

05.
SOUTH WALTHAM FOREST

DRAFT

SOUTH WALTHAM FOREST LEA BRIDGE STRATEGIC LOCATION

05.1 GAS HOLDERS

XX.1 Study Site Overview

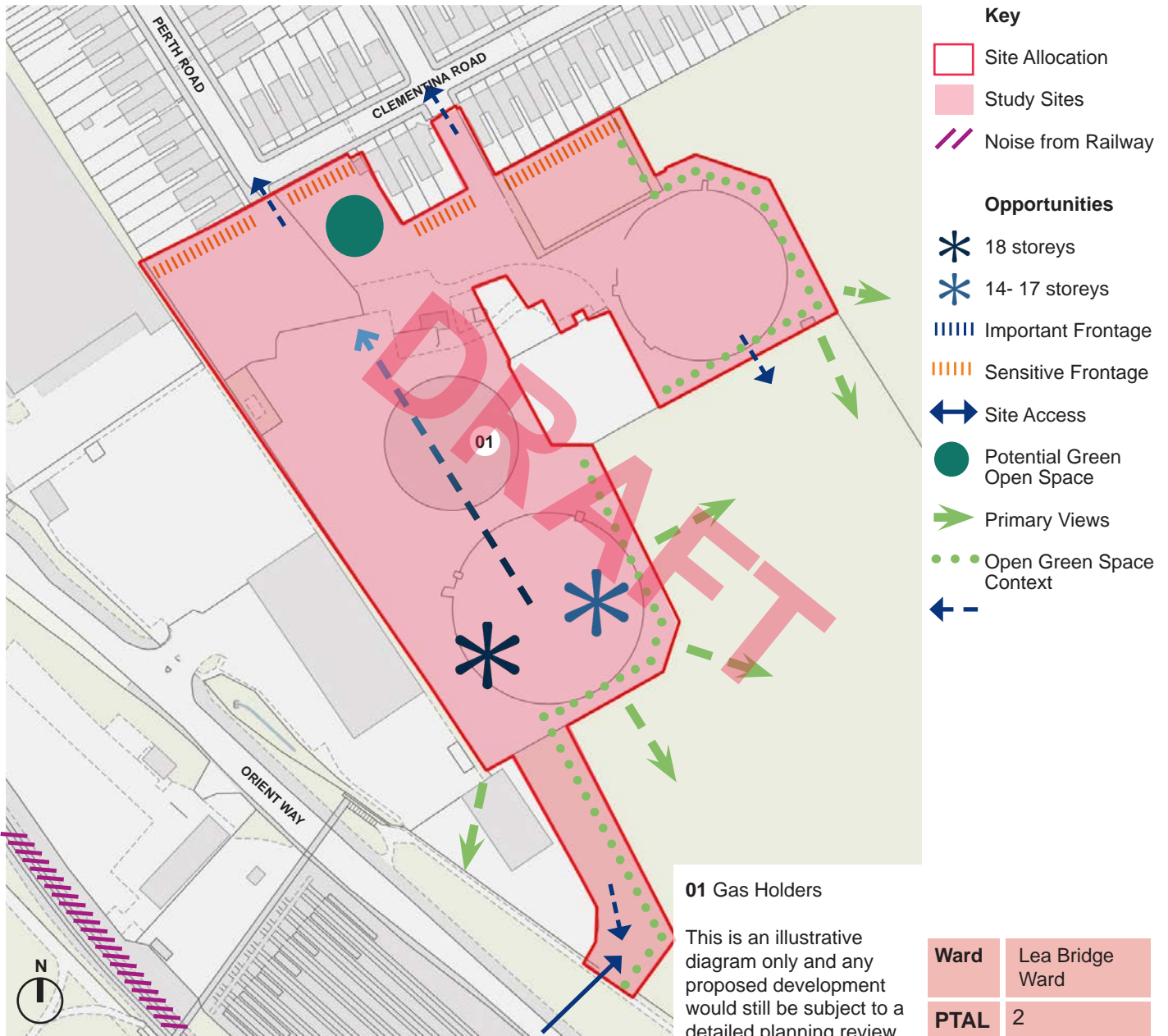


Fig.: Gas Holders Street Map

05.1.1 Location: This site sits to the south of Lea Bridge Road and the east of Orient Way within the Lea Bridge Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment in the borough. The site also sits within an Area Action Plan and is a brownfield site. It is adjacent to Leyton Jubilee Park, which is designated as Metropolitan Open Land (MOL), the Lea valley Regional Park located further to the west. The site is currently accessed directly from Clementina Road. The site is bound to the south

west by the Strategic Industrial Locations (SIL) of Golden Business Park and Golden House.

The Waterworks Nature Reserve forms the western edge of Lea Bridge, sitting within the Lee Valley Regional Park. The Park is designated as Metropolitan Open Land. There are also Site of Special Scientific Interest (SSSI), Site of Metropolitan Importance to Nature Conservation (SMINC) and RAMSAR Special Conservation Area designations.

The site is not in close proximity to any conservation areas or locally and nationally listed heritage assets.

The site is located near Lea Bridge Overground station and has a Public Transport Accessibility Level (PTAL) rating of 2, on a scale of 0 (no connectivity) to 6b (high connectivity).

05.1.2 Context: The former gasworks is largely vacant and is not publicly accessible. The site is adjacent to a mixture of residential streets, industrial warehouses and playing fields. The Lea Bridge Gasworks site is characterised by a set of diverse contexts at each site boundary, each different in terms of scale, use and character. The Clementina Warner Estate to the north has a fine urban grain and consists of two-storey terraces. To the east are three- to four-storey residential apartments on Viking Place and the low-rise Lammas School. The Golden Business Park to the south west comprises large three-storey warehouses. A few tall elements play a role in the site's context and contribute to wider scale orientation, these include 18-storey Motion by Lea Bridge Station, 18-storey Score Centre, 13-storey Osier Way and 16-storey Nest, E10 to the south east.

05.1.3 Opportunities: Redevelopment of the site offers the opportunity for high quality intensification (transformation), including the provision of a new homes and nursery. It also offers the opportunity to create a diverse and dynamic new public realm. Further, there is the opportunity to:

- aid wayfinding around the borough,
- delivered new high quality homes on a brownfield site located close to public transport and cycle routes,
- maximise opportunities for long-distance views across the Leyton Jubilee Park to the Lee Valley Regional Park,
- establish a cohesive strategy to connect to Leyton Jubilee Park and Orient Way,

Summary of Illustrative Scenario

05.1.7 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 shared green 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 potential taller buildings of 10- to 17-storeys (this study uses 11 and 17 storeys) and a tall building of 18-storeys located towards the south of the site, maximising views across the green assets and set away from residential properties to the north.

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

- its location within the Lea Bridge Strategic Location,

- create a communal garden and play space,
- allow for the site's potential to be fully realised.

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

- Metropolitan Open Land,
- residential properties to the north.

05.1.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study site in xxx 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.

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

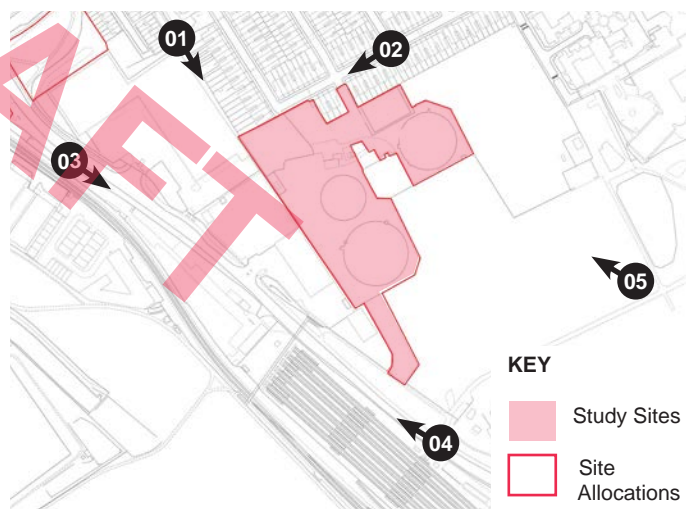


Fig.: Gas Holders Key Views

- the generous size of the site, allowing for tall buildings to be located some distance from sensitive residential settings,
- close proximity to Lea Bridge Overground station and cycle routes,
- the changing skyline at Lea Bridge Station offering the opportunity to co-ordinate and cluster heights together to create a cohesive new Lea Bridge skyline,
- the lack of any adjacent properties to the east, south and 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.

Key Views



Key View 01: Perth Road looking south east

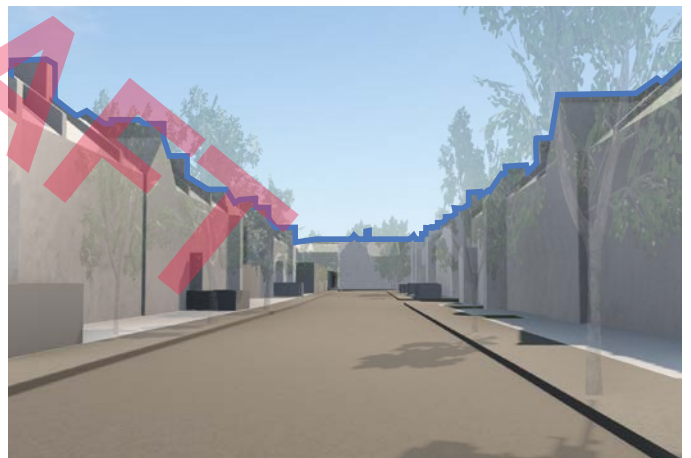
Illustrative Views



Illustrative Key View 01: Perth Road looking south east



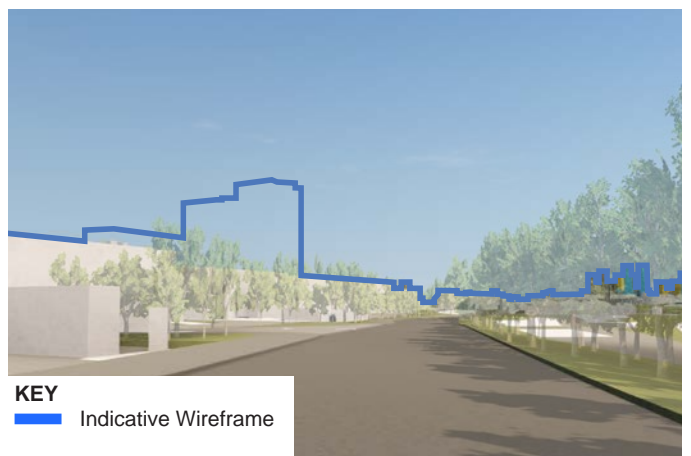
Key View 02: Clementina Road looking west



Illustrative Key View 02: Clementina Road looking west



Key View 03: Orient Way looking south east



KEY
— Indicative Wireframe

Illustrative Key View 03: Orient Way looking south east



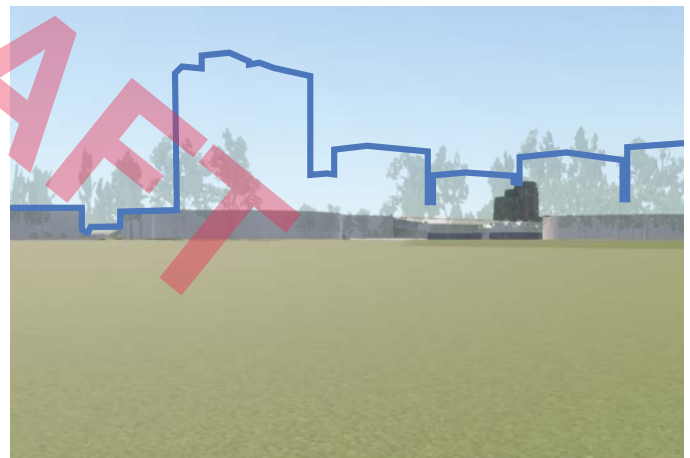
Key View 04: Orient Way looking north west



Illustrative Key View 04: Orient Way looking north west



Key View 05: Jubilee Park looking north west



Illustrative Key View 05: Jubilee Park looking north west

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Gas Holders	Transformation	3- 9 storeys <i>Illustrative views test</i> 3- 9 storeys	10- 17 storeys <i>Illustrative views test</i> 11 & 17 storeys	18 storeys <i>Illustrative views test</i> 18 storeys

SOUTH WALTHAM FOREST LEA BRIDGE STRATEGIC LOCATION

05.2 LEA BRIDGE STATION SITES

Study Site Overview

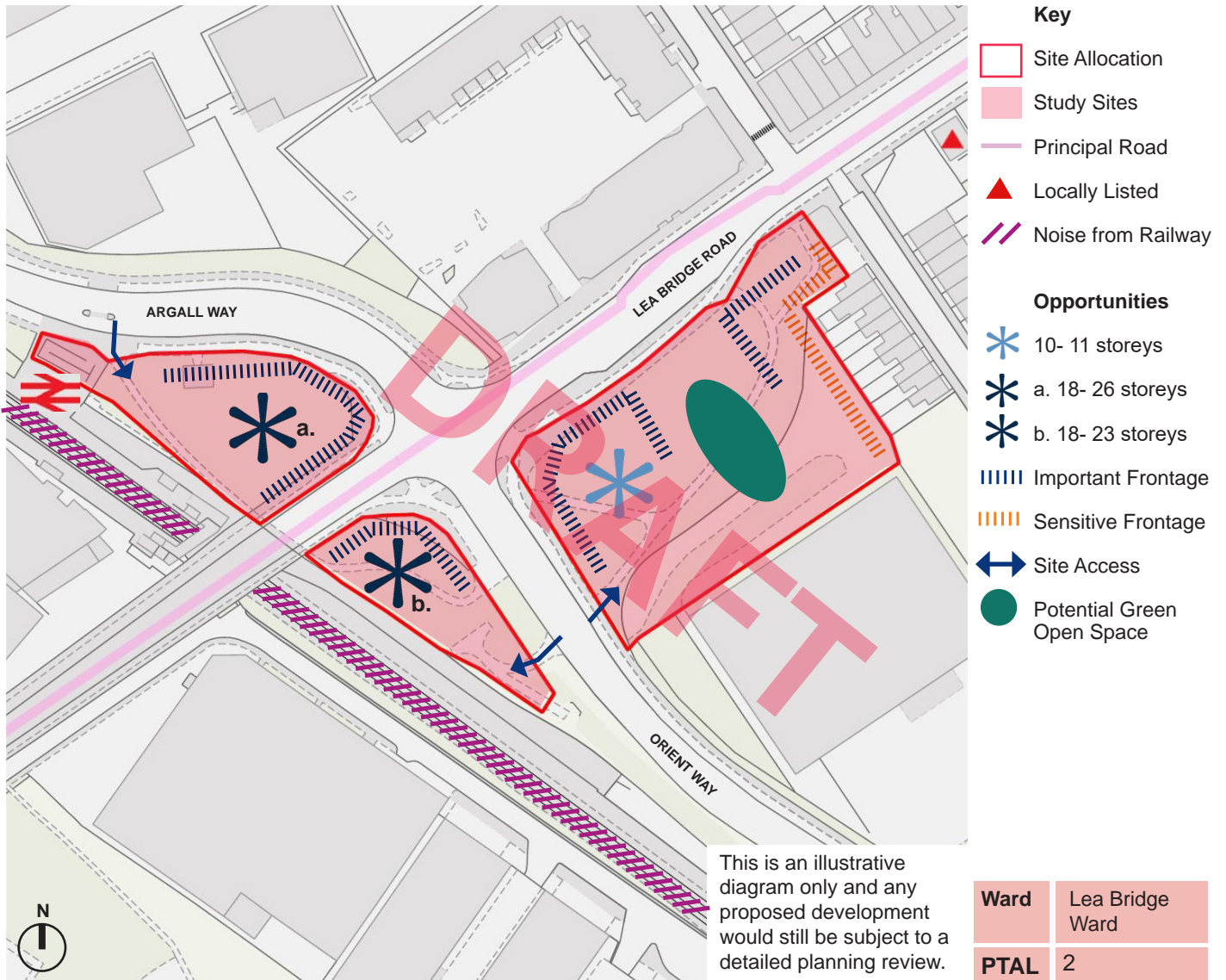


Fig.: Lea Bridge Station Sites Street Map

05.1.1 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 draft 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 site north of Lea Bridge Road sits partially within a 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).

