Blackhorse Lane Interim Planning Policy Framework
London Borough of Waltham Forest
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This document, the planning and design briefs and some of the background studies referred to
in this document can be downloaded from: www.walthamforest.gov.uk/blackhorselane

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Waltham Forest Council has adopted a new planning framework intended to support and encourage the transformation of the Blackhorse Lane area in North East London over the next 10 years.

Blackhorse Lane is located in the western portion of the London Borough of Waltham Forest, to the north west of Walthamstow Town Centre. It benefits from a major transport hub at Blackhorse Road Station, providing access to the London Underground Victoria Line and the mainline Barking to Gospel Oak service. There is easy access to the strategic road network including the North Circular Road leading to the M11 and M25.

The site forms part of the Government’s London-Stansted-Cambridge-Peterborough Growth Corridor, 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, site of the Olympic Park and Tottenham Hale.

This new planning framework outlines a clear vision for the future of the area that is not only supported by the Council but also enjoys widespread support from other statutory agencies, landowners and the local community. The plans were developed over a period of nearly two years with the input of over 1,200 people through three major consultation exercises.

The policies in the planning framework are capable of being ‘material considerations’ when determining planning applications alongside the Council’s Unitary Development Plan and the London Plan.

**Blackhorse Lane: fulfilling the potential**

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

The key diagram on Page 16 shows the overall strategy for the development of the Blackhorse Lane area over the coming 10 years.

**Objective 1: A new centre around the station**

Local people have clearly expressed a desire for a wider range of local shops and eating and drinking establishments.

The Council will support the creation of a new Neighbourhood Centre for the area directly opposite Blackhorse Road Station (blue dot on the Key Diagram), including a small number of shops, cafes/bars/restaurants and small-scale leisure facilities with homes above around a new public square.

The centre will serve existing and new residents of the Blackhorse Lane area, the growing local workforce and users of Blackhorse Road Station.

The existing shops opposite the station on Blackhorse Lane will be retained as part of the new centre and will benefit from the higher profile of the area and the increasing number of people living and working locally.

The exact types of shops and services will depend on what the developers of the site propose, but they will be encouraged to meet the demand for higher quality convenience shops, a post office, bank and/or cash machine and cafes / bars / restaurants that are family friendly and open in the evening as well as during the day.

The Standard is a local music venue popular with residents and visitors from outside the area. It makes a valuable contribution to the evening economy of the Blackhorse Lane area. The plans recognise this and encourage the provision of a similar venue within the new development.

**Objective 2: Bringing the country into the city**

The Blackhorse Lane area is surrounded by the reservoirs, waterways and marshes of the Lee Valley Regional Park but access to the Park is extremely poor.
We will create new and improved pedestrian and cycle routes to the Park (see green arrows on Key Diagram) that are safe, welcoming and well sign posted. We will also create more views of Walthamstow Reservoirs and Tottenham Marshes, including from publicly accessible locations.

The Council will work to develop a new linear waterfront park next to the reservoirs (marked dark green on the Key Diagram). The park will offer excellent views over the Lee Valley, wildlife habitats and a pedestrian and cycle path linking with Tottenham Marshes to the North.

We will also encourage the development of new and improved leisure and recreational facilities making full use of the landscape. Opportunities (marked as green stars on the Key Diagram) include:

- Improved walking routes and wildlife activities on Tottenham Marshes.
- Further development of water-connected activities at Stonebridge Lock.
- Reintroduction of water sports on Banbury Reservoir.
- Improved access to High Maynard Reservoir for walking, fishing and bird watching.
- Informal recreational opportunities for young people on Cheney Row Open Space.
- Better community access to improved sports facilities at Douglas Eyre Playing Fields.

Finally we will aim to raise funding from developers and other sources to create public green spaces within developments and to improve the streetscape, including more greenery, focused on the main roads marked in yellow on the Key Diagram.

**Objective 3: Meeting housing need**

London is facing a severe housing shortage. In Waltham Forest, lack of affordable housing is a particular problem.

The Council will support the development of housing in the three ‘main growth areas’ marked on the Key Diagram:

- Around Blackhorse Road Station, housing developments will be permitted on the old goods site behind the station, on the current site of Willowfield School (subject to the school moving to a new site behind the station – see Objective 5) and around and above the proposed new shops and cafes / bars / restaurants opposite the station, including waterfront housing overlooking the proposed linear park.
- In Sutherland Road, approximately half a mile north of the station, some of the current industrial premises which contribute to a poor environment will be released for housing as part of a comprehensive renewal of the area.
- Billet Works and Kimberley Industrial Estate in the north of the area will be converted from industrial use to housing with commercial frontages providing new workspace along Billet Road.

By encouraging developments on these sites, we are aiming to achieve around 2000 new homes in the area over the next 10 years. Around half will be affordable housing, including council or housing association homes, key worker housing (for nurses, teachers, etc.), low-cost home ownership and shared ownership.

The planning framework includes detailed guidance to ensure that housing developments not only offer high quality living for new residents but also improve the quality of life of existing residents through excellent design and by contributing to the delivery of an improved environment, new shops, services, leisure opportunities and commercial premises.

**Objective 4: A 21st century business area**

Blackhorse Lane’s industrial estates employ around 4,000 people. However, employment in the area is declining compared with the rest of London and manufacturing firms are being replaced by warehousing and service industries.
Research on employment in Blackhorse Lane suggests that regeneration of the area (including new homes, shops, restaurants and waterfront) could attract new businesses looking for a location with a high quality working environment, growing local market and excellent transport links. Around 1,000 more jobs could be created over the next 10 years.

At the same time, the market demand for industrial and warehousing land in London is falling and the Mayor of London is encouraging the release of some of this land for other uses, particularly housing.

The Council will work with local landowners and businesses to create a 21st Century business area capable of attracting and retaining firms in growth sectors, such as print and design, food processing and business services. We will:

- Release some employment land for housing and mixed-use developments while consolidating and strongly protecting the remaining employment areas.
- Develop and promote a clear vision for the Blackhorse Lane business area.
- Encourage the provision of a wider range of business premises including the replacement of run down industrial buildings with two new business parks (marked in purple on the Key Diagram).
- Deal with problems of access on the estates by requiring the construction of two new roads (marked in black on the Key Diagram).
- Work with partners such as Jobcentre Plus and training providers to assist local residents into jobs in the identified growth sectors.

**Objective 5: New horizons for local people**

The Council will work with partners to enable the development of schools, health centres and community facilities to meet the needs of both existing and new residents. In particular, we will seek to ensure that there are enough services for the growing and changing population. Developers will be required to contribute financially to the expansion of services where required.

The following locations (marked with red stars on the Key Diagram) have the potential to accommodate new or improved services:

- A major new **Joint Service Centre** is planned on the corner of Blackhorse Lane and Billet Road. It is expected to include a Children’s Centre, a new health centre, business support, training, youth work and community space.

- It is proposed to move **Willowfield School** to a new site just south of Blackhorse Road Station, adjacent to (and including part of) the Douglas Eyre Playing Fields. The purpose built school would offer more space and direct access to outdoor sports facilities. A new school for the local community, **Walthamstow Academy** is being built on the site of the former McEntee School on Billet Road. Both new schools will also offer the wider community access to much-enhanced sports, leisure and other community facilities.

- **William Morris School**, just off Billet Road, has expressed an interest in offering community learning and leisure facilities. The school has substantial facilities including a large hall, two IT suites and an outside playground and field.

A study into community centres and halls identified at least 19 buildings in the Blackhorse Lane area with space for community use and concluded that the main need is for better coordination of existing provision and more concentration on the needs of young people, both of which the Council will support.

Crime and anti-social behaviour are areas of concerns for local residents and businesses. All new development proposals will be required to demonstrate that they will incorporate measures to ‘design out crime’, for example by increasing natural surveillance of public spaces and improving lighting.

**Objective 6: Managing traffic and encouraging sustainable transport**

A lot of local people have raised concerns about traffic congestion, road safety, public transport (particularly bus services) and parking.
A Blackhorse Lane transport study looked at the impact of creating up to 2,000 new homes and bringing new jobs to the area. It concluded that the road network and public transport would be able to cope with all the extra journeys (particularly as the Victoria Line is due to be upgraded in 2011) with the exception of the ‘Standard Junction’ outside the station which would become more congested in the rush hour making it even harder for pedestrians to get to the station.

To address these issues, the Council will seek to:

- Support the construction of two new roads (shown as black arrows on the Key Diagram):
  - A new industrial access road linking Blackhorse Lane directly with business premises in Sutherland Road to alleviate congestion and remove industrial traffic from residential areas.
  - A road linking Forest Road west of Blackhorse Road Station with Blackhorse Lane to service the new homes and shops opposite the station, improve access for vans and lorries to the business areas west of Blackhorse Lane and reduce traffic flows through the Standard Junction, enabling improvements to pedestrian crossings at the junction.

- Implement improved speed enforcement and pedestrian priority along Blackhorse Road and Billet Road and on residential streets.
- Improve local bus services including improvements to bus stops, bus priority measures and enhanced service levels.
- Develop new pedestrian and cycle routes and a new secure cycle park at Blackhorse Road Station.
- Manage parking by setting strict parking standards for new developments and bringing forward proposals for further Controlled Parking Zones as and when required. The existing station car park should be replaced with a multi-story car park offering fewer park and ride spaces and more short stay parking.

Design and Development Principles

The planning framework contains detailed design and development principles for each of the three main growth areas and the Council is publishing planning and design briefs for some of the key sites.

The Council expects excellent design in housing and mixed use developments. Proposals for high density housing must demonstrate how high quality design and management arrangements will ensure that social or management problems are not created. Key issues to be addressed are internal space, amenity space, security, noise, privacy, integration of tenures and access to services and facilities.

In order to achieve the design and development principles, the Council is seeking proposals that would secure the comprehensive redevelopment of large sites, which in most cases will require site assembly.

Developers will be expected to follow best practice in terms of inclusive design principles to ensure that new developments and facilities are fully accessible to all sections of the community including disabled people. 10% of new housing will be designed to be wheelchair accessible.

All development proposals should aim to achieve the aims and incorporate principles of the ‘Secured By Design’ scheme, which provides police guidance on ways of ‘designing out crime’. Key issues to be addressed include door entry systems, fencing of gardens, car park security, planting, lighting, seating, CCTV and natural surveillance of paths and public spaces.

All new development should be energy efficient, should use at least 10% renewable energy and should incorporate new publicly accessible green spaces and environmental features such as green or ‘living’ roofs, bird nesting boxes and native planting.

Parts of the Blackhorse Lane area are at risk of flooding. Developers must demonstrate that proposals would not result in an unacceptable increase in the risk of flooding to people, property and essential service provision and should utilise sustainable drainage techniques wherever practicable.
1 INTRODUCTION

Blackhorse Lane is an area with significant untapped potential. Located adjacent to the wonderful natural resource of the Lee Valley Regional Park, with good rail and tube connections to London, and situated within the London-Stansted-Cambridge-Peterborough growth corridor, Blackhorse Lane has the potential to be transformed from an area in need of renewal and modernisation, to an area in which people and businesses choose to live and invest.

This document sets out a planning framework intended to support and encourage this transformation over the next 10 years. It outlines a clear vision for the future of the area that is not only supported by the local council (London Borough of Waltham Forest) but also enjoys widespread support from other statutory agencies, landowners and the local community.

Figure 1. Location of Blackhorse Lane

1.1 Purpose of an Interim Planning Policy Framework for Blackhorse Lane

Blackhorse Lane has been identified as an area where significant change is likely to be needed in order to:

- Meet the objectives of national and regional policies on planning and growth based on principles of “sustainable development”.
- Meet the Council’s objectives for the regeneration of the area as set out in the Waltham Forest Regeneration and Investment Strategy, October 2004
- Address issues for local residents and businesses in line with the Community Strategy vision of “a safer, cleaner and healthier borough, benefiting from its wealth of diversity, where everyone is able to reach their potential.”

This planning framework aims to encourage regeneration of the area and balance these different objectives by setting out an agreed way forward for the area. With development pressures already building, it is vital that landowners and developers are clear about where different types of development will (and will not) be permitted and the kinds of developments that will be encouraged.

1.2 Status of the framework

In March 2006 the Council adopted a new Waltham Forest Unitary Development Plan (UDP), the last under the old land use planning system. Plan policies will be ‘saved’ for a period of three years from adoption, until the new arrangements for land use planning under the Planning and Compulsory Purchase Act 2004 are in place.

These new arrangements can include one or more Area Action Plans “to provide the planning framework for areas where significant change or conservation is needed” such as Blackhorse Lane.

This document has been adopted by the Council as an Interim Planning Policy Framework. The policies it sets out for the Blackhorse Lane area are capable of being ‘material considerations’ when determining planning applications and provide a framework for the period between the time of adoption of the UDP and the introduction of the Waltham Forest Local Development Scheme under the 2004 Act.

This framework does not replace the UDP and to fully understand the proposed new planning policy for the Blackhorse Lane area this document should be read alongside the UDP (and the London Plan).

1.3 How the plan was developed

This framework has been developed through a two year long process of working closely with a wide range of stakeholders,
including local residents, businesses, landowners, statutory service providers, the voluntary sector and interest groups, local, regional and national government.

The process involved gathering evidence about the Blackhorse Lane area then developing and appraising three options for development. Figure 2 outlines the process in detail. As far as possible, the local authority followed the required process for developing an Area Action Plan as set out by the Planning and Compulsory Purchase Act 2004 and accompanying guidance. In total over 1,200 people gave their views as part of three major consultation exercises.

A Sustainability Appraisal was also undertaken which assessed the social, economic and environmental impact of the three options for the future of the area.

Both the consultation and the sustainability appraisal supported the option that proposed most extensive development in the area. That preferred option formed the basis of this planning framework.

### Figure 2. Process for developing Interim Policy Planning Framework

<table>
<thead>
<tr>
<th>Stage</th>
<th>Dates</th>
<th>Activities</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evidence Gathering</td>
<td>Nov 04 – June 05</td>
<td>Analysis of area including socio-economic profile, planning context, previous studies, property market. Consultation exercise with stakeholder agencies, local businesses and residents (over 400 responses). Transport study. Business survey.</td>
<td>Understanding of key issues to address</td>
</tr>
<tr>
<td>Option generation</td>
<td>July – Sept 05</td>
<td>Scoping three options offering different levels of development.</td>
<td>Preparation of three options for consultation</td>
</tr>
<tr>
<td>Option appraisal</td>
<td>Nov - Dec 05</td>
<td>Extensive consultation on three options with stakeholder agencies, local businesses and residents (550 responses) Draft Sustainability Appraisal of three options.</td>
<td>Both consultation and sustainability appraisal select Option 3 (most extensive development)</td>
</tr>
<tr>
<td>Selection of preferred option</td>
<td>March 06</td>
<td>Cabinet meeting.</td>
<td>Cabinet agrees to development of draft planning framework based on Option 3.</td>
</tr>
<tr>
<td>Consultation on draft planning framework</td>
<td>June - July 06</td>
<td>Final consultation on draft Interim Planning Policy Framework based on Option 3</td>
<td>Changes made to draft framework based on consultation responses.</td>
</tr>
<tr>
<td>Adoption of planning framework</td>
<td>19th Sept 06</td>
<td>Final version of framework considered by Cabinet.</td>
<td>Interim Planning Policy Framework approved.</td>
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2 THE BLACKHORSE LANE AREA

2.1 Description of the area
Blackhorse Lane is located in the western portion of the London Borough of Waltham Forest, on the borders with the London Borough of Haringey. The study area is loosely defined as Tottenham Marshes to the West, Forest Road (A503) to the South, the North Circular Road (A406) to the north and Walthamstow to the East (see Figure 3). The area forms the gateway to Waltham Forest from Tottenham Hale to the West.

