Contents

1. Introduction 1
2. Site context 5
3. Urban design analysis 9
4. Issues and opportunities 14
5. Design principles 17
6. Phasing 34

Appendix:
Additional sources of information

This document, the Interim Planning Policy Framework, other planning and design briefs and background documents can be downloaded from: www.walthamforest.gov.uk/blackhorselane
1. Introduction

Urban Practitioners and Allies and Morrison have been commissioned by the London Borough of Waltham Forest to develop a Planning and Design brief for the Station Hub and Waterfront site in Waltham Forest. This is one of two planning and design briefs for the Blackhorse Road policy area.

The vision for the site is for a new public square at the heart of a mixed use development located conveniently opposite Blackhorse Road station. This new development will incorporate high quality waterfront residential development and striking, dramatic landmark buildings to mark the gateway into the Blackhorse Lane area. Alongside the western edge of the site, a new linear waterfront park is envisaged, providing views of the reservoirs and recreational opportunities.

This brief should be read in conjunction with the recently adopted Blackhorse Lane Interim Planning Policy Framework (September 2006), and is aimed at identifying principles to guide future development on the site, derived from a thorough analysis of the site and its attendant opportunities and constraints. It is hoped that the brief will be utilised as a promotional tool to attract potential future investors and as a development strategy by existing landowners.
1.1 The vision for Blackhorse Lane

Creating a thriving, more attractive place for both residents and businesses

This design brief should be read in conjunction with the recently adopted Blackhorse Lane Interim Planning Policy Framework (IPPF) (September 2006). The IPPF provides a clear framework to support the regeneration of the Blackhorse Lane area over the next 10 years. The IPPF is the culmination of two years of analysis, options appraisal, and consultation. It outlines a vision for the future of the area which is not only supported by the local council (London Borough of Waltham Forest), but also enjoys widespread support from other public agencies, landowners and the local community.

The IPPF identifies three growth areas for development (see Figure 1.1):
- The Station Area;
- Sutherland Road; and
- Billet/Kimberley.

This planning and design brief relates to one of the key sites within the Station growth area and sets out the following:
- Site context;
- Urban design analysis;
- Issues and opportunities; and
- Design principles.
1.2 The vision for Blackhorse Lane

Six key objectives

The vision for the Blackhorse Lane area, as outlined in the Blackhorse Lane IPPF, describes an area which has great potential for improvement for becoming a thriving, attractive place for both residents and businesses with significant community facilities. Blackhorse Lane is in an excellent position adjacent to the reservoirs and the beautiful natural assets of the Lee Valley Regional Park, with good rail and tube connections to London and the surrounding boroughs. The area also has a strong base of small and medium sized businesses and a substantial young population, and all of their needs must be taken into account in this revitalisation process in order to fully benefit from the area’s existing strengths as a well-established industrial and residential community.

The planning framework outlines six objectives for the future of the area:

- **Objective 1** – A new centre around the station
- **Objective 2** – Bringing the country into the city
- **Objective 3** – Meeting housing need
- **Objective 4** – A 21st century business area
- **Objective 5** – New horizons for local people
- **Objective 6** – Managing traffic and encouraging sustainable transport.

**Objective 1: A new centre around the station**
Blackhorse Road station marks the entry into Waltham Forest and has the potential to become an impressive gateway into the borough and a vibrant local hub. With its good public transport connections and its strategic location within the London-Stansted-Cambridge-Peterborough corridor, there is an opportunity for new development to be focused around the station. A high density, mixed use development with retail, leisure and housing is proposed, focused around a new public square opposite Blackhorse Road station.

**Objective 2: Bringing the country into the city**
Blackhorse Lane is located adjacent to a tremendous natural resource, the Lee Valley Regional Park, which incorporates the reservoirs to the west and Tottenham Marshes to the north. Views of the reservoirs and Marshes are currently restricted by barriers such as the extensive industrial area and a lack of information and signage.

A range of proposals for the wider Blackhorse Lane area seek to address these issues, including new ‘green’ routes leading from Blackhorse Lane to the reservoirs and from Billet Road to Banbury Reservoir and the adjacent playing fields in the...
1.2 The vision for Blackhorse Lane

Six key objectives

North of the area, and a new linear park along the eastern edge of the High Maynard Reservoir. These proposals have been considered through partnership working with the key stakeholders such as the Lee Valley Regional Park Authority, the Environment Agency and Thames Water.

**Objective 3: Meeting housing need**
There is a London-wide housing shortage and Blackhorse Lane has significant housing deprivation. The planning framework will enable the development of up to 2,000 new homes in the area, including a high proportion of affordable homes to rent or buy. The emphasis for development in the Blackhorse Lane area, in accordance with the London Plan, is for sustainable mixed use development which offers high quality living for new residents and contributes positively to the quality of life of existing residents by accommodating new public spaces, walking and cycling routes, shops, services and leisure opportunities.

**Objective 4: A 21st Century business area**
Blackhorse Lane forms part of an industrial location of regional importance, the Upper Lee Valley. Proposals for the area which seek to emphasise this strength include increasing commercial floorspace by increasing development densities on existing sites, and renewing and modernising industrial areas. In addition, it is important that the needs of residents living close to industrial areas are taken into account when considering access for heavy goods vehicles, security and noise levels.

**Objective 5: New horizons for local people**
The future development of the Blackhorse Lane area must take into account and provide for the current and future needs of local people, particularly young people. A range of service developments are either planned or in development including a new children’s centre, a health centre and new schools offering the local community greater use of their facilities outside school hours.

**Objective 6: Managing traffic and encouraging sustainable transport**
Based on the findings of a detailed Transport Access and Infrastructure study, the planning framework seeks to improve conditions for pedestrians, cyclists, and users of public transport, whilst ensuring the efficient servicing of businesses and homes. Proposals include increased housing and employment densities around the area’s key transport node, Blackhorse Road station, improved pedestrian access to the station, new walking and cycling routes, and new access roads for industrial traffic.
2. Site context

Section 2 provides a brief description of the site and its location within the wider context of the Blackhorse Lane area.
2.1 Station Hub and Waterfront site

Setting the scene

Site description
The Station Hub and Waterfront site is located between Blackhorse Lane, the Lockwood and Maynard Reservoirs, and Forest Road. It forms the southern end of a substantial area of commercial/industrial buildings, which are bounded by Blackhorse Lane, Tottenham Marshes, and the reservoirs.

The site is located within the Upper Lee Valley Opportunity Area and is in close proximity to a number of regeneration areas which will be undergoing major change in the near future, including the Lower Lea Valley and the site of the Olympic Park and Tottenham Hale, amongst others.

The wider Blackhorse Lane industrial area covers 24.8 hectares and is home to a range of uses based in units ranging between 1,500 sq ft and 419,761 sq ft in size.