05.1.2 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, a new development under construction 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. 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 Lea Bridge Station.

05.1.3 Opportunities: Redevelopment of the site offers the opportunity for high-quality intensification (transformation) creating a thriving, new destination at Lea Bridge Station – with higher densities, sustainable neighbourhoods, improved public spaces and access routes. Redevelopment should:

- create new homes,
- draw on the area’s exciting assets, such as the Lea Bridge Station and the Lee Valley Regional Park,
- provide a new, higher profile station entrance with associated public realm improvements,

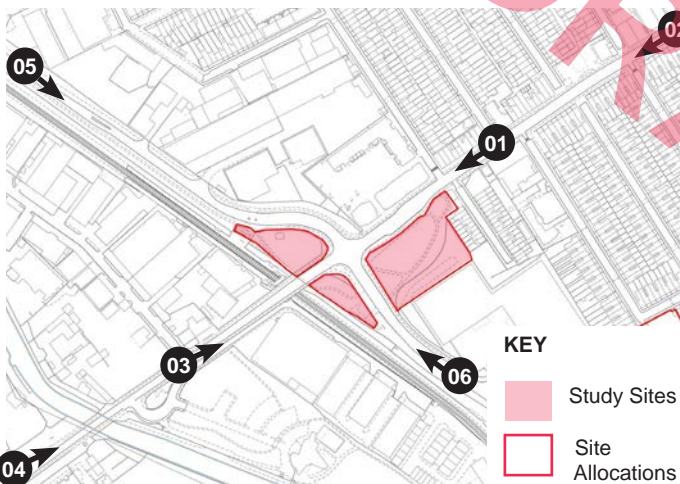


Fig.: Lea Bridge Station Site Key Views

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 includes two tall, landmark buildings of up to 26-storeys and 23-storeys and a taller building of up to 11-storeys. This concentrates height around the Station and the junction – strengthening the area’s sense of arrival and complementing adjacent developments.

Development of this scale would facilitate the delivery of a sustainable and thriving neighbourhood centre around the station – with good access to public transport, cycle routes, and local amenities.

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

- 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.

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

- residential houses to the east of the site – particularly along Elm Park Road

05.1.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in six key views (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.

05.1.6 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. New development should improve the street’s character and experience for those travelling along it.

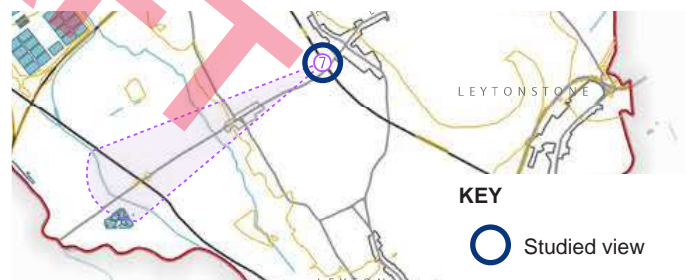


Fig.: Overview of Borough Views, Characterisation and Intensification Study, Stage 1 & 2

- 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.

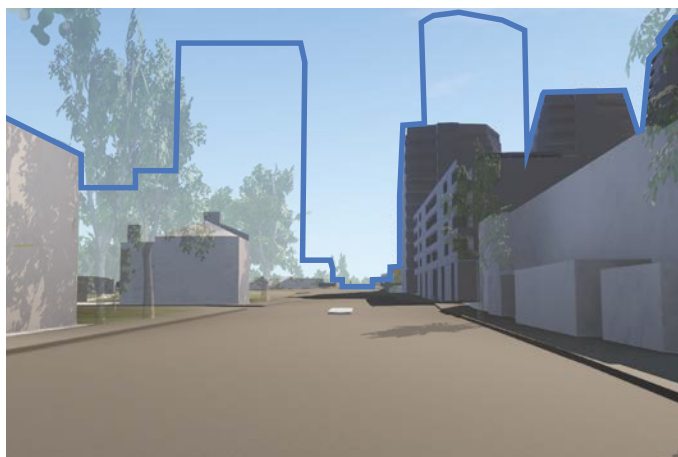
The sites’ most sensitive frontage is along the residential homes to the north east. Redevelopment must avoid harmful overshadowing that would compromise the comfort and enjoyment of these residences’ private amenities. Accordingly, height should reduce towards the north east – the study steps down heights of three- and four-storeys.

Key Views

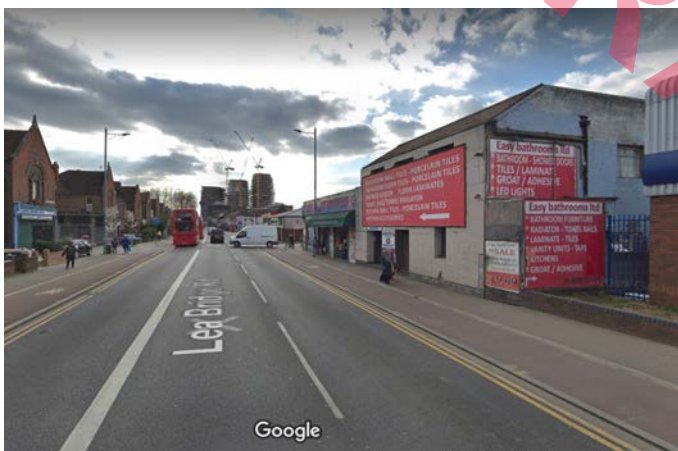


Key View 01: Lea Bridge Road looking south west

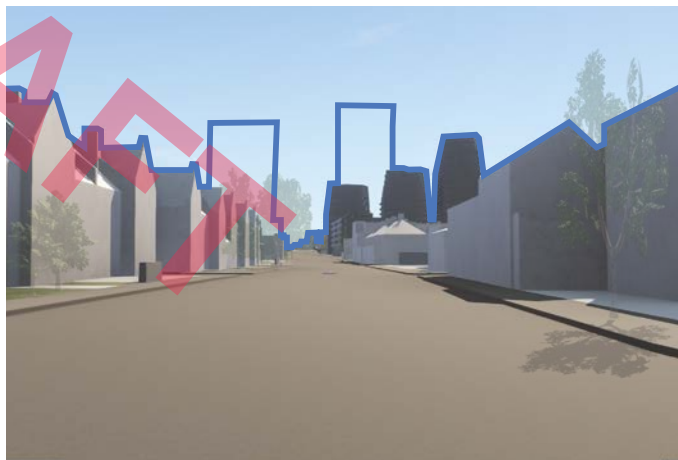
Illustrative Views



Illustrative Key View 01: Lea Bridge Road looking south west



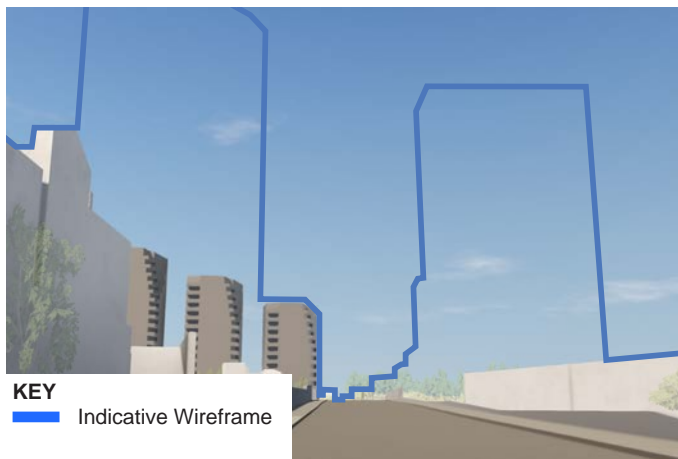
Key View 02: Lea Bridge Road looking south west



Illustrative Key View 02: Lea Bridge Road looking south west



Key View 03: Lea Bridge Road looking north east

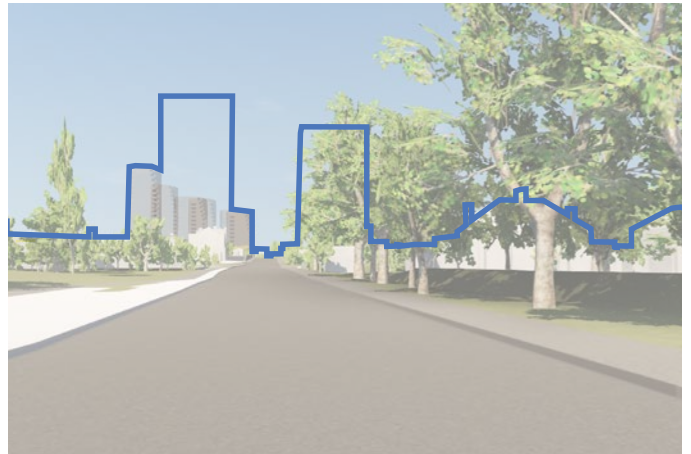


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Illustrative Key View 03: Lea Bridge Road looking north east



Key View 04: Lea Bridge Road looking north east



Illustrative Key View 04: Lea Bridge Road looking north east



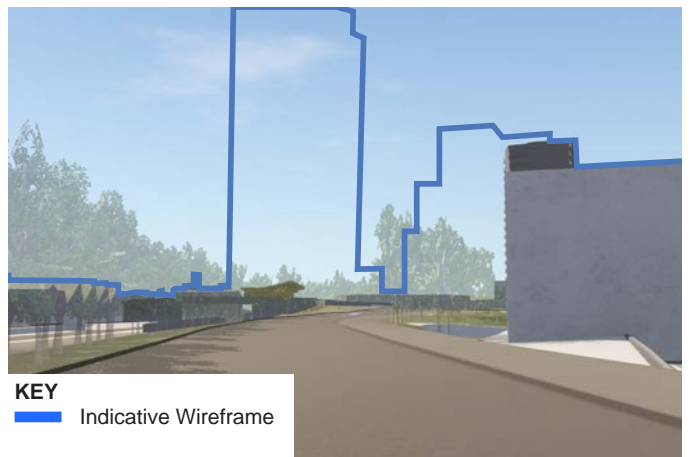
Key View 05: Argall Way looking south east



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

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Important Borough View



Important Borough View: Lea Bridge Road looking south west

Illustrative Important Borough View



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— Indicative Wireframe

Illustrative Important Borough View: Lea Bridge Road looking south west

Summary of Illustrative Scenario

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Lea Bridge Station Sites	Transformation	3- 6 storeys <i>Illustrative views test</i> 3- 6 storeys	10- 11 storeys <i>Illustrative views test</i> 11 storeys	18- 26 storeys <i>Illustrative views test</i> 23 & 26 storeys

SOUTH WALTHAM FOREST LEA BRIDGE STRATEGIC LOCATION

05.3 ESTATE WAY

Study Site Overview

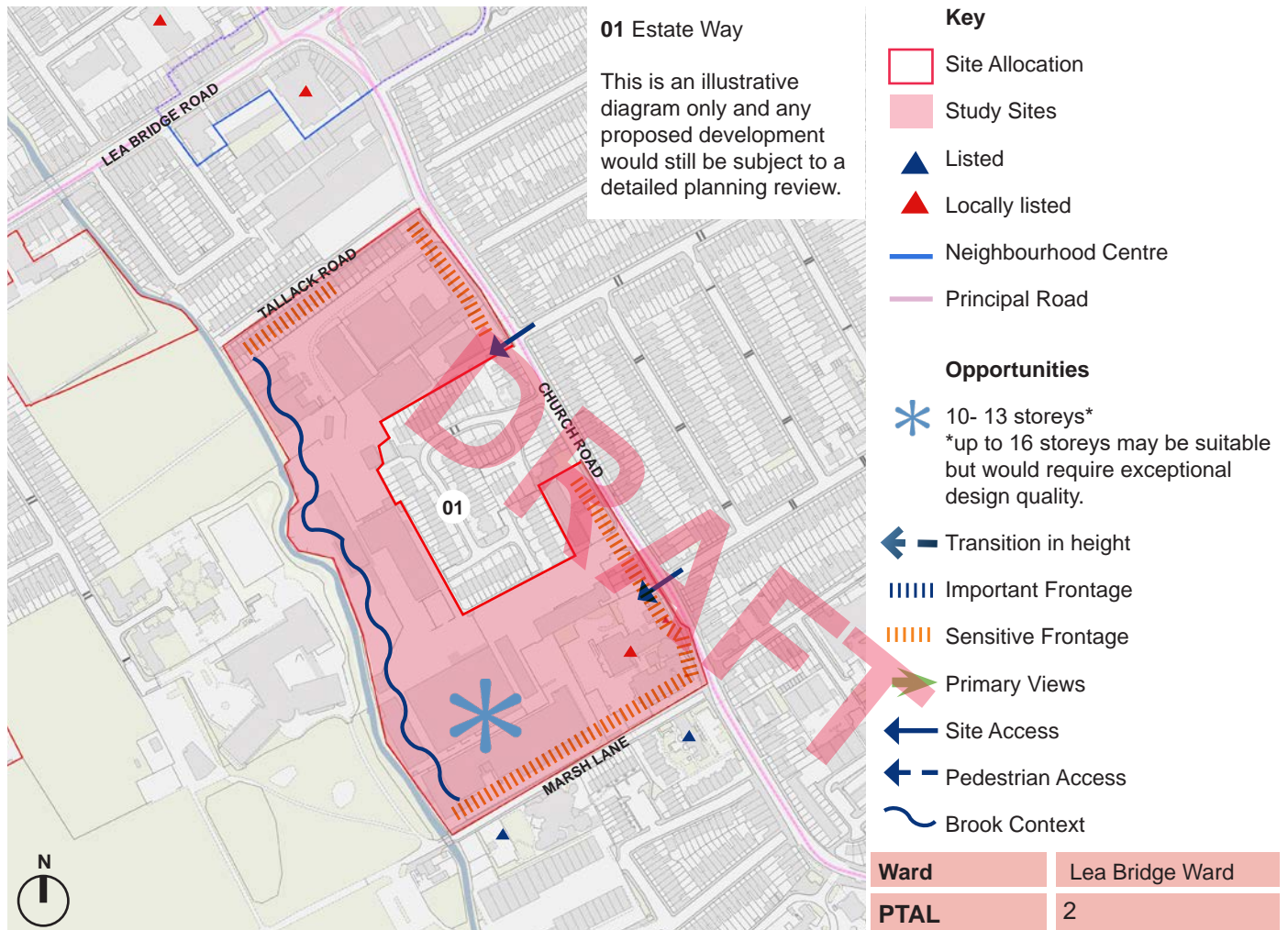


Fig.: Estate Way Street Map

05.3.1 Location: This site (identified in Figure x.xx) is located at the crossing of Church Road and Marsh Lane. It sits within the Lea Bridge Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment in the borough. The site sits within an Area Action Plan and part of the site is a designated borough employment area (BEA).

