6 – Neighbourhood Centre Policy BHL13 – Social Infrastructure	L20 – approvals for communities facilities (D1) L22 – floorspace for health services	<p>Over the plan period</p> <ul style="list-style-type: none"> New schools built within the plan period Increased floorspace for health and community facilities 	<p>CS4 – Providing Infrastructure</p> <p>CS9 – Promoting Better Education</p>

Objective	Policy	Indicator	Target	Relevant CS/ DM Policy
		<p>NI109 Delivery of Sure Start Children's Centres</p> <p>NI163 – Proportion of population aged 19-64 for males and 19-59 for females qualified to at least level 2 or higher</p> <p>NI117 – 16-18year olds who are not in education, employment or training (NEET)</p> <p>Local indicator – loss of D1 floorspace</p> <p>Local indicator – loss of A4 floorspace</p> <p>BD4 – new business space in town centre</p> <p>L17 – Uses/ vacancy level in designated centres</p>	<ul style="list-style-type: none"> • Increase in proportion of working age population qualified to at least Level 2 or higher • Reduction in 16 -18 year olds not in education, employment or training (NEET) • Mix of uses in designated centres 	<p>DM18 – Social Infrastructure</p>

Appendix 2 - Monitoring Table for Key Sites

Site	Proposed Uses	Target
Site BHL1 - Station Hub and Waterfront	Mixed use, incorporating approximately 1000 new homes and 7500m2 of commercial space, a new linear park, and public open spaces	Development of site for proposed uses within the plan period
Site BHL2 North - Car Wash Site	Mixed use, incorporating ground floor commercial units and approximately 100 residential units above	Development of site for proposed uses within the plan period
Site BHL2 South - Blackhorse Road/ Hawarden Road	New secondary school	Development of site for proposed uses within the plan period
Site BHL3 - Willowfields School, Tavistock Avenue	Education uses	Development of site for proposed uses within the plan period
Site BHL4 - Sutherland Road	Mixed use, incorporating approximately 150 homes, a medical centre, and B1 units for creative industries	Development of site for proposed uses within the plan period
Site BHL5 - Papermill Place	Residential (323 units) with amenity space	Development of site for proposed uses within the plan period
Site BHL6 - Webb's Industrial Estate	Mixed use, incorporating 250 homes, space for small businesses, small local convenience shopping, and community uses	Development of site for proposed uses within the plan period
Site BHL7 - Billet Works	Approximately 500 homes, compatible B1 employment uses, social infrastructure, and small scale retail	Development of site for proposed uses within the plan period

Site	Proposed Uses	Target
Site BHL8 - 152/ 154 Blackhorse Road	Ground floor commercial uses with approximately 50 residential units above	Development of site for proposed uses within the plan period
Site BHL9 - Former Essex Arms Public House	Mixed use incorporating 17 residential units and 494m2 of convenience retail	Development of site for proposed uses within the plan period
Site BHL10 - Gun Site Playing Field, Folly Lane	Green belt compatible uses	No planning permissions granted for uses that are inconsistent with PPG2: Green Belts
Site BHL11 - Higham Hill Local Retail Parade	Retail uses, with a preference towards A1 units	Decrease in vacancy rates from baseline position of 36% in June 2011

Appendix 3 - Evidence Base for AAP

Document	Produced by	Publication Date
Interim Planning Policy Framework	Waltham Forest Borough Council	Sept 2006
Blackhorse Lane: Station Hub and Waterfront Planning and Design Brief	Allies and Morrison Architects/ Urban Practitioners	May 2007
Blackhorse Lane: Sutherland Road Planning and Design Brief	Allies and Morrison Architects/ Urban Practitioners	May 2007
Draft Urban Design Framework and Planning Briefs	Macreanor Lavington Architects	2011
Walthamstow Reservoirs Feasibility Study	Chris Blandford Associates	March 2010
Waltham Forest Housing Needs and Market Survey	DCA	2007
Waltham Forest Affordable Housing Viability Study	Fordham Research	2009
Waltham Forest Housing Strategy	Waltham Forest Borough Council	2008
Waltham Forest Core Strategy Proposed Submission	Waltham Forest Borough Council	May 2011
Our Place in London: Waltham Forest Sustainable Community Strategy	Waltham Forest Borough Council	2008
The London Plan: Spatial Development Strategy for Greater London	Mayor of London	July 2011
Waltham Forest Annual Monitoring Report 09/10	Waltham Forest Borough Council	Dec 2010

