

LONDON BOROUGH OF WALTHAM FOREST

DRAFT SKYLINE STUDY



DRAFT REPORT JULY 2024

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01.

INTRODUCTION

01.1 Waltham Forest Local Plan (2020- 2035): The Waltham Forest Local Plan (2020- 2035) sets a target to deliver 27,000 additional homes and 52,000sqm of employment floorspace in Waltham Forest by 2035. The Local Plan comprises two parts. Local Plan Part 1 sets out the strategic policies and development management policies for delivering development across the borough. Local Plan Part 2 Site Allocations sets out where strategic development will be delivered across the borough. This has been created in response to consultation feedback asking for more site-specific detail. These two documents should be read together.

01.2 Local Plan 2 Site Allocations: Whilst Waltham Forest is an attractive and sustainable place for growth there is only a limited amount of land available and we need to ensure that where development takes place, it makes the most efficient use of land and buildings and responds to local character, needs and aspirations.

Local Plan 2 (Site Allocations) allocates sites where the Council considers development could come forward and sets out the parameters within which these sites could be redeveloped. Local Plan 2 (Site Allocations) will be going out for 'preferred submission version' (Regulation 19) consultation July 2024.

The sites included within the Local Plan 2 have been through a selection process and methodology that accords with national planning policy as set out by the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance (PPG).

01.3 Draft Skyline Study: This study forms part of the evidence base for Local Plan 2. It considers site allocations where there isn't other evidence around the suitability of tall buildings. The study considers where tall buildings could be appropriate within site allocations and examines these opportunities in greater detail, including analysis of:

- local character,
- surrounding context,
- proximity to public transport interchanges,
- public transport accessibility,
- walking and cycling networks,
- nearby facilities such as shops, community facilities and social infrastructure,
- civic nature of potential land use.

01.4 Draft Skyline Study overview: This draft study tests the skyline and townscape impacts of an illustrative development scenario on each site, including tall buildings in locations that are considered appropriate. It is important to note that this is not an exhaustive test and all other policy tests will need to be met when considering a planning application.

This study reviews these illustrative scenarios in the surrounding context through the use of a visualisation tool called VU.City. It then presents the impact that this scenario would have on the skyline in the form of 'wireframe' views and proposes an illustrative approach to appropriate storey height range and location for height.

The views are not verified views. VU.City is a visualisation tool, designed for assessing scale and impact. It has the whole of London modelled as an accurate digital 3D model and provides an interactive view of the London Borough of Waltham Forest, including terrain and proposed projects enabling assessment of the cumulative impact of proposals on illustrative views.

02. METHODOLOGY

02.1 Grouping of sites: This study groups allocated sites together where a comprehensive approach to redevelopment will allow sites to be optimised and create a cohesive, holistic skyline. This also allows testing and understanding of the cumulative impacts of tall buildings in these locations.

02.2 Character of intensification: In line with the Characterisation and Intensification Study (2019) and Policy 8 Waltham Forest Local Plan Part 1 (2020- 2035), this study sets out an approach to Character-Led Intensification based on the categories of Reinforcement, Transition and Transformation.

02.3 Categories of height: In previous versions of this study, the ranges of height analysed were based on four categories of tall buildings identified in the Characterisation and Intensification Study (2019).

Following the adoption of The London Plan and Local Plan Part 1 (2020- 2035), the study now uses the recommended ranges of heights for each of these approaches to intensification as set out in Policy 54 Tall Buildings policy of the Waltham Forest Local Plan Part 1 (2020- 2035).

The two key categories are as follows:

- Tall Buildings (10 - 17 storeys)
- Tall Buildings (18+ storeys)

02.4 Site analysis: To help identify appropriate Character-Led Intensification for each site, this study reviews the site's location and surrounding context. It also sets out site specific opportunities and sensitivities to redevelopment, with a view to informing the skyline testing.

02.5 Illustrative information: The illustrative diagrams and wireframe views in this study represent an indicative approach to height on each of the sites, but in each case, there will be other suitable indicative approaches. The primary function of the illustrative information is to present appropriate opportunities for height based on a site's context and surroundings, and not to provide definitive advice on specific massing.

02.6 Key views: This study assesses the impact of an illustrative composition of building heights on the study sites in a number of key views (identified in a plan diagrams) to review the impact of potential development on sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views. The views have been created using VU.City and are presented as illustrative wireframes. The illustrative views show buildings in blue that are under construction at the time of drafting, and those in yellow that have been consented, for which VU.City has been notified.

02.7 Important borough views: The study reviews whether the sites are located within any important borough views identified by:
- LBWF Characterisation and Intensification Study (2019),
- Conservation Area appraisals,
- Highams Park Neighbourhood Plan.

If so, it assesses the impact of an illustrative composition of building heights on the study sites to review the impact of potential development on the identified important borough view. These views have also been created using VU.City London and are presented as illustrative wireframes.

02.8 Summary table: This study provides a Summary Table per site/ grouping of sites which sets out the:
- character of intensification
- appropriate shoulder heights,
- recommended range of height for 'tall' buildings.

The table also sets out the storey number which has been tested within the illustrative views.

02.9 Townscape and visual impact analysis: This draft skyline study is intended as an evidence base to inform Local Plan 2. Planning applications for development proposals on each of the sites studied will be expected to carry out careful and thorough analysis in order to inform appropriate building heights. This should include Townscape and Visual Impact analysis, including verified views.

Any proposed development would be:

- subject to a detailed planning review,
- required to avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of neighbouring properties,
- expected to comply with Waltham Forest and London Plan policy in relation to the design and location of tall buildings (including Policy 54 of Local Plan Part 1),
- expected to address issues of height and scale with regard to the impact on the local and historic context, as set out in Historic England Advice note 4 (or equivalent) and other guidance.

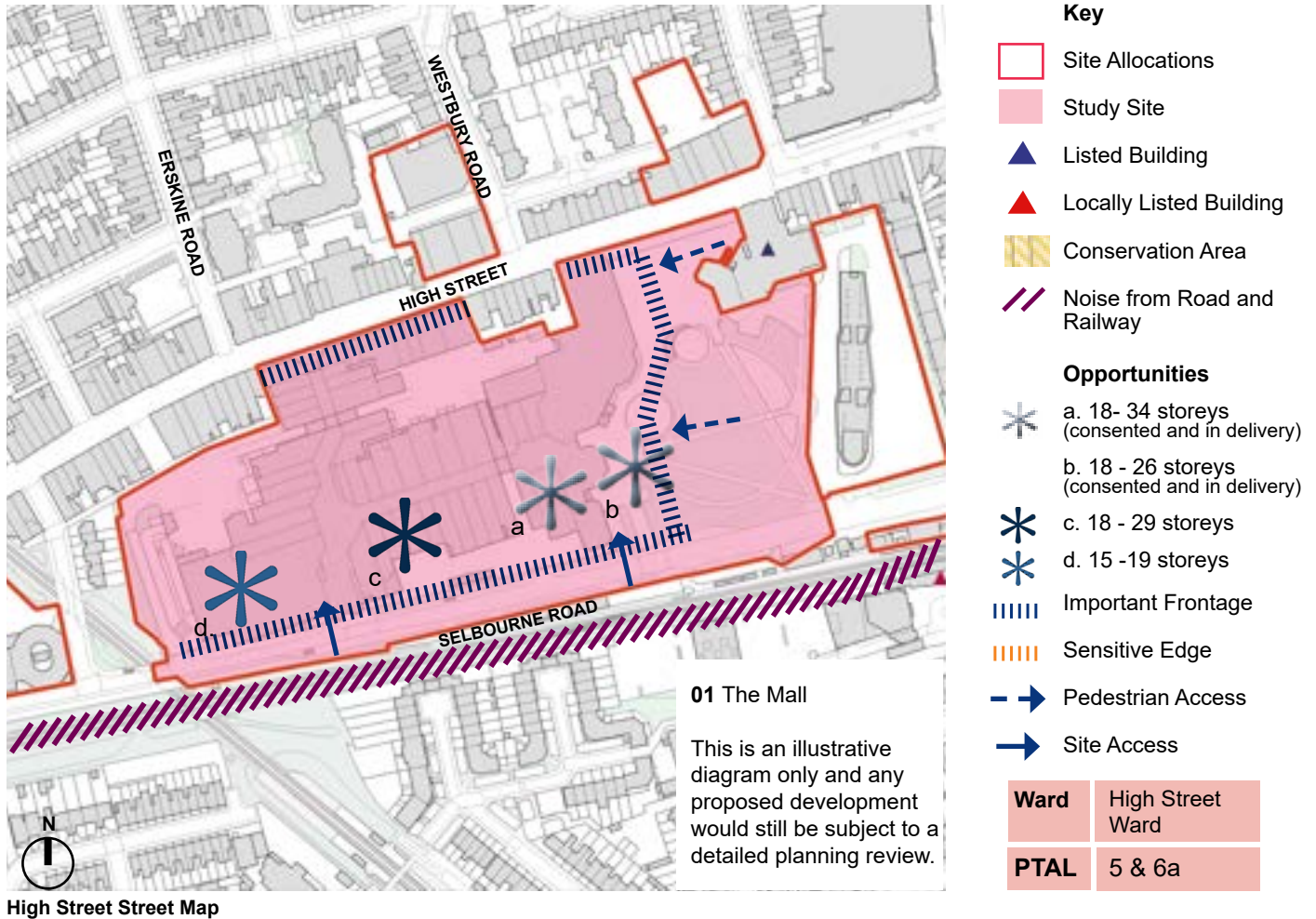
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03. **CENTRAL WALTHAM FOREST**

CENTRAL WALTHAM FOREST WALTHAMSTOW TOWN CENTRE STRATEGIC LOCATION

03.1 THE MALL

Study Site Overview



High Street Street Map

03.1.1 Location: The Mall is a popular shopping centre in the heart of Walthamstow’s Town Centre. The site is within the Walthamstow Major Centre and the Walthamstow Town Centre Strategic Location – identified in the Local Plan (2020-2035) as a key area for development and investment in the borough.

The site includes the large footprint shopping centre, and an area of public open space known as the Town Square and Gardens. It lies to the south of the busy High Street and immediately adjacent to the Bus Station in the east. Selborne Road which is mainly used for access and servicing is located to the south, and the western end is edged by the Barking to Gospel Oak railway line with associated mature planting, and six low rise Victorian properties.

The site does not include designated heritage assets; however, it is immediately adjacent to the Grade II listed Central Library.

The site sits alongside the Walthamstow Central tube, rail, and bus transport interchange giving it excellent accessibility to public transport. The site has a Public Transport Accessibility Level (PTAL) rating of 6, on a scale of 0 (no connectivity) to 6b (high connectivity).

03.1.2 Context: Walthamstow Major Centre is the borough’s major retail area with activity focused around the Mall and High Street. Walthamstow Market, which trades five days a week, also helps draw people to the area and centres on the High Street and Town Square.

The activities of the transport interchange play a key role in defining character of the area as do the Barking to Gospel Oak and the Chingford to Liverpool Street railway lines which cross towards the south-west of the site. The open space of the Town Square and Gardens is at the heart of the area’s activities and

offers respite from the bustle whilst also providing a community focus.

Architecturally, the area has a mix of fine grain buildings such as those along the High Street and larger footprint uses including the Mall and Bus Station. Historically, building heights have been relatively low, however recent and planned developments are presenting a step change in character and scale. These include the Travelodge, Transport for London Car Park and the development at Juniper House.

Phase 1 of the Mall Development is nearing completion and already positively contributes to the skyline. This is shown in dark blue, in the illustrative views.

03.1.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transformation) to enable the provision of new station access, non-residential floorspace, new homes, and new, retained and enhanced re-provided public space.

Redevelopment should:

- define Walthamstow Central as a gateway to the borough with new high quality landmarks,
- work holistically with surrounding development to create a coherent cumulative skyline,
- provide a new step-free entrance to Walthamstow Central underground station close to the Mall entrance,
- enhance the quality of the streetscene along Selborne Road,
- support sustainable transport by creating and improving pedestrian and cycle links in and around the site,
- provide a redesigned Town Square and Gardens with a new play area,
- help to repair the historic urban grain of the site, increasing permeability between the High Street and Selbourne Road.
- retain existing trees including the avenue of lime trees.

Summary of Illustrative Scenario

03.1.7 Illustrative skyline: Opportunities exist on the remainder of the site to significantly increase height. It is important that development on this site also responds to the sensitivities in the surrounding context, including the High Street and close to existing residences in the east. It is also important to ensure that the height of the Phase 1 Mall development is the limit for height in this Strategic Location. Any height on the remainder of the site, needs to ensure a suitable transition, between sites in the west, such as Sainsburys, and The Mall Phase 1.

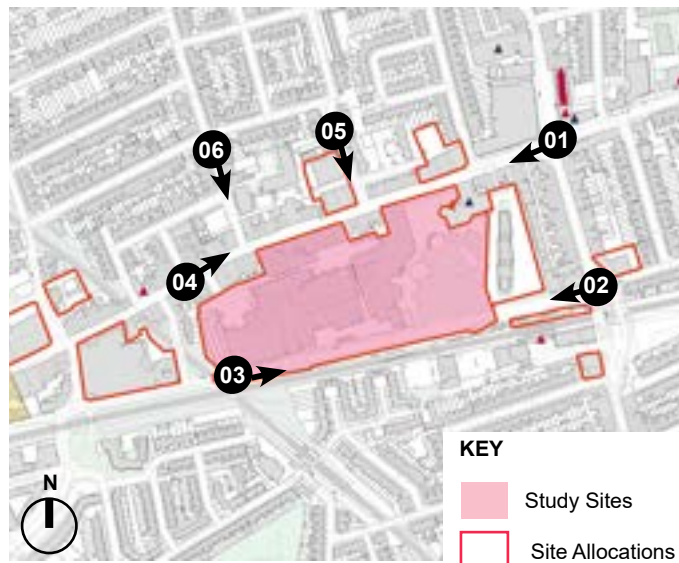
Overall, this site allows for such an increase in height due to:

03.1.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- the Grade II listed Central Library,
- the Town Square and Gardens,
- adjacent residential properties.

03.1.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in six key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

03.1.6 Important Borough Views: The site does not sit within an important borough arrival view identified in the LBWF Characterisation and Intensification Study (2019).






The Mall Key Views

- its location at the heart of the Walthamstow Major Centre and Walthamstow Town Centre Strategic Location,
- its location as a gateway to the borough,
- the opportunity to co-ordinate and cluster heights with the recent developments nearby,
- its proximity to transport links,
- potential to create a wayfinding landmark.

Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: High Street looking west

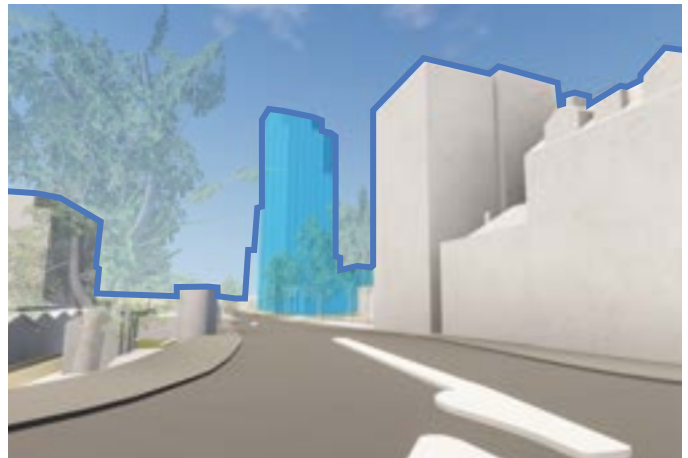
Illustrative Views



Illustrative Key View 01: High Street looking west



Key View 02: Selborne Road looking west



Illustrative Key View 02: Selborne Road looking west






Key View 03: Selborne Road looking east



Illustrative Key View 03: Selborne Road looking east

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 04: High Street looking east



Illustrative Key View 04: High Street looking east



Key View 05: Westbury Road looking south



Illustrative Key View 05: Westbury Road looking south



Key View 06: Erskine Road looking south



Illustrative Key View 06: Erskine Road looking south

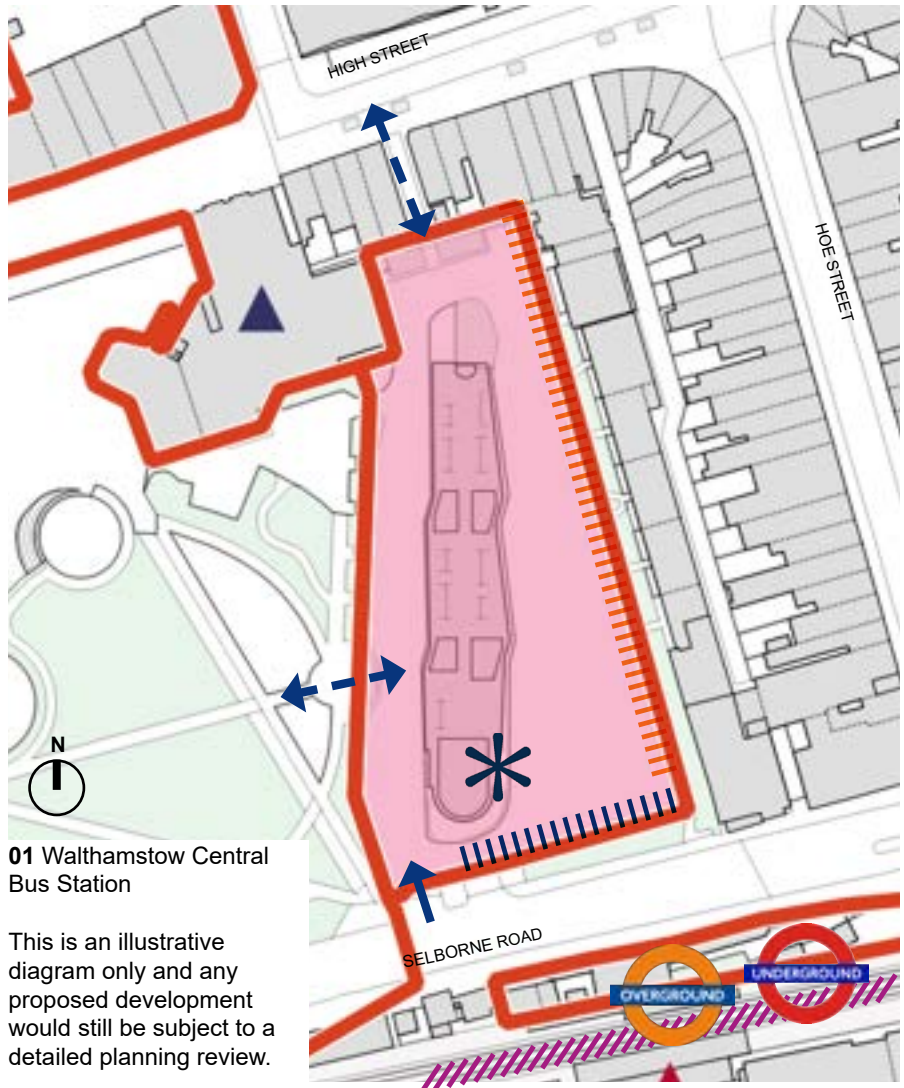
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 The Mall (Phase 1 - Implemented)	Transformation	4 - 9 storeys* *This includes increased floor to ceiling heights for the ground and first floor. <i>Illustrative views test 4 - 9 storeys</i>	18- 34 storeys <i>Illustrative views test 34 and 26 storeys</i>
01 The Mall (Phase 2 - Remaining Site)	Transformation	4- 9 storeys* *This includes increased floor to ceiling heights for the ground and first floor. <i>Illustrative views test 4- 9 storeys</i>	18 - 29 storeys <i>Illustrative views test 19 and 29 storeys</i>

CENTRAL WALTHAM FOREST WALTHAMSTOW TOWN CENTRE STRATEGIC LOCATION

03.2 WALTHAMSTOW CENTRAL BUS STATION

Study Site Overview



- Key**
- Site Allocations
 - Study Site
 - ▲ Listed Building
 - ▲ Locally Listed Building
 - Conservation Area
 - Noise from Road and Railway
- Opportunities**
- ✳ 18- 25 storeys
 - Important Frontage
 - Sensitive Edge
 - ← Site Access
 - ← - Pedestrian Access

01 Walthamstow Central Bus Station

This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

Walthamstow Centre Bus Station Street Map

Ward	High Street
PTAL	6a & 6b

03.2.1 Location: The site is within the Walthamstow Major Centre and the Walthamstow Town Centre Strategic Location – identified in the Local Plan (2020- 2035) as a key area for development and investment in the borough. It is immediately adjacent to the Town Square and Gardens and The Mall located to the west. The Town Square and Gardens is an open public space which includes an avenue of lime trees. The Mall is a popular shopping centre in the heart of Walthamstow’s Town Centre. Selborne Road is the site access and is located to the south. Pedestrian access is also offered through the Gardens and Rosebank Villas to the north – linking the site to the High Street.

Planetree Path runs along the eastern edge and gives pedestrian access to residential property.

The site does not include designated heritage assets; however, it is immediately adjacent to the Grade II listed Central Library. The locally listed Walthamstow Central Station is to the south. The site is the Walthamstow Central tube and bus transport interchange giving it excellent accessibility to public transport. The site has a Public Transport Accessibility Level (PTAL) rating of 6a & 6b, on a scale of 0 (no connectivity) to 6b (high connectivity).

03.2.2 Context: Walthamstow Major Centre is the borough's major retail area with activity focused around the Mall and High Street. Walthamstow Market, which trades five days a week, also helps draw people to the area and centres on the High Street and Town Square.

The activities of the transport interchange play a key role in defining character of the area.

The open space of the Town Square and Gardens is at the heart of the area's activities and offers respite from the bustle whilst also providing a community focus.

Architecturally, the area has a mix of fine grain buildings such as those along the High Street and larger footprint uses including the Mall. There is an emerging cluster of tall buildings, at The Mall phase 1, the Travelodge and the recently completed development at Juniper House.

Phase 1 of the Mall Development is nearing completion and already positively contributes to the skyline. This is shown in dark blue, in the illustrative views.

03.2.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transformation).

Redevelopment should:

- define Walthamstow Central as a gateway to the borough with a new high-quality landmark,
- work holistically with surrounding development to create a coherent cumulative skyline,
- enhance the quality of the streetscene along Selborne Road,
- provide step free access to the station and inclusive access to a well designed public transport interchange.
- support sustainable transport by creating and improving pedestrian and cycle links in and around the site,

03.2.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- the Grade II listed Central Library,
- Locally listed Walthamstow Central Station,
- the Town Square and Gardens,
- adjacent residential properties.

03.2.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in eight key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.



Walthamstow Central Bus Station Key Views

Summary of Illustrative Scenario

03.2.7 Illustrative Skyline: Opportunities exist to significantly increase height and provide a marker to help identify this important location and transport interchange but, it is important that development on this site also responds to the sensitivities in the surrounding context, including the Town Square and Gardens and close to existing residences in the east.




Overall, this site allows for such an increase in height due to:

- its location at the heart of the Walthamstow Major Centre and Walthamstow Town Centre Strategic Location,
- its location as a gateway to the borough,
- the opportunity to co-ordinate and cluster heights with the recent and planned developments nearby,
- its proximity to transport links,
- potential to create a wayfinding landmark.

A tall building on this site should consider the cumulative impact of surrounding tall buildings, to create a dynamic clustering.

Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

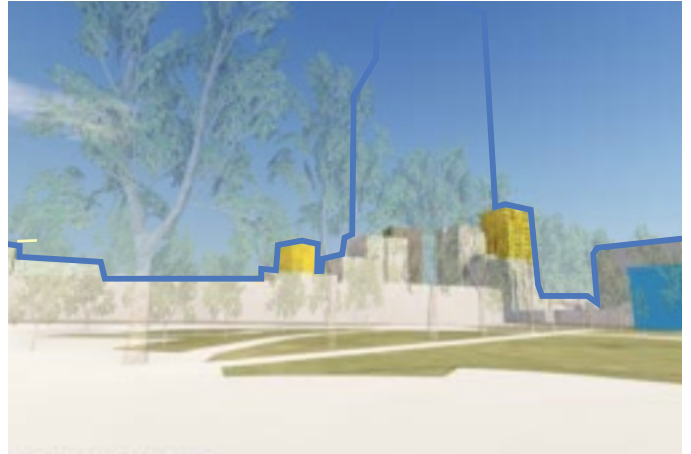
-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: Walthamstow Square Gardens looking south east

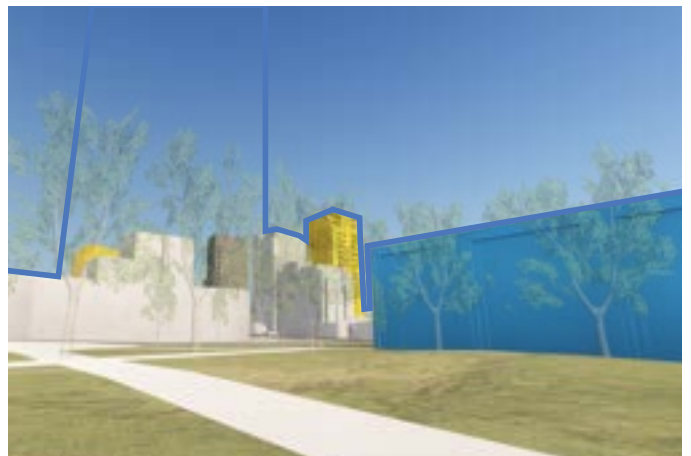
Illustrative Views



Illustrative Key View 01: Walthamstow Square Gardens looking south east



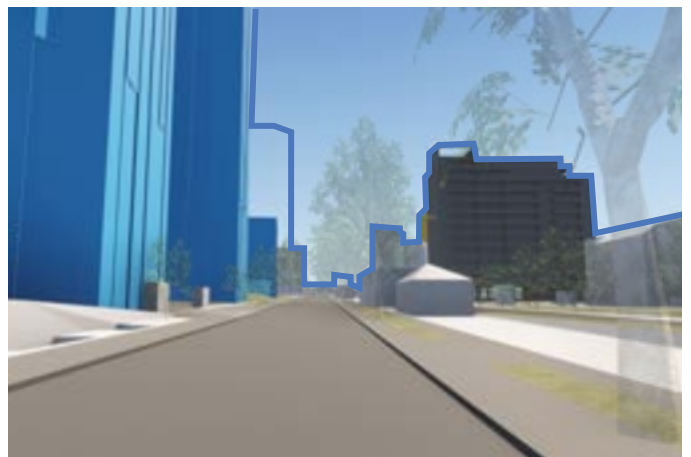
Key View 02: Walthamstow Square Gardens looking south east



Illustrative Key View 02: Walthamstow Square Gardens looking south east






Key View 03: Selborne Road looking east



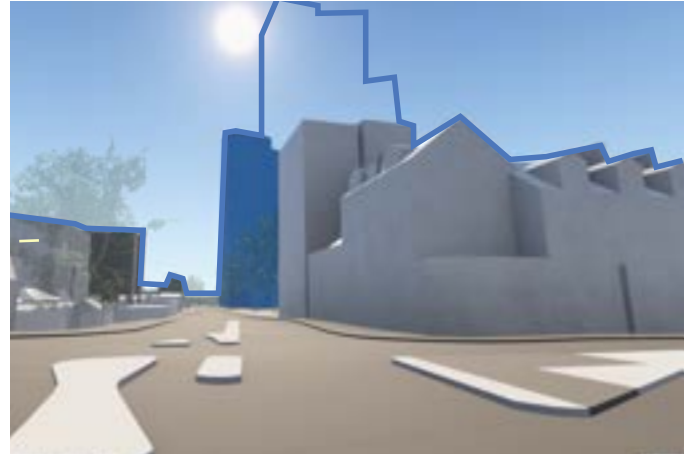
Illustrative Key View 03: Selborne Road looking east

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 04: Selborne Road looking west



Illustrative Key View 04: Selborne Road looking west



Key View 05: Hoe Street looking north



Illustrative Key View 05: Hoe Street looking north



Key View 06: St Mary's Road looking west



Illustrative Key View 06: St Mary's Road looking west

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 07: High Street looking west



Illustrative Key View 07: High Street looking west



Key View 08: Rosebank Villas looking south



Illustrative Key View 08: Rosebank Villas looking south

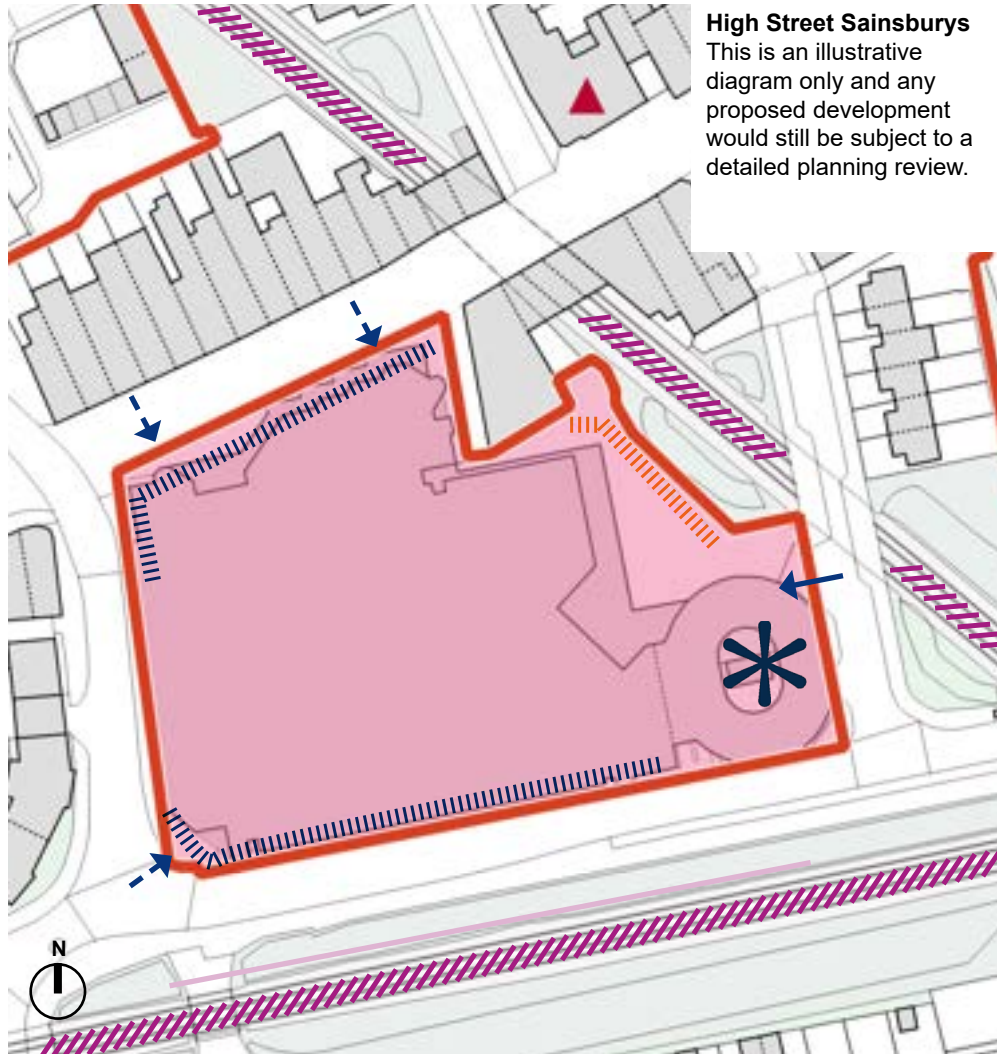
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Walthamstow Central Bus Station	Transformation	4- 9 storeys <i>Illustrative views test 4 - 9 storeys</i>	18- 25 storeys <i>Illustrative views test 25 storeys</i>

CENTRAL WALTHAM FOREST WALTHAMSTOW TOWN CENTRE STRATEGIC LOCATION

03.3 HIGH STREET SAINSBURYS

Study Site Overview



High Street Sainsburys
This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

Key

- Site Allocations
- Study Site
- ▲ Listed Building
- ▲ Locally Listed Building
- Conservation Area
- Noise from Road and Railway

Opportunities

- ✱ 18- 22 storeys
- Important Frontage
- Sensitive Edge
- ← Site Access
- - ← Pedestrian Access

Ward	High Street
PTAL	5 & 6a

High Street Sainsburys

03.3.1 Location: The site is within Walthamstow Town Centre and Walthamstow Strategic Location – identified in the Local Plan (2020- 2035) as a key area for development and investment in the borough.

