

5

Zones of change



5.1 Introduction to zones

The western side of the study area has been identified as the most important area to address in the masterplan. This section, termed 'Severance Valley', broadly encompasses the land west of Leyton High Road and Church Road and is the weakest in terms of urban character. Crucially it falls between the Lea Valley and the surrounding communities.

This stretch is dominated by fringe activities and qualities with many dead end routes, confused road layouts and a general feeling of being 'back stage'. This stretch also represents the entry point to each of the surrounding communities and boroughs and therefore is the first impression many experience of the area.

The masterplan proposes that the band of land identified as 'Severance Valley' should be the focus for major change and improvement. This area represents a zone of transition between very different character areas.

On the western side is the Lea Valley. This will be an area of substantial change but will essentially form two areas. To the north will be parkland with an increasingly natural character, and to the south will be the Olympic Village and Stratford City which will form a new urban character of metropolitan scale and new architecture.

On the eastern side are the Victorian residential neighbourhoods which make up the local communities. The communities of Leyton, Maryland, Leytonstone and Lea Bridge are characterised by the Victorian terraced streets which comprise much of the study area. Predominantly at two or three storeys these

neighbourhoods will be in stark contrast to the dense and tall form of Stratford City.

How the Severance Valley changes as a result of the masterplan will depend on how this sense of transition is approached.

Figure 5.1 illustrates the three zones of change identified. In zones A and B a larger area of interest is shown, however the inner foci for both areas focus on those sites which are priorities for the NOF masterplan.



Figure 5.1: Zones of change



Zone A - Maryland



Zone B - Leyton High Road



Zone C - Lammas Land

The 'Severance Valley' area has varying issues and problems associated with it at different points along its stretch. To reflect this, the masterplan divides the area into three zones. Each zone represents a crucial piece in the jigsaw to re-connect the two sides of the area:

Zone A: Stratford New Town

Between Stratford City, Stratford Town Centre and Leytonstone High Road is a zone of underutilised land, poor east-west connections and areas of generally poor character. Central to unlocking this zone is the site of Chobham Farm which will be a blank canvas post-Olympic Games.

Zone B: Leyton

Around the A12 the western section of Leyton is poorly connected to its surroundings and the town centre is in need of strengthening. The one bridge across the rail lines is dominated by vehicular traffic and offers a very uninviting environment for local residents.

Zone C: North Leyton / Lea Bridge

To the north west of Leyton town centre lie the residential communities and industrial areas between Church Road and Orient Way. At the heart of this area are the Marsh Lane Fields, a highly valued but underused area of green space. Supporting these green spaces and their connection across into the Lea Valley is the prime opportunity in this zone.

For each zone this chapter sets out the following:

- Introduction and context - identifying the key drivers for change;
- A zone framework - describing the concept for the zone and the main sites for change;
- A movement strategy;
- A landscape and public realm strategy;
- A land use and development strategy;
- Development options;
- An illustrative masterplan and supporting material; and
- An identification of the key sustainability features required for the zone.



Zone A - Waddington Road



Zone B - Leyton Mills



Zone C - Dagenham Brook



Stratford looking north over study area

Stratford New Town

Introduction

Zone A is delimited by the Stratford-Forest Gate rail line in the south, Leytonstone Road in the east and the Central tube line in the west. It encompasses the edge of Stratford City, the centre around Maryland station and the potential connections running between these two areas.

The area has significant change going on around it. The emergence of Stratford City will have a huge influence on the area and will dramatically change the surrounding urban character. There is a need to manage this sensitively against the heart of the New Town area which comprises mainly low rise housing with two tall residential towers.

Key issues

The key issues for this area are:

- A sense of isolation due to poor connections to emerging development;
- Underutilised land around Leyton High Road which results in a poor quality environment;
- Chobham Farm site to west of Leyton Road presents a major opportunity for development;
- Extensive deprivation exists across this zone coupled with above average levels of crime;
- Relatively low quality buildings predominate; and
- Maryland station and its surroundings make up a poor quality environment, and the establishment of the station as a Crossrail stop is an important catalyst for change.