The Blackhorse Lane industrial area site is divided into seven estates: Lockwood Way, the Delta Group Site, Uplands Business Park, Forest Trading Estate, Blackhorse Lane Industrial Estate, Forest Works and Ferry Lane Industrial Estate. Only the southern part of this area is covered by this planning brief and the site boundary (shaded in pink here) is shown overleaf in Figure 2.2.

The IPPF states that under Policy BHL1, the Council will seek to secure proposals for a mix of uses on this site (known as BHL1) including retail, leisure, residential and commercial uses including a Neighbourhood Centre and a section of the waterfront park.

![Fig. 2.1 The station hub and waterfront site in the context of the wider Blackhorse Lane area](image-url)
Site boundary and description
As Figure 2.2 shows, the site covered by this planning brief is bounded by Hookers Road and the rest of the Blackhorse Lane industrial area to the north, Blackhorse Lane to the east, Forest Road to the south, and the Lee Flood Relief Channel (FRC) to the west. Alongside the FRC is Dagenham Brook which is an ephemeral stream served only by drainage waters. The Brook is only exposed along the edge of the site before heading underground further north (see Figures 5.6 and 5.9).

The site comprises:
• Ferry Lane Industrial Estate;
• Forest Works;
• the southern part of the Blackhorse Lane Industrial Estate;
• car park owned by London Underground; and
• The Standard Music Venue.

The site also benefits from its close proximity to Blackhorse Road transport interchange with its good connectivity to central, North and East London. Further details on the characteristics of the site are provided in Section 3.2.

The Council will seek to secure the regeneration of the Station Hub and Waterfront site by encouraging proposals that promote a comprehensive and co-ordinated approach to redevelopment with appropriate phasing to ensure the necessary infrastructure is in place to create a high quality mixed use scheme and fully mitigate any potential conflict of amenity between residents and businesses during transitional phases. This is likely to require site assembly and support for businesses to help them stay within the local area (see Section 6.1). A piecemeal approach to development carries with it a significant risk that the design and development principles set out in this brief would not be fully realized which would severely compromise the quality of the scheme overall.
**Land use policies**

The Blackhorse Lane industrial area is identified by the London Plan as a Strategic Employment Location (SEL) which means that it will be protected for employment use. Policy BHL P7 in the IPPF states that the boundary of the Blackhorse Lane SEL will be changed, resulting in the release of part of the site covered by this planning brief for non-employment uses (see Figure 2.3). Parts of the site have been selected to be released because the area around Blackhorse Road Station is currently under used, run down and unattractive providing a poor gateway to the borough and few facilities for local residents and people using the station.

While proposing a reduction in the overall amount of employment land section 9.6 of the IPPF sets out a robust strategy for the retained employment land which seeks to protect it and enhance the economic and employment benefits that it provides. To support this strategy, policy BHL P8 in the IPPF states that no residential or retail development on the site will be permitted unless part of a proposal that includes new industrial/commercial premises in the northern part of the site.

Figure 2.3 here shows the relationship between the planning and design brief boundary (shaded pink on the larger map) and the revised SEL. As such, any new development in the Station Hub and Waterfront site boundary which is north of the revised SEL boundary should be for employment-generating uses only (area shaded in blue on the inset map).
3. Urban design analysis

This section sets out the urban design analysis for the Station Hub and Waterfront site which has informed the design principles and proposals set out in the following section.
Figures 3.1 to 3.4 here show an overview of the urban design analysis for the wider Blackhorse Lane area. The key findings were as follows:

- there is a seamless urban grain across the wider area;
- there is a fine, human-scale east-west grain across the wider Blackhorse Lane area;
- at present, the majority of industrial activities are focused west of Blackhorse Lane with some at Sutherland Road; and
- the Blackhorse Lane industrial area is bounded to the north by modern peripheral residential development, to the east by ribbon (or linear) residential development and the Sutherland Road industrial area to the east. To the south, there are playing fields and a site owned by English Partnership who have proposals for residential development.
The area is of varied character, and features a mix of 1960s light industrial and warehousing units, more modern industrial units with ancillary office provision, service outlets with elements of retail/trade provision, and a public house and a live music venue. The site also includes the station car park owned by London Underground which is heavily used.

Figure 3.5 shows the land uses on the site. The key points to note as shown by Figure 3.5 are as follows:

- the site is predominantly occupied by B2 industrial uses;
- there are some B8 storage/distribution uses north of the London Underground station car park;
- 5, Blackhorse Lane provides accommodation for B1 business uses;
- there is an A4 use on the corner of Blackhorse Lane and Forest Road, the Standard; and
- the area to the north comprises further B2 and B8 uses, and there are residential uses to the east of Blackhorse Lane, as well as on the western side south of Hookers Road.

The surrounding area is characterised by industrial properties to the north, residential properties (largely terraced houses) to the east of Blackhorse Lane, the Flood Relief Channel and reservoirs to the west, and a car wash, car hire outlets, Blackhorse Road station and Douglas Eyre Playing Fields to the south.

Fig. 3.5 Existing land use
Figure 3.6 shows the heights of buildings on the site. The key points to note are as follows:

- The Blackhorse Lane frontage is distinguished by two three-storey office/light industrial buildings at 5 and 7 Blackhorse Lane;
- The two-storey live music venue and public house, the Standard, on the corner of the site is located at a key site at the heart of the Blackhorse Lane area;
- The west of the site, towards the Maynard Reservoirs and the flood relief channel, is characterised by large two-storey commercial units which do not provide much of a sense of enclosure, and which present significant barriers to view of the reservoir from the rest of the site; The two tallest buildings on the site are also located here on the western edge: two four-storey warehouses at the northwest corner of the site;
- The eastern edge of the site faces two-storey residential properties on Blackhorse Lane and on the roads leading off it; and
- The southern portion of the site occupied by the car park, faces a site currently occupied by TfL buildings, car hire outlets and a car wash facility, but which has been identified for potential development in the period up to 2016 in the IPPF.
3.4 Key urban design issues

Key areas for improvement in the Station Hub and Waterfront site

Figure 3.7 shows the key urban design issues arising with regard to the Station Hub and Waterfront site. These key issues, some of which are shown on Figure 3.7, are set out below.

1. A lack of a strong, visual gateway or landmark development into the Blackhorse Lane area (either from the station or from the west) and a lack of clear identity for the area.

2. A lack of high quality public space, particularly hard-landscaped space.

3. Restricted access to and views of the reservoirs as a result of poor east-west public connections across the site for pedestrians and cyclists, the presence of large industrial warehouses and the concrete embankment of the flood relief channel.

4. A poor quality pedestrian and cycling environment, with (as mentioned above) a lack of east-west connections through the site and poor connections at the station junction and across Forest Road and along the Lea Valley.

