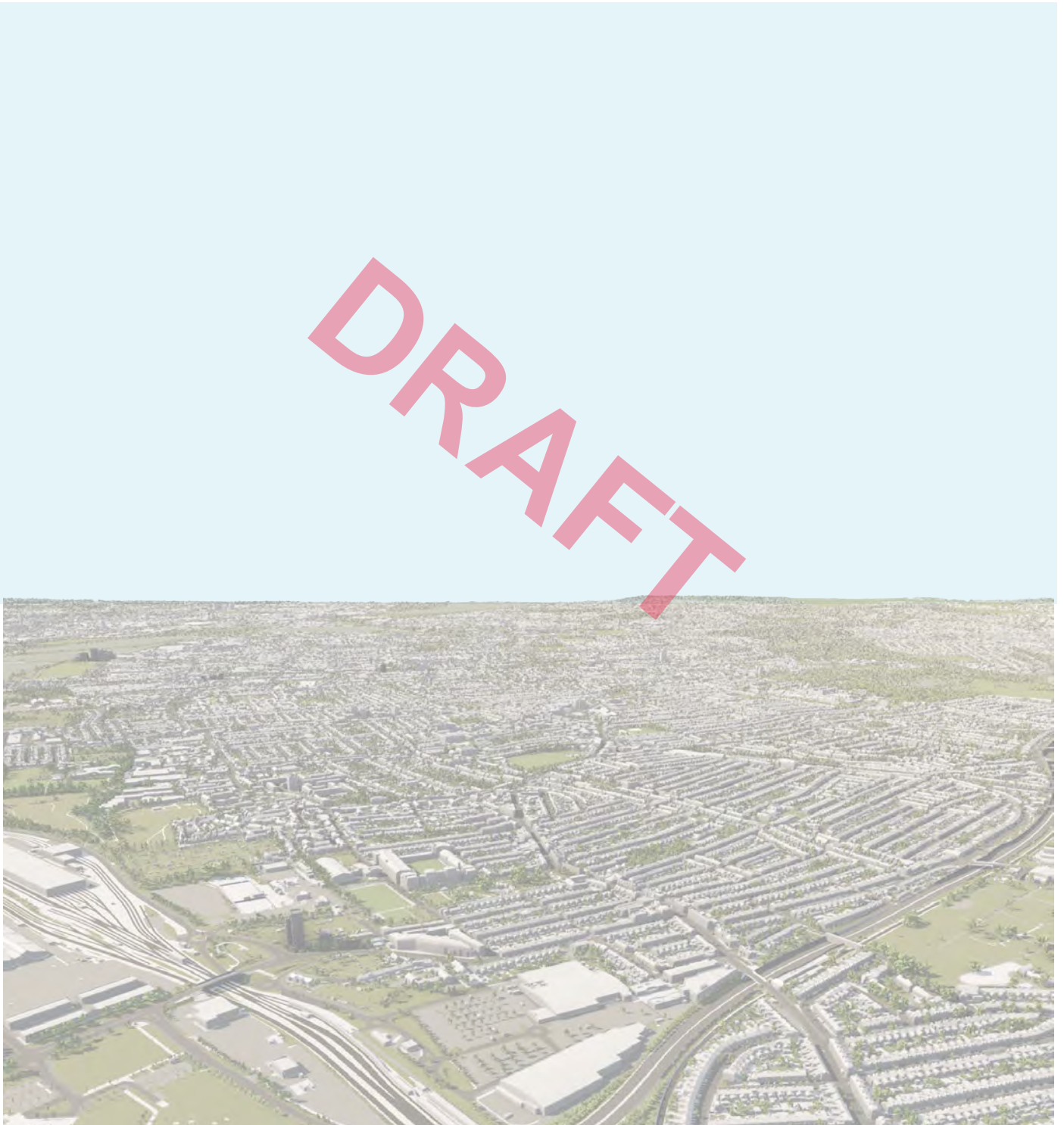


LONDON BOROUGH OF WALTHAM FOREST

DRAFT SKYLINE STUDY



DRAFT REPORT NOVEMBER 2021

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01.

INTRODUCTION

01.1 Draft Waltham Forest Local Plan (2020- 2035): The draft 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 is the Site Allocations Development Plan Document which 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 Site Allocations Development Plan Document: 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. A draft version of Local Plan 2 (Site Allocations) will be going out for 'preferred submission version' (Regulation 19) consultation November 2021.

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 draft Study forms part of the evidence base for Local Plan 2. It considers site allocations where where 'tall' and 'taller' buildings could be appropriate 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 an illustrative development scenario on each site, including taller and tall buildings in locations that are considered appropriate.

This study reviews these illustrative scenarios in the surrounding context though the use of a visualisation tool called VU.CITY London*. 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.

01.5 Additional sites: It should be noted that there are also opportunities for taller and tall buildings on the sites listed below, which are included in the draft Site Allocations Development Plan Document. Opportunities for development on these sites have been explored through the LBWF Growth Capacity Study and Character and Intensification Study. However, they are also likely to be subject to further detailed assessment and masterplanning over the coming months, so have not been included in this draft Study until that work is available. It is intended that they will form part of future iterations of this Skyline Study.

- North Circular
- High Street Sainsbury's
- Wilkos, Walthamstow High Street

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 and taller buildings in these locations.

02.2 Character of intensification: In line with the Characterisation and Intensification Study (2019) and Policy 7 of the draft Waltham Forest Local Plan (2020- 2035), this study sets out an approach to intensification based on the categories of Reinforcement, Transition and Transformation.

02.3 Categories of height: This study uses the recommended ranges of heights for each of these approaches to intensification as set out in Table 14.1 in Policy 56 (Taller and Tall buildings) of the draft Waltham Forest Local Plan (2020- 2035).

These ranges of height are based on the four categories of tall buildings identified in the Characterisation and Intensification Study (2019):

- Category A: 6-9 storeys;
- Category B1: 10-13 storeys;
- Category B2: 14-17 storeys; and
- Category C: 18 storeys +

The categories begin at 6 storeys to reflect the impact that such a height could have on the generally low-rise nature of some of the borough's built environment.

Above that, the categories reflect the distinction in architecture found between existing examples in the Borough.

When determining the suitability of tall buildings in Waltham Forest it is important to consider the different impact that each category of height will have, namely categories over 14-storeys require a markedly different architectural typology in order to meet likely efficiency requirements for their floorplates.

02.4 Site analysis: To achieve a character-led approach to intensification, for each site this study reviews the site's location and surrounding context. It sets out site specific opportunities and sensitivities to redevelopment.

02.5 Illustrative information: The illustrative diagrams and wireframe views in this study represent an indicative approach to height on each of the sites, and 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.

This study identifies that on some site exception design quality may allow for increased height.

This study also identifies that on some sites a height range is not suitable and suggests a storey number.

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 London and are presented as illustrative wireframes.

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.

* VU.CITY London 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.

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 'taller' buildings,
- recommended range of height for 'tall' buildings.

If 'taller' or 'tall' buildings are not recommended it states 'not appropriate'.

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 follow Waltham Forest and London Plan policy in relation to the design and location of tall buildings,
- 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.

02.10 Consultation: It is intended that this study will be reviewed in line with engagement responses received from the Local Plan 2 Regulation 18 consultation. It should be noted that there are sites in the study that are yet to be assessed in detail. This work is ongoing and will continue to inform the further development of Local Plan 2.

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03.

NORTH WALTHAM FOREST

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NORTH WALTHAM FOREST NORTH CHINGFORD STRATEGIC LOCATION

03.1

CHINGFORD STATION AREA

Study Site Overview

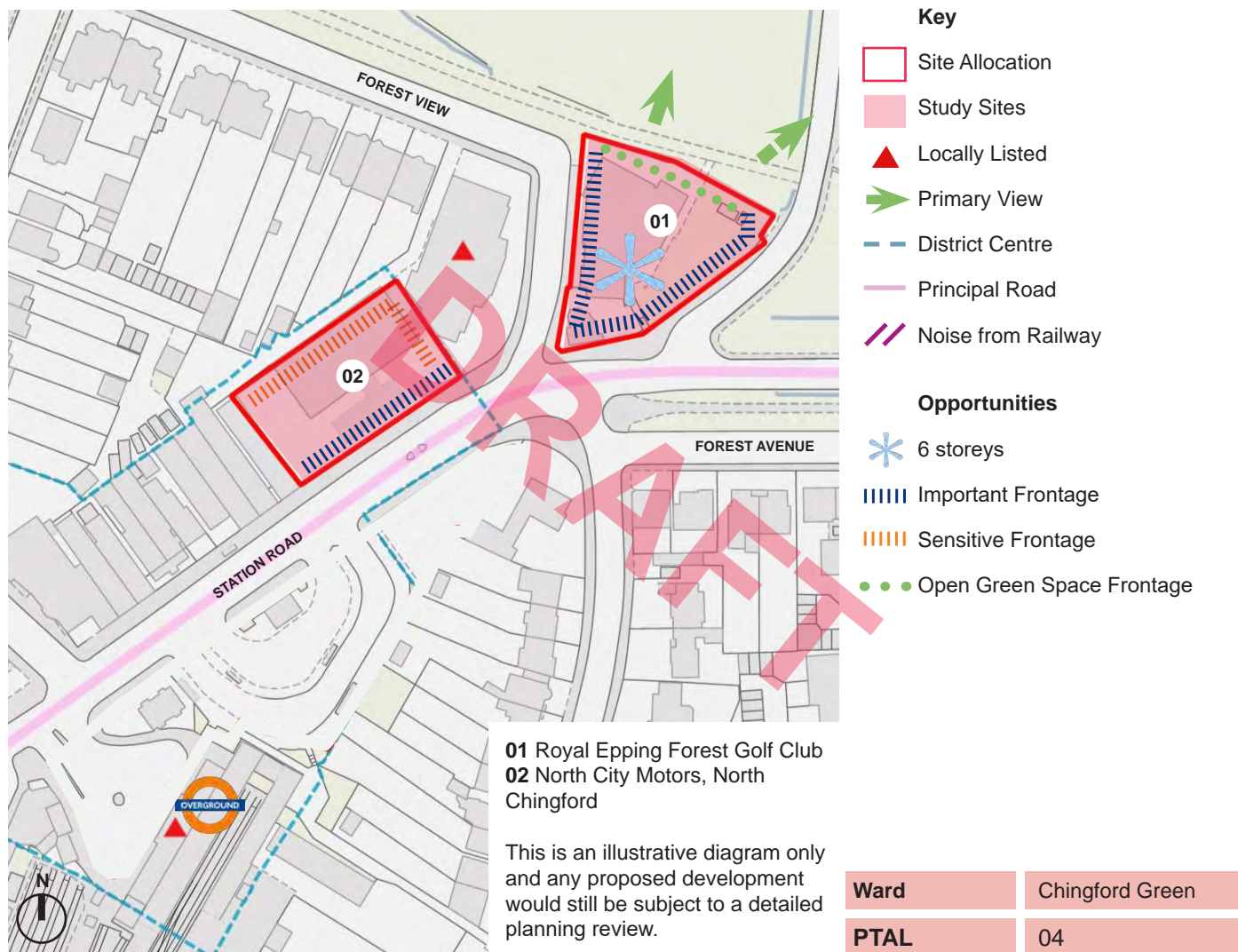


Fig.: Chingford Station Street Map

03.1.1 Location: This group of sites (identified in Figure x.xx) is located on the main high street, Station Road. To the north are the large open land of Chingford Plain and Chingford Golf Course, which are within the Metropolitan Green Belt. Chingford Plain is part of Epping Forest North and is a Site of Importance for Nature Conservation (SINC). The sites sit with the North Chingford Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment. North City Motors also sits within the North Chingford District Centre.

The sites are not in a Conservation Area (CA) and there are no statutorily listed buildings either on them or nearby. The Masonic Hall to the north and Chingford Railway Station to the south west are both locally listed. This means that although these buildings are not subject to statutory controls, the Council

will encourage their conservation and enhancement.

The sites are very close to Chingford Overground Station which is to the south and is a gateway to Epping Forest. The area has a good Public Transport Accessibility Level (PTAL) rating of 4, on a scale of 0 (no connectivity) to 6b (high connectivity).

03.1.2 Context: The local area has a strong historical character and the predominate building height is two- three storeys. A continuous retail frontage links Chingford station with Chingford Green. Streets behind the Station Road are entirely residential. The sites identified to the north of Station Road offer the opportunity to fill in the fragmented High Street frontage and enhance urban definition.

