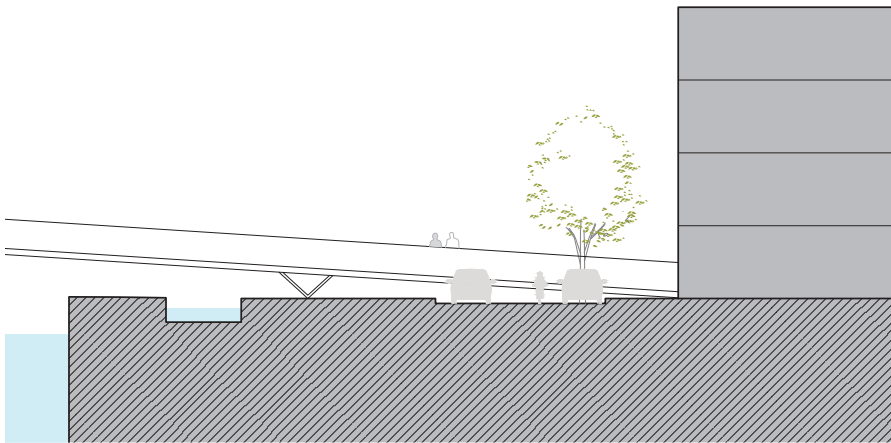
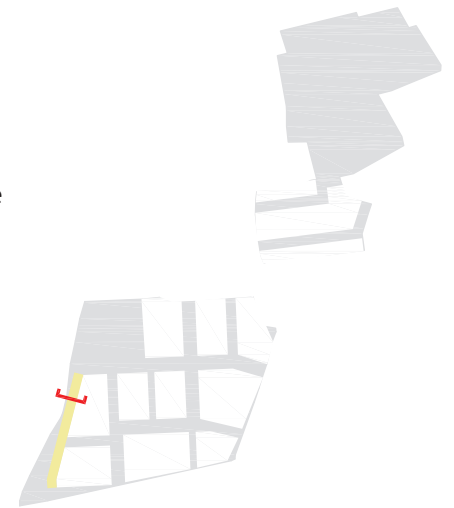
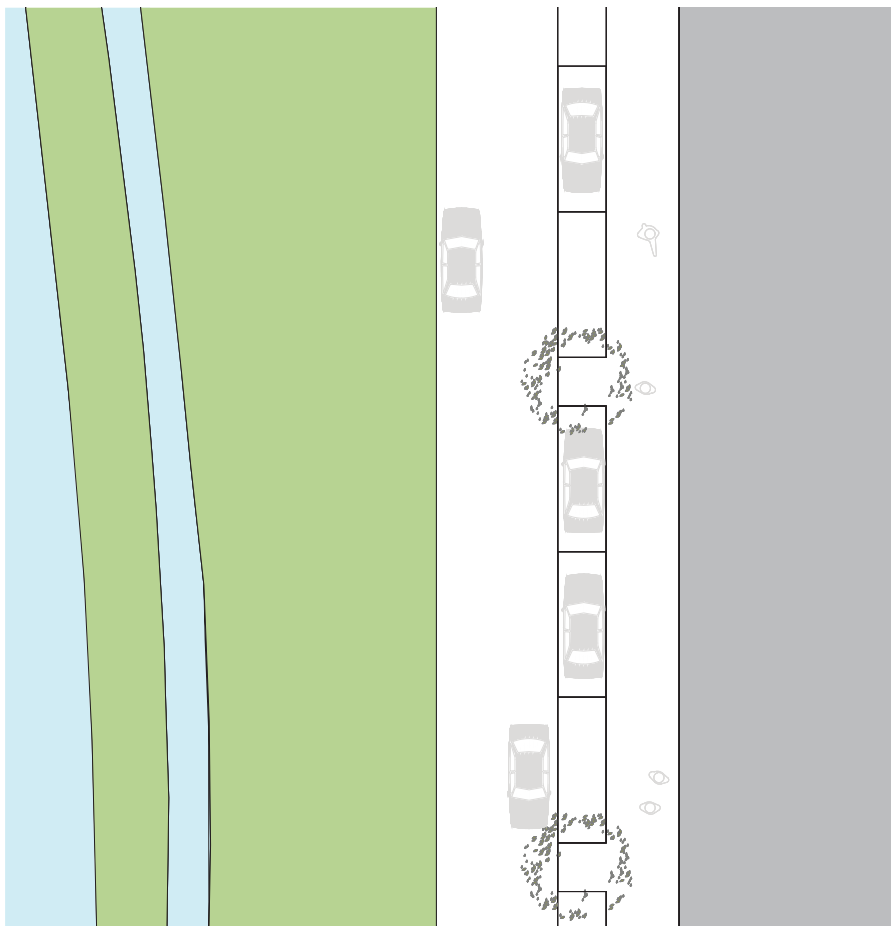