The site is close to locally and nationally listed heritage assets. The locally listed Willow Brook School sits in the south eastern corner of the site. The nationally listed Etloe House and Ice House at St Josephs Roman Catholic School are to the south east, across Marsh Lane.

To the west are a number of green and blue assets- to the north west are Seymour Grove allotment gardens, to the south east Leyton Jubilee Park, which is designated as Metropolitan

Open Land (MOL), and Dagenham Brook runs along the south western site boundary and is designated as a Local Site of Importance for Nature Conservation (SINC).

The site is some distance from the nearest train station, as a result, it has a Public Transport Accessibility Level (PTAL) rating of 2, on a scale of 0 (no connectivity) to 6b (high connectivity).

05.3.2 Context: Marsh Lane is characterised by two-storey terraced houses. The western edge of the site is flanked by Lammas School, separated by a Dagenham brook and surrounded by a strip of mature trees. The northern edge of the site is flanked by two-storey terraced houses with this typology reflected across the street.

The majority of the site is characterised by a mix of light

industrial buildings which do not create a positive street edge and are often set back from the street with service yards facing outwards. A residential enclave consisting of two- and three-storey dwellings exists in the centre of the site, accessed from Church Road.

05.3.3 Opportunities: Redevelopment of the site offers the opportunity for high quality intensification (transition), including the provision of a new homes, employment uses and nursery. It also offers the opportunity to create a diverse and dynamic new public realm and enhance connectivity within the surrounding area. Further, there is the opportunity to:

- aid wayfinding around the borough,
- maximise opportunities for long-distance views across the Leyton Jubilee Park,
- establish a cohesive strategy to connect to Leyton Jubilee Park,
- improvements to the Dagenham Brook Corridor to create a connective blue spine,
- enhance planting along the riveredge to improve water quality,
- allow for the site's potential to be fully realised.

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

- local SINC and Metropolitan Open Land,
- Dagenham Brook,
- locally and nationally listed heritage assets,
- surrounding residential properties.

05.3.5 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

Summary of Illustrative Scenario

05.3.7 Illustrative skyline: Redevelopment of this site must respond appropriately to the fact it is found within a Strategic Location and its significant, transitional potential, including the delivery of a new homes and employment space. It is however important that development on this site also responds to the sensitivities in the surrounding context, including the biodiversity of Dagenham Brook, MOL, local SINC and the proximity of existing homes and heritage assets. The illustrative scenario therefore tests a general shoulder height across the site of four- to five-storeys, stepping up to potential taller buildings of 6- to 8-storeys and a tall building of 10- to 13-storeys located towards the south western corner of the site (this study uses 11-storeys), maximising views across the green assets and set away from residential properties. Whilst 10- to 13-storeys is considered most appropriate for this site, a building of up to 16-storeys may be acceptable, subject to

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

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

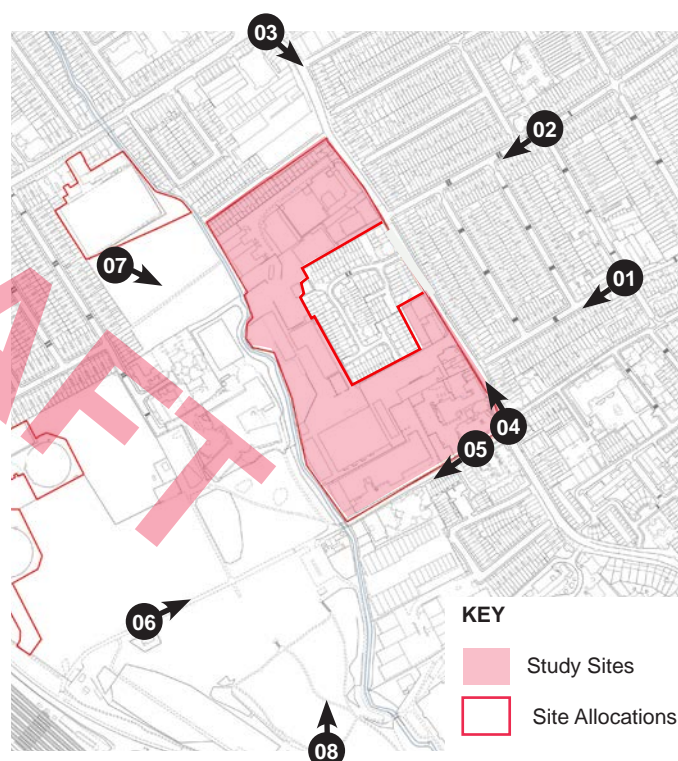


Fig.: Estate Way Key Views

demonstration of exceptional design quality.

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

- its location within the Lea Bridge Strategic Location,
- the generous size of the site, allowing for tall buildings to be located some distance from sensitive residential settings,
- the potential to create a wayfinding landmark to Jubilee Park.

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.

Key Views



Key View 01: Radlix looking south west



Key View 02: Capworth Street looking south west

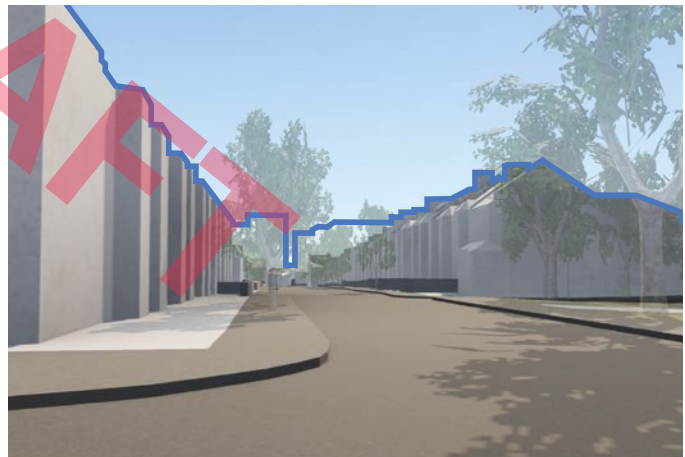


Key View 03: Church Road looking south east

Illustrative Views



Illustrative Key View 01: Radlix looking south west



Illustrative Key View 02: Capworth Street looking south west



Illustrative Key View 03: Church Road looking south east

KEY
— Indicative Wireframe



Key View 04: Church Road looking north west



Illustrative Key View 04: Church Road looking north west



Key View 05: Marsh Lane looking south west




Illustrative Key View 05: Marsh Lane looking south west



Key View 06: Marsh Lane looking north east

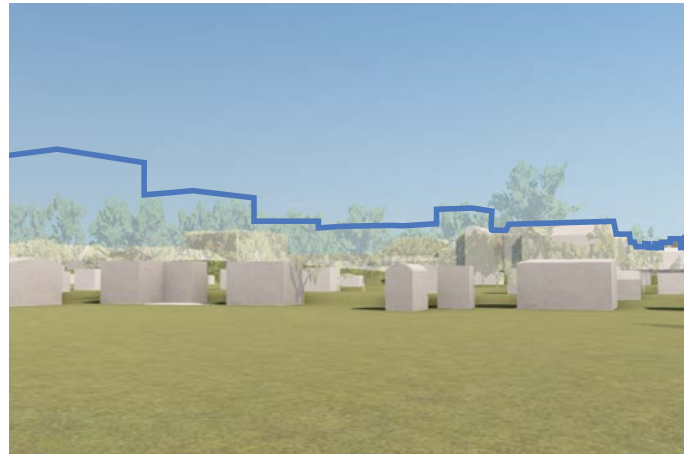


Illustrative Key View 06: Marsh Lane looking north east

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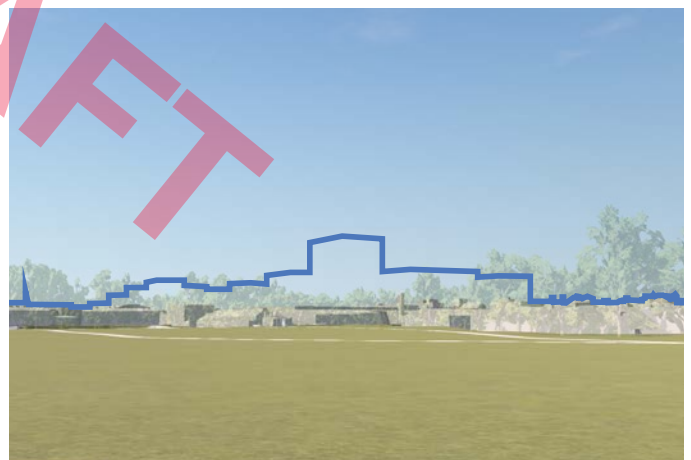
Key View 07: Seymour Road allotments looking south east



Illustrative Key View 07: Seymour Road allotments looking south east



Key View 08: Leyton Jubilee Park looking north



Illustrative Key View 08: Leyton Jubilee Park 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 Estate Way	Transition	3- 5 storeys <i>Illustrative views test uses 4- 5 storeys</i>	6- 8 storeys <i>Illustrative views test 6- 8 storeys</i>	10- 13 storeys* *up to 16 storeys may be suitable but would require exceptional design quality. <i>Illustrative views test 11 storeys</i>

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

05.4 LEYTON MILLS RETAIL PARK

Study Site Overview

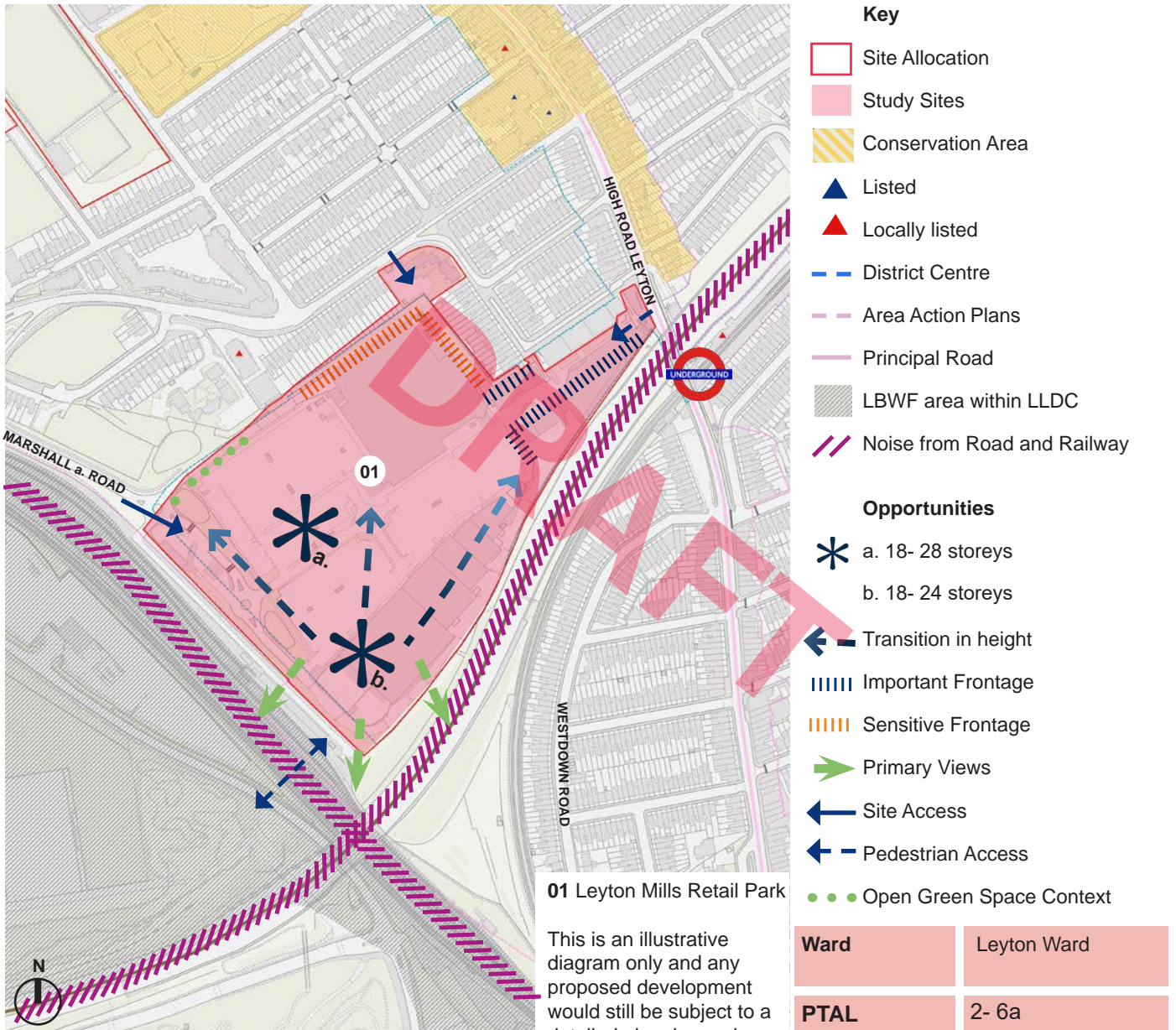


Fig.: Leyton Mills Retail Park Street Map

05.4.1 Site: This site is located within the Leyton District Centre and the Leyton Strategic Location – identified in the draft 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

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

(high connectivity).

05.4.2 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 and The Score site allocations.

05.4.3 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:

- creating a wayfinding landmark,
- 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,
- capitalise on views to the Queen Elizabeth Olympic Park.

05.4.4 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.

Summary of Illustrative Scenario

05.4.7 Illustrative Skyline: The site has been identified as appropriate for typical shoulder heights of three- to nine-storeys, taller buildings of 11- to 17-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,

05.4.5 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.

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

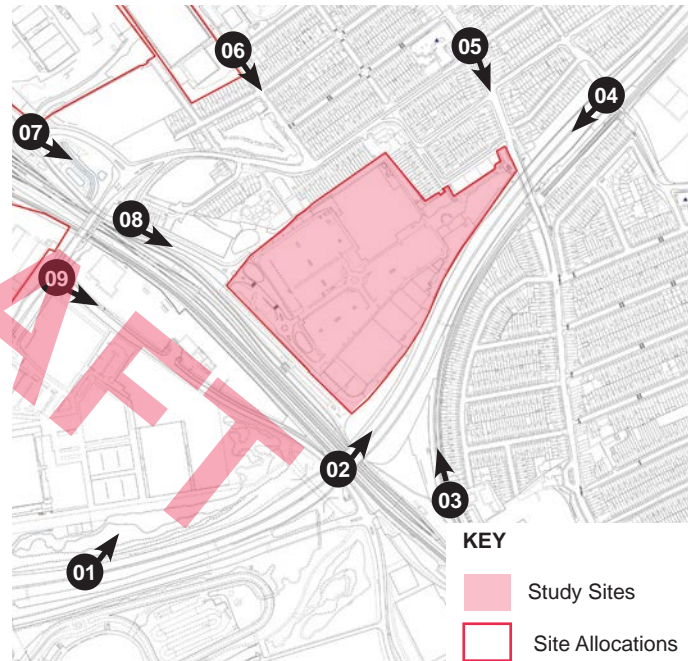


Fig.: Leyton Mills Retail Park Key Views

facilitating transformative intensification with limited risk of harmful overshadowing,

- 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.