The area houses a young and diverse population of nearly 16,000 people in a range of housing from traditional terraced houses to modern high rise blocks. Around 40% of residents are from Black and Minority Ethnic communities.

Blackhorse Lane forms part of an industrial location of regional importance, the Upper Lee Valley. It is estimated that companies based in Blackhorse Lane’s industrial estates employ over 4,000 people largely in industrial / warehousing / distribution sectors. However, there are also pockets of poor quality, derelict and underused industrial accommodation that contribute to a poor working and living environment for local residents.

Figure 3. The Blackhorse Lane area
The area has a major transport hub at Blackhorse Road Station, providing access to the London Underground Victoria Line and the mainline Barking to Gospel Oak service. There is easy access to the strategic road network including the A10 to the City and the North Circular Road (A406) leading to the M11.

Blackhorse Lane is in close proximity to the Borough’s largest shopping centre, Walthamstow Town Centre (approximately half a mile). The Town Centre, identified in the London Plan as a Major Town Centre, is the subject of significant investment and a range of integrated regeneration projects that will improve the public transport infrastructure, the High Street, make environmental improvements and create new jobs and homes.

The Blackhorse Lane area is directly adjacent on its Western side to the Lee Valley Regional Park, including the ecologically valuable open waters of Walthamstow Reservoirs, the attractive Lee River and towpath and the green open spaces of Tottenham Marshes.

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.

2.2 Strategic context

This planning framework sits within and seeks to support a range of relevant national, regional and local policies as set out below.

2.2.1 Sustainable Communities Plan

The Sustainable Communities Plan (2004) sets out the government's overarching approach to planning, regeneration and renewal. The key themes within the Plan include:

- Addressing the housing shortage, including measures to accelerate the provision of housing, funding for the provision of affordable and key worker housing, and tackling homelessness;
- Addressing low demand and abandonment;
- Investing in social housing to ensure that all properties comply with 'decent homes' standards; and
- Meeting the livability agenda through the intensification of efforts to improve the local environment of all communities.

The Plan sets out a number of key requirements that contribute to the creation of a sustainable community. In London, these priorities aim to generate communities that:

- are prosperous;
- have decent homes for sale or rent at a price people can afford;
- safeguard green and open space;
- enjoy well-designed, accessible and pleasant living;
- provide a good working environment; and
- are effectively and fairly governed, with a strong sense of community.

In terms of London and the South East, the Plan emphasises the need to manage and accommodate population growth, and identifies four growth areas (Thames Gateway; Ashford; Milton Keynes - South Midlands; and London- Stansted-Cambridge-Peterborough) that will be expected to accommodate the bulk of an additional 200,000 homes.

Figure 4. Blackhorse Lane in relation to growth corridors

Blackhorse Lane is located in the London - Stansted - Cambridge - Peterborough Growth Area, a corridor of land roughly following the route of the M11 motorway. This corridor has experienced substantial economic growth over the last decade and
the Government has identified a need to carefully manage this growth in the future. The Blackhorse Lane area has been identified as a priority investment area within the corridor, and Central Government has allocated a number of grants to the council and other public agencies to bring forward new homes and jobs, improve transport infrastructure and improve green space.

2.2.2. London Plan

The London Plan (2004) is the regional spatial strategy for London. The Plan aims to accommodate substantial population growth in London with an emphasis on high quality urban design, redevelopment of brownfield sites and increased densities around transport nodes and in town centres. Waltham Forest is located in the North London Sub-region and forms part of the Upper Lee Valley Opportunity Area. Opportunity Areas are identified for their capacity to accommodate substantial new jobs and/or homes along with provision of other uses such as local shops, leisure facilities and schools.

The London Plan states that North London should accommodate a minimum of 47,000 additional homes by 2016. The Plan allocates Waltham Forest a target of creating 9,140 new homes between 1997 and 2016 (an average of 460 per year). Subsequently, the Mayor has published a new Housing Capacity Study that will inform the forthcoming review of the London Plan. The study identifies capacity significantly above the London Plan targets, including an annual capacity for Waltham Forest of 600 homes per year, a 30% increase on the London Plan target.

The London Plan also estimates that the North London sub-region as a whole will accommodate 26,000 new jobs by 2016, although the Greater London Authority is in the process of revising the employment projections in the light of new data and interim results suggest more modest growth of perhaps around 9,000.

Figure 5. North London Sub Region (from London Plan) showing Blackhorse Lane
Paragraph 5.121 of the London Plan (2004) states "The Upper Lee Valley is a six-mile corridor extending north from Tottenham Hale to the M25, focused around a regional park. Together with the Blackhorse Lane and Leyton 'industrial villages' in Waltham Forest, it comprises one of the largest clusters of manufacturing and technology-led industrial estates in London...These help broaden London's economy and provide employment for nearby, often deprived communities..."

Paragraph 5.122 notes that "there are several development sites within the area, with the main requirement [being] high quality renewal, including modernising estates and improving transport. This will enable retention of key anchor firms and encourage new business growth." It also states that: "The Lee Valley Regional Park Authority and water utilities should collaborate with the boroughs in relating industrial renewal to the environmental assets of the Lee Valley Park and the green belt".

Annex 2 of the London Plan lists Blackhorse Lane as a 'Preferred Industrial Location', which relates to part of the area's designation as a 'Strategic Employment Location' (Policy 3B.5).

A Sub Regional Development Framework for North London has been published to provide guidance on the implementation of policies in the London Plan within the sub region. In addition, the Greater London Authority is in the process of preparing an Opportunity Area Planning Framework for the Upper Lee Valley to provide a further level of detail to the London Plan and Sub Regional Development Framework. The Sub Regional Development Framework and Opportunity Area Planning Framework (once adopted) will both be material in determining planning applications.

2.2.3. Unitary Development Plan

As discussed in Section 1.2, the Waltham Forest Unitary Development Plan: First Review (March 2006) remains the statutory spatial plan for the Blackhorse Lane area. The plan contains a wide range of policies relevant to Blackhorse Lane that will be referred to at appropriate points in this document.

In general, this Interim Planning Policy Framework seeks to build on the policies in the UDP, in particular:

- Support for new housing schemes that are well designed and make a contribution to promoting urban renaissance and quality of life.
- An active approach to the management of industrial land, clearly identifying areas to protect for employment use while permitting the release of some employment land (particularly areas suffering from lack of investment) for other uses such as housing and mixed-use development.
- Protecting nature conservation areas such as Walthamstow Reservoirs and Tottenham Marshes and green spaces such as Higham Hill Recreation Ground and Cheney Row Open Space and seeking to enhance their value in terms of ecology, leisure and amenity.

2.2.4. Community Strategy

The Waltham Forest Community Strategy aims to address the priorities of local residents by setting out a shared vision of "a safer, cleaner and healthier borough, benefiting from its wealth of diversity, where everyone is able to reach their potential." Figure 6 shows how the policies contained in this document will help achieve the five priorities of the Community Strategy.

2.3 Local issues

In addition to addressing the aims of the national, regional and local strategies, this framework seeks to address issues for local residents and businesses identified through consultations and analysis of the area:

- Despite being immediately adjacent to Walthamstow Reservoirs and Tottenham Marshes, access to the Lee Valley Regional Park from the Blackhorse Lane area is extremely poor, partly because the Blackhorse Lane Industrial Area acts as a barrier between the residential areas/transport node and the Park, cutting off views and restricting access.
- Housing deprivation (e.g. overcrowding, unfit homes) and lack of affordable housing to rent or buy.
- Local services, retail and leisure facilities are limited and generally of poor quality.
<table>
<thead>
<tr>
<th>Community Strategy Priority</th>
<th>Blackhorse Lane Planning Framework Policies / sections contributing to this priority</th>
</tr>
</thead>
</table>
| Decrease crime and improve the safety and quality of the environment | Section 7.3 & 7.5 – more green spaces, planting and environmental features  
Section 8.3 – high quality design of new developments will improve the environment and community safety  
Section 10.5 – improving community safety  
Policy BHLP12 – a safer environment around Blackhorse Road Station |
| Improve the health and well-being of local people | Policy BHLP3 – increasing access to the recreation opportunities of the Lee Valley Regional Park  
Policy BHLP5 – a new waterfront park offering healthy recreation opportunities  
Section 7.4 – new outdoor leisure and recreation facilities  
Section 10.3 – improving access to quality healthcare through a new health centre  
Policy BHLP14 and Policy BHLP16 – improved conditions for pedestrians and cyclists |
| Improve learning opportunities to help individuals achieve their potential | Section 9.7 – working with partners to target employment and skills initiatives on identified growth sectors and renewal zones  
Section 10.2 – new Children’s Centre, rebuilt schools and Extended Schools to improve educational attainment and develop learning and skills for all age groups. |
| Improve the local economy and infrastructure | Policy BHLP1 and Policy BHLP6 – meeting housing need through new high quality housing including a high proportion of affordable homes  
Policy BHLP2 – improving retail provision through a new Neighbourhood Centre  
Section 9.6 and Policy BHLP7 – improving economic opportunities through a reconfigured Blackhorse Lane Strategic Employment Location better able to attract firms in growth employment sectors  
Policy BHLP8 – requiring renewal of business premises to accommodate growth sectors  
Policy BHLP13 and Section 11.3.4 – improving public transport to improve access to services and employment opportunities  
Policy BHLP15 – new road to improve access to industrial areas and functioning of transport hub |
| Increase community understanding and participation | Policy BHLP10 – planning services to meet the needs of both existing and new residents and improve quality of life for local people  
Policy BHLP11 – better coordination of existing community facilities and emphasis on the needs of young people |
• Although a significant employment area, business growth is hampered in much of the area by a lack of high quality fit-for-purpose business premises, inadequate access arrangements and the poor image and environment of the area.

• Blackhorse Road Station offers good public transport connections but it is not fulfilling its potential as a transport node due to low density development immediately around the station, slow (staggered) pedestrian crossings to/from the station and limited cycle parking. High levels of traffic on Blackhorse Lane, Billet Road and through some smaller residential streets impact on road safety. Traffic congestion and parking are sometimes problematic.

• The area around the station offers a poor first impression to visitors to the area and to local residents due to its poor environment and streetscape.
Blackhorse Lane: fulfilling the potential

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

Objective 1: A new centre around the station
Transforming the Blackhorse Road station area into an attractive gateway to Waltham Forest and a focal point for the neighbourhood offering local people improved retail and leisure facilities.

Objective 2: Bringing the country into the city
Enabling local people to see, visit and enjoy the natural resources of the Lee Valley Regional Park.

Objective 3: Meeting housing need
Enabling the development of up to 2,000 new homes including a high proportion of affordable homes to rent or buy.

Objective 4: A 21st century business area
Supporting the creation of a high quality business environment to attract and retain local firms.

Objective 5: New horizons for local people
Enabling the provision of public services that offer local residents new opportunities and improve quality of life.

Objective 6: Managing traffic and encouraging sustainable transport
Creating a better environment for pedestrians and cyclists and encouraging travel by public transport while accommodating traffic from new developments and improving access to business areas for vans and lorries.
4 KEY DIAGRAM

The Key Diagram shows the overall strategy for the development of the Blackhorse Lane area over the coming 10 years.

Figure 7. Key diagram
5 DEVELOPMENT SITES

**Policy BHL1** The Council will seek to secure proposals for development at the sites marked on the development sites map (Figure 9) in line with the mix of uses outlined in the schedule of development sites (Figure 8) and the development and design principles in Section 12.

The Council has identified a number of sites on which it intends to encourage development by 2016. Detailed policies related to the development of these sites can be found throughout this document.

Design and development principles for the sites can be found in Section 12. The Council is also publishing planning and design briefs setting out detailed development and design principles for those sites indicated in the schedule.

### Figure 8. Schedule of development sites

<table>
<thead>
<tr>
<th>Map Ref</th>
<th>Site Name</th>
<th>Mix of Uses</th>
<th>Planning and Design Brief</th>
</tr>
</thead>
<tbody>
<tr>
<td>BHL1</td>
<td>STATION HUB &amp; WATERFRONT</td>
<td>Retail / leisure / residential / commercial incorporating Neighbourhood Centre and section of waterfront park</td>
<td>Station Hub and Waterfront</td>
</tr>
<tr>
<td>BHL2a</td>
<td>BLACKHORSE ROAD / HAWARDEN ROAD</td>
<td>Residential</td>
<td>-</td>
</tr>
<tr>
<td>BHL2b*</td>
<td>DOUGLAS EYRE PLAYING FIELDS (NORTHERN END)</td>
<td>Secondary school and re-provided sports centre</td>
<td>-</td>
</tr>
<tr>
<td>BHL3</td>
<td>OLD WILLOWFIELD SCHOOL SITE, TAVISTOCK AVE</td>
<td>Residential</td>
<td>-</td>
</tr>
<tr>
<td>BHL4</td>
<td>SUTHERLAND ROAD</td>
<td>Residential</td>
<td>Sutherland Road</td>
</tr>
<tr>
<td>BHL5</td>
<td>ST ANDREW’S ROAD / HILLYFIELD / STIRLING ROAD</td>
<td>Residential</td>
<td>Sutherland Road</td>
</tr>
<tr>
<td>BHL6</td>
<td>WEBBS INDUSTRIAL ESTATE</td>
<td>New business park incorporating access road linking Blackhorse Lane with Sutherland Road</td>
<td>Sutherland Road</td>
</tr>
<tr>
<td>BHL7</td>
<td>BILLET WORKS</td>
<td>Residential with commercial frontages</td>
<td>Kimberley / Billet Works (forthcoming)</td>
</tr>
</tbody>
</table>

*Note that the exact extent of site BHL2b has not been determined, but proposals are invited for a secondary school and re-provided sports pavilion at the northern end of Douglas Eyre Playing Fields subject to the design and development principles set out in Section 12.2.*
Figure 9. Development sites map

Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationery Office (c) Crown Copyright 2006. Licence No. London Borough of Waltham Forest LA 100018724
6 OBJECTIVE 1: A NEW CENTRE AROUND THE STATION

The area around Blackhorse Road Station is currently run down and unattractive, offers few facilities for users of the station and a poor entrance to the area.

Encouragement of well designed mixed use developments combining homes, shops, services and business premises at high density around transport nodes is a strong feature of both National planning policy and the London Plan. Waltham Forest's UDP sets out policies to encourage such developments as part of an 'urban renaissance'.

In line with these policies and the expressed wishes of local residents and businesses, the council will support the creation of a new centre for the Blackhorse Lane area around the station, incorporating homes, new public spaces and a small number of shops, cafes/bars/restaurants and leisure facilities. The new centre will provide an attractive gateway to Waltham Forest and a focal point for the neighbourhood offering improved retail and leisure facilities for existing and new residents of the Blackhorse Lane area, workers in local firms and users of Blackhorse Road Station.

A vision and key design and development issues for the new centre are outlined in Section 12.2 of this plan and in the Station Hub and Waterfront Planning and Design Brief published separately.

6.1 The need for a new Neighbourhood Centre

In line with national planning policies, the council seeks to protect a hierarchy of town centres across the borough as designated in the UDP, comprising one Major Centre (Walthamstow Town Centre), 5 District Centres, 9 Neighbourhood Centres and 19 local retail parades. The area covered by this plan contains three designated local retail parades of varying quality (Highham Hill, Billet Road and Blackhorse Lane). Just to the south of the area lies Forest Road Neighbourhood Centre, which offers a small range of convenience shops and services catering mainly to very local residents. There are also a number of pubs, cafes and corner shops outside of the designated centres.

