

Retention of Buildings

There are a number of existing buildings that make a positive contribution to the appearance and character of the area and accommodate appropriate and productive uses or are capable of being refurbished to provide such uses. Every effort should be made to retain and refurbish these buildings.

Business Space / Creative Industries and Neighbourhood Centre

The buildings identified above provide a real opportunity to strengthen the emerging creative hub in the Station Hub and Waterfront area by refurbishing them for business use. New business space for SME's should also be created as part of new mixed-use development. Proposals for new business floorspace should take account of the general guidance in the UDF.

This area also holds the potential to create Neighbourhood Centre to cater for the day-to-day needs of existing and new residents and businesses. Additional small scale retail shops - under 500² min size - and other non-residential uses that can help create a sense of place - such as cafes - should be focused around a retained / re-provided Royal Standard pub to benefit from the relatively high foot-fall at this junction.

The refurbishment / re-development of the Royal Standard pub should ensure that there is no net loss of existing leisure floorspace. If the building is redeveloped, every effort should be made to find nearby temporary premises for the music venue so that this important cultural use retains its local connections before moving into a new permanent home.

The provision of take-ways (A5) should be limited in accordance with guidance in LBWF's Hot Food Takeaway SPD (March 2009).

Transport and Access Issues

Proposed interventions to the Blackhorse Lane / Forest Road junction - outlined in the UDF - and the design and management of Forest Road to allow pedestrians to cross are key to unlocking the site and creating a successful place.

New development elsewhere should help create attractive and safe streets where people want to walk and cycle and which manages the use of the private car.

The existing surface level TfL car park on Forest Road attracts vehicular traffic to the area and encourages unsustainable patterns of travel by providing a 'park and ride' facility for commuters. The opportunity should be taken to redevelop this land, making use of the high public transport accessibility in this location and making a positive contribution towards this important street frontage - in line with layout, scale and design guidance below. No replacement public car parking should be incorporated.










London Plan Policy 3C.23, together with Annex 4, sets out general maximum car parking standards. Residential (C3) standards are relating to unit sizes, with maximum 2-1.5 spaces per 4 bed, 1.5-1 spaces per 3 bed, and less than 1 spaces per one bed units, although all developments for good public transport accessibility should generally aim for significantly less than 1 space per unit. Taking account of public transport accessibility - including PTAL-, the character of the Station Hub and Waterfront site, the aspiration to limit car parking and the intention to control on-street parking, the Council supports the development of 'car free' schemes in this area. In any event, the proposed area-specific average maximum residential car parking standard for schemes as a whole is 0.50:1. The London Plan seeks car parking for Business (B1) uses within a range of a maximum of 1 space per 100-600m². Provision in the middle of the range is considered acceptable for the Station Hub and Waterfront site. Car parking for other non-residential uses should reflect those in Annex 4 of the London Plan.

All proposed wheelchair housing or 'easily adaptable' homes should have a suitably sized allocated car parking space on-site - 3.3.2, Mayor of London's Housing Design Guide - and, where off-street car parking is provided for non-residential uses, at least two spaces should be provided.

In addition, 20% of all spaces should provide an electrical charging point to encourage the uptake of electric vehicles and appropriate provision should be made



Illustrative masterplan

- | | |
|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
|  BHL scheduled development sites |  Existing building / uses retained |
|  Land parcelling |  Built courtyard |
|  New build residential |  Courtyard |
|  New build business space |  Public amenity space |
| |  Private amenity space |



for parking for car clubs.

In line with the Mayor of London's Housing Design Guide (August 2010) (3.4.1), all residential developments should provide storage space for cycles as follows as a minimum:

- 1 per 1 or 2 bedroom dwelling; or
- 2 per 3 or more bedroom dwelling

Cycle parking for non-residential uses will be required to meet Transport for London's most up-to-date minimum cycle parking standards. The standard for B1 space is currently 1 space per 250m². The inclusion of shower and changing facilities will be encouraged in all major business / mixed-use developments.

All underground and semi-basement car parks should be well-lit and all access points should be clearly visible from the street and nearby buildings.

The Waltham Forest Characterisation Study recognises that many of the most attractive parts of the Borough are characterised by on-street car parking. Some on-street parking is encouraged in order to bring life and vitality to the public realm. However, this is expected to be controlled and include suitable provision for disabled drivers and visitors and be designed and managed to be compatible with cycling.

Using psychological and physical traffic calming measures, the vehicle speeds within the development's network of streets will be managed to below 20mph, thus creating a safe and accessible environment for cyclists. Streets should be designed to encourage a shared use of the public realm. Integration of cycling provides an opportunity for the development in contributing to its street activity and its integration to the surrounding urban blocks.

All planning applications for major development should be supported by a Travel Plan to help encourage sustainable modes and major non-residential and mixed-use development are expected to be accompanied by a Servicing Plan, setting out how the proposed development would be serviced.

Housing

The most successful residential areas are those that integrate different types and sizes of housing to provide mixed-income and sustainable communities. The Policy Framework and Key Policy Messages section in the UDF provides further information on tenure and dwelling mix expectations.