Walthamstow Town Centre is the only major town centre in the borough, and is also where borough market is found, which is the longest running market in Europe.

Transport links are superb in the area, with the site currently possessing a PTAL score of 5 & 6a on a scale of 0 to 6b.

03.3.2 Context: Although most of the area are of low heights, Walthamstow Strategic Location and the neighbouring St

James is undergoing massive changes including increased redevelopment and massing being added from The Mall development in the east, to the blocks which make up the St James Area in the west.

03.3.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transformation). Redevelopment should:

- Step up height towards Selbourne Road, and the east of the site, in order to ensure a transition between the lower height of the High Street.

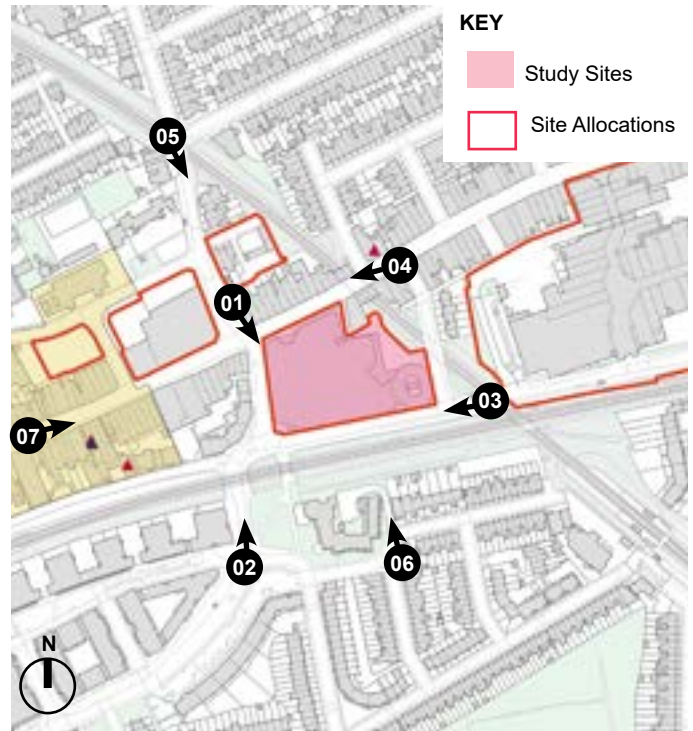
- The potential to define Walthamstow Major Town Centre;
- The opportunity to create a cohesive Town Centre skyline; and
- The potential to improve wayfinding and navigation in a key borough location.

03.3.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- Impacting developments to the north due to overshadowing, including the high street.
- Locally listed heritage building is nearby. Redevelopment must ensure that its significance is taken into consideration throughout the design and planning process.
- Consideration needs to be given to the Walthamstow St James Conservation Area to the west.

03.3.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in 7 key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

03.3.6 Important borough views: The site does not sit within any important borough views identified in the LBWF Characterisation and Intensification Study (2019).



High Street Sainsburys Key Views

Summary of Illustrative Scenario

03.3.7 Illustrative Skyline: Opportunities exist to significantly increase height and provide a marker to help identify this important location but it is important that development on this site also responds to the sensitivities.

Overall, this site allows for such an increase in height due to:

- its location within Walthamstow Major Town Centre;
- the opportunity to co-ordinate and cluster heights with the recent developments nearby,

- its proximity to transport links,
- potential to create a wayfinding landmark on a prominent corner of the high street.

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction

Key Views



Key View 01: Palmerston Road looking south



Key View 02: South Grove looking north



Key View 03: Selbourne Road looking west

Illustrative Views



Illustrative Key View 01: Palmerston Road looking south



Illustrative Key View 02: South Grove looking north



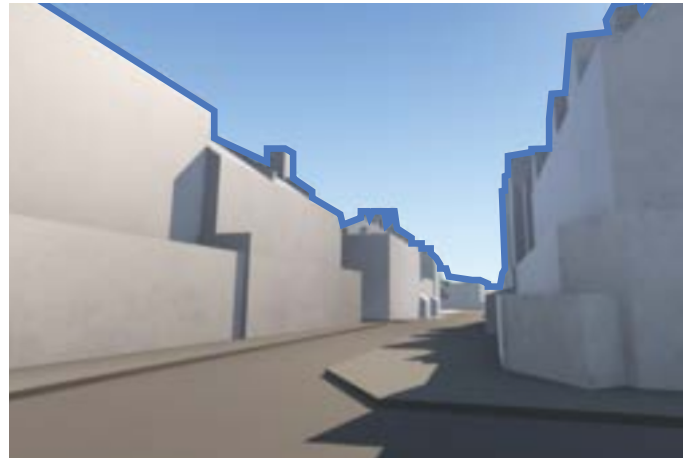
Illustrative Key View 03: Selbourne Road looking west

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



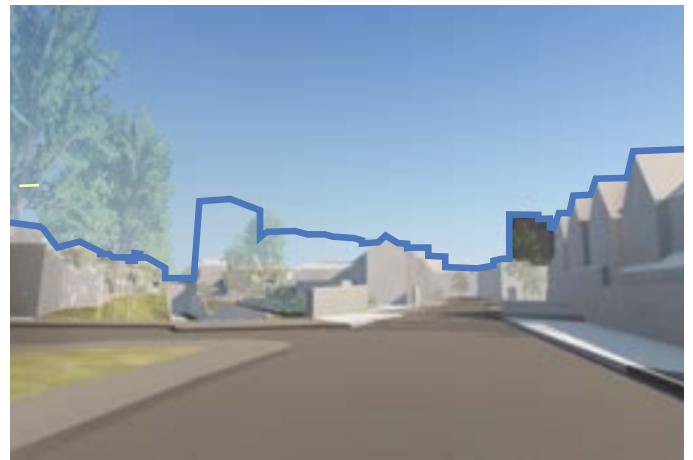
Key View 04: High Street looking west



Illustrative Key View 04: High Street looking west



Key View 05: Palmerston Road looking south



Illustrative Key View 05: Palmerston Road looking south



Key View 06: Park Road looking north



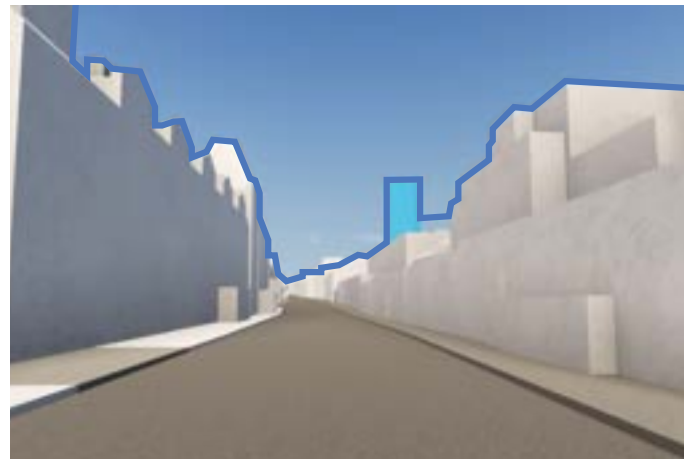
Illustrative Key View 06: Park Road looking north

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 07: Walthamstow High Street looking west



Illustrative Key View 07: Walthamstow High Street looking west

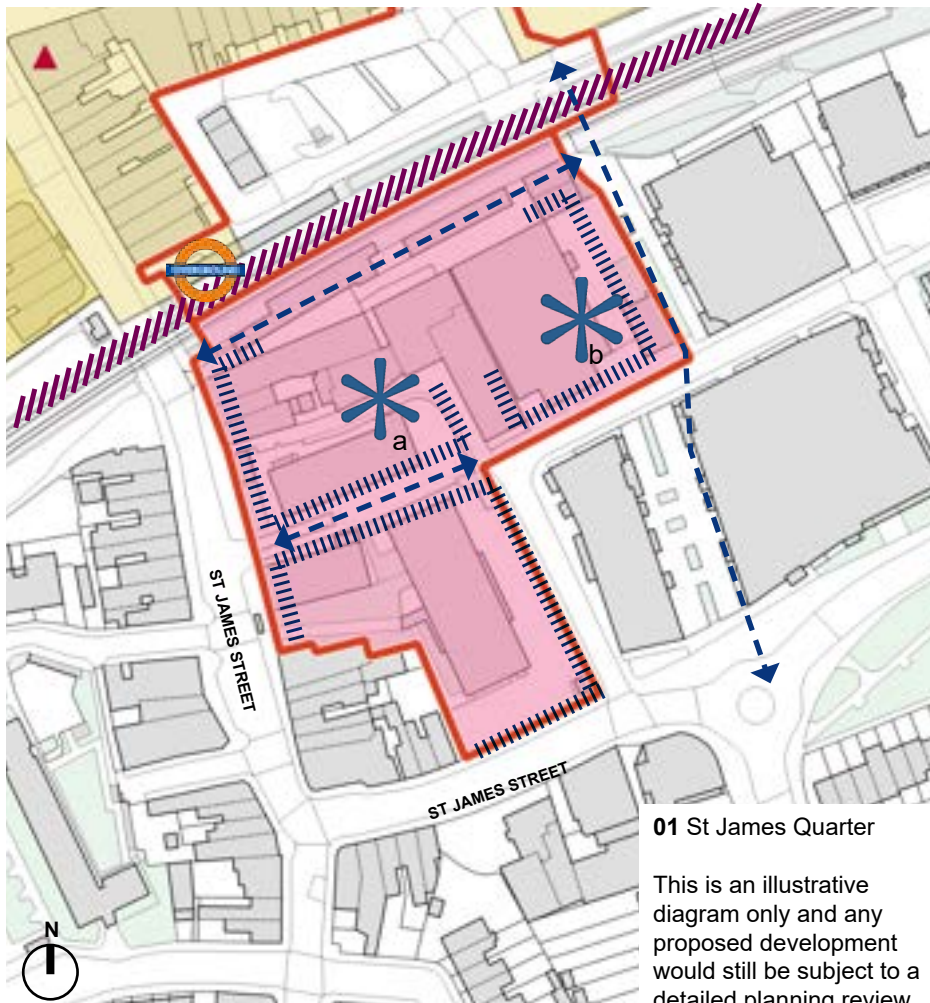
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 High Street Sainsburys	Transformation	4-9 storeys <i>Illustrative views test 4-9 storeys</i>	18- 22 storeys <i>Illustrative views test 22 storeys</i>

CENTRAL WALTHAM FOREST WALTHAMSTOW TOWN CENTRE STRATEGIC LOCATION

03.4 ST JAMES QUARTER

Study Site Overview



- Key**
- Site Allocations
 - Study Site
 - ▲ Listed Building
 - ▲ Locally Listed Building
 - Conservation Area
 - Noise from Road and Railway
- Opportunities**
- ✳ a. 10 - 12 storeys
 - ✳ b. 15 - 17 storeys
 - Important Frontage
 - Sensitive Edge
 - ← Site Access
 - ↔ Pedestrian Route

01 St James Quarter

This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

Ward	Markhouse
PTAL	4 & 5

St James Quarter Street Map

03.4.1 Location: The St James Quarter site sits within Walthamstow Major Centre and the Walthamstow Town Centre Strategic Location – identified in the Local Plan (2020-2035) as a key area for development and investment in the borough. The site runs alongside the railway line close to St James’ Street station. Both ends of the site have routes that pass under the railway line, St James Street in the west and the pedestrian/cycle underpass in the east providing links to the Courtenay Mews bus terminus and the High Street.

The site does not include any designated heritage assets, but the St James’ Street Conservation Area, which centres along the busy High Street and Leucha Road, are close by. There are locally and statutory listed buildings within the conservation area.

Due to the site’s proximity to the bus terminus, Walthamstow

Central station and St James Street Overground station it has good transport links. The site has a Public Transport Accessibility Level (PTAL) rating of 4- 5, on a scale of 0 (no connectivity) to 6b (high connectivity).

03.4.2 Context: The character of the site is largely established by its proximity to the railway line and St James Street Station. The surrounding architecture plays a key role, offering a combination of fine grained three-storey Victorian buildings along St James Street, and larger mass and scale buildings of the recently completed South Grove, Jazz Yard and Essex Brewery developments in the east.

The site is set away from the main activities of the High Street, but the CRATE development on the site brings life and vibrancy to the area.

03.4.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transition) to enable the provision of much needed new homes, non-residential floorspace including commercial, community and cultural uses, and the re-provision of the medical centre.

Redevelopment should:

- respect the character of St James Street and the setting of the Walthamstow St James Street and Leucha Road Conservation Areas and locally and nationally listed buildings,
- help with wayfinding to St James Street Station,
- support step-free access to St James Street Station,
- add cohesively to the dynamic new St James Quarter skyline,
- where possible bring railway arches into active use,
- repair the break in the green corridor that runs along the railway line by planting trees to the north of the site,
- improve pedestrian and cycle linkages,
- improve public realm,
- provide a strong animated edge to St James' Street, and other routes in and around the site.

03.4.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- the St James Street Conservation Area and Leucha Road Conservation Area and its setting,
- the settings of nearby locally and statutory listed buildings,
- any adjacent residential properties,
- the character along St James Street.

03.4.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in eleven key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

Summary of Illustrative Scenario

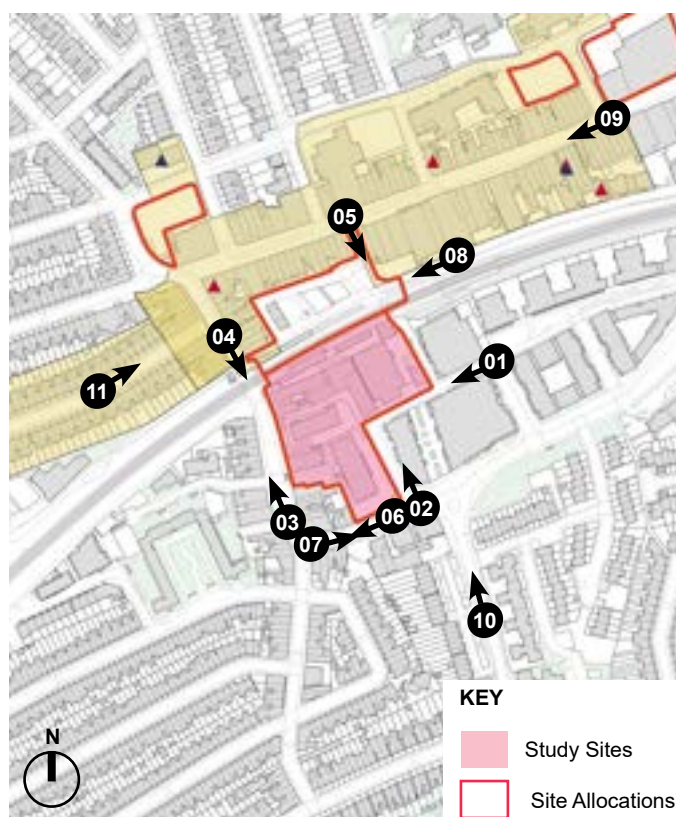
03.4.7 Illustrative skyline: Redevelopment of the site must respond appropriately to the heritage context and adjacent residential buildings.

Modest heights would be expected along St James Street but there may be some opportunity for greater height towards the east to respond to the increased scale of recent developments. The illustrative scenario therefore tests a general shoulder height across the site of three- to five-storeys, stepping up to a building of six- to nine-storeys (this study has tested 7 & 9-storeys) and a tall building of 10- 16-storeys (this study has tested 16-storeys) at the north east of the site.

The eastern part of the site has been identified as appropriate for this increase of height as it is:

- located in Walthamstow Major Centre,

03.4.6 Important borough views: The site does not sit within an important borough arrival view identified in the LBWF Characterisation and Intensification Study (2019).



St James Quarter Key Views




- set away from St James Street and the Conservation Area,
- in close proximity to St James Street Overground station,
- adjacent to recent development which has increased residential density context.

This sensitive increase in height would:

- tie the surrounding buildings and new development together,
- give the streetscape more activation, cohesion and definition,
- provide wayfinding to St James Street Station.

Redevelopment of the site must avoid negative impact on harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: Brunner Road looking west

Illustrative Views



Illustrative Key View 01: Brunner Road looking west



Key View 02: Brunner Road looking north



Illustrative Key View 02: Brunner Road looking north






Key View 03: St James Street looking north



Illustrative Key View 03: St James Street looking north

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 04: St James Street looking south



Illustrative Key View 04: St James Street looking south



Key View 05: Courtenay Mews looking south



Illustrative Key View 05: Courtenay Mews looking south



Key View 06: South Grove looking west



Illustrative Key View 06: South Grove looking west

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



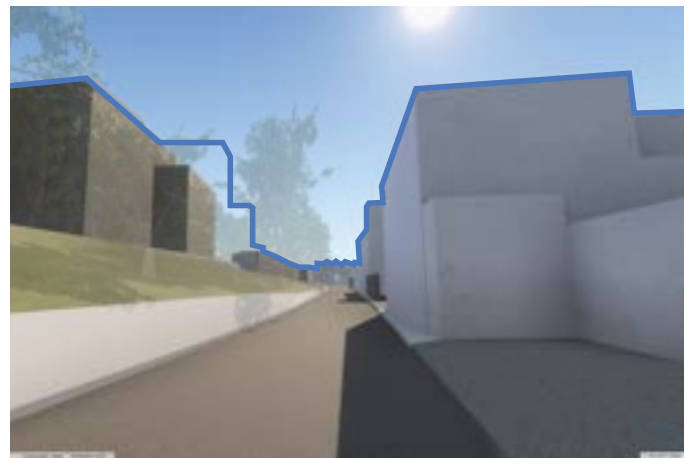
Key View 07: St James Street looking east



Illustrative Key View 07: St James Street looking east



Key View 08: Cranbrook Mews looking west



Illustrative Key View 08: Cranbrook Mews looking west



Key View 9: High Street looking west



Illustrative Key View 9: High Street looking west

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 10: A1006 looking north



Illustrative Key View 10: A1006 looking north



Key View 11: Leucha Road looking east



Illustrative Key View 11: Leucha Road looking east

Summary Table

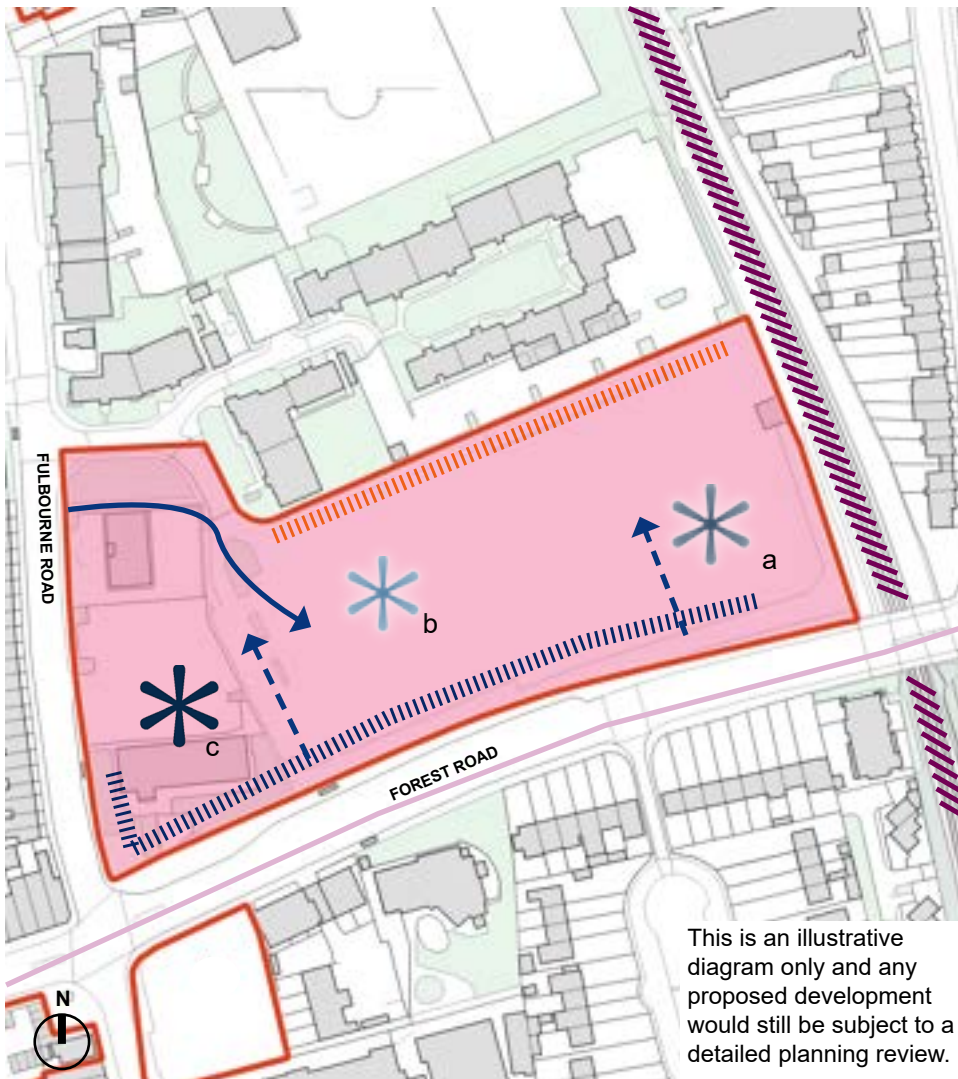
Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 St James Quarter	Transition	6 - 9 storeys <i>Illustrative views test uses 6-9 storeys</i>	12 - 17 storeys <i>Illustrative views test 17 storeys</i>

CENTRAL WALTHAM FOREST FOREST ROAD CORRIDOR STRATEGIC LOCATION

03.5

WILLOW HOUSE, STERLING HOUSE AND PATCHWORKS

Study Site Overview



This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

Ward	Chapel End
PTAL	3

Wood Street Junction Street Map

03.5.1 Location: This site is located on the busy junction of Wood Street and Forest Road. It sits within the Forest Road Corridor Strategic Location – identified in the Local Plan (2020-2035) as a key area for development and investment in the borough.

The site is within walking distance of Wood Street Overground station, giving the area a Public Transport Accessibility Level (PTAL) rating of 3, on a scale of 0 (no connectivity) to 6b (high connectivity).

03.5.2 Context: This site sits mostly within a medium urban grain, with fair distances between the buildings. To the east and west are fine-grain residential streets of Victorian terraces. The surrounding buildings heights generally range from two- to

four- storeys. However, there is a cluster of tall buildings in the immediate vicinity, with the 11 storey Wood Street Families and Homes Hub having recently completed, to the south of the site, on the corner of Forest Road and Wood Street. St Davids Court – a 12-storey residential tower is located to the south-west. There is a lack of public amenity in the immediate vicinity of the sites.

The Waltham Forest Town Hall campus – currently being redeveloped to create a new and sustainable mixed-use neighbourhood – can be found a short walk west of the sites. Wood Street, running to the south, has a distinctive high street character.

The development under construction on the Patchworks portion

of the site is already contributing positively to the skyline, given it is in its construction phase. This forms part of this site allocation, but is already being implemented. On this site, tall buildings ranging between 10, 13, 15 and 18 storeys have been consented.

03.5.3 Opportunities: Redevelopment of these sites offers the opportunity for sensitive, high-quality and transformative intensification creating a vibrant, green, connected and family-friendly Wood Street junction. This will enable the provision of new homes, business space, shops local amenities and social/ community infrastructure. Redevelopment should:

- create a wayfinding landmark at the Wood Street key junction,
- strengthen the area's sense of arrival,
- continue Wood Street's high street frontage to Forest Road, creating greater street-level articulation and activation,
- improve public spaces and provide a new public realm.

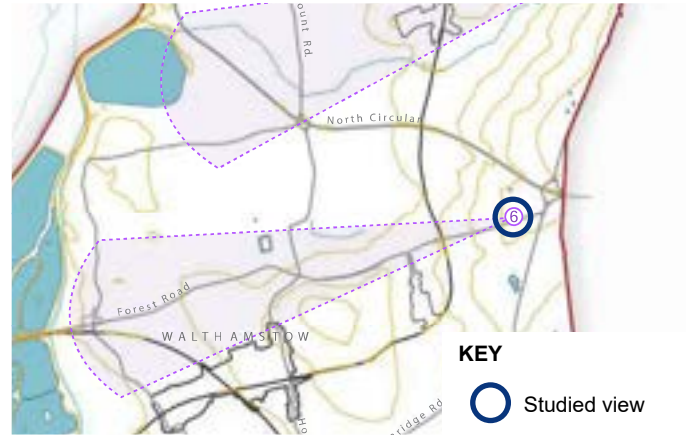
03.5.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- locally listed buildings both within and adjacent to the study area,
- surrounding residential properties.

03.5.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in seven key views to review the impact of potential development on these sites on the existing character and

townscape of the surrounding context, in long-range, mid-range and immediate views.

03.5.6 Important borough views: The site also sits within an important borough view as identified in the Characterisation and Intensification Study. This view is from the junction of Forest Road and Fernhill Court, looking west towards the Waltham Forest Town Hall. It is clear from the view tested that the already consented and in-delivery scheme at patchworks obscures any impacts of the illustrative height tested at Willow House.



Overview of Borough Views, Characterisation and Intensification Study, Stage 1 & 2



Wood Street Junction Key Views

Summary of Illustrative Scenario

03.5.7 Illustrative skyline: Redevelopment of these sites must respond appropriately to the scale of the adjacent properties and the character of Wood Street and the Forest Road Corridor. Developing the Sterling House, Willow House site and Patchworks site up to a typical shoulder height of three- to eight-storeys would be appropriate (this study uses three- to eight-storeys).