Proposals for new retail or leisure facilities outside of the designated centres will usually be resisted unless it can be shown that no suitable premises can be identified in one of the centres. National planning guidance however does state that "In areas of significant growth or where deficiencies are identified in the existing network of centres, new centres may be designated through the plan-making process, with priority given to deprived areas." In making decisions to change the status of centres (upgrading them or downgrading them) "consideration should be given to the relevant transport policies and strategies."

6.1.1. Ability of existing centres to meet demand

The Council commissioned a borough wide retail study in 2002 which forecast the need for substantial additional convenience floorspace to 2012 in the Walthamstow and North Chingford areas. The study mainly looked at the potential for larger supermarkets and superstores but also notes that most people in Waltham Forest undertake 'top up' food shopping locally (in addition to a weekly shop, usually at a supermarket or superstore) which should be made possible within 'easy walking distance', defined as the maximum distance customers would wish to walk with heavy shopping bags. The report also noted that employees' needs are different, being focussed on lunchtime purchases, food and convenience products, sandwich shops, gifts and speciality purchases plus cafés, restaurants and bars and that these needs should "be catered for in the main employment areas and the town centre".

Consultation with residents and businesses in the Blackhorse Lane area suggests substantial demand for more (and a wider range of) shops, cafes, bars and restaurants within walking distance and conveniently located on the way to Blackhorse Road Station. The demand appears particularly strong for:

- An evening economy of cafes, bars and restaurants.
- Shops selling higher quality convenience goods.

This planning framework proposes encouraging development of up to 2000
new residential units plus new higher value commercial premises. The resulting change in the size and profile of the local resident and working population is likely to create significant additional demand for higher value convenience goods and eating and drinking places.

The potential of existing centres to improve or expand to meet this demand appears limited. The local retail parades are intended to only serve a very small area and cannot be expected to support a wider range of higher quality shops and services, particularly as they are not well placed in relation to public transport (with the exception of the Blackhorse Lane parade). The Forest Road Neighbourhood Centre is unlikely to be able to fulfil this demand as it is not within easy walking distance (with bags of shopping) of most of the Blackhorse Lane area, is particularly poorly located in relation to the main business areas and is far from central to the main development sites.

In conclusion, there is a deficiency in the network of local centres, particularly in relation to the business areas and in the context of the level of planned housing growth.

6.1.2. Deprivation

The Blackhorse Lane area is relatively deprived and in particular has a low level of car ownership, suggesting that improvement of local shopping facilities should be a priority, in line with national guidance.

6.1.3. Meeting transport planning objectives

Transport policies at national, regional and local level seek to encourage walking, cycling and use of public transport. There is a clear opportunity to support these policies by expanding the existing centre opposite Blackhorse Road Station (the Blackhorse Lane local retail parade) rather than attempting to meet demand by expanding the other centres in or near the area, which are fairly poorly located in relation to public transport.

It is envisaged that many of the visits to shops in an expanded centre at the station would be made by people returning home via the station. By allowing people to combine convenience shopping with an existing journey somewhere by tube or train, the new centre has the potential to reduce car trips in line with transport policy.

6.2 The Blackhorse Lane Neighbourhood Centre

Based on the analysis of demand and supply above, the Council has decided to upgrade and extend the existing Blackhorse Lane local parade into a Neighbourhood Centre, incorporating the shops and services created by the new development on site BHL1 opposite Blackhorse Road Station.

According to the UDP, Neighbourhood Centres are “important for everyday shopping for mainly food and grocery items and often have essential services such as post offices and chemists, […] The cluster of shops and other commercial/leisure activities serve as a focus for the community within the immediate walking distance.”

Policy BHLP2

The area marked on Figure 10 is designated as the Blackhorse Lane Neighbourhood Centre. Those units on the Eastern side of Blackhorse Lane designated in the UDP as the Blackhorse Lane Local Retail Parade (LRP6) are designated as the core area within the Neighbourhood Centre. Any new retail units created within the Neighbourhood Centre area in the period of this plan will also be considered to be designated as the core area. The new centre will be covered by UDP Policy TRL8 that seeks to protect and enhance the retail and leisure offer of such areas.

The Council will support the development of a range of facilities within the Blackhorse Lane Neighbourhood Centre of an appropriate scale to provide a focus for the local community and meet the day to day needs of local residents, businesses and users of the transport hub. Facilities could include convenience shopping, local services, small scale leisure, arts, cultural or entertainment uses and/or eating and drinking establishments.
When developing retail and leisure facilities in the new Neighbourhood Centre, developers are encouraged to consider the priorities expressed by local residents through consultations. In particular:

- There appears to be substantial demand for the development of bars, cafes and restaurants that are family friendly and open in the evening as well as during the day.

- Local people want higher quality shops. Some want national retailers but others would prefer independent shops.

- A post office, bank and/or cash machine and public toilets would all be popular features of the new development.

- Some residents have suggested a regular farmers’ market in the proposed public square. In line with UDP Policy TRL18, this would be permitted “if no adverse environmental problems are presented and it can be demonstrated that the existing market in Walthamstow Town Centre will not be adversely affected.”

The existing Standard Music Venue is the only live music venue in the area and popular with some local residents as well as attracting visitors to the area. The Council would therefore like to see a music venue re-provided within the new Neighbourhood Centre.

Figure 10. Blackhorse Lane Neighbourhood Centre
In line with UDP Policy TRL15, developers will be encouraged to provide public toilets (including for disabled people); baby changing and feeding facilities, cycle parking and recycling facilities. Developers will also be expected to work with the police and the Council in order to consider and address potential community safety issues arising from developing the evening economy (e.g. alcohol related disorder, safe travel and noise).

Note that the new Neighbourhood Centre is mainly on site BHL1 but also incorporates the existing Blackhorse Road Local Retail Parade (LRP6). This will ensure that these shops and cafes continue to be supported by planning policy. Recent investment in a number of these units provides a strong platform from which to build a successful new neighbourhood centre. The Council will seek to encourage visual, physical and design links between new retail developments on site BHL1 and the existing units on the other side of Blackhorse Lane.

6.2.1. Impact on existing centres

In deciding to create a new Neighbourhood Centre, the likely impact on existing centres has been considered. The only local shopping centres close enough for the proposed new centre to impact on are Forest Road Neighbourhood Centre, which lies approximately 850 metres to the East along Forest Road and Higham Hill Local Retail Parade which lies around 1 km to the North East on Higham Hill Road.

It is expected that there will only be a small negative impact on these existing centres because:

- The expected customer base of convenience shops within the new centre will be very different from the existing centres. Shops in the existing centres cater for a mixture of very local residents who walk to the centres and drivers from a wide catchment area who take advantage of lack of parking restrictions to drive to these shops or stop at them en route to other destinations. Shoppers using the new centre will largely be users of the transport hub and workers in local companies. For example, over 7,500 people exit Blackhorse Road station on a weekday, only a very few of whom will be existing users of Higham Hill Parade or Forest Road Centre.

- The new centre is expected to offer different goods and services to existing centres, in particular higher quality cafes, bars and restaurants, including an evening economy.

Furthermore it is estimated that any negative impact on existing centres will be offset by the increased resident and worker population and increased spending power in the area.

The likely impact on existing centres will be kept under review as proposals for the new Neighbourhood Centre come forward from developers and as the new shops and services open.
7 OBJECTIVE 2: BRINGING THE COUNTRY INTO THE CITY

This objective is about the Blackhorse Lane area making the most of its location immediately adjacent to the natural resource of the Lee Valley Regional Park. By improving access to, and views of, the Park, there is the potential to significantly improve the image of the area and to provide local residents with improved access to amenity green space.

7.1 The potential for improved access to the Lee Valley Regional Park

As Figure 11 illustrates, the Blackhorse Lane area is surrounded by the green space and open water of the Lee Valley Regional Park. In this vicinity the Park includes Walthamstow Reservoirs, Tottenham Marshes plus the open spaces and playing fields north of Billet Road and south west of Blackhorse Lane station.

Access to the Lee Valley Regional Park from the Blackhorse Lane area, however, is extremely poor:

- There are almost no views of the Park from residential areas or public spaces.
- There is only one existing path through to Tottenham Marshes that is hidden away, poorly signposted, offers poor access for disabled people and those with pushchairs and is widely perceived...

Figure 11. Aerial photo of Blackhorse Lane area
to be unwelcoming, unclean and unsafe.

- The playing fields are hidden from view and accessed via circuitous routes.
- The Blackhorse Lane industrial area acts as a barrier between the residential areas/transport node and the Park, cutting off views and restricting access.
- The only public access to paths around the reservoirs is by permit and via the gatehouse near Tottenham Hale.

Consultation revealed strong demand from local residents for improved access to the Lee Valley Regional Park.

This objective is supported by Regional and Local planning guidance, for example London Plan policies about promoting access to the “Blue Ribbon Network” of London’s waterways, the London Plan Sub-Regional Development Framework for North London policies on access to green space and Lee Valley Regional Park Authority policy requiring “improved links between the Regional Park and adjoining areas for pedestrians and cyclists.”

Figure 12. Improving access to the Lee Valley Regional Park and other green space
The Council is committed to ensuring improved access to green space and the UDP contains a raft of policies to support this aim including policies to create new footpaths and walkways to and through open spaces (Policy ENV19); to improve visitor facilities at sites of nature conservation importance (ENV10); and to create and enhance green corridors (ENV11 & 12).

7.2 Improved access, views and signage

**Policy BHLP3** The Council will seek to improve access from residential areas and Blackhorse Road station to the Lee Valley Regional Park through seeking external funding and using planning agreements. In particular the Council will seek to:

i) Create new and improved pedestrian and cycle routes to the Park, in line with UDP Policy ENV19. Key design considerations for paths are community safety, access for disabled people and the incorporation of wildlife habitats.

ii) Improve signage of pedestrian and cycling routes.

iii) Create more views of Walthamstow Reservoirs and Tottenham Marshes, including from publicly accessible locations.

Figure 12 illustrates key connections that should be improved and locations where views of the Park can be opened up.

Ferry Lane /Forest Road where it crosses the Park between the reservoirs offers a particularly strong opportunity to improve views of the park from a key entranceway to the area (and to Waltham Forest as a whole). The Council will work with the Lee Valley Regional Park Authority and other partners to seek to improve the landscape and pedestrian environment along this road and open up views across the Regional Park and into the reservoirs.

Several of the identified development sites (sites BHL1, BHL2 and BHL7) border the Lee Valley Regional Park. Through high quality design, housing and mixed use developments on these sites should make a positive contribution to the Park.

**Policy BHLP4** All new developments near to the Lee Valley Regional Park should demonstrate that:

i) They offer a high build and environmental quality, particularly the parts of the development visible from the park.

ii) They contribute to improving access into and views of the Park, for example by incorporating walking and cycling routes to the park and by ensuring principal rooms, windows and entrances face the park.

iii) They do not negatively impact on, and if possible enhance, the amenity, openness, ecology and character of the Park.

7.3 Proposed waterfront park

**Policy BHLP5** The Council will seek funding from external sources and through planning agreements to develop, in partnership with relevant agencies, a new linear waterfront park along the western edge of the Blackhorse Lane industrial area.

UDP Policy ENV16 suggests that the Council will seek to provide new parks and open spaces wherever opportunities arise, for example within new major residential developments.

Figure 12 illustrates the proposal to improve access to the Lee Valley Regional Park through a new linear waterfront park, located adjacent to the reservoirs and offering excellent views over the wider Lee Valley along with a pedestrian and cycle path linking with Tottenham Marshes to the North. Public seating would be located to make the most of the available views. The waterfront park will be in an accessible location close to Blackhorse Road Station and the new developments around it and will provide a new, highly visible gateway to the Lee Valley Regional Park. Natural surveillance of the park at its widest (southern) end will be provided by new residential developments on site BHL1.

A key consideration for the success of the park will be its relationship with the adjacent water. In between the site of the proposed park and the reservoirs lies the Lee Flood Relief Channel, a purpose built water channel designed to reduce flood risk in the Lee Valley and a smaller channel carrying surface water run off called Dagenham...
Brook. Unfortunately in its present form these channels present rather unattractive water features due to their sheer concrete sides and low water level at most times.

The Council is working with partners such as the Environment Agency, Thames Water and the Lee Valley Regional Park Authority to explore the feasibility of the waterfront park and its relationship with the flood relief channel and Dagenham Brook. Possibly solutions include naturalisation of a section of one of the channels to improve its amenity and ecology value\(^2\), bank enhancement works and/or the creation of a new bridge across the channels and incorporation of a section of the eastern bank of High Maynard Reservoir into the proposed park.

By incorporating wildlife areas, the park has the potential to add to the ecology value of the area and enhance the existing green corridor running north-south along the banks of the flood relief channel.

### 7.4 Recreation opportunities

UDP Policy ENV13 sets out the Council’s support for increasing the range and quality of leisure and amenity provision available to Waltham Forest residents in the Lee Valley Regional Park. Policy ENV21 encourages the development of facilities for water-based recreation.

Figure 12 highlights key locations for the potential development of outdoor leisure and recreation facilities. These include:

- **Tottenham Marshes**: Suitable for walking and wildlife activities.
- **Stonebridge Lock**: Main focus of leisure and recreation activities in and around Tottenham Marshes. Already has junior canoeing club and community meeting room. Potential for pub or café, bike hire, children’s play facilities, etc.
- **Banbury Reservoir**: Suitable for watersports e.g. sailing, windsurfing. Potential to create access from Cheney Row Open Space.
- **High Maynard Reservoir**: Suitable for walking, fishing and birdwatching. Potential for direct access to paths around the reservoir from the new waterfront park.
- **Cheney Row Open Space and adjacent playing fields**: These open spaces will be suitable for developing informal recreational opportunities, particularly for young people. The proposed new Walthamstow Academy to replace McEntee School will enable greater use of the playing fields, while site BHL7 offers the opportunity to create a development that overlooks the open space (providing natural surveillance) and opens up new routes from Billet Road to Cheney Row.
- **Douglas Eyre Playing Fields**: The Council proposes to relocate Willowfield School and relocate the Sports and Social Pavilion for the London Playing Fields Foundation to a site at the northern end of these playing fields (site BHL2b). The new school development would provide a much-enhanced level of sports and leisure provision for both school pupils and the wider community through access to, and further development of, the existing Douglas Eyre playing fields in partnership with the London Playing Fields Foundation.

In line with national planning guidance\(^2\), in considering planning applications for developments near water (such as on sites BHL1 and BHL7) the Council will ensure that access for sport and recreation purposes would not be restricted and, where possible, would be enhanced. In developing greater community access to water-related recreation opportunities, the Council will support community schemes such as Safer Waterways for London and angling participation projects to address issues of anti-social behaviour and improve the local community’s water safety knowledge.

### 7.5 Greening the area

Making the area ‘greener’ in both appearance and ecology value can also be achieved by adding plants to the streetscape and buildings visible from the main roads and centres. Wherever possible, new housing and mixed-use developments should incorporate new publicly accessible green spaces and environmental features such as green or ‘living’ roofs (particularly extensive roof systems), bat roosting and bird nesting boxes and native planting.
In addition, the council will seek planning obligations and other funding to improve the streetscape incorporating additional greenery, focused on the area around Blackhorse Road Station and the main roads marked on the key diagram (Blackhorse Lane, Billet Road and a section of Forest Road).

7.6 Other policy considerations

7.6.1. Protection of sites of nature conservation importance

UDP Policy ENV7 prohibits developments on land next to or near principal sites of nature conservation importance if it “will have a significant detrimental effect on their nature”. In the Blackhorse Lane area, the key site is the Site of Special Scientific Interest (SSSI) comprising Low Maynard, High Maynard and Lockwood Reservoirs. The Lee Valley is also designated as a Special Protection Area under the EC Directive on the Conservation of Wild Birds (79/409/EEC) affording further protection of birdlife in the area.