Lee Valley Street

Lee Valley street should be principally urban in character configured as a hard landscape shared surface, which formally defines the interface between the Blackhorse Lane area and the wider Lee Valley landscape and contributes to an integrated pedestrian priority network. Buildings of 4-6 storeys define the street and activation is achieved by the potential for non-residential ground floor uses. Parking occurs asymmetrically within the public realm. Elements within the public realm should be appropriately scaled to reflect the character of the street and the landscape setting.



8m* / 5m / 2m / 3m



*Buildings and other structures need to be set back 8m minimum from top of 'bank' of Dagenham Brook in order to allow Environment Agency maintenance vehicle access. In addition, no lighting within this zone is allowed give its potential as a wildlife habitat.



Positive street edge, with the opportunity for non-residential ground floor uses, formally addressing the wider Lea Valley landscape

Standard Junction Improvements

The framework consolidates a number of suggestions to facilitate development in the immediate surroundings of the Standard Junction.

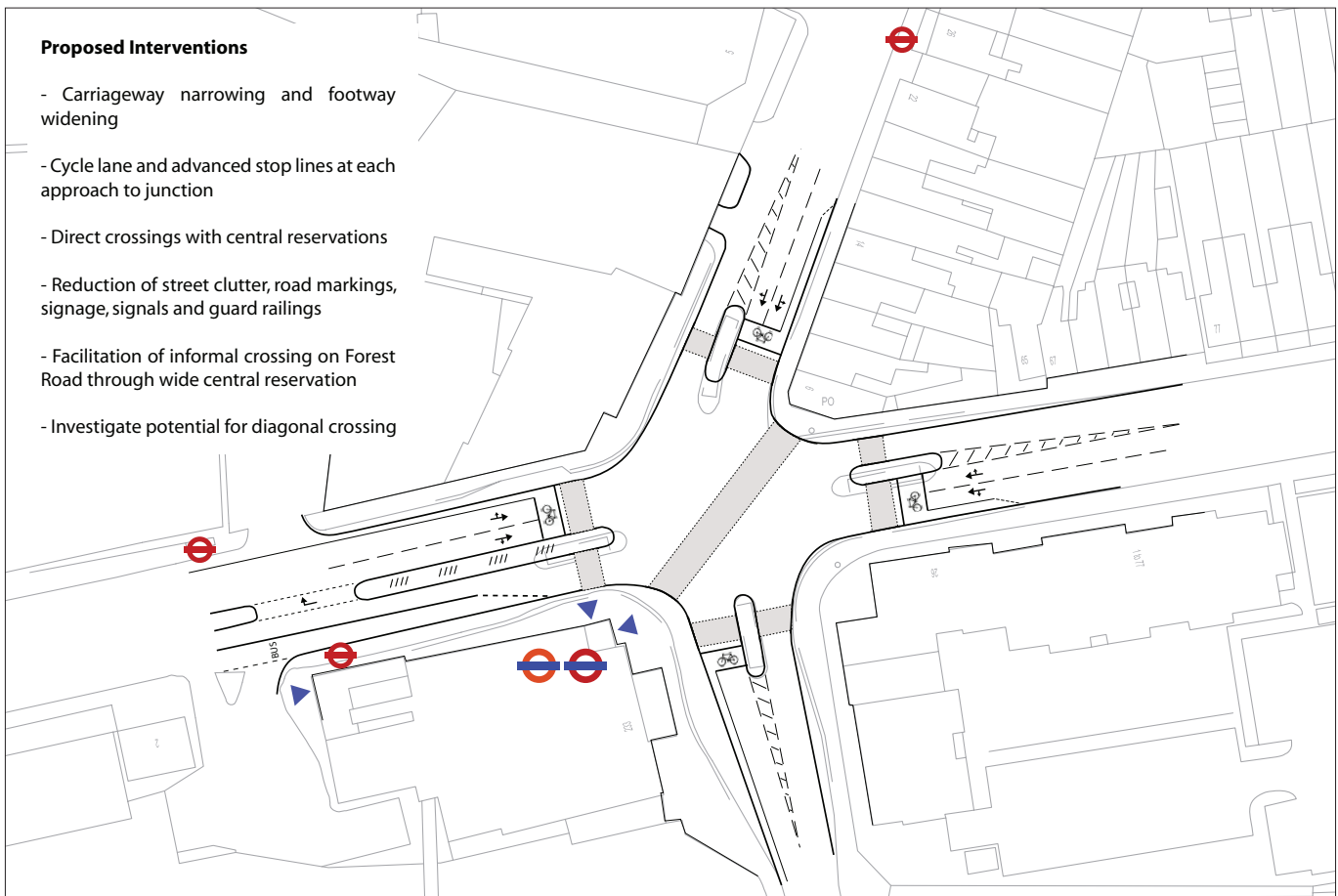
Measures are driven by improving the pedestrian and cycling environment and facilitating access to the station from the development area and the existing residential catchments to the north, rather than maximising vehicle flow capacity.