5. Poor quality of interfaces between the residential areas and industrial estates, their needs and associated traffic.

6. Poor access to, and circulation within, the industrial area. Access into the site is currently through Hooker’s Road which is narrow (making access difficult for goods vehicles) and provides poor sight lines along Blackhorse Lane. New access arrangements to serve new development would therefore be required.
This section sets out the issues and opportunities identified for the Station Hub and Waterfront site, as highlighted by the urban design analysis as well as the extensive research that has been undertaken to inform the IPPF and this brief. In particular, the urban design analysis in the previous section highlights the rare opportunity that the site presents to create a dramatic and striking, high quality development for Blackhorse Lane.
4.1 Key issues

4.1 Key issues for the Station Hub and Waterfront site

1. Proximity to main thoroughfare and impact on residential amenity
The site is currently devoted almost exclusively to light industrial, commercial, and warehousing operations, and is bounded A503 (Forest Road) and B179 (Blackhorse Lane). This generates a convenient location from which to conduct commercial operations of the type currently on the site, but means that any new residential development should take into consideration measures such as double-glazing and other forms of sound insulation, in order to protect amenity values.

2. Relocation of tenants
The site provides accommodation for a range of business types, including retail, warehousing, light industrial, and office uses. These are valuable employment generators for the local area, and should be relocated elsewhere in the local area, either in the remainder of the Blackhorse Lane industrial area to the north or proposed Sutherland Road business park to the east.

3. Maintaining industrial capacity
The IPPF proposes releasing a large proportion of the site from the SEL on the condition that the site area that remains within the SEL is renewed and intensified for employment use. Industrial capacity will also be maintained through the eastward expansion to the SEL to incorporate a new business park on the Webbs site.

4. Maintaining employment levels
Redevelopment and the introduction of new business uses will alter the profile of employment provision on the site. A recent study, A Labour Market Assessment of Physical Development at Blackhorse Lane (May 2006) has been prepared by consultants SQW which supports an overall strategy of retaining and attracting businesses which provide an employment mix which closely matches the skills profile of the local population, thus improving opportunities for local employment.

5. Flood risk
Approximately 35-40% of the station hub and waterfront site is located within Flood Zone 3, and a small fraction in Flood Zone 2. Available maps suggest that in the event of a 1 in 100 year flood, actual flood water levels could reach depths up to 57cm on some parts of the site. As such, in accordance with Policy WPM18 in the Waltham Forest UDP First Review (adopted March 2006), any proposals in areas at risk of flooding will require a Flood Risk Assessment in line with PPS 25: Development and Flood Risk.

6. Flood Relief Channel and Dagenham Brook
The FRC to the west of the site is crucial to the local infrastructure, and cannot be compromised by future development. However, the existing channel obstructs views towards the reservoir, and compromises the environmental benefits that could be achieved on the site through redevelopment. As such, any development on the waterfront needs to take the FRC and Dagenham Brook into consideration.

Further work on the feasibility of the waterfront park and its relationship with the FRC and Dagenham Brook will be commissioned by the Council, and early discussions have indicated that there may be potential to de-culvert and naturalise Dagenham Brook to improve its amenity and ecological value.

Developers for the site should liaise with the Council and the Environment Agency at the early stages of planning and design, in order to gain a full understanding of the issues relating to the FRC and Dagenham Brook.
4.2 Key opportunities

Key opportunities for the Station Hub and Waterfront site

1. Dramatic, gateway development
   The site offers a rare opportunity to create a striking, visual gateway or landmark development for the Blackhorse Lane industrial area (and Waltham Forest as a borough), for people entering from Haringey in the west and at Blackhorse Road station. In particular, the ‘gateway’ development should be located at the south-western corner of the site and at the corner of the Standard junction. A cohesive and comprehensive approach to development is essential if a high quality gateway development is to be achieved.

2. High quality, waterfront development
   The site offers opportunities for new residential development to benefit from the close proximity of the Maynard reservoirs and the Lee Valley Regional Park, in terms of views and recreational opportunities.

3. A new waterfront park for the area
   The proximity of the site to the significant natural assets of the Maynard reservoirs and the Lee Valley Regional Park offers the site a unique selling point. This should be maximised through the creation of a new linear waterfront park which can provide enhanced access and/or views to the reservoirs, as well as clearer linkages to the Lee Valley Regional Park.

4. Raising the profile of Blackhorse Lane
   The redevelopment of the site presents Blackhorse Lane with an opportunity to raise its profile and image in the local area, and in the North London sub-region as a whole. In turn, this could help to secure high quality, higher density development in the area.

5. Proximity to Blackhorse Road transport node
   The Blackhorse Road transport node offers access into the West End and City of London, Walthamstow Town Centre, and other eastward destinations via the Victoria Line, Silverlink rail, and bus services. These are invaluable features of the local infrastructure, and will act as a major incentive to future investors or developers connected to the site.

6. Provision of high density, mixed-use development
   The position of the site between the reservoir and the Blackhorse Road transport interchange suggests that it would be an ideal location for high density, mixed-use development to include residential provision. This would allow for diversification in an exclusively commercial/industrial location, which would prompt improvements to the local environment, potentially through Section 106 contributions. It will also provide a spur to attempts to introduce a wider range of local amenities and services into the area around Blackhorse Road station, which would benefit the wider area.

7. Improvements for pedestrian and cycle access in and around the site
   There are opportunities to improve the permeability of the site for pedestrians and cyclists in particular, in order to enhance access and views to the reservoirs and the proposed waterfront park.

8. Land assembly
   Though the site comprises a number of different plots of land, some of the key landowners are already working together on developing a coherent vision for the future development of the site. This cohesive and comprehensive approach is essential for delivering the principles set out in this brief. The Council is particularly keen to encourage proposals that seek to redevelop the whole site or a large proportion of the site in order to realise the design principles set out in this brief.

9. Proximity to areas undergoing major regeneration
   English Partnerships and Circle 33 who own sites immediately south of Blackhorse Road station, including the former British Rail goods yard, have plans for new residential development on their sites. In addition to this, the site is located within the Upper Lee Valley Opportunity Area, as identified in the London Plan, and as such is close to other sites undergoing major transformation including Tottenham Hale on the opposite side of the Maynard reservoirs. There may also be benefits from the Olympic Park site which is under construction for the 2012 Olympic and Paralympic Games to the south, in the Lower Lea Valley.

As such, redevelopment of the Station Hub and Waterfront site would be well-placed to take advantage of the socio-economic benefits emerging from these new developments.

10. Re-provision of a music venue for the area
    The redevelopment of this site offers the area an opportunity to re-provide a music venue for the local community and as an attraction to visitors from outside the area.
This section sets out the design principles identified for the Station Hub and Waterfront site. It sets out the following:

- a vision for the site;
- design principles;
- public realm proposals;
- development plots and building layout;
- building heights; and
- entrances and access routes.
The vision for the Station Hub and Waterfront site on the corner of Forest Road and Blackhorse Lane is for a new public square at the heart of a new mixed use development, located conveniently opposite Blackhorse Road station. The development will include high quality waterfront residential units and enhanced industrial units in the southern portion of the revised SEL area. The vision for this site also includes a new linear waterfront park which leads north to Tottenham Marshes and the rest of the Lee Valley Regional Park, with an entrance on Forest Road.