Figure 5.A.1: Zone A

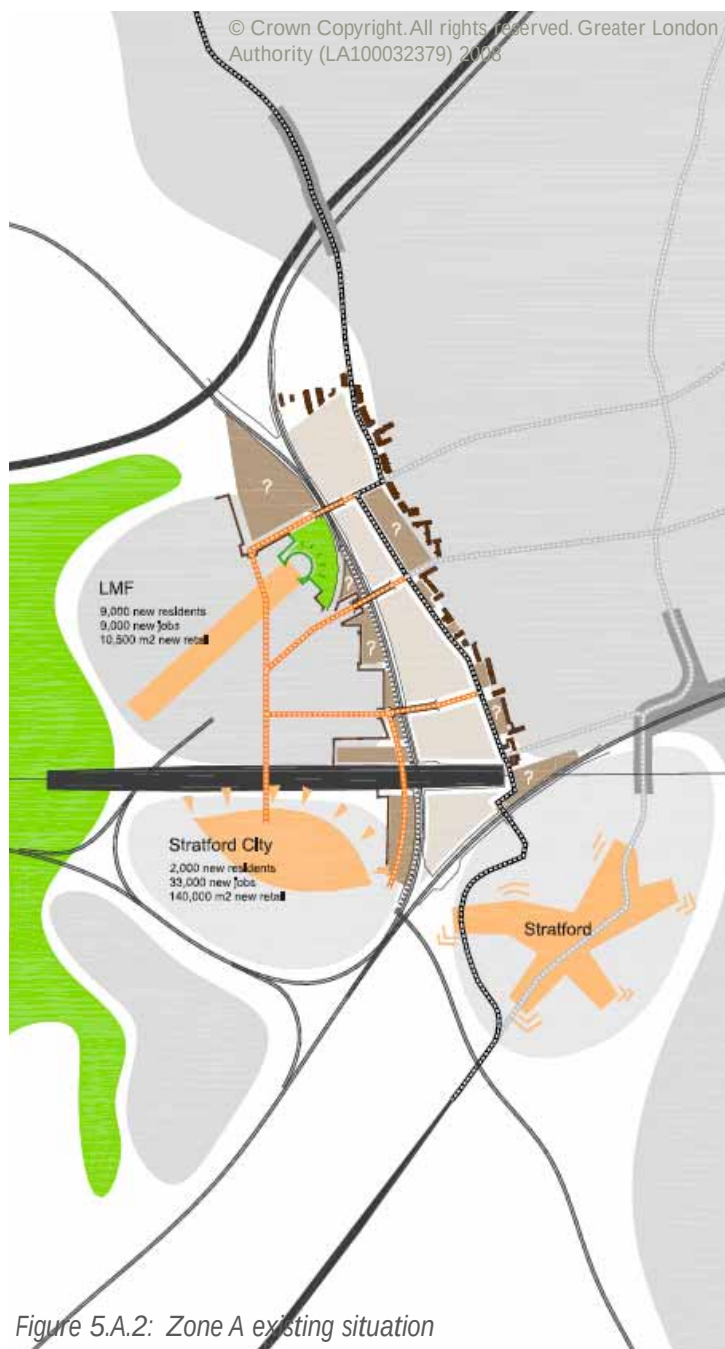
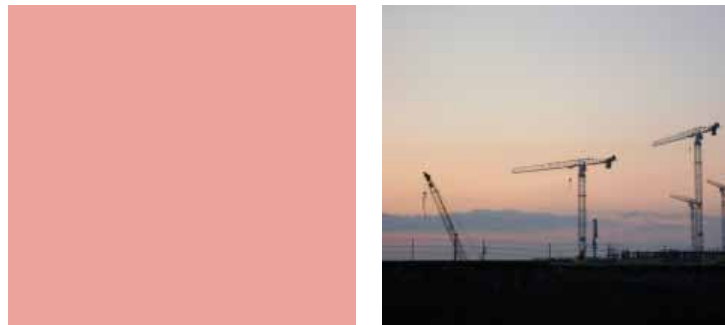