Specifically, the collation of design measures aim to improve crossing of the highway corridors, through formal, direct, signalised crossing points, and opportunities for informal crossing through the introduction of a central median on Forest Road.

The following list of measures should be considered:

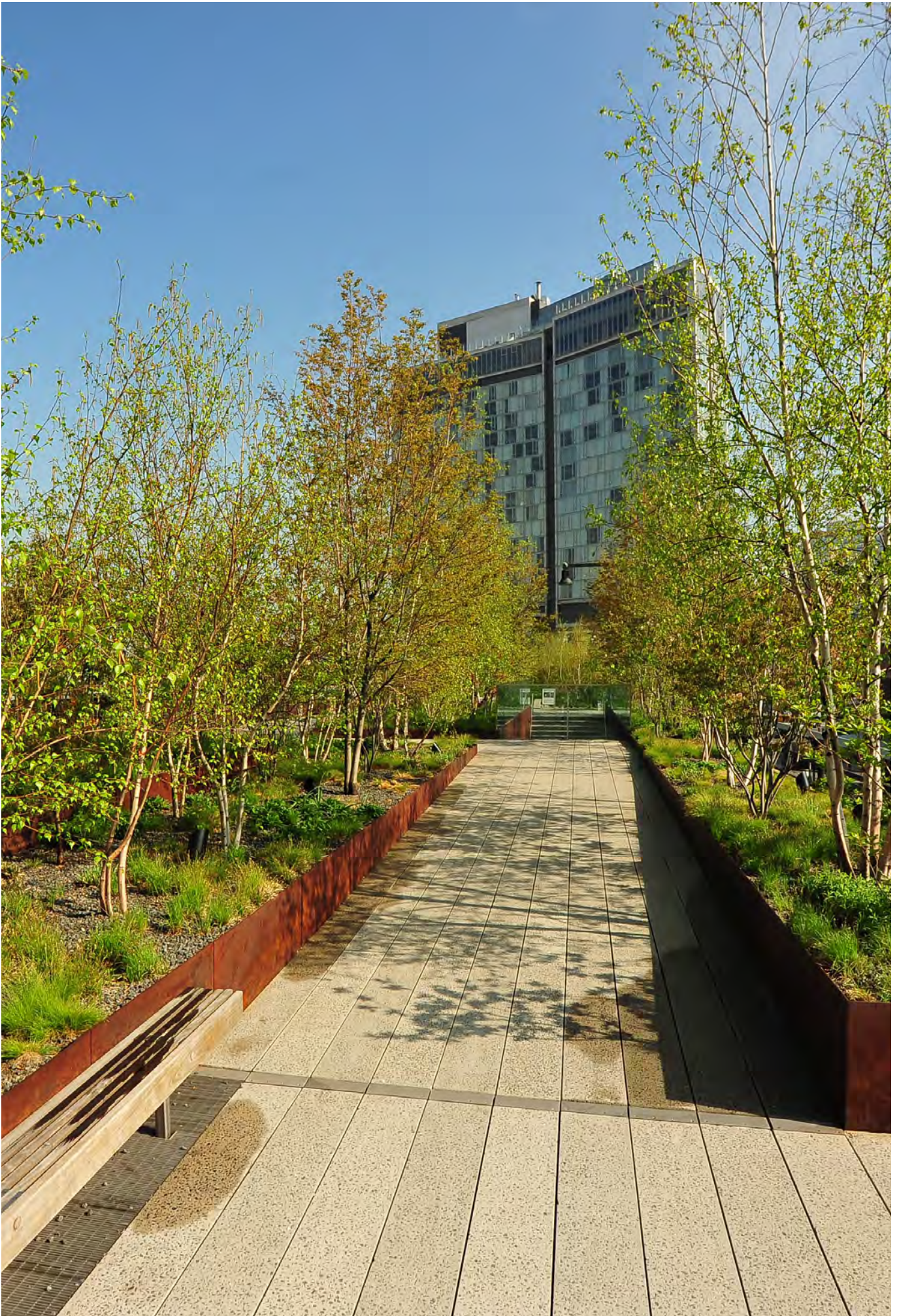
- Carriageway narrowing and footway widening
- Cycle lane and advanced stop lines at each approach to junction
- Direct crossings with central reservations
- Reduction of street clutter, road markings, signage, signals and guard railings
- Facilitation of informal crossing on Forest Road through wide central reservation
- Investigate potential for diagonal crossing