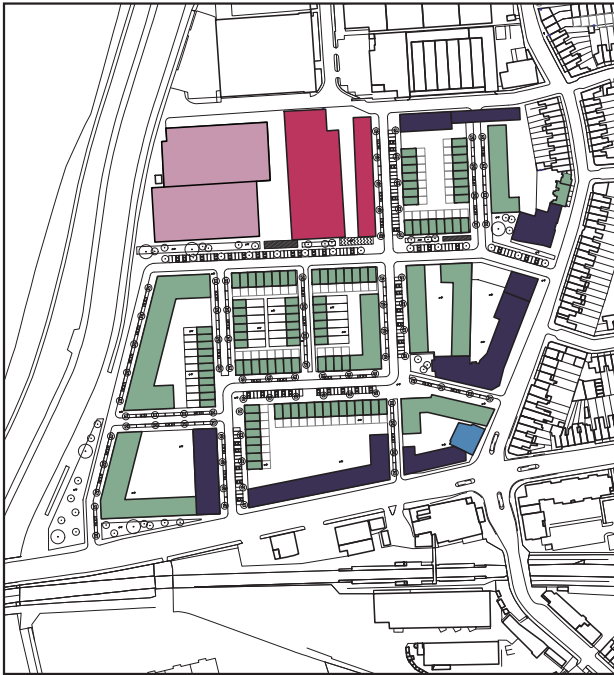
Proposals for new housing should be design-led, taking account of the housing design standards set out in the UDF and guidance on Layout, Scale and Massing below and result in high-quality homes. The appropriate London Plan indicative density range for the area is 200-700 habitable rooms / hectare, with denser development best located in the south-east part of the area.

All new housing should be high-quality and reflect the Housing Design Standards in the UDF and the more detailed guidance in the Mayor of London's Housing Design Guide (August 2010).

Proposals for new housing will need to be supported by a site-specific Flood Risk Assessment. Habitable residential space at basement level will not be acceptable and finished floor levels for new housing will need to be above the flood design level and provide dry means of escape in times of flood.

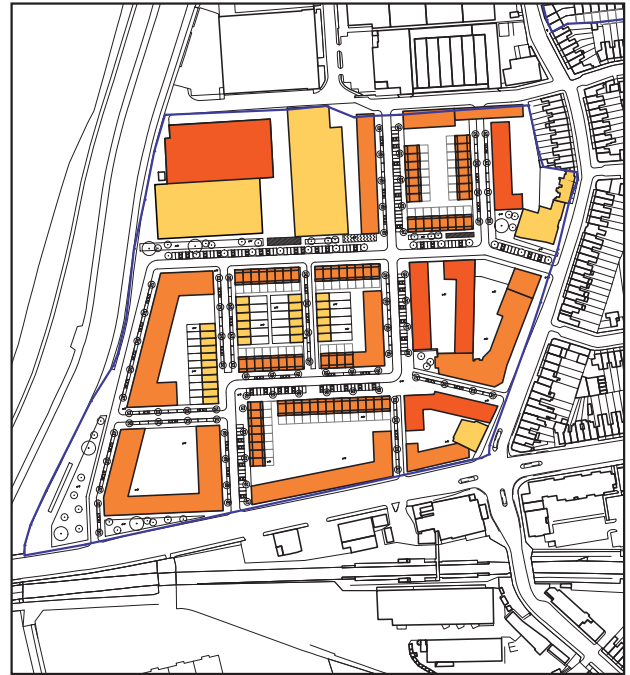
Housing on the upper floors of buildings fronting Blackhorse Lane and Forest Road need to be designed to mitigate against noise pollution and poor air quality.

Proposed Land Uses



- Retail / Commercial / Business - Residential above
- Commercial / Business
- Workspace
- Food & Drink/Assembly & Leisure
- Residential

Proposed Building Heights



- 2 - 3 Storeys
- 3 - 4 Storeys
- 5 - 6 Storeys

Layout, scale and design

Development must create a positive relationship with existing and proposed streets - having an active public front - and improve the relationship with existing housing by locating private garden space next to existing gardens of properties at 63 to 95 on Blackhorse Lane on the corner with Hookers Lane.

The relationship between the proposed new linear park and retained industrial premises to the north and new mixed-use development to the south also demands special attention in order to create an attractive and safe place that safeguards residential amenity.

Internal residential layouts should maximise dual aspect flats. Ground floor residential development will not be acceptable at ground level on the Blackhorse Lane and Forest Road frontages. Where ground floor residential use is acceptable in principle elsewhere, there is the need to avoid placing bedrooms facing the street.

Indicative appropriate building heights are as shown on the extract from the masterplan below. The need to safeguard the special qualities and value of the reservoirs to the west - identified in the UDF - is illustrated in the section below which illustrates the need for a medium-rise development in this location.

The Station Hub and Waterfront area is a mixed character area where there is a greater variety in character. This allows for a more flexible architectural approach, albeit one which still follows the key components of harmony such as building line, widths, height and scale .

There should be no discernible difference in external appearance and design quality between housing in different tenures.

All new development should maximise the provision of living roofs and green walls and take full account of other Environmental Sustainability guidance in the UDF.

Open Space and Public Realm

New housing should maximise private amenity space - gardens, balconies and roof terraces - in accordance with housing design standards set out in the UDF.

All new publicly accessible open spaces and public realm should be designed to be inclusive and safe; including being overlooked by windows from active uses and well lit. Future management arrangements need to be considered as an integral part of the design process and proposed arrangements should be set out in the Design and Access Statement that supports a planning application.