Station Road is wide and tree-lined, with mixed-use ground

floors and two- to three-storey shoulder height. It slopes downhill from south west to north east. Forest Avenue, to the east of the sites, is wide and lined with three storey villas. Forest View, to the west of the sites, has two storey semi-detached houses and three storey villas.

03.1.3 Opportunities: Redevelopment of these sites offers the opportunity for sensitive, high-quality intensification (reinforcement) to enable the provision of much needed new homes, business space, shops, local amenities and social/ community infrastructure. Redevelopment should:

- continue the high street frontage and create greater street level articulation and activation,
- capitalise on views to the Chingford Plain and Epping Forest,
- positively enhance the area's existing character.

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

- the setting of Chingford Plain and Epping Forest,
- the prevailing and consistent character and townscape,
- the adjacent residential properties.

03.1.5 Key views: This Skyline Study assesses the impact of

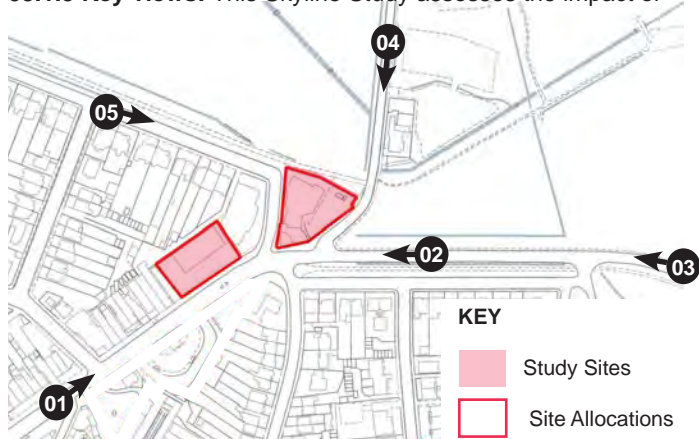


Fig.: Chingford Station Key Views

Summary of Illustrative Scenario

03.1.7 Illustrative skyline: Redevelopment of these sites must respond appropriately to the scale of the adjacent properties, views into and out of Epping Forest and the residential streets behind. In general, developing these sites up to a height of four storeys would be appropriate. This would represent a small increase in height from the surrounding two- to three-storey buildings.

The Royal Epping Forest Golf Club site has been identified as appropriate for a building of up to six storeys. This is due to:

- The nature of the area as an arrival point to the borough and a gateway to Epping Forest,

an illustrative composition of building heights on the study sites in five key views (identified in Figure x.xx) 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 sites sit within a borough view from Pole Hill towards Buckhurst Hill, as identified in the Waltham Forest Characterisation and Intensification Study (2019) (refer to Figure x.xx).

The Important Borough View is characterised by a foreground of Epping Forest; a midrange view of Chingford Town Centre and Epping Forest; and a backdrop of Buckhurst Hill and Essex beyond. Given the character of the Important Borough View and its sight-line over the top of existing buildings towards Epping Forest and beyond, building development in Chingford Town Centre should be cognisant of potential unsuitable impact on this view.

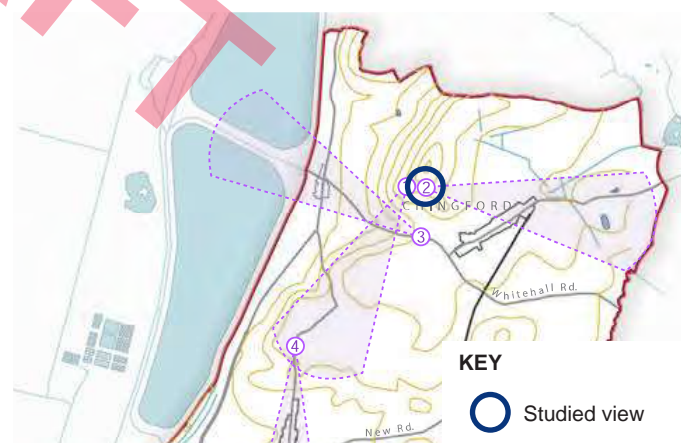


Fig.: Overview of Important Borough Views, from the Waltham Forest Characterisation and Intensification Study (2019)

- adjacent large, open green spaces,
- location on a major high street and at the end of the Station Road vista,
- location adjacent to a District Centre,
- generous open space at the crossing of Ranger's Road, Station Road, Forest Approach and Beresford Road,
- The downhill slope of Station Road, with the golf club site at a lower level,
- public transport accessibility.

This sensitive increase in height would enhance the North Chingford skyline, tying the surrounding buildings together and

giving the streetscape greater definition.

By keeping heights within the parameters recommended here, visual harm to the sensitive setting of Chingford Plain and Epping Forest, and important borough view (Pole Hill towards Buckhurst Hill) would be avoided.

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.

The six-storey potential height is:

- set away from existing houses,
- located to the south of the corner plot to minimise shading of the open green space.

Key Views



Key View 01: Station Road looking north east



Key View 02: Ranger's Road looking west

Illustrative Views



Illustrative Key View 01: Station Road looking north east



Illustrative Key View 02: Ranger's Road looking west



Key View 03: Forest View looking east



Illustrative Key View 03: Forest View looking east



Key View 04: Bury Road looking south



Illustrative Key View 04: Bury Road looking south

Important Borough Views



Important Borough View: Pole Hill towards Buckhurst Hill looking east

Illustrative Important Borough Views



Illustrative Important Borough View: Pole Hill towards Buckhurst Hill looking east

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Royal Epping Forest Golf Club	Reinforcement	2- 5 storeys <i>Illustrative views test</i> 4- 5 storeys	6 storeys due to site context and surroundings <i>Illustrative views test</i> 6 storeys	Not appropriate
02 North City Motors, North Chingford	Reinforcement	2- 4 storeys <i>Illustrative views test</i> 3- 4 storeys	Not appropriate	Not appropriate

NORTH WALTHAM FOREST NORTH CHINGFORD STRATEGIC LOCATION

03.2

CHINGFORD LIBRARY and Assembly Hall

Study Site Overview

- 01** Chingford Library & Assembly Hall
02 Budgens & Gresham Works

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

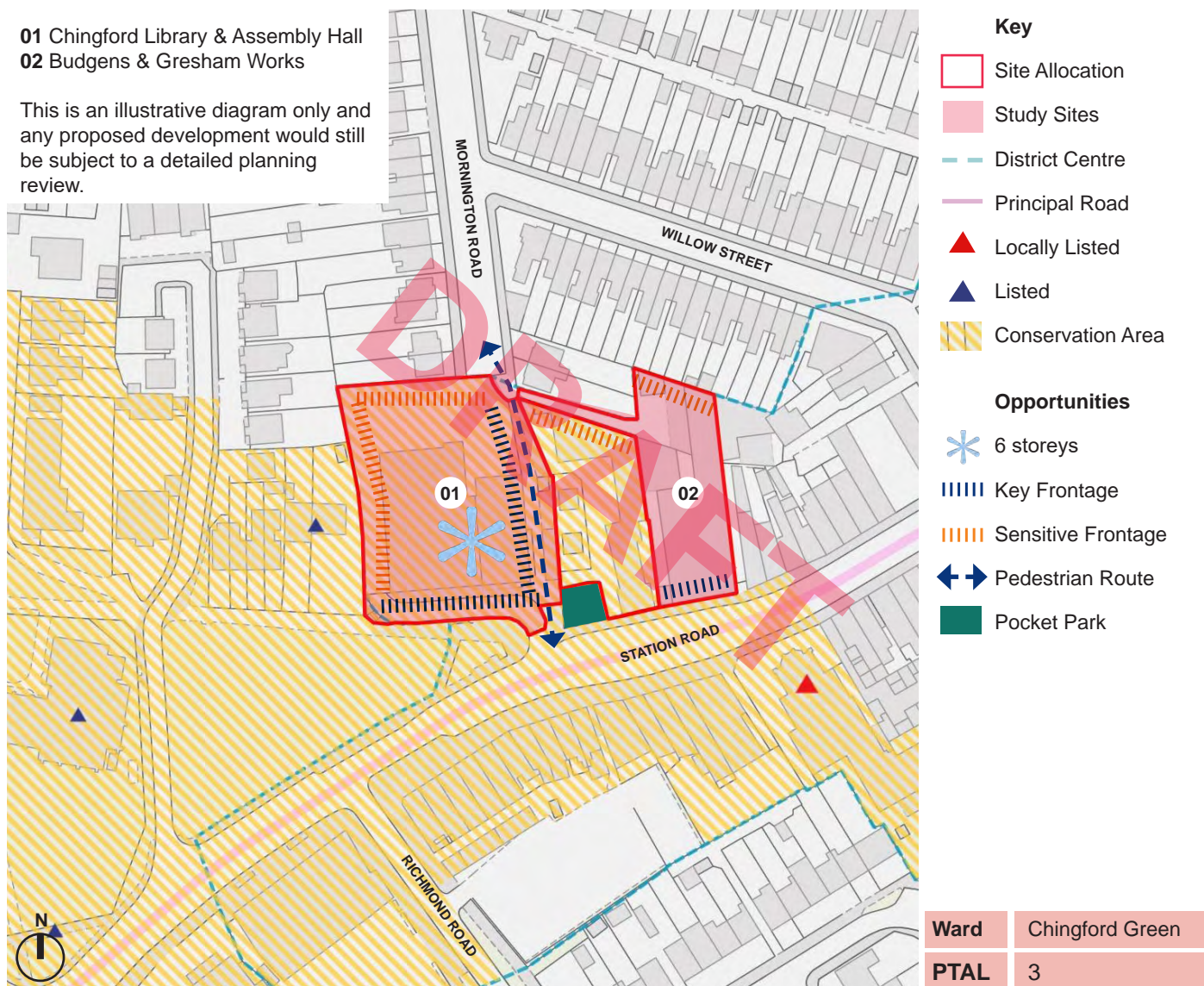


Fig.: Chingford Library Street Map

03.2.1 Location: This group of sites (identified in Figure x.xx) front onto North Chingford's main high street, Station Road, and are next to Chingford Green. The sites are entirely within the North Chingford District Centre and Chingford Mount Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment.

The western half of the study area, including the Chingford Library and Assembly Hall sits within the Chingford Green Conservation Area (CA). Although none of the buildings within the study areas are statutorily or locally listed, the sites are neighboured to the west by the Grade II-listed Carbis Cottage, and to the south-east by the locally listed North Chingford

Methodist Church. 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.

The sites are within walking distance of Chingford Overground station and bus station, giving a Public Transport Accessibility Level (PTAL) rating of 3, on a scale of 0 (no connectivity) to 6b (high connectivity).

03.2.2 Context: Given the study areas' location on the eastern border of the Chingford Green CA, much of the surrounding context has a strong historical character. The area's diverse

range of building types, architectural styles and materials reflects its slow, ad hoc evolution – contributing its distinctiveness. Two- to three-storey buildings flank the sites on all sides – from the Edwardian and Victorian residences to the north and west of the sites, to the terraced, mixed-use properties with narrow shopfronts found along Station Road. The wide, tree-lined Station Road contrasts with the more intimate and enclosed character of the Green Walk creating a dynamic and contrastive streetscape.

03.2.3 Opportunities: Redevelopment of these sites offers the opportunity for sensitive, high-quality intensification to enable the provision of much needed new homes, business space, a mixture of shops and local amenities and social/ community infrastructure. Redevelopment should:

- continue the high-street frontage and create greater street-level articulation and activation,
- incorporate improvements to the public realm, green spaces and spatial definition around Chingford Green – including a landscape connection to the Green and resolution to Mornington Road,
- positively enhance the character and cohesiveness of the Chingford Green CA,
- provide an active civic presence and hub for Chingford Green, including a new library and a flexible, multi-use assembly space.

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

- the setting of Chingford Green Park and within the Chingford Green CA,
- adjacent statutory and locally listed buildings
- surrounding residential properties,
- the prevailing and consistent character and townscape.

03.2.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in eight key views (identified in Figure x.xx) to review the impact of potential development on these sites on the existing character and townscape of the sites surroundings, in long-range, mid-range and immediate views.

Summary of Illustrative Scenario

03.2.7 Illustrative skyline: Redevelopment of these sites must respond appropriately to the scale of the adjacent properties and the character of Chingford Green and the Chingford Green CA. In general, developing these sites up to a typical height of three- to four-storeys would be appropriate. This would represent a small increase in height from the surrounding two- to three-storey buildings.