Initial consultation with statutory agencies such as Natural England suggests that the proposed waterfront park and some new housing overlooking High Maynard reservoir are viable without a detrimental effect on the SSSI. The housing would be set back from the SSSI because of the waterfront park. Nevertheless, planning applications for sites BHL1 & BHL2 will be required to demonstrate that they conform to UDP Policy ENV7, for example in terms of the impact on light pollution and the flight paths of birds.

Any changes to the arrangements for public access to the reservoirs would only be supported if it could be demonstrated that they would not have a negative impact on the conservation of the SSSI.

Under the EC Habitats Directive (92/43/EEC) an ‘appropriate assessment’ should be undertaken to assess the impact of land-use plan against the conservation objectives of any nearby Special Protection Areas such as the Lee Valley and to ascertain whether it would adversely affect the integrity of that site. The Council is currently preparing a screening report on the need for detailed Appropriate Assessment. The screening report (and any response to the report from Natural England) will be published on the Council’s website. If the screening report suggests that further assessment is required it will be undertaken subsequently, probably as part of the preparation of an Area Action Plan for Blackhorse Lane within the Waltham Forest Local Development Framework (see Section 1.2).

7.6.2. School development on Green Belt land

The development schedule identifies site BHL2 for residential development and a relocated school adjacent to Douglas Eyre Playing Fields. BHL2a is the same site as MOS4 designated as a Major Opportunity Site in the UDP. BHL2b indicates that the school could be located on part of the northern section of the Douglas Eyre Playing Fields that are designated as Metropolitan Green Belt protected by national guidance25 and UDP Policy ENV3. This states that within the green belt approval will only be given for the construction of new buildings for purposes related to agriculture and forestry, outdoor sport and recreation, cemeteries or other uses appropriate to the open nature and character of the green belt.

As part of the proposal, the existing pavilion at the southern end of the playing fields would be relocated and changing facilities incorporated into the school buildings at the northern end, so the net reduction in open land would be relatively small.

Nevertheless, a school is deemed by these policies to be an inappropriate use of Green Belt land which will only be approved ‘in very special circumstances’. The national guidance states that ‘Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.”

In this case, the council believes that there are very special circumstances created by the combination of the following benefits of allowing the school development:

• The provision of modern, purpose built accommodation would significantly improve the learning environment for students at Willowfield School and accommodate future growth in school rolls.
• It is the only viable site in the area of sufficient size to accord with government recommendations for the site area for a secondary school of its size.

• Creating a high quality school in an attractive location would contribute to the regeneration of the area by making Blackhorse Lane more attractive to existing families and new residents with children.

• The future of the sports grounds would be secured and the facilities opened up to wider use both by the school and by local residents through shared use arrangements. Early plans for the school indicate that the current numbers of playing pitches would be maintained and, as part of the package, the council would work with the London Playing Fields Foundation and invest in the playing fields to create at Douglas Eyre a high quality range of sports, social and changing facilities. These improvements would help the borough to make the most of the Olympics by maximising the interest and participation of local people in sport.

• Improved sustainable accessibility from Blackhorse Lane transport hub and for walking and cycling to the Playing Fields.

• Improved ‘greening’ of the site to return parts of the site to fields/landscaping.

• It would provide an attractive landscaped northern edge to the playing fields providing the playing fields and adjacent residential properties with screening from the railway line and busy Forest Road to the north.

The nature of any development would be scrutinised closely at the detailed planning application stage to examine whether these very special circumstances have been met. Section 12.2 provides detailed development and design principles for site BHL2 designed to minimise the loss of Green Belt and any adverse impact on the quality of life of neighbouring residents.

The proposed loss of open space will be offset by proposed new open spaces within the Blackhorse Lane area as a whole, in particular the proposed waterfront linear park (see Section 7.3). As part of the process of preparing the Waltham Forest Local Development Framework, the Council will consider whether the Metropolitan Green Belt should be extended to include the proposed waterfront park.
8.1 Housing targets and need
As clearly set out in the borough’s Unitary Development Plan (UDP) Waltham Forest is committed to increasing the amount and quality of housing in the borough, including a mix of housing types and affordable housing.

The London Plan allocates Waltham Forest a target of creating 9,140 new homes between 1997 and 2016 (an average of 460 per year) and the London Plan Review is likely to increase this target perhaps to around 600 based on the findings of the 2004 London Housing Capacity Study. Lack of affordable housing in particular is a key issue across the borough and the latest Index of Multiple Deprivation statistics for 2004 highlight housing deprivation as a major issue within Blackhorse Lane.

8.2 Proposed housing and mixed used development in Blackhorse Lane
In order to help address housing need and achieve housing growth targets, Policy BHLP1 supports the development of housing, in some cases as part of mixed use developments, on six sites across the Blackhorse Lane area (see development sites map, Figure 9). The sites are located within three growth areas (see Figure 13):

- Station Area (sites BHL1, BHL2 and BHL3) around Blackhorse Road Station
- Sutherland Road (sites BHL4 and BHL5), approximately half a mile north of the station.

Figure 13. Main growth areas
• Billet/Kimberley (site BHL7) on Billet Road in the north of the area.

Most of these sites are currently in industrial use although three have mixed use designations in the UDP.

Developments on these sites will be expected to comply with all relevant UDP policies.

By encouraging developments on these sites, the council is aiming to achieve around 2000 new homes in the area over the next ten years. In line with the London Plan, the council’s target is for around 700 (35%) of these to be social rented housing and 300 (15%) to be ‘intermediate’ housing e.g. key worker rented housing, low-cost home ownership and shared ownership.

8.3 Design of housing and mixed use developments

The vision for the Blackhorse Lane area is for a thriving, more attractive place for both residents and businesses. The council’s intention, in line with UDP Policy HSG4, is that housing developments should not only offer high quality living for new residents but also contribute positively to the quality of life of existing residents through high quality design and by contributing to the delivery of an improved environment, new shops, services, leisure opportunities and commercial premises.

In line with both national and London policy, housing and mixed use developments should use good design in order to create places that integrate different uses in a planned way so as to create synergies between uses and mitigate potential conflicts. In particular, proposals for high density residential development will be expected to demonstrate how high quality design and management arrangements will ensure that social or management problems are not created. Key issues to be addressed are internal space, amenity space, security, noise, privacy, integration of tenures and access to services and facilities. Developers should refer to the detailed UDP Policies relating to these issues. For example:

• UDP Policies PSC1 – PSC3 provide design standards relating to safety, privacy and amenity.

• UDP Policy BHE7 highlights the need for the design of developments to reduce opportunities for crime (see Section 8.3.2).

• UDP Policy BHE1 states that new development should be compatible with its surroundings in terms of scheme layout, scale, mass, height, and materials, and should harmonise with the surrounding townscape.

As well as providing additional housing, proposals for housing and mixed use developments will be expected to contribute to the delivery of the other objectives of the planning framework as set out in the relevant sections of this document through their design and/or through planning obligations (see Section 13).

Design issues to be considered in developing individual sites are provided in Section 12. The Council is also publishing planning and design briefs setting out detailed development and design principles for some of the key sites/growth areas. Policy BHE2 states that applications for developments of 0.25ha or more should be accompanied by an urban design statement. Due to new legislation, design and access statements will become a legal requirement for all planning applications except householder, changes of use and engineering and mining operations from 10 August 2006. The new statements will cover design issues including information about how the design will ensure access for disabled people.

8.3.1 Access and equal opportunities

In line with UDP Policy BHE5, the Council is committed to ensuring that all new developments are fully accessible to all sections of the community including disabled people. Developers will be expected to follow best practice in terms of inclusive design principles as set out in the Council’s ‘Access for All’ guidelines and London Plan Supplementary Guidance “Accessible London: Achieving an Inclusive Environment”.

In line with UDP Policy SG10 the Council will seek to ensure that all new housing is built to ‘lifetime homes’ standards, and that 10% of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.
It is also vital that equal access is provided to proposed new facilities such as the Neighbourhood Centre and waterfront park and that improved pedestrian connections are fully accessible.

8.3.2. Designing out crime
In line with UDP Policy BHE7, all development proposals should aim to achieve the aims and incorporate principles of the ‘Secured By Design’ scheme, which provides guidance on ways of ‘designing out crime’ (see www.securedbydesign.com). The Council will encourage planning applicants to contact local Metropolitan Police Service Crime Prevention & Design Advisers as early as possible in the design/application process.

Planning and Design Briefs for key sites are being published which include detailed guidance on ‘designing out crime’ issues most relevant to the particular site. Some of the key issues to be considered in developments in the Blackhorse Lane area are:

- Public, private and semi-private spaces should be clearly defined in terms of their use and control, with internal courtyards and shared gardens secured against casual intrusion.
- Public spaces and access ways through or adjoining a site (such as proposed new walking and cycling connections) should be overlooked by development, provided with good lighting, set away from cover and provide good sight lines.
- Given the desire to minimise levels of on-street car parking, careful thought must be given to the location and design of car parking, especially underground or undercroft parking. Developers will be encouraged to work towards the ‘Park Mark’ standard for safer parking.
- Communal entrance doors are a key potential weakness of large flatted developments. Developers are strongly encouraged to incorporate secure electronic entrance systems using programmable key cards, CCTV systems allowing clear facial identification and/or concierge systems.
- The proposed new publicly accessible spaces (including the station square and waterfront park in the Station Area, the proposed new green space on Sutherland Road and the potential new green space within the Kimberley/Billet Works development) should be carefully designed to reduce opportunities for crime and anti-social behaviour, for example through lighting and planting schemes that will work together to maximise visibility and natural surveillance, through CCTV where appropriate and by ensuring public seating is designed and located so as to discourage anti-social behaviour.

8.4 Housing tenure, type and density

Policy BHLP6 In line with Unitary Development Plan Policies, it is the council’s intention to support a mixture of housing sizes and types across the area in order to reflect the position, public transport accessibility and surrounding townscape of each site and the housing needs of the borough and London more widely. In particular, sites further from Blackhorse Road Station will be expected to include a proportion of larger homes with 3 or more bedrooms and gardens. The council will apply targets relating to affordable housing proportions and mix from the Unitary Development Plan and the forthcoming Interim Planning Policy Guidance on Planning Obligations.

UDP Policy HSG5 encourages higher density residential development in areas with high levels of public transport accessibility. Policy PSC4 sets out guideline figures for maximum residential densities. Higher density housing (up to 450 habitable rooms per hectare) is encouraged within 10 minutes walking distance of major transport hubs such as Walthamstow Town Centre or in other locations with very good public transport (PTAL levels 5 or 6) and access to a range of services. The policy specifies a maximum of 250 habitable rooms per hectare elsewhere. On this basis sites in the Station Area might qualify for density of up to 450 habitable rooms per hectare, while sites in the Sutherland Road and Billet/Kimberley growth areas could have density of up to 250 habitable rooms per hectare.
However, the London Plan encourages higher densities in urban areas with good access to public transport if low levels of car parking are provided. For example, it suggests that 300-450 habitable rooms per hectare would be suitable for sites along a transport corridor or close to a town centre (e.g. sites in Sutherland Road) and that sites within 10 minutes walk of a Town Centre and with good access to public transport could be suitable for higher densities, of 450-700 habitable rooms per hectare.  

As noted in the UDP, the council will be flexible in its use of density controls and ‘proposals for new residential developments will be judged mainly on the quality of their design and their ability to satisfy the Council’s other planning policies and standards’. In addition, it is acknowledged that there are a number of factors supporting higher density on some of the sites in Blackhorse Lane, subject to justification in design terms:

- Blackhorse Road Station itself offers significant public transport access and sufficient capacity (see Section 11.2).
- Sites near the station are within a Controlled Parking Zone and will be subject to restrictive parking standards.
- The proposed creation of a new Neighbourhood Centre next to the station will allow residents to access more convenience goods without the need to travel outside the area.
- Site BHL1 in particular offers an exceptional location which would lend itself to high density development: adjacent to a transport hub; bordered on one side only by existing housing; at a key gateway to the borough; immediately adjacent to Walthamstow Reservoirs; and incorporating the proposed new Neighbourhood Centre.

UDP Policy HSG6 states that the Council will negotiate for the maximum reasonable amount of affordable housing in new housing developments. It will aim to hit the Mayor’s overall target of 50% of the total of new housing from all sources including local authority and Registered Social Landlord developments. UDP Policy HSG7 states that the indicative target for affordable housing from private development is 40% for individual schemes of 0.5 hectares and above or of 15 units or greater. The Council will apply these targets sensitively taking account of the individual site costs, economic viability, including the availability of public subsidy, and other planning objectives. Note that in line with UDP paragraph 3.45 the 15 unit threshold may be lowered in future subject to changes to national guidance and/or the London Plan.

In line with the London Plan, the Council will aim for a 70:30 split of social to intermediate housing. Based on an assessment of local and regional housing needs, the Council will aim for a room mix for each type of affordable housing as set out below:

<table>
<thead>
<tr>
<th>Affordable Housing Mix</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling size</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>1 bedroom</td>
</tr>
<tr>
<td>2 bedrooms</td>
</tr>
<tr>
<td>3 bedrooms</td>
</tr>
<tr>
<td>4+ bedrooms</td>
</tr>
</tbody>
</table>

8.5 Sustainable development and flood risk

All new development, both residential and commercial, should also be energy efficient in terms of design, density, location and orientation (see UDP Policy WPM20 and London Plan Policies 4A.7 and 8) and proposals should incorporate and include 10% of total predicted energy consumption to be in the form of renewable energy sources (see UDP Policy WPM21 and London Plan Policies 4A.7 and 9). The Council intends to seek active involvement of developers in the promotion and use of this technology, and encourages developers to engage in discussions with the Council as early in the planning process as possible.

The London Plan North London Sub Regional Development Framework Annex 2 includes provisional assessments of the impact of forecast growth across the Upper Lee Valley on water, sewage and energy infrastructure. It concludes that strengthening of the existing infrastructure is likely to be necessary for water, sewage and electricity and that subject to the nature
of proposals developers may need to undertake studies to ascertain the impact of development on existing infrastructure. As noted in UDP paragraph 9.12 “developers are reminded of the provision of the Water Industry Act 1991 and that the Council will consult the relevant statutory undertakers regarding water and sewerage infrastructure where a proposed development is likely to have significant implications for these services.”

In line with UDP Policy WPM5, developers will be required to provide recycling points throughout any new development.

Being within the Lee Valley, parts of the Blackhorse Lane area are at risk of flooding, including areas within Flood Zone 3 which is likely to be flooded on average once every hundred years. UDP Policy WPM18 requires developers to demonstrate that proposals would not result in an unacceptable increase in the risk of flooding to people, property and essential service provision and WPM19 requires new developments to utilise sustainable drainage techniques wherever practicable.

Developers will be required to undertake site specific flood risk assessments if requested by the council (on the advice of the Environment Agency), usually for developments within Flood Zone 2 or 3 or of significant size. Developments 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) the overall level of flood capacity.

The Council and the Environment Agency will always encourage developers to adopt a sustainable approach to dealing with surface water run off in order to manage the disposal of surface water in a more sustainable manner. Developers will be expected to demonstrate how the principles of Sustainable Drainage Systems (SUDS) have been applied to their development with the reasons for not using SUDS or attenuation systems for surface water run off clearly justified. In addition, developers are likely to be expected to carry out a preliminary drainage design strategy to identify which SUDS options could be adopted for their site. Any SUDS measures draining into ground needs to take contamination possibilities into account. Therefore any areas to drain to ground will need to carry out a desktop study and if necessary a site investigation. There are a number of historic landfills in the development area that will be unsuitable for drainage to ground.