The Sterling House and Willow House site has been identified as appropriate for a tall building of 18- to 23 storeys (this study uses 23-storeys). The adjacent tall buildings require a marked difference in height to create a dynamic clustering. The site allows for a sensitive increase in height due to its:

- location at one of the borough's key junctions,
- location within the Forest Road Corridor Strategic Location and Wood Street Area Action Plan.




This increase in height should offer the opportunity to provide

public amenities and public realm improvements to Wood Street junction and would complement the ongoing redevelopment of the surrounding area along Forest Road and at the Waltham Forest Town Hall campus.

By keeping heights within the parameters recommended here, the presence of the junction on the skyline of the borough would be enhanced. The increase in height would also enhance the local skyline by tying together the area's varying building heights providing a landmark at Wood Street's junction with Forest Road.

Redevelopment of the site must avoid harmful overshadowing or other impacts that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of neighbouring properties.

Illustrative Views Key

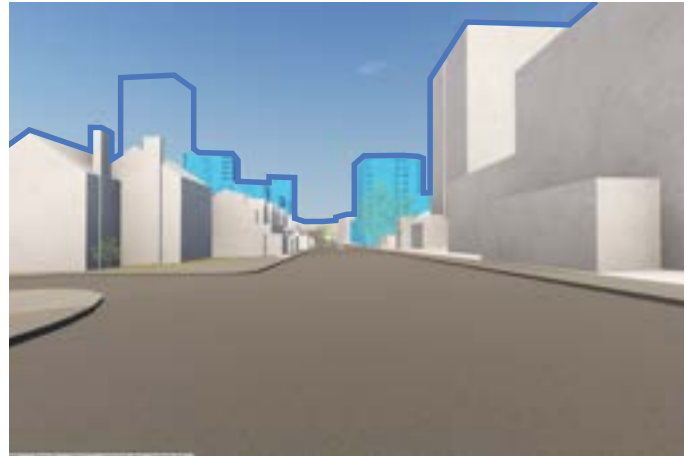
-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: Forest Road looking east

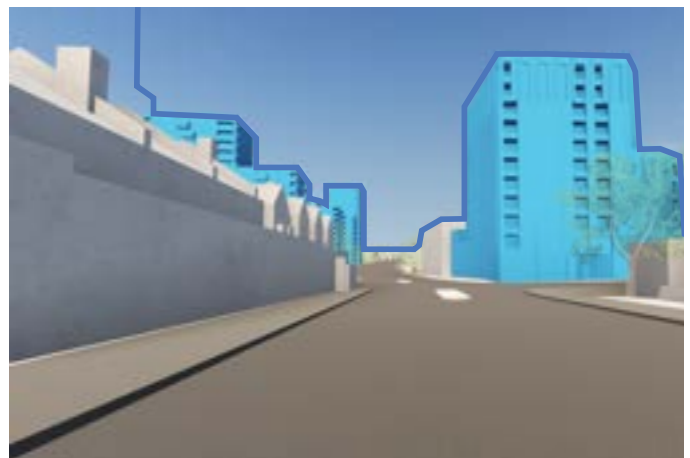
Illustrative Views



Illustrative Key View 01: Forest Road looking east



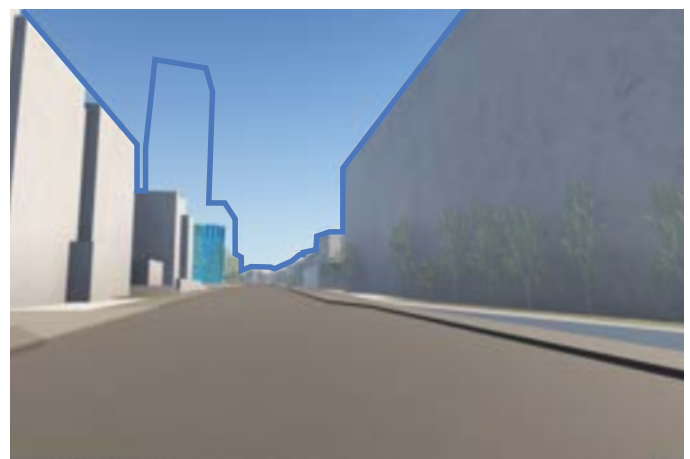
Key View 02: Forest Road looking east



Illustrative Key View 02: Forest Road looking east






Key View 03: Fulborne Road looking south



Illustrative Key View 03: Fulborne Road looking south

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



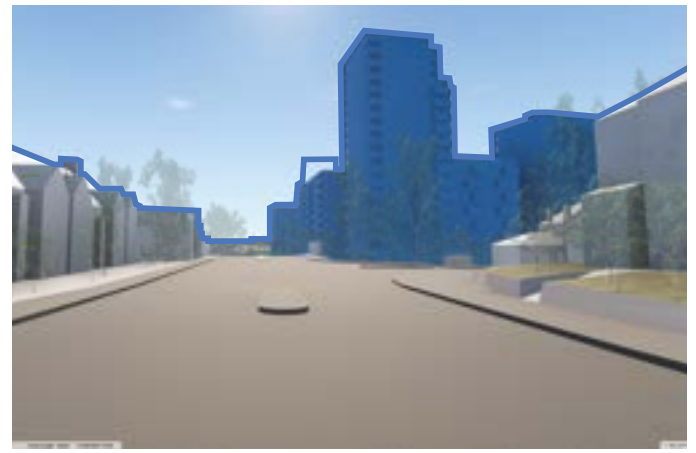
Key View 04: Forest Road looking west



Illustrative Key View 04: Forest Road looking west



Key View 05 Forest Road looking west



Illustrative Key View 05: Forest Road looking west



Key View 06 Wood Street looking north



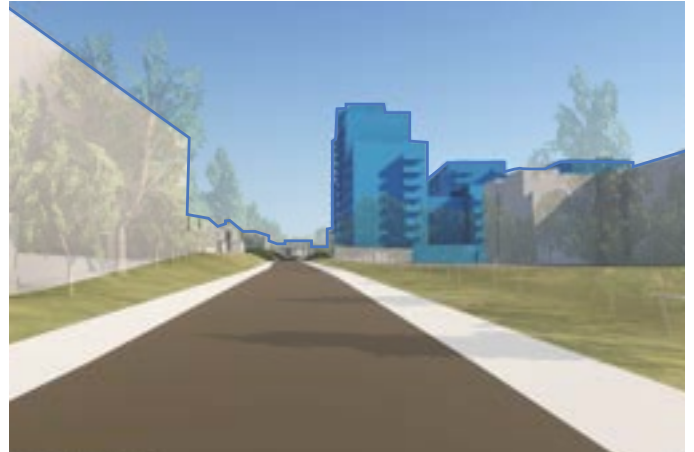
Illustrative Key View 06: Wood Street looking north

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 07: Railway line looking south



Illustrative Key View 07: Railway line looking south

Important Borough View



Important Borough View - the junction of Forest Road and Fernhill Court, looking west

Illustrative Important Borough View



Illustrative Important Borough View - the junction of Forest Road and Fernhill Court, looking west

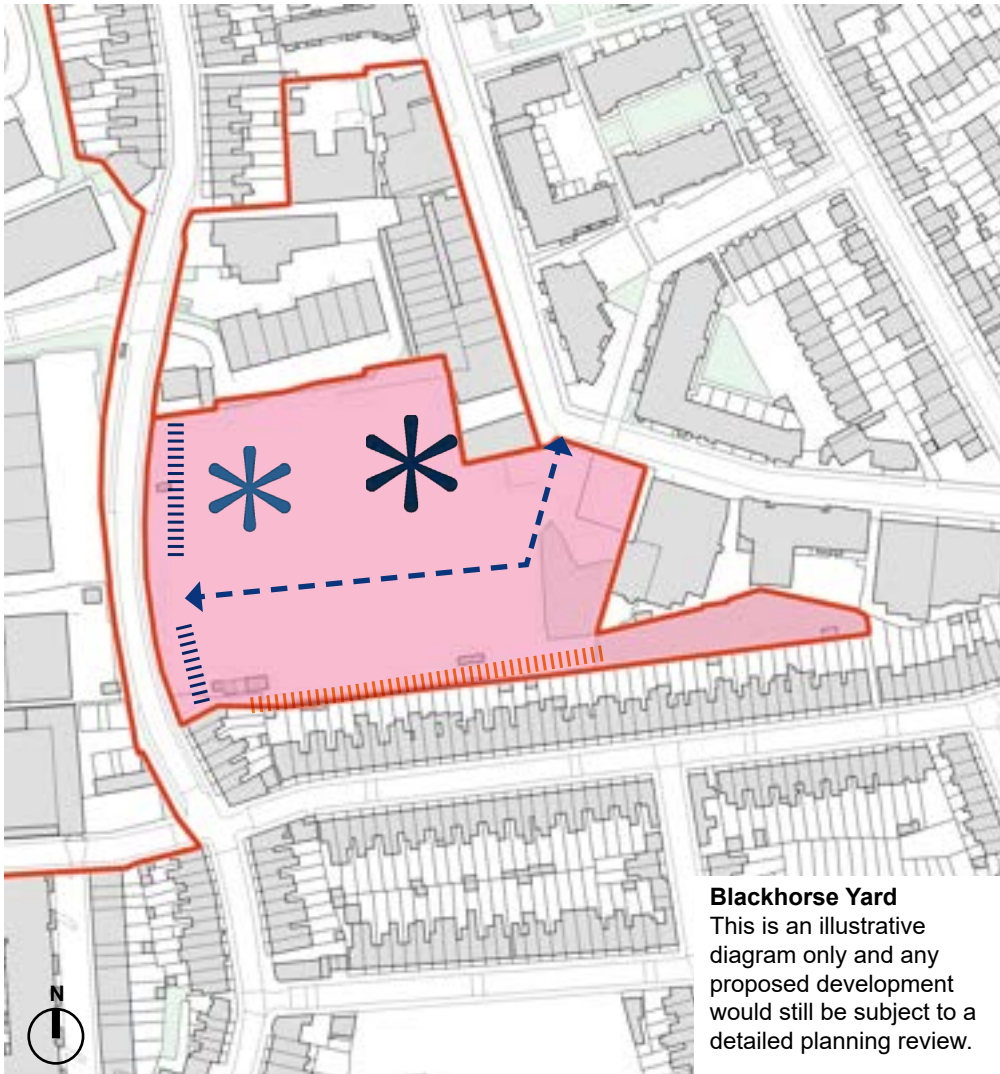
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Willow House & Sterling House	Transformation	4-9 storeys <i>Illustrative views test 4-9 storeys</i>	20 - 23 Storeys <i>Illustrative views test 23 storeys</i>
02 Patchworks Site	Transformation	4-9 storeys <i>Illustrative views test 4-9 storeys</i>	10 - 18 Storeys <i>Illustrative views test 18 storeys (shown in blue)</i>

CENTRAL WALTHAM FOREST BLACKHORSE LANE STRATEGIC LOCATION

03.6 BLACKHORSE YARD

Study Site Overview



Key

- Site Allocations
- Study Site
- ▲ Listed Building
- ▲ Locally Listed Building
- Conservation Area
- // Noise from Road and Railway

Opportunities

- ✱ 20 - 23 storeys
- ✱ 12 - 15 storeys
- |||| Important Frontage
- |||| Sensitive Frontage
- ← Site Access
- - - Pedestrian Access

Blackhorse Yard
This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

Ward	Higham Hill
PTAL	1b and 3

Blackhorse Yard

03.6.1 Location: The site is within Blackhorse Lane Strategic Location – identified in the Local Plan (2020- 2035) as a key area for development and investment in the borough. It is also located within the Blackhorse Lane Creative Enterprise Zone.

Transport links are good in the area, with the site currently possessing a PTAL score of 1b and 3 on a scale of 0 to 6b. It is relatively close to Blackhorse Road Station, which offers Underground and Overground connections, as well as various bus connections.

03.6.2 Context: The site is not located within the vicinity of any key heritage assets.

03.6.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transformation). Redevelopment should:

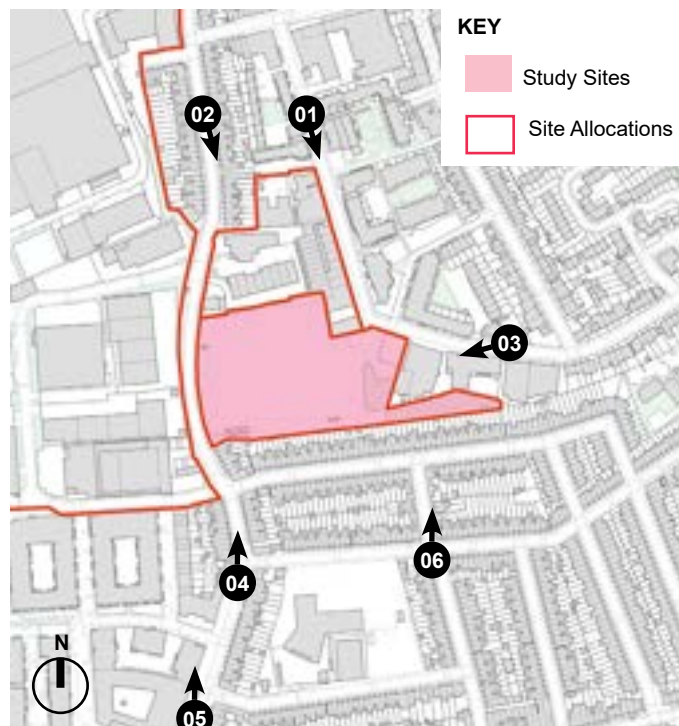
- Provide opportunities to provide increased permeability across the site, from Blackhorse Lane to Sutherland Road.
- Provide a landscape-led approach, helping to enhance existing green and blue networks in the area, including the de-culverting of Dagenham Brook;
- The opportunity to create a cohesive skyline within the strategic location; and
- The potential to improve wayfinding and navigation in a key borough location.

03.6.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

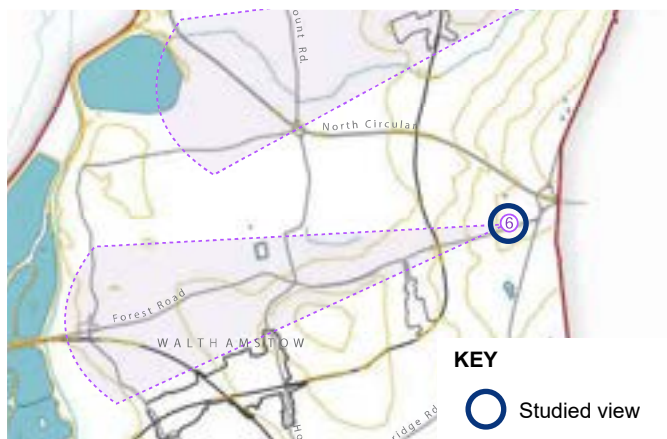
- Impacting developments to the north due to overshadowing, including the high street.
- There are some existing mature trees to the south of the site that will need to be considered.
- Servicing and access into the site needs careful consideration.

03.6.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in 6 key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

03.6.6 Important borough views: The site also sits within an important borough view as identified in the Characterisation and Intensification Study. This view is from Forest Road, looking west towards the Waltham Forest Town Hall. Due to the distance from the source of this view (approx 3km), and the lack of impact identified in the Illustrative Important Borough View for the far closer, Willow House, Sterling House and Patchworks site on page 35, it is considered that a proposal at the scale tested will not have an impact in townscape terms. As a result, it has not been illustrated in this study.



Blackhorse Yard Key Views



Overview of Borough Views, Characterisation and Intensification Study, Stage 1 & 2

Summary of Illustrative Scenario

03.6.7 Illustrative Skyline: Opportunities exist to significantly increase height and provide a marker to help identify this important location and transport interchange but, it is important that development on this site also responds to the sensitivities. Given recent consents on the Blackhorse SIL/LSIS site, it is considered that the site could potentially support additional height, compared to the previous consent granted in 2019.




It is worth noting that the wider Blackhorse Lane Masterplan supports character-led intensification on the remainder of the Blackhorse Lane SIL/LSIS site, however this has not been modelled in this study. The consented scheme at Uplands has been modelled, and this is shown in yellow in the illustrative views.

Overall, this site allows for such an increase in height due to:

- its location within the Blackhorse Lane Strategic Location.
- the opportunity to co-ordinate and cluster heights with the recent developments nearby,
- its proximity to transport links,
- its opportunity to deliver increased permeability across the site.

Redevelopment of the site must avoid negative impact on harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: Sutherland Road looking south

Illustrative Views



Illustrative Key View 01: Sutherland Road looking south



Key View 02: Blackhorse Lane looking south



Illustrative Key View 02: Blackhorse Lane looking south



Key View 03: Sutherland Road looking west



Illustrative Key View 03: Sutherland Road looking west



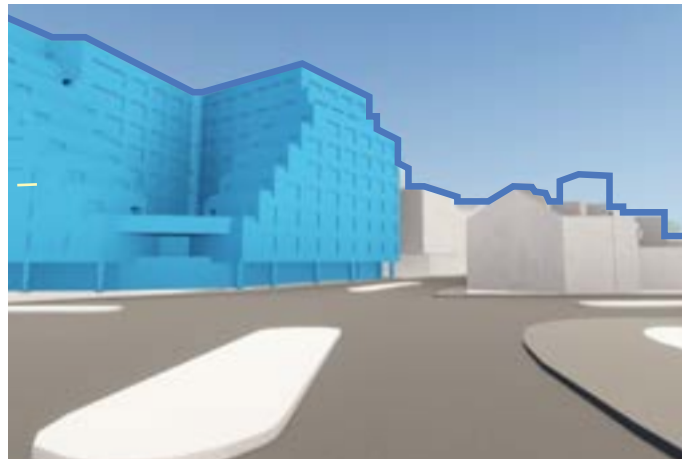
Key View 04: Blackhorse Lane looking north



Illustrative Key View 04: Blackhorse Lane looking north



Key View 04: Blackhorse Road looking north



Illustrative Key View 04: Blackhorse Road looking north



Key View 05: Pembar Avenue looking north



Illustrative Key View 05: Pembar Avenue looking north

Summary Table

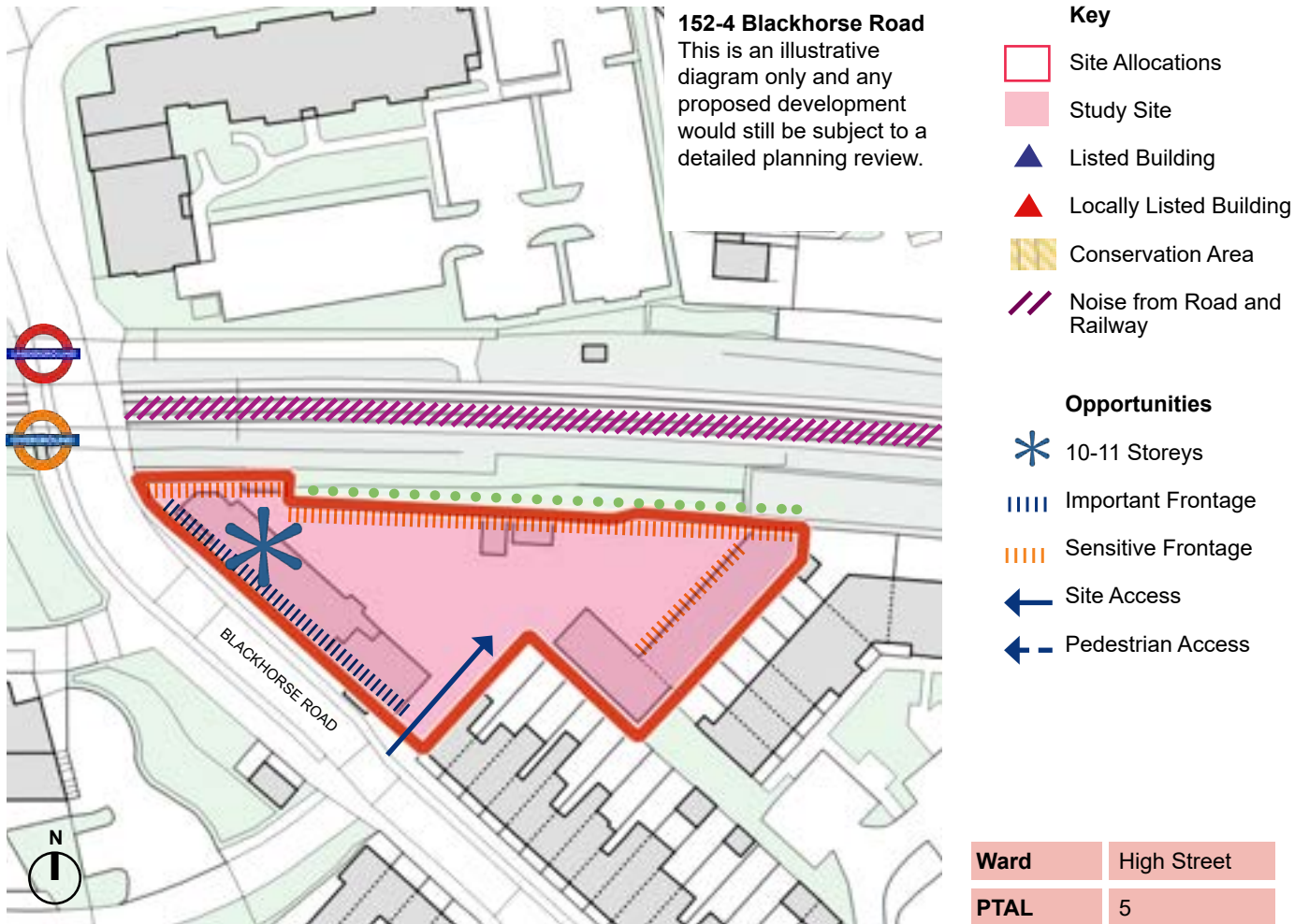
Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
Blackhorse Yard	Transformation	4-9 storeys <i>Illustrative views test 7 storeys</i>	15 - 23 storeys <i>Illustrative views test 23 and 15 storeys</i>

CENTRAL WALTHAM FOREST BLACKHORSE LANE STRATEGIC LOCATION

03.7

152 - 154 BLACKHORSE ROAD

Study Site Overview



152 - 154 Blackhorse Road

03.7.1 Location: The site is within Blackhorse Lane Strategic Location – identified in the Local Plan (2020- 2035) as a key area for development and investment in the borough. It is also located within the Blackhorse Lane Creative Enterprise Zone.

Transport links are good in the area, with the site currently possessing a PTAL score of 5 on a scale of 0 to 6b. It is within 100m of Blackhorse Road Station, which offers Underground and Overground connections, as well as various bus connections. Site access is onto Blackhorse Road and is located to the South west.

The Northern side of the site boundary is adjacent to railway lines for Blackhorse Lane tube station and Overground station. The site does not include, or is adjacent to any designated heritage assets.

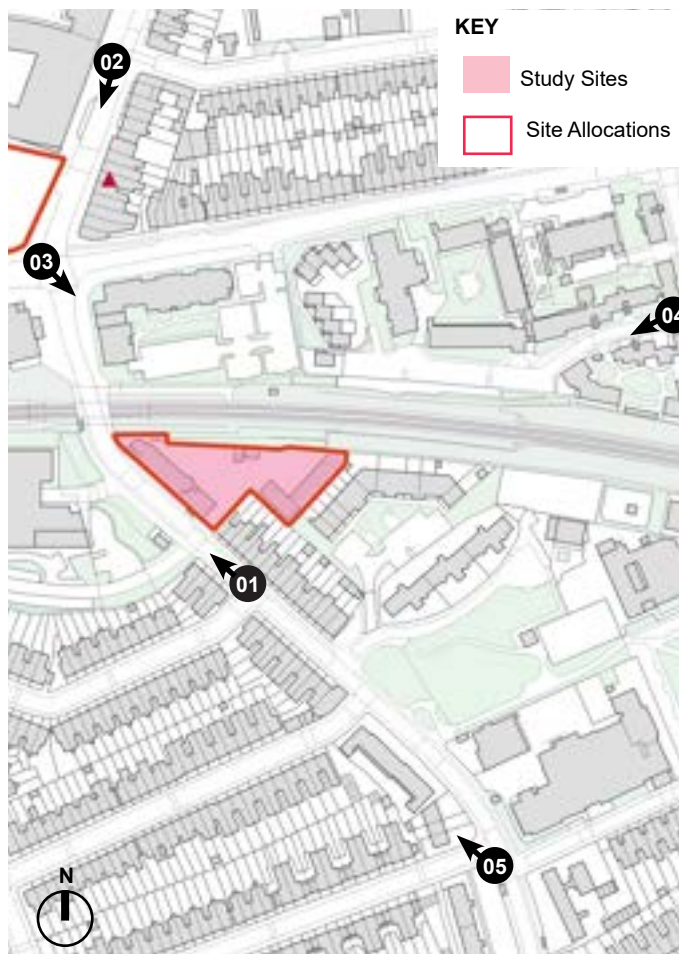
03.7.2 Context: Blackhorse Lane is not only a borough employment area but also the boroughs only creative enterprise zone which will help to support the objectives of the CEZ by improving skills, learning and the provision of affordable workspace for residents. The site is not located within the vicinity of any key heritage assets. The Locally Listed Cafe Rodi is located to the north of the site, however its significance is primarily related to its intact interior.

03.7.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transition). Redevelopment should:

- Create proximity to excellent transport links;
- The potential to create a wayfinding landmark at Blackhorse Road station to create focal points around and aid navigation;
- The opportunity to co-ordinate and cluster heights with recently completed and planned developments nearby;

03.7.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- Existing housing at the rear of the site.



152-4 Blackhorse Road Key Views

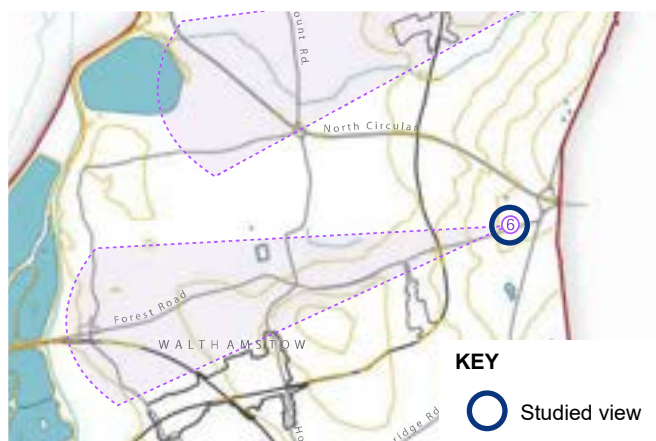
Summary of Illustrative Scenario

03.7.7 Illustrative Skyline: Opportunities exist to significantly increase height and provide a marker to help identify this important location and transport interchange but, it is important that development on this site also responds to the sensitivities in the surrounding context.

- Overall, this site allows for such an increase in height due to:
- its location within the Blackhorse Lane Strategic Location,
 - the opportunity to co-ordinate and cluster heights with the recent developments nearby,
 - its proximity to transport links,
 - potential to create a wayfinding landmark.
 - a suitable transition between the heights to the south and the station to the north.

03.7.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in 5 key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

03.7.6 Important borough views: The site also sits within an important borough view as identified in the Characterisation and Intensification Study. This view is from Forest Road, looking west towards the Waltham Forest Town Hall. Due to the distance from the source of this view (approx 3km), and the lack of impact identified in the Illustrative Important Borough View for the far closer, Willow House, Sterling House and Patchworks site on page 35, it is considered that a proposal at the scale tested will not have an impact in townscape terms. As a result, it has not been illustrated in this study.






Overview of Borough Views, Characterisation and Intensification Study, Stage 1 & 2

The illustrative massing tested, will be in line with building heights in its proximity and would not impede and overshadow any neighbouring buildings to a great effect.