Redevelopment needs to respond to the height of residential properties to the north on Mornington Road and the listed

03.2.6 Important borough views: The sites are not within any of the important borough views, as identified in the Waltham Forest Characterisation and Intensification Study (2019).

The Chingford Green Conservation Area Appraisal notes that there are extensive long views across the reservoirs to the west from the top of Kings Head Hill and from the western end of the Green. Coming up the hill from the valley floor the first landmark of note is the Kings Head pub at the summit, followed by the gothic spire of St Peter and St Paul church. To reflect this, this Skyline Study assesses a long-range view from outside the Kings Head pub on Kings Head Hill looking east towards Chingford Green.

Given the character of the view and its sight-line of the landmark spire and canopies of mature trees, building development in Chingford Green Conservation Area should be aware of any potential impact on this view.

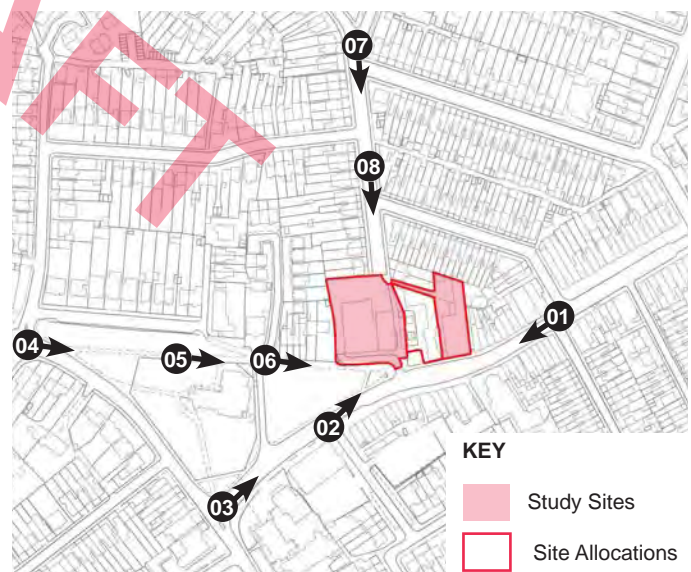


Fig.: Chingford Library Key Views

Carbis Cottage to the west. The illustrative scenarios tested step down to one- to two-storeys on the western edge adjacent to the listed building, and two- to three-storeys to the north at the end of Mornington Road.

In the illustrative scenario, the south eastern corner of the Chingford Library site itself has been identified as appropriate for an taller building of six-storeys, creating a sensitive high quality landmark on Chingford Green celebrating the civic nature of the civic uses proposed here.

In general, these sites allow for a sensitive increase in height due to their:

- location next to an open, green space – Chingford Green Park,
- location along a principal, retail-focused route – Station Road,
- location within the North Chingford District Centre.

This sensitive increase in height would enhance the North Chingford skyline, tying the range of surrounding buildings together and giving the streetscape more cohesion and definition.

By keeping heights within the parameters recommended here, visual harm to Chingford Green CA, and the view identified in

the Conservation Area Appraisal would be avoided.

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.

The six-storey potential height is:

- set away from existing houses,
- located away from the listed Carbis Cottage.

Key Views



Key View 01: Station Road looking west

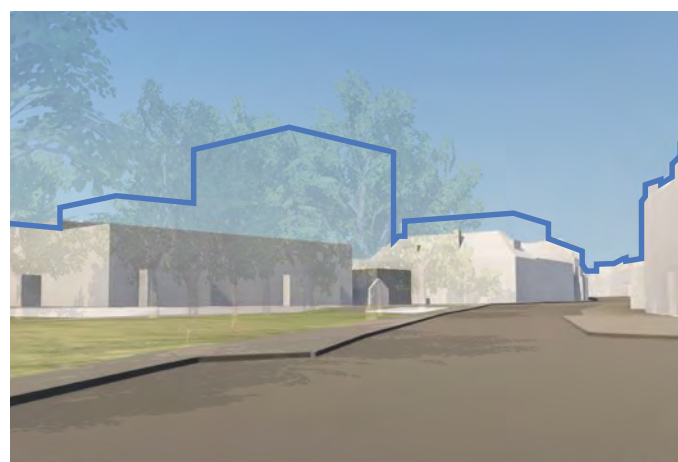
Illustrative Views



Illustrative Key View 01: Station Road looking west



Key View 02: Station Road/ Richmond Road looking north west



Illustrative Key View 02: Station Road/ Richmond Road looking north west



Key View 03: The Green/ Station Road looking north east



Illustrative Key View 03: The Green/ Station Road looking north east



Key View 04: Kings Head Hill/ The Green looking east



Illustrative Key View 04: Kings Head Hill/ the Green looking east

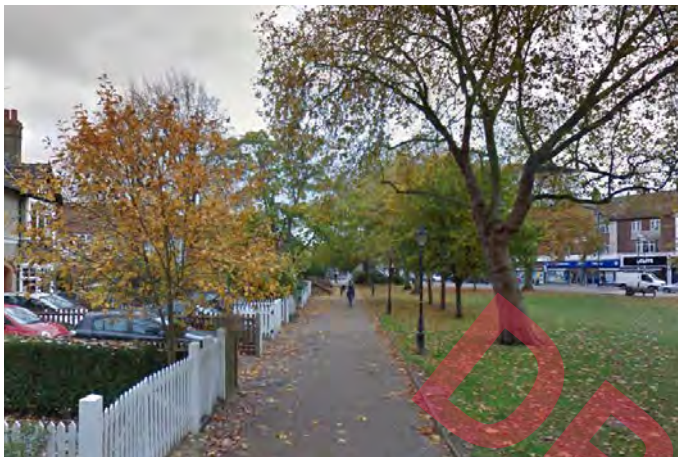


Key View 05: Kings Head Hill/ The Green looking east



KEY
 Indicative Wireframe

Illustrative Key View 05: The Green looking east



Key View 06: Carbis Close/ The Green looking east



Illustrative Key View 06: Carbis Close/ The Green looking east



Key View 07: Mornington Road looking south



Illustrative Key View 07: Mornington Road looking south



Key View 08: Mornington Road looking south



Illustrative Key View 08: Mornington Road looking south

View identified in Conservation Area Appraisal



View identified in Conservation Area Appraisal: Kings Head Hill looking east

Illustrative view identified in Conservation Area



Illustrative view identified in Conservation Area Appraisal: Kings Head Hill looking east

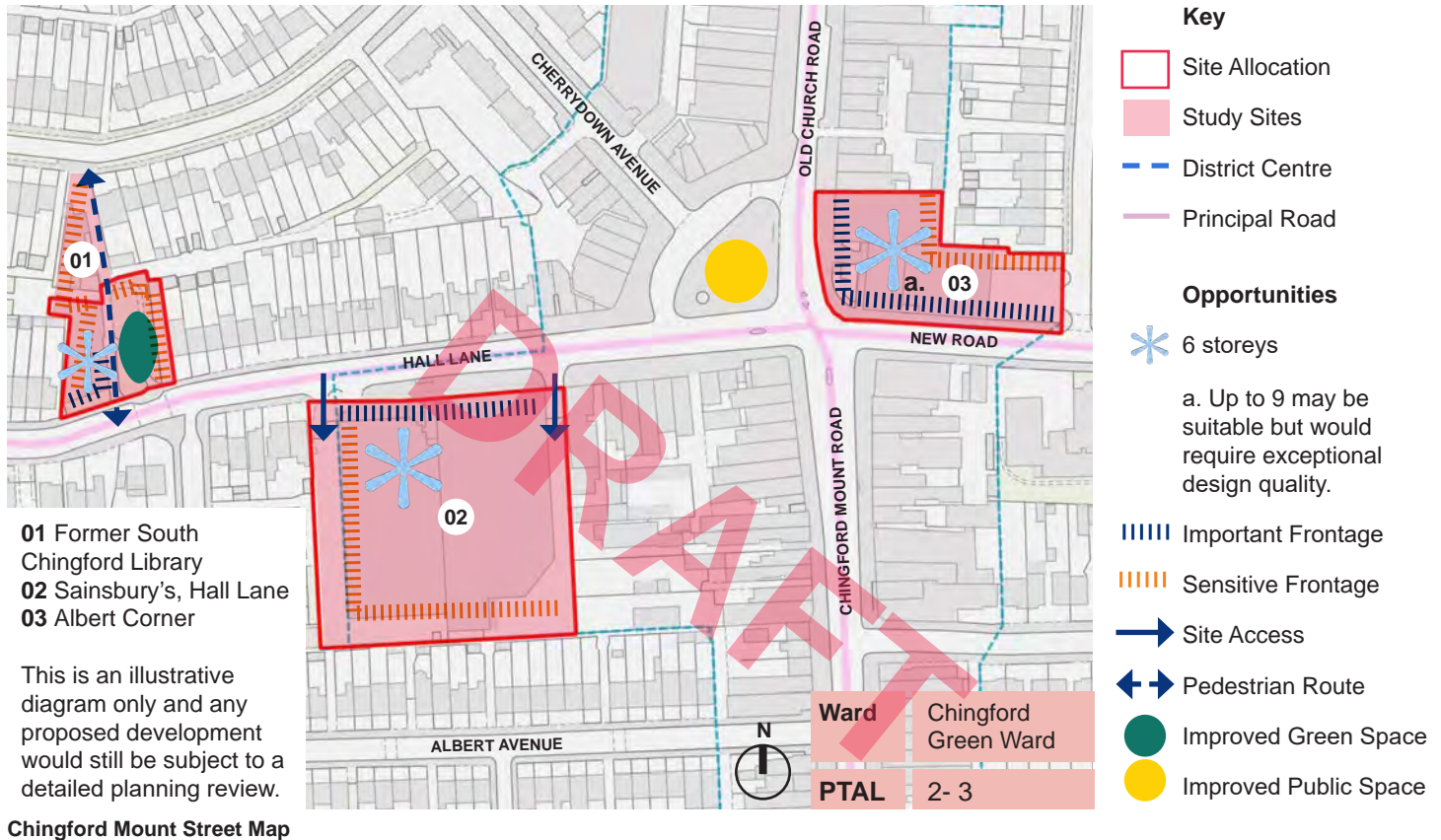
Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Chingford Library	Reinforcement	2- 3 storeys <i>Illustrative views test</i> 2- 3 storeys	6 storeys due to site context, surroundings & civic nature of potential land uses <i>Illustrative views test</i> 6 storeys	Not appropriate
02 Budgens & Gresham Works	Reinforcement	2- 4 storeys <i>Illustrative views test</i> 3- 4 storeys	Not appropriate	Not appropriate

NORTH WALTHAM FOREST CHINGFORD MOUNT STRATEGIC LOCATION

03.3 CHINGFORD MOUNT

Study Site Overview



03.3.1 Location: This group of sites is situated along a principal road within the Chingford Mount Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment in the borough. The Sainsbury's and Albert Corner sites are also within the boundaries of the Chingford Mount District Centre.

Although there are no listed or locally listed heritage assets or conservation areas nearby, the Albert Corner site fronts onto Albert Crescent and the Chingford War Memorial – which constitutes a significant piece of public space for the area and a successful, coherent townscape setting.

The sites' have good access to the area's bus routes giving them a Public Transport Accessibility Level (PTAL) ratings range from 2-3 on a scale of 0 (no connectivity) to 6b (high connectivity).

03.3.2 Context: The surrounding buildings are mainly two- to three storey and of varying architectural styles. An exception to this is 4-10 Old Church Road to the north of the site, which is four-storeys.

The width of Hall Lane, and the public space of Albert Crescent,

contribute towards an open and bright streetscape. There is however, a lack of cohesion among the existing buildings especially prominent along Hall Lane and around the Hall Lane-Old Church Road-Chingford Mount Road junction. Additionally, although the public space is overall a positive feature for the area, it is under utilised.

03.3.3 Opportunities: These sites offer the opportunity for sensitive high-quality redevelopment that will contribute towards Chingford Mount Road / Old Church Road junction and the surrounding area becoming a more distinctive District Centre and cultural heartspace. This will unlock space for the provision of new homes, retail, employment, community and amenity space.

There is also the opportunity to provide:

- improvements to the public realm and the area's green amenity offer,
- landmark buildings to better define the Hall Lane-Old Church Road-Chingford Mount Road junction,
- a more cohesive streetscape.

03.3.4 Sensitivities: The following elements of the surrounding

context would be sensitive to increased height:

- the residential properties behind each of the sites,
- the set piece of Albert Crescent,
- the public space of Albert Crescent.

03.3.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in 12 key views (identified in Figure x.xx) 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 sites are not within any important borough views identified by the Waltham Forest Characterisation and Intensification Study (2019).