Figure 5.A.2: Zone A existing situation

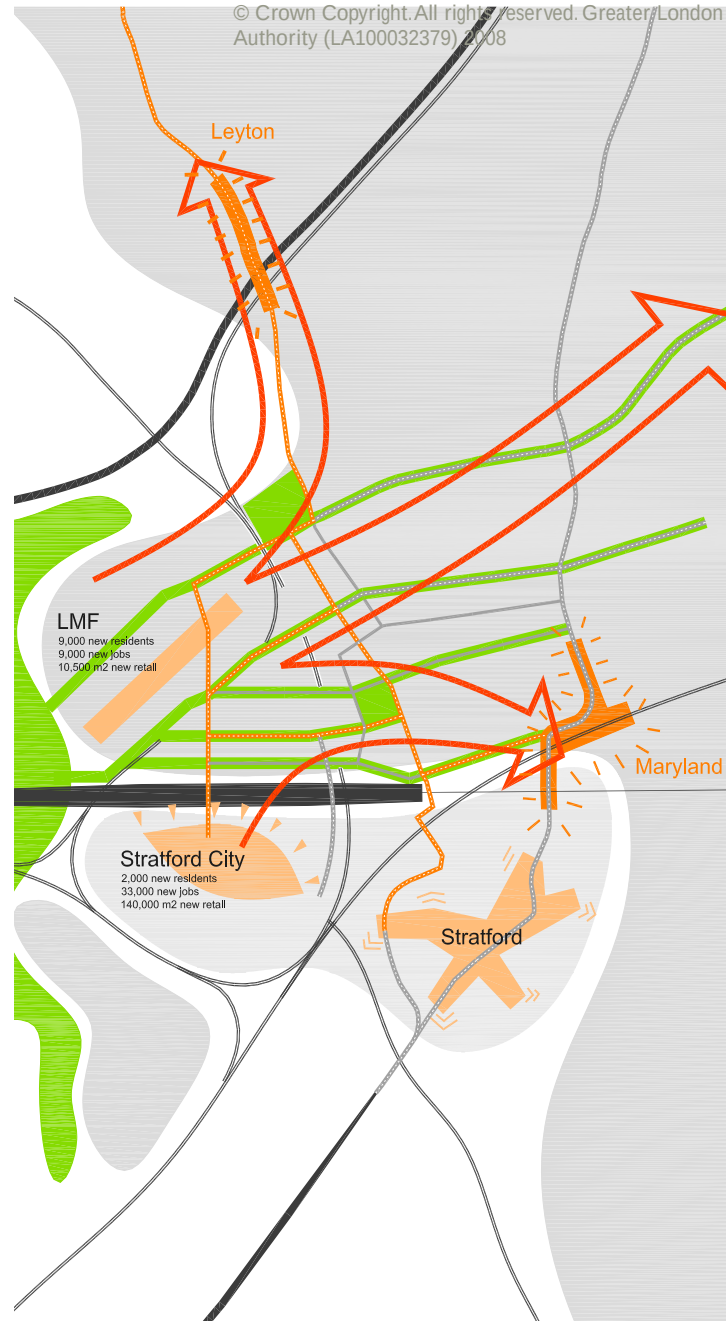
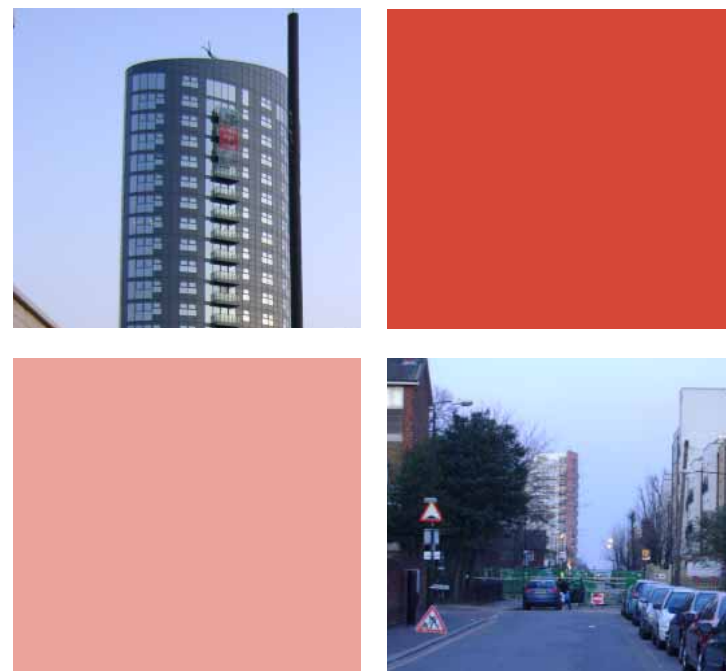