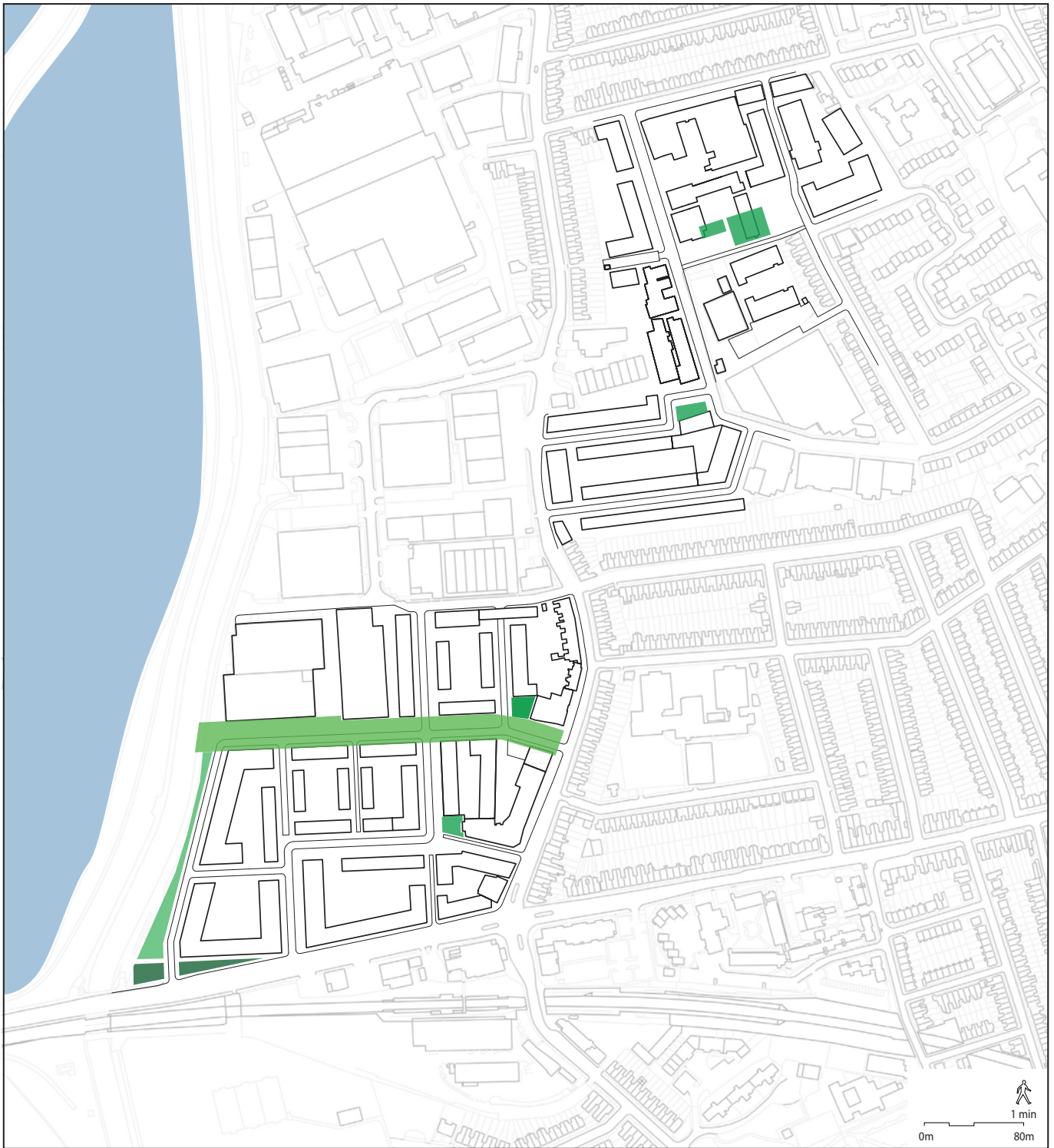
The proposed interventions have been developed in discussion with LBWF officers and in principal are broadly supported. Rather than having been tested or designed in detail, these should be considered as a tool box of measures to be considered to support sustainable access.





High Holborn, London: central median strip introduced in 2008 to provide pedestrian refuge along a busy corridor





Open Space

- Linear park
- Pocket park / local amenity space
- Wildlife habitat / flood compensation and maintenance access
- Landscape threshold
- Walthamstow Reservoirs - potential accessible open space via a new bridge from the Linear park

The UDF proposes two principal types of public accessible open space: a linear park providing the principal new amenity space for the wider area linked via a new bridge to the potentially more accessible open space of the reservoirs, and a series of 'pocket' parks.