The Council has commissioned a Strategic Flood Risk Assessment for the Blackhorse Lane area, which developers should consult when developing proposals. The draft report provides the following general advice relating to key sites as indicated on the development sites map (Figure 9):

Sites BHL4 (Sutherland Road) and BHL7 (Billet Works) are within Flood Zone 1 and therefore at low risk from flooding. A development on either of these sites should aim to reduce the level of run-off generated from the site and the quality of run-off through sustainable ground water drainage techniques and consideration of overland flow paths.

Site BHL1 (Station Hub and Waterfront) falls partially within flood zones 3 and 2 but is already developed and defended by the Flood Relief Channel. If it is to be redeveloped, in addition to incorporation of sustainable drainage techniques and consideration of overland flow paths, mitigation measures should be put in place for any proposed building within the 1 in a 100 year event flood zone e.g. raising the final floor residential level above the Flood Zone 3 design level and careful wetproofing detail.

BHL2 (Blackhorse Road / Hawarden Road / Douglas Eyre Playing Fields) includes a section of Douglas Eyre Playing Fields which is within Flood Zone 3 (BHL2b). Development within this section of the site (the proposed location for the school) would require measures to maintain greenfield run off rates plus the provision of equivalent floodplain storage capacity to that lost by the development.
The Blackhorse Lane area has long been an important employment location. In common with much of the Lee Valley, it used to be a major manufacturing centre and although manufacturing is in decline, the area’s industrial estates still employ over 4,000 people in a range of small and medium sized businesses predominantly in the industrial / warehousing / distribution sectors. The wider area also accommodates a range of other employers, particularly in service industries and the public sector.

This objective seeks to build on this success and address barriers that are preventing the business areas from fulfilling their potential, while at the same time identifying under-used industrial land for release for other uses, particularly housing.

This objective is supported by national and regional emphasis on jobs growth in the Upper Lee Valley and by the objectives set out in the Unitary Development Plan for ‘Economy, Industry and Commerce’ which focus on improving jobs opportunities, encouraging economic activity, fostering retention and expansion of local companies and seeking improvements in the quality of the working environment.

### 9.1 Regional and sub-regional demand for employment land and the policy response

A number of studies at the London level have demonstrated that the market demand for industrial/warehousing land in London has been falling for many years and continues to fall, for a range of reasons mainly related to the high cost of land and labour in the capital compared with elsewhere. The policy response (outlined in the London Plan 2004) has been the managed release of employment land across the capital for other uses while protecting a number of larger industrial areas as ‘Strategic Employment Locations’ (SELS), Policy 3B.5 and Annex 2 of the London Plan designate the Blackhorse Lane Industrial Area (estates that lie to the west of Blackhorse Lane and North of Forest Road) as a Strategic Employment Location.

The Mayor’s Draft Supplementary Planning Guidance (SPG) on Industrial Capacity 2003 provides a London-wide policy framework for management of industrial land. It suggests that 50 hectares of employment land per annum across London should be released. The guidance notes that there is a particular surplus of industrial land in East and North London.

The North London Sub-Regional Development Framework states that around 5 hectares of employment land could be released in North London per annum in the period to 2016. Research that underpins this figure (not yet published) suggests that around a third of this released land could be in Waltham Forest.

While generally seeking to retain land and buildings in employment use wherever possible, the Waltham Forest Unitary Development Plan (UDP) recognises that the managed release of some land is necessary and therefore designates a number of sites as Mixed Use Regeneration Areas (Policy INB6) or Major Opportunity Sites (HSG4) as “a means of bringing forward renewal where this is difficult for a Business Class use to achieve on its own”. The UDP designates two Mixed Use Regeneration Areas and one Major Opportunity Site in the Blackhorse Lane area.

### 9.2 The Blackhorse Lane labour market

London Borough of Waltham Forest has commissioned a labour market assessment of physical development at Blackhorse Lane. The report provides a picture of trends in local employment and the economic potential of the area in the context of the development proposals in this planning framework.

Key findings of the labour market assessment are:

- Blackhorse Lane is suffering declining employment levels relative to London as a whole. Whilst London’s overall employment base grew by 15% between 1995 and 2004, total employment in Blackhorse Lane remains only marginally (2%) higher than in 1995. Private sector
employment levels have actually declined.

- The types of jobs in the area are changing. Manufacturing is declining rapidly, from almost 2,000 jobs in 1995 to 1,360 jobs in 2004, with public sector employment, warehousing and service industries growing.

- Planned levels of development in the area (including renewal of business premises, up to 2,000 new homes, new Neighbourhood Centre and improved transport interchange at Blackhorse Road Station) could provide a significant boost to the local economy, resulting in growth of up to 1,400 jobs by 2016. Growth would be strongest in general services, retail, warehousing, printing and publishing and food production (see Figure 14). Note that because the labour market assessment covers a somewhat larger area that this planning framework, it is estimated that jobs growth within the planning framework area itself might be around 1,000.

- Achieving this higher level of employment growth is crucially dependent on the availability of the right size, type and quality of premises and the overall attractiveness of the location to inwardly investing firms.

- Although quite a lot of employees working in the area’s industrial estates live locally\(^4\), the vast majority of Blackhorse Lane residents do not rely on work within the local area (for example only around 1 in 10 residents walk or cycle to work).

- A shift in the types of jobs available in the area away from manufacturing and

![Figure 14. Forecast job growth by sub sector to 2016 (planned development scenario)](image-url)
towards retail, wholesale and more service based employment would be likely to improve the access of most local residents to local jobs.

9.3 Industrial estates in the Blackhorse Lane area: key issues

A series of studies has been published relating to the industrial estates in the area. These suggest that the area does have some strengths as a business location. The area’s low rents and property costs relative to London averages attract businesses looking for low cost premises with good transport connections. As a result, the industrial estates within the Strategic Employment Location (those to the West of Blackhorse Lane) continue to enjoy relatively low vacancy levels, partly due to successful active management of estates such as Uplands Business Park.

However the studies, along with land use research, also highlight a number of important issues that inhibit the effective functioning of the business areas and will prevent them from accommodating the levels and kinds of growth suggested by the labour market assessment.

9.3.1. Quality of business premises

There is a lack of high quality business premises in the area. Most property is left over from an age when the area housed a few large manufacturing firms and has been converted for use by smaller businesses.

While there has been some refurbishment in Uplands Business Park and along the street frontages, there is little or no renewal of stock and some estates such as parts of Sutherland Road, Kimberley / Billet Works and Blackhorse Lane Industrial Estate are in a poor state of repair with little prospect of renewal.

All of the studies into the area agree that there is a need for “development of sites to meet the demands of modern businesses”. Furthermore, the labour market assessment clearly shows that growth is likely to be in sectors such as business services and high value manufacturing (e.g. printing) that will demand (and be willing to pay for) higher quality, flexible premises.

However, the renewal of industrial stock required to create higher quality premises is financially unviable in parts of the area because rental levels do not justify the costs of acquiring and redeveloping the land.

9.3.2. Access problems

There are serious access problems particularly affecting Blackhorse Lane Industrial Estate and Forest Trading Estate west of Blackhorse Lane and the whole Sutherland Road area to the east. Drivers Jonas found that “Traffic congestion, poor circulation, poor access, and parking are common problems experienced by occupiers of these estates.”

9.3.3. Poor image and environment

Businesses suffer in terms of staff recruitment and retention and business prestige from the poor image and environment of the Blackhorse Lane area as a whole and the lack of amenities such as shops and restaurants. These issues are likely to be of more concern to businesses in the identified growth employment sectors.

9.3.4. Interface with residential areas

In some parts of the area, the interface between industrial and residential areas is poor, particularly in Sutherland Road where ‘difficult neighbour’ businesses such as meat processing firms in unsuitable premises are located close to homes and other businesses.

9.3.5. Skills needs

Many local companies report skill shortages and difficulties recruiting to skilled posts.

9.4 The strategy for employment and industry in Blackhorse Lane

This planning framework provides a clear strategy for the transformation of Blackhorse Lane into a 21st Century business area capable of attracting and retaining firms in identified growth sectors.

The strategy contains the following main elements

- A commitment to high value employment growth, targeting key potential growth sectors as identified through the labour market assessment.
• The managed release of some further employment land for residential and mixed use in response to the falling demand for industrial land, to meet housing need and to generate funding to renew business premises.

• A clear vision for a reconfigured and strengthened Strategic Employment Location incorporating renewed premises and improvements to vehicular access.

• Employment and skills initiatives targeting key growth sectors.

9.5 Employment land outside of the Strategic Employment Location

In response to the falling demand for industrial land and to meet housing need, further employment land outside of the Strategic Employment Location will be released for residential and mixed-use development as specified by Policy BHL8P1. Release is focussed on areas where current stock is poor and/or where industrial uses are creating negative impacts on neighbouring uses. The areas in question are:

• Billet Works (site BHL7 on the development sites map, Figure 9) which is already designated as a Mixed Use Regeneration Area by UDP Policy INB6 in recognition of the difficulty of achieving renewal for business use alone. This planning framework proposes a more residential-led development mix in order to secure redevelopment of the site and meet housing need.

• The northern section of Sutherland Road (site BHL4), most of which forms part of the Sutherland Road Borough Employment Area (BEA5) as designated by UDP Policy INB1. This area offers a poor business environment, several vacant or underused industrial sites/premises and a number of difficult neighbour businesses and suffers from severe access and parking problems. It will be released for residential use to help to achieve a vision for the regeneration of the whole Sutherland Road area as a vibrant business and residential area (see Section 12.3).

Working with appropriate partners, the Council will seek to relocate any businesses affected, ideally within the borough.

Waltham Park Way (Borough Employment Area BEA3 in the UDP) at the Eastern End of Billet Road is a modern industrial estate accommodating a variety of high quality firms and will continue to be protected by UDP policy INB1.

9.6 A vision for the Blackhorse Lane Strategic Employment Location

The Blackhorse Lane Strategic Employment Location (SEL) comprises the main industrial estates off Blackhorse Lane and is protected for employment use by the Mayor of London through the London Plan and associated guidance.

This section outlines a proposed vision for the future of the Blackhorse Lane SEL. This vision aims to provide a clear framework for the future of the SEL that will protect employment land, encourage and accommodate employment growth, improve the attractiveness and efficiency of the SEL as a business location while at the same time helping to secure other planning objectives in the area. The vision builds on the strengths of the area and addresses key issues that are inhibiting employment growth. The Council will work with landowners, businesses and other agencies to refine and promote the vision.

The overall proposed vision for the Blackhorse Lane SEL is as follows:

A high quality small and medium sized business location offering:

• Excellent transport links by tube, rail and road.

• Well managed accommodation offering a wide range of types, sizes and costs.

• Good vehicular access to premises throughout the area.

• A high quality working environment with shops, bars, restaurants and access to the waterside all nearby.

• Strong clusters of firms in print, design and publishing and related industries; food processing; and business services.
The vision sets out a clear future for each section of the SEL (see Figure 15), including a proposed revision to the SEL boundary.

Zone A – Low cost premises for manufacturing, warehousing and relocated businesses
This zone comprises Lockwood Way, an industrial estate currently in council ownership. The estate offers medium sized premises, good vehicular access to Blackhorse Lane and the North Circular Road and sufficient parking to avoid congestion of the access road. It will continue to house some remaining manufacturing and wholesale operations but could also be a key site for the relocation of businesses displaced by the redevelopment of Sutherland Road and/or Kimberley / Billet Works.

Zone B - Office quarter incorporating high quality printing business
High quality business and light industry quarter incorporating existing public sector offices and Delta Display’s purpose built

Figure 15. Vision for Blackhorse Lane SEL
high tech printing premises. Potential for improved access to amenity green space including views over the reservoirs, a green walkway from Blackhorse Lane leading to a waterside landscaped garden with footpaths connecting to the reservoirs and Tottenham Marshes.

Zone C - Dynamic small business area with good access from Blackhorse Lane and Forest Road

The vibrant core of the SEL, this area will incorporate existing premises in Uplands Business Park, Forest Trading Estate and Sutherland Road and a newly developed business park with its own dedicated access to the East of Blackhorse Lane. This zone will be pro-actively managed and will offer a range of flexible-space units at differing rental/purchase levels. The zone will accommodate a wide variety of business uses with particular clusters in print, design, media and related fields; food production (in purpose built premises that comply with all health and safety regulations) and some warehousing and distribution.

Zone D – High value business area adjacent to station hub and waterside development

The release of part of the current SEL next to the station for residential-led mixed use development will be used to fund replacement of poor quality premises in this zone with new build units. The new units will be 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.

9.6.1. Changing the Strategic Employment Location boundary

Policy BHLP7

The boundary of the Strategic Employment Location (Blackhorse Lane Strategic Employment Area SEA4 in the UDP) will be changed as outlined in Figure 16 in order to

i) provide stronger protection for retained industrial land and proposed new business park on Blackhorse Lane/Sutherland Road;

ii) release an area of land near Blackhorse Road Station for mixed use development.

In line with UDP Policy INB1, the SEL will be protected for general industry, business uses and warehousing. Any further changes to the boundary of the SEL will be resisted.

Proposed developments in or near the SEL must not prejudice the future or existing operation of employment uses within the SEL.

Policy BHLP7 redraws the boundary of the SEL. The new boundary includes part of what is designated in the UDP as the Sutherland Road Borough Employment Area on the eastern side of Blackhorse Lane. Inclusion of this land within the SEL will help to compensate for the loss of employment land in the south of the SEL and encourage investment in business premises.

The removal of the land close to Blackhorse Road Station from the SEL, combined with the designation of site BHL1 for mixed use development will enable the creation of a new centre for the area and a substantial section of the proposed linear waterfront park.

This is in line with the Mayor’s Draft Supplementary Planning Guidance (SPG) on Industrial Capacity 2003, which states that “mixed use, higher density re-development of some Strategic Employment Locations close to town centres and public transport nodes is encouraged providing it does not compromise [LP policy 3B.5] and capacity to meet London’s future industrial needs.” It is also supported by the North London Sub Regional Development Framework which states that “The Upper Lee Valley is a corridor of sites many of which will remain
in industrial and utility uses, but with other sites where there is scope for a greater mix of uses through redevelopment. [...] In broad terms it is anticipated that the mix of uses associated with [Strategic Employment Locations] will be varied and intensive in the more densely developed and accessible areas in the south around Tottenham Hale. Those SELs in the outer parts of the sub-region with better access to the motorway network provide greater scope for meeting strategic and local logistics and industrial requirements.49

9.6.2. Investment in new and improved premises to accommodate employment growth

The council will strongly encourage the development of new business premises to attract firms in growth sectors offering higher employment densities in two key locations:

- A new business park within Zone C on the eastern side of Blackhorse Lane with the potential to provide over 14,000 square metres of new industrial
floorspace. The new park will centre on the site of Webbs Industrial Estate, a 1.67 Hectare site which is currently largely vacant and derelict. As required by UDP Policy INB5 the new development will be required to incorporate a new access road providing access to the new business park and to retained commercial premises on Sutherland Road.

- New high quality flexible units offering up to 22,000 square metres of floorspace suitable for office or light industrial use in Zone D adjacent to the proposed new station hub and waterfront development. Policy BHLP8 is intended to ensure that some of the value generated by the release of land for mixed use developments to the immediate south will be used to fund renewal of appropriate business premises in this zone.

A mix of flexible employment space would be welcomed in either of these locations to encourage small and medium business start-ups within the area.