Summary of Illustrative Scenario

03.3.7 Illustrative Skyline: Redevelopment of these sites must respond appropriately to their location along a principal route, within a Strategic Location and District Centre, and surrounding a key junction and public space.

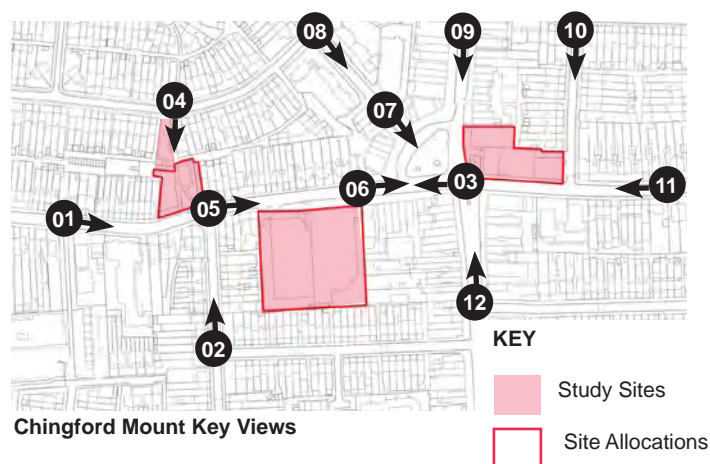
It must be sensitive to the residential properties to the rear of each site- redevelopment must step down heights to avoid any negative impacts compromising the comfort and enjoyment of the residences' private amenities to the rear of the sites.

The sites have been identified as generally appropriate for heights of two- to five-storeys (this study uses two- to four-storeys for the Former South Chingford Library, one- to four-storeys for the Sainsbury's and four-storeys for Albert Corner). This represents a small increase in height from the surrounding buildings and will create a cohesive skyline with 4-10 Old Church Road.

Key Views



Key View 01: Hall Lane looking east



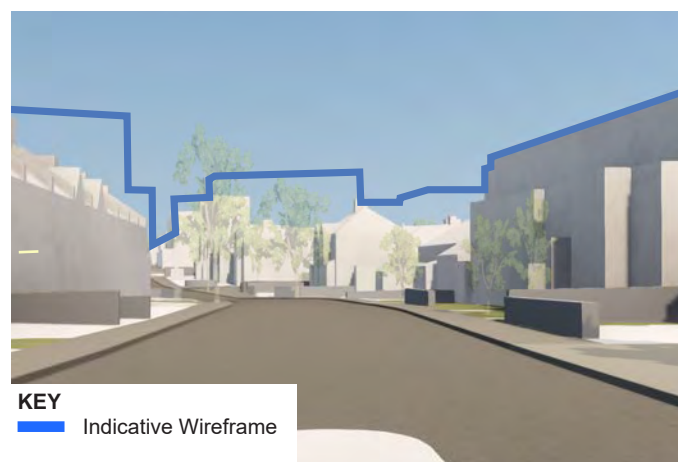
Each sites has also been identified as appropriate for a taller building of up to six-storeys. These sites allow for a sensitive increase in height due to:

- their location within the Chingford Mount District Centre,
- the area's wide streets and the public spaces.

The Albert corner site has been identified as may be suitable for a taller building of up to 9-storeys but this would require exceptional design quality. This site potentially allows for an increase in height due to:

- its potential to create a wayfinding landmark,
- its potential to better define the Hall Lane-Old Church Road-Chingford Mount Road junction,
- the wide public space of Albert Crescent.

Illustrative Views



Illustrative Key View 01: Hall Lane looking east



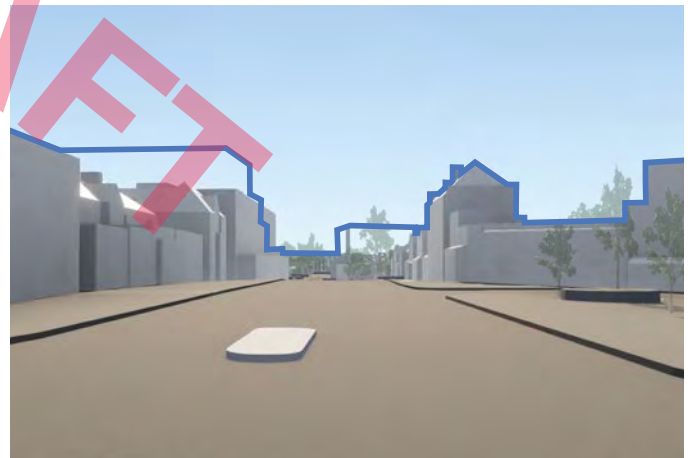
Key View 02: Tufton Road looking north



Illustrative Key View 02: Tufton Road looking north



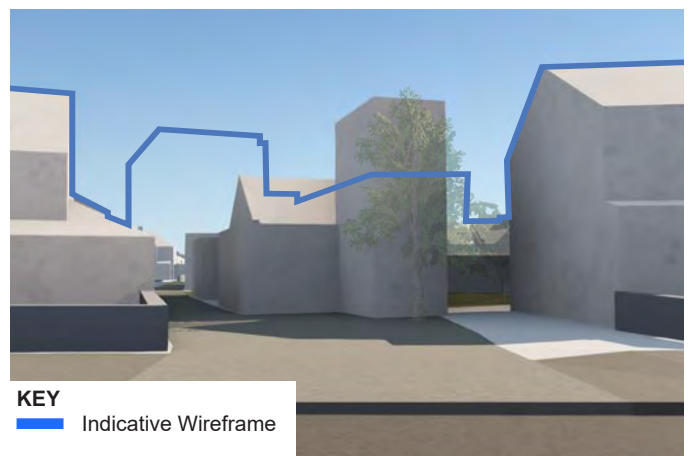
Key View 03: Hall Lane looking west




Illustrative Key View 03: Hall Lane looking west



Key View 04: Marmion Avenue looking south



KEY
 Indicative Wireframe

Illustrative Key View 04: Marmion Avenue looking south



Key View 05: Hall Lane looking east



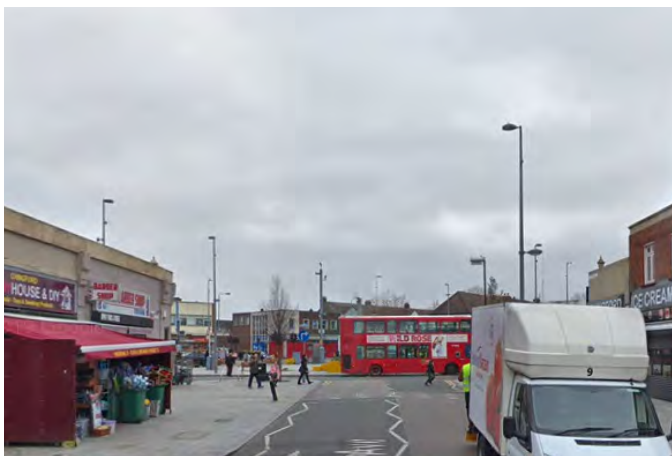
Illustrative Key View 05: Hall Lane looking east



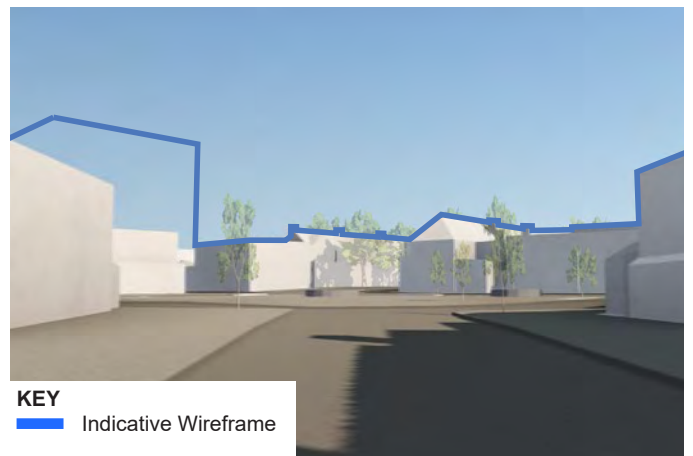
Key View 06: Hall Lane looking east




Illustrative Key View 06: Hall Lane looking east



Key View 07: Cherrydown Avenue looking south east



KEY
 Indicative Wireframe

Illustrative Key View 07: Cherrydown Avenue looking south east



Key View 08: Cherrydown Avenue looking south east



Illustrative Key View 08: Cherrydown Avenue looking south east



Key View 09: Old Church Road looking south



Illustrative Key View 09: Old Church Road looking south



Key View 10: Brook Crescent looking south



KEY
 Indicative Wireframe

Illustrative Key View 10: Brook Crescent looking south



Key View 11: New Road looking west



Illustrative Key View 11: New Road looking west



Key View 12: Chingford Mount Road looking north



KEY
— Indicative Wireframe

Illustrative Key View 12: Chingford Mount Road looking north

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Former South Chingford Library site	Reinforcement	2- 4 storeys <i>Illustrative views test</i> 3- 4 storeys	6 storeys due to surroundings and site context. <i>Illustrative views test</i> 6 storeys	Not appropriate
02 Sainsbury's, Hall Lane	Reinforcement	1- 4 storeys <i>Illustrative views test</i> 1- 4 storeys	6 storeys due to surroundings and site context. <i>Illustrative views test</i> 6 storeys	Not appropriate
03 Albert Corner	Transition	2- 5 storeys <i>Illustrative views test</i> 4 storeys	6 storeys due to surroundings and site context. Up to 9 may be suitable but would require exceptional design quality. <i>Illustrative views test</i> 6 storeys	Not appropriate

NORTH WALTHAM FOREST HIGHAMS PARK STRATEGIC LOCATION

03.4

472 - 510 Larkshall Road and James Yard

Study Site Overview

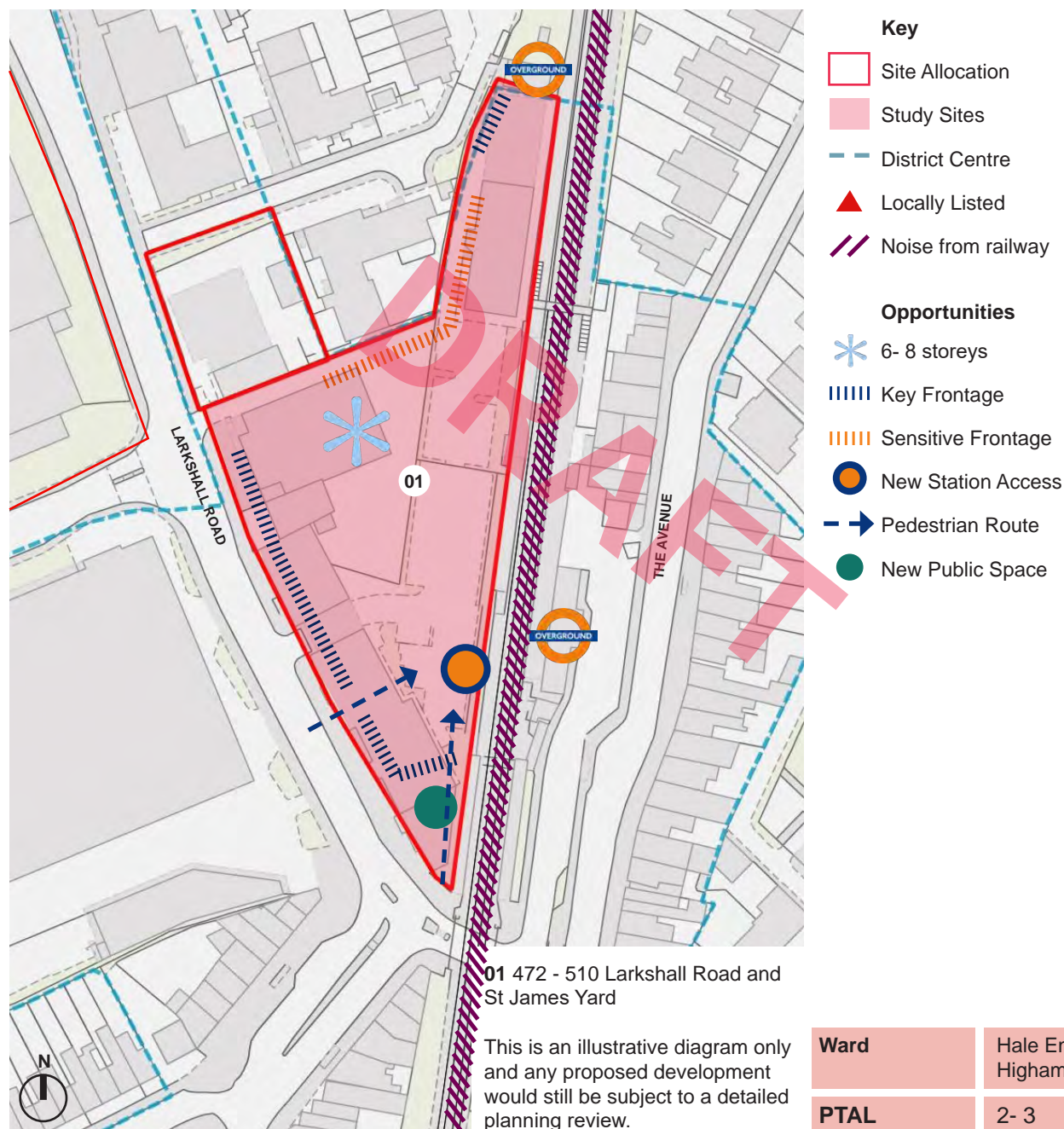


Fig.: Highams Park Station Street Map

03.4.1 Location: This site (identified in Figure x.xx) sits within the Highams Park District Centre and the Highams Park Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment. The site is bounded by Larkshall Road to the west, residential development to the north, the Overground railway line to the east and a level crossing to the southern point. The railway

crossing and associated signal box act as a focal point for the area.