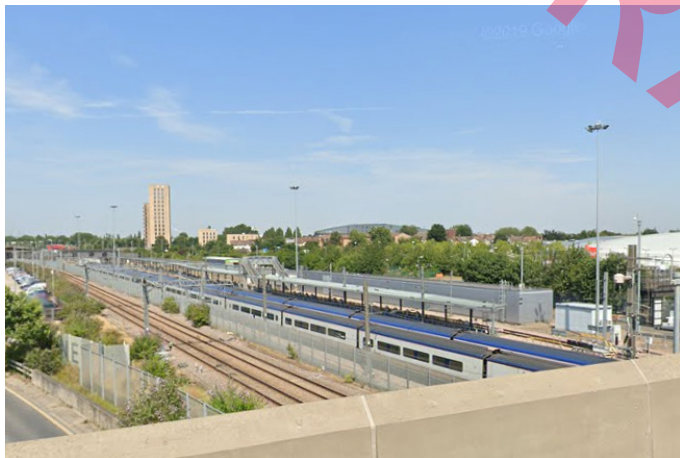
Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space, private or communal outdoor spaces and private amenity of neighbouring properties.

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.

Key Views



Key View 01: A12 looking north east

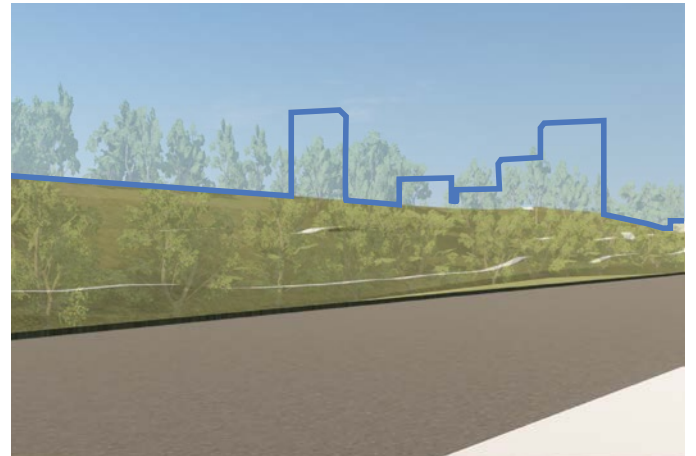


Key View 02: A12 looking north east

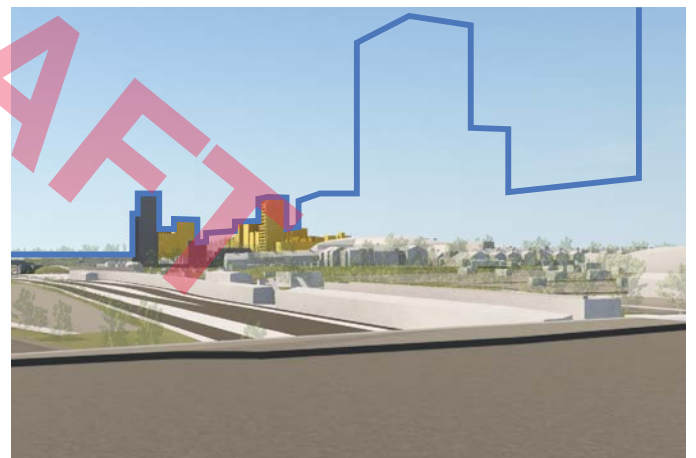


Key View 04: Railway looking north

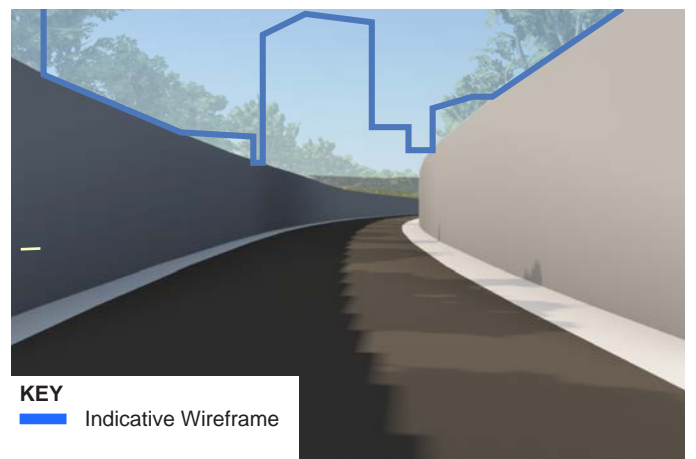
Illustrative Views




Illustrative Key View 01: A12 looking north east



Illustrative Key View 02: A12 looking north east

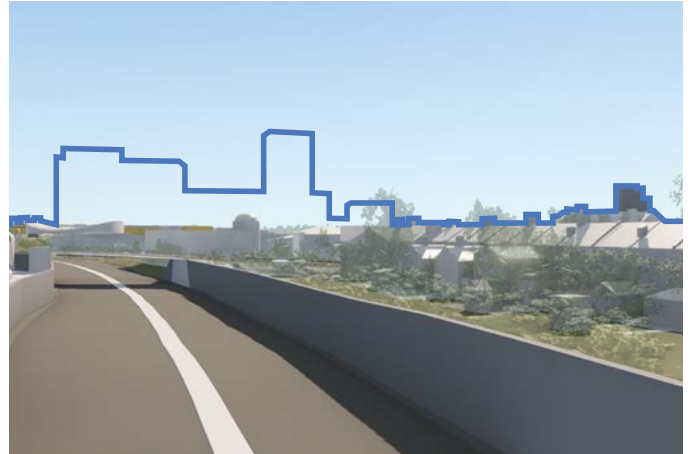


Illustrative Key View 04: Railway looking north

KEY
 Indicative Wireframe



Key View 05: Railway looking south west



Illustrative Key View 05: Railway looking south west



Key View 06: High Road Leyton looking south




Illustrative Key View 06: High Road Leyton looking south



Key View 07: Oliver Road looking south east



KEY
 Indicative Wireframe

Illustrative Key View 07: Oliver Road looking south east



Key View 08: Orient Way looking south east



Illustrative Key View 08: Orient Way looking south east



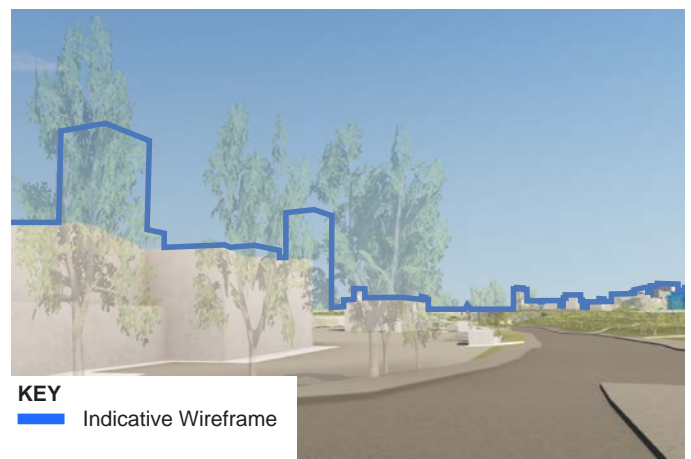
Key View 09: Marshall Road looking south east



Illustrative Key View 09: Marshall Road looking south east



Key View 10: Temple Mills Lane looking south east



KEY
■ Indicative Wireframe

Illustrative Key View 10: Temple Mills Lane looking south east

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Leyton Mills Retail Park	Transformation	3- 9 storeys <i>Illustrative views test</i> 3- 8 storeys	10- 17 storeys <i>Illustrative views test</i> 11- 15 storeys	18- 28 storeys <i>Illustrative views test</i> 20, 24 & 28 storeys

DRAFT

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

05.5 NEW SPITALFIELDS MARKET

Study Site Overview

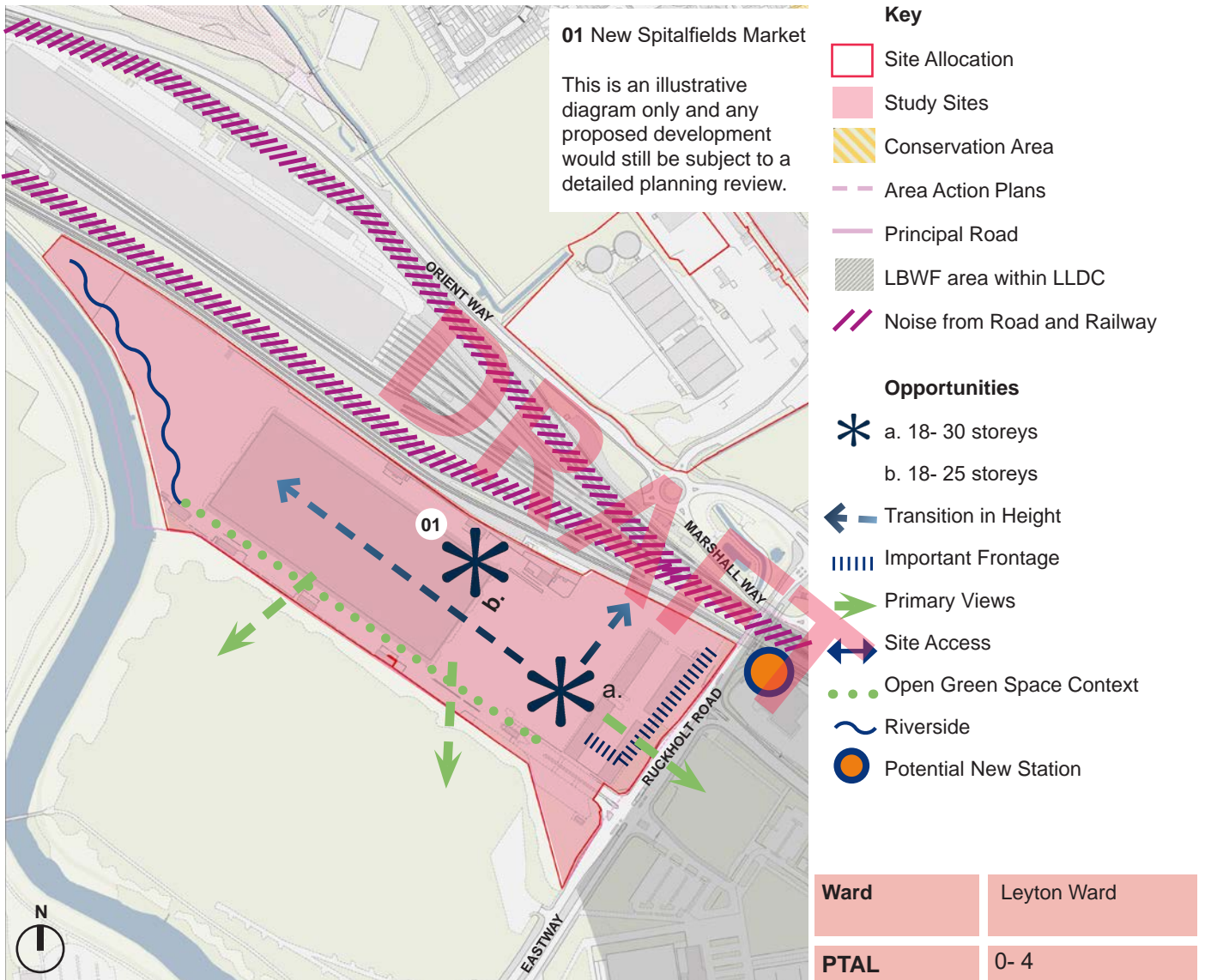


Fig.: New Spitalfields Market Street Map

05.5.1 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 draft 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).

05.5.2 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

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

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 The Score site allocations.

05.5.3 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.

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

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

05.5.5 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.

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

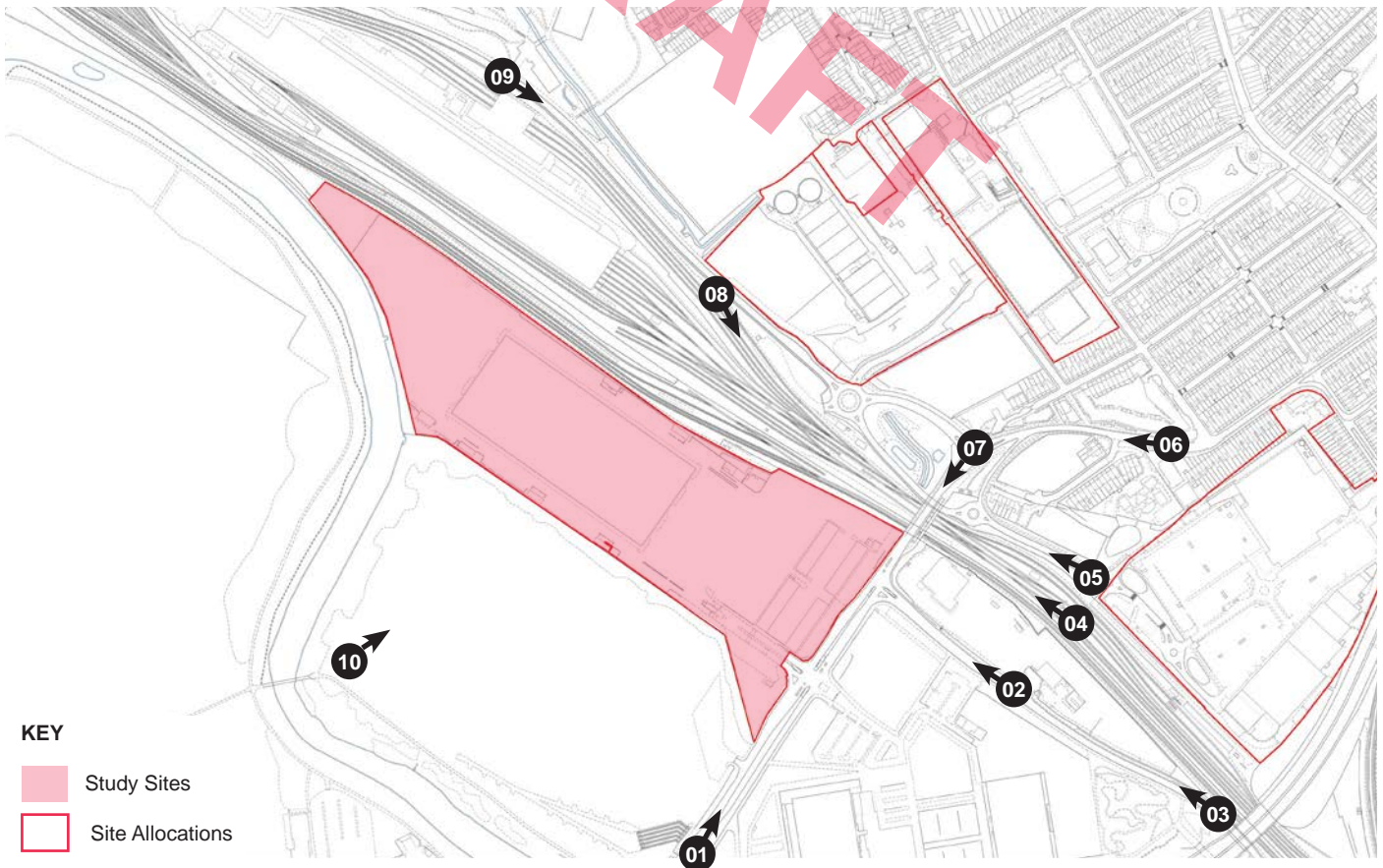


Fig.: New Spitalfields Market Key Views

Summary of Illustrative Scenario

05.5.7 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, taller buildings of 10- to 17- 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 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.