Redevelopment of the site must avoid negative impact on harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

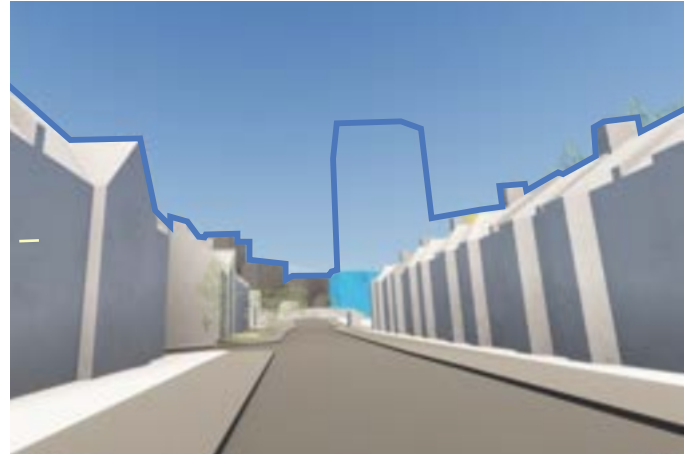
-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: Blackhorse Road looking south

Illustrative Views



Illustrative Key View 01: Blackhorse Road looking south



Key View 02: Hazelwood Road looking east



Illustrative Key View 02: Hazelwood Road looking east



Key View 03: St James Street looking north



Illustrative Key View 03: St James Street looking north

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 04: Mission Grove looking west



Illustrative Key View 04: Mission Grove looking west



Key View 05: Blackhorse Road looking west



Illustrative Key View 05: Blackhorse Road looking west

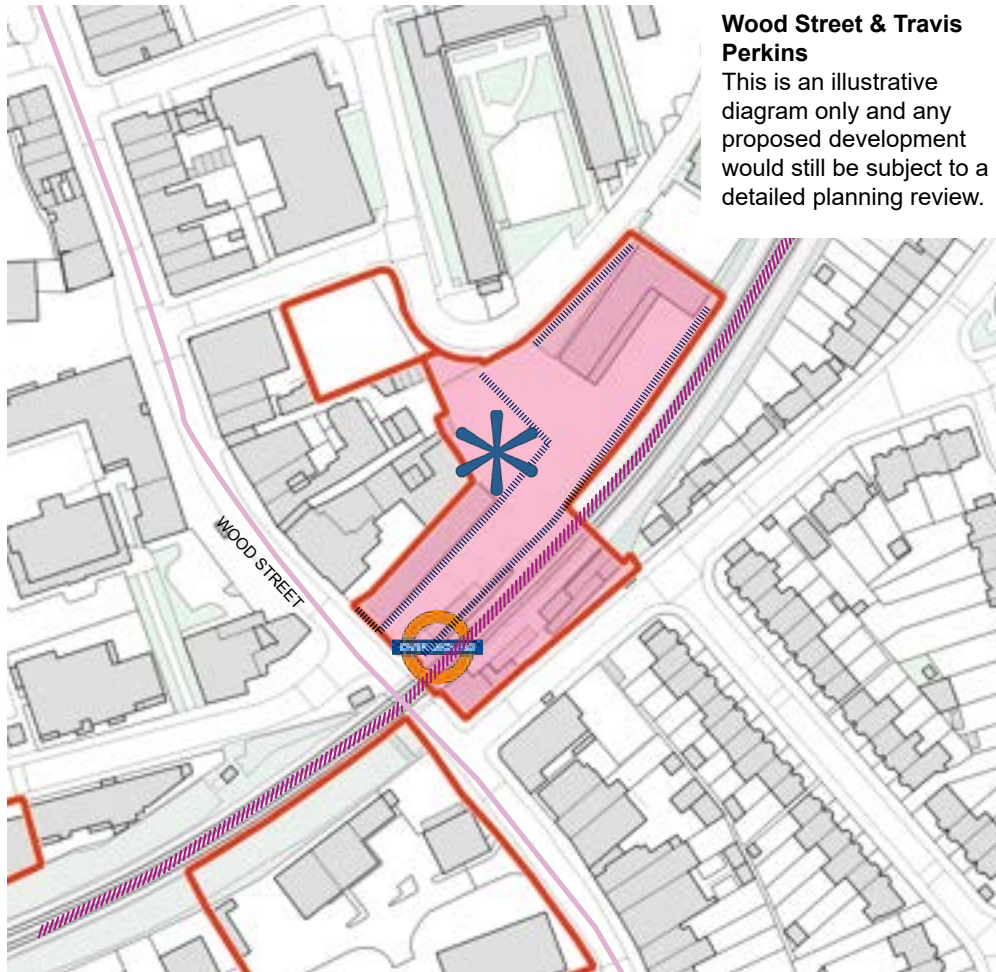
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
152 - 154 Blackhorse Road	Transition	3-5 storeys <i>Illustrative views test 5 storeys</i>	10-11 storeys <i>Illustrative views test 11 storeys</i>

CENTRAL WALTHAM FOREST WOOD STREET STRATEGIC LOCATION

03.8 WOOD STREET STATION & TRAVIS PERKINS

Study Site Overview



Wood Street & Travis Perkins
This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

- Key**
- Site Allocations
 - Study Site
 - ★ Listed Building
 - ▲ Locally Listed Building
 - Conservation Area
 - Noise from Road and Railway
- Opportunities**
- ★ 10 storeys
 - Important Frontage
 - Sensitive Frontage
 - ← Site Access
 - ← Pedestrian Access
 - Enhanced Station Entrance

Ward	Wood street
PTAL	3

Wood Street and Travis Perkins

03.8.1 Location: The site is within Wood Street Town Centre and Wood Street Strategic Location – identified in the Local Plan (2020- 2035) as a key area for development and investment in the borough. Wood Street has undergone major redevelopment in recent years, including work done to Wood Street Library as well as the housing developments along Marlowe Road. Transport links in the area include Wood Street Station which connects residents with the rest of the overground. The site currently possesses a PTAL score of 3 on a scale of 0 to 6b.

03.8.2 Context: Although most of the area are of lower heights, Wood Street Strategic Location has undergone significant changes including increased redevelopment along Marlowe Road which acts as a strong addition to the overall Wood Street Skyline. The area also contains Strategic industrial land and Locally Significant Industrial Sites, which the site is in close proximity to. These sites will play an important role in helping to bolster non residential activity in the area and help to bring in new jobs and employment opportunities.

03.8.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transition). Redevelopment should:

- Provide permeability through the site
- Facilitate enhanced step-free access at Wood Street Station.

The evidence shows that opportunities exist to significantly increase height on Wood Street Station and Travis Perkins site due to:

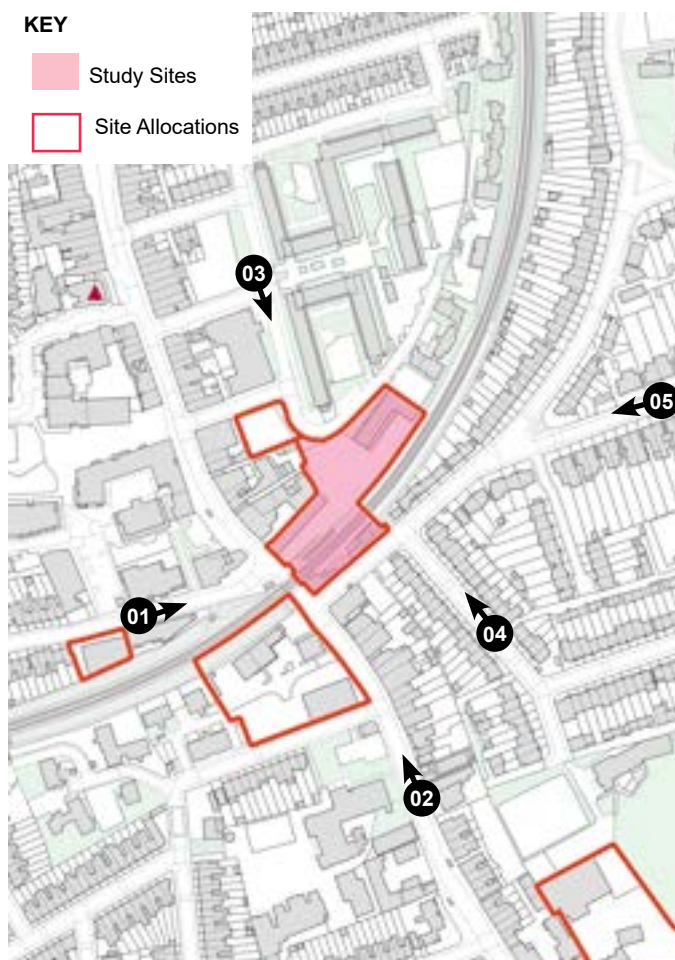
- The potential to enhance wayfinding around Wood Street Station; and
- The opportunity to create a unified Wood Street skyline;
- The potential to facilitate increased permeability across the site.

03.8.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- Impacts to surrounding residential context, in mid-range views.

03.8.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in 5 key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

03.8.6 Important borough views: The site does not sit within any important borough views identified in the LBWF Characterisation and Intensification Study (2019).



Wood Street and Travis Perkins Key Views

Summary of Illustrative Scenario

03.8.7 Illustrative Skyline: Opportunities exist to significantly increase height and provide a marker to help identify this important location and transport interchange but, it is important that development on this site also responds to the sensitivities

Overall, this site allows for such an increase in height due to:

- its location as the gateway to Wood Street District Centre,
- the opportunity to co-ordinate and cluster heights with the recent developments nearby,

- its proximity to transport links,
- potential to create a wayfinding landmark.

Redevelopment of the site must avoid negative impact on harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction

Key Views



Key View 01: Vallentin Road looking east

Illustrative Views



Illustrative Key View 01: Vallentin Road looking east



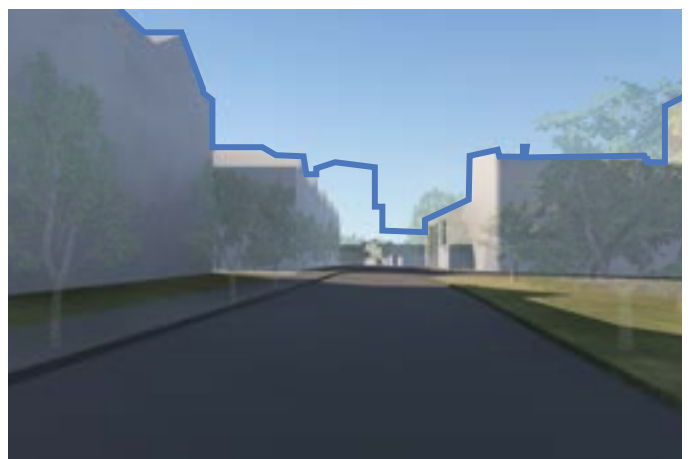
Key View 02: Wood Street looking north



Illustrative Key View 02: Wood Street looking north



Key View 03: Stocksfield Road looking south



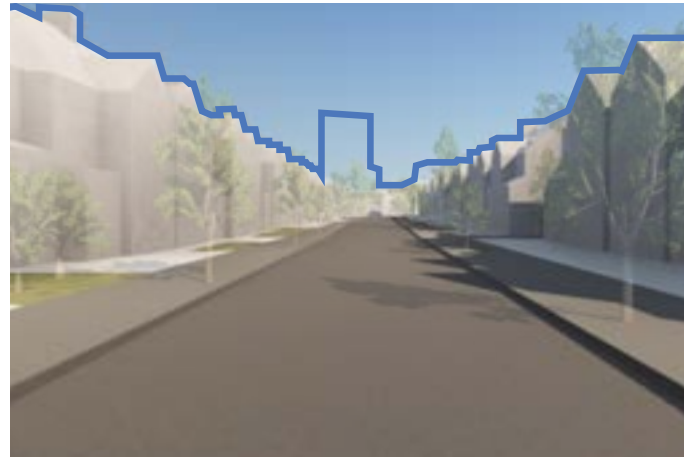
Illustrative Key View 03: Stocksfield Road looking south

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 04: Greenway Avenue looking north



Illustrative Key View 04: Greenway Avenue looking north



Key View 05: Upper Walthamstow Road looking west



Illustrative Key View 05: Upper Walthamstow Road looking west

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
Wood Street Station & Travis Perkins	Transition	3-5 storeys <i>Illustrative views test 3 storeys</i>	10 storeys <i>Illustrative views test 10 storeys</i>

04. **SOUTH WALTHAM FOREST**

SOUTH WALTHAM FOREST LEA BRIDGE STRATEGIC LOCATION

04.1 LEA BRIDGE SIL SITES

Study Site Overview



Lea Bridge Station Sites Street Map

04.1.1 Location: This site is located around the intersection of Orient Way, Argall Way/Avenue, and Lea Bridge Road within the Lea Bridge Strategic Location – identified in the new Waltham Forest Local Plan (2020-2035) as a key area for development and investment. The site has a prominent location at a gateway into the borough. The sites are each identified as Strategic Industrial Location (SIL).

The sites are not adjacent to any conservation areas or listed heritage assets (the nearest listed building is the Leyton Borough Council Electricity Substation, to the east).

The sites are near to the Lee Valley Regional Park – an

expanse of green space that runs along Waltham Forest's border with the London Borough of Hackney.

The sites are very close to Lea Bridge Station giving it a reasonable Public Transport Accessibility Level (PTAL) rating of 2 on a scale of 0 (no connectivity) to 6b (high connectivity).

04.1.2 Context: Until recently, the surrounding area has been mainly comprised of two- to three-storey buildings – with terraced housing to the east, and industrial warehouses to the north and south. However, development on the corner of Argall Way and Lea Bridge Road features three towers and heights up to 17-storeys, clustered towards the junction, with heights

stepping down towards the residential houses to the rear. There has also been a consent for tall buildings at Lea Bridge Station Sites which features tall buildings of up to 26 and 23 storeys. This offers the prospect for future developments to further cluster height around the junction – strengthening the cohesiveness of the changing local skyline, and reinforcing the growing sense of arrival at the Lea Bridge and Church Road Strategic Location.

04.1.3 Opportunities: Redevelopment of the site offers the opportunity for high-quality intensification (transformation) creating a thriving, new destination around Lea Bridge Station. This is subject to a two-stage industrial masterplan agreed with the Council and GLA. Benefits of higher densities, include the creation of a sustainable neighbourhood, with improved public spaces and access routes.

Redevelopment should:

- create new homes,
- draw on the area's exciting assets, such as the Lea Bridge



Lea Bridge Station Site Key Views

Summary of Illustrative Scenario

05.1.7 Illustrative Skyline: Redevelopment of these sites must respond appropriately to their prominent position at a key arrival point into the borough, and within a designated Strategic Location. The site has been identified as appropriate for transformative development that ranges from 15 to 20 storeys. This concentrates height around the Station – strengthening the area's sense of arrival and complementing adjacent developments.

Development of this scale should facilitate the delivery of a sustainable and thriving neighbourhood centre around the station – with good access to public transport, cycle routes, and local amenities, whilst allowing for improved industrial SIL land.

Generally, the site allows for a such an increase in height due

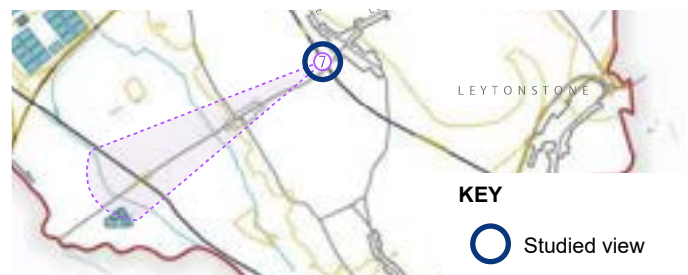
- Station and the Lee Valley Regional Park,
- intensify the quality of the SIL, following a two-stage masterplan process for the sites.
- provide a new, arterial centre to the strategic location.
- include new green space,
- create landmark buildings that complement the taller heights already introduced nearby,
- enhance the sense of arrival into the borough,
- create cohesion with Lea Bridge's changing skyline.

04.1.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- ensure agent of change principles are applied.

04.1.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in six key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

04.1.6 Important borough views: The site sits within an important borough arrival view identified in the LBWF Characterisation and Intensification Study (2019). The view is from Lea Bridge Road looking west towards Hackney.



Overview of Borough Views, Characterisation and Intensification Study, Stage 1 & 2

- to:
- its prominent location at a key gateway into the borough and within the Lea Bridge Strategic Location,
 - its proximity to local amenities and access to Lea Bridge Station,
 - the ability to concentrate height around the junction and away from nearby terraced residences – limiting the impact of overshadowing,
 - nearby tall developments that contribute to an already changing skyline and offer the opportunity for complementary structures that enhance the skyline's cohesiveness.

Redevelopment must avoid harmful overshadowing that would compromise the comfort and enjoyment of these residences' private amenities. Accordingly, height should reduce and step down, away from the station.

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction

Key Views



Key View 01: Lea Bridge Road looking south west

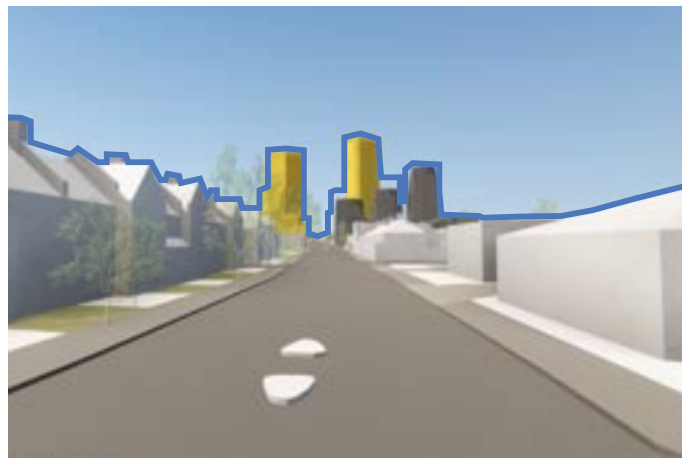
Illustrative Views



Illustrative Key View 01: Lea Bridge Road looking south west



Key View 02: Lea Bridge Road looking south west



Illustrative Key View 02: Lea Bridge Road looking south west






Key View 03: Lea Bridge Road looking north east



Illustrative Key View 03: Lea Bridge Road looking north east

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



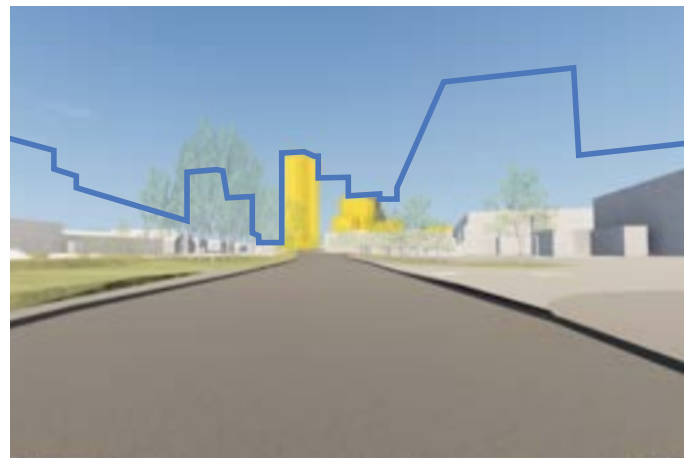
Key View 04: Lea Bridge Road looking north east



Illustrative Key View 04: Lea Bridge Road looking north east



Key View 05: Argall Way looking south east



Illustrative Key View 05: Argall Way looking south east



Key View 06: Orient Way looking north west



Illustrative Key View 06: Orient Way looking north west

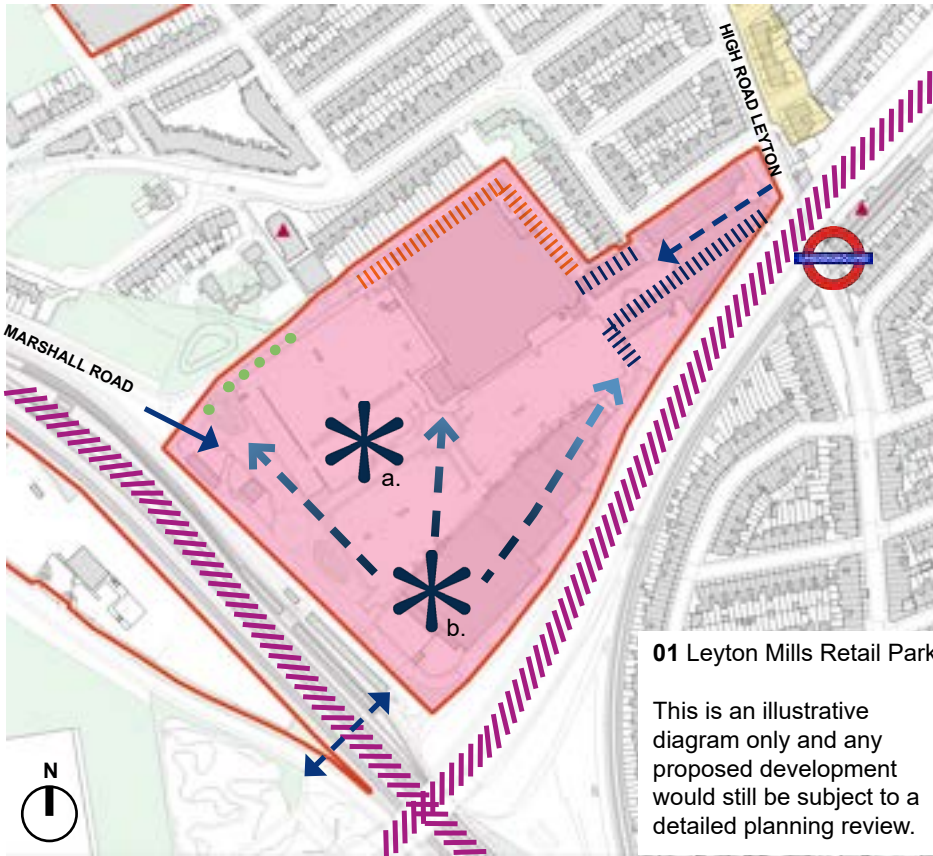
Summary of Illustrative Scenario

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Rigg Approach	Transformation	4 - 9 storeys <i>Illustrative views test 4 - 9 storeys</i>	16 - 20 storeys <i>Illustrative views test 16 & 20 storeys</i>
02 Lammas Industrial Area	Transformation	4 - 9 storeys <i>Illustrative views test 4 - 9 storeys</i>	18 - 20 storeys <i>Illustrative views test 20 storeys</i>
03 Orient Way	Transformation	4 - 9 storeys <i>Illustrative views test 4 - 9 storeys</i>	9 - 15 storeys <i>Illustrative views test 15 storeys</i>

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

04.2 LEYTON MILLS RETAIL PARK

Study Site Overview



Leyton Mills Retail Park Street Map

Key

- Site Allocations
- Study Site
- ▲ Listed Building
- ▲ Locally Listed Building
- Conservation Area
- Noise from Road and Railway

Opportunities

- ✳ a. 18- 28 storeys
- ✳ b. 18- 24 storeys
- ← Transition in height
- Important Frontage
- Sensitive Frontage
- ← Site Access
- ← Pedestrian Access

Ward	Leyton Ward
PTAL	2- 6a

04.2.1 Site: This site is located within the Leyton District Centre and the Leyton Strategic Location – identified in the Local Plan (2020-2035) as a key area for development and investment. It is bounded to the north by Ruckholt Road, to the east by High Road Leyton, to the south by the A12, and to the west by a railway line. The site is within walking distance of significant green amenity spaces – such as Eton Manor park and the Queen Elizabeth Olympic Park, as well as the Hackney Marshes and River Lea to the west.

Although the site does not directly border any conservation areas or listed heritage assets, the Leyton Town Centre Conservation Area and the locally listed Former Church of St Luke are situated north of the site.

Due to the large size of the site, access to public transport is variable however, generally it has excellent transport links -

being within walking distance to Leyton underground station. The site has a Public Transport Accessibility Level (PTAL) rating ranging from 2-6a on a scale of 0 (no connectivity) to 6b (high connectivity).

04.2.2 Context: The area to the north of the site is predominantly two-storey Victorian terraced housing, with the exception of a modern, four- to five-storey residential development wrapping around Ruckholt Road’s junction with Olivier Road. The eastern edge of the site fronts Leyton High Road close to Leyton underground station. Here, the high street frontages abruptly end, limiting the cohesiveness of the District Centre. The western and southern site edges are bound by a railway line and the A12 with few sensitivities.

The site is in close proximity to New Spitalfields Market, Bywaters, Temple Mills Bus Depot and The Score site

allocations.

04.2.3 Opportunities: Redevelopment of the site offers the opportunity for high-quality intensification (transformation) that contributes towards creating a thriving, mixed-use and sustainable neighbourhood at Leyton Mills. This should also include:

- enhancing wayfinding,
- providing commercial / retail, cultural and leisure uses,
- redefining and extending the high street on/ from Leyton High Road,
- improving connectivity to Leyton underground station and the Queen Elizabeth Olympic Park,
- work holistically with any development at New Spitalfields Market creating a coherent cumulative skyline,
- capitalising on views to the Queen Elizabeth Olympic Park.

04.2.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- residential houses to the north of the site
- green open space and allotments to the north west of the site.

04.2.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in nine key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate

Summary of Illustrative Scenario

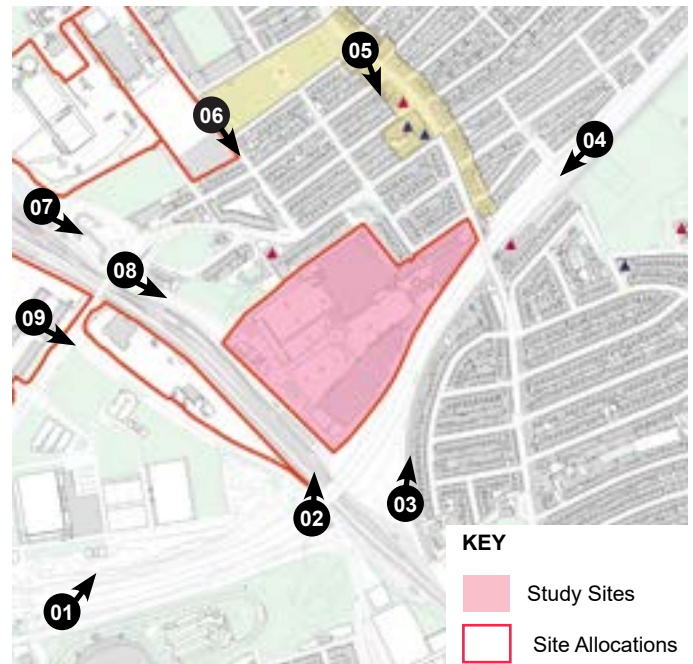
04.2.7 Illustrative Skyline: The site has been identified as appropriate for typical shoulder heights of three- to nine-storeys, and tall buildings of over 18 storeys and up to 28-storeys – clustered towards the south and south-eastern edge of the site and set away from the sensitive context to the north and north-west.

This site allows for a such an increase in height due to:

- its location within the Leyton Strategic Location and District Centre,
- its potential as a future thriving, dynamic and mixed-use neighbourhood,
- its potential to extend the high street at Leyton High Road,
- the opportunity to better define the Leyton skyline and create a new gateway to the borough;
- excellent access to green amenities,
- close proximity to Leyton underground station,
- the lack of any adjacent properties to the west and south, facilitating transformative intensification with limited risk of harmful overshadowing,

views.

04.2.6 Important borough views: The site does not sit within any important borough views identified in the LBWF



Leyton Mills Retail Park Key Views




- the redevelopment opportunities identified at the nearby New Spitalfields Market site, offering the opportunity to co-ordinate and cluster heights together to create a cohesive new Leyton skyline.

Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of neighbouring properties.

The primary risks regarding overshadowing relate to the residential houses and green space along the north of the site. Redevelopment should concentrate height towards the south of the site, stepping down toward High Road Leyton and Ruckholt Road – the study steps down to three-storeys at the northern edge.

The Leyton Mills SPD was adopted in July 2024, and further guidance is outlined within this document.