Beyond Larkshall Road to the west is a new mixed-use development including a Tesco Superstore. The area to the north of this development is designated as Borough Employment Area (BEA).

The site is not in a Conservation Area and there are no listed buildings either on them or in close proximity. Highams Park signal box and the Regal Cinema to the south are locally listed. This means these buildings are not subject to additional statutory controls, but the Council will encourage their preservation through its normal town planning controls.

The site is very close to Highams Park Overground Station and the area has a reasonable Public Transport Accessibility Level (PTAL) rating of 2-3, on a scale of 0 (no connectivity) to 6b (high connectivity).

03.4.2 Surrounding Context: Highams Park District Centre provides local shops and a traditional character. It is defined by small retail units in the ground floors of two-storey, inter-war and Edwardian buildings. There is a strong and fine grained character to the north, east and south of the station, reinforced by the locally listed signal box. The area transitions into larger-scale employment uses to the west. The fragmented development and the disjointed pedestrian routes around the level crossing make the morphology of parts of Highams Park less robust than that of other District Centres.

Recent development has increased residential density and the new four- to five-storey mixed-use development to the west breaks the previous two- three storey skyline.

03.4.3 Opportunities: A comprehensive, co-ordinated redevelopment of this site offers the opportunity for coherent, sensitive and high-quality transitional intensification to enable the provision of much needed new homes and business space. Redevelopment should:

- create greater street level articulation and activation,
- incorporate improvements to the public realm around the station and on Larkshall Road,
- enable / enhance safe and convenient pedestrian circulation around the station and crossing,
- introduce a new station,
- positively engage with and enhance the existing District Centre character.

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

- the distinctive fine grained character,
- locally listed signal box,
- neighbouring residential properties,
- private and communal outdoor spaces,
- public open space.

03.4.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in ten key views (identified in Figure x.xx) 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.

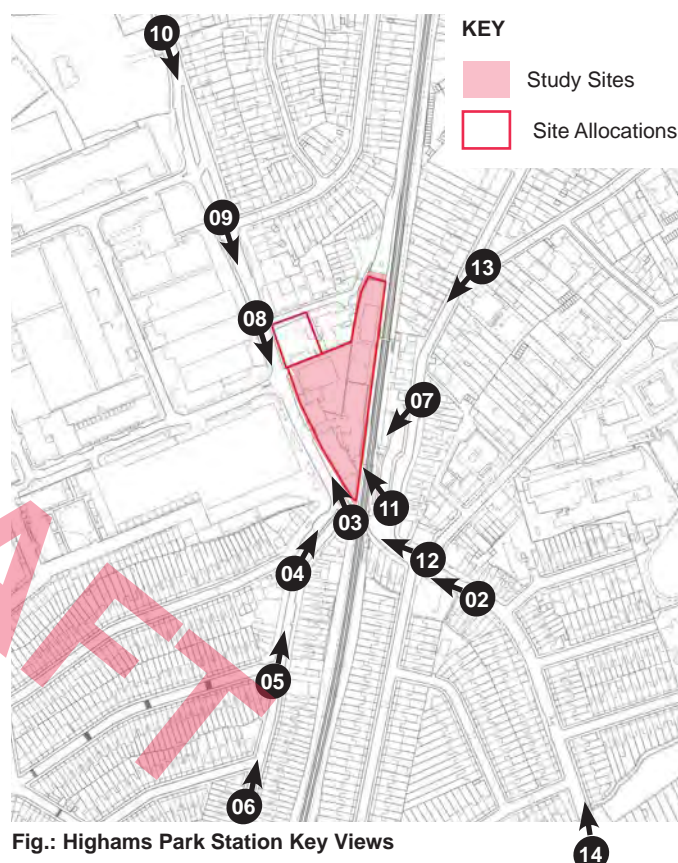


Fig.: Highams Park Station Key Views

03.4.6 Locally Significant Views: The site sits within three views identified in the Highams Park Neighbourhood Plan as locally significant (see Figure x.xx). These views are from:

- Highams Park high point, looking west to central London. The view is framed by Walthamstow Forest and Larks Wood.
- Junction Broadway and Larkshall Road, looking east across the level crossing to the Signal Box, Regal and the Edwardian shops.
- Wadham Road Bridge looking north east across the Highams Park area.

Development should respect these views and maintain the distinct character of the area.

03.4.7 Important Borough Views: The site also sits within an important borough identified in the Waltham Forest Characterisation and Intensification Study (2019). This view is from the junction of Henry's Avenue and Crealock Grove, looking west across Highams Park. Henry's Avenue falls away to the west and reveals a view across Highams Park and Walthamstow beyond.

Given the lack of focal point for the view, new development should be cognisant of having an impact on the layers of townscape and skyline.

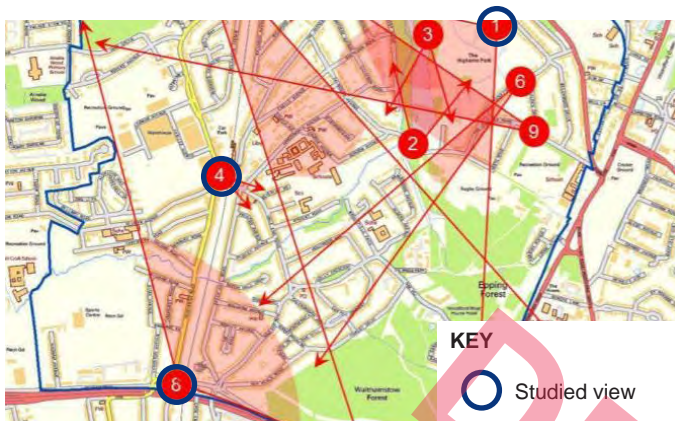


Fig.: Overview of Locally Significant Views, Highams Park Neighbourhood Plan

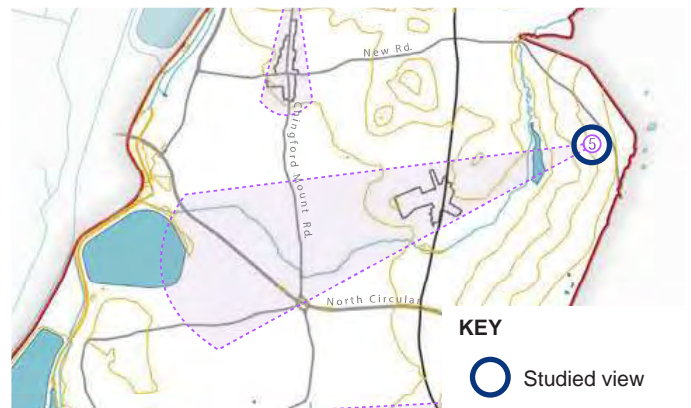


Fig.: Overview of Important Borough Views, Characterisation and Intensification Study, Stage 1 & 2

Summary of Illustrative Scenario

03.4.8 Illustrative skyline: Redevelopment of this site must:

- respond to the rich and distinctive character of the surrounding area,
- respond to the neighbouring residential buildings,
- maintain a coherent building line to Larkshall Road,
- use set backs and breaks in the massing to respect the context and introduce a human scale.

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.

In general, developing this site up to a height of six-storeys would be appropriate. This would be a small increase in height from the opposite four and five storey buildings.

The north western part of the site has been identified as appropriate for an additional sensitive increase of height of six- to eight-storeys. This study has tested eight storeys in this location.

The site allows for a sensitive increase in height due to:

- its location in the heart of the District Centre adjacent to Highams Park Overground station,

- its location along a principal route with recent development opposite which has increased residential density context,
- its location at the end of Winchester Road and Hale End Road vistas,
- the generous width from the eastern site edge to the two- to three-storey buildings on The Avenue due to the railway line, station car park and wide road,
- the uphill slope of The Avenue,
- the generous width of Larkshall Road where the new development opposite is set back.

This sensitive increase in height would enhance the Highams Park skyline, providing a reference point for the heart of the District Centre. It would tie the surrounding buildings and new development together giving the streetscape more activation, cohesion and definition.

By keeping heights within the parameters recommended here, visual harm to the sensitive setting of Highams Park's distinctive local District Centre, important borough view (Highams Park/ Henry's Avenue) and Highams Park Neighbourhood Plan views would be avoided. Overshadowing would not result in unacceptable loss of amenity for surrounding residents or visitors to the area.

Key Views



Key View 01: Hale End Road looking north west

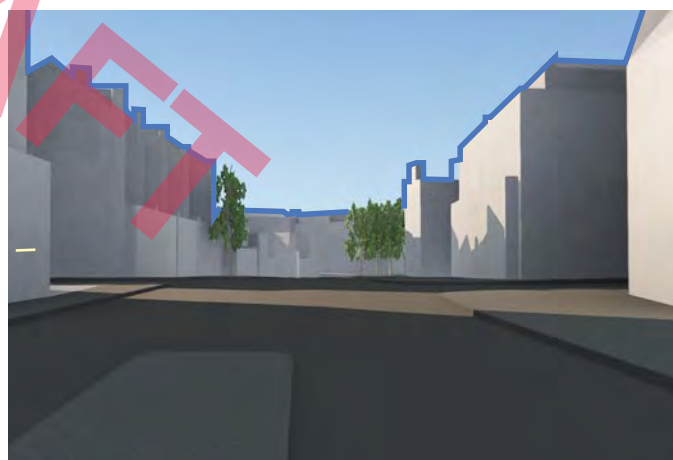
Illustrative Views



Illustrative Key View 01: Hale End Road looking north west



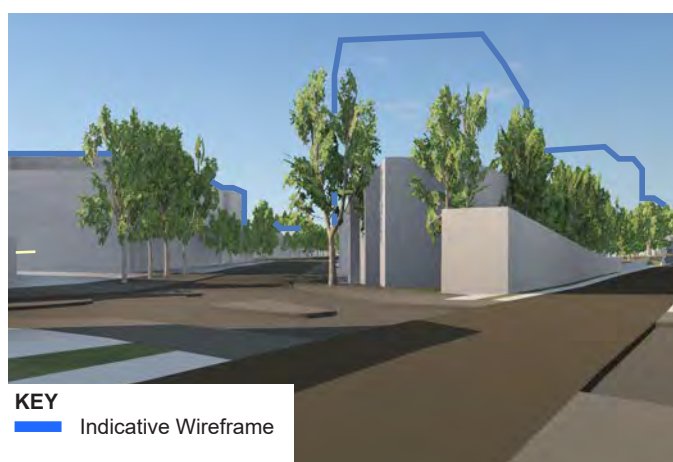
Key View 02: Hale End Road looking north west