High Line, elevated linear park, New York; w

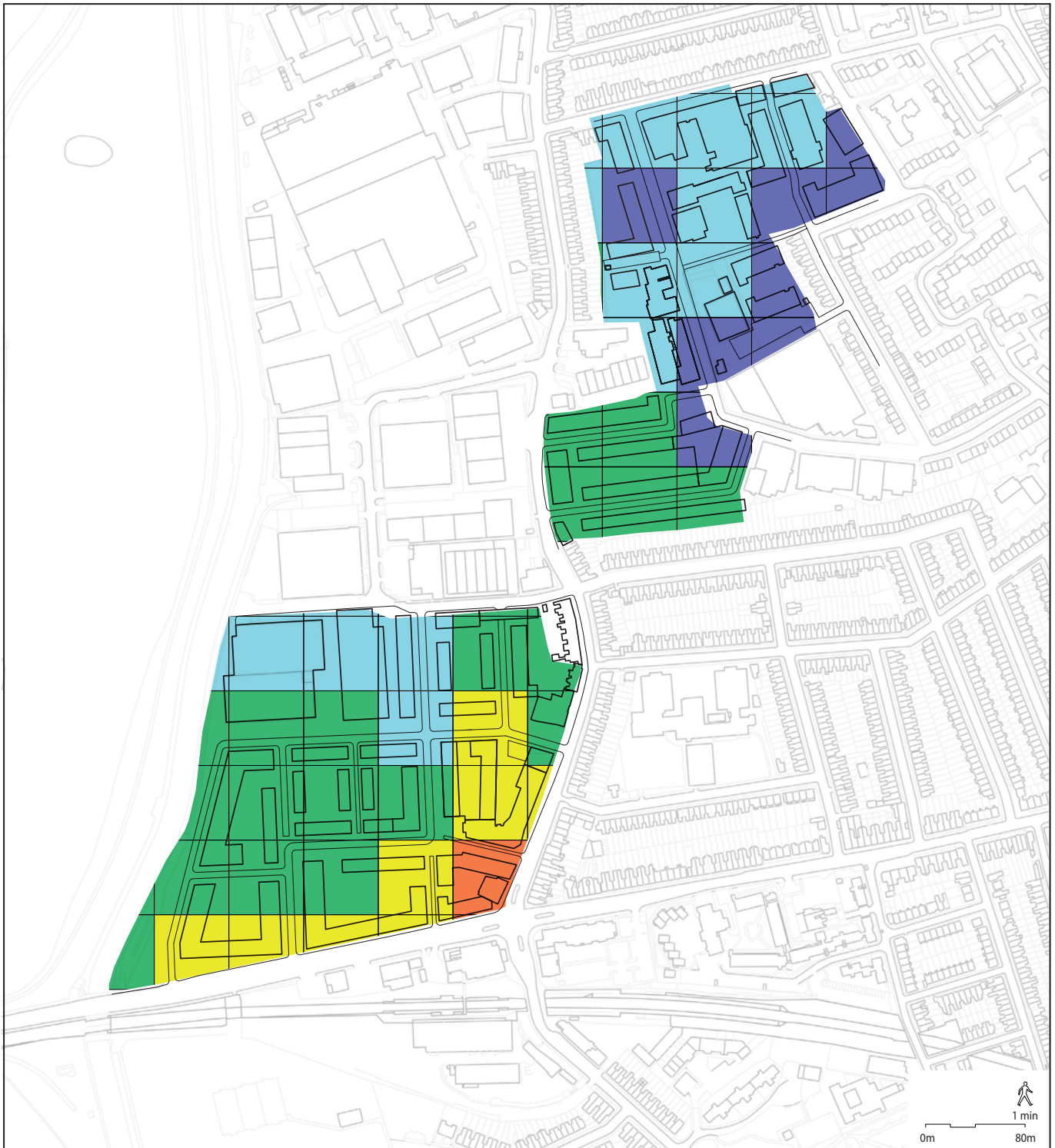
The linear park provides an opportunity to establish connections between the Lee Valley landscape and the wider existing community, whilst creating a setting for a new neighbourhood at the Station Hub. Land needed to deliver the park is in various ownerships, spreading the opportunity and financial costs associated with delivery over a number of landowners, making it more achievable, albeit possibly in a phased manner. The park should respond to the various needs for recreational and play spaces, natural landscape and SUDS, whilst maintaining a unifying and coherent character.

The 'pocket' parks establish a series of more intimate local amenity spaces. These should be distributed across the development sites and provide opportunities for more localised play and appropriate environments for residents and workers. In addition, residential communal spaces within blocks and private gardens are also provided, offering opportunities for secure play and the potential for the growing of food.

The western most green spaces are designed as more natural spaces, consisting of natural planting, offering wildlife habitat, the potential for flood compensation measures and providing maintenance access to the Dagenham Brook.

Open spaces should help provide the following four benefits that the natural environment can deliver, as set out in Environmental sustainability section. All spaces need to be designed and managed to be safe, with natural surveillance from nearby business space and housing.