Illustrative Views Key

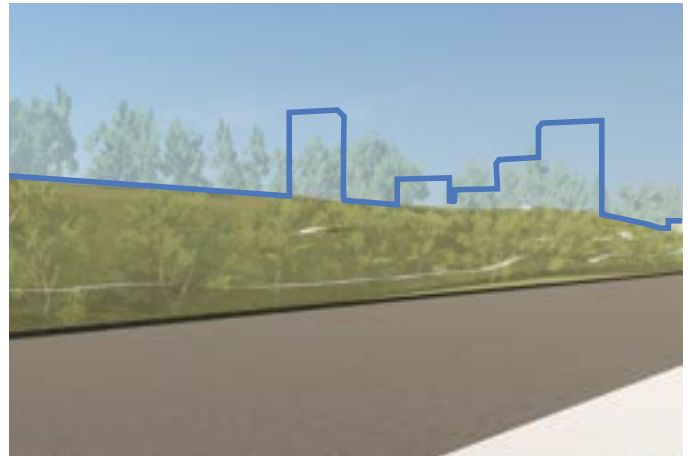
-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: A12 looking north east

Illustrative Views



Illustrative Key View 01: A12 looking north east



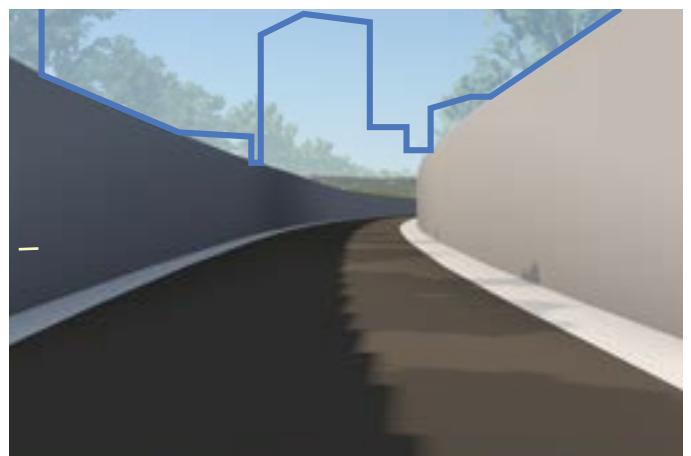
Key View 02: A12 looking north east



Illustrative Key View 02: A12 looking north east






Key View 03: Railway looking north



Illustrative Key View 03: Railway looking north

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 04: Railway looking south west



Illustrative Key View 04: Railway looking south west



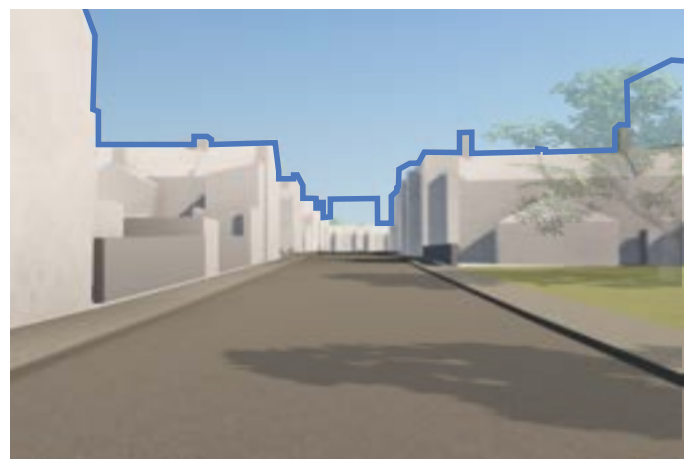
Key View 05: High Road Leyton looking south



Illustrative Key View 05: High Road Leyton looking south






Key View 06: Oliver Road looking south east



Illustrative Key View 06: Oliver Road looking south east

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 07: Orient Way looking south east



Illustrative Key View 07: Orient Way looking south east



Key View 08: Marshall Road looking south east



Illustrative Key View 08: Marshall Road looking south east



Key View 09: Temple Mills Lane looking south east



Illustrative Key View 09: Temple Mills Lane looking south east

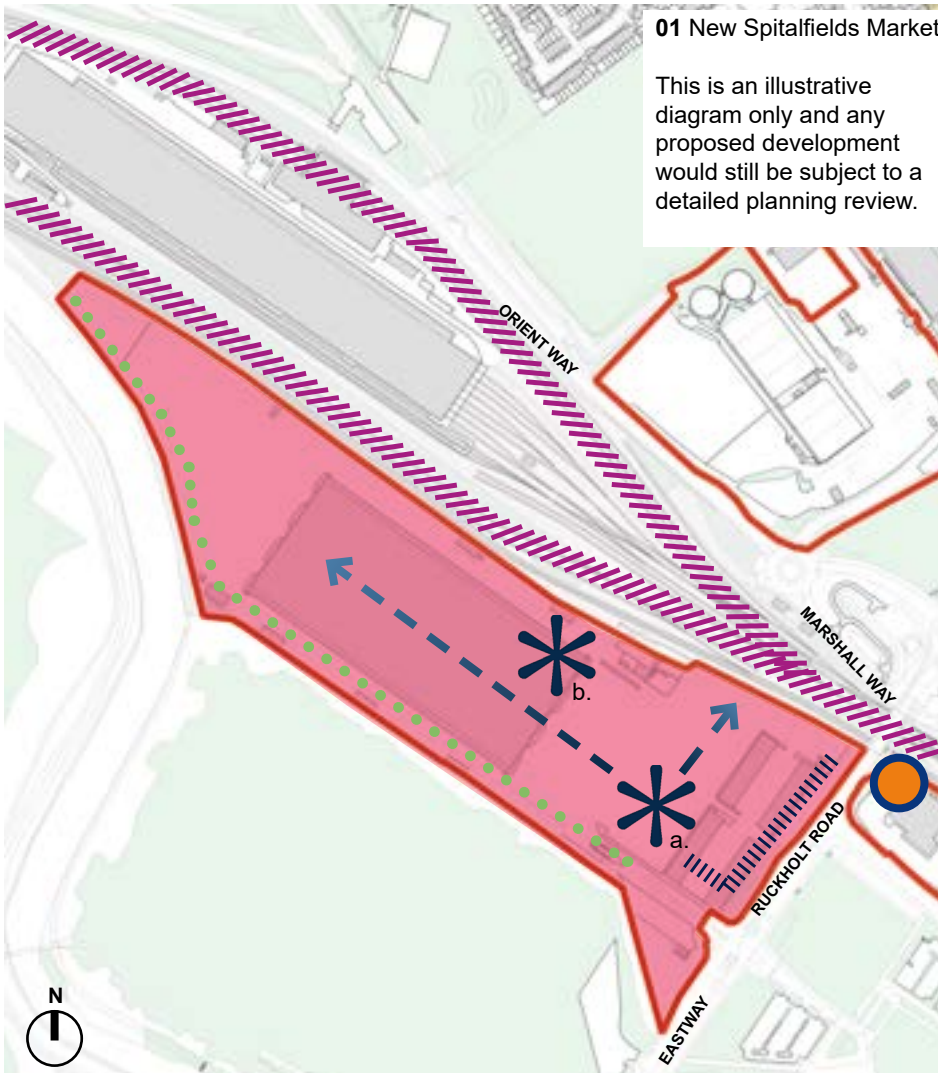
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Leyton Mills Retail Park	Transformation	4- 9 storeys <i>Illustrative views test 3- 8 storeys</i>	18- 28 storeys <i>Illustrative views test 20, 24 & 28 storeys</i>

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

04.3 NEW SPITALFIELDS MARKET

Study Site Overview



01 New Spitalfields Market
This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

- Key**
- Site Allocations
 - Study Site
 - ▲ Listed Building
 - ▲ Locally Listed Building
 - Conservation Area
 - Noise from Road and Railway
- Opportunities**
- ✳ a. 18- 30 storeys
 - ✳ b. 18- 25 storeys
 - ← Transition in Height
 - ||||| Important Frontage
 - ↔ Site Access
 - Potential New Station entrance

Ward	Leyton Ward
PTAL	0- 4

New Spitalfields Market Street Map

04.3.1 Location: The site is located along Ruckholt Road and the Hackney borough boundary- a key arrival point to Waltham Forest. It sits within the Leyton Strategic Location – identified in the Local Plan (2020-2035) as a key area for development and investment. The Queen Elizabeth Olympic Park is located to the south and the River Lea / Hackney Marshes to the west.

The site is designated borough employment area (BEA) and lies within the UK Innovation Corridor – positioning it at the heart of planned future economic powerhouses for science, technology and the creative sectors.

Due to the large size of the site, access to public transport is

variable. Towards the south of the site Leyton underground station is under a kilometre away however, this increases as you move further north. Consequently, it has a Public Transport Accessibility Level (PTAL) rating ranging from 0 to 4, on a scale of 0 (low connectivity) to 6b (high connectivity).

04.3.2 Context: There are no properties immediately adjacent to this site. It is bounded on two sides by the wide green amenity spaces of Hackney Marshes and Eton Manor park (across Ruckholt Road). The Temple Mills Lane Bus Depot sits to the east (also across Ruckholt Road) and to the north-east is the railway and Overland line. The London Legacy Development Corporation (LLDC) planning remit boundary

runs along Ruckholt Road and includes Temple Mills Lane Bus Depot and Eton Manor park.

The site is in close proximity to Leyton Mills Retail Park, Bywaters and Coronation Square site allocations.

04.3.3 Opportunities: Redevelopment of the site offers the opportunity for high-quality intensification (transformation) creating a thriving, mixed-use sustainable neighbourhood at New Spitalfields – including new quality homes, the re-provision of existing employment floorspace and light industrial/manufacturing and workspace, cultural uses and supporting social and community infrastructure (non-residential institutions). Further opportunities include:

- defining Ruckholt Road as a gateway to the borough with new high quality landmarks,
- improving accessibility to the area’s green amenity offer,
- capitalising on views to Hackney Marshes and the Queen Elizabeth Park,

- clustering height at the eastern edge of the site to complement development at Leyton Mills retail park,
- potential for investment in sustainable transport infrastructure.

04.3.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- the River Lea,
- adjacent green / amenity space of Hackney Marshes.




04.3.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in ten key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

04.3.6 Important borough views: The site does not sit within any important borough views identified by the LBWF Characterisation and Intensification Study (2019).



New Spitalfields Market Key Views

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Summary of Illustrative Scenario

04.3.7 Illustrative skyline: Redevelopment of this site must respond appropriately to New Spitalfields Market's setting at a key arrival point into the borough, alongside the Hackney Marshes, River Lea and Eton Manor park. Accordingly, the site has been identified as appropriate for typical building heights of three- to nine-storeys, and tall buildings of over 18 storeys and up to 30 storeys.

- This site allows for such an increase in height due to:
- its location at a key arrival point into the borough offering the opportunity to define Ruckholt Road as a gateway to the borough,
 - its siting within the Leyton Strategic Location and various economic development / employment corridors,
 - excellent access to green amenities,
 - the lack of any adjacent residential properties,
 - consented development at The Score Centre and potential

Key Views



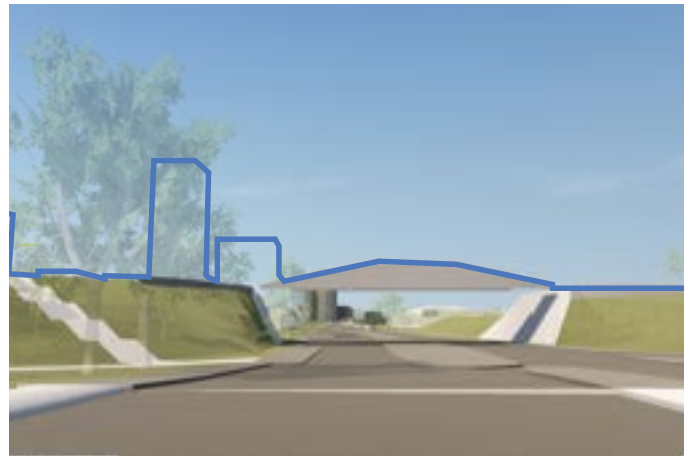
Key View 01: East Way looking north east

development at the nearby Leyton Mills Retail Park and Bywaters offering the opportunity to co-ordinate and cluster heights creating a cohesive new Leyton skyline, - heights of up to 50-storeys at the Queen Elizabeth Olympic Park.

Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space – namely the River Lea, the Hackney Marshes and Eton Manor. Redevelopment should concentrate height towards the south of the site and along the railway edge, stepping down towards the River Lea and Hackney Marshes.

The Leyton Mills SPD was adopted in July 2024, and further guidance is outlined within this document.

Illustrative Views



Illustrative Key View 01: East Way looking north east






Key View 02: Temple Mills Lane looking north west



Illustrative Key View 02: Temple Mills Lane looking north west

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 03: Temple Mills Lane looking north west



Illustrative Key View 03: Temple Mills Lane looking north west



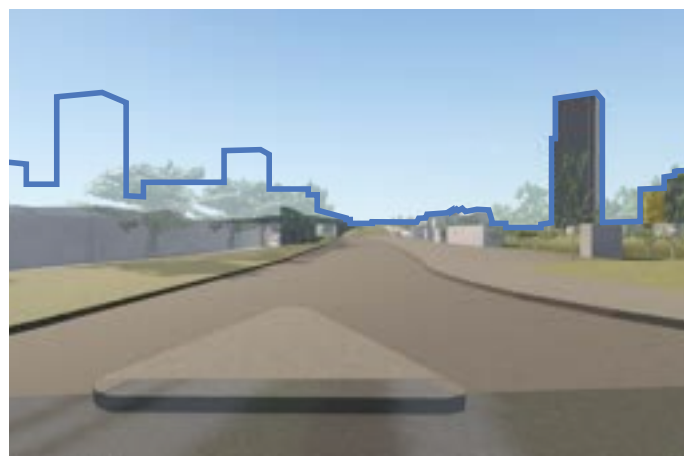
Key View 04: Railway line looking north west



Illustrative Key View 04: Railway line looking north west






Key View 05: Marshall Road looking north west



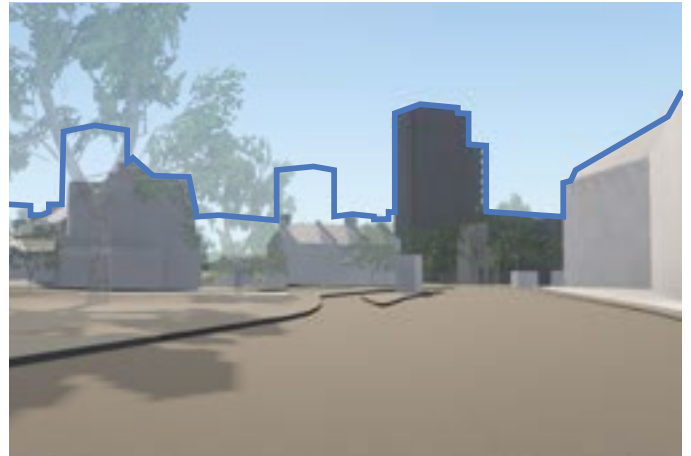
Illustrative Key View 05: Marshall Road looking north west

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



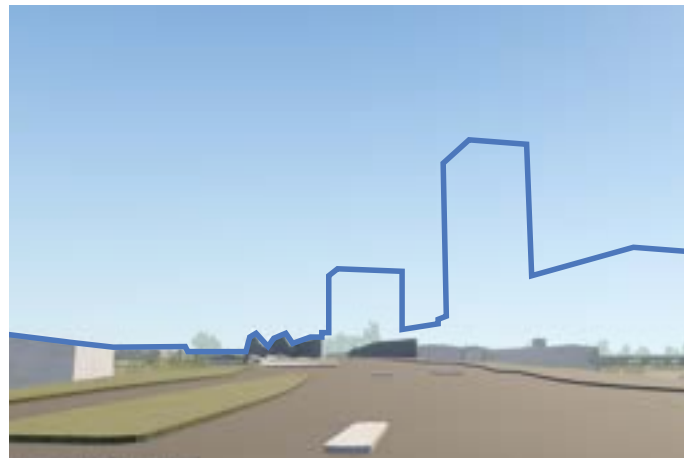
Key View 06: Ruckholt Road looking east



Illustrative Key View 06: Ruckholt Road looking east



Key View 07: Ruckholt Road looking south west



Illustrative Key View 07: Ruckholt Road looking south west



Key View 08: Orient Way looking south east



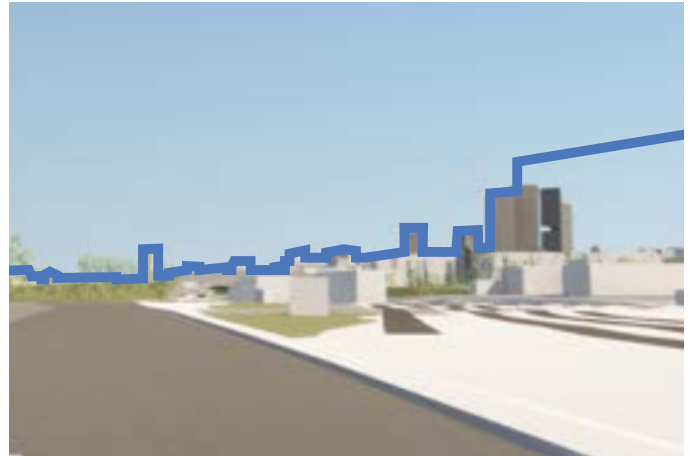
Illustrative Key View 08: Orient Way looking south east

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 09: Orient Way looking south east



Illustrative Key View 09: Orient Way looking south east



Key View 10: Hackney Marshes looking east



Illustrative Key View 10: Hackney Marshes looking east

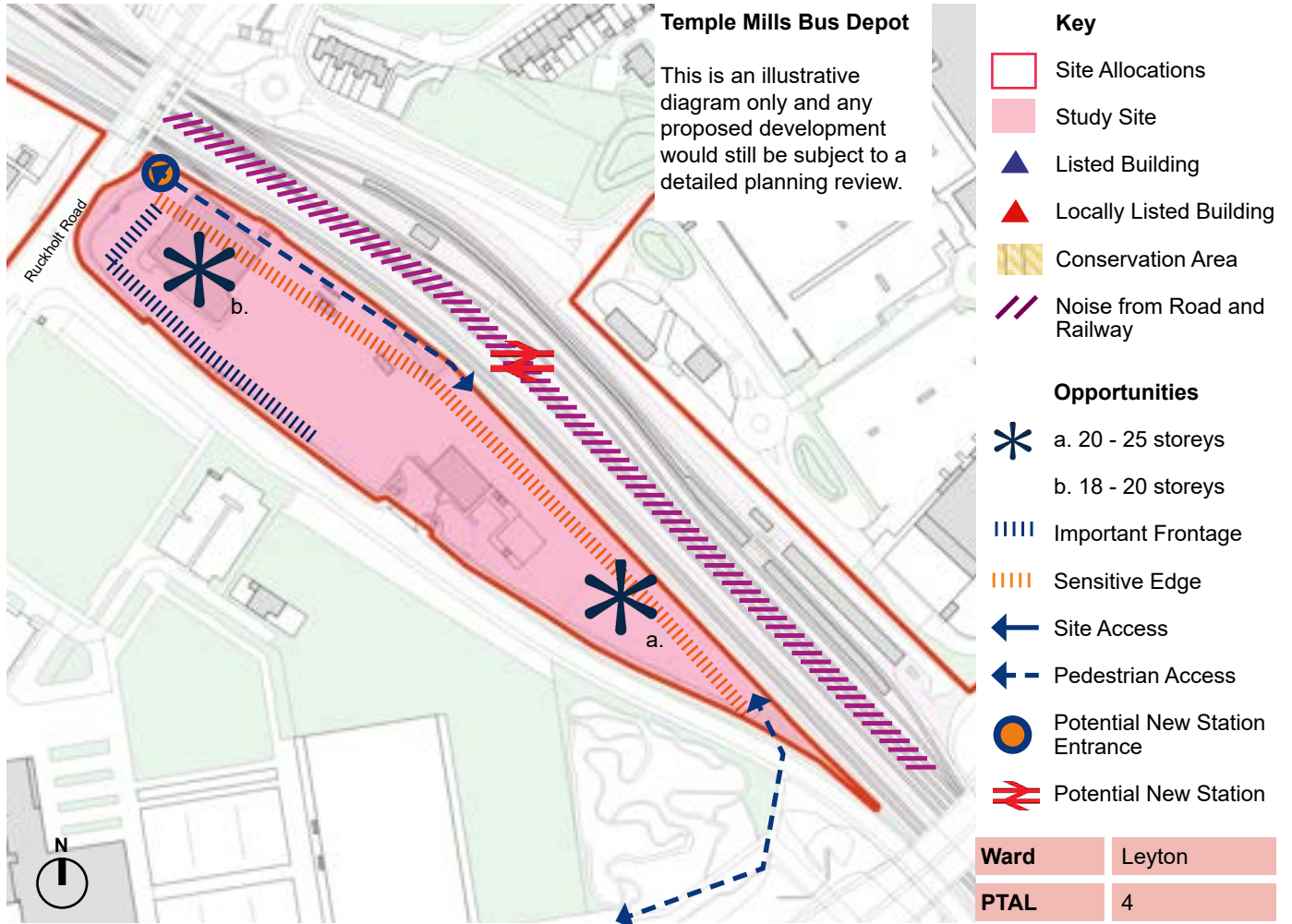
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 New Spitalfields Market	Transformation	4- 9 storeys <i>Illustrative views test 4 - 9 storeys</i>	18- 30 storeys <i>Illustrative views test 18, 25 & 30 storeys</i>

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

04.4 TEMPLE MILLS BUS DEPOT

Study Site Overview



Temple Mills Bus Depot

04.4.1 Location: The site is near to Leyton Town Centre and the Leyton Town Centre Strategic Location – identified in the Local Plan (2020- 2035) as a key area for development and investment in the borough. The site also sits within the LLDC Area, however the planning powers for the area in which this site sits, will transfer over in late 2024.

It is in close proximity to Coronation Square, which is an open public space located to the north and the Leyton Orient FC Stadium.

Ruckholt Road is the site access and is located to the North

west. Pedestrian access is also offered through the frontage to the south, following onto Metropolitan Open Land. The Northern side of the site boundary is adjacent to railway lines which house the Eurostar trains at the Temple Mills depot, north of the site. The site does not include, or is adjacent to any designated heritage assets.

The site is within walking distance of Leyton Station has strong accessibility to public transport. The site has a Public Transport Accessibility Level (PTAL) rating of 4, on a scale of 0 (no connectivity) to 6b (high connectivity).

04.4.2 Context: Leyton town Centre is one of the borough's largest town centres and includes all goods and services needed in a convenient area. Leyton Mills Retail Park also provides more large scale shops and parking facilities. The site is near to Leyton Orient FC's stadium 'Brisbane Road'. The strong variety of cycling, bus and tube infrastructure ensures that residents and visitors can move efficiently.

04.4.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transformation). Redevelopment should:

- Help to define and complement the developments to the north along Lea Brudge
- work holistically with surrounding development to create a coherent cumulative skyline,
- Create a more accessible streetscene along Ruckholt Road, and increase pedestrian access
- Provision for the construction and operation of a new Ruckholt

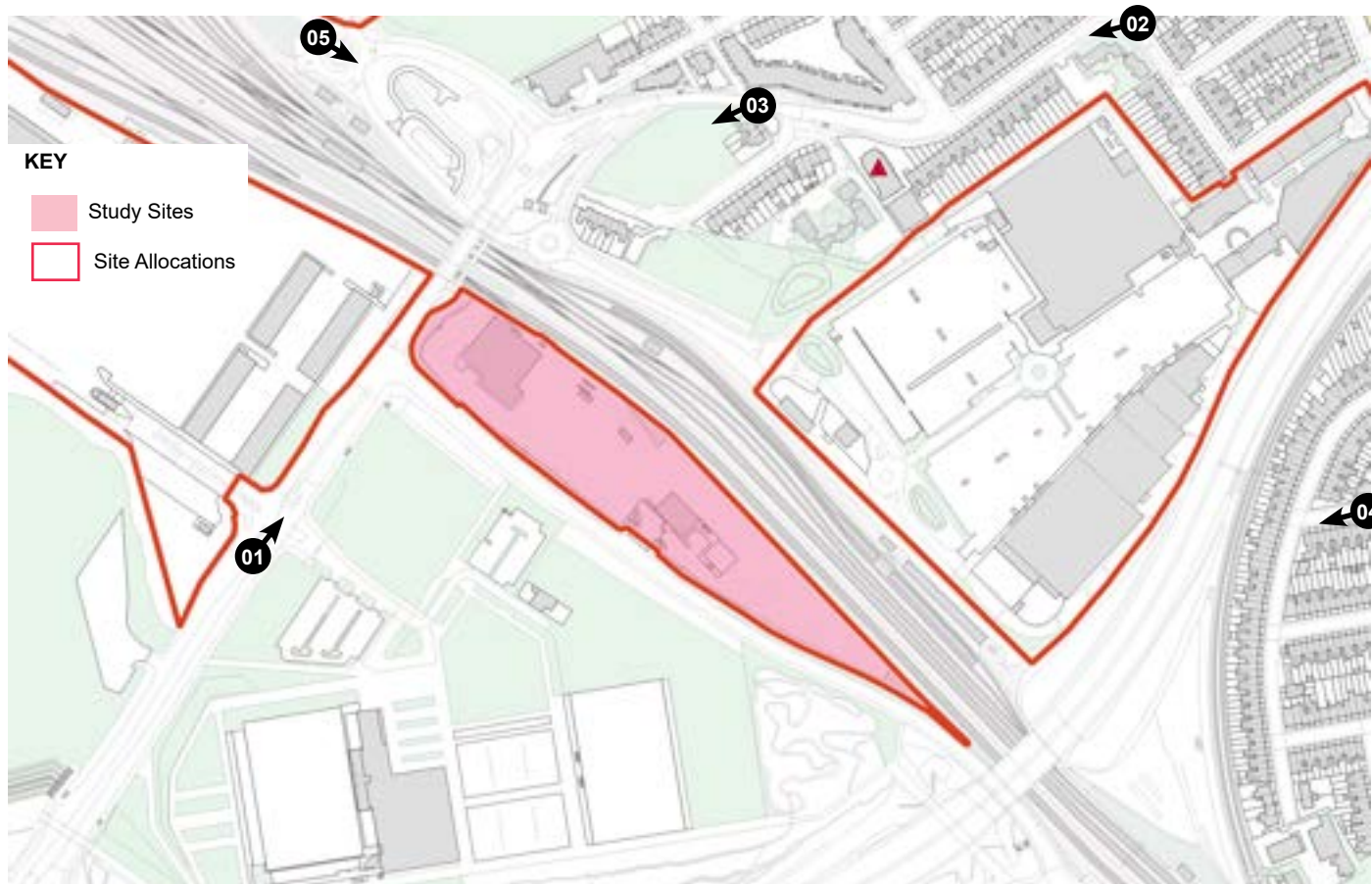
Road Overground Station

04.4.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- Ensuring the continued operation of the bus depot, both in the short term and with oversite development in the longer term,
- Sensitivity to its setting adjacent to Metropolitan Open Land.

04.4.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in 5 key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

04.4.6 Important borough views: The site does not sit within any important borough views identified in the LBWF Characterisation and Intensification Study (2019).



Temple Mills Bus Depot Key Views

Summary of Illustrative Scenario

04.4.7 Illustrative Skyline: Opportunities exist to significantly increase height and provide a marker to help identify this important location and transport interchange but, it is important that development on this site also responds to the sensitivities in the surrounding context, including the Town Square and Gardens and close to existing residences in the east.

Overall, this site allows for such an increase in height due to:

- its location within the Leyton Mills SPD site area.
- its location as a gateway to the borough,
- the opportunity to co-ordinate and cluster heights with the recent and planned developments nearby,
- its proximity to transport links,
- potential to create a wayfinding landmark.

Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

The Leyton Mills SPD was adopted in July 2024, and further guidance is outlined within this document.

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction

Key Views



Key View 01: Eastway looking east

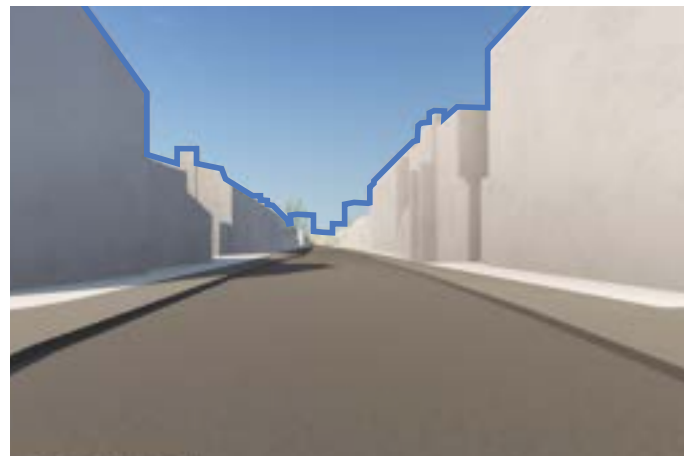
Illustrative Views



Illustrative Key View 01: Eastway looking east



Key View 02: Ruckholt Road looking south west



Illustrative Key View 02: Ruckholt Road looking south west



Key View 03: Ruckholt Road looking west



Illustrative Key View 03: Ruckholt Road looking west

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



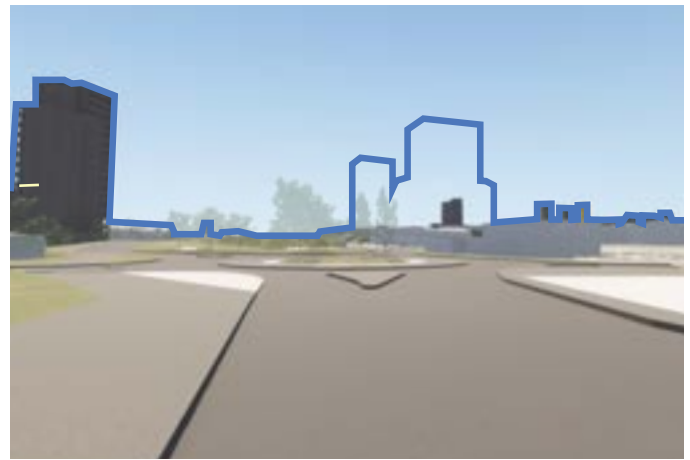
Key View 04: Nutfield Road looking west



Illustrative Key View 04: Nutfield Road looking west



Key View 05: Orient Way looking south



Illustrative Key View 04: Orient Way looking south

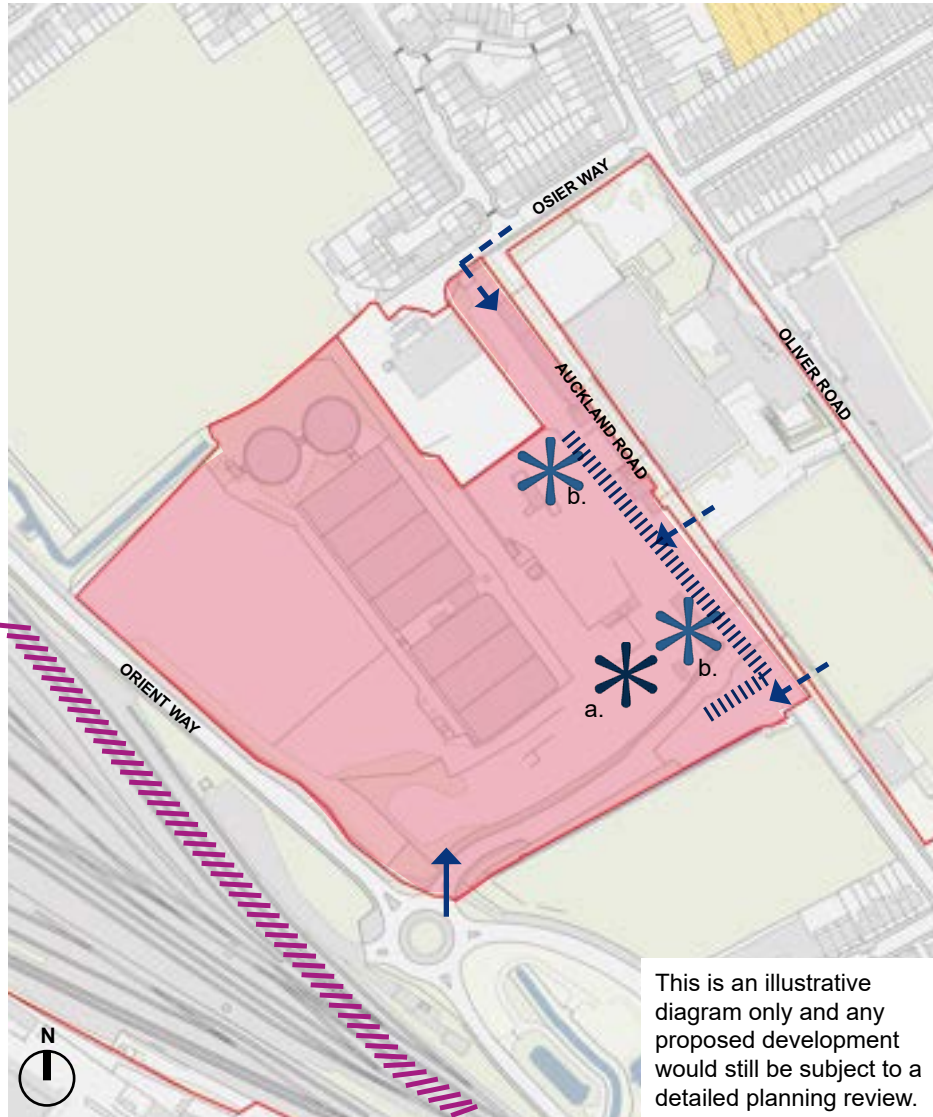
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
Temple Mills Bus Depot	Transformation	4-9 storeys <i>Illustrative views test 3 storeys</i>	20- 25 storeys <i>Illustrative views test 20 & 25 storeys</i>

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

04.5 AUCKLAND ROAD INDUSTRIAL AREA

Study Site Overview



Key

- Site Allocations
- Study Site
- ▲ Listed Building
- ▲ Locally Listed Building
- Conservation Area
- Noise from Road and Railway

Opportunities

- ✳ a. 18 storeys
- ✳ b. 12 - 14 storeys
- Important Frontage
- Sensitive Edge
- ← Site Access
- ← Pedestrian Access

Ward	Leyton Ward
PTAL	1b- 3

Auckland Road Industrial Area Street Map

04.5.1 Location: This site sits to north of the Orient Way/ Gateway Road roundabout within the Leyton Strategic Location – identified in the Local Plan Part One (2020-2035) as a key area for development and investment in the borough. The majority of the site is designated as Borough Employment Area (BEA). The allotments to the north west are designated as Metropolitan Open Land (MOL). The site contains Thames Water storm storage tanks.