UDP Policy INB1A states that the Council will welcome class B1, B2 and B8 uses (including appropriate developments for manufacturing related to recycled waste) in the Strategic and Borough Employment Areas only if “the environment of the surrounding area would not be harmed”. This is particularly important for the proposed new business premises as they will be close to new and proposed residential areas.

9.6.3. Improving vehicular access and environment

Vehicular access to business premises in Zones C and D of the SEL will be improved through the construction of two new roads (see Section 11.3.5 for details).

The overall regeneration of the Blackhorse Lane area will be of great benefit to businesses, for example the new Neighbourhood Centre opposite the station will offer opportunities for corporate hospitality that are lacking at present and the waterfront park will make the area a more attractive location for employees.

In line with UDP Policy INB4 the Council will seek to promote environmental improvements within the industrial and business areas and on individual sites.

9.6.4. Waste treatment facilities

In line with the early alterations to the London Plan, the Strategic Employment Location will be considered a suitable location for recycling and waste treatment facilities. The Council will encourage high tech facilities that do not have a significant detrimental effect on the quality of the industrial area, neighbouring residential amenity or the ecology of the adjacent Site of Scientific Interest (Walthamstow Reservoirs). The most suitable location for such a facility would be in Zone A or C.

9.7 Access to employment for local residents

The Council is working with partners through the Waltham Forest Local Strategic Partnership’s Employment Action Partnership to assist non-employed residents into jobs in the Borough’s growth.
sectors. The proposed Joint Service Centre at Essex Hall will enhance the training provision already available in the area (for example at the Waltham Forest College Facility Uplands House on Blackhorse Lane) as well as providing business support and access to employment advice and support.

While it is recognised that industrial areas in Blackhorse Lane provide unskilled and semi-skilled jobs for some local residents, the council’s aim, in line with the Employment Action Partnership plan, is to target growth sectors and develop progression routes into higher paid work. Adoption of the vision for the SEL will make it much easier for agencies to target employment and skills initiatives on identified growth sectors and renewal zones. The Council will seek contributions to such initiatives from planning obligations.
Public and community facilities including schools, health centres, community centres and places of worship all have an important role in ensuring that the regeneration of the Blackhorse Lane area produces the maximum possible benefit for local residents. Such facilities not only provide vital services but also serve to build a sense of community, a key ingredient of an attractive, safe and cohesive area.

Community safety is also a key issue for local residents which needs to be considered at the earliest possible stage of planning new developments and services.

Policy BHLP10 In line with the Council's Community Strategy and UDP, the Council will work with partners to enable the development of public and community facilities to meet the needs of both existing and new residents and improve quality of life for local people.

In particular, the Council will seek to ensure that there is sufficient capacity to accommodate population growth. Where new or relocated services are developed, the Council will aim to ensure that such services are accessible to both existing and new residents (both in terms of location and admissions policies) so as to encourage integration of existing and new communities.

10.1 Key sites for new or improved services

Figure 17 identifies a number of key sites that have the potential to accommodate new or improved service provision across a range of service areas. All are well located in relation to both existing communities and the main growth areas, being either within walking distance or on a major bus route.

Essex Hall: A major new Joint Service Centre is planned on the site of the current Essex Hall on the corner of Blackhorse Lane and Billet Road. The new facility is expected to include a Children’s Centre offering flexible childcare and services for parents, a new health centre, a re-provided day-care centre and a range of other services such as business support, training, youth work and community space.

Willowfield School: It is proposed to relocate Willowfield School to a new larger site just south of Blackhorse Road station, adjacent to (and including part of) the Douglas Eyre Playing Fields. The new site would offer pupils a new purpose built school capable of expanding capacity if needed along with direct access to excellent outdoor sports facilities. Through the Extended Schools initiative, the new school would also offer the wider community access to much-enhanced sports, leisure and other community facilities.

Walthamstow Academy: A new school for the local community, Walthamstow Academy is to be built on the site of the existing McEntee School on Billet Road. Under the Government’s City Academies programme, the new school will be encouraged to offer services to the wider community for sports, leisure and learning.

William Morris School: This school, located within one of the most deprived parts of the area and conveniently close to the Billet / Kimberley Growth Area, has expressed an interest in offering community learning and leisure facilities. The school has substantial facilities that are underused including a large hall, two IT suites and an outside playground and field.

10.2 Education and childcare

The proposed new Children’s Centre as part of the Joint Service Centre development at Essex Hall will offer families with children under five integrated childcare (around 60 places), early education, health and a range of family support services. The centre is also intended to link with Jobcentre Plus to support parent with training and job search and with the Extended Schools initiative (see below).

The Blackhorse Lane area contains five primary schools, two secondary schools and one special school. The council has embarked on a major programme of renewing schools in the area. Hillyfields Primary School on Higham Hill Road has been completely rebuilt. It is proposed to relocate Willowfield Secondary School to a new larger site behind Blackhorse Road Station and to replace the McEntee with a
new school, Walthamstow Academy, on its existing site.

These three brand new purpose built schools will provide a much improved educational environment that will contribute to the borough’s targets for improving educational achievement. The new schools will also improve the image and desirability of the area, particularly for families with children.

The Council has undertaken a detailed capacity assessment to look at the impact on pupil numbers of the proposed level of housing growth. This assessment suggests that building up to 2,000 new homes in the area over the next ten years would result in an increase of around 330 primary school pupils and 240 secondary school pupils. The area’s two new secondary schools should be able to absorb this level of growth in secondary pupils. There is capacity at Hillyfields Primary School to absorb some of the growth in primary pupils but it is likely that additional places would have to be created by expanding one or more of the other primary schools on their existing sites.

The impact of developments on school capacity will be kept under review. Where developments will require additional capacity to be created in local schools, the developers will be required to fund the additional capacity through planning.
obligations (details of how this will be calculated will be set out in guidance on planning obligations being prepared by the Council).

Through the Extended Schools programme, the Council is promoting a stronger role for schools within the local community. An Extended School provides a range of activities over and above the normal level of provision, from increased study support and better access to sports and ICT activities, to the development of an explicit role as a provider of health and social care services. The proposed new schools represent an excellent opportunity to extend the Extended Schools model to Blackhorse Lane.

10.3 Health
Local residents in the Blackhorse Lane area have significant health needs, for example, of all wards in Waltham Forest, Higham Hill has the second highest proportion of the population who are long term sick or disabled. In particular, there is a high prevalence of diabetes. At the same time, the area has inadequate primary care facilities. There are issues registering with a GP in this area and accessing a GP at a convenient time. Most of the existing surgeries are out dated or unsuitable accommodation that is not accessible for disabled people and offers little or no space for additional services such as district nurses, health visitors or specialist treatments.

In order to address these issues, Waltham Forest Primary Care Trust is planning to develop a new health centre, provisionally to be located as part of the Joint Service Centre at Essex Hall. The new centre will bring together three of the area’s existing GP practices in purpose built premises with room for expansion plus the facilities needed to offer additional services such as minor operations, family planning clinics, diet and nutrition clinics, group therapy, specialist optometry and retinal screening. There will also be shared office space, group room and shared staff facilities.

As well as offering a much higher quality and wider range of healthcare services, based on current benchmarks the new centre will offer sufficient capacity to accommodate the additional patient numbers generated by up to 2,000 new homes.

The impact of developments on the capacity of health services will be kept under review. The Council will consult with the Waltham Forest Primary Care Trust on all relevant planning applications and, where an increased demand for additional health provision would result from a proposal, will seek planning obligations towards additional provision within the catchment area of the development.

10.4 Community, voluntary and faith centres
The Council commissioned an audit of community, voluntary and faith centres offering either services or space for hire to the local community in order to ensure that there are sufficient facilities of this type within the area.52

The main findings of the audit were:

- The area contains a large number of facilities available to either individuals or groups from the local community. The audit identified at least 19 buildings with space for community use.

- There was a general consensus that there is a shortage of youth facilities and activities. A dedicated youth centre is unlikely to be financially viable and many unmet needs could be met through planned and existing resources such as making better use of school facilities out of hours.

- Lack of co-ordination of community facilities was a recurring theme. Services to the local community would be greatly enhanced through proper sharing of information and co-ordination of provision.

- There are a number of existing ICT facilities and many more planned. In order to avoid duplication and promote flexible use these developments need to be properly co-ordinated.

- The supply of community facilities needs to be kept under review as new developments lead to a change in the size, structure and needs of the community.
The Council will support efforts to improve the co-ordination of existing community facilities including ICT facilities and will prioritise meeting the needs of young people through developments within local schools and by supporting the refocusing or expansion of existing provision.

10.5 Community safety
Consultation shows that crime and anti-social behaviour are areas of concern for local residents. The Council works closely in partnership with the Metropolitan Police to improve community safety across the borough.

The roll out of Safer Neighbourhood teams to the Blackhorse Lane area will increase levels of visible policing and improve police understanding of and response to local community safety issues.

In addition, a major police operation base is located on Uplands Business Park just off Blackhorse Lane, which offers an opportunity to increase police presence in the area and improve response times.

It is known that the design of buildings and public spaces and issues such as planting and lighting have a major impact on community safety and particularly on fear of crime, so all new development proposals will be required to demonstrate that they will incorporate measures to ‘design out crime’, for example by increasing natural surveillance of public spaces and improving lighting (see Section 8.3.2). The council will seek planning obligations and other funding to improve the streetscape incorporating improved lighting, focused on the area around Blackhorse Road Station and the main roads marked on the key diagram (Blackhorse Lane, Billet Road and a section of Forest Road).
11 OBJECTIVE 6: MANAGING TRAFFIC AND ENCOURAGING SUSTAINABLE TRANSPORT

Consultation has demonstrated that traffic and transport are important issues in Blackhorse Lane for local residents and local businesses.

National and regional transport and planning policies aim to improve conditions for pedestrians and facilitate bicycle and bus movements while ensuring the efficient servicing of businesses and homes. They also emphasise the creation of public transport nodes that offer excellent access for pedestrians and cyclists and fast, pleasant and accessible interchanges between different modes of transport e.g. train and bus. The London Plan seeks to concentrate high-density housing and mixed-use development around transport nodes, particularly those offering good links to employment locations.

The Council commissioned a Transport Access and Infrastructure Study to look at traffic and transport issues in Blackhorse Lane, particularly in the light of the proposed scale of new development. The findings and recommendations of the study have informed the policies in this section of the planning framework.

11.1 Existing situation – key issues

- Blackhorse Road underground and rail station is a key transport node with public transport links to major current or proposed employment areas in the Upper Lee Valley and Tottenham Hale, Stratford, central London and Stansted.
- Land uses in the area do not encourage public transport use, as the area immediately around the station is relatively low density, characterised mainly by industrial, warehousing and car parking uses.
- Pedestrian access to the station is poor. The present arrangements for crossing the ‘Standard Junction’ immediately outside the station (staggered crossings with central refuges on all four arms of the junction) make the journey to and from the residential areas to the north-east particularly difficult. Pavements are narrow, particularly on the north of Forest Road. Consultation with local residents suggests strong support for improved pedestrian crossing facilities at the junction.

Figure 18. Blackhorse Lane road network
• There is very limited cycle parking at the station, but clear evidence of demand as illustrated by bikes chained to the railings.

• The B179 Blackhorse Lane/Billet Road is extremely busy for a B road. Surveys show that in some parts of the B179 over 30% of traffic is through traffic seeking a quick way from Forest Road to the North Circular Road. Traffic speeds on some sections of the B179 are high with limited opportunities for safe crossing by pedestrians, with the result that the road acts as a barrier to residents living south east of the road accessing both the employment areas and the Lee Valley Regional Park to the west and north.

• Bus reliability is a problem with four out of seven of the frequent services in the area demonstrating reliability problems. Particular concern is expressed by local residents about the 158 service which runs along the B179 Blackhorse Lane/Billet Road.

• Access to, and circulation within, the Strategic Employment Location to the west of Blackhorse Lane is poor. Routes are circuitous and the Hookers Road access to the southern part of the area is narrow and provides poor sight lines along Blackhorse Lane. In the Sutherland Road area to the east of Blackhorse Lane HGV access is along residential streets, adversely affecting amenity there.

• A number of residential roads (e.g. Penrhyn Avenue and Priory Court) are used as ‘rat runs’, which is reflected in accident levels and resident concerns.

• There are conflicts between the parking needs of businesses, residents and commuters seeking to park in the area and take the tube or train into central London.

11.2 Impact of proposed developments

This planning framework will facilitate the potential development over the next 10 years of up to around 2,000 new homes as well as the creation of new business floor space. The Blackhorse Lane transport study includes a detailed analysis of the likely impact of this level of development on the travel demands and characteristics of the local area, based on the known impact of similar developments elsewhere in London55.

The analysis suggests that the developments will result in:

• A significant increase in use of Blackhorse Road Station. This increase in demand can be accommodated inside the station and on the trains (due to planned increases in capacity), but

Figure 19. Location of accidents in residential areas

![Figure 19. Location of accidents in residential areas](image)
will cause problems for pedestrians trying to cross Forest Road to get to the station.

- A significant increase in vehicle trips that will be manageable across most of the area but will put a particular strain on the (already busy) Standard Junction.
- An increased number of bus journeys, although these additional journeys should be able to be accommodated within existing capacity.

These findings suggest the need to concentrate proposals for changes to the existing transport infrastructure on the Standard Junction in order to accommodate the forecast additional traffic and improve the junction for pedestrians.

In particular, the net increase in jobs and homes delivered by the proposed developments will more than double the pedestrian flow across the junction on the Forest Road (West) arm. The present crossing facilities on this arm were not designed for this level of demand, such that a new solution for pedestrians will need to be put in place. The preferred solution is to create a new road linking Forest Road west of the Standard Junction to Blackhorse Lane north of the junction in order to remove a significant amount of traffic from the junction and enable the implementation of direct crossings.

The development of site BHL1 may also offer an opportunity for localised pavement widening at the junction.

The Council will work with Transport for London and London Borough of Haringey to consider the likely cumulative impact on the transport network of major developments planned for elsewhere in Waltham Forest and at Tottenham Hale alongside those in Blackhorse Lane and bring forward proposals to deal with these issues as required.

Note that, in line with UDP Policy TSP9, the Council will seek the submission of Transport Assessments and Travel Plans alongside planning applications for all new major commercial developments and for smaller commercial development proposals that would generate significant amounts of travel.

11.3 Transport strategy and policies

In order to address the issues identified by the transport study, the Council will seek to promote significant improvements to the transport infrastructure as set out below.

11.3.1. Access to the station

Policy BHL12 In line with UDP Policies TSP4 and TSP9, the Council will seek to improve pedestrian access to Blackhorse Road Station including through use of planning obligations.

With the new road in place to remove some traffic from the Standard Junction, the transport study suggests that it will be possible to reconfigure the junction in order to introduce direct pedestrian crossings on 3 arms of the junction (Forest Road east and west and Blackhorse Lane).

The development of site BHL1 may also offer an opportunity for localised pavement widening at the junction.

The Council will seek to ensure that a taxi rank and/or minicab premises are located as close as feasible to the station.

In developing detailed plans for improving access to the station, the Council will also examine the feasibility of incorporating a passenger pick up/drop off point.

11.3.2. Buses

Policy BHL13 In line with UDP Policies TSP1 and TSP2, the Council will work in partnership with Transport for London to secure improvements to the functioning of local bus services including improvements to bus stops, bus priority measures and enhanced service levels.

Potential improvements include:

- Bus stop clearways along the route of the 158 and on Forest Road adjacent to the station plus kerb height adjustments to improve access for wheelchair users.
- Optimisation of traffic signal phases at the Standard Junction (e.g. through Urban Traffic Control) to improve reliability for buses.
- A bus lane or other bus priority measures southbound on Blackhorse Lane (the feasibility of such measures
would require further study in the context of other proposed changes to the road network – see Section 11.3.5).