Blackhorse Lane AAP Preferred Options

Waltham Forest Development Management Policies Preferred Options	Waltham Forest Borough Council	Jan 2011
London Borough of Waltham Forest 2009 Employment Land Study	URS	Oct 2009
London Borough of Waltham Forest – Local Economic Assessment	Navigant Consulting	Dec 2010
Waltham Forest Strategy for Enterprise, Employment and Skills	Waltham Forest Borough Council	Dec 2009
Upper Lee Valley Landscape Strategy	Witherford Waston Mann	2010
Waltham Forest Retail and Leisure Study	Nathaniel Lichfield and Partners	2009
Does Money Grow on Trees?	CABE	2005
Waltham Forest Open Space Strategy	Waltham Forest Borough Council	2010
The EU Water Framework Directive	European Commission	2000
Waltham Forest Council Level 2 Strategic Flood Risk Assessment	Scott Wilson	May 2011
Blackhorse Lane AAP Preferred Options: Habitats Regulations Assessment	URS Scott Wilson	July 2011
Blackhorse Lane AAP Preferred Options: Sustainability Appraisal	Waltham Forest Borough Council	July 2011
Circular 05/05: Planning Obligations	ODPM	2005
Mayor's Transport Strategy	Mayor of London	2010

Blackhorse Lane AAP Preferred Options

Waltham Forest Draft Local Implementation Plan	Waltham Forest Borough Council	2011
Blackhorse Lane Traffic Management Scheme	JMP	2011
Creating Growth, Cutting Carbon: Making Local Transport Happen	Department for Transport	2011
Planning Policy Statement 1: Delivering Sustainable Development	ODPM	Jan 2005
Planning Policy Guidance 2: Green Belts	ODPM	Jan 1995
Planning Policy Statement 3: Housing	CLG	June 2011
Planning Policy Statement 4: Planning for Sustainable Economic Growth	CLG	Dec 2009
Planning Policy Statement 5: Planning for the Historic Environment	CLG	March 2010
Planning Policy Statement 9: Biodiversity and Geological Conservation	ODPM	Aug 2005
Planning Policy Guidance 13: Transport	CLG	Jan 2011
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation	ODPM	July 2002
Planning Policy Statement 25: Planning and Flood Risk	CLG	March 2010
Waltham Forest Hot Food Takeaway SPD	Waltham Forest Borough Council	March 2009

Blackhorse Lane AAP Preferred Options

Waltham Forest Strategic Infrastructure Plan: Social Infrastructure Needs Assessment	URS	2009
The Community Infrastructure Levy (Amendment) Regulations 2011	CLG	May 2011
Use Class Order 2010	CLG	Oct 2010
London Borough of Waltham Forest: Heat Mapping Study	Parsons Brinckerhoff	Feb 2011
Upper Lee Valley Draft Energy Strategy	London Development Agency	2011
Blackhorse Lane Waterfront Park Feasibility Study	Halcrow	2009
Annex to Planning Obligations SPD: Blackhorse Lane Planning Obligations Strategy	Waltham Forest Borough Council	Feb 2009
Education Places Requirements Paper	Waltham Forest Borough Council	July 2011
Higham Hill Local Retail Parade Study	Waltham Forest Borough Council	June 2011

Appendix 4 - Glossary

Disclaimer:

The Glossary is neither a statement of law nor an interpretation of the law, and is only an introductory guide to planning issues. It should not be used as a source for statutory definitions or interpreted as legal advice.