The site is not in close proximity to any locally or nationally listed heritage assets. The Leyton Town Conservation Area sits to the east.

Due to the large size of the site, access to public transport is

variable. However, generally it has reasonable transport links - being within walking distance to Leyton underground station. The site has a Public Transport Accessibility Level (PTAL) rating of 1b- 3, on a scale of 0 (no connectivity) to 6b (high connectivity).

04.5.2 Context: The recently completed residential development at Osier Way is located immediately adjacent to the site, in the notch shown on the plan. The first phase of the Coronation Square development is nearing completion, and is located to the south east of the site. The Osier Way site allocation notches into the north of the site. The railway and run along the south western boundary and allotments bound the site to the south east and north west.

The area to the north east of the site is predominantly two-storey Victorian terraced housing and to the north there are newer two- to three-storey houses.

The site is also in close proximity to the New Spitalfields Market, Temple Mills Bus Depot and Leyton Mills Retail Park site allocations.

04.5.3 Opportunities: Redevelopment of the site offers the opportunity for high quality intensification (transformation) to contribute towards creating a thriving, mixed-use and sustainable neighbourhood - subject to a two-stage industrial masterplan process. This could include the provision of new homes and commercial space. It also offers the opportunity to create a diverse and dynamic new public realm. Further, there is the opportunity to:

- enhance wayfinding,
- delivered new high-quality homes within walking distance of public transport and cycle routes,
- maximise opportunities for long-distance views across the to the Lee Valley Regional Park and Queen Elizabeth Olympic Park,
- ensure operation of Thames Water storm storage tanks,
- provide a covered waste facility on the site
- work holistically with development at Osier Way and The Score, and any development at New Spitalfields Market, to create a coherent cumulative skyline,
- allow for the site's potential to be fully realised.

04.5.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- Metropolitan Open Land,
- allotments to the south east,
- resolution to grant planning permission on neighbouring site,
- residential properties to the north.

Summary of Illustrative Scenario

04.5.7 Illustrative skyline: Redevelopment of this site must respond appropriately to the fact it is found within a Strategic Location and its significant, transformational potential, including the delivery of a new homes and commercial space. It is however important that development on this site also responds to the sensitivities in the surrounding context, including MOL and the proximity of existing homes. The illustrative scenario therefore tests a general shoulder height across the site of three- to nine-storeys, stepping up to a potential tall building of 18-storeys located towards the south east of the site, ensuring a holistic relationship with adjacent sites and set away from residential properties to the north and MOL.

Generally, the site allows for such an increase in height due to:

- its location within the Leyton Strategic Location,
- the generous size of the site, allowing for tall buildings to be

04.5.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in six key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

04.5.6 Important borough views: The site does not sit within an important borough arrival view identified in the LBWF Characterisation and Intensification Study (2019).






Fig.: Auckland Road Industrial Area Key Views

located some distance from sensitive residential and MOL settings,

- proximity to Leyton tube station,
- the changing skyline at Leyton offering the opportunity to co-ordinate and cluster heights together to create a cohesive new Leyton skyline and a new gateway to the borough warranting a landmark presence on the skyline to aid wayfinding and navigation,
- the lack of any adjacent properties to the south, west and north west, facilitating transformative intensification with limited risk of harmful overshadowing.

Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: Orient Way looking south east

Illustrative Views



Illustrative Key View 01: Orient Way looking south east



Key View 02: Marshall Road looking north west



Illustrative Key View 02: Marshall Road looking north west






Key View 03: Buckingham Road looking south west



Illustrative Key View 03: Buckingham Road looking south west

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 04: Osier Way looking south west



Illustrative Key View 04: Osier Way looking south west



Key View 05: Oliver Road allotments looking south



Illustrative Key View 05: Oliver Road allotments looking south



Key View 06: Auckland Road looking north west



Illustrative Key View 06: Auckland Road looking north west

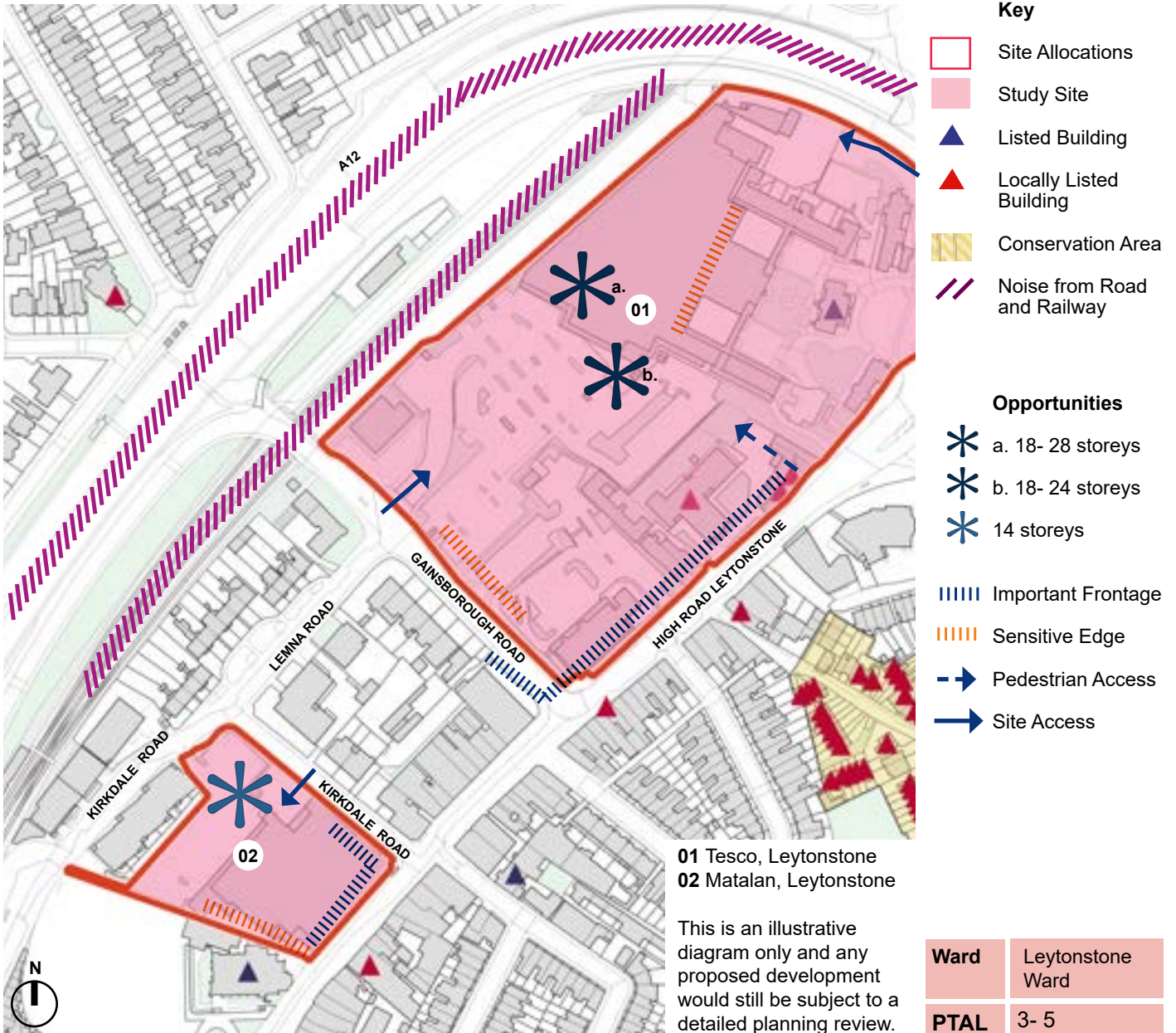
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Auckland Road Industrial Area	Transformation	3- 9 storeys <i>Illustrative views test</i> 3- 9 storeys	18 storeys <i>Illustrative views test</i> 18 storeys

SOUTH WALTHAM FOREST LEYTONSTONE TOWN CENTRE STRATEGIC LOCATION

04.6 HIGH ROAD LEYTONSTONE

Study Site Overview



High Road, Leytonstone Street Map

04.6.1 Location: These two significant site allocations are on the north western side of High Road Leytonstone close to the junction with the A12. They are within the Leytonstone Town Centre District Centre and the Leytonstone Strategic Location - identified in the Local Plan (2020-2035) as a key area for development and investment in the borough.

The Browning Road Conservation Area (CA) sits to the south east of the Tesco Leytonstone site. Both sites are close to multiple locally and nationally listed heritage assets. The

Matalan site is bound to the south by the Grade II-listed Church of St John the Baptist and the locally listed 676-678 High Road Leytonstone is immediately across the High Road. Additionally, the locally listed Moreia Moreia Welsh Church can be found within the same site allocation as the Tesco store, and to the north (outside the site allocation) is the Grade II-listed Leytonstone House. Locally listed means these buildings are not subject to additional statutory controls, but the Council will encourage their preservation through its normal town planning controls.

Both sites are within walking distance to Leytonstone underground station, giving good to excellent Public Transport Accessibility Level (PTAL) ratings ranging from 3 to 5 on a scale of 0 (low connectivity) to 6b (high connectivity).

04.6.2 Context: The sites' surrounding context is mainly two- to three-storey terraced properties. These residential properties, alongside the area's strong heritage context (with the nearby Browning Road CA and various listed heritage assets), constitute sensitive conditions for both the Tesco and Matalan sites. However, the A12 and railway run along the northern and eastern border of the Tesco site, and the northern half of Kirkdale Road is fronted by taller buildings, such as the five-storey Nexus House.

04.6.3 Opportunities: Redevelopment of each site offers the opportunity for high-quality intensification (transformation on the Tesco site, and transition on the Matalan site) to enhance, and deliver growth in, Leytonstone Town Centre. Such intensification should unlock space for the provision of new homes, publicly accessible open green space and commercial floorspace. Further, there is the opportunity to:

- provide landmark buildings for Leytonstone High Road's junctions with Gainsborough Road, Kirkdale Road, and the A12,
- strengthening the town centre's status as a key gateway into the borough,
- enhance the settings of statutory listed and locally heritage assets through high-quality design,
- holistically redesign the Tesco site – the inclusion of the Moreia Welsh Church allows for the site potential to be fully realised,
- create a new, cohesive skyline for Leytonstone Town Centre that integrates current outliers such as Nexus House.

Although the noise generated by the A12 and railway line will require mitigation, the sites' broader context offers the prospect for the development of appropriate and well-designed tall buildings.

04.6.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- statutory and locally listed buildings and their settings

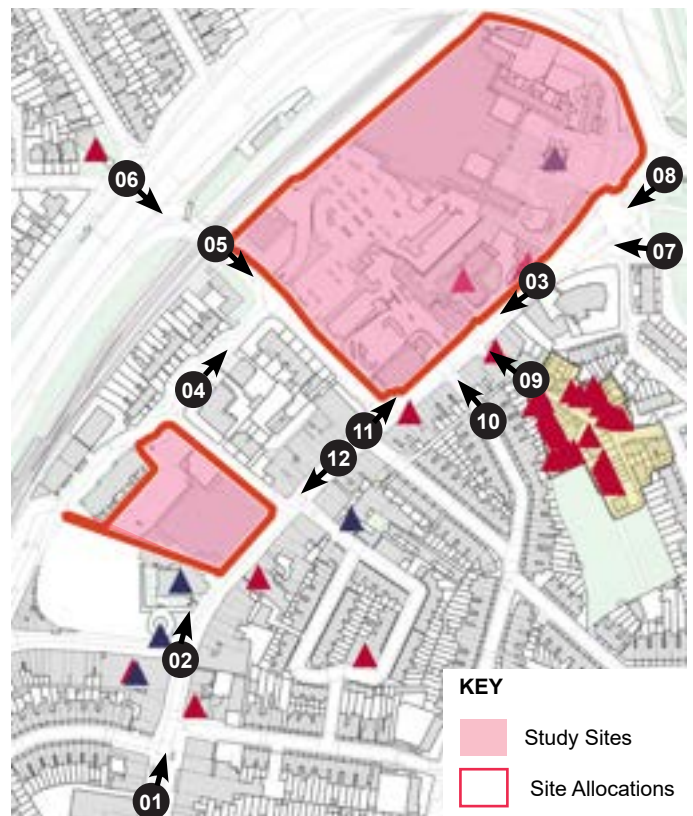
Summary of Illustrative Scenario

04.6.7 Illustrative skyline: The Tesco site has been identified as generally appropriate for heights of four- to nine-storeys (this study uses four- to nine-storeys). There is also the potential for tall buildings of ten- to 12-storeys (this study uses ten- to 12-storeys). The centre of the site has been identified as appropriate for two tall buildings of 18- to 24-storeys and 18- to 28-storeys (this study uses 24- and 28-storeys) creating a landmark on the Leytonstone Town Centre skyline and better defining the area's sense of arrival. The locations indicated for

- Browning Road CA and its setting,
- adjacent residential properties along Kirkdale and Gainsborough Road.

04.6.5 Key views: This study assesses twelve key street views to review the impact on the existing character and townscape of both sites' surroundings, considered in long-range, mid-range and immediate views.

04.6.6 Important borough views: The sites are not within any important borough views identified by the Characterisation and Intensification Study.






High Road Leytonstone Key Views

these tall buildings would ensure that they are set away from the listed and locally-listed heritage assets along High Road Leytonstone and the sensitive, residential frontage along Gainsborough Road. By stepping down heights to these areas any negative impacts on the surrounding environment can be minimised.

The Matalan site has been identified as appropriate for shoulder heights of three- to five-storeys (this study uses

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

three- to five-storeys) – a small increase from the height of the surrounding properties. There is the potential for buildings of six- to eight-storeys on the south-east corner of the site providing definition for High Road Leytonstone's junction with Kirkdale Road (this study uses 6- and 8-storeys). There is also potential for a tall building of 14-storeys on the north-eastern corner of the site (this study uses 14-storeys). This location is set away from the sensitive setting of the Church of St John's the Baptist.

The sites allow for such an increase in height due to:

- their location within the Leytonstone Strategic Location and Leytonstone Town Centre District Centre,
- their setting within a key arrival point into the borough,
- the scale of the sites,

- the close proximity of green amenities at Wanstead Flats and Epping Forest,
- the existing context of taller buildings to the north of the Matalan site,
- the lack of adjacent properties to the north of the Tesco site due to the presence of the A12 and railway line.

Redevelopment of the sites must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of neighbouring properties - especially for residents based along on Kirkdale Road and Gainsborough Road.

Key Views



Key View 01: High Road Leytonstone looking north

Illustrative Views



Illustrative Key View 01: High Road Leytonstone looking north






Key View 02: High Road Leytonstone looking north



Illustrative Key View 02: High Road Leytonstone looking north

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 03: High Road Leytonstone looking south west



Illustrative Key View 03: High Road Leytonstone looking south west



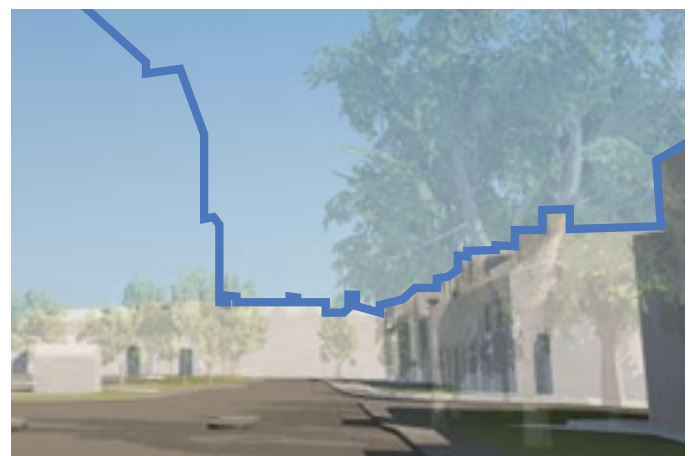
Key View 04: Lemna Road looking north east



Illustrative Key View 04: Lemna Road looking north east






Key View 05: Gainsborough Road looking south east



Illustrative Key View 05: Gainsborough Road looking south east

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



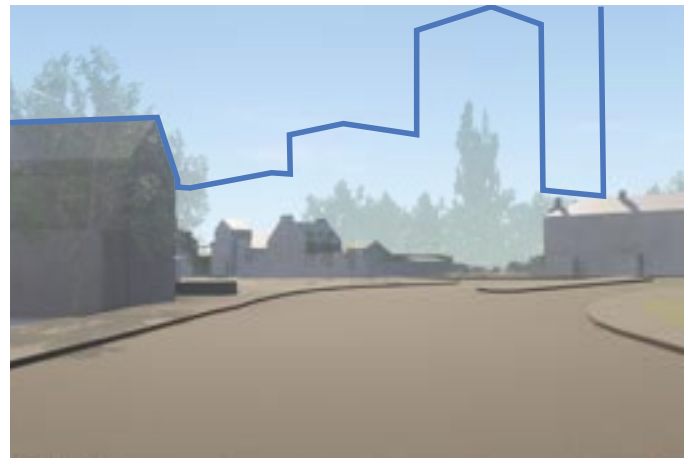
Key View 06: Pedestrian bridge over A12 looking south east



Illustrative Key View 06: Pedestrian bridge over A12 looking south east



Key View 07: Bush Road looking west



Illustrative Key View 07: Bush Road looking west






Key View 08: High Road Leytonstone looking south west



Illustrative Key View 08: High Road Leytonstone looking south west

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 09: Browning Road looking north west



Illustrative Key View 09: Browning Road looking north west



Key View 10: Mornington Road looking north



Illustrative Key View 10: Mornington Road looking north



Key View 11: High Road Leytonstone looking north east



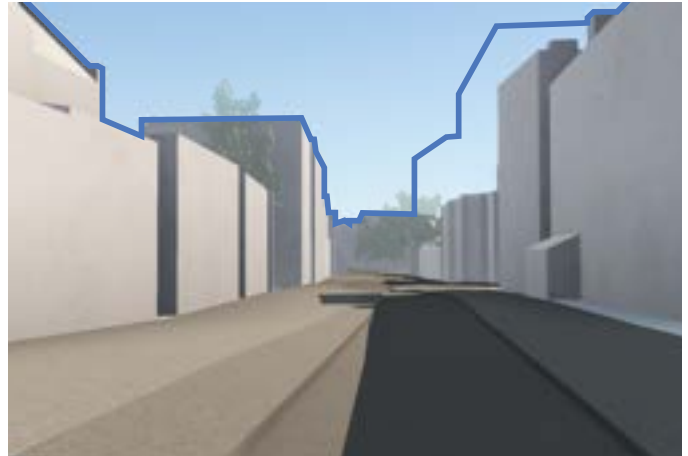
Illustrative Key View 11: High Road Leytonstone looking north east

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 12: High Road Leytonstone looking south west



Illustrative Key View 12: High Road Leytonstone looking south west

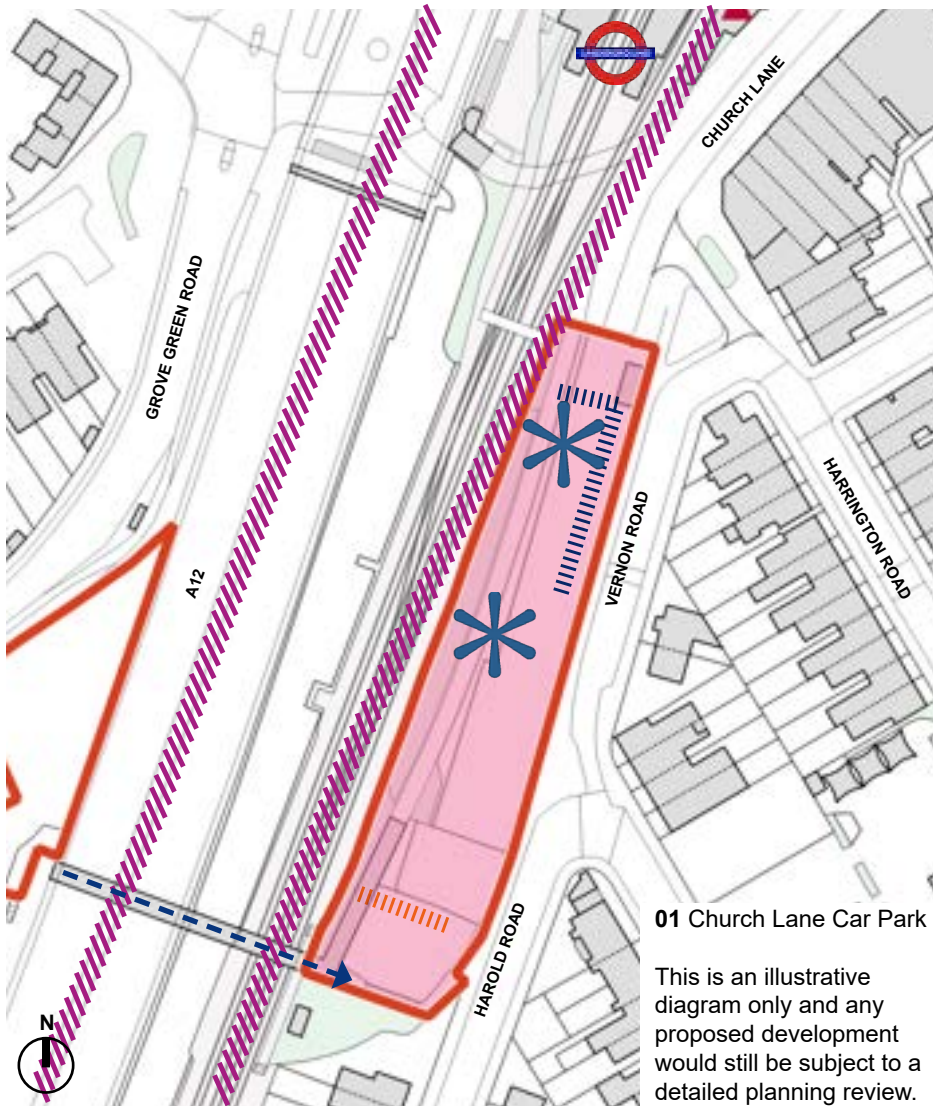
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Tesco, Leytonstone	Transformation	4- 9 storeys <i>Illustrative views test 4- 9 storeys</i>	24- 28 storeys <i>Illustrative views test 24 & 28 storeys</i>
02 Matalan, Leytonstone	Transition	3 - 5 storeys <i>Illustrative views test 3- 5 storeys</i>	14 storeys <i>Illustrative views test 14 storeys</i>

SOUTH WALTHAM FOREST LEYTONSTONE TOWN CENTRE STRATEGIC LOCATION

04.7 CHURCH LANE CAR PARK

Study Site Overview



- Key**
- Site Allocations
 - Study Site
 - ▲ Listed Building
 - ▲ Locally Listed Building
 - Conservation Area
 - Noise from Road and Railway
- Opportunities**
- ✳ 10- 12 storeys
 - Important Frontage
 - Sensitive Edge
 - ➔ Pedestrian Site Access

01 Church Lane Car Park

This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

Ward	Leytonstone Ward
PTAL	6a

Church Lane Car Park, Leytonstone Street Map

04.7.1 Location: The site is located within the Leytonstone Town Centre District Centre and the Leytonstone Strategic Location – identified in the Local Plan (2020-2035) as a key area for development and investment. The site is bound to the east by the residential Vernon Road and Harold Road, and to the west by the Central line and A12.

The site is not directly adjacent to any conservation areas or listed heritage assets. The only listed features nearby are the locally listed Cobbler’s Kiosk and mosaic at Leytonstone Underground station. However, the site does include Harold Road Play Area and Church Lane Community Garden which

should be retained.

The site is in very close proximity to Leytonstone Underground station, giving it an excellent Public Transport Accessibility Level (PTAL) rating of 6a on a scale of 0 (low connectivity) to 6b (high connectivity).

04.7.2 Context: The surrounding context to the north of the site is predominantly three-storey terraced properties. To the south and east it is almost entirely characterised by two-storey terrace houses set within a coarse urban grain. The current use of the site as a car park does not represent the most efficient

use of land or define this key station location.

04.7.3 Opportunities: Redevelopment of the site offers the opportunity for high-quality intensification (transition) that contributes towards enhancing, and delivering growth in, Leytonstone Town Centre. There is the opportunity to:

- provide new homes,
- provide a landmark building for Leytonstone Underground station, aiding navigation and wayfinding through the area,
- provide versatile public space fronting onto Leytonstone Underground station,
- retain the community garden on the southern side of the site and reprovide play spaces.

04.7.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- surrounding residential properties on Vernon and Harold Road,
- public amenity space,
- mature trees along the northern edge of the site,
- locally listed buildings and their settings.