The public square
At present, the first impression of the Blackhorse Lane area when leaving the underground/rail station is that of the busy road junction and the Standard. The creation of the square is proposed behind or adjacent to the existing site of the Standard Music Venue, with every effort made to re-provide the venue within the new development. This square will be of a high quality design and hard landscaped and will be the heart of the station hub development. The square will front onto Forest Road and provide pedestrian access north to the rest of the new development. Retail frontages will front onto the square to help create a thriving, vibrant hub for the Blackhorse Lane area.

Figure 5.1 Indicative sketch of the proposed public square
5.1 A vision for the Station Hub and Waterfront

A new square, mixed use development around Blackhorse Road station and a linear waterfront park

Dramatic gateway or landmark development
The site presents a rare opportunity for a strong architectural statement which ‘announces’ the Blackhorse Lane area from the west in particular, with views across the waterfront. In addition, it also offers a secondary landmark development opportunity on the corner site opposite the station.

High density, mixed use development with views over the waterfront where possible
New development on the site will be mixed use with retail and other facilities/services (such as a health and fitness centre) provided around the square, fronting Forest Road and located opposite Blackhorse Road station. The remainder of the development will be for residential and high quality business use which will benefit from the good public transport connectivity and the proposed waterfront park.

A waterfront park
A new linear, waterfront park is envisaged for the site, located adjacent to the reservoirs and new residential development with excellent views of the wider Lee Valley. This waterfront park will help ‘bring the country into the city’ by enabling local residents to see and visit the reservoirs and the assets of the Lee Valley Regional Park more easily, as well helping to raise the amenity of the new residential and business developments.

New road
As outlined in the IPPF (BHLP15), a new road from Forest Road leading north towards Hookers Road and eventually connecting to Blackhorse Lane is proposed. It is envisaged that this road will:
• provide primary access to new developments;
• allow much needed pedestrian improvements at the Standard junction; and
• reduce traffic flows on the southern end of Blackhorse Lane that will benefit bus services and improve the local environment.
5.2 Design principles

Principles for new development on the Station Hub and Waterfront site

A unified approach
In order to achieve this vision of a lively mixed-use retail, leisure, residential and commercial hub extending from the station to the waterfront, fringed by a new park, a coordinated approach to development across the entire site is vital. A high quality comprehensive development embodying the principles set out in this section is required.

The design principles flow directly from the vision and are set out in the next section with further guidance provided in Section 12.2 of the IPPF. Detail on the phasing of the delivery of the vision and the identified proposals is also provided in Section 6 of this brief.

Following the urban design analysis and site context for the site, a number of design principles have emerged. Figure 5.2 illustrates in broad terms, the nature and character of the redeveloped site which includes the key features as set out overleaf.

Fig. 5.2 Proposed character of the area - concept drawing
5.2 Design principles
Principles for new development on the Station Hub and Waterfront site

- **A linear waterfront park** on the western edge of the site, alongside the High Maynard reservoir;
- Development with **views and frontage over the reservoirs and waterfront park**;
- **New east-west linkages** across the site;
- **Integration** with the existing urban fabric, particularly with the existing residential dwellings and retail parade on Blackhorse Lane;
- A new **station hub** focused around Blackhorse Road station with a new square and retail units; and
- **Gateway developments** marking the entrance into the area and making the **crossing** over the reservoirs (i.e. along Forest Road) from Haringey a high quality urban experience for people entering the revitalised Blackhorse Lane area.

The rest of this section sets out the design principles for the site in more detail.

1. **A dramatic gateway or landmark development of exceptional quality**

There is a rare opportunity to create a strong, positive, architectural statement for the new Blackhorse Lane area at the southwestern corner of the site, which will be seen by people entering the area from the west. It will also be seen by people along the Lee Valley itself and clearly mark the Blackhorse Lane area as a place in which people will want to live, work and visit.

In addition, the site opposite Blackhorse Road station on the corner of Forest Road and Blackhorse Lane is a key site for the area and therefore also presents an opportunity for a strong, landmark building which ‘announces’ the area to people arriving at the station.

As such, any development proposals for these particular plots (see Section 5.4) in the site should be of the highest possible design quality.

2. **High density development near the station**

The plots nearest the station provide an opportunity to create high density, mixed use development, in line with London Plan and UDP policies. Whilst this may include taller buildings on Forest Road and around the new station square, new buildings facing the existing two-storey terraced houses on the eastern side of Blackhorse Lane for example, should be sensitive to this existing urban fabric.

3. **New waterfront development**

The waterfront plots should provide wherever possible, optimal views of the reservoirs and the Lee Valley Regional Park. In addition, this new development should be of the highest design quality, whilst also seeking to reflect the sensitive nature of its location by these major natural assets. Waterfront plots should have a minimum of 30 metres between the FRC and the western edge of the plots including at least 8 metres between the plots and Dagenham Brook (see Section 5.4) to allow for a buffer zone required by the Environment Agency (which is at least 8 metres) and room for the waterfront park.
4. High quality public realm and public spaces
In order to create a new residential quarter in which people will want to live, it is essential that the quality of the public realm is of a high enough standard, as well as sustainable. Both public and private open spaces and foot/cycle paths should be created using planting, high quality materials and lighting, and with the maximum amount of natural surveillance possible, in order to create a safer community. In addition, a limited range or palette of materials and street furniture should be agreed upon by the Council and developers in order to create a coherent, simplified and ‘clutter-free’ new area.

5. Re-introduction of a finer, more human-scale urban grain
As shown in section 2, there is a strong east-west urban grain which is found in the surrounding residential areas around the site. As the site developed as an industrial estate (and car park), this fine grain has been lost and needs to be introduced if the site is to be redeveloped for residential and other uses, so that it provides a more human-scale and legible environment, and integrates well with the existing residential fabric.

New east-west pedestrian and cycle connections across the site (which should be tree-lined where possible to enhance the linkages with the new waterfront park) will also improve permeability and ease movement across the site. A key opportunity to improve connectivity will be through the provision of a new north-south cycle and pedestrian route connecting Coppermill Lane to the south and Lockwood Way/Tottenham Marshes to the north.

6. Sustainable development
Given that approximately 35-40% of the site is within Flood Zone 3, and a small fraction is in Zone 2, this needs to be considered in the design of any development on the site. With due consideration to appropriate mitigation measures, current government policies outlined in PPS25 would permit the site to be considered for development. In particular, it will be essential that new development reduces the threat to people and their property from flooding, and delivers the greatest benefits for sustainable development.

Developers are very likely to be required to undertake a site-specific flood assessment for this site. As stated in the IPPF (Section 8.5), “development must have their lowest residential areas above the ‘Flood Zone 3 design level’ (the water level predicted for a 1 in 100 year flood plus a 20% increase in flow) and must not reduce (and should aim to increase) overall levels of flood capacity.” The Council has undertaken a Strategic Flood Risk Assessment and published a developer toolkit (available at www.walthamforest.gov.uk/blackhorselane) to assist developers in addressing flood risk issues.