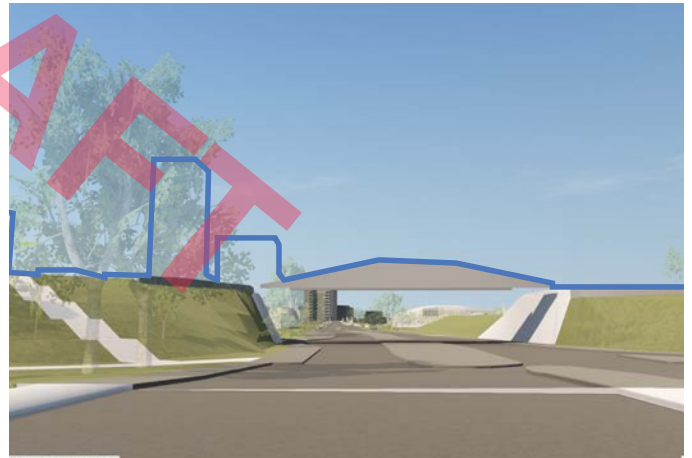
Redevelopment of the site must avoid harmful overshadowing that would compromise the comfort and enjoyment of surrounding public open space – namely the River Lea, the Hackney Marshes and Eton Manor. Redevelopment should concentrate height towards the south of the site and along the railway edge, stepping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

Key Views



Key View 01: East Way looking north east

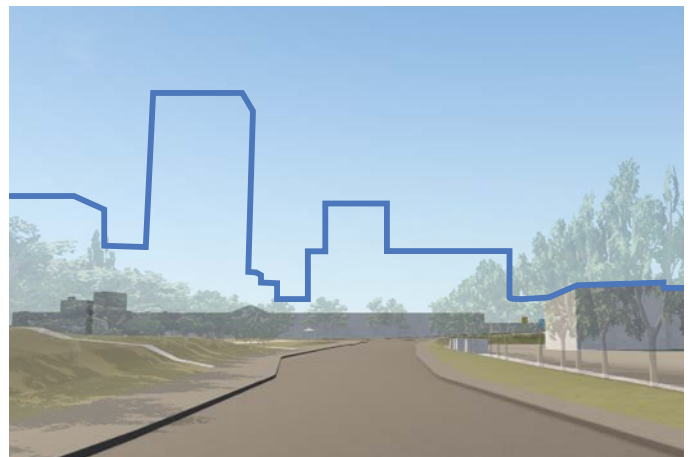
Illustrative Views



Illustrative Key View 01: East Way looking north east



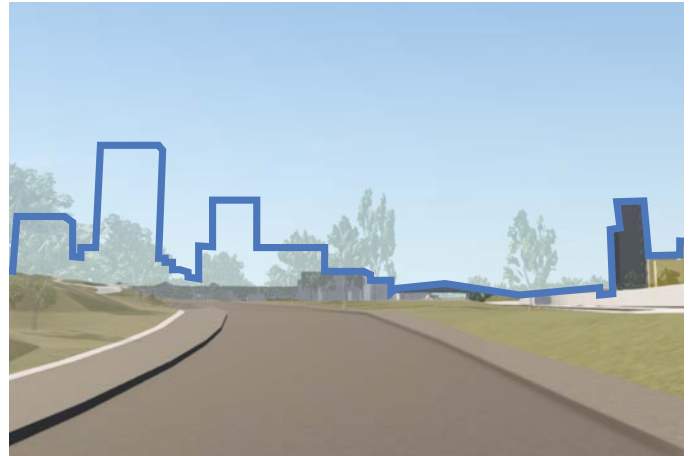
Key View 02: Temple Mills Lane looking north west



Illustrative Key View 02: Temple Mills Lane looking north west



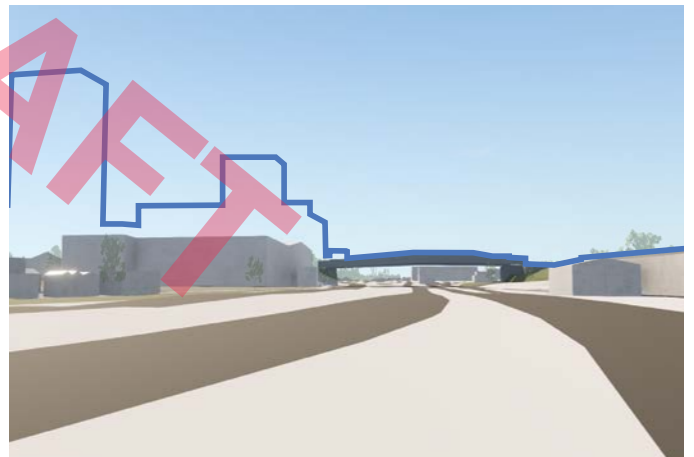
Key View 03: Temple Mills Lane looking north west



Illustrative Key View 03: Temple Mills Lane looking north west



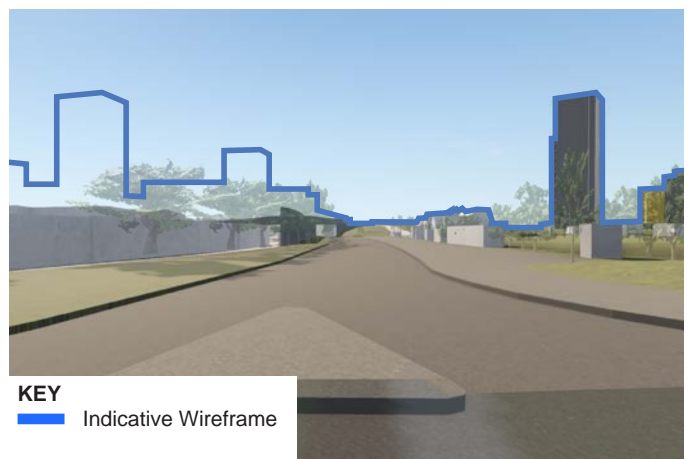
Key View 04: Railway line looking north west



Illustrative Key View 04: Railway line looking north west



Key View 05: Marshall Road looking north west



KEY
 Indicative Wireframe

Illustrative Key View 05: Marshall Road looking north west



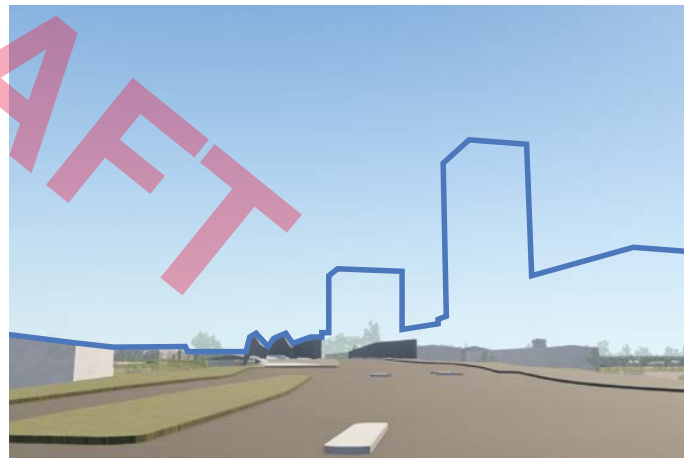
Key View 06: Ruckholt Road looking east



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



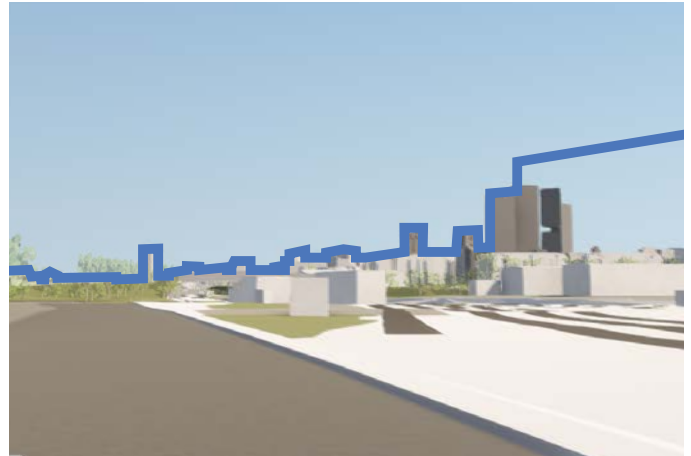
Key View 08: Orient Way looking south east



Illustrative Key View 08: Orient Way looking south east



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 Taller Buildings	Recommended range of heights for Tall Buildings
01 New Spitalfields Market	Transformation	3- 9 storeys <i>Illustrative views test</i> 3- 9 storeys	10- 17 storeys <i>Illustrative views test</i> 10- 15 storeys	18- 30 storeys <i>Illustrative views test</i> 18, 25 & 30 storeys

SOUTH WALTHAM FOREST LEYTON STRATEGIC LOCATION

05.6 BYWATERS

Study Site Overview

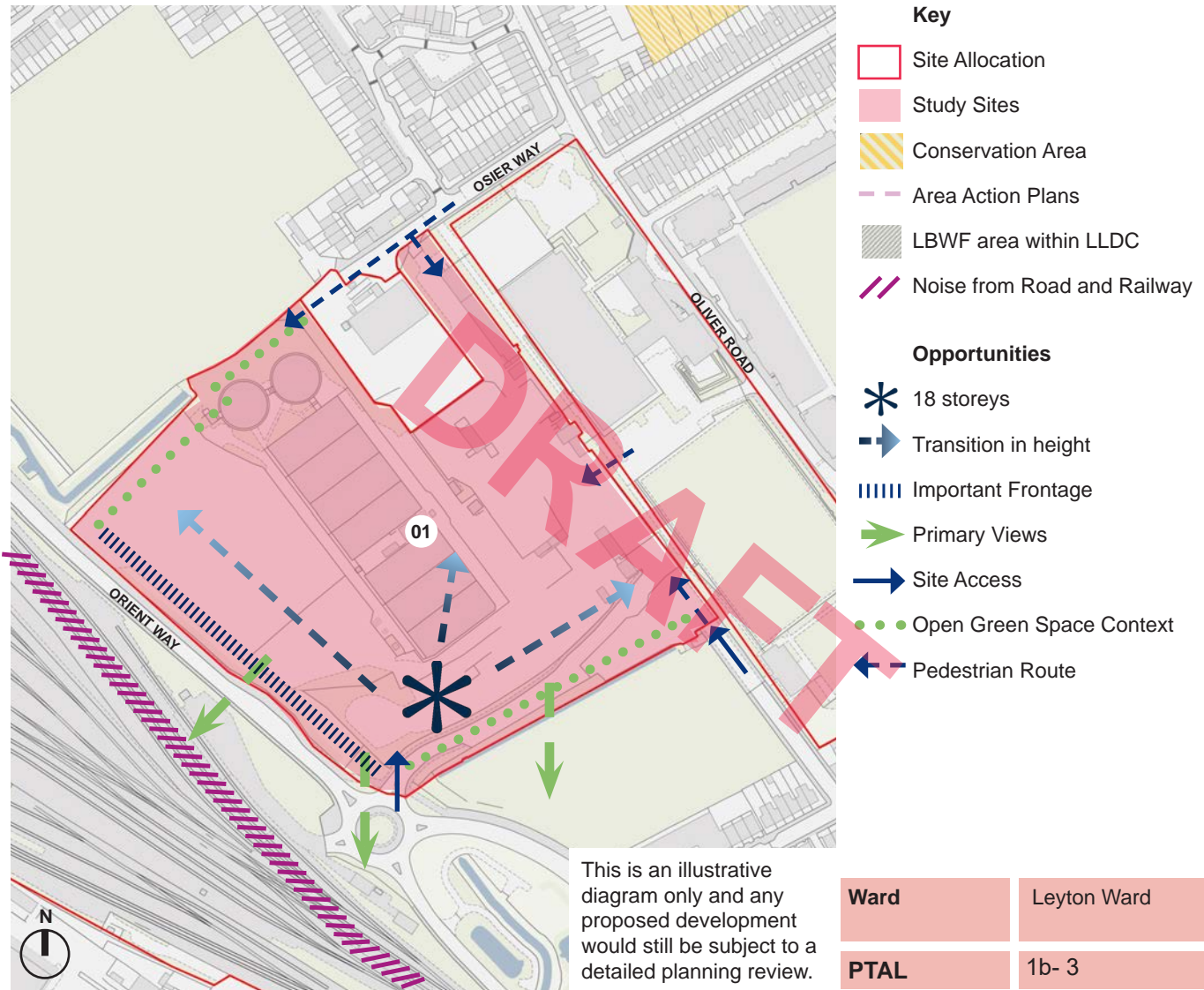


Fig.: Bywaters Street Map

05.6.1 Location: This site sits to north of the Orient Way/ Gateway Road roundabout within the Lea Bridge Strategic Location – identified in the draft Local Plan (2020-2035) as a key area for development and investment in the borough. The site also sits within an Area Action Plan and the majority of it 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 north 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).

05.6.2 Context: There are currently no residential properties immediately adjacent to this site, but there is a resolution to grant planning permission for a new mixed use development on the neighbouring Score Centre site to the east. The Osier Way site allocation notches into the north of the site. Orient Way, the railway and the Overland 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 and Leyton Mills Retail Park site allocations.

05.6.3 Opportunities: Redevelopment of the site offers the opportunity for high quality intensification (transformation) to contribute towards creating a thriving, mixed-use and sustainable neighbourhood. This would 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:

- create a wayfinding landmark,
- 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,
- re- provide new Thames Water storm storage tanks,
- introduce pedestrian and cycle routes through 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.

05.6.4 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,

Summary of Illustrative Scenario

05.6.7 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 potential taller buildings of 15-storeys and a tall building of 18-storeys located towards the south of the site, maximising views across the green assets 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

- residential properties to the north.

05.6.5 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.