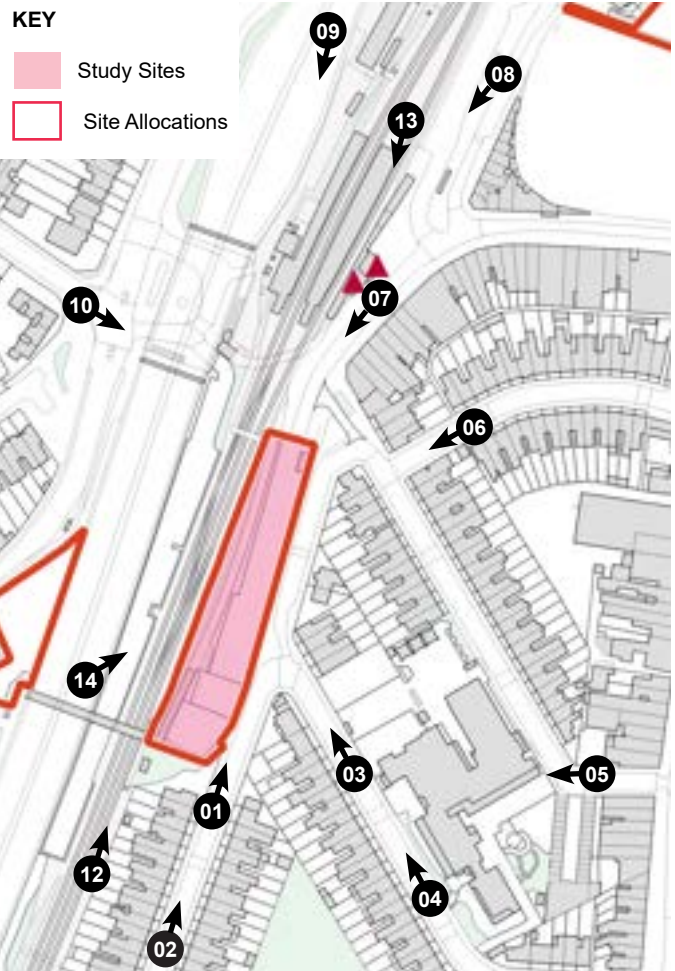
04.7.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in 14 key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

04.7.6 Important borough views: The site is not in any important borough views identified by the LBWF Characterisation and Intensification Study (2019).

Summary of Illustrative Scenario

04.7.7 Illustrative skyline: Redevelopment of the site must respond appropriately to its position at a key arrival point into the borough, adjacency to an underground station and a critical District Centre, alongside its more sensitive context on the south-eastern edge.

Due to the dimensions and location of the site, it has been identified as generally appropriate for typical shoulder heights of five-storeys, with the potential for a building of six- to eight-storeys (this study uses eight-storeys) and a tall building of 10- to 12-storeys (this study uses 12-storeys) towards the northern edge of this site – creating a landmark for Leytonstone Underground station and overlooking the new public space.



Church Lane Car Park Key Views

The heights tested here would step down towards the retained community garden on the south of the site and the residential properties along Harold Road – minimising the impact of overshadowing on the surrounding area and its amenities.

Generally, the site allows for such an increase in height due to:

- the lack of a sensitive frontage to the north and west,
- its location within the Leytonstone Strategic Location and Leytonstone Town Centre District Centre,
- its setting at a key arrival point into the borough,
- excellent access to transportation routes via Leytonstone Underground station.

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction

Key Views



Key View 01: Harold Road looking north east

Illustrative Views



Illustrative Key View 01: Harold Road looking north east



Key View 02: Harold Road looking north east



Illustrative Key View 02: Harold Road looking north east






Key View 03: Vernon Road looking north west



Illustrative Key View 03: Vernon Road looking north west

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 04: Vernon Road looking north west



Illustrative Key View 04: Vernon Road looking north west



Key View 05: Harrington Road looking west



Illustrative Key View 05: Harrington Road looking west






Key View 06: Burghley Road looking west



Illustrative Key View 06: Burghley Road looking west

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 07: Church Lane looking south



Illustrative Key View 07: Church Lane looking south



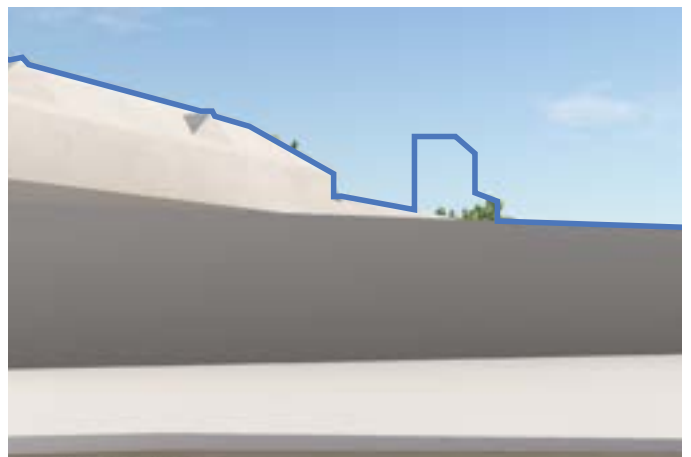
Key View 08: Kirkdale Road looking south



Illustrative Key View 08: Kirkdale Road looking south






Key View 09: A106 looking south



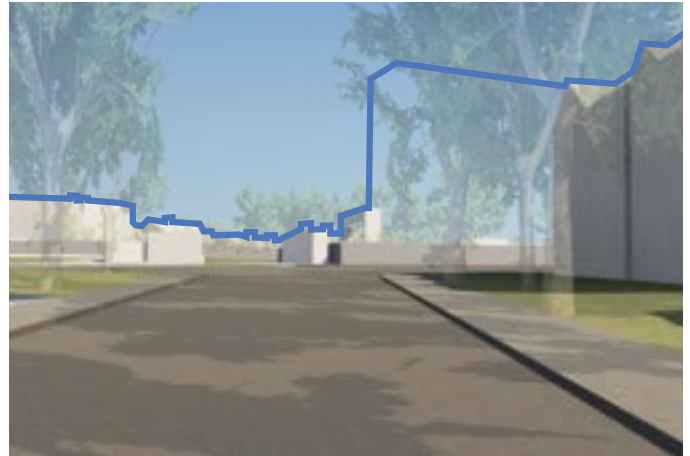
Illustrative Key View 09: A106 looking south

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 10: Fairlop Road looking south east



Illustrative Key View 10: Fairlop Road looking south east



Key View 11: Grove Green Road looking south



Illustrative Key View 11: Grove Green Road looking south



Key View 12: Train looking north



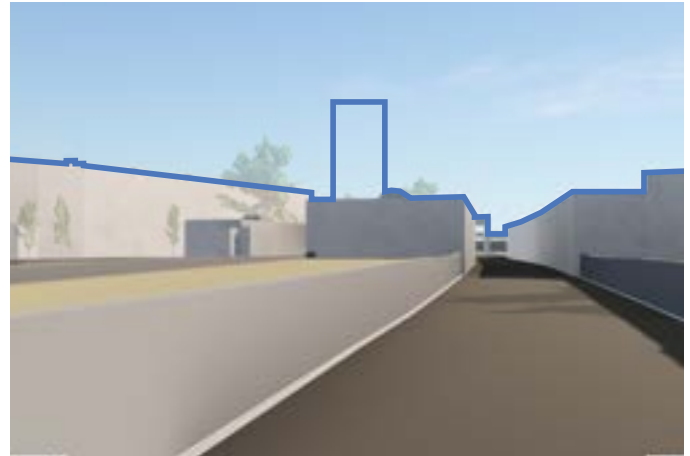
Illustrative Key View 12: Train looking north

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 13: Train Station looking south



Illustrative Key View 13: Train looking south



Key View 14: Pedestrian bridge looking north east



Illustrative Key View 14: Pedestrian bridge looking north east

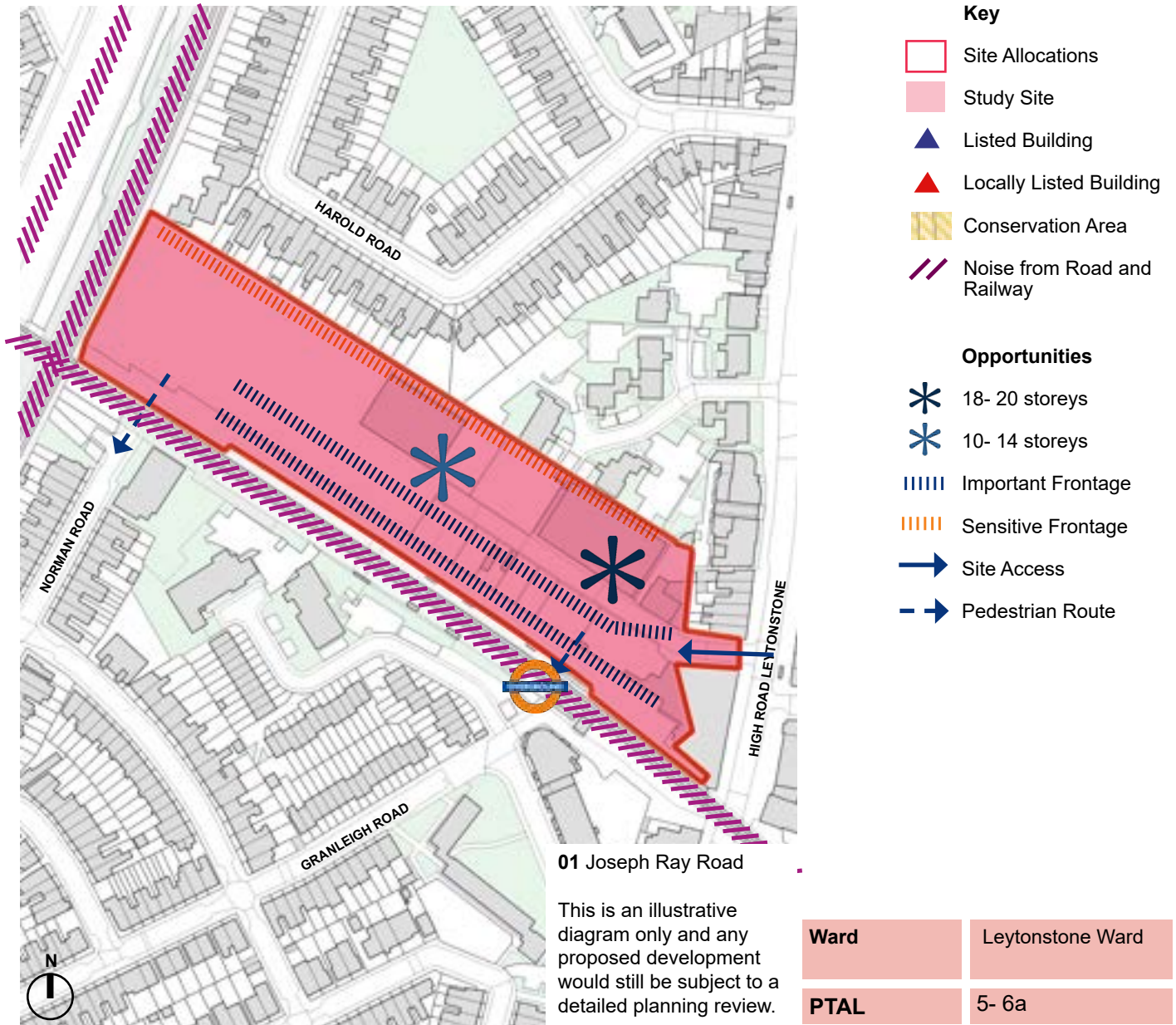
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Church Lane Car Park	Transition	3- 5 storeys <i>Illustrative views test 5 storeys</i>	10- 12 storeys <i>Illustrative views test 12 storeys</i>

SOUTH WALTHAM FOREST LEYTONSTONE TOWN CENTRE STRATEGIC LOCATION

04.8 JOSEPH RAY ROAD

Study Site Overview



Joseph Ray Road, Leytonstone Street Map

04.8.1 Location: The site is located off High Road Leytonstone – running alongside a railway viaduct and to the north of Leytonstone High Road Overground station. The site is just outside the southern boundary of the Leytonstone Town Centre within the Leytonstone Strategic Location – identified in the Local Plan (2020-2035) as a key area for development and investment in the borough. It is just outside the southern boundary of the Leytonstone Town Centre District Centre, identified in the Local Plan as Waltham Forest’s second most important town centre.

The site does not contain or sit adjacent to any locally or nationally listed heritage assets or designated conservation areas. It is a designated Borough Employment Area (BEA).

The site is immediately adjacent to Leytonstone High Road Overground station giving an excellent Public Transport Accessibility Level (PTAL) rating ranging from 5 to 6a on a scale of 0 (low connectivity) to 6b (high connectivity). Development on this site should offer the opportunity to enhance access to the station.

04.8.2 Context: The site's context is predominantly two- to three-storey terrace houses and four- to five-storey new build residential developments. The site is relatively disconnected from surrounding properties by the railway viaduct along its southern boundary, the A12 to the west and the narrow road that connects it to High Road Leytonstone to the east. However, the north-east boundary is by the back gardens of two- to three-storey terraced houses and a three- to four storey housing development. To the east, and fronting the High Road Leyton, is the five-storey Marnie Court and to the south west (beyond the railway line) is the five storey Paul Shekleton House.

04.8.3 Opportunities: Redevelopment of the site offers the opportunity for sensitive, high-quality intensification (transformation) that contributes towards delivering growth and enhancing the built environment in South Leytonstone. Redevelopment should:

- create new homes and employment / industrial floorspace,
- create better access to the Overground station and to Joseph Ray Road via Norman Road,
- form a new landmark that strengthens the sense of arrival at Leytonstone High Road Overground station and aids navigation and wayfinding around the area,
- open up the existing viaduct and create new public realm.

04.8.4 Sensitivities: The residential houses to the north east may be more sensitive to increased height here.

04.8.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in seven key views to review the impact of potential development on these sites on the existing character and

Summary of Illustrative Scenario

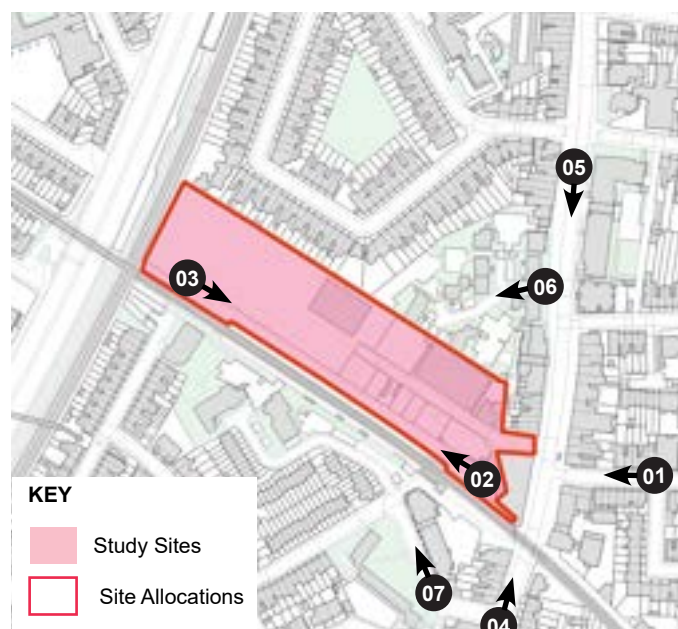
04.8.7 Illustrative skyline: The site has been identified as generally appropriate for heights of three- to nine-storeys (this study uses three- to nine-storeys). There is the potential for tall buildings of ten- to 14-storeys towards the centre of the site (this study uses ten- to 14-storeys), and for a tall building of 18- to 20-storeys (this study uses 20-storeys) towards the south-eastern corner of the site – marking the location of the Overground station and High Road Leytonstone.

Height should step down towards the two-storey terraced properties along Harold Road, and concentrate new homes away from the noise generated by the A12 and railway track.

Additionally, redevelopment should preserve space for employment and industrial uses on the site with increased floor to ceiling heights to ensure industrial spaces are fit for purpose

townscape of the surrounding context, in long-range, mid-range and immediate views.

04.7.6 Important borough views: The site is not within any important borough views identified by the Characterisation and Intensification Study.



Joseph Ray Road Key Views




and BEA is viable.

Generally, the site allows for such an increase in height due to:

- the lack of sensitive frontages to the south, east and west of the site,
- its setting within the Leytonstone Strategic Location and on the periphery of the Leytonstone Town Centre District Centre,
- its location adjacent to Leytonstone High Road Overground station.

Redevelopment must avoid harmful overshadowing that would compromise the comfort and enjoyment of private amenities for residents along Harold Road. Height should be concentrated towards the south-east corner of the site (High Road Leytonstone), and so away from nearby residential back conditions and the railway track.

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction

Key Views



Key View 01: Ferndale Road looking west

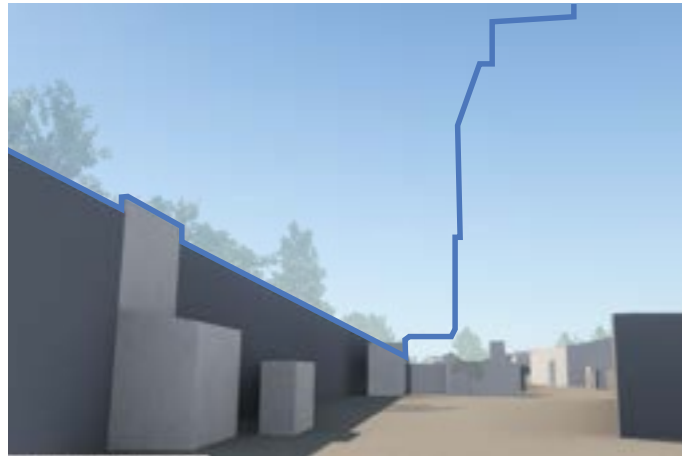
Illustrative Views



Illustrative Key View 01: Ferndale Road looking west



Key View 02: The site looking north west



Illustrative Key View 02: The site looking north west



Key View 03: The site looking south east



Illustrative Key View 03: The site looking south east

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 04: High Road Leytonstone looking north



Illustrative Key View 04: High Road Leytonstone looking north



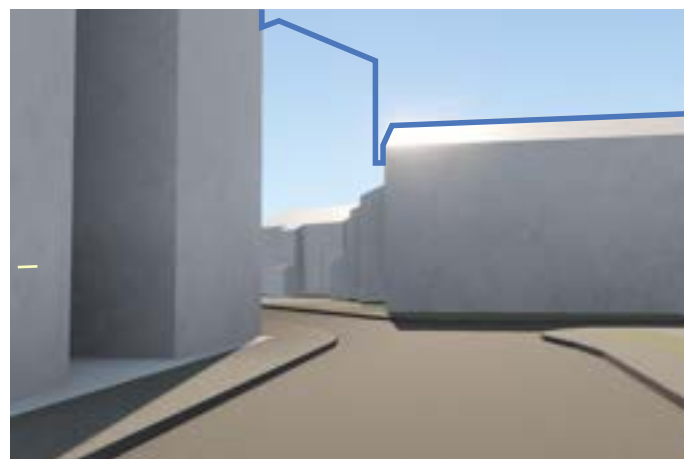
Key View 05: High Road Leytonstone looking south



Illustrative Key View 05: High Road Leytonstone looking south



Key View 06: Brockway Close looking west



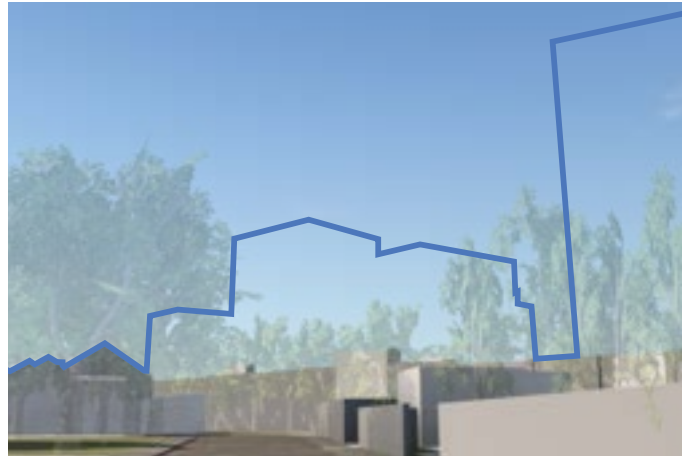
Illustrative Key View 06: Brockway Close looking west

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 07: Trinity Close looking north west



Illustrative Key View 07: Trinity Close looking north west

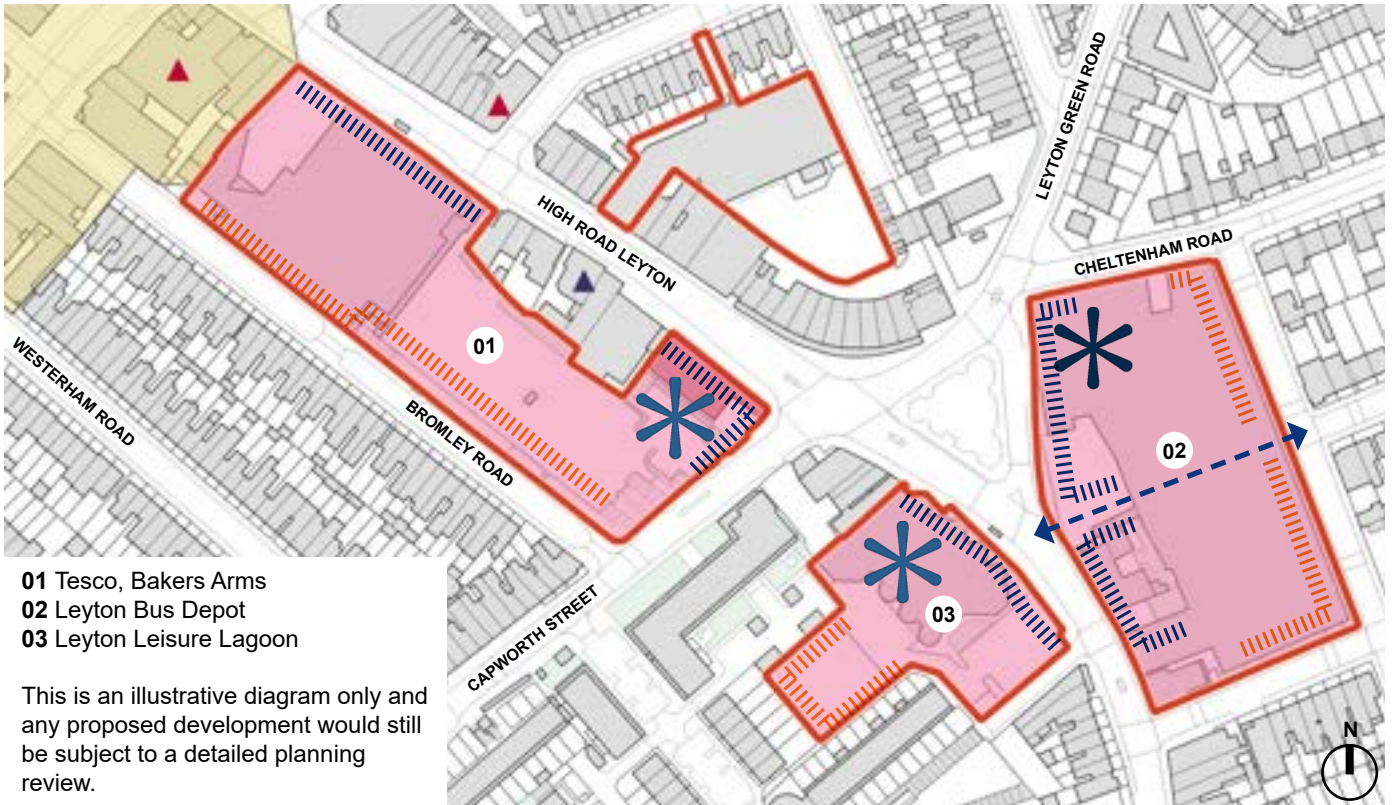
Summary of Illustrative Scenario

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Joseph Ray Road	Transformation	4 - 9 storeys <i>Illustrative views test 4 - 9 storeys</i>	18- 20 storeys <i>Illustrative views test 20 storeys</i>

SOUTH WALTHAM FOREST LEYTON GREEN/ BAKERS ARMS STRATEGIC LOCATION

04.9 BAKERS ARMS

Study Site Overview



- 01 Tesco, Bakers Arms
- 02 Leyton Bus Depot
- 03 Leyton Leisure Lagoon

This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

Bakers Arms Street Map

Key

- Site Allocations
- Conservation Area
- Study Site
- ▲ Listed Building
- ▲ Locally Listed Building
- Noise from Road and Railway

Opportunities

- ✳ 18 storeys
- ✳ 10- 14 storeys
- |||| Important Frontage
- |||| Sensitive Frontage
- - - - -> Pedestrian Route

Ward	Leyton Ward
PTAL	5 and 6a

04.9.1 Location: This group of sites is located around Leyton Green and along High Road Leyton– a bustling high street and major traffic thoroughfare. The sites sit within the Bakers Arms and Leyton Green Strategic Location – identified in the Local Plan (2020-2035) as a key area for development and investment. Two of the three sites also sit within the District Centre.

The Tesco Store site allocation is bound to the north by the Bakers Arms Conservation Area (CA). There are a number of heritage buildings in close proximity including the Grade II-listed 807 Leyton High Road and the locally-listed King William IV Public House and Former Woolworths Building.

The sites are all within walking distance of Leyton Midland Overground station giving an excellent Public Transport Accessibility Level (PTAL) rating ranging from 5 to 6a on a scale of 0 (no connectivity) to 6b (high connectivity).

04.9.2 Context: The surrounding neighbourhood is characterised by a fine urban grain and is predominantly two- to four-storey terrace houses. The area immediately surrounding Leyton Green in contrast, is characterised by a variety of building heights – ranging from two-storeys to nine- and 11-storey buildings. The taller buildings mark Leyton High Road’s junction with Leyton Green Road and provide waymarking landmarks on the skyline. They are reinforced by wide streets and the Green itself. There is an opportunity to

enhance this skyline by improving its coherence and identifying Bakers Arms as an attractive crossroads and destination to live, work and shop.

04.9.3 Opportunities: Redevelopment of these sites offers the opportunity for high-quality intensification (transition and transformation) that will enhance, and deliver growth around, Bakers Arms and Leyton Green. This should enable the provision of new homes, commercial and office space, public space and amenity space, including:

- new landmark buildings around Leyton Green, enhancing the area’s skyline and sense of arrival,
- re provision and improvement of the existing Leyton Leisure Centre;
- creation of new, key frontages along High Road Leyton, providing greater activation to the local high street,
- provision of a new access route connecting High Road Leyton to Ely Road through the Leyton Bus Depot site - subject to re provision of the bus depot elsewhere within the borough,
- creation of a residential street frontage on the north-eastern side of Ely Road.

04.9.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- Bakers Arms Conservation Area and its setting,
- the adjacent locally- and nationally-listed heritage assets and their settings,
- surrounding residential properties.

04.9.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in nine key views to review the impact of potential development on these sites on the existing character and townscape of the

Summary of Illustrative Scenario

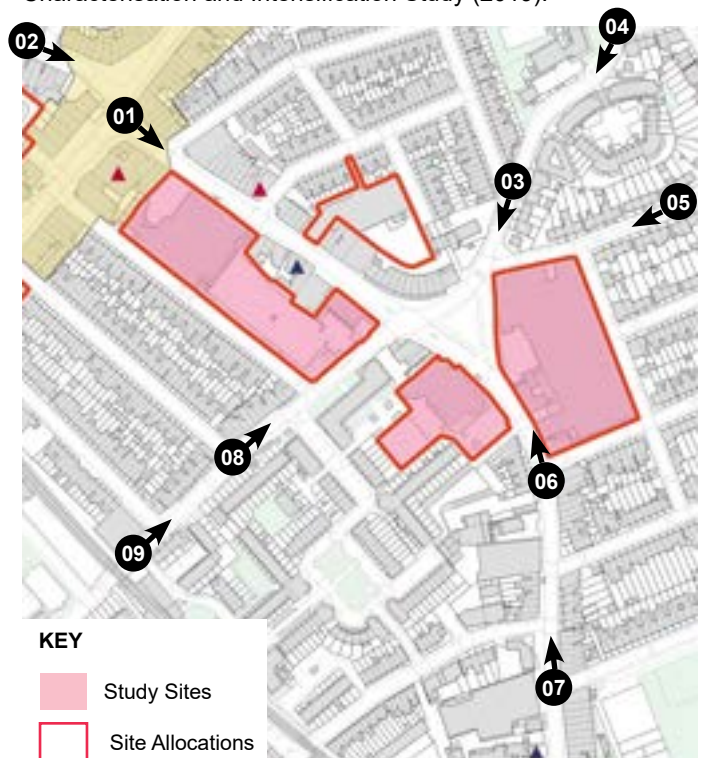
04.9.7 Illustrative skyline: Redevelopment of these sites must respond appropriately to the scale of the adjacent residential properties and the character of Leyton Green. The Tesco site is appropriate for a typical shoulder height of three- to five-storeys (this study uses three- to five-storeys); the Leyton Leisure Lagoon of two- to five-storeys (this study uses two- to five-storeys); and the Leyton Bus Depot of three- to nine-storeys (this study uses three- to eight-storeys). The Tesco and Leyton Leisure Lagoon sites have been identified as appropriate for tall buildings of ten- to 14-storeys (this study uses 14-storeys), positioned on the corner of each site and fronting onto Leyton Green. The Leyton Bus Depot has been identified as appropriate for a tall building of 18-storeys (this study uses 18-storeys) – positioned on the north-west corner of the site and also along Leyton Green.

These sites allow for such an increase in height due to:

- their location on High Road Leyton and
- their clustering around Leyton Green,

surrounding context, in long-range, mid-range and immediate views.

04.9.6 Important borough views: The sites are not within any important borough views identified by the LBWF Characterisation and Intensification Study (2019).



High Road Leyton Station Key Views

- their location within the Bakers Arms and Leyton Green Strategic Location,
- their surrounding context including existing buildings of height.,
- the opportunity to bring existing buildings of height into a new, cohesive skyline.