New development should have the potential to incorporate features that will have both ecological and amenity value, and reduce flood risk through for example, the use of sustainable urban drainage systems (SUDS). SUDS collect and store run-off in order to allow natural cleaning before infiltration or controlled release to watercourses such as the FRC.
SUDS can maximise water retention, prevent pollution, control flooding, recharge groundwater and encourage wildlife whilst providing amenity value. They can also enhance the environment by creating attractive water features which would benefit the waterfront park and new development on the Station Hub and Waterfront site (such as those implemented at the Oxford and Hopwood motorway service areas). SUDS is promoted by UDP Policy WPM19.

Other features of new development which could have ecological and amenity value include ‘green’ or ‘living’ roofs (particularly extensive roof systems), bat roosting and bird nesting boxes and native planting. Residential developments are therefore encouraged to incorporate a range of measures such as those mentioned above, using high quality design to create an attractive and ecologically beneficial solution.

**Energy efficiency**

All new development, both residential and commercial, should be energy efficient in terms of design, density, location and orientation (see UDP Policy WPM20) and include:

- passive solar design - designing a building to take maximum advantage of sunlight and minimise unwanted solar heat gain;
- natural ventilation to reduce the need for cooling; and
- centralised heating and cooling infrastructure to improve the feasibility of the renewable energy technologies below and should be incorporated into a scheme’s cost assumptions; and
- Combined heat and power (CHP)/combined cooling, heat and power (CCHP) - it should be noted that if gas-fired CHP/CCHP is used, whilst not a renewable energy technology it will make meeting the 10% target easier by lowering the baseline carbon dioxide emissions.

**Renewable energy sources**

Proposals should also incorporate and include 10% of total predicted energy consumption to be in the form of renewable energy sources (see UDP Policy WPM21). This should be through on-site generation for all new developments greater than 1,000sq.m and housing developments of 10 or more units, and could include:

- Biomass heat or CHP plants serving the whole development;
- Solar water heating;
- Solar electricity photovoltaic (PV) and active solar heating systems: both could be incorporated into south facing roofs or units;
- Ground source heat pumps;
- Passive solar design – designing a building to take maximum advantage of sunlight which reduces overall energy consumption, making 10% an easier target to meet; and
- Borehole cooling – where a suitable ground water source exists.

With all new development proposals it is important to note that the Council expects active involvement of developers in the promotion and use of these technologies. In particular, the opportunities exist to improve the technical and economic feasibility of technologies, particularly CHP and CCHP - gas or biomass fuelled - by ensuring all new developments contain centralised heating and cooling infrastructure, and the potential to combine power, heating and cooling demands are exploited. The Council expects developers to engage in discussions as early in the planning process as possible.

**7. High quality new residential development**

This sets out a number of general design principles for residential development in the Station Hub and Waterfront site - further detail on issues including suggested heights, location of entrances, servicing and number of units are set out in Sections 5.3 to 5.6.

**Location of new dwellings**

Residential development on this site should be focused on the southern part of the site in order to enable the SEL to remain a cohesive entity (see Figure 2.3 and Section 5.4).

Residential uses have been located on the upper floors of the blocks fronting Forest Road and the new square (above retail units), and are the sole
intended use of the five blocks coloured orange only (blocks 4, 5, 6, 7 and 10) as shown in Figure 5.6.

With the residential blocks closest to the newly redeveloped industrial/commercial blocks to the north of the site, screening with tree planting should be used to ensure that the interface between residential uses and industrial uses is handled carefully and sensitively.

**Design quality**

New residential development in this location, as with all locations in Waltham Forest, must be of the highest quality as stated in the 2006 UDP and in Section 8.3 of the IPPF. Policy BHE2 in the UDP requires that proposals for sites over 0.25ha or in sensitive locations must be accompanied by an Urban Design Statement. New development must consider carefully the existing urban fabric and relationship to streets and public spaces in terms of materials, heights, massing and frontages/entrances, in order to help create a sense of a neighbourhood environment for Blackhorse Lane.

Implementation of the desired quality, design principles and the wider vision of the site is most likely to be achieved through the comprehensive redevelopment of the site as emphasised throughout this brief.

**Block layout**

The majority of the new residential development should be in the form of perimeter blocks with central, communal courtyard and private amenity spaces (see Figure 5.3). This type of development is important for letting light into the central courtyard space, and into as many units as possible.

**Affordable housing**

UDP Policy HSG6 states that the intention is to achieve 50% affordable housing from all sources. UDP Policy HSG7 also states that the target for affordable housing in private development is 40% of individual schemes of a minimum of 0.5ha and above or of 15 units or greater - this target will be applied sensitively by the Council. More detail on the detailed housing mix for affordable housing is set out in Section 8.4 of the IPPF.

**8. New industrial/commercial development which is sensitive to adjoining uses**

The development of the blocks at the northern edge of the site (see Figure 2.3 and Section 5.4) should be for employment-generating uses only. Section 9.6 in the IPPF provides further detail on the vision for the SEL and identifies this part of the SEL as ‘Zone D’. The vision for this part of the SEL is for new office or light industrial units ‘targeted at high value firms in growth sectors such as graphic design, publishing and business services offering high employment densities and requiring a high quality environment and good access to public transport.’

Policy BHLP9 in the IPPF states that new business premises within this site (BHL1) must be carefully designed to ensure that the business activities they accommodate will not negatively impact on the amenity of the adjacent existing and new residential areas. Business activities that will create excessive noise, emissions or detrimental visual impact will not be permitted. Therefore, new industrial development should be designed such that entrances are located away from main residential entrances and that storage/waste areas
and loading bays are located away from residential properties.

New industrial/commercial development should consider their relationship to:

a) New residential development proposed to the south;

b) Existing residential development, particularly the row of terraced houses on the corner of Blackhorse Lane and Hookers Road; and

c) Other industrial premises to the north of Hookers Road.

With regard to new or existing residential development, new industrial development needs to consider the interface between the two different land uses and their differing needs, perhaps through the use of planting and fences to create a 'buffer zone' or screen for security and amenity purposes and to define/reinforce boundaries. Defensive planting i.e. Berberis or similar may be used to achieve this purpose.

With regard to other industrial premises, new industrial development should seek to ensure that it does not negatively impact upon the existing service and access arrangements of the other industrial premises.

### 9. Positive contribution of new development to Forest Road and Blackhorse Lane with active frontages on Forest Road and facing the station square

New development on Forest Road, particularly retail units on the ground floor, should contribute positively to the busy street and the new residential development which is proposed for the site south of Forest Road. Active frontages should face on to Forest Road and the proposed public square. In addition, new development in the station hub should be integrated with the existing shops on the eastern side of Blackhorse Lane as supported by Section 6.2 in the IPPF.

New residential development on Blackhorse Lane should contribute positively to the street and the residential dwellings on the opposite side. As such, entrances to residential blocks should be provided facing Blackhorse Lane.