- **Active frontage** - A frontage that can engage the general public, for example, a shop's public display area.
- **Affordable housing** - Housing provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing. Social rented housing includes housing rented from the Council and or registered social landlords (RSL). The rents on these properties are significantly lower than market housing rents. Intermediate housing aims to bridge the gap between social rented housing and market housing. Intermediate housing costs more than social rented housing but should still cost much lower than market housing. Affordable rent is housing provided at up to 80% of the market value. However, the Council produced guidelines for affordable rent in the borough in May 2011 which state that rents for affordable housing should be as follows:
 - 1 bed - up to 80 % market rent
 - 2 bed - up to 70% market rent
 - 3 bed - up to 60% market rent
 - 4 bed - up to 50% market rent
- **Area Action Plan (AAP)** - A Development Plan Document which will be used to provide a planning framework for areas where changes are envisaged.
- **Biodiversity** - The diversity of life on earth which includes plants, animals, micro-organisms and bacteria.
- **Borough Employment Area** - Land meriting protection for employment generating uses.
- **Building for life** - The national standard for well designed homes and neighbourhoods. Schemes are judged against 20 criteria.
- **Building Schools for the Future (BSF)** - The previous Government's investment programme in secondary school buildings.
- **Car clubs** - Clubs where a number of people share a pool car(s) for rent or otherwise for personal use.

- **Community Infrastructure Levy (CIL)** - A charge on new developments used to finance the provision of infrastructure.
- **Conservation area** - An area of special architectural or historic interest where it is desirable to preserve or enhance the character or appearance.
- **Controlled parking zones** - Areas in which on-street parking is managed, usually through a permit system, typically where demands for limited space from residents, commuters, shoppers and others are in conflict.
- **Core Strategy** - A key Development Plan Document which sets out a long term spatial vision through strategic policies.
- **Creative industries** - Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property.
- **Culvert** - A channel or pipe that carries water below the level of the ground.
- **Developer contribution** - Also known as planning obligations (see definition below).
- **Development Management Policies** - A set of criteria-based policies in accordance with the Core Strategy, against which planning applications for the development and use of land and buildings will be considered.
- **Development Plan** - At a local level the development plan encapsulates Waltham Forest Council's planning policies for the future development of Waltham Forest and forms the basis for decisions on planning applications. The development plan for Waltham Forest will comprise the Development Plan Documents which make up the Local Development Framework. Waltham Forest's most recent development plan (the Unitary Development Plan) was adopted in March 2006. The Regional Spatial Strategy (The London Plan) sets out broader policies for the development of the Greater London is also part of Waltham Forest's development plan.
- **Development Plan Documents** - These include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be an adopted proposals map which illustrates the spatial extent of policies. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.
- **District centre** - Mixed use urban centres where provision is made for uses such as offices, commercial, cultural, health, housing and community facilities.
- **District heating system** - A system for using heat generated in a centralised location to meet nearby residential and commercial heating requirements.

- **Flood resilient** - Measures that minimise water ingress and promotes fast drying to reduce any permanent damage.
- **Flood resistant** - Measures to prevent flood water entering a building or damaging its fabric.
- **Flood zones** - Shows the probability of flooding, ignoring the presence of existing defences (PPS25).
- **Forms of entry** - Number of classes in an academic year; e.g. a school with 3 forms of entry means 3 classes per year group.
- **Green Belt (Metropolitan)** - An area of countryside or land that is protected from inappropriate development in order to prevent the sprawl of existing built-up areas and to protect the openness of the countryside. Green Belts are not designated for their beauty or character, although there are many areas of high landscape quality within the Green Belt. The Metropolitan Green Belt is the protected open space that surrounds Greater London.
- **Greenfield run-off rates** - The surface water runoff regime from a site before development.
- **Groundwater flooding** - Occurs when water levels in the ground rise above surface levels. It is most likely to occur in areas underlain by permeable rocks, called aquifers
- **Interim Planning Policy Framework (IPPF)** - A non-statutory planning framework used to encourage regeneration of an area in advance of the LDF. Whilst not part of the development plan, it is a material consideration in determination of planning applications.
- **Key growth area** - Areas of the borough that will be the primary focus of new development and regeneration.
- **Lee Valley Regional Park** - Area of open space covering 26 miles along the banks of the River Lea, providing sports and leisure venues, heritage sites, gardens, nature reserves and riverside trails.
- **Linear park** - An area of greenspace offering amenity value and connecting existing neighbourhoods to the Lee Valley.
- **Living roof** - A self-regenerating, cladding or roofing system using natural materials and planting. May also be referred to as green or brown roofs.
- **Local Development Documents** - These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan).