The increase in height would enhance Leyton Green’s distinctive character by adding definition and cohesion to the streetscape and skyline. It would provide new, high quality landmarks around the Green, providing way finding and place making to the High Road Leyton-Leyton Green Road junction.

Redevelopment of these sites must avoid harmful overshadowing that would compromise the comfort and enjoyment of the Green or residential properties and their amenity space. Height should be set away from existing residential properties and should step down to the surrounding context.

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction

Key Views



Key View 01: High Road Leyton looking south east

Illustrative Views



Illustrative Key View 01: High Road Leyton looking south east



Key View 02: Hoe Street looking south east



Illustrative Key View 02: Hoe Street looking south east






Key View 03: Fulborne Road looking south



Illustrative Key View 03: Fulborne Road looking south

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



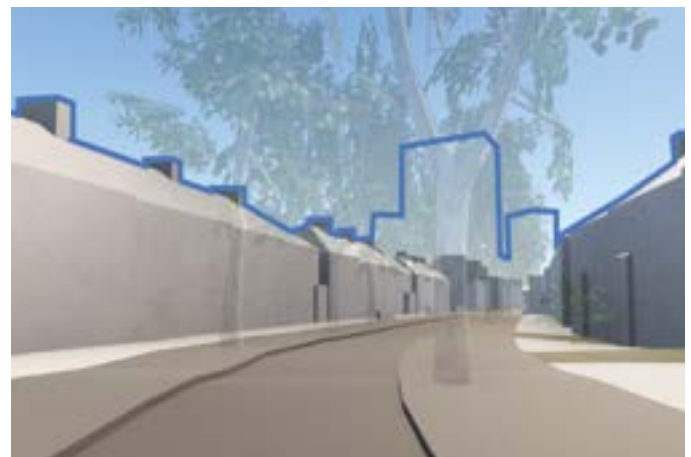
Key View 04: Leyton Green Road looking south west



Illustrative Key View 04: Leyton Green Road looking south west



Key View 05: Leyton Green Road/ Matlock Road looking south west



Illustrative Key View 05: Leyton Green Road/ Matlock Road looking south west



Key View 06: High Road Leyton looking north



Illustrative Key View 06: High Road Leyton looking north

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 07: High Road Leyton looking north



Illustrative Key View 07: High Road Leyton looking north



Key View 08: Capworth Street/ Bromley Road looking north east



Illustrative Key View 08: Capworth Street/ Bromley Road looking north east



Key View 09: Capworth Street looking north east



Illustrative Key View 09: Capworth Street looking north east

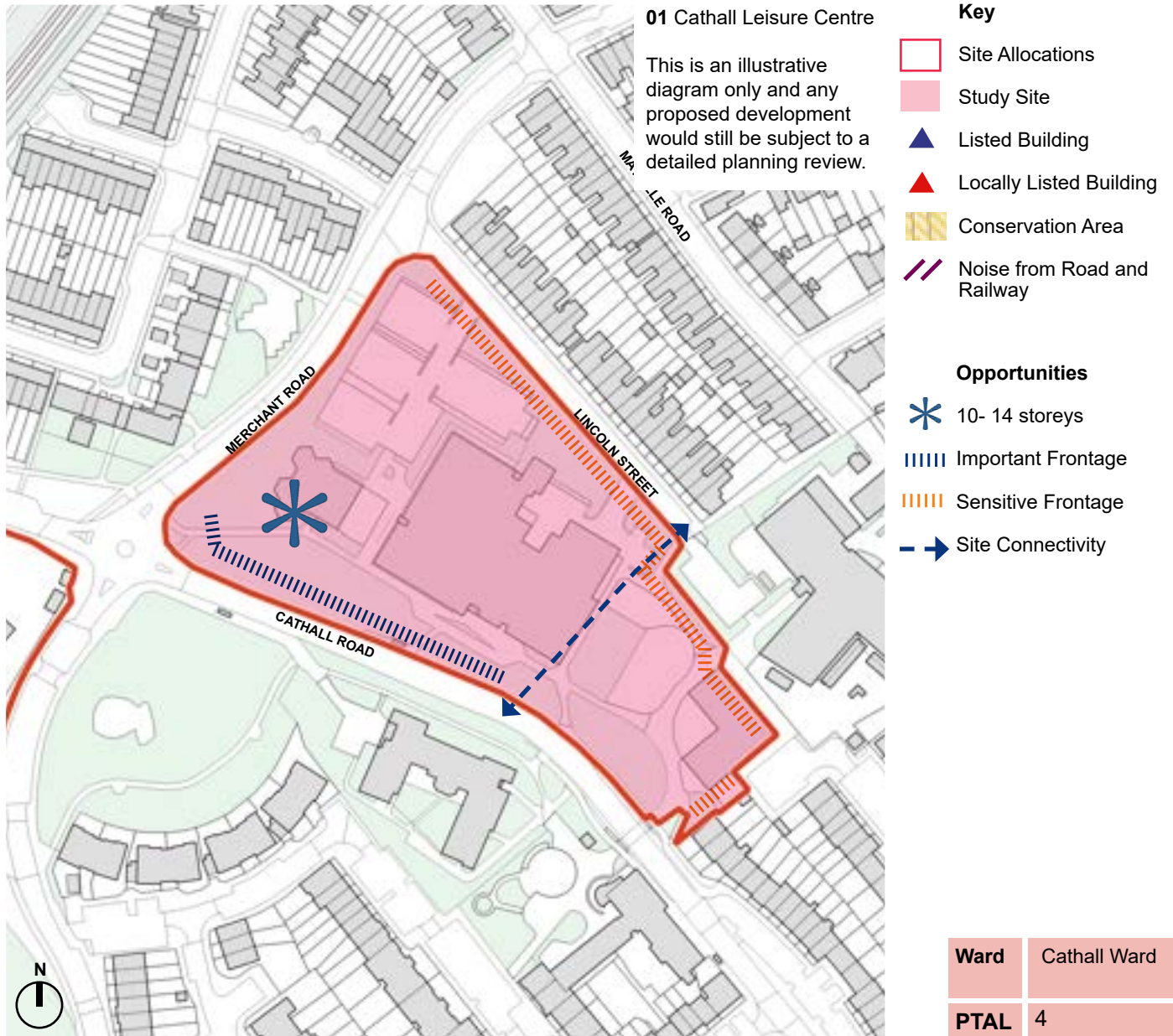
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Tesco, Bakers Arms	Transition	3- 5 storeys <i>Illustrative views test 3- 5 storeys</i>	12 - 14 storeys <i>Illustrative views test 14 storeys</i>
02 Leyton Bus Depot* subject to relocation of bus depot elsewhere in the borough	Transformation	4 - 9 storeys <i>Illustrative views test 4 - 9 storeys</i>	18 storeys <i>Illustrative views test 18 storeys</i>
03 Leyton Leisure Lagoon	Transition	3- 5 storeys <i>Illustrative views test 3- 5 storeys</i>	10- 14 storeys <i>Illustrative views test 14 storeys</i>

SOUTH WALTHAM FOREST SOUTH LEYTONSTONE STRATEGIC LOCATION

04.10 CATHALL LEISURE CENTRE SITE

Study Site Overview



Cathall Leisure Centre Street Map

04.10.1 Location: This site is to the north of Cathall Road and east of Marchant Road. It is to the west of High Road Leytonstone, but some way south of the Leytonstone District Centre. It is within the South Leytonstone Strategic Location identified in the Local Plan (2020-2035) as a key area for development and investment in the borough. The site is currently occupied by the Leytonstone Leisure Centre, Jubilee Community Centre and Epicentre community centre.

04.10.2 Context: The site's surrounding context is mainly two-

to four storey residential properties. To the north east, these take the form of traditional street grids of terraced housing, likely dating from 19th- early 20th Century. To the south and west of the site, the surrounding built context is generally more modern, dating from late 20th to early 21st century, with more apartment blocks and building heights of up to five storeys. Immediately to the north of the site is Lincoln Street, with a terrace of two storey residential houses fronting onto the site. To the east is Maryville Primary school. These represent particularly sensitive frontages for the site.

To the south of the site, on the other side of Cathall Road, is Cathall Green, an important local green space that gives an open setting to this part of the site. To the west, across Marchant Road is a play area. There is a number of significant mature trees on the site.

04.10.3 Opportunities: Redevelopment of the site offers the opportunity for high-quality intensification (transition) that should include the re-provision of the existing leisure and community uses as well as unlocking space for the provision of new homes and publicly accessible open green space. Further, there is the opportunity to:

- provide a local landmark building to mark the significant corner or Cathall and Marchant Road, and to signify the presence of a civic building in the form of leisure and community uses;
- holistically redesign the site, potentially combining leisure and community uses to allow for the site potential to be fully realised,
- introduce a new footway along the western side of Marchant Road, which is currently hostile and unpleasant for pedestrians.

04.10.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- adjacent residential properties and associated external amenity spaces, particularly along Lincoln Street and Marchant Road;
- the open space at Cathall Green
- the play area on Marchant Road
- Maryville Primary School

04.10.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in eight key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

Summary of Illustrative Scenario

04.10.7 Illustrative skyline: Redevelopment of this site must respond appropriately to the fact it is found within a Strategic Location, its important position within the local streetscape and the potential for uses of a civic nature (e.g. re-provision of leisure and community uses) here. Cathall Green to the south gives a green, open setting that could be successfully marked by a step up in building height. The illustrative scenario therefore tests a general shoulder height across the site of three to six storeys, stepping up to 14 storeys on the corner of Cathall Road and Marchant Road.

04.10.6 Important borough views: The site does not sit within any important borough views identified in the LBWF Characterisation and Intensification Study (2019).



Cathall Leisure Centre Key Views

Generally, the site allows for such an increase in height due to:

- the lack of a sensitive frontage, and open setting to the south western corner of the site,
- its location within the South Leytonstone Strategic Location,
- the potential for uses of a civic nature on the site, warranting a local landmark to aid wayfinding and navigation.

Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

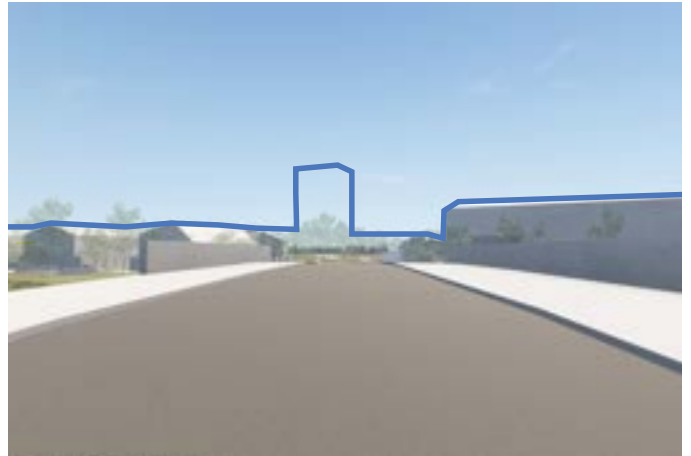
- Indicative Wireframe
- Consented Schemes
- Schemes under construction

Key Views



Key View 01: Cathall Road looking south east

Illustrative Views



Illustrative Key View 01: Cathall Road looking south east



Key View 02: Cathall Road green space looking south east



Illustrative Key View 02: Cathall Road green space looking south east






Key View 03: Hollydown Way looking north east



Illustrative Key View 03: Hollydown Way looking north east

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 04: St Patricks Catholic Cemetery looking north east



Illustrative Key View 04: St Patricks Catholic Cemetery looking north east



Key View 05: Cathall Green looking north east



Illustrative Key View 05: Cathall Green looking north east



Key View 06: Cathall Road looking north west



Illustrative Key View 06: Cathall Road looking north west

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction



Key View 07: West Street looking north west



Illustrative Key View 07: West Street looking north west



Key View 08: Mayville Road/ Marchant Road looking south west



Illustrative Key View 08: Mayville Road/ Marchant Road looking south west

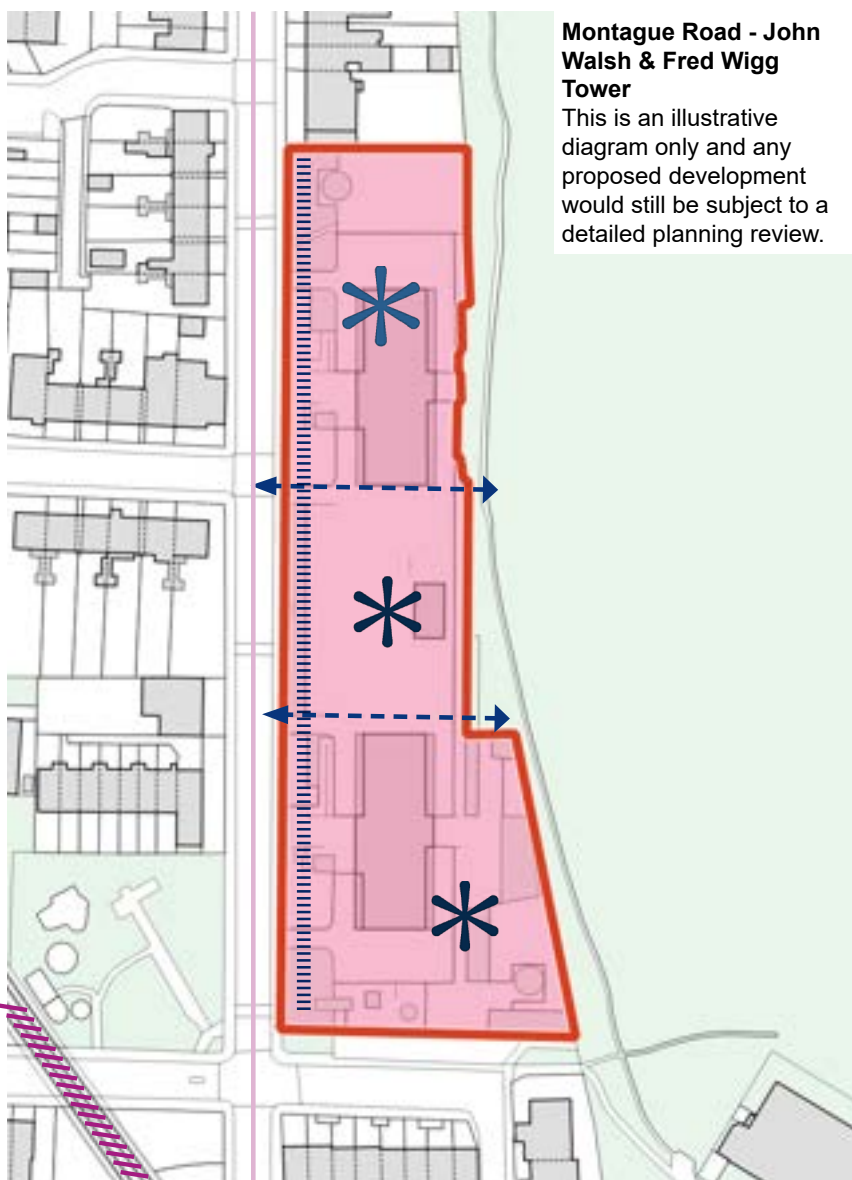
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
01 Cathall Leisure Centre	Transition	3- 5 storeys <i>Illustrative views test 3- 5 storeys</i>	12 - 14 storeys <i>Illustrative views test 14 storeys</i>

04.11

MONTAGUE ROAD – JOHN WALSH & FRED WIGG TOWER

Study Site Overview



Montague Road - John Walsh & Fred Wigg Tower

This is an illustrative diagram only and any proposed development would still be subject to a detailed planning review.

Key

- Site Allocations
- Study Site
- ▲ Listed Building
- ▲ Locally Listed Building
- Conservation Area
- Noise from Road and Railway

Opportunities

- ✱ 18- 29 storeys
- ✱ 10-13 storeys
- Important Frontage
- Sensitive Frontage
- ← Site Access
- - Pedestrian Access

Ward	Cann Hall
PTAL	3

Montague Road - John Walsh & Fred Wigg Tower

04.11.1 Location: Montague Road is located within the Cann Hall ward and sits adjacent to Wanstead Flats playing fields. The site is a short walk from Leytonstone Town Centre and Leytonstone Strategic location – identified in the Local Plan (2020- 2035) as a key area for development and investment in the borough.

The area has links to the Overground Line thanks to Leytonstone High Road and to the Central Line thanks to Leytonstone Station, both within a 5-10 minute walk from the site.

Overall, this has given the site strong transport links. The site currently possesses a PTAL score of 3 on a scale of 0 to 6b.

04.11.2 Context: Although most of Cann Hall is made up of low heights, the existing John Walsh and Fred Wigg towers are the exception, being both classified as tall buildings, at a current height of 18 storeys. The site also currently has a car park dividing the two towers. It will be important to allow for strong connectivity in and out of the towers to ensure that the buildings feel apart of the surrounding neighbourhood, mitigating for the change in heights found in Cann Hall.

04.11.3 Opportunities: Redevelopment of this site offers the opportunity for high-quality intensification (transformation). Redevelopment should:

- Ensure a stepping to the footprint of any tall buildings, in order to offer a landscape led approach at ground level.
- Provide increased permeability and more visibility through the site between Montague Road and the Flats.
- Consider servicing arrangements.
- Consider phasing approaches to minimise disruption to existing residents.

The evidence shows that opportunities exist to significantly increase height on these sites, and offer a more dynamic clustering on the skyline.

04.11.4 Sensitivities: The following elements of the surrounding context would be sensitive to increased height:

- Impacts regarding overlooking at residential properties
- ensuring an appropriate relationship with the adjacent Wanstead Flats.

04.11.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in 6 key views to review the impact of potential development on these sites on the existing character and townscape of the surrounding context, in long-range, mid-range and immediate views.

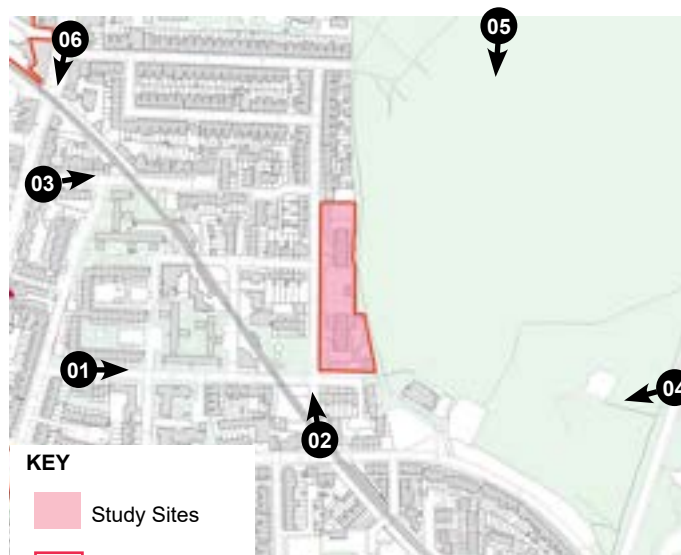
04.11.6 Important borough views: The site does not sit within any important borough views identified in the LBWF Characterisation and Intensification Study (2019).

Summary of Illustrative Scenario

04.11.7 Illustrative Skyline: Opportunities exist to significantly increase height and provide a marker to help identify this important location and transport interchange but, it is important that development on this site also responds to the sensitivities

Overall, this site allows for such an increase in height due to:

- the existing tall buildings on the site.
- the opportunity to improve the quality of the existing homes on the site.



Montague Road - John Walsh & Fred Wigg Tower

- its proximity to transport links,
- potential to create a wayfinding landmark.
- its adjacency to the nearby open space.
- the potential to provide high quality, dual aspect homes.

Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of any neighbouring properties.

Illustrative Views Key

- Indicative Wireframe
- Consented Schemes
- Schemes under construction

Key Views



Key View 01: Acacia Road looking east

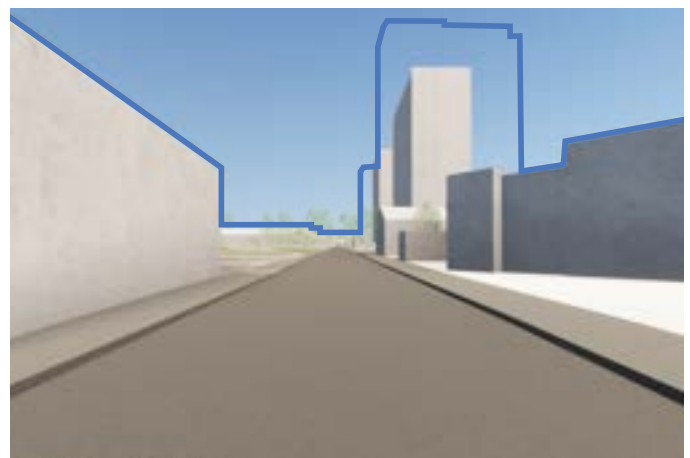
Illustrative Views



Illustrative Key View 01: Acacia Road looking east



Key View 02: Montague Road looking north



Illustrative Key View 02: Montague Road looking north






Key View 03: Lancaster Road looking east



Illustrative Key View 03: Lancaster Road looking east

Illustrative Views Key

-  Indicative Wireframe
-  Consented Schemes
-  Schemes under construction



Key View 04: Lake House Road looking west



Illustrative Key View 04: Lake House Road looking west



Key View 05: Stanmore Road looking south



Illustrative Key View 05: Stanmore Road looking south



Key View 06: High Road Leytonstone looking south



Illustrative Key View 06: High Road Leytonstone looking south

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Tall Buildings
Montague Road Estate	Transformation	4-9 storeys, existing building 18 storeys <i>Illustrative views test 4 & 18 storeys</i>	18 - 29 storeys <i>Illustrative views tests 29, 18 and 13 storeys</i>

05. CONCLUSION

05.1: Conclusion

The Skyline Study has tested the townscape impacts and benefits for some site allocations that lack other townscape analysis. As a result, the study is able to provide guidance on an indicative range of suitable heights, that could be acceptable on certain Local Plan 2: Site Allocation sites- subject to meeting other Local Plan policy tests.

In accordance with Policy 54 Tall Buildings, of Local Plan Part 1 (2020 - 2035), an indicative range of potentially acceptable heights for sites in the study is recommended as follows:

Central Waltham Forest Study Sites

Strategic Location	Study Site	Intensification Approach	Appropriate Building Heights	Site considered suitable for a tall building?
Walthamstow Town Centre Strategic Location	The Mall Walthamstow	Transformation	2- 34 storeys	Yes, 18+ Storeys
	The Mall Walthamstow (Phase 2)	Transformation	2- 29 storeys	Yes, 18+ Storeys
	Walthamstow Central Bus Station	Transformation	3- 25 storeys	Yes, 18+ Storeys
	High Street Sainsburys	Transformation	3- 22 storeys	Yes, 18+ Storeys
	St James Quarter	Transition	3- 17 storeys	Yes
Forest Road Corridor Strategic Location	Sterling House and Willow House	Transformation	3- 23 storeys	Yes, 18+ Storeys
	Patchworks Site	Transformation	3- 18 storeys	Yes, 18+ Storeys
Blackhorse Lane Strategic Location	Blackhorse Yard	Transformation	3- 23 storeys	Yes, 18+ Storeys
	152 - 154 Blackhorse Road	Transition	3- 11 storeys	Yes
Wood Street Strategic Location	Wood Street Station & Travis Perkins	Transition	3- 10 storeys	Yes

South Waltham Forest Study Sites


Strategic Location	Study Site	Intensification Approach	Appropriate Building Heights	Site considered suitable for a tall building?
Lea Bridge & Church Road Strategic Location	Rigg Approach	Transformation	3- 20 storeys	Yes, 18+ Storeys
	Lammas Industrial Area	Transformation	3- 20 storeys	Yes, 18+ Storeys
	Orient Way	Transformation	3- 15 storeys	Yes
Leyton Strategic Location	Leyton Mills Retail Park	Transformation	3- 28 storeys	Yes, 18+ Storeys
	New Spitalfields Market	Transformation	3- 30 storeys	Yes, 18+ Storeys
	Temple Mills Bus Depot	Transformation	3- 25 storeys	Yes, 18+ Storeys
	Auckland Road Industrial Area	Transformation	3- 18 storeys	Yes, 18+ Storeys
Leytonstone Town Centre Strategic Location	Tesco, Leytonstone	Transformation	4- 28 storeys	Yes, 18+ Storeys
	Matalan, Leytonstone	Transition	3- 14 storeys	Yes
	Church Lane Car Park, Leytonstone	Transition	3- 12 storeys	Yes
	Joseph Ray Road	Transformation	3- 20 storeys	Yes, 18+ Storeys
Bakers Arms and Leyton Green Strategic Location	Tesco, Bakers Arms	Transition	3- 14 storeys	Yes
	Leyton Bus Depot	Transformation	3- 18 storeys	Yes, 18+ Storeys
	Leyton Leisure Lagoon	Transition	2- 14 storeys	Yes
South Leytonstone Strategic Location	Cathall Road Sites	Transition	3- 14 storeys	Yes
Other	Montague Road Estate	Transformation	3- 29 storeys	Yes, 18+ Storeys

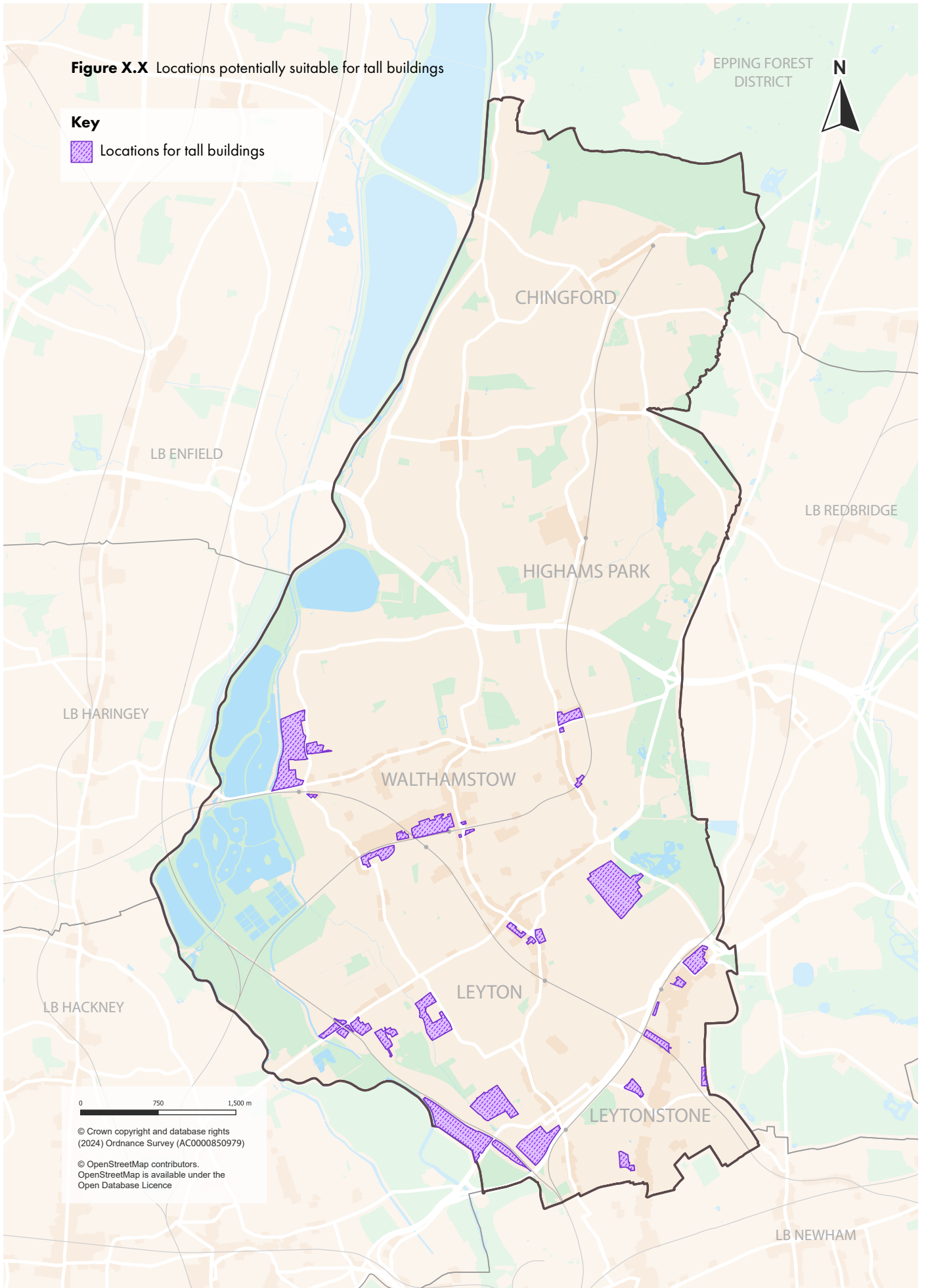
05.2: Recommendations

It is recommended that an update to the Local Plan Tall Buildings Plan (fig.14.1 in Local Plan Part 1) is published within Local Plan Part 2: Site Allocations, to acknowledge this additional testing. A version of this map is found on the following page.

Figure X.X Locations potentially suitable for tall buildings

Key

 Locations for tall buildings



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