### 10. Inclusive design

Any new development in the area should be fully accessible to all sections of the community including disabled people as set out in IPPF paragraph 8.3.1. Developers will be expected to follow best practice in terms of inclusive design principles as set out in Council guidance in the IPPF and the ‘Access for All’ guidelines and London Plan Supplementary Planning Guidance: ‘Accessible London: Achieving an Inclusive Environment.’

With regard to public realm and pedestrian route enhancements in the Station area, it will be essential that the designs include step-free access, particularly in the waterfront park and proposed new public square wherever possible, high quality paving, clear signage and lighting and street furniture which ensures there are clear visual markers for those with partial sight.

### 11. Designing out crime

New development should be designed such that their design and layout should reduce the opportunities for crime in line with the aims and principles of ‘secured by design’ and ‘designing out crime.’ Further guidance is provided in UDP Policy BHE7, Section 8.3.2 in the IPPF and from Secured by Design. Additional sources of information are provided in the appendix of this document.

Key issues to consider for the design of this area include:

- the proposed public square should be overlooked on all sides by residential development, lighting and planting should not obscure any areas from view;
- buildings which are intended to accommodate evening economy uses such as bars, cafés or restaurants, should adhere to the Secured by Design: Licensed Premises guidelines (April 2005) which set out principles for design including simple building sight lines, avoiding creating recesses, orientation for maximum natural/formal surveillance opportunities, secure storage areas and external areas which are kept clean, tidy and well lit. The guidelines also cover internal design principles;
- the size of retail units should be flexible enough to accommodate A1 (shops), A3 (restaurants/cafés) or A4 (drinking establishments) but over-large A4 units will not be permitted in order to avoid larger ‘super-pubs’ or nightclubs which are not conducive to a mixed-use environment;
- a mix of A1, A3 and A4 uses in the Station area will be encouraged to ensure all sectors of the community are catered for in a balanced way;
- the number of A4 establishments will be limited to avoid saturation;
- residential development closest to the public square should provide adequate and effective noise insulation;
5.2 Design principles

Principles for new development on the Station Hub and Waterfront site

• access to the waterfront park should be through specific entry points with lockable gates to restrict access to daylight hours;
• safety issues in the waterfront park should be discussed with British Waterways and the Environment Agency at the earliest opportunity and could also include softer issues (aside from design or management) which focus on initiatives to teach young people in the area about safety and waterways;
• the new east-west footpaths should be visible from all nearby buildings and have good quality lighting which is well-maintained;
• underground and semi-basement parking should be well-lit and all access points should be clearly visible from the street and nearby buildings;
• access to flats should, wherever possible, be on the main footpaths, Blackhorse Lane or the new access road;
• communal gardens should be clearly defined and access through controlled entry points (e.g. lockable gates);
• seating and other street furniture/objects across the site, particularly on the public square, should be designed such that they cannot be used for lying on or sleeping on; and
• access to industrial premises in the northern part of the site should be located away from the residential properties with access from Hookers Road.

12. A new north-south road through the site

As stated above in Section 5.1, the IPPF sets out a proposal for introducing a new road west of Blackhorse Road station on Forest Road, linking it to Blackhorse Lane to the north of this site. This road will provide access to the new developments in the site (including industrial traffic access for the southern portion of the SEL), improve pedestrian crossings at the Standard junction and reduce traffic flows at the southern end of Blackhorse Lane (consequently improving bus services and the local environment).

It should be noted that side routes leading off the new road to serve the new development, will only be accessible from the new north-south road (see Section 5.6 for further detail).

13. Parking

The site has a Public Transport Accessibility Level 3 and is located close to Blackhorse Road underground and rail station. As such, new residential development should apply the following parking standards as set out in Section 11.3.6 of the IPPF:
• 1-2 bed units: a maximum of 0.5 spaces per unit
• 3-4 bed units: a maximum of 0.9 space per unit
Further detail is provided in UDP Appendix 1.

Developers should develop a comprehensive travel planning approach to achieve the parking standards and encourage other modes of transport, for example through one or more car free or reduced car blocks (as encouraged by UDP Policy TSP7), flexible management measures such as parking space leasing and the development of car clubs/pools.

Parking will be distributed between on-street and underground/decked parking across the site. The existing London Underground car park may be replaced by a multi-storey car park, surrounded by residential and retail development.

With regard to cycle parking, a minimum of 1.6 spaces per unit (flats only) should be provided. Further detail on cycle parking standards is set out in Section 11.3.6 of the IPPF and UDP Appendix 2.
Figure 5.4 shows the public realm proposals for the site. Overall, the public realm in the redeveloped Station Hub and Waterfront site should be of a high quality, uncluttered and coherent, with a limited palette of materials and a limited range of street furniture. All of these proposals, together with the highest quality architecture, should create a strong, visual, positive identity for the revitalised Blackhorse Lane area. The key proposals are as follows:

1. **New road**
   As set out in the IPPF (BHLP15), this new road will offer primary access to new developments on the Station Hub and Waterfront site, improved access to industrial premises to the north, and (when appropriate), a relief road to reduce pressure on the Standard junction which will eventually connect to Blackhorse Lane at Priestley Way. The road will be approximately 8 metres wide with 2 metre wide footpaths on either side throughout its length. Cycling will be permitted on this road with priority for pedestrians and cyclists. Further detail is provided in Section 5.6.

2. **New footpaths**
   New hard landscaped, tree-lined footpath leading to/from Blackhorse Lane to the reservoirs.

3. **Hookers Road**
   Hookers Road would be closed at its eastern end where it meets Blackhorse Lane, with access provided via the new road and Priestley Way.

4. **Potential new bridge to reservoirs**
   There is the potential for a new bridge to the reservoirs (subject to agreement with the Environment Agency and Thames Water).
5. New waterfront park

Policy BHLP5 in the IPPF sets out the Council’s intention to develop a new linear waterfront park along the western edge of the Blackhorse Lane industrial area. This high quality park will provide views over the water where possible, connect to Tottenham Marshes and the Lee Valley Regional Park, and will provide pedestrian and cycle paths along its length. Public seating should be located to make the most of these views.

Landscaping with increased heights in some areas of the park could be created to provide views across the reservoirs (see proposal 6 for suggested locations) in order to enable optimum views, subject to agreements with the Environment Agency and Thames Water regarding the future of the flood relief channel and Dagenham Brook.

There is also the possibility for river enhancement as part of the waterfront park development, through naturalisation, landscaping or edging treatments or bank improvements, which could improve appearance and create some habitats for wildlife. The incorporation of SUDS as water features in the park will also be considered.

This new waterfront park would also incorporate a north-south walking and cycling route which eventually links to Tottenham Marshes in the north and Douglas Eyre Playing Fields in the south (via a crossing on Forest Road and under the railway line - see proposal 11). This north-south route in the park could also be used by cyclists to access the main east-west route across the Station Hub and Waterfront site (shown by proposal 7), bypassing the Standard junction and connecting with Blackhorse Lane and Tavistock Avenue as an important cycle route heading east.