- **Local Development Framework (LDF)**- Folder of Local Development Documents setting out the Council's aspirations for the future development of Waltham Forest.
- **London Plan** - The Mayor of London is responsible for producing a planning strategy for the capital. This replaces the previous strategic planning guidance for London (known as RPG3), issued by the Secretary of State. The London Plan is the name given to the Mayor's spatial development strategy.
- **Material Consideration** - A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
- **Neighbourhood centre** - Urban centres smaller than a district centre, which provide for local convenience shopping for local residents within easy walking distance of their homes. Community facilities such as schools and doctor's surgeries may also be provided within them.
- **Planning and design brief** - Document providing guidance on appropriate uses and design considerations for specific sites earmarked for development.
- **Planning obligations** - Requirements made of a developer to make planning permission acceptable. This could include matters such as the provision of affordable housing as part of the scheme, or a financial contribution towards off site works such as highway improvements.
- **Planning Policy Guidance notes (PPG)** - Guidance notes issued by Government setting out planning policy and main land uses. They provide guidance and advice on the application of national policy.
- **Planning Policy Statements (PPS)** - Statements issued by Government setting out planning policy and the main land uses. They are supported by a range of good practice and other documents providing guidance and advice on the application of policy. Planning Policy Statements are the replacements for the Planning Policy Guidance Notes.
- **Public realm** - The space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.
- **Public Transport Accessibility Levels (PTALs)** - A measure of the extent and ease of access to the public transport network. They range from 6 (excellent) through to 1 (very poor).
- **Renewable energy** - Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
- **Section 106 agreement** - Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

- **Site specific flood risk assessment** - A detailed assessment of flood risk that may be required in support of a planning application. As well as assessing risk, they should propose measures the development can take to minimise any risk; including SUDs, evacuation strategies etc.
- **Small and Medium Enterprise (SME)** - Business with more than 10 and less than 250 employees.
- **Social infrastructure** - A wide variety of services that are essential to the sustainability and wellbeing of a community. This includes educational facilities, health services, sports and leisure facilities, libraries, jobs brokerage centres, community space and faith facilities, meeting rooms, halls and public houses.
- **Special Protection Area (SPA)** - A site designated under the European Union Directive on the Conservation of Wild Birds.
- **Strategic Industrial Location (SIL)** - An industrial area identified in the London Plan as being of strategic importance for employment uses of a more industrial/ manufacturing nature than Borough Employment Areas.
- **Supplementary Planning Documents** - A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
- **Surface water flooding** - Occurs when heavy rainfall overwhelms the drainage capacity of the local area.
- **Sustainable Urban Drainage Systems (SUDs)** - A sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than the conventional practice of routing run-off through a pipe to a watercourse.
- **Travel plan** - A package of measures produced by employers to encourage staff to use alternatives to single-occupancy car-use.
- **Travel plan framework** - A framework providing heads of terms for individual travel plans in support of new developments.
- **Unitary Development Plan (UDP)** - An old-style development plan prepared by a metropolitan district and some unitary local authorities, which contains policies equivalent to those in both a structure plan and local plan. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.
- **Upper Lee Valley** - An area covering approximately 14 kilometres from the M25 in the north to the LeaBridge in the south. It includes large expanses of open space and reservoirs, which are surrounded by housing and industrial land.

- **Urban Design Framework (UDF)** - An area-wide framework to support future regeneration plans, offering guidance to developers on the key design matters that new development proposals should consider. Replaces earlier guidance provided in the Interim Planning Policy Framework.
- **Urban heat island** - An effect where the average temperature of an urban area is higher than nearby rural areas.
- **Use Classes Order** - The Town and Country Planning (Use Classes) Order puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.
- **Visibility splays** - An area clear of obstruction a set distance back from the road edge and along the road, to allow drivers to see any traffic coming
- **Walthamstow Wetlands** - A series of open spaces that include Walthamstow Reservoirs, Walthamstow Marshes, Marksfield Park, the Paddock Site, Tottenham Marshes, Stonebridge Lock and Springfield Marina. Improved links between these separate pockets of open space are sought under the Upper Lea Valley Landscape Strategy.
- **Watercourse** - All rivers, streams, drainage ditches (i.e. ditches with outfalls and capacity to convey flow), drains, cuts, culverts and dykes that carry water.



Waltham Forest Town Hall
Forest Road, Walthamstow , E17 4JF

Tel 020 8496 3000