Illustrative Key View 02: Hale End Road looking north west



Key View 03: Larkshall Road looking north west



Illustrative Key View 03: Larkshall Road looking north west



Key View 04: Winchester Road looking north east



Illustrative Key View 04: Winchester Road looking north east



Key View 05: Winchester Road looking north




Illustrative Key View 05: Winchester Road looking north



Key View 06: Winchester Road looking north

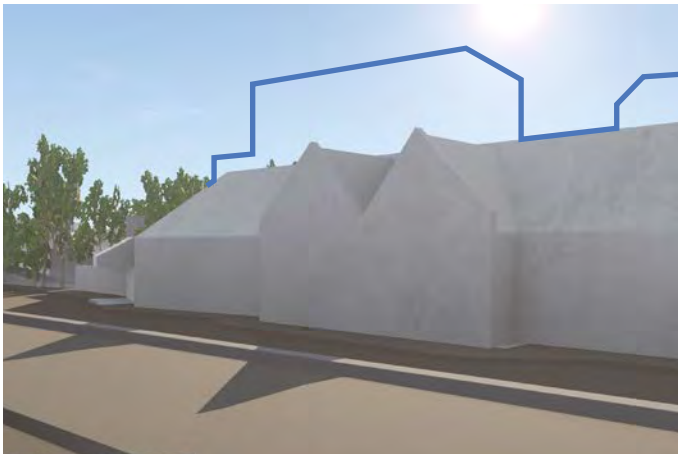


KEY
 Indicative Wireframe

Illustrative Key View 06: Winchester Road looking north



Key View 07: The Avenue looking west



Illustrative Key View 07: The Avenue looking west



Key View 08: Larkshall Road looking south




Illustrative Key View 08: Larkshall Road looking south



Key View 09: Larkshall Road looking south



Illustrative Key View 09: Larkshall Road looking south

KEY
 Indicative Wireframe



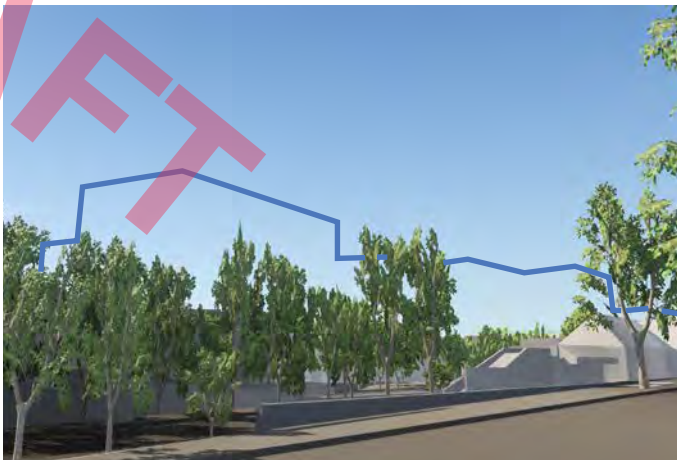
Key View 10: Larkshall Road looking south



Illustrative Key View 10: Larkshall Road looking south



Key View 11: Bank Buildings, The Avenue looking west



Illustrative Key View 11: Bank Buildings, The Avenue looking west



Key View 12: 499 Hale End Road looking north west



KEY
 Indicative Wireframe

Illustrative Key View 12: 499 Hale End Road looking north west



Key View 13: 4 Castle Avenue looking south west



Key View 13: 4 Castle Avenue looking south west Note: The trees have been turned off in the image so the full extent of wireframe can be seen

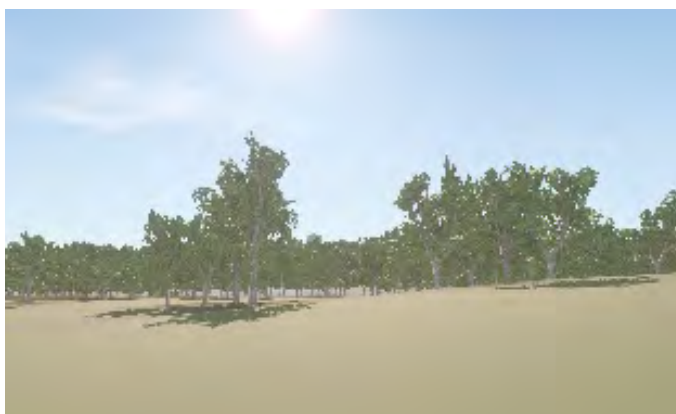


Key View: 276 Hale End Road looking north west



Key View: 276 Hale End Road looking north west Note: The trees have been turned off in the image so the full extent of wireframe can be seen

Locally Significant View



Locally Significant View 11: Highams Park high point



Illustrative View 11: Highams Park high point



Locally Significant View 12: Wadham Road Bridge



Illustrative View 12: Wadham Road Bridge



Locally Significant View 13: Junction Broadway & Larkshall Road



Illustrative View 13: Junction Broadway & Larkshall Road

Important Borough View




Important Borough View: Highams Park/ Henry's Avenue looking west

Illustrative Important Borough View



Illustrative Important Borough View: Highams Park/ Henry's Avenue looking west

KEY
 Indicative Wireframe

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 472 - 510 Larkshall Road and St James Yard	Transition	4- 5 storeys <i>Illustrative views test</i> 4- 5 storeys	6- 8 storeys <i>Illustrative views test</i> 6- 8 storeys	Not appropriate

DRAFT

NORTH WALTHAM FOREST HIGHAMS PARK STRATEGIC LOCATION

03.5

HIGHAMS PARK INDUSTRIAL ESTATE LSIS

20.1 Study Site Overview

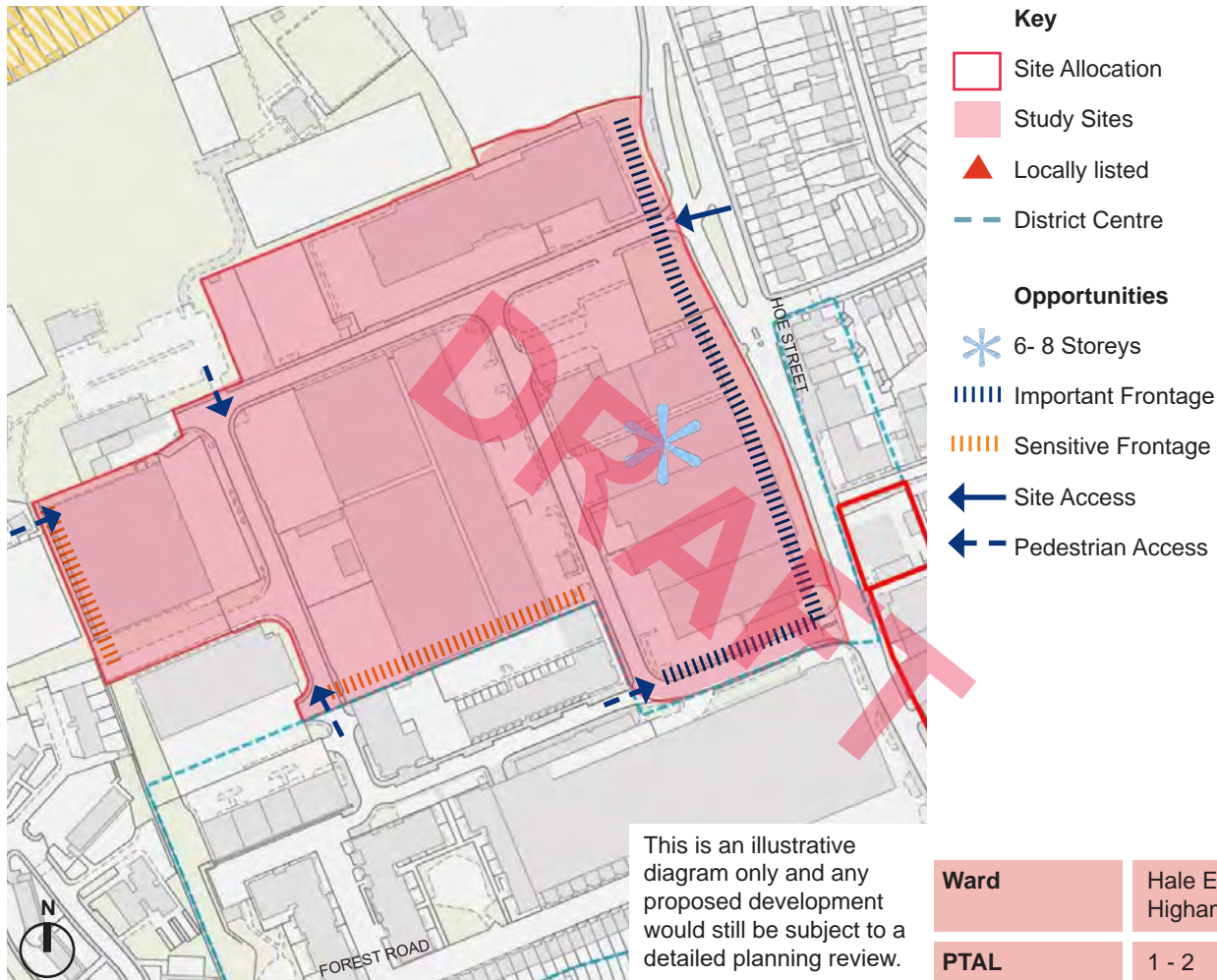


Fig.: Highams Park Industrial Estate Map

03.5.1 Location: This site (identified in Figure x.xx) sits to the north west of the Highams Park District Centre and within the Highams Park Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment. The site is bounded by Larkshall Road to the east, Aldriche Way residential apartment blocks to the south west and Rolls Sports Ground to the north. To the south east is the new mixed-use development including a Tesco Superstore.

The site is designated as a Locally Significant Industrial Sites (LSIS) and has a different character to the surrounding area due to the requirements of the industrial users.

The site is not in a Conservation Area and there are no listed buildings either on it or in close proximity. Ropers Field Conservation Area sits to the north of Rolls Sports Ground.

The site is close to Highams Park Overground Station and the

area has a low to reasonable Public Transport Accessibility Level (PTAL) rating of 1-2 on a scale of 0 (no connectivity) to 6b (high connectivity).

03.5.2 Surrounding Context: Highams Park District Centre to the south provides local shops and a traditional character. It is defined by small retail units in the ground floors of two-storey, inter-war and Edwardian buildings. There is a strong and fine grained character to the north, east and south of the station. The area transitions into larger-scale employment uses to the west – where this site is located. Recent development has increased residential density and the new four- to five-storey mixed-use development breaks the previous two- three storey skyline. The older residential apartment blocks on Aldriche Way to the south west range from five- to 13-storeys.

03.5.3 Opportunities: A comprehensive, co-ordinated redevelopment of this site offers the opportunity for

coherent, sensitive and high-quality transitional industrial led intensification. Redevelopment should:

- create greater street level articulation and activation,
- incorporate improvements to the public realm and connectivity on Larkshall Road,
- work holistically with any development at 472 – 510 Larkshall Road and James Yard to create a coherent holistic skyline,
- positively engage with the existing District Centre character to the south.

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

- the distinctive fine grained character of Highams Park District Centre,
- neighbouring residential apartment blocks,
- private and communal outdoor spaces,
- green open space at Rolls Sports Ground,
- Roper Field Conservation Area to the north.

03.5.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in nine key views (identified in Figure x.xx) 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 Locally Significant Views: The site sits within two views identified in the Highams Park Neighbourhood Plan as locally significant (see Figure x.xx). These views are from:

- Highams Park high point, looking west to central London. The view is framed by Walthamstow Forest and Larks Wood.
- Wadham Road Bridge looking north east across the Highams Park area.

Development should respect these views and maintain the distinct character of the area.



Fig.: Highams Park Industrial Estate Key Views

03.5.7 Important Borough Views: The site also sits within an important borough identified in the Waltham Forest Characterisation and Intensification Study (2019). This view is from the junction of Henry's Avenue and Crealock Grove, looking west across Highams Park. Henry's Avenue falls away to the west and reveals a view across Highams Park and

Walthamstow beyond.

Given the lack of focal point for the view, new development should be cognisant of having an impact on the layers of townscape and skyline.