6. Landscaping to enable optimum views

As set out under proposal 5 above, landscaping with increased heights in some areas could be provided in order to enable views across the reservoirs. There is also potential for landscaping to help increase flood defences for the area.

7. New cycle and footpath leading to/from Blackhorse Lane to the park

This cycle and footpath should be paved and hard landscaped from Blackhorse Lane to the centre of the site, and then change nature with soft landscaping as it widens and heads towards the waterfront park. This cycle and footpath crosses the proposed road where new crossings should be provided with priority for pedestrians and cyclists.

8. Pedestrian north-south route beside new road

A two metre wide, hard landscaped footpath on either side of the proposed road should provide a new, direct route from the station square to the north of the site.

9. Pavilion café at entrance to waterfront park

This stand-alone building should provide views over the water and act as a marker to the entrance of the new waterfront park.

10. Public square

New high quality, hard landscaped, public square fronting Forest Road, surrounded by active frontage and retail units, including cafés, restaurants or bars and convenience retailers.

11. New pedestrian and cycle crossing to playing fields via a subway

This new route will connect the waterfront park directly with the Douglas Eyre playing fields to the south via a pedestrian crossing on Forest Road and an existing subway under the railway line. It is intended that this route will provide access to the playing fields, but not general public access into the fields themselves and will provide priority for pedestrians and cyclists.

12. Enhanced pedestrian and cycling environment at the Standard junction

As set out in the IPPF, it is suggested that direct pedestrian crossings on three arms of the Standard junction (Forest Road east and west and Blackhorse Lane) could be possible, to enhance access to the station. The pavement on the corner of Forest Road and Blackhorse Lane could also be widened with the corner building set back from the road, to further improve the pedestrian environment at this junction. In addition, the IPPF states that the cycle environment at the junction should be improved by providing cycle advances on each junction arm (see BHLP14) in order to provide priority for cyclists.
5.4 Development plots and block layout

Suggested plot boundaries, block layouts and indicative uses

Figure 5.5 shows the suggested development plots in the station hub and waterfront site and Figure 5.6 overleaf shows indicative block layouts and uses.

1. Workspace development, waterfront
   Plots 1 to 3 should provide workspace only as they are located within the (revised) SEL boundary. Plot 1 should also contribute positively to the waterfront park on its western edge, and be screened from the residential development and greenspace to the south. Building lines on the western edge of this plot should be 30 metres from the FRC to provide a buffer and room for the waterfront park.

2. Workspace development, Hookers Road
   Plot 3 is located adjacent to a row of existing terraced houses on the western side of Blackhorse Lane. As such, development should not back immediately onto the rear gardens of these dwellings, and should take into consideration its impact on their amenity value for those residents.

4. Residential development, New Road East
   Perimeter block residential development with a central courtyard space, offering a mixture of communal and private amenity space for residents.

5. Residential development, Blackhorse Lane
   Perimeter block residential development with frontage on to Blackhorse Lane. As such, it should respect the existing residential dwellings on the eastern side of Blackhorse Lane which are two-storey houses.

6. Residential development, waterfront
   New residential development should be provided with as many units with waterfront views as possible, perhaps with taller elements of the development along the western edge. The building line on the western edge of this plot should be 30 metres away from the FRC.

7. Residential development, New Road West
   Development on this plot should be mainly on a north-south axis so that entrances and principal rooms do not face the entrance to the car park on Plot 11. Trees should also be planted on the southern edge of the site to create a screen from the road and car park.

8. Mixed use development, Blackhorse Lane
   Perimeter block development with residential units to the north, and to the south, retail/food and drink units on the ground floor with residential units above, facing the new public square. As with plot 5, development on Blackhorse Lane should be sympathetic to the houses on the opposite side of the road.
9. **Pavilion café/restaurant, Waterfront Park**  
Located at the entrance of the new park, this building should provide views over the reservoirs.

10. **Residential development, Forest Road**  
Perimeter block layout with as many water-facing units as possible, perhaps with taller elements of the development on the western edge. The building line on the western edge of this plot should be 30 metres away from the FRC.

11. **Mixed use development, Forest Road**  
Perimeter block layout with ground floor retail/food and drink fronting Forest Road and the public square, and residential units above. Residential units should be located on the western and northern edges, with a multi-storey car park in the centre which is fully covered with amenity or courtyard space provided above, as seen at the Tesco development at Fenelon Place in Kensington, London. In addition, the facades of the car park should be carefully designed so that they are of a high architectural quality, whilst also allowing sufficient ventilation throughout the car park. Development on this plot could also incorporate a music venue (re-provided and relocated from its current corner site at the Standard).

12. **Mixed use development, Blackhorse Road/Forest Road**  
Corner site with retail/food and drink on the ground floor and residential units above. This is an important site, located directly opposite Blackhorse Road station. The new development will relate positively to the existing retail parade on Blackhorse Lane by providing views and access to the parade from the new pedestrian and access routes which are proposed through the site.
Figure 5.7 shows an illustration of how building heights across the site could vary within their plot boundaries. This drawing broadly illustrates how the heights should vary across the site, from lower buildings in the east (coloured yellow), to taller buildings in the west and south (coloured red and dark red).

The key points to note are as follows:
- Two locations are considered the most appropriate for the tallest buildings - at the south-western corner of the site opposite the pavilion café to create a gateway development for the area, and at the corner of Blackhorse Lane and Forest Road, opposite the station;
- The heights of new development should increase towards the waterfront in the west, and Forest Road to the south; and
- The heights of new development should decrease towards the east and Blackhorse Lane, given that the existing residential dwellings in this area are largely two-storey houses.
5.6 Access arrangements

Access routes and entrances for new development

Figure 5.8 sets out the proposed access arrangements for the Station Hub and Waterfront site, and Figure 5.9 overleaf sets out the proposed location of main entrances for each of the plots.

1. Residential traffic and access only

This route provides access only for residential traffic and services such as refuse collection for the waterfront development - there is no general vehicle access from the southern end by Forest Road. This road or ‘waterfront drive’ also runs alongside the waterfront park in order to support the principle of the ‘fronts’ of the residential blocks facing the park to increase levels of natural surveillance. In addition, this ‘waterfront drive’ would have clear traffic management measures to ensure pedestrian priority and that traffic speeds were very low.

2. New main north-south road

This road provides vehicle and cycle access to the workspace at the northern end of the site and to the industrial units in the rest of the SEL, access to new residential developments and (when appropriate), a relief road to reduce pressure at the Standard junction. This road will allow much needed pedestrian improvements at the junction and reduce traffic flows on the southern end of Blackhorse Lane that will benefit bus services and improve the local environment. In order to ensure that the new road does not result in an increase in the overall capacity of the traffic corridor (as required by IPPF Policy BHLP15), the road should be designed to restrict capacity and incorporate pedestrian and cycle priority measures.