New private and publicly accessible open spaces should maximise opportunities for children's play and the growing of food.

The proposed linear park, in particular, provides an opportunity to include a pond or swale as part of its design - safeguarding the safety of children.

Seating and other furniture / objects in newly created public spaces should be designed so that they cannot be used for lying or sleeping on.

Planting schemes for both publicly accessible and private amenity space should include indigenous species to encourage wildlife.

Simple and robust materials should be used for streets and hard landscaped areas and street furniture should be kept to a minimum.

The existing mature trees along Blackhorse Lane should be retained and every opportunity should be taken to plant additional new street trees along the busy Blackhorse Lane and Forest Road. New street trees should also be incorporated as an integral part of creation of new streets.

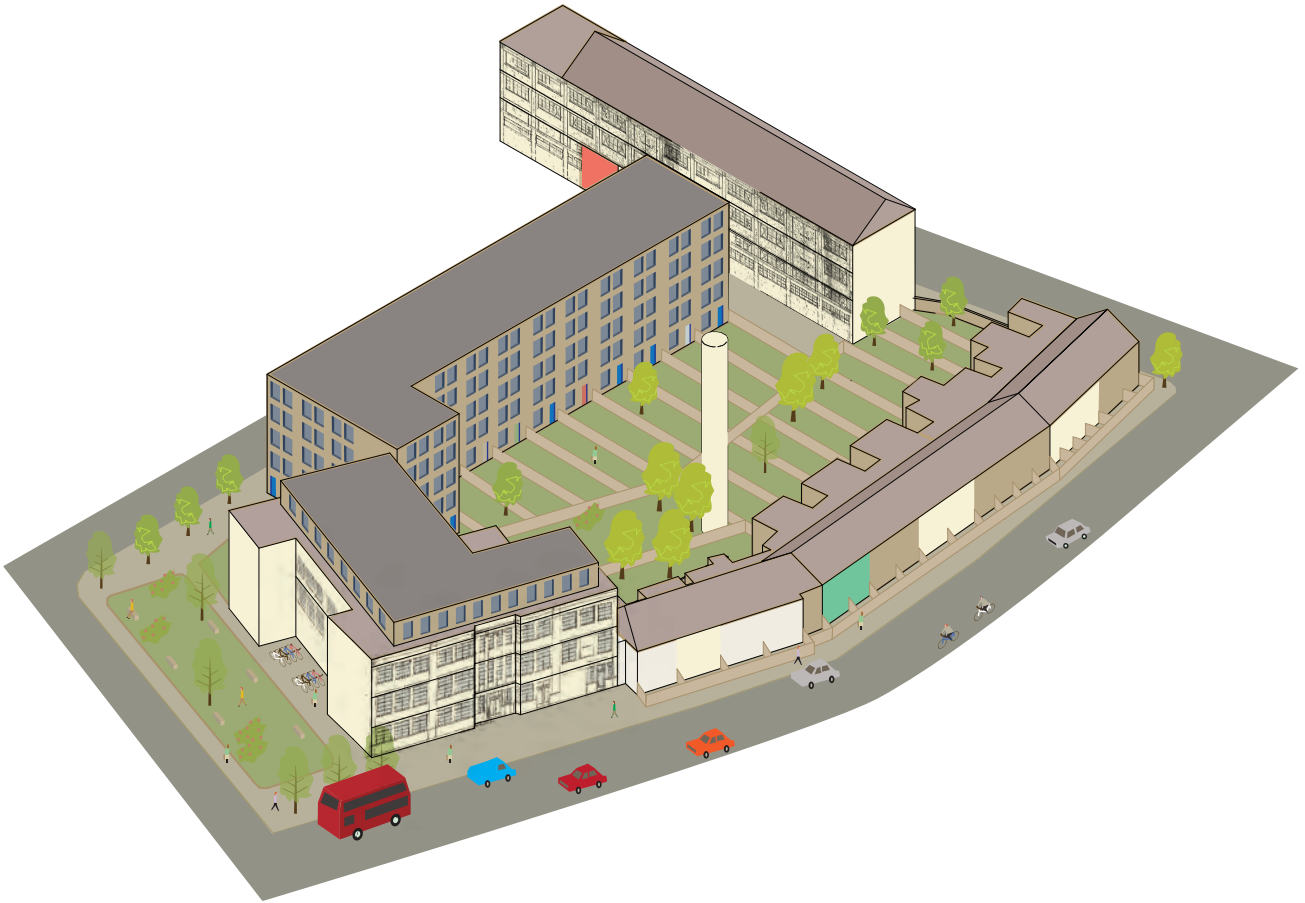


Illustration of the Art Deco building, Blackhorse Lane defining the junction with the linear park