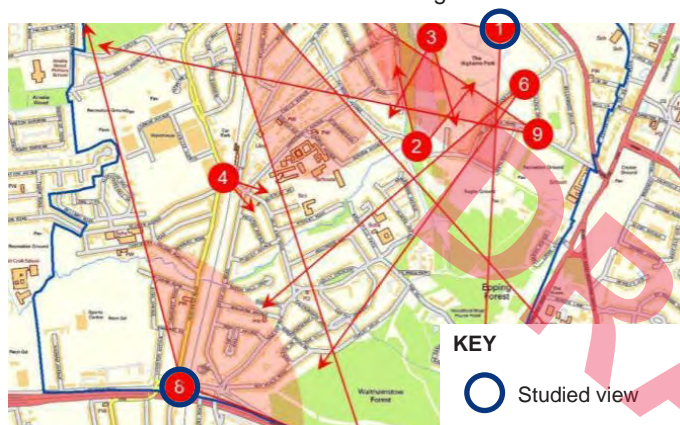


Fig.: Overview of Locally Significant Views, Highams Park Neighbourhood Plan

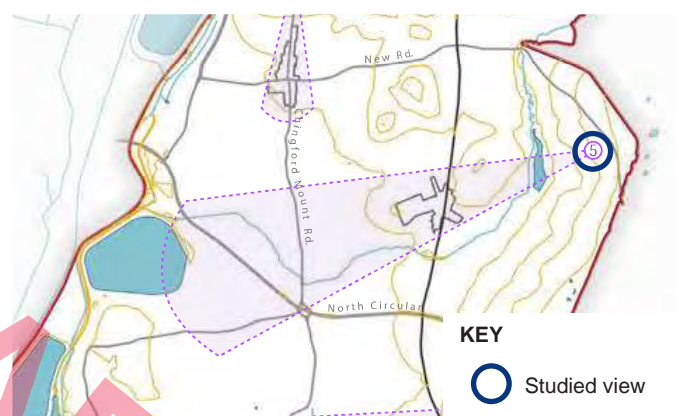


Fig.: Overview of Important Borough Views, Characterisation and Intensification Study, Stage 1 & 2

Summary of Illustrative Scenario

03.5.8 Illustrative skyline: Redevelopment of this site must:

- respond to the rich and distinctive character of the surrounding area,
- respond to the neighbouring residential buildings,
- maintain a coherent building line to Larkshall Road,
- use set backs and breaks in the massing to respect the context and introduce a human scale.

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

In general, developing this site up to a height of six-storeys would be appropriate. This would be a small increase in height from the adjacent four and five storey buildings.

The eastern part of the site has been identified as appropriate for an additional sensitive increase of height of six- to eight-storeys. This study has tested eight storeys in this location.

The site allows for a sensitive increase in height due to:

- its location in the Highams Park Strategic Location close to Highams Park District Centre and Overground station,
- its location along a principal route with recent development to the south which has increased residential density context,
- the generous width of Larkshall Road.

This sensitive increase in height would enhance the Highams Park skyline, providing a reference point for the heart of the Locally Significant Industrial Site. It would tie the surrounding buildings and new development together giving the streetscape more activation, cohesion and definition.

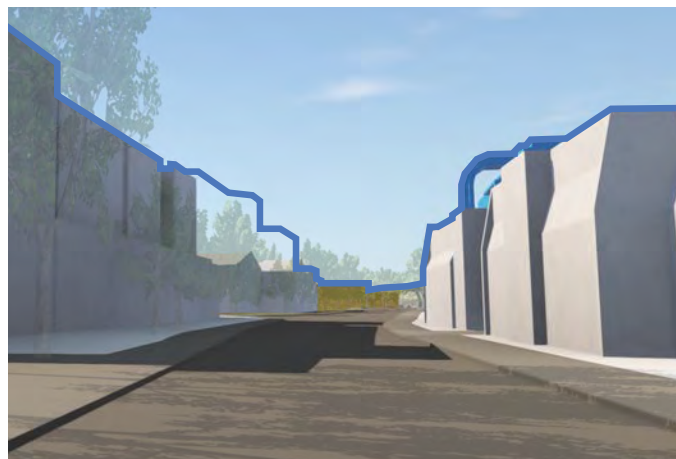
By keeping heights within the parameters recommended here, visual harm to the sensitive setting of Highams Park's distinctive local District Centre and Ropers Field Conservation Area, important borough view (Highams Park/ Henry's Avenue) and Highams Park Neighbourhood Plan views would be avoided. Overshadowing would not result in unacceptable loss of amenity for surrounding residents.

Key Views



Key View 01: Larkshall Road looking north west

Illustrative Views



Illustrative Key View 01: Larkshall Road looking north west



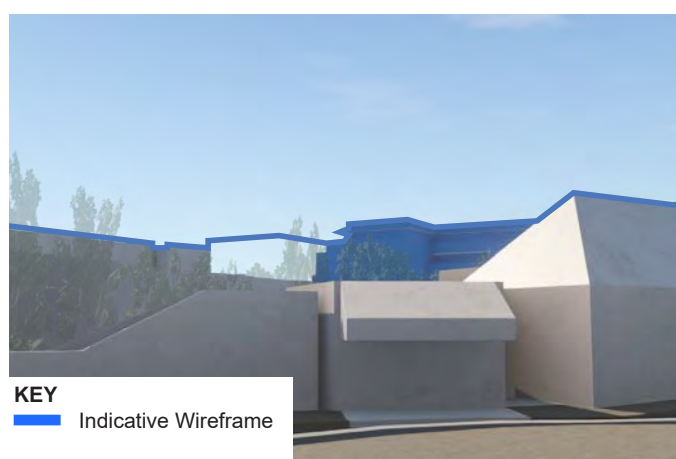
Key View 02: Larkshall Road looking north west



Illustrative Key View 02: Larkshall Road looking north west



Key View 03: The Avenue looking west



Illustrative Key View 03: The Avenue looking west

KEY

Indicative Wireframe



Key View 04: Larkshall Road looking south east



Illustrative Key View 04: Larkshall Road looking south east



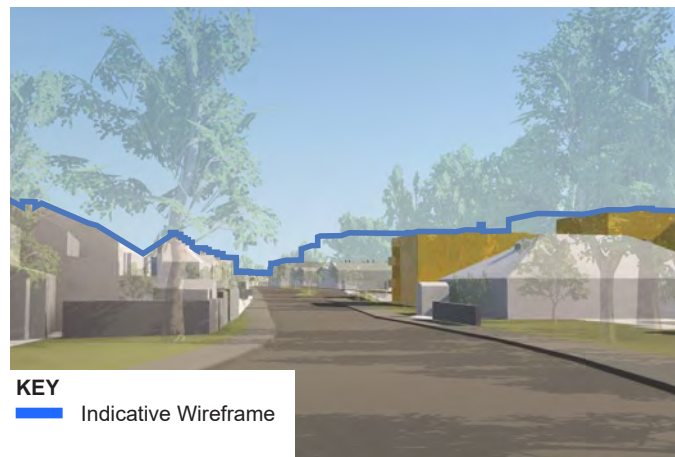
Key View 05: Coolgardie Avenue looking west




Illustrative Key View 05: Coolgardie Avenue looking west



Key View 06: Larkshall Road looking south east



KEY
 Indicative Wireframe

Illustrative Key View 06: Larkshall Road looking south east



Key View 07: Ink Garden looking south



Illustrative Key View 07: Ink Garden looking south



Key View 08: West Essex Cricket & Tennis Club looking south east




Illustrative Key View 08: West Essex Cricket & Tennis Club looking south east



Key View 09: Lena Kennedy Close looking east



KEY
 Indicative Wireframe

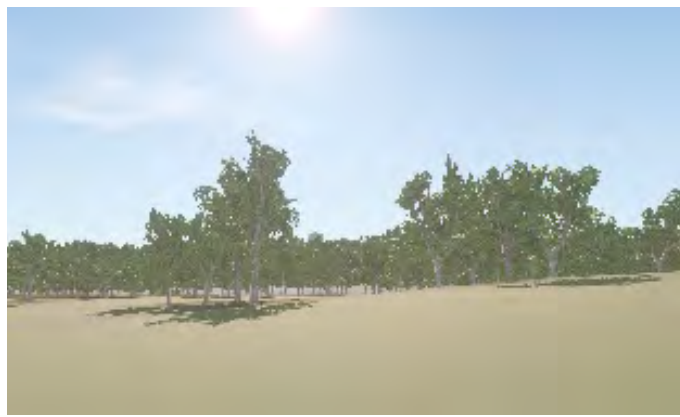
Illustrative Key View 09: Lena Kennedy Close looking east

Locally Significant View

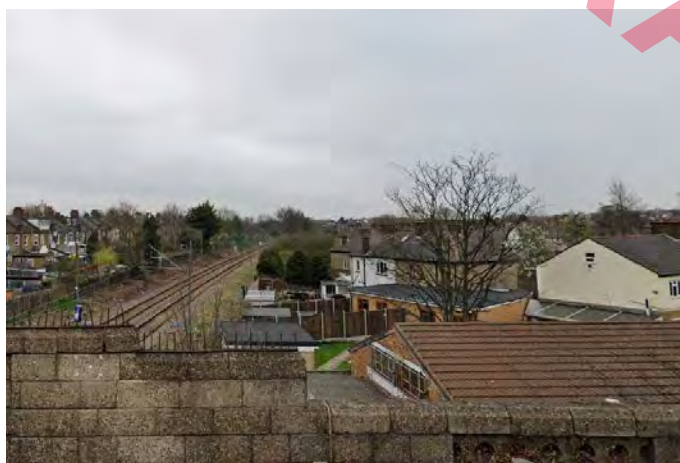


Locally Significant View 10: Highams Park high point

Illustrative Locally Significant View



Illustrative View 10: Highams Park high point



Locally Significant View 11: Wadham Road Bridge



Illustrative View 11: Wadham Road Bridge

Important Borough View



Important Borough View: Highams Park/ Henry's Avenue looking west

Illustrative Important Borough View



KEY

Blue Indicative Wireframe

Illustrative Important Borough View: Highams Park/ Henry's Avenue looking west

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Higham Park Industrial Estate LSIS	Transition	3- 5 storeys <i>Illustrative views test</i> 3- 5 storeys	6- 8 storeys <i>Illustrative views test</i> 6- 8 storeys	Not appropriate

DRAFT

NORTH WALTHAM FOREST SEWARDSTONE ROAD STRATEGIC LOCATION

03.5 SEWARDSTONE ROAD

XX.1 Study Site Overview

- 01 Motorpoint
- 02 Lea Valley Motors
- 03 60- 74 Sewardstone Road

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

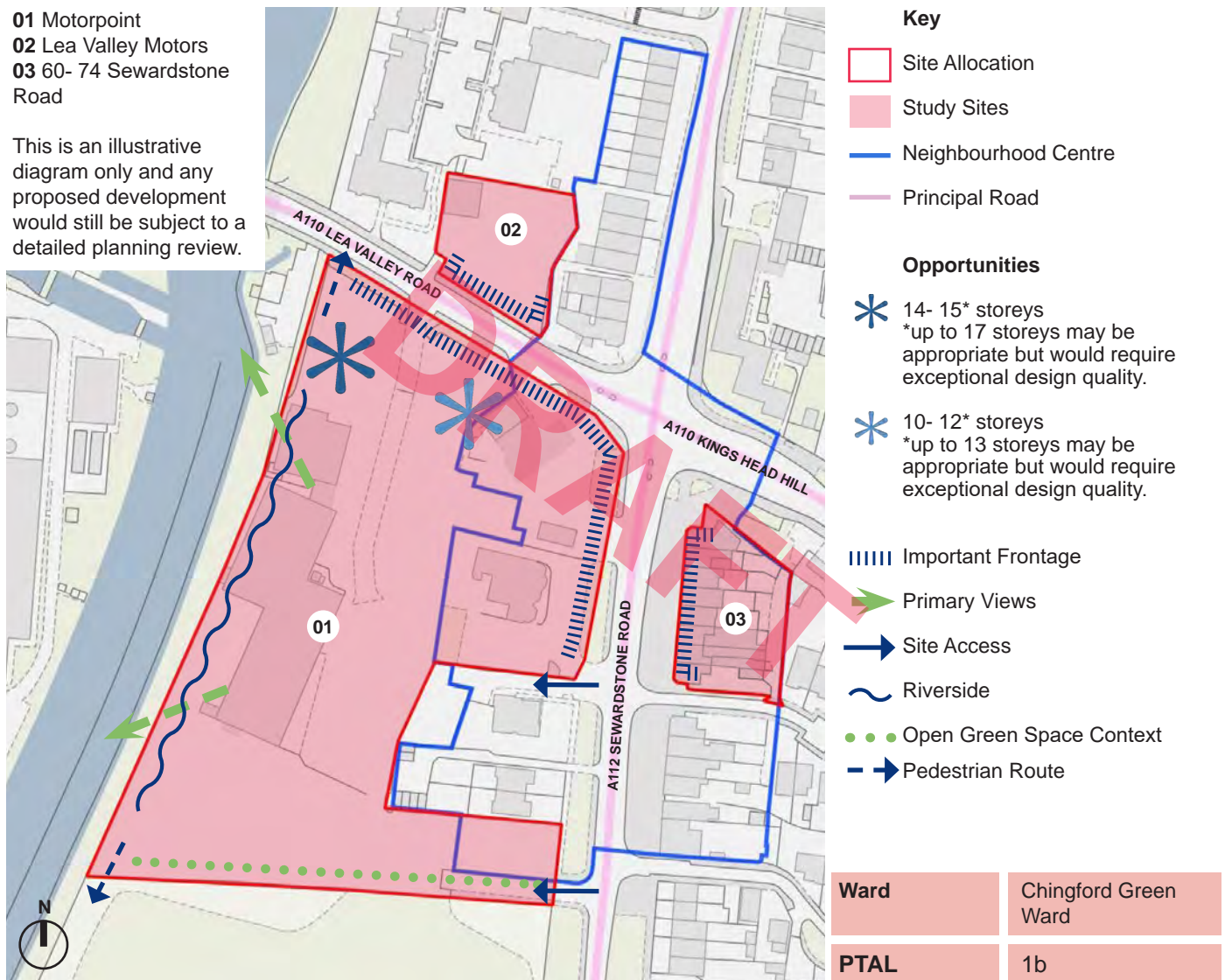


Fig.: Sewardstone Road Street Map

03.5.1 Location: This group of sites sit within the Sewardstone Road Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment. They also sit within the Sewardstone Road Neighbourhood Centre – identified in the draft Local Plan (2020-2035) as a locally distinctive gateway to the borough and a potential future District Centre making it a prime location for the provision of new homes and jobs. The sites wrap around the junction of Sewardstone Road and Kings Head Hill, with the River Lea bounding the sites to the west.