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

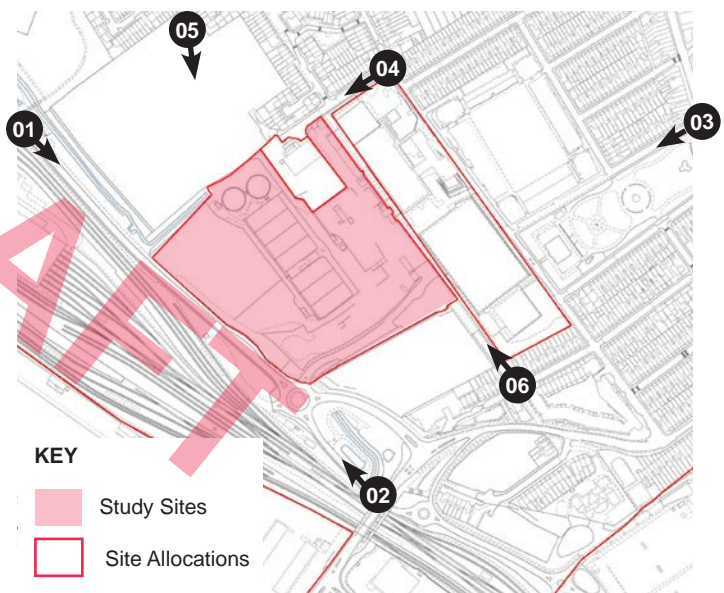


Fig.: Bywaters Key Views

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.

Key Views



Key View 01: Orient Way looking south east

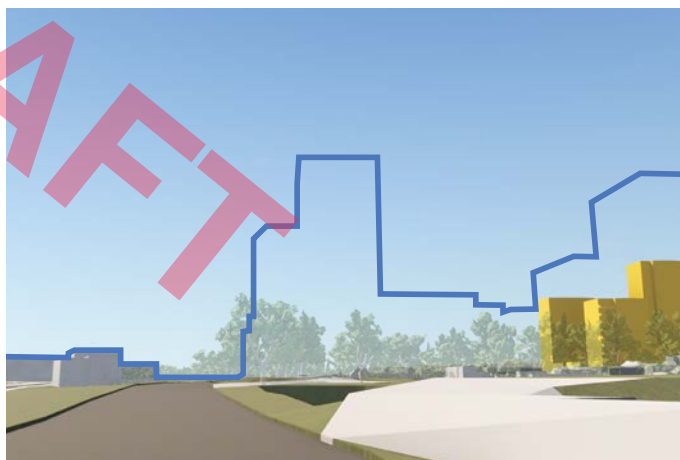
Illustrative Views



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



KEY
Indicative Wireframe

Illustrative Key View 03: Buckingham Road looking south west



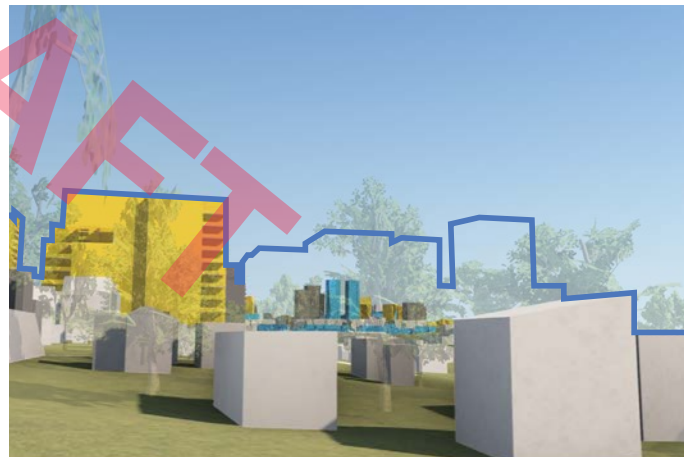
Key View 04: Osier Way looking south west



Illustrative Key View 04: Osier Way looking south west



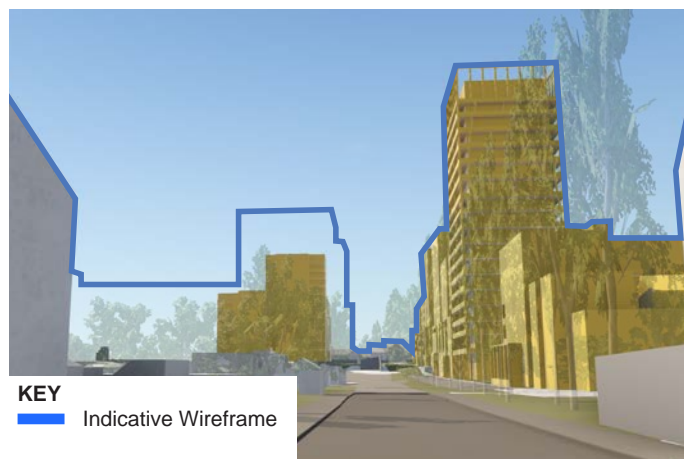
Key View 05: Oliver Road allotments looking south




Illustrative Key View 05: Oliver Road allotments looking south



Key View 06: Auckland Road looking north west



KEY
 Indicative Wireframe

Illustrative Key View 06: Auckland Road looking north west

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Bywaters	Transformation	3- 9 storeys <i>Illustrative views test</i> 3- 9 storeys	10- 15 storeys <i>Illustrative views test</i> 15 storeys	18 storeys <i>Illustrative views test</i> 18 storeys

DRAFT

SOUTH WALTHAM FOREST LEYTONSTONE TOWN CENTRE STRATEGIC LOCATION

05.7 HIGH ROAD LEYTONSTONE

Study Site Overview

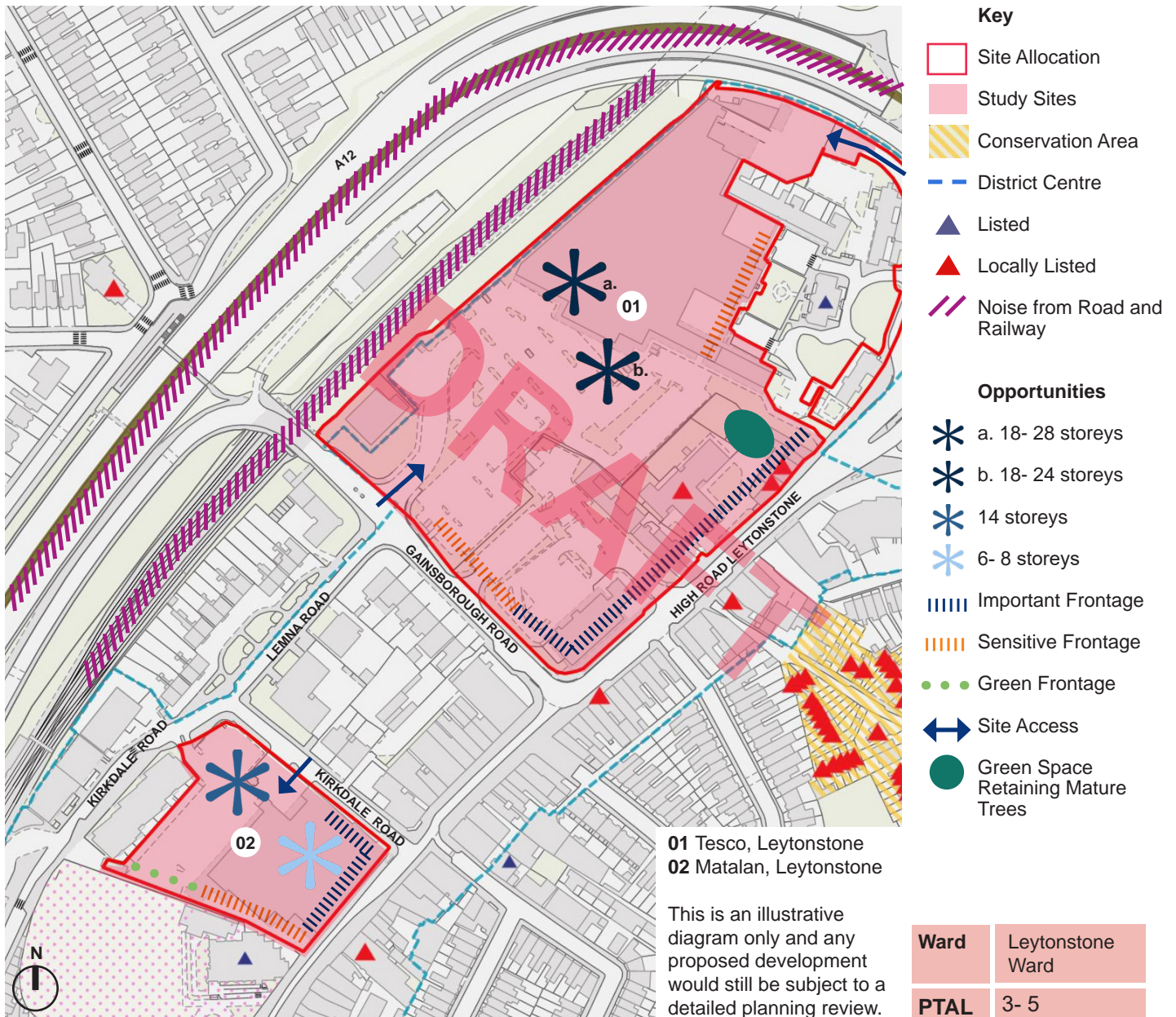


Fig.: High Road, Leytonstone Street Map

05.7.1 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 draft 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).

05.7.2 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.

05.7.3 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 taller buildings.

05.7.4 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

05.7.7 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 taller 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.

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

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

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

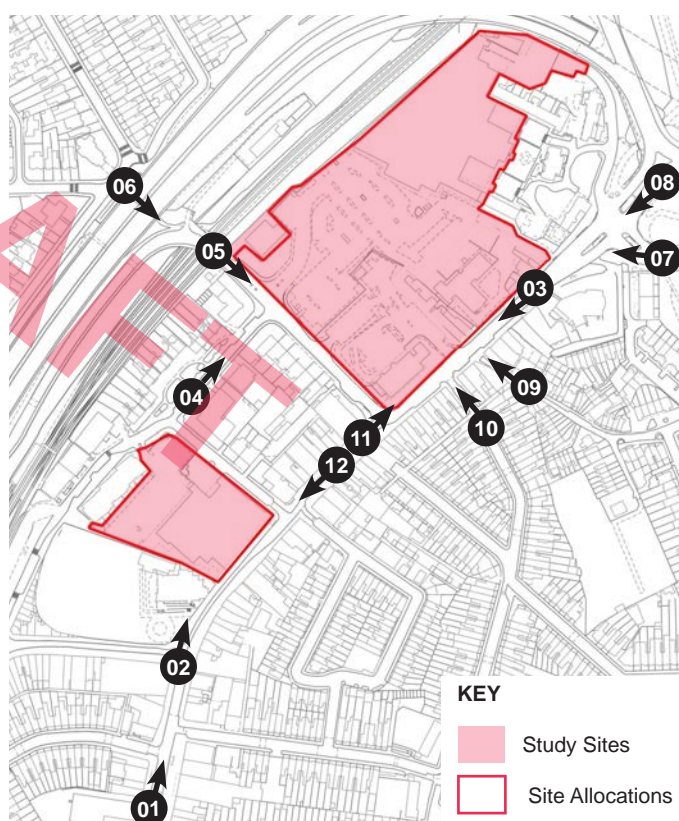


Fig.: High Road Leytonstone Key Views

The locations indicated for 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

three- to five-storeys) – a small increase from the height of the surrounding properties. There is the potential for taller 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

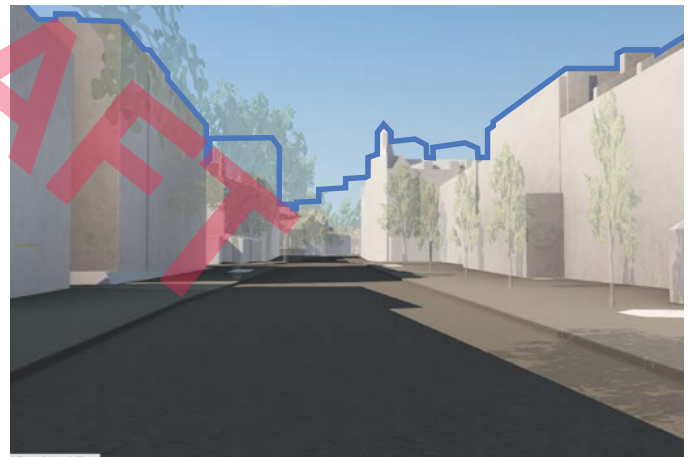


Key View 01: High Road Leytonstone looking north

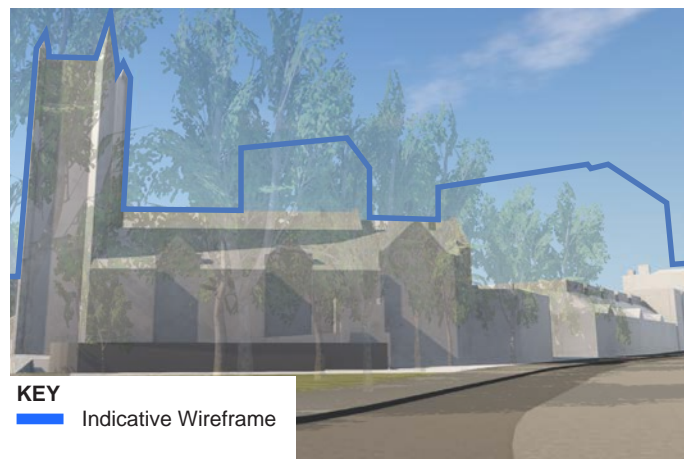


Key View 02: High Road Leytonstone looking north

Illustrative Views



Illustrative Key View 01: High Road Leytonstone looking north



Illustrative Key View 02: High Road Leytonstone looking north



Key View 03: High Road Leytonstone looking south west



Illustrative Key View 03: High Road Leytonstone looking south west



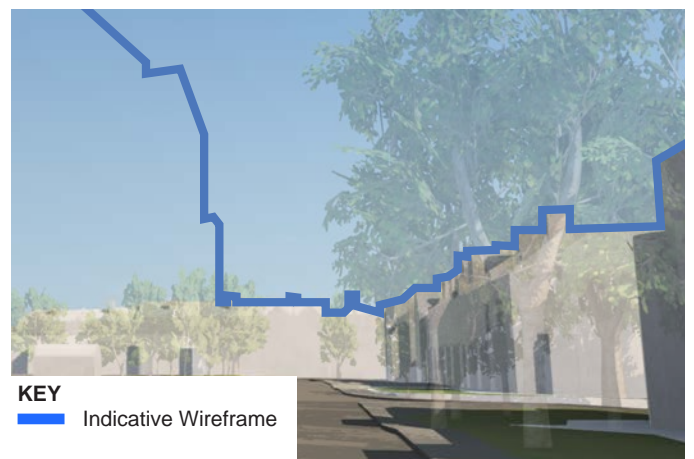
Key View 04: Lemna Road looking north east