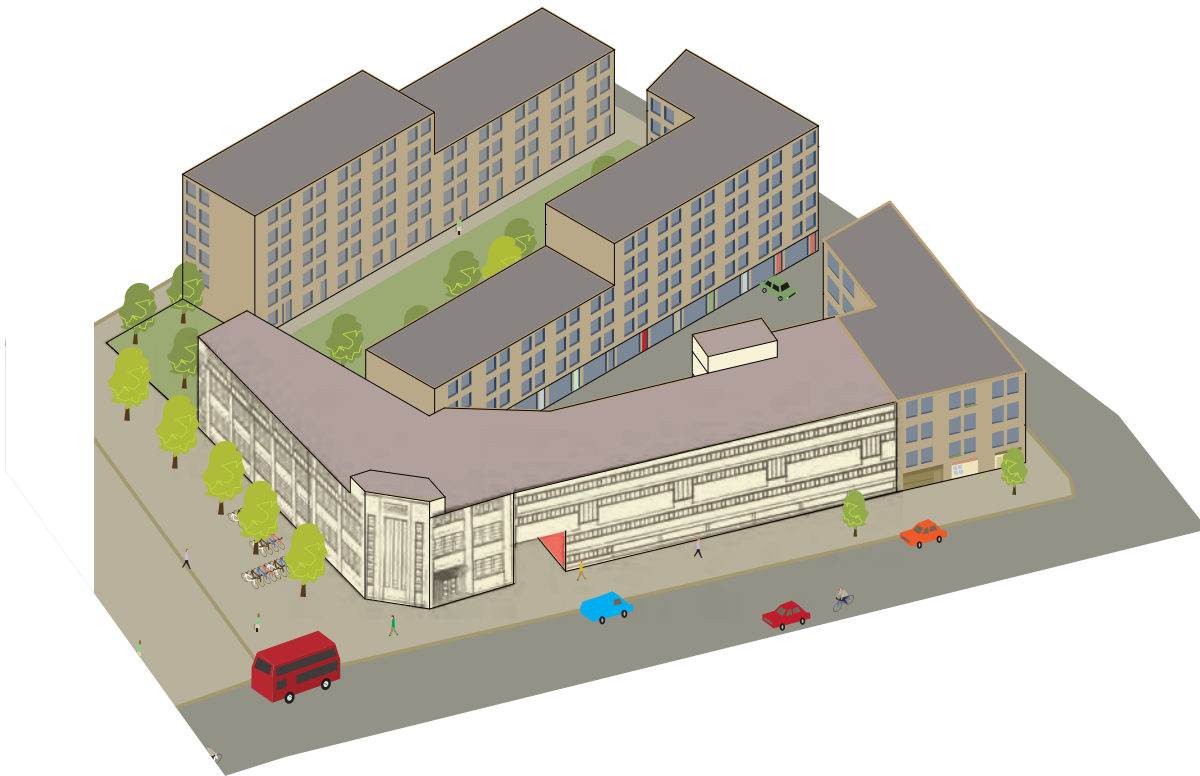
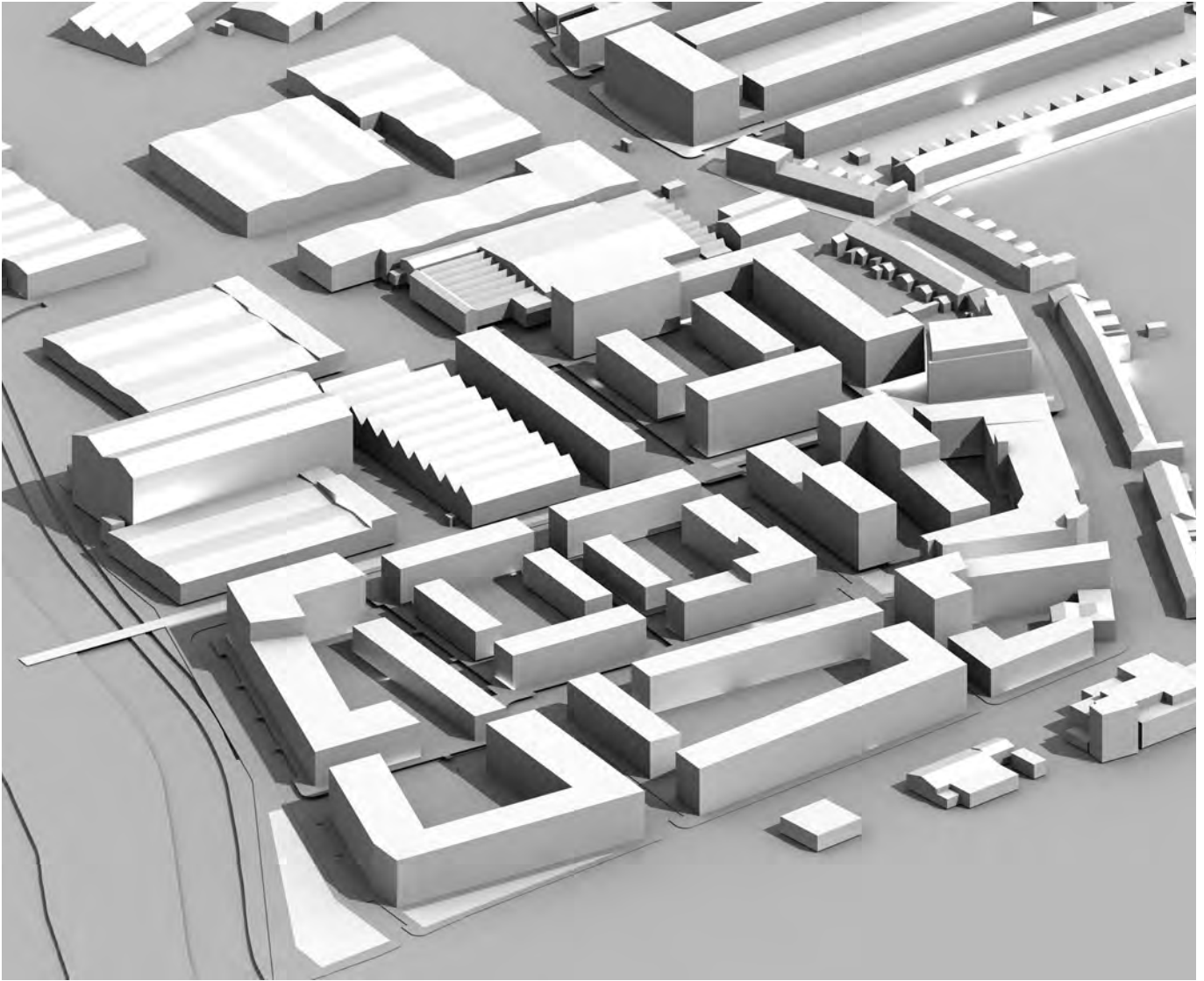