The sites are not in a Conservation Area (CA) and the are no listed or locally listed buildings either on them or in close proximity.

03.5.2 Context: Sewardstone Road is characterised by suburban housing of low density, with some ground-floor commercial uses located beneath residential uses around the Sewardstone-Kings Head junction. Its context is predominantly two- to three-storey residential houses, with one seven-storey apartment block and a retail parade. The River Lea to the west and playing fields to the south provide a unique blue/green amenity setting.

The area's wide footways reinforce the suburban character of the area – although a lack of definition and frontage along the edge of the Motorpoint site have a detrimental impact.

The collection of sites being considered provide some employment but this is through an inefficient use of land in a promising neighbourhood centre.

03.5.3 Opportunities: As a potential future district centre and a gateway to the borough, there is an opportunity to provide focused intensification around the junction and create a landmark arrival point on Lea Valley Road. The green/blue amenities nearby also provide an opportunity to create new public open spaces incorporating river walkways and greenway. There is also an opportunity to better define and intensify the area's existing loose residential elements – including an apartment block and semi-detached houses – by enclosing them in an urban block.

Redevelopment should:

- positively engage with and enhance the area's local character,
- capture the placemaking potential of the site,
- focus on enhancing the area's sense of arrival as a gateway to the borough,

- focus on providing improved active frontages and street definition,
- capitalise on engagement with blue/green amenity including views down the River Lea,
- encourage significant biodiversity improvements,
- be mindful of residential back conditions.

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

- distinctive local neighbourhood centre character,
- neighbouring residential properties,
- surrounding private and public outdoor spaces including the playing fields to the south,
- the Site of Importance for Nature Conservation and River Lea to the west.

The impact of any increased height can be mitigated through high-quality and detailed design.

03.5.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in nine key views (identified in Figure x.xx) to review the impact

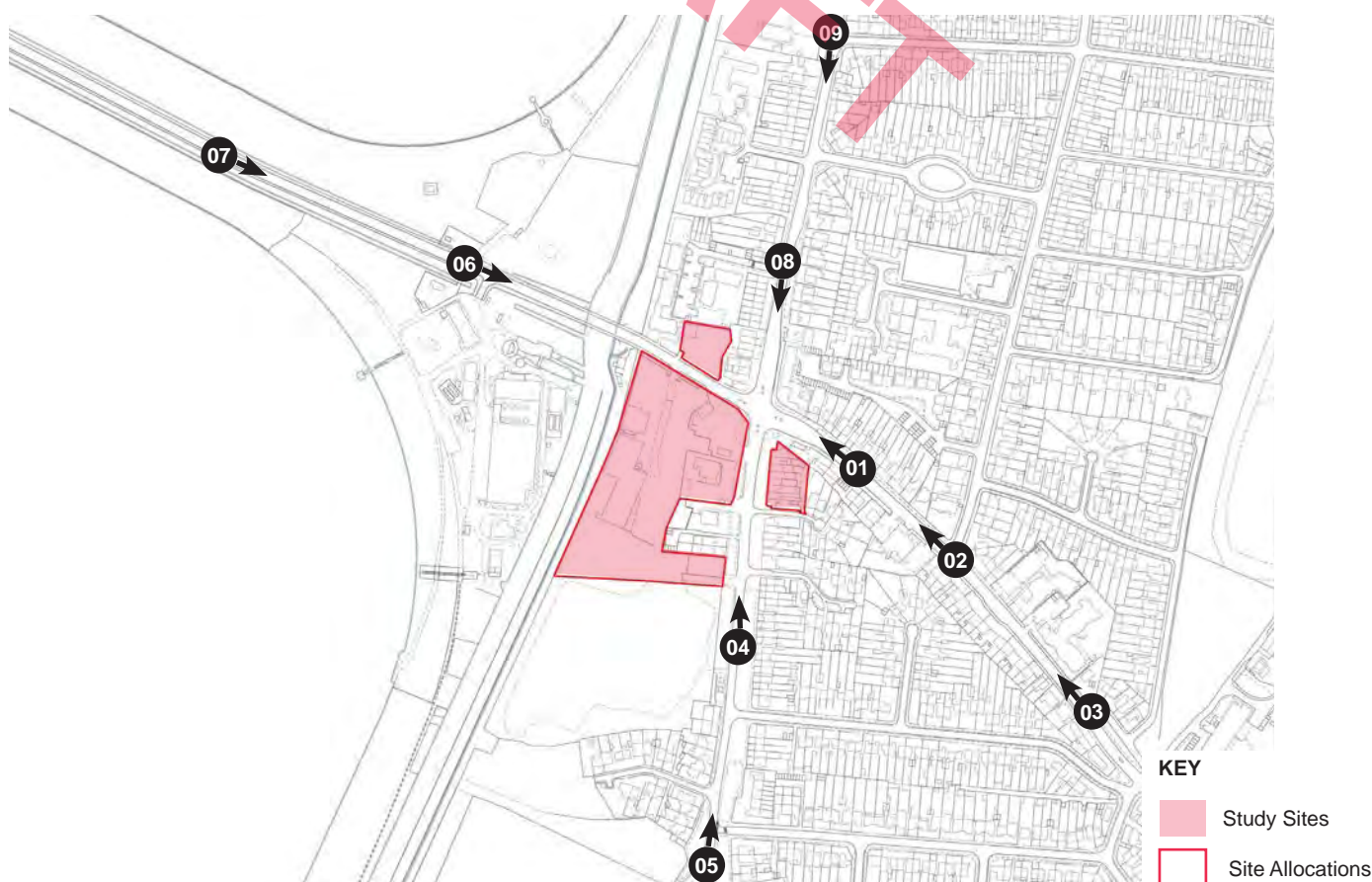


Fig. x.xx: Sewardstone Road Key Views

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 sits within an important borough view as identified in the LBWF Characterisation and Intensification Study (2019) (see Figure x,xx). This view is from next to the Chingford War Memorial, looking west along Kings Head Hill. The hill falls away to the west to reveal a view across the William Girling Reservoir and Haringey beyond.

Given the significance of the vista across the reservoir for both local character and wayfinding, no significant obstruction should be made between the war memorial and the view of the Reservoir.

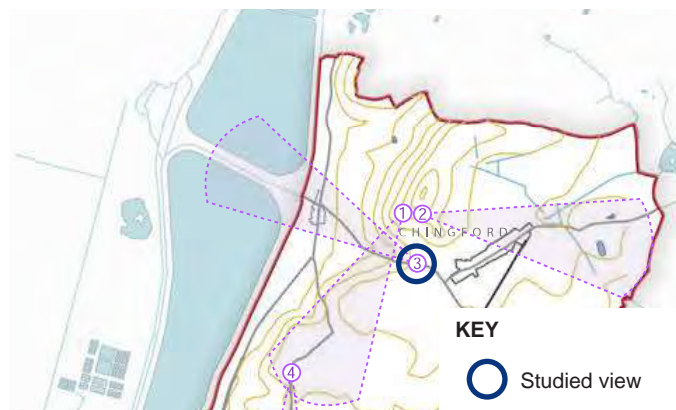


Fig.: Overview of Borough Views, Characterisation and Intensification Study, Stage 1 & 2

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 the Sewardstone Road neighbourhood centre.

In general, developing the Motorpoint site up to a typical height of four- to five-storeys would be appropriate. There is also the potential for taller buildings of six- to eight-storeys in height towards the centre/ north of the site. Two locations on the north edge of the site have also been identified as appropriate for buildings of ten- to 15-storeys; this would create a new landmark that would be a gateway to the borough. This study has used 12- and 15-storeys. Redevelopment needs to be sensitive to the houses behind and playing fields. This study has stepped down the heights of buildings to three- to six-storeys on the southern edge of the site.

The study has also identified the Lea Valley Motors and 60-74 Sewardstone Road sites as generally appropriate for heights between two- to five-storeys. There is the potential for taller buildings on 60-74 Sewardstone Road of six- to seven-storeys.

The 60-74 Sewardstone Road site has been identified as appropriate for this taller building due to its critical position on the Sewardstone Road junction – granting it great importance in defining the junction as a gateway to the borough, and in facilitating the area's potential development into a thriving District Centre. Further, the site lacks any sensitive frontages

and is well placed to enjoy primary views looking west.

Overall, these sites allow for a sensitive increase in height due to:

- their unique blue/green amenity setting,
- their location within the Sewardstone Road Neighbourhood Centre,
- their location as a gateway to the borough,
- potential to create a wayfinding landmark.

This sensitive increase in height would create a landmark arrival point on Lea Valley Road, enhancing Sewardstone Road's local character, providing improved active frontages and public amenities, and endowing the area's streetscape with a greater sense of cohesion and enclosure.

By keeping heights within the parameters recommended here, visual harm to the sensitive setting of Sewardstone Road's Neighbourhood Centre would be avoided.

Through considered architecture, and the stepping down of heights to respond to the surrounding context. Redevelopment of the sites must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, the adjacent Site of Importance for Nature Conservation, private or communal outdoor spaces and private amenity of neighbouring properties.

Key Views



Key View 01: Kings Head Hill looking north west



Key View 02: Kings Head Hill looking north west



Key View 03: Kings Head Hill looking north west

Illustrative Views




Illustrative Key View 01: Kings Head Hill looking north west



Illustrative Key View 02: Kings Head Hill looking north west



KEY
 Indicative Wireframe

Illustrative Key View 03: Kings Head Hill looking north west



Key View 04: Sewardstone Road looking north



Illustrative Key View 04: Sewardstone Road looking north



Key View 05: Sewardstone Road looking north




Illustrative Key View 05: Sewardstone Road looking north



Key View 06: Lea Valley Road looking east



KEY
 Indicative Wireframe

Illustrative Key View 06: Lea Valley Road looking east



Key View 07: Lea Valley Road looking east



Illustrative Key View 07: Lea Valley Road looking east



Key View 08: Sewardstone Road looking South




Illustrative Key View 08: Sewardstone Road looking South



Key View 09: Sewardstone Road looking south



KEY
 Indicative Wireframe

Illustrative View 09: Sewardstone Road looking south

Important Borough View



Important Borough View: Top of Kings Head/ The Ridgeway looking west towards reservoirs

Illustrative Important Borough View



Illustrative Important Borough View: Top of Kings Head/ The Ridgeway looking west towards reservoirs

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Motorpoint	Transition	3- 5 storeys <i>Illustrative views test</i> 4- 5 storeys	6- 8 storeys <i>Illustrative views test</i> 6- 8 storeys	10 - 15* Storeys <i>Illustrative views test</i> 12 & 15 storeys *up to 17 storeys may be appropriate but would require exceptional design quality.
02 Lea Valley Motors	Reinforcement	2- 5 storeys <i>Illustrative views test</i> 4- 5 storeys	Not appropriate	Not appropriate
03 60- 74 Sewardstone Road	Reinforcement	2- 4 storeys <i>Illustrative views test</i> 4 storeys	6- 7 storeys due to site context <i>Illustrative views test</i> 6- 7 storeys	Not appropriate

DRAFT

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