Illustrative Key View 04: Lemna Road looking north east



Key View 05: Gainsborough Road looking south east

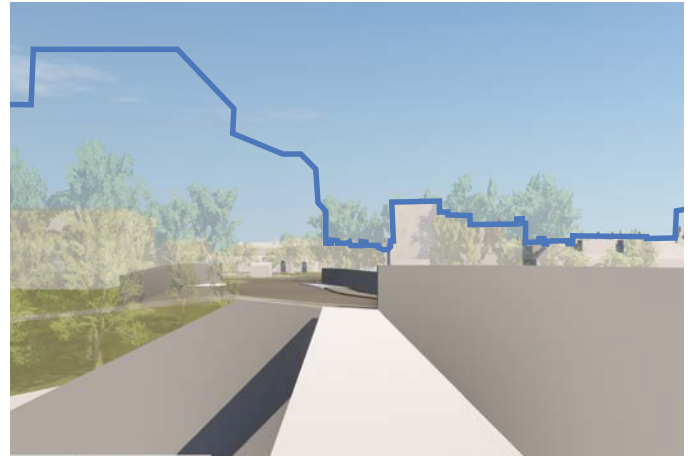


KEY
 Indicative Wireframe

Illustrative Key View 05: Gainsborough Road looking south east



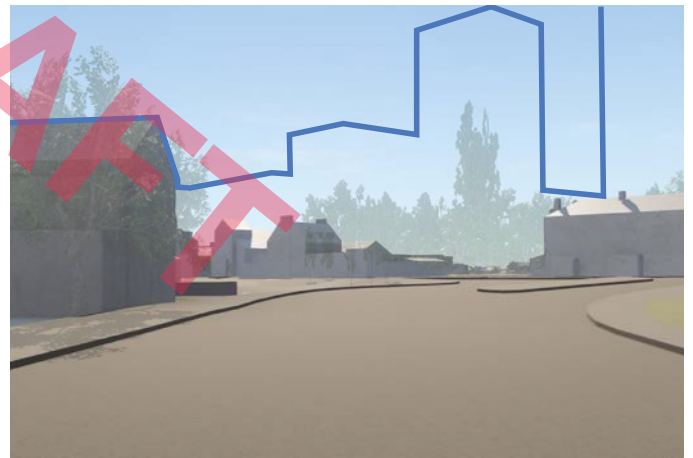
Key View 06: Pedestrian bridge over A12 looking south east



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



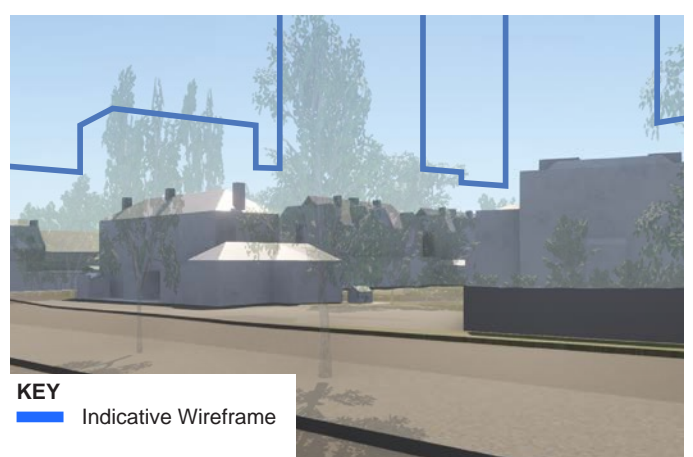
Key View 07: Bush Road looking west



Illustrative Key View 07: Bush Road looking west



Key View 08: High Road Leytonstone looking south west

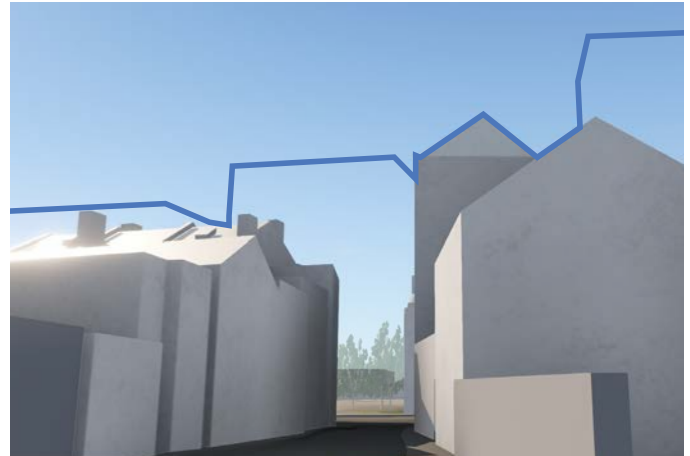


KEY
 — Indicative Wireframe

Illustrative Key View 08: High Road Leytonstone looking south west



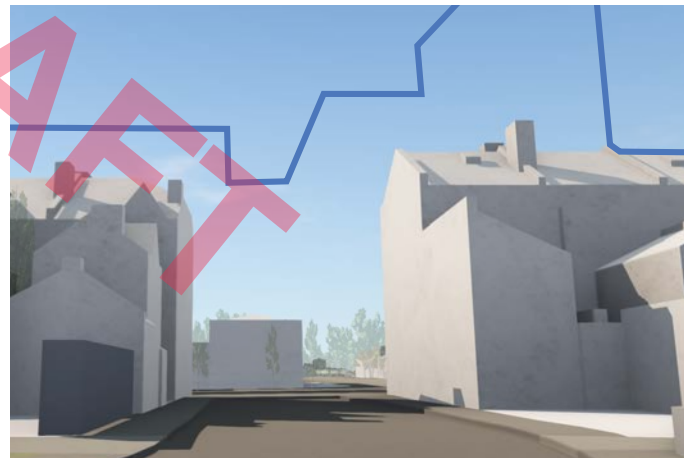
Key View 09: Browning Road looking north west



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

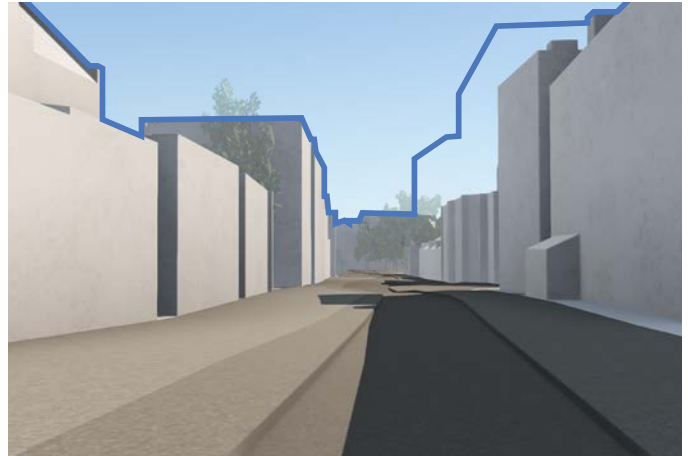


KEY
 Indicative Wireframe

Illustrative Key View 11: High Road Leytonstone looking north east



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 Taller Buildings	Recommended range of heights for Tall Buildings
01 Tesco, Leytonstone	Transformation	4- 9 storeys <i>Illustrative views test</i> 4- 9 storeys	10- 12 storeys <i>Illustrative views test</i> 10- 12 storeys	18- 21 storeys <i>Illustrative views test</i> 24 & 28 storeys
02 Matalan, Leytonstone	Transition	3- 5 storeys <i>Illustrative views test</i> 3- 5 storeys	6- 8 storeys <i>Illustrative views test</i> 6 & 8 storeys	14 storeys <i>Illustrative views test</i> 14 storeys

SOUTH WALTHAM FOREST LEYTONSTONE TOWN CENTRE STRATEGIC LOCATION

05.8 CHURCH LANE CAR PARK

Study Site Overview

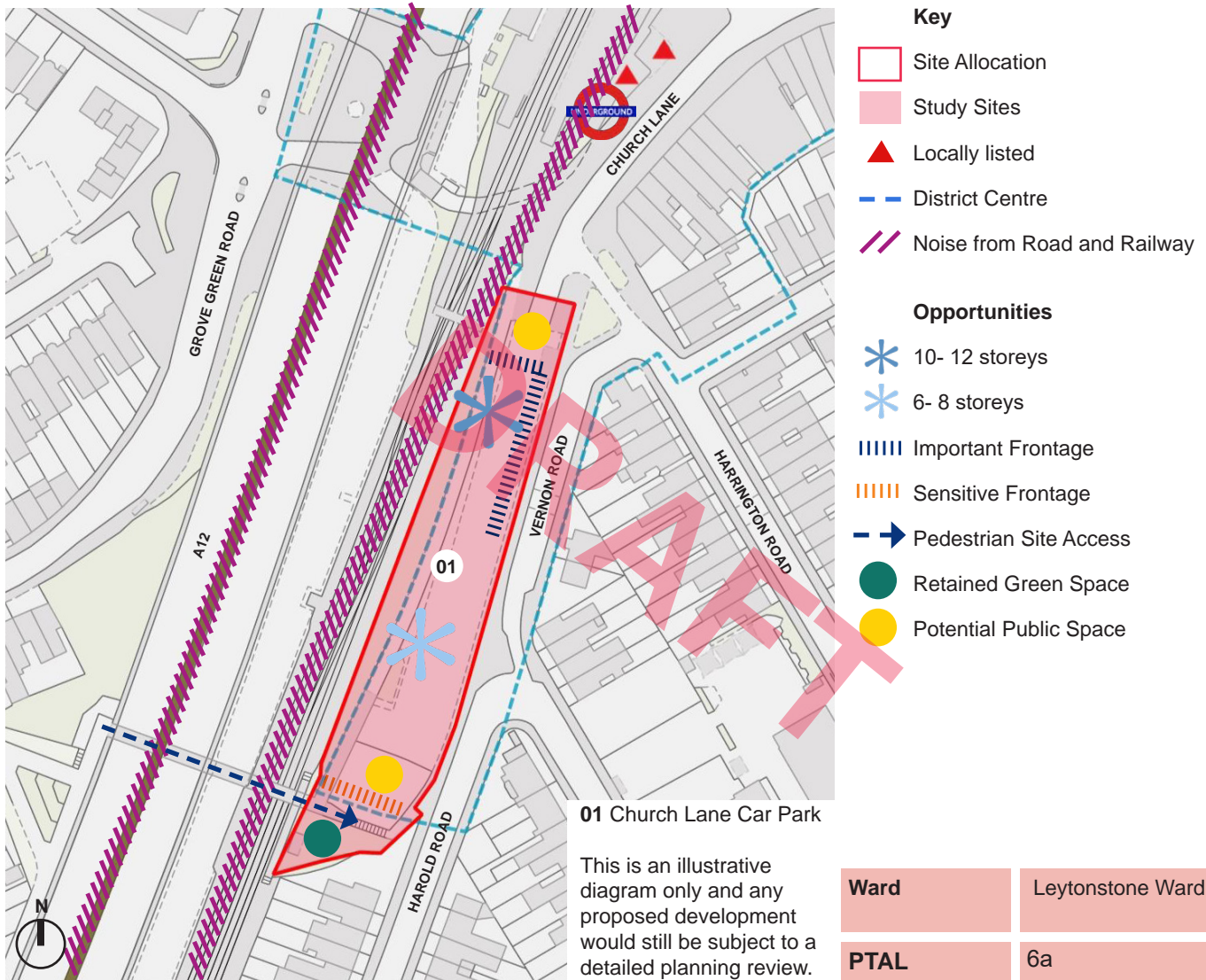


Fig.: Church Lane Car Park, Leytonstone Street Map

05.8.1 Location: The site is located within the Leytonstone Town Centre District Centre and the Leytonstone Strategic Location – identified in the draft 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).

05.8.2 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.

05.8.3 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.

05.8.4 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.

05.8.5 Key views: This Skyline Study assesses the impact of an illustrative composition of building heights on the study sites in 14 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.

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

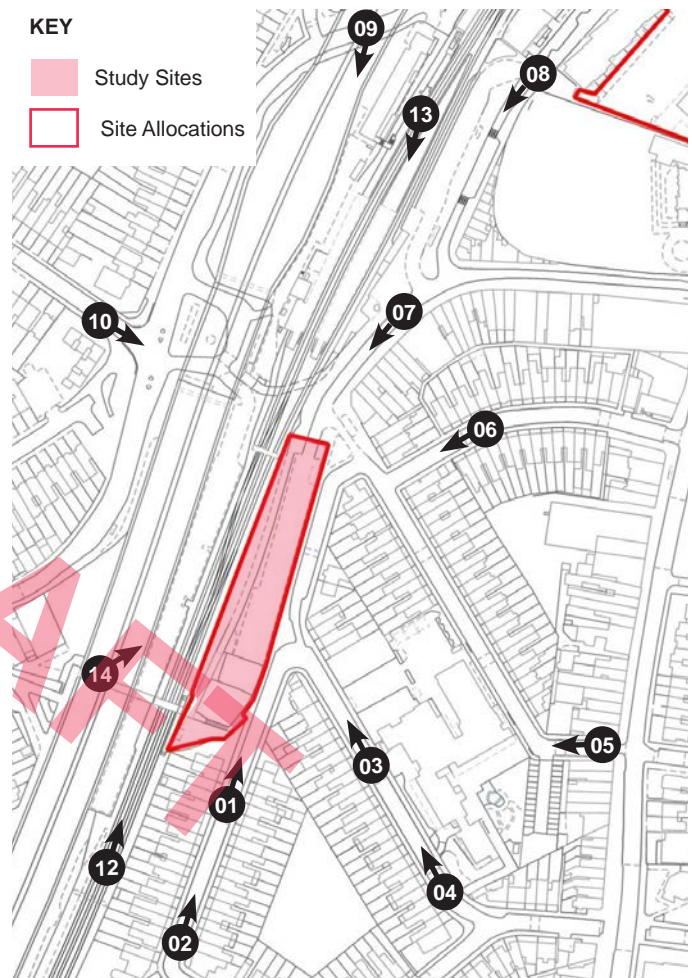


Fig.: Church Lane Car Park Key Views

Summary of Illustrative Scenario

05.8.7 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 taller 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.

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.