Illustration of 5 Blackhorse Lane integrated into a new urban block



3D illustration of the Station Hub & Waterfront sites

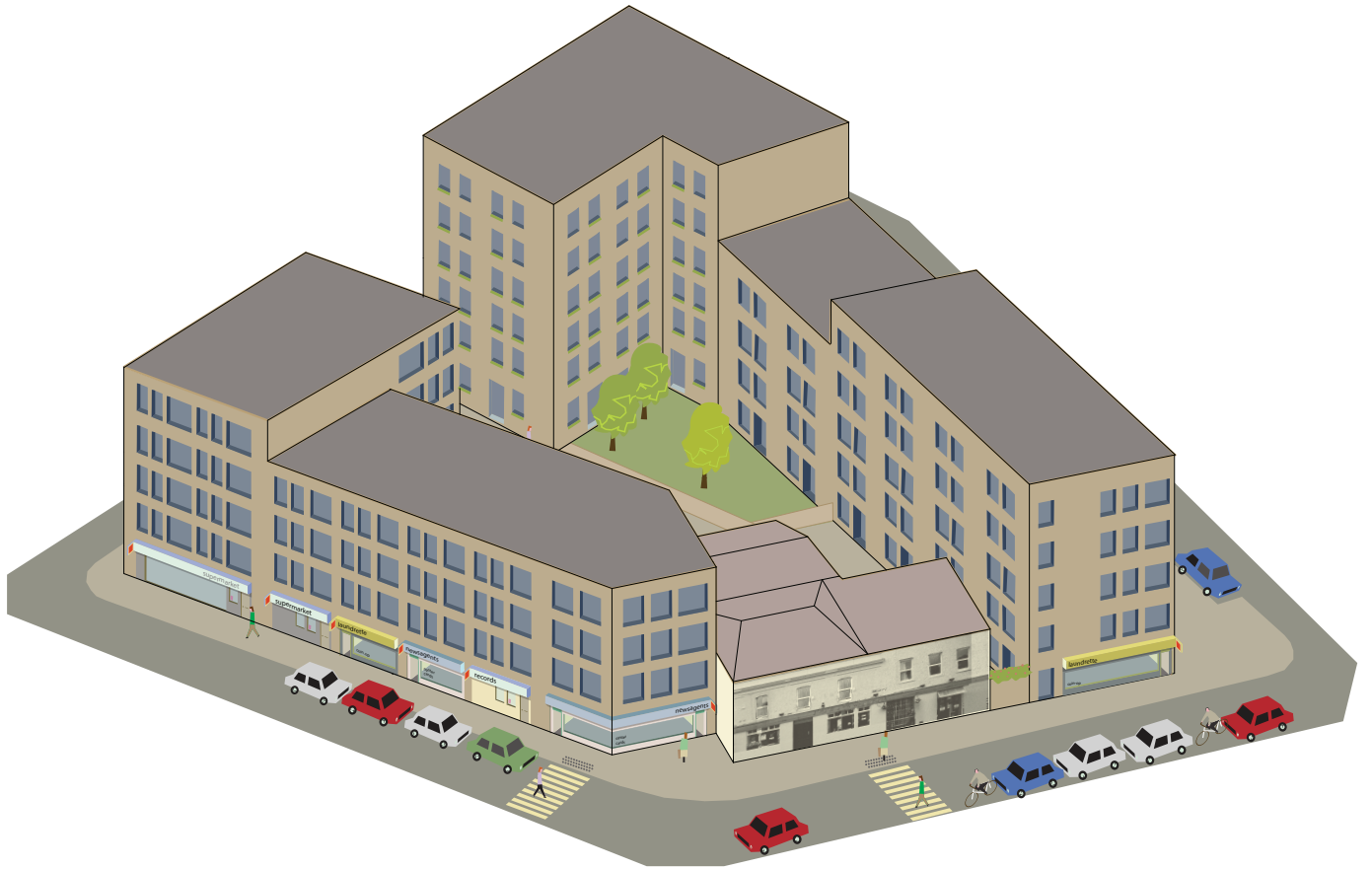
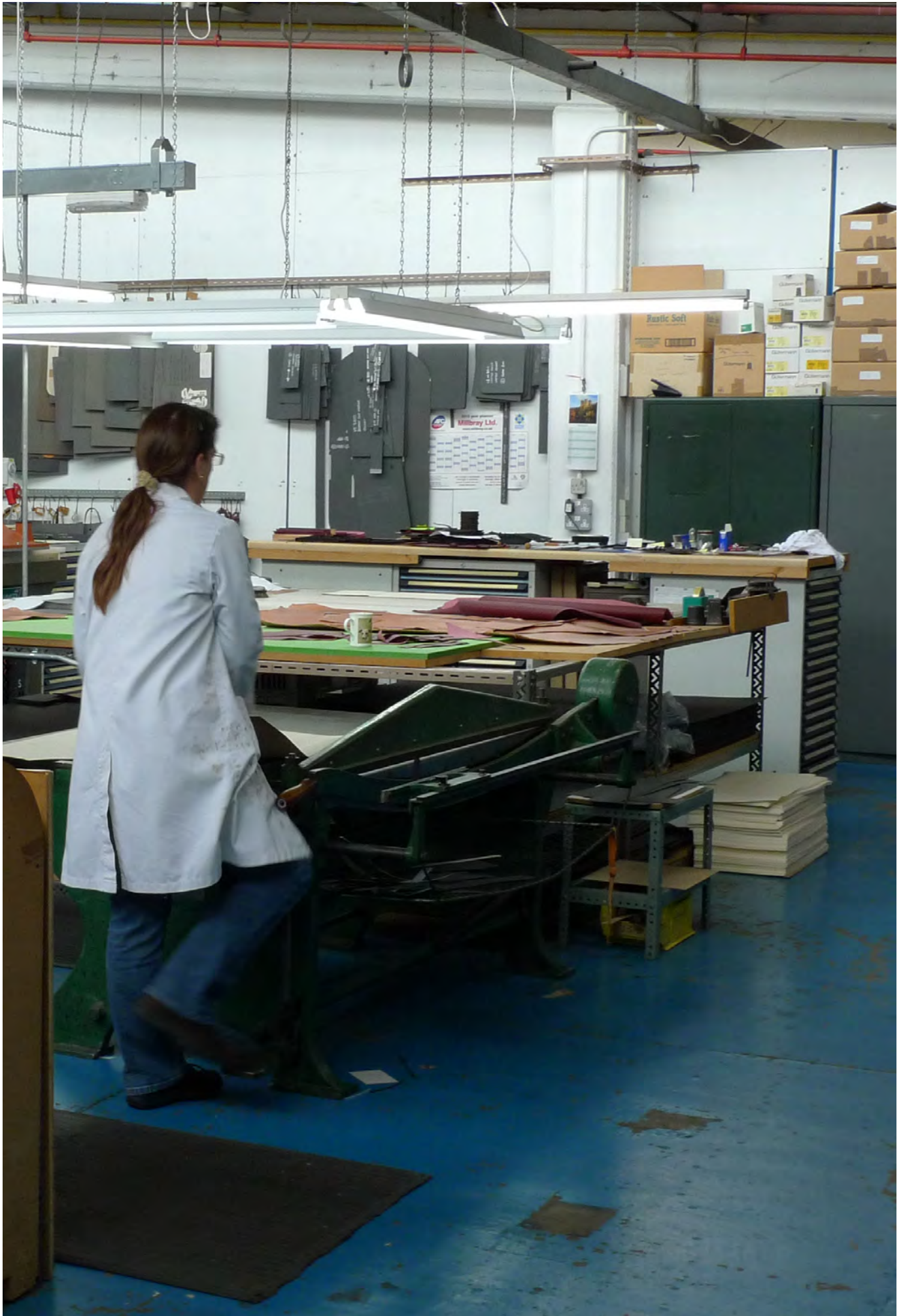


Illustration of the Royal Standard pub, retained and recast, forming the social nexus of the area refreshing and entertaining a new generation of residents



Illustration of a typical block within the Station Hub site



SUTHERLAND ROAD

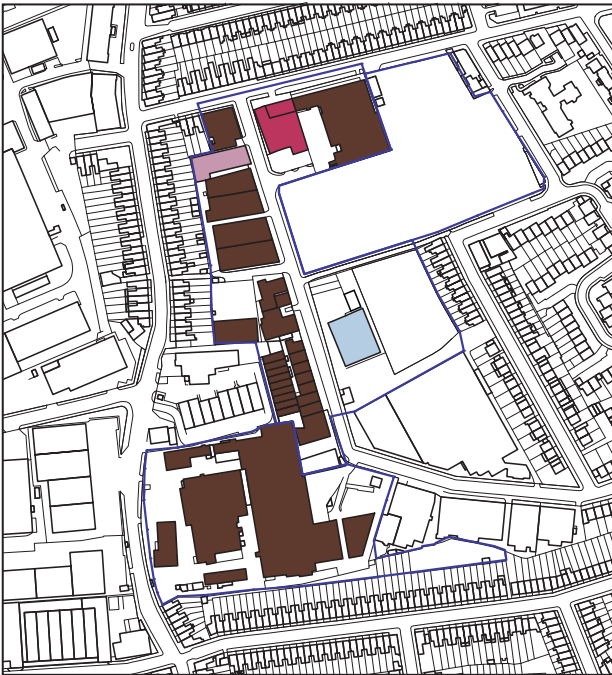
PLANNING AND DESIGN

BRIEF

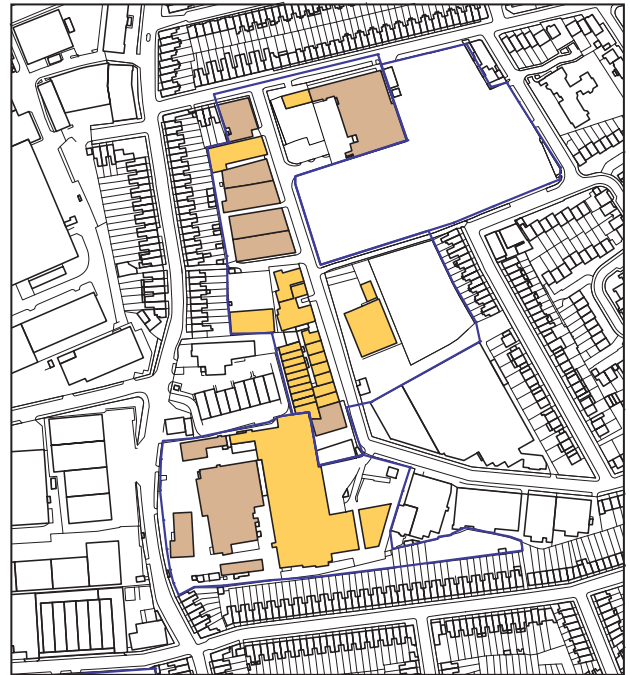
The UDF sets out the overarching vision and development principles for the two Blackhorse Lane sites and sets out guidance on various topics – building up layers to arrive at an Illustrative Masterplan. This brief develops the guidance set out in the UDF by providing additional site-specific guidance for the Sutherland Road area as shown in the plan below.





The Existing Situation

Existing Local Land Use Patterns



Existing Building Heights



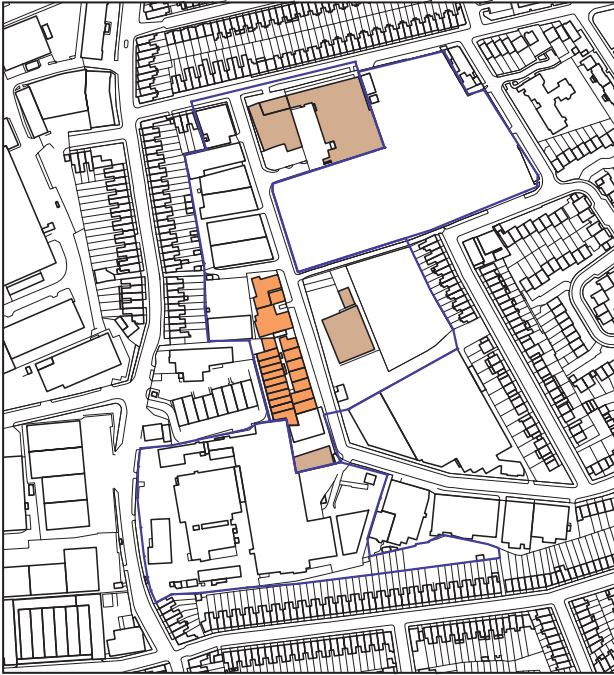
-  B1 - Business
-  B2 - General Industry
-  B8 - Storage & Distribution
-  Mixed-use (B2, B8 and C3)



-  1 Storey
-  2 - 3 Storey

Particular Issues

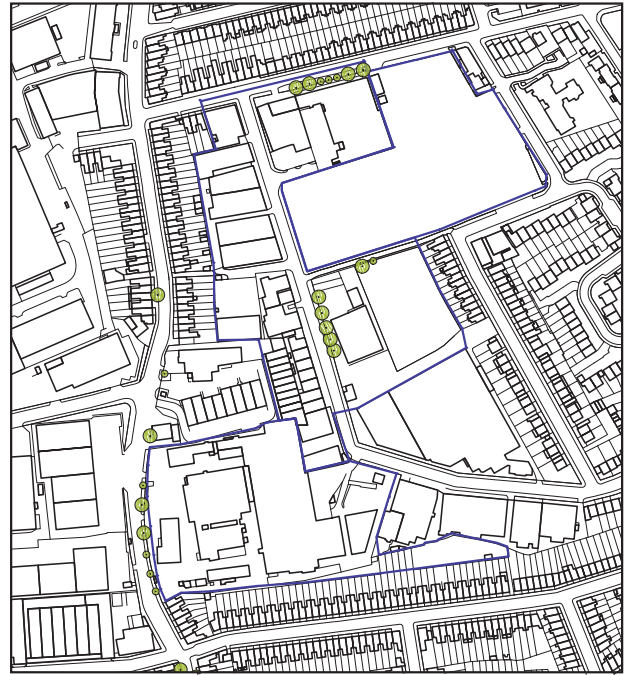
- The area is within Flood Zone 1 - Low Probability of flooding
- The PTAL for the area ranges between 1b and 3 - where 1 is very poor and 6 is excellent
- The area is home to a number of successful manufacturing / distribution based businesses, although the area suffers from relatively poor vehicular access arrangements with a lack of east-west connections, the public realm areas are generally poor and there are a number of existing food processing businesses that cause odour and other environmental problems
- A number of buildings make a positive contribution to the character and appearance of the area
- The pedestrian environment is unattractive and unsafe, with a lack of natural surveillance
- The relationship between existing business premises and surrounding housing is generally poor - particularly around Stirling Road
- Property is in a number of ownerships, with LBWF owning Nos. 13,17, 31-33, 38 and 39 Sutherland Road
- Phases 1 and 2 of the Paper Mill site on the corner of St Andrews Road and Hillyfield have been redeveloped as residential flats
- The area has been the subject of a number of planning applications and permissions for other new housing that does not make the most of the opportunities provided
- Lea Valley Estates are looking to bring forward a major residential-led mixed-use development on land between Blackhorse Lane and Sutherland Road
- Sutherland Road is currently home to a number of meat processing businesses whose working practices are considered incompatible with emerging residential uses



Identified Positive Buildings



-  Retention of use
-  Retention of building and reuse

Existing Street trees



-  Existing mature trees
-  Existing young trees

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Business Space / Creative Industries

The area contains a number of thriving existing businesses and there is the real potential to develop the area into a creative hub by retaining and refurbishing suitable buildings and creating new business space for SME's as part of new mixed-use development.

Proposals for new business floorspace should take account of the general guidance in the UDF.

Transport and Access Issues

New development should help create a network of attractive and safe streets where people want to walk and cycle, and which manages the use of the private car.

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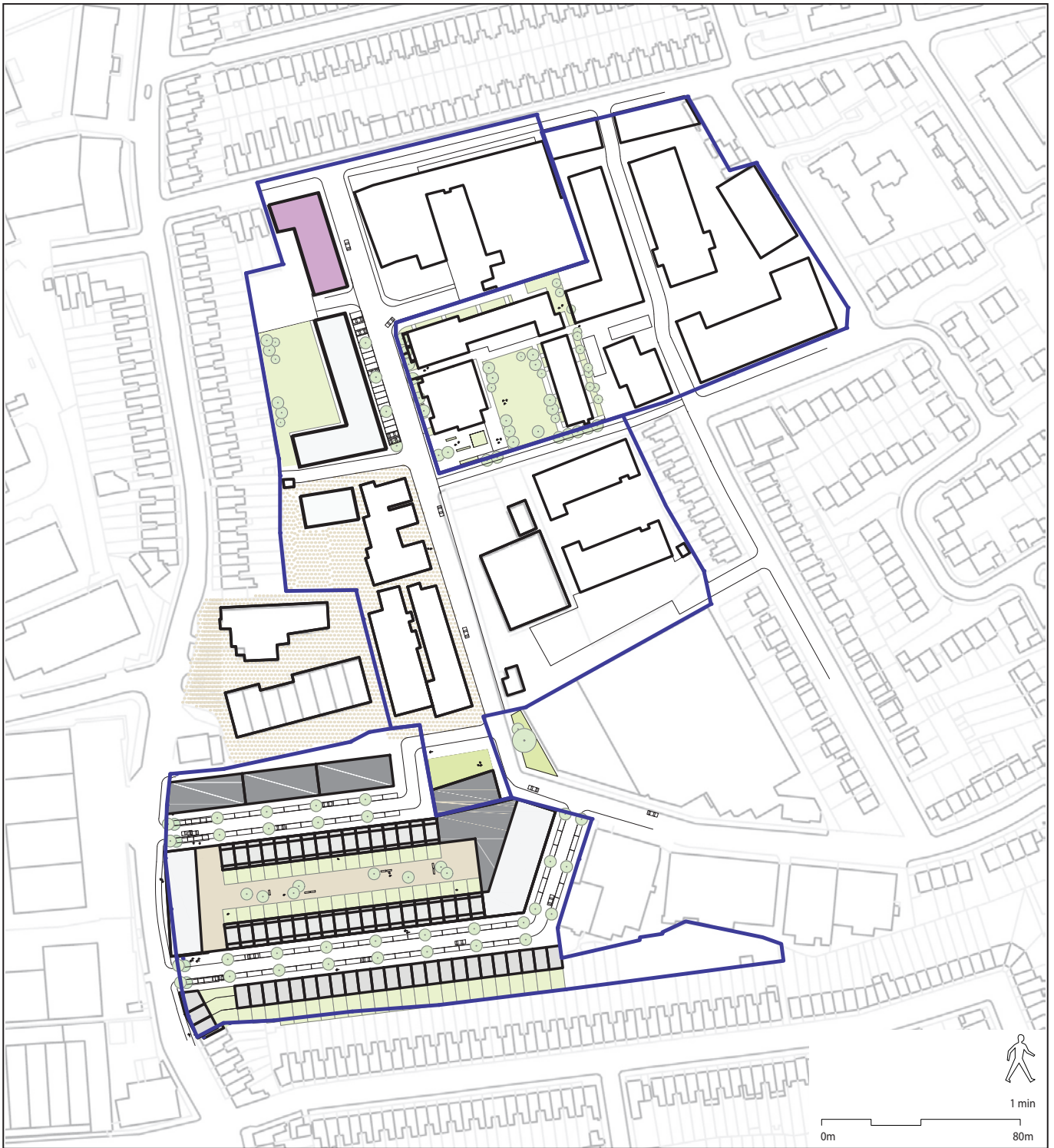
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Illustrative masterplan

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- Land parcelling
- New build residential
- New build business space
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- Existing building / uses retained
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- Public amenity space
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