3. Residential traffic and access only

These routes lead off the new north-south road to provide vehicle and cycle access only for the residential developments - the routes on the eastern portion of the site do not connect to Blackhorse Lane except for pedestrians and cyclists. On these roads it is proposed that pedestrians would have priority over vehicles.

4. Internal access arrangements

Servicing and access arrangements should be handled within the plot boundary for this block (plot 11). Entrance to the car park will be from the north side of the plot off the new road, and will be screened from the residential development on the adjacent plot to the north.

5. Internal access arrangements

The servicing and access arrangements for the corner site (plot 12) should be handled within the plot boundary of plot 8 to the north, to avoid congestion at the Standard junction.
5.6 Access arrangements

Access routes and entrances for new development

Figure 5.9 shows the suggested location of the main entrances for the new development on each of the plots. The key points to note are as follows:

• Active frontage for retail development should front on to Forest Road, the southern end of Blackhorse Lane and the public square to create active, key frontages for these roads and the station hub area (NB. retail frontage on to Blackhorse Lane should only be in the form of flexible commercial space which can accommodate business services and other services);

• Front doors of residential development should be off the residential and access only routes (as shown in Figure 5.8) to create a neighbourhood ‘feel’ for the area;

• The interfaces between residential and workspace development for the three blocks at the northern end of the site should take the form of trees or vegetation, to create a soft ‘buffering’ effect to protect the residential amenity value and security;

• The interface between the residential development on Plot 7 at the heart of the site and Plot 11 fronting Forest Road, should be considered carefully, as the residential development to the north should be shielded from the car park entrance to the south. As stated in Section 5.4, the block layout of Plot 7 should be on a north-south axis to avoid entrances and principal rooms of residences facing directly on to the car park entrance. Tree planting and careful architectural treatment of the car park’s facade will also help contribute to effective screening.
6. Phasing

This section sets out some of the key issues surrounding the delivery of the vision for the Station Hub and Waterfront site in terms of phasing.
Section 12.1 in the IPPF states that the Council is seeking proposals which would secure the comprehensive redevelopment of the whole site or of a large portion of the site, which is likely to require some degree of site assembly. Only such a comprehensive development is likely to be able to deliver the wider objectives of the planning framework and the design and development principles.

In particular, release of land currently in industrial use for housing and mixed use development is only justified (and is therefore only likely to be agreed by the Council and the Greater London Authority) if it results in the creation of a high quality comprehensive development incorporating both a neighbourhood centre and section of waterfront park.

Whilst the Council will require a comprehensive approach both in terms of planning and delivery, it acknowledges that the proposals will come forward in phases. Each of the phases will be required to contribute towards the delivery of the comprehensive scheme.

There are a number of phasing issues for the Station Hub and Waterfront site which will influence the effective and successful delivery of the vision for the area. The key issues are as follows:

- all phases of development should contribute to the creation of the waterfront park e.g. by securing some land for the park or through planning obligations including financial contributions;
- no residential or retail development on the site will be permitted unless part of a proposal that includes new industrial/commercial premises in the northern part of the site (as specified in Policy BHLP8 in the IPPF);
- the proposed new north-south road (see Figure 5.8, number 2) providing access to the developments from Forest Road should form part of the first phase of development;
- initial phases should demonstrate how pedestrian and cycle routes through the development can work in both the first phase and further phases;
- initial phases must minimise any adverse impacts on businesses in premises that will be redeveloped within future phases;
- careful consideration should be given to the interface between new residential properties and business premises that will be redeveloped within future phases; and
- any proposal including redevelopment of the Standard Music Venue site should seek to reprovide a music venue within the same phase of development.

All of these phasing issues must be considered from the earliest design phase of any planning application for development in the Station Hub and Waterfront site.
Appendix: additional sources of information

Useful internet links

London Borough of Waltham Forest:
• Relevant planning documents
  www.walthamforest.gov.uk/blackhorselane

Good practice case studies:
• Commission for Architecture and the Built Environment (CABE)
  www.cabe.org.uk/casestudies.aspx

• Fenelon Place, Kensington, London
  In Housing for a Compact City (GLA, February 2003)
  Available to download from the GLA website:
  www.london.gov.uk/gla/publications/planning.jsp

• Housing Design Awards
  www.designforhomes.org/hda

Designing out crime:
• Secured by Design
  www.securedbydesign.com

Waterfront park:
• British Waterways
  www.britishwaterways.co.uk

• Environment Agency
  Bringing Your Rivers Back to Life – a Strategy for
  Restoring Rivers in North London (February 2006)
  Available to download from the GLA website:
  www.london.gov.uk/mayor/environment/biodiversity/docs/restoring-rivers-nlondon-env-agency.pdf

Sustainable design guidance:
• Beddington Zero Energy Development (BedZed)
  www.zedfactory.com/bedzed/bedzed.htm

• Department for Communities and Local Government
  Planning Policy Statement 3: Housing
  Available to download from the DCLG website:
  www.communities.gov.uk/index.asp?id=1504591

• Green roofs
  www.livingroofs.org

• London Climate Change Partnership
  Adapting to Climate Change: A Checklist for Development (November 2005)
  Adapting to Climate Change: Lessons for London (July 2006)
  Adapting to Climate Change Impacts: A Good Practice Guide for Sustainable Communities (October 2006)
  Available to download from the GLA website:
  www.london.gov.uk/climatechangepartnership/index.jsp

Sustainable drainage guidance:
• Construction Industry Research and Information Association (CIRIA)
  Designing for Exceedance in Urban Drainage: Good Practice: C635 (By C. Digman, D. Balamforth, R. Kellagher, B. Butler, May 2006).
  Also available to download from the CIRIA website: www.ciria.org/downloads.htm


  Sustainable Drainage Systems: Hydraulic, Structural and Water Quality Advice: C609 (S Wilson, R. Bray, P Cooper, March 2004)

• Environment Agency
  Available to download from:
  www.environment-agency.gov.uk/commondata/acrobat/a5_suds_v3.pdf

• General information
  www.sustainabledrainage.co.uk
Appendix: additional sources of information (continued)

Useful internet links

Inclusive design guidance:
• Centre for Accessible Environments
  www.cae.org.uk

• Department for Transport
  Inclusive Mobility
  Available to download from the DfT website:
  www.dft.gov.uk/stellent/groups/dft_mobility/documents/page/dft_mobility_503282.hcsp

• Disabled Persons Transport Advisory Committee (DPTAC)
  Commitment to Inclusive Design
  Available to download from the DPTAC website:
  www.dptac.gov.uk/inclusive/commitment/index.htm

• Greater London Authority (GLA)
  Supplementary Planning Guidance to the Mayor’s London Plan ‘Accessible London: achieving an inclusive environment’ and case study examples ‘An illustrated journey through an accessible environment’
  Available to download from the GLA website:
  www.london.gov.uk/mayor/strategies/sds/accessible_london.jsp

  Disability Equality Scheme
  Available to download from the GLA website:
  www.london.gov.uk/mayor/equalities/disability_equality_scheme.jsp