- Additional buses on the 158 route if it can be demonstrated that there is sufficient demand. The 158 will provide a key service linking the station, the main growth areas and sites of new services such as Essex Hall.
- Considering the feasibility of a new service between Highams Park and Tottenham Hale, passing through the Blackhorse Lane area en route if sufficient demand can be demonstrated.

11.3.3. Cyclists

Policy BHLP14  In line with UDP Policy TSP5, the Council will seek to improve conditions for cyclists in the Blackhorse Lane area. New developments will be expected to contribute to improved conditions for cyclists through provision of cycle routes through and around developments and provision of cycle parking.

Priorities for improvements to cycling conditions include:

- Development of a new secure cycle park at Blackhorse Road Station.
- Extension of the cycle network through and around new developments, in particular creating routes that allow cyclists to avoid the Standard Junction and gain easier access to the Lee Valley Regional Park.
- Cycle advances on each arm of the Standard Junction with signal staging arrangements and toucan crossings allowing cyclists to make safe right turns without opposing traffic (this would replace the existing cycle phase at the junction for cyclists travelling east from Forest Road).

All new developments will be required to provide high quality secure cycle parking (see Section 11.3.6).

11.3.4. Trains and tubes

In line with both the London Plan and UDP Policy TSP9, the construction of relatively high-density residential and mixed use developments around Blackhorse Road Station will encourage use of tubes and trains.

A planned Victoria Line upgrade in 2011 will significantly reduce journey times and increase capacity through new larger trains and a more frequent service. It is understood that a station refurbishment is planned for the underground station in 2009 and further station modernisation is planned for 2016.

In terms of the Gospel Oak to Barking rail service, the Council is working with Transport for London and other affected boroughs to try to improve the service frequency. The Council will also work with Transport for London and relevant rail companies to seek improvements to the mainline station such as new passenger waiting shelters, additional CCTV cameras, new lighting and step-free access to the platforms. In line with UDP Policy TSP9B the Council may use planning obligations as appropriate to secure such improvements.

11.3.5. Traffic management and road safety

The Council will support and promote a set of traffic measures that will improve upon the existing road conditions (in particular for pedestrians), manage the impact of new development traffic and improve access to the employment areas for industrial traffic.

Policy BHLP15  The Council will support the construction of a new road linking Forest Road west of Blackhorse Road Station with Blackhorse Lane. The objectives of the new road are:

i) To provide access from Forest Road to new developments on site BHL1.

ii) To improve access for industrial traffic to the southern portion of the Strategic Employment Location.

iii) To reduce traffic flows through the Standard Junction, enabling improvements to pedestrian facilities and the environment at and around the junction.

The design and phasing of the new road will ensure that it does not result in an increase in the overall capacity of the traffic corridor.

In order to ensure that the new road does not create an additional barrier to pedestrian and cycle movements from the
station and residential areas to the waterfront, pedestrian and cycle priority measures should be incorporated into the design of the road.

The new road should offer opportunities to improve bus priority along Blackhorse Lane and/or Forest Road. Design of the road should in any case aim to maintain or improve bus journey times and bus lane provision on Forest Road should be maintained.

In line with UDP Policy TSP11, the Council will oppose any road schemes that would increase the overall capacity of the traffic corridor. It is expected that the capacity of the new road will be limited by a high level of activity by vehicles turning on to and off the new road from new residential developments, retail/commercial and industrial uses. Nevertheless, the detailed proposals for the new road will be required to demonstrate that the road, in combination with the improvements to pedestrian priority at the Standard Junction, will not increase overall capacity, particularly for traffic travelling between Blackhorse Lane and Forest Road. For example:

- The new road, operated initially as an access road only, would only be converted to a through route once junction capacity at the Standard was unable to cater for increased pedestrian and vehicular traffic generated by the new developments.
- The road layout would be designed to restrict capacity, including through the incorporation of pedestrian and cycle priority measures.
- The phasing of traffic signals at the Forest Road and/or Blackhorse Lane end of the road could be adjusted to limit capacity.

The Council will also actively pursue UDP Policy INB5 that promotes the construction of a new access road linking Blackhorse Lane and Sutherland Road. In combination with appropriate restrictions on the movement of goods vehicles, the new road will alleviate congestion and remove industrial traffic from residential areas to the north and east. Within the context of this planning framework, the proposed new road is a vital component in the creation of a new business park in the southern section of Sutherland Road and the creation of a residential quarter in the northern section of Sutherland Road (see Section 12.3).

**Policy BHLP16**  In line with UDP Policies TSP14, TSP15 and TSP16, the Council will seek to improve conditions on the area’s roads for pedestrians (including disabled people) and cyclists, with an initial focus on:

i) Improved speed enforcement, sight lines and pedestrian priority along Blackhorse Road and Billet Road.

ii) Speed restrictions and improved pedestrian priority on residential streets.

The design of proposed new developments must demonstrate adequate provision for deliveries and servicing in an efficient manner that will not impede traffic flows or inconvenience pedestrians. On the station hub and waterfront site (BHL1) arrangements for servicing the proposed new retail facilities, bars and restaurants should be carefully designed so as not to compromise the provision of a high quality pedestrian environment. In business areas, new developments and infrastructure improvements should not prevent access to commercial units or new commercial units. Opportunities for the rationalisation of servicing opportunities should be explored.

All changes to roads and junctions will be designed to ensure they do not have an unacceptable impact on the Transport for London Road Network.

**11.3.6. Parking**

Detailed parking standards for new developments are set out in the UDP Appendix 1 and cycle parking standards in Appendix 2. UDP Policy TSP17 outlines the Council’s approach to alleviating the problems of on-street parking.

New residential developments will be required to comply with the following car parking standards. Higher levels of parking are permitted in developments further from Blackhorse Road Station.
Parking will normally be expected to be located within the development scheme boundary. Where developments are within a Controlled Parking Zone (CPZ) the Council will not issue parking permits to residents. This will be the subject of a Planning Obligation with the developer.

Developments close to Blackhorse Road Station are intended to create a new, high quality, urban centre offering residents a range of facilities within walking distance plus easy access to a well connected transport node. Developers of sites within the Station Area are therefore encouraged to 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.

It is recognised that different phases of a development may require different parking standards so long as comprehensive travel planning is used to achieve the maximum standards set out above across the development as a whole.

All new developments in the area will be required to provide cycle parking in accordance with the Council’s cycle parking standards (UDP Appendix 2) except for residential developments for which the following standards will apply:

<table>
<thead>
<tr>
<th>Growth Area</th>
<th>Minimum number of spaces per unit (applies to flats only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station Area</td>
<td>1.6</td>
</tr>
<tr>
<td>Sutherland Road</td>
<td>1.3</td>
</tr>
<tr>
<td>Billet / Kimberley</td>
<td>1</td>
</tr>
</tbody>
</table>

These standards reflect the lower levels of car parking permitted in developments closer to the Station.

Cycle parking should be in line with the UDP requirements, the London Cycle Network design manual and the borough’s forthcoming cycle parking guidance for developers. In particular, long stay cycle parking should be secure and covered.

Development on site BHL1 will be expected to replace the existing station car park with a more compact car park on several levels. In line with UDP Policy TSP17, the Council will encourage plans that reduce the number of spaces provided for park and ride while providing some shorter stay parking for visitors to the shops and services in the new Neighbourhood Centre.

It is recognised that conflicts between the parking needs of businesses, residents and commuters are likely to increase with housing and jobs growth. The Council will respond to this issue as and when it becomes necessary by bringing forward proposals for further Controlled Parking Zones in line with UDP Policy TSP17.
12 DESIGN AND DEVELOPMENT PRINCIPLES

The Key Diagram identifies three ‘main growth areas’ (see Figure 13), which contain all of the sites identified for new developments in the development schedule and map (Figures 8 and 9). New developments at these locations have the opportunity to make a major contribution to fulfilling the potential of Blackhorse Lane and achieving the six objectives of this framework. General design principles for housing and mixed-use developments are provided in Section 8.3. This section outlines a vision and key development/design considerations for each growth area.

12.1 Planning Applications

For each identified site (BHL1, BHL2, etc), the Council is seeking proposals that would secure the comprehensive redevelopment of the whole site or of a large portion of the site, which in most cases will require site assembly. Only such comprehensive developments are likely to be able to deliver the wider objectives of the planning framework and the design and development principles set out below.

Outline planning applications should make clear how the proposals would contribute to the strategic delivery of the objectives and policies in all sections of this planning framework. In addition, all applications, and particularly those which cover only part of an identified site, should:

- Explain the contribution the development would make to the vision, objectives and development principles for the site/growth area as a whole.
- Include an indicative phasing strategy showing the proposed phasing of detailed planning applications, construction and occupation of each part of the development and how this would synchronize with and enable proposed infrastructure improvements and other developments in the area.
- Demonstrate that the proposals would enable (and in no way prejudice) future development of the rest of the site/growth area in line with the vision, objectives and principles.

More detailed guidance on meeting this requirement for key sites will be included in site planning and design briefs issued by the Council for key sites.

12.2 Station Area (sites BHL1, BHL2 and BHL3)

The area around Blackhorse Road Station is currently characterised by low density, run down industrial premises and a large surface level car park. The vision for this area is for a new, high quality, urban centre which will both provide a strong gateway to Blackhorse Lane (and to Walthamstow) and offer existing and new residents and workers easy access to a range of facilities including the Blackhorse Road transport hub, a neighbourhood retail centre, a high quality secondary school, a new and more accessible sports and social pavilion giving access to improved sports facilities on Douglas Eyre Playing Fields and a new linear waterfront park overlooking the reservoirs.

The Station Hub and Waterfront site (site BHL1) on the corner of Forest Road and Blackhorse Lane offers exceptional development potential and is envisaged as the core of this growth area. The vision for the site is for a new public square at the heart of a development of homes, cafes/bars and local shops, located conveniently opposite Blackhorse Road Station. The development would include high quality waterfront homes in the west and new purpose-built business premises in the north of the site. 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.

On site BHL2 located behind Blackhorse Road Station and incorporating a semi-derelict goods yards and industrial premises, the vision is for a residential development on the eastern portion of the site (BHL2a) and a relocated Willowfield secondary school in new purpose built premises on the western portion of the site (BHL2b) adjacent to (and offering improved access to) the Douglas Eyre Playing Fields.

Subject to Willowfield School moving to site BHL2, site BHL3 would be released for a new residential development sensitively designed to integrate with the surrounding...
townscape and incorporating a new publicly accessible garden square.

The Council is issuing a Planning and Design Brief for site BHL1 which provides more detailed design principles for the site.

Key development and design issues for this growth area are:

a) There is the potential on site BHL1 and in the northern section of site BHL2 to create a dramatic gateway or landmark development of exceptional quality that will be seen by people entering the area from the west and mark Blackhorse Lane as a location.

b) Improving the functioning of Blackhorse Road Station transport hub by concentrating high-density development close to the station (taking into account the density guidance in Section 8.4), improving pedestrian connections to the station (Policy BHLP12), incorporating a taxi rank or minicab premises near the station (Section 11.3.1) and creating a secure bike parking facility (Policy BHLP14).

c) While higher density development may include taller buildings (e.g. on Forest Road, within the new Neighbourhood Centre opposite the station, by the waterfront and in the northern portion of site BHL2), new buildings close to existing two-storey terraced housing (e.g. on Blackhorse Lane and Hawarden Road) should be sensitive to this existing urban fabric. Proposals for site BHL3 should demonstrate that the design is fully complementary to the surrounding two-storey housing.

d) Improving access to green space. The development of site BHL1 should make a significant contribution towards the creation of the proposed linear waterfront park (in line with Policy BHLP5) offering views of the reservoirs and access to the waterfront overlooked by waterfront housing. There should be a minimum of 30 metres between the Lee Flood Relief Channel and the western edge of waterfront development plots including at least 8 metres between the plots and Dagenham Brook56. Site BHL2 proposals should improve access to the Douglas Eyre Playing Fields for school pupils and other users by relocating the pavilion and main gate at the northern end of the facility. Proposals for site BHL3 should consider inclusion of a small publicly accessible ‘garden square’ type green space.

e) A high quality public realm and public spaces, including a new public square at the heart of the new Neighbourhood Centre on site BHL1. The Waterfront Park, square and other public spaces should be fully accessible to disabled people (Section 8.3.1), incorporate sufficient public seating and be carefully designed to minimise opportunities for crime and anti-social behaviour (Section 8.3.2).

f) Reintroduction of a finer, more human scale urban grain including new fully accessible pedestrian and cycling routes (Policy BHLP3 and Policy BHLP14), particularly east west routes connecting Blackhorse Lane and Blackhorse Road with the waterfront park (avoiding the Standard Junction) and a route along the waterfront connecting to the north with Tottenham Marshes and across Forest Road and under the railway line to the south.

g) Incorporation of sustainable development features with particular regard to management of flood risk (see Sections 7.5 and 8.5). Planning applications for sites BHL1 & BHL2 will be required to demonstrate that they conform to UDP Policy ENV7, for example in terms of the impact on light pollution and the flight paths of birds.

h) New residential development that makes a positive contribution to the local area and improves community safety through high quality design (see Section 8.3). On site BHL1 housing should be located only in the southern portion of the site (outside the Strategic Employment Location boundary). On site BHL2, housing should be on the eastern portion of the site (BHL2a), with no residential development on the existing Douglas Eyre Playing Fields. Site BHL3 is suitable for residential development across the site but must be designed with careful attention to the impact of the development on adjacent homes, particularly in terms of noise, privacy, views, shade, security and traffic.

i) New high quality business premises suitable for attracting firms in growth.
sectors such as graphic design, publishing and business services in the northern section of site BHL1 (the area within the Strategic Employment Location Boundary). In line with Policy BHL08, proposals for residential or mixed use development on any part of site BHL1 will not be considered unless they include renewal of business premises. Proposals for new business premises should consider their relationship to existing and new residential development and other industrial premises and 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 (Policy BHL09).

j) Development of shops and services, cafes / restaurants / bars and small scale leisure facilities on site BHL1 as part of a new Neighbourhood Centre opposite the station (Policy BHL02). Active frontages should face on to Forest Road, Blackhorse Lane and the proposed new station square in order to ensure these become busy, safe pedestrian spaces with a neighbourhood feel. Linkages should be made with the existing retail parade on the eastern side of Blackhorse Lane. The Council sees it as highly desirable to re-provide a music venue as part of the new developments and will work with developers to try to achieve this.

k) Integration of school, sports and housing developments on site BHL2. While it is recognised that separate planning application may have to be made for sites BHL2a and BHL2b, the two proposals should clearly complement each other and make best use of land, for example through shared access and parking arrangements. The proposals should incorporate a new fully accessible pedestrian and cycle route from Blackhorse Road and Coppermill Lane to Forest Road (and the proposed waterfront park) via a reopened underpass under the railway line at the northern end of the playing fields. Community safety issues should be fully considered in designing this route.

l) The design of the proposed school and relocated sports and social pavilion on BHL2b should seek to minimise the loss of Green Belt land, maintain and improve the sports facilities and carefully consider the relationship with nearby housing on Hawarden and Edward Roads, in particular demonstrating that it will minimise noise and traffic disturbance for residents and maintain open views over the fields as far as possible. It should also create an attractive landscaped northern edge to the playing fields providing the playing fields and adjacent residential properties with screening from the railway line and busy Forest Road to the north. The school should be designed to minimise the facilities management and security costs of shared use between the school and wider community, for example by allowing parts of the building to be secured while one or more small facilities are in use.

m) Incorporation within site BHL1 of a new road linking Forest Road west of the station to Blackhorse Lane to the north of the site in order to service the new developments, improve access to industrial premises to the north and reduce traffic flows through the Standard Junction, enabling improvements to pedestrian crossings and the environment at and around the junction (Policy BHL015).

n) Proposals should prioritise pedestrians (including disabled people) and cyclists, for example through provision of underground or undercroft car parking rather than surface parking, high quality secure cycle parking, one or more car free or reduced car blocks (as encouraged by UDP Policy TSP7) and the development of car clubs/pools (see Section 11.3.6).

o) Some of the capacity lost through redevelopment of the existing station car park on site BHL1 should be replaced through higher density parking provision. The developments should also incorporate short stay parking for visitors to the Neighbourhood Centre or waterfront park, including conveniently located parking for disabled drivers.