Key Views



Key View 01: Harold Road looking north east

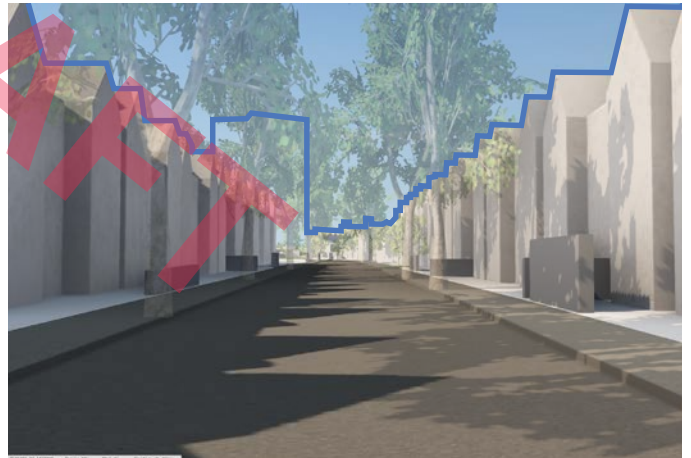
Illustrative Views



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



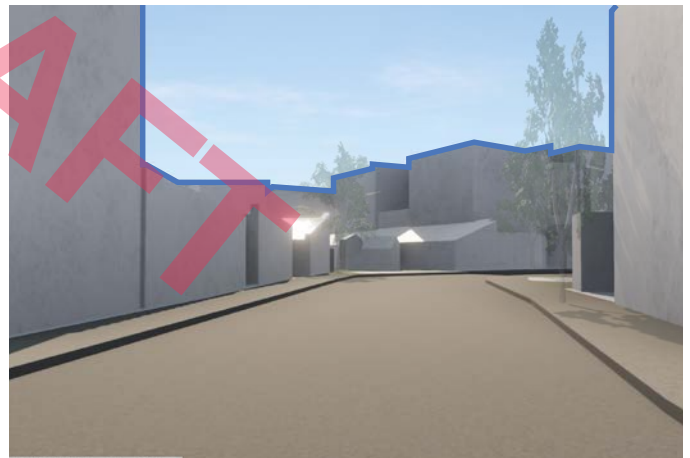
Key View 04: Vernon Road looking north west



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



KEY
— Indicative Wireframe

Illustrative Key View 06: Burghley Road looking west



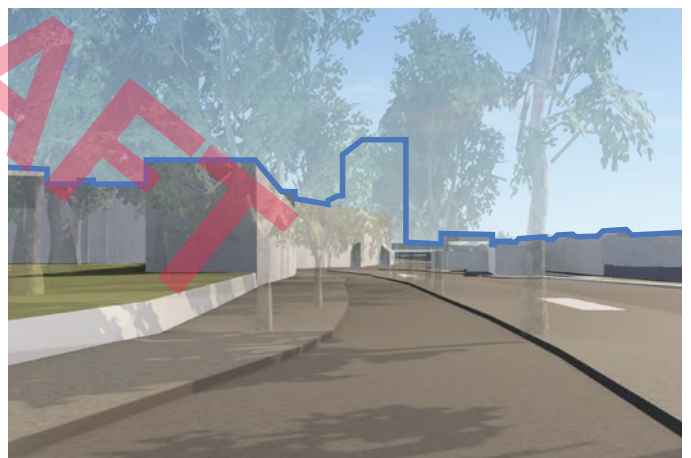
Key View 07: Church Lane looking south



Illustrative Key View 07: Church Lane looking south



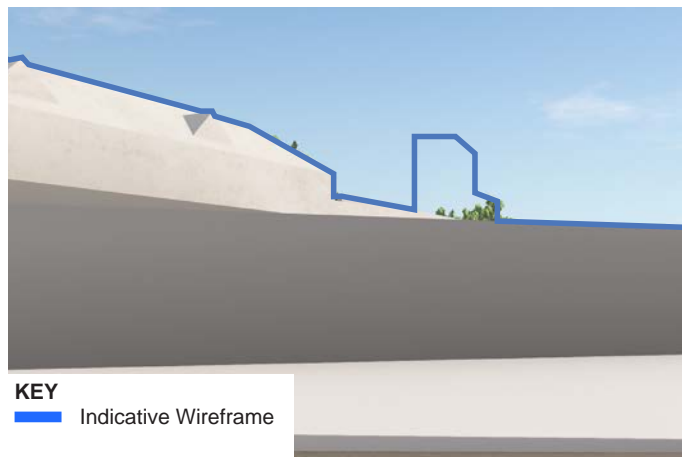
Key View 08: Kirkdale Road looking south



Illustrative Key View 08: Kirkdale Road looking south



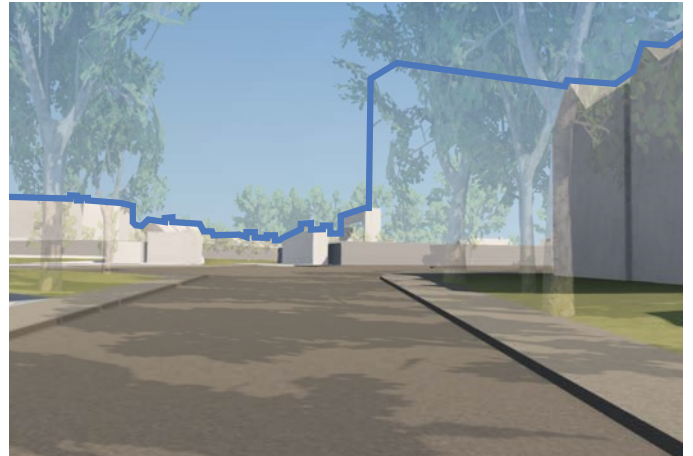
Key View 09: A106 looking south



Illustrative Key View 09: A106 looking south



Key View 10: Fairlop Road looking south east



Illustrative Key View 10: Fairlop Road looking south east



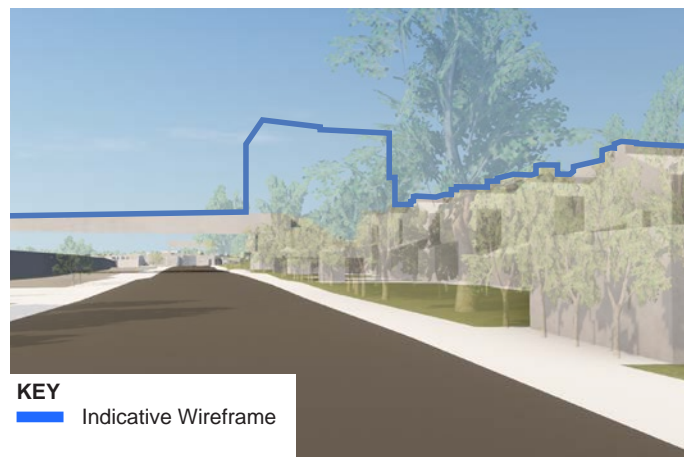
Key View 11: Grove Green Road looking south



Illustrative Key View 11: Grove Green Road looking south



Key View 12: Train looking north



KEY
 Indicative Wireframe

Illustrative Key View 12: Train looking north



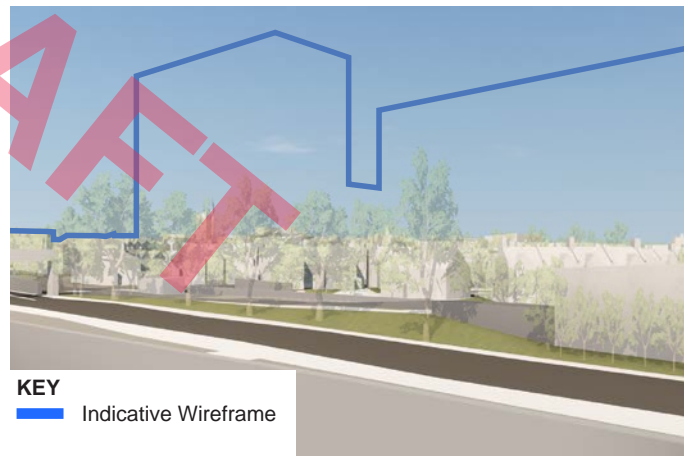
Key View 13: Train Station looking south




Illustrative Key View 13: Train looking south



Key View 14: Pedestrian bridge looking north east



KEY
 Indicative Wireframe

Illustrative Key View 14: Pedestrian bridge looking north east

Summary Table

Site	Character of Intensification	Shoulder heights	Recommended range of heights for Taller Buildings	Recommended range of heights for Tall Buildings
01 Church Lane Car Park	Transition	3- 5 storeys <i>Illustrative views test 5 storeys</i>	6- 8 storeys <i>Illustrative views test 8 storeys</i>	10- 12 storeys <i>Illustrative views test 12 storeys</i>

SOUTH WALTHAM FOREST LEYTONSTONE TOWN CENTRE STRATEGIC LOCATION

05.9 JOSEPH RAY ROAD

Study Site Overview

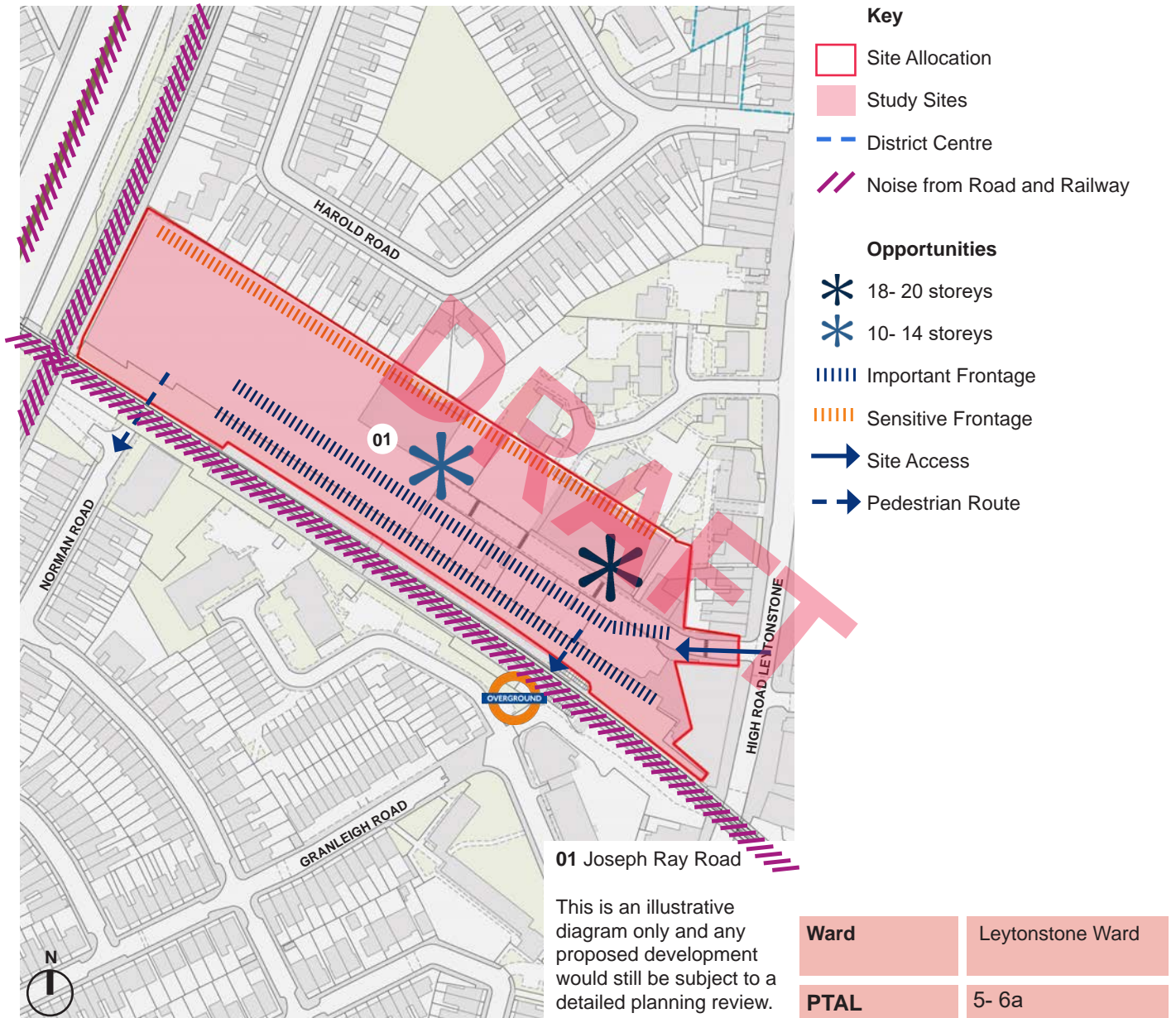


Fig.: Joseph Ray Road, Leytonstone Street Map

05.9.1 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 draft 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 draft 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 designed 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 would offer the opportunity to enhance access to the station.

05.9.2 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.

05.9.3 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.

05.9.4 Sensitivities: The residential houses to the north east would be sensitive to increased height here.

05.9.5 Key views: This Skyline Study assesses the impact

Summary of Illustrative Scenario

05.9.7 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 taller 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

of an illustrative composition of building heights on the study sites in seven 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.

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

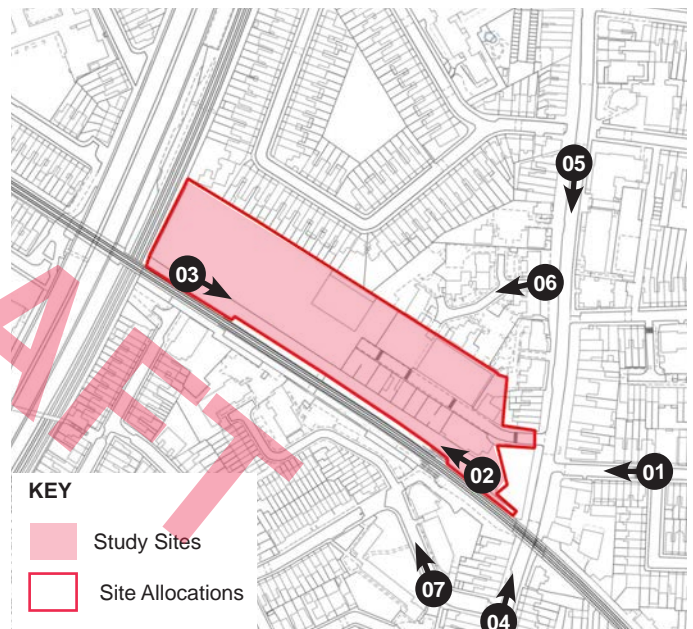


Fig.: Joseph Ray Road Key Views

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.

Key Views



Key View 01: Ferndale Road looking west

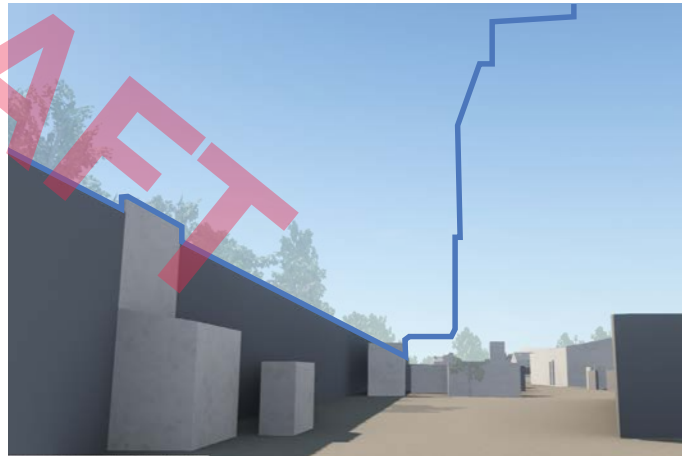
Illustrative Views



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



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

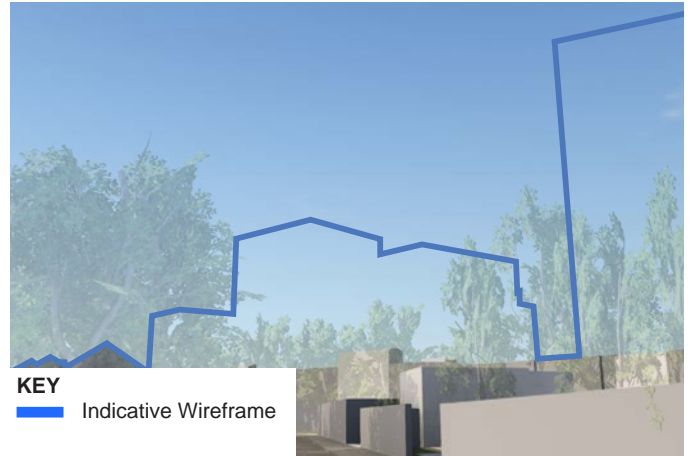


Illustrative Key View 06: Brockway Close looking west

KEY
 Indicative Wireframe



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 Taller Buildings	Recommended range of heights for Tall Buildings
01 Joseph Ray Road	Transformation	2- 9 storeys <i>Illustrative views test</i> 2- 9 storeys	10- 14 storeys <i>Illustrative views test</i> 10- 14 storeys	18- 20 storeys <i>Illustrative views test</i> 20 storeys