Figure 5.A.3: Proposed connection and integration



Consultation findings

Informal consultation undertaken to date has highlighted the following priorities for Zone A:

- Desire for better connections and new bridge links to Stratford City.
- Need to improve Leyton High Road - particularly industrial areas which currently have a bad impact.
- Need to provide open space and cultural uses on Chobham Farm.
- Need to bring in new uses and activities on Chobham Farm.
- General streetscape and environmental enhancements – particularly street cleaning.
- More and better parks – local children need greater quantity and quality of provision.
- More and better shops – would support the revitalisation of the centre around Maryland as a genuine centre for local neighbourhoods. Locals would be keen to see daily needs provided for – green grocers, butchers, bakers etc.
- Enhanced station entrance and environment – particularly important to improve safety in the evenings.
- Improve safety generally in the area – better lighting, reduced impact of traffic and risk of accidents.
- Concern that local health provision should be increased to match demand from new residents.
- Need to address Henniker Point which residents feel should be a priority in need of refurbishment and re-cladding.

Stakeholders on the Steering Group have highlighted the importance of the following:

- Maximising access from Maryland to Stratford City.
- Achieving an integrated vision for Stratford City, Stratford Town Centre and Maryland.
- Need to unlock sites currently enclosed by the rail line and realise their potential as highly accessible sites.
- Retain traveller's site.
- Ensure the prominence of Temple Mill Lane link to Olympic Park and integration with the emerging Chobham Academy.

History

Stratford New Town, formerly called Hudson's Town, is essentially part of Stratford. In the wider area and particularly focused along the River Lee “were once flour mills, chemical and print works, soap and candle works, vesta and match manufactories and distilleries” (Source: www.british-history.ac.uk). It has a distinct industrial heritage, particularly linked to the activities on the former Stratford rail lands.

The area was built to house workers and their families. Historic maps show the area never had any strong sense of street layout, no doubt partially due to the speed with which it developed. Leyton High Road and Leytonstone Road have remained the main routes in their current position.

The Chobham Farm site in this time was partially units to support the rail operations and partially residential areas for the workers.

In addition to these activities, the West Ham Union Workhouse was located to the north of the area off Leytonstone High Road.

Headline objectives

This zone is very much the engine for realising regeneration over the wider NOF area. Unlocking the potential of the Chobham Farm site to secure meaningful links to the surrounding communities is the key opportunity. In this sense the following represent the context:

- Bridge connections are already in place.
- A new character is emerging to influence form.
- The site represents a missing piece in the wider jigsaw.
- There exists an opportunity to enhance the condition of main routes.
- Maryland station area is open to opportunities.
- A mix of land uses would be preferred, including some employment / light industrial use.
- The Travellers' site must be retained, but its setting needs enhancement.

For this zone to fulfil its potential, the following objectives are proposed to steer development:

- Establish multiple, strong and complete east-west connections between Stratford City and Maryland.
- Enhance the environment and activity on the existing north-south spinal routes (Leyton High Road and Leytonstone Road).
- Bring about the redevelopment of the wider Chobham Farm site to create a mixed use area with active and attractive routes through and around the site.
- Use Chobham Farm as an opportunity to sensitively manage the transformation between the bold and modern Stratford City and the lower rise and mainly residential New Town area.
- Revitalise the centre around an enhanced Maryland station.
- Support linkages to Maryland station by