12.3 Sutherland Road (sites BHL4, BHL5 and BHL6)

The Sutherland Road area lies approximately half a mile north of the station just to the east of Blackhorse Lane. It currently suffers from an unsatisfactory
mix of industrial and residential uses. In particular, there are several vacant or underused industrial sites and premises and a number of difficult neighbour businesses including meat processing firms in premises which cannot fully meet health and safety requirements, all in close proximity to people’s homes. Access to the industrial areas is via residential roads (particularly St Andrew’s Road).

The vision for this area is for a new business park on the southern portion of the site with a new, attractive residential community on the northern portion, focused around a new public green space. A new industrial access road will remove industrial traffic from new and existing residential areas.

**Policy BHLP17** A comprehensive and co-ordinated approach is required to developments in the Sutherland Road growth area. The correct phasing of developments and infrastructure improvements will be vital to achieve the vision for the area while minimising disruption to existing businesses and residents. Residential development will not be permitted on site BHL4 until the necessary enabling infrastructure has been put in place to secure a high quality residential environment.

The Council is issuing a Planning and Design Brief for the Sutherland Road growth area which provides more detailed design principles for the site.

Key development and design issues to be considered are:

a) A high quality public realm and public spaces particularly in the residential quarter including creation of a small new public green space as a focus for the new community in the northern portion of the area immediately next to Sutherland Road. The green space and other public spaces should be fully accessible to disabled people (Section 8.3.1), incorporate sufficient public seating and be carefully designed to minimise opportunities for crime and anti-social behaviour (Section 8.3.2). Adjacent buildings should front on to the space to create a neighbourhood feel and provide natural surveillance.

b) Re-introduction of east-west urban grain including new and improved pedestrian and cycling routes to ensure that the new development integrates well with the existing, surrounding urban fabric and encourages pedestrian movement towards the reservoirs in the west (Policy BHLP3 and Policy BHLP14). Routes could include an improved and more clearly defined Sutherland Path and pedestrian/cycle routes along the route of the new industrial access road through the south of the site.

c) New residential development on sites BHL4 and BHL5 that makes a positive contribution to the local area and improves community safety through high quality design (see Section 8.3).

d) Development of a new business park on site BHL6 offering high quality industrial/business units suitable for uses that will not negatively impact on adjacent residential amenity (see Section 9.6.2 and Policy BHLP9).

e) Any new development in the area should relate positively to Sutherland Road with frontages and entrances facing directly on to the street or new green space wherever possible, in order to create a safer community and neighbourhood feel. Large blank facades should therefore not face onto the street or any public spaces.

f) Sensitive consideration of the interface between existing and new buildings, in terms of height, proximity, frontages and façade. Any higher buildings should be located in the centre of the area, on Sutherland Road itself, with lower buildings sensitive to this existing urban fabric across the rest of the site.

g) Careful treatment of the interface between residential and industrial areas to avoid or mitigate any negative impacts on noise levels, shade or views.

h) Parking should be handled within the plot boundaries and in underground car parks where feasible to avoid large amounts of surface car parking as this would not contribute positively to the streetscape (see Section 11.3.6 for parking standards).

i) Protection of residential areas from industrial traffic through traffic management measures and improved access, parking and turning arrangements for industrial premises.
Central to this is the incorporation into the new business park on site BHL6 of a new road to provide industrial traffic access from Blackhorse Lane to commercial premises on Sutherland Road avoiding residential areas to the north and east (as required by UDP Policy INB5).

12.4 Billet / Kimberley (site BHL7)

Billet Works and Kimberley Industrial Estate (including the Tyco site) are adjacent industrial estates on Billet Road in the north of the area offering a very poor business environment and street frontage in a good position overlooking playing fields and the Lee Valley Regional Park to the north and with excellent access to the North Circular Road.

The vision for this area is for a new residential-led, mixed use development which is well-placed next to open space and near a number of local schools. The redeveloped site would also feature flexible space for a mix of activities such as workspace or showroom space.

The Council intends to issue a Planning and Design Brief for the Sutherland Road growth area which will provide more detailed design principles for the site.

Key development and design issues to be considered are:

a) New residential development across most of the site that makes a positive contribution to the local area and improves community safety through high quality design (see Section 8.3). As specified by Policy BHL6, this growth area is considered suitable for a higher proportion of family housing including with private gardens.

b) Creation of flexible commercial space fronting Billet Road suitable for a mix of activities such as a health and fitness facility or combined workspace/shop-front units. These buildings should offer a high quality addition to the Billet Road street-scene.

c) Improving access to and views of the Lee Valley Regional Park to the north of the site in line with Policies BHL3 and BHL4. Proposals should offer fully accessible pedestrian and cycle access through the site from Billet Road to Cheney Row open space and should incorporate views of the open space, playing fields and Banbury reservoirs in order to increase natural surveillance of these amenity green spaces.

d) Increased permeability through the site for pedestrians (including disabled people) and cyclists and integration with the existing urban grain.

j) Creation of a safe pedestrian environment by incorporating traffic management measures (including measures to ensure there is no impact on road safety for nearby schools) and by minimising surface level car parking (see Section 11.3.6 for parking standards).

e) A high quality public realm and public spaces, including a potential new public space on Billet Road as a focus for the new residential community. Public spaces should be fully accessible to disabled people (Section 8.3.1), incorporate sufficient public seating and be carefully designed to minimise opportunities for crime and anti-social behaviour (Section 8.3.2).
In order to be acceptable in planning terms, new developments within the Blackhorse Lane area will be expected to contribute to the wider objectives of the area through planning obligations (Section 106 agreements).

All developments will be expected to make appropriate provision of, or contributions towards, affordable housing (see Section 8.4), sustainable transport (Section 11), education and childcare (Section 10.2), employment and training (Section 9.7) and health facilities (Section 10.3). The Council is preparing Interim Planning Policy Guidance on Planning Obligations which will be issued as a draft for consultation in the near future. The guidance will provide a clear formula-based methodology for calculating the level of developer contributions required for key planning obligations such as these.

In addition, the Council will require contributions from developers to support the objectives of the framework in a range of other areas including recreational open space, regeneration and economic development, community safety, general environmental improvements, community facilities / libraries and sustainable development.

In line with government guidance\(^\text{57}\), wherever reasonable the Council will seek to pool developer contributions so that the costs of infrastructure can be spread across developments in a fair and equitable way. Particularly given the proximity of proposed major developments at Tottenham Hale, the Council will work with the neighbouring planning authority and relevant agencies to agree appropriate pooling mechanisms for issues that extend beyond the borough boundaries such as transport and employment and training initiatives.

In order to guide the determination of the additional planning obligation requirements for which a formula has not been adopted by the Council, the following provides an indication of potential priorities (not in any order) for contributions from developments within each of the growth areas:

### Station Area (sites BHL1, BHL2 and BHL3)
- Improved pedestrian priority and streetscape at the Standard Junction and nearby including pedestrian links between existing Blackhorse Lane retail parade and rest of the new Neighbourhood Centre (Policy BHLP12 and Section 6.2).
- New road linking Forest Road to Blackhorse Lane (Policy BHLP15).

### Sutherland Road (sites BHL4, BHL5 and BHL6)
- New industrial access road linking Blackhorse Lane to Sutherland Road (Section 11.3.5 and UDP Policy INB5).
- Traffic management measures to separate business and residential traffic in the Sutherland Road area (Sections 11.3.511.3.5 and 12.3)
- High quality streetscape in Sutherland Road (Sections 7.5 and 12.3)

### Billet / Kimberley (site BHL7)
- Improvements to Cheney Row open space (e.g. provision of informal recreation facilities) and/or access to water sports facilities on Banbury Reservoir (Sections 7.4 and 12.4).
- Improvements to bus services, particularly the 158 service (Policy BHLP13).
- New secure cycle park at Blackhorse Road Station (Policy BHLP14).

### All growth areas
- Improvement of and access to open space and recreation facilities, in particular development of a waterfront linear park (Policy BHLP5).
- New and improved pedestrian and cycle routes (Policies BHLP3 and BHLP14).
- Improved co-ordination of community facilities including ICT facilities and improving or extending services for young people (Policy BHLP11).
• Community safety initiatives (Section 10.5)

• Improved speed enforcement, sight lines and pedestrian priority along Blackhorse Road and Billet Road and speed restrictions and improved pedestrian priority on residential streets (Policy BHLP 16).

• Improvements to streetscape to improve the environment and community safety including planting and lighting along Blackhorse Road, Billet Road and Forest Road west of the Standard Junction (Sections 7.5 and 10.5).

In addition, the Council will work with Transport for London to agree a contributions matrix for public transport improvements to outline specific requirements.
References

2 Waltham Forest Unitary Development Plan: First Review (March 2006), hereafter referred to as UDP.
6 2004 London Housing Capacity Study, Greater London Authority, July 2005
8 ibid
10 Index of Multiple Deprivation 2004 highlights housing deprivation as a major issue within Blackhorse Lane
11 UDP Policy HSG 4.
12 Blackhorse Lane Community Feedback, Regenfirst, Feb 2005 and Blackhorse Lane Options Appraisal: Stakeholder and Community Views, Regenfirst, March 2006
13 UDP Policy TRL 3.
14 Planning Policy Statement 6: Planning for Town Centres, ODPM, 2005, paras 2.7 and 2.10
15 Waltham Forest Retail Study: Final Report, Nathaniel Lichfield & Partners Ltd, May 2002
16 Regenfirst op cit
18 UDP paras 4.9 and 4.30
19 Regenfirst, op cit
20 London Plan Policies 4C.16 and 4C.17
22 Lee Valley Regional Park Authority Park Plan, 2000, Policy T5.7
23 In line with UDP policy WPM15 which states that the Council will seek the naturalisation of watercourses wherever possible.
24 Planning Policy Guidance 17 - Planning for open space, sport and recreation, para 31.
28 The methodology for calculation of habitable rooms per hectares can be found in the UDP, para 10.12.
29 London Plan 2004, Table 4B.1
30 UDP, para 10.13

32 Please refer to Environment Agency guidance document CLR11 (Contaminated Land Report 11) for guidance on requirements.
34 A Labour Market Assessment of Physical Development at Blackhorse Lane, Draft Report, SQW April 2006.
35 UDP Para 2.30.
37 UDP Policies INB1 - INB3.
38 UDP Para 2.49.
39 A Labour Market Assessment of Physical Development at Blackhorse Lane, Draft Report, SQW April 2006.
40 Note that due to the availability of employment statistics, the study covers a somewhat wider area than the area covered by this planning framework.
41 A business survey of businesses in the industrial estates concluded that around a third of employees live within two miles of the Blackhorse Lane area (Blackhorse Lane Area Employment Growth Survey: Final Report, Community Consultants Ltd, November 2005, para 4.12).
43 SQW, op cit, P45.
44 For example, an indicative development appraisal commissioned by the Council of the industrial areas just north of Blackhorse Road Station (site BHL1) concludes that employment use redevelopment alone in this location is an unviable prospect.
45 Drivers Jonas, op cit, P15.
46 The Blackhorse Lane Area Employment Growth Survey found that a poor physical appearance was one reason for companies considering leaving the area and an issue making it hard to recruit skilled staff. Consultation with local businesses through the Blackhorse Lane Stakeholder Group revealed that businesses view the poor environment and lack of restaurants and bars as a problem in terms of entertaining clients and staff recruitment and retention.
48 The change of SEL boundary has been agreed with officers from the Greater London Authority and will be incorporated into regional planning policy through the development of the Sub Regional Development Framework for North London, the North London Development and Investment Framework and the Opportunity Area Planning Framework for the Upper Lee Valley.
As set out in the Community Strategy and Local Area Agreement.

Blackhorse Lane Community Facilities Audit, CSC Regeneration and Research Consultants, December 2005.


Note that the analysis was undertaken based on an early draft development schedule, but it is considered that the results remain broadly correct, especially as this planning framework includes a slightly lower overall level of new development.

Dagenham Brook and the Lea Flood Relief Channel are both main rivers and any development within 8m of the top of the bank will need Land Drainage Consent under section 109 of the Water Resources Act 1991 in addition to planning permission.

ODPM Circular 05/2005 “Planning Obligations”.
Blackhorse Lane: fulfilling the potential. This document outlines plans to regenerate the Blackhorse Lane area and improve life for local people and businesses. If English is not your first language and you would like a copy, please tick the box next to your own language, fill in your name and address then return the form to the address given.

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

Blackhorse Lane: përmbushja e potencialit. Ky dokument i përshkruan planet për regjenerimin e zonës Blackhorse Lane dhe përмирësimin e jetës për njerëzit dhe bizneset. Nëse Anglishtja nuk është gjuha juaj e parë dhe ju e kishit dëshiruar një kopje, ju lusim shenoni katurin pranë gjuhës suaj, plotësoni emrin dhe adresën tuaj dhe dëshirni formën në adresën e dhënë.

Blackhorse Lane: in qofku hadafka noloshisa gaaro. Waraaqahaan waxay shaxrayaan qorshayashada dhib u dhiska xaaladda Blackhorse Lane iyo sidii loo hagaajin laahaa nolosha dadka xaaladda daggan iyo xaaladada ganacsatadada. Haddii afka Injiriikstu uusan ahayn afkaagii hoooyo, aadna jeclaan lahayd koobi ama nuqul waraqahaan ah oo ku tarjan mar afkaaga hoooyo, fadlan calamaadi khaanadda ku dhinac taal afka aad ka hadashid, kuna buuxi magaca iyo cinwaankaba, kadibka ku soo celi foomka cinwaanka lagu siiyay.

Blackhorse Lane: desarrollando el potencial. Este documento expone en líneas generales los planes para regenerar el área de Blackhorse Lane, y mejorar la vida de las personas y negocios locales. En caso de que el inglés no sea su lengua materna, y desee una copia, marque la cajita situada al lado de su propio idioma, cumplimente su nombre y domicilio, y devuelva el formulario al domicilio indicado.

Blackhorse Lane : mise en œuvre du potentiel. Ce document explique dans les grandes lignes les projets de reconstruction du quartier de Blackhorse Lane et d'amélioration du niveau de vie pour les riverains et les entreprises. Si l’anglais n’est pas votre langue maternelle et si vous souhaitez obtenir un exemplaire de ce document dans votre langue, veuillez cocher la case correspondante à la langue que vous parlez, indiquer votre nom ainsi que vos coordonnées et renvoyer le formulaire à l’adresse indiquée.

Blackhorse Lane: pòrmhythja e potencialit. Nëse kërkoni formulën në shqip për të kërkuar copë në ngjyrimin e të gjithë fshatit Blackhorse Lane dhe për të kërkuar një kopje në gjuhën e parë dhe në kishën tuaj, dëshirni emrin dhe adresën tuaj të plotësohuni në adresën e dhënë për të ndihmuar në regjenerimin e fshatit Blackhorse Lane dhe të amëntuar një tërësje të vëduarëve të bukur.