Public Transport Accessibility Level (PTAL)

- Level 1b
- Level 2
- Level 3
- Level 4
- Level 5

PTAL	Range of Index (PTAI)	Map Colour	Description
1a (Low)	0.01 – 2.50	Very poor	Very poor
1b	2.51 – 5.00	Very poor	Very poor
2	5.01 – 10.00	Poor	Poor
3	10.01 – 15.00	Moderate	Moderate
4	15.01 – 20.00	Good	Good
5	20.01 – 25.00	Very Good	Very Good
6a	25.01 – 40.00	Excellent	Excellent
6b (High)	40.01 +	Excellent	Excellent

Source: TfL Planning Information Database, 2010

PTAL is a transport planning methodology, which assesses the geographical access level of areas to public transport. The London Plan relates PTAL to setting in terms of location, existing building type and massing to determine suitable density ranges for new development.

Previously understood PTAL values, sourced from TfL mapping (2005), and referenced in LBWF’s UDP have subsequently been updated across the site on a 60 metre grid, using the TfL Planning Information Database.

Development Density

The resulting map shows very good accessibility - level 5 - in the immediate area surrounding Blackhorse Road Station, with good accessibility - level 4 - along the Forest Road and Blackhorse Lane corridors. The majority of the Station Hub site is currently of a PTAL 3; the northern part of the site fronting Blackhorse Lane is also moderately accessible. The Sutherland Road site is poorly accessible around Sutherland Road, decreasing to PTAL 1b - very poor - towards the southern and eastern edges of the site.

Please note that the existing layout of the Station Hub site creates inaccessible pockets which are expected to benefit from a more permeable network of streets, providing access to high frequency bus and rail services at Blackhorse Road. Similarly, a new link between Sutherland Road and the Blackhorse Lane corridor is expected to significantly boost the public transport accessibility of the currently poorly accessible corners of the site.

Setting	PTAL		
	0 to 1	2 to 3	4 to 6
Urban - hr / ha	150 – 250	200 – 450	200 – 700
3.8 – 4.6 hr / unit	35 – 65 u / ha	45 – 120 u / ha	45 – 185 u / ha
3.1 – 3.7 hr / unit	40 – 80 u / ha	55 – 145 u / ha	55 – 225 u / ha
2.7 – 3.0 hr / unit	50 – 95 u / ha	70 – 170 u / ha	70 – 260 u / ha

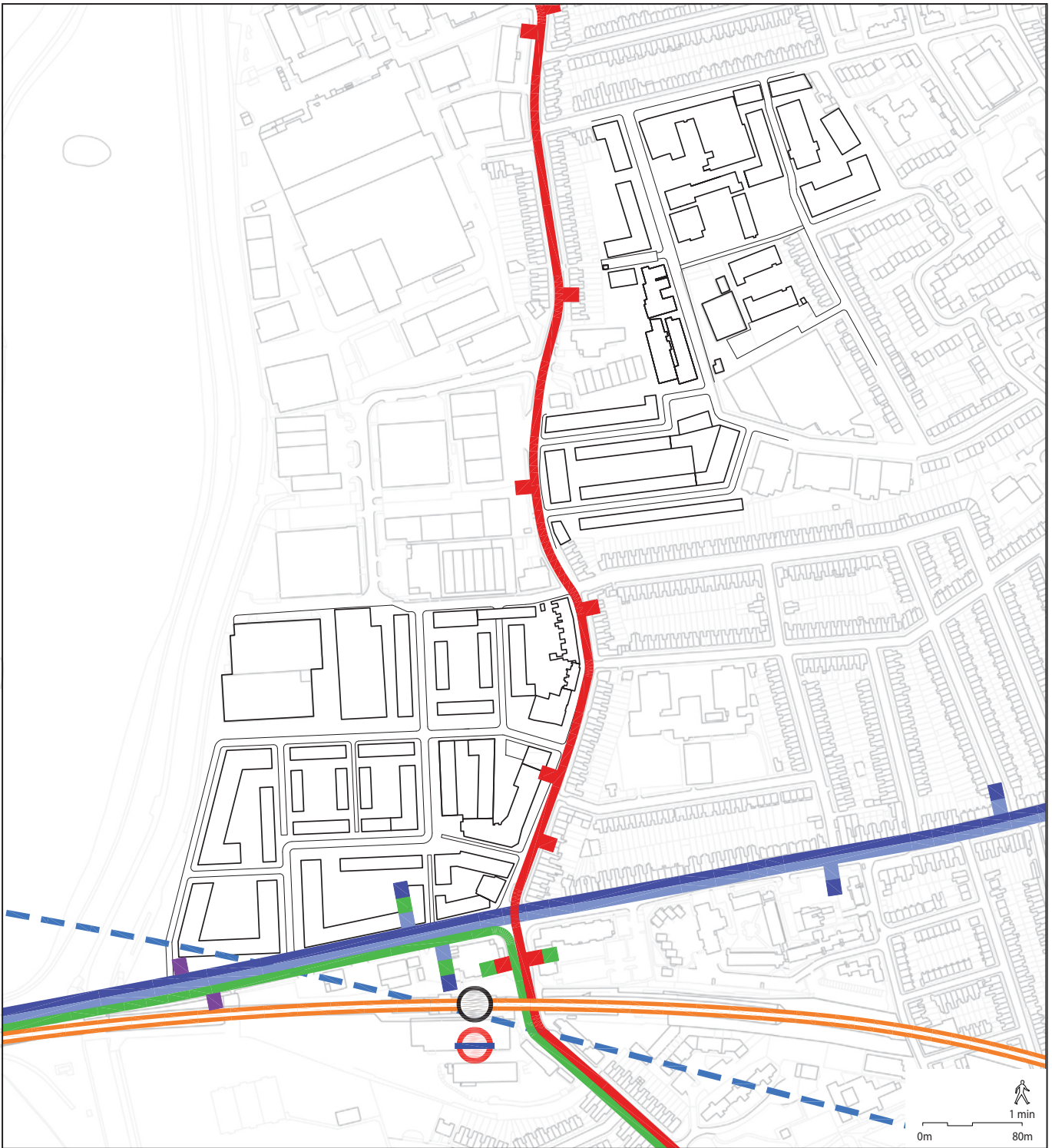
Extract from table 3A.2 Density matrix (habitable rooms and dwellings per hectare), The London Plan

Determining the Distribution and Density of Residential Development

This will be determined by a number of factors – including PTAL, flood risk, existing character, appropriate scale and massing, housing quality and infrastructure provision - physical, social and environmental.

The Station Hub site is relatively close to Blackhorse Road Station and bus routes and has an existing PTAL of 3 to 4, whereas the Sutherland Road area has a PTAL of 2. The appropriate indicative density ranges in the London Plan Policy 3A.2 is 200-700 habitable rooms / hectare (hr / ha) for the Station Hub and Waterfront area - with the higher figure applying to the area around the Forest Road / Blackhorse Lane area only - and 200-450 hr / ha for the Sutherland Road area. High standards of design will be required for all proposals, particularly those at the upper end of the indicative density range.

The proposed Illustrative Masterplan is based on housing being appropriate on all areas outside of the retained SIL as part of mixed-use neighbourhoods. However, this must be balanced against the provision of new workspace for SMEs and creative industries. The proposed scale and massing and housing typologies would result in densities of around 500 hr / ha for the Station Hub and Waterfront area and 325 hr / ha for the Sutherland Road area and are discussed further in the detailed briefs section.



Public Transport

- London Overground Rail Station
- ⋯ Underground Rail Line
- ⊖ Underground Station
- London Overground Rail Line
- ▬ 123 - Lordship Lane to Hainault Street
- ▬ 158 - Chingford Mount to Stratford Bus Station
- ▬ 230 - Wood Green Station to Fyfield Road
- ▬ N73 - Walthamstow Bus Station to Victoria Bus Station
- Proposed new bus stop

The UDF proposes improving pedestrian connectivity to the station through public realm improvements at the intersection of Blackhorse Lane and Forest Road. By establishing a network of streets, pedestrian permeability from within the developments sites to public transport is improved.

Feasibility of a second pair of bus stops located on Forest Road at the south-west of the site should be explored upon redevelopment of the area. This would close the 900 metre gap to the Blackhorse Road station stops and provide more direct access to recreational opportunities within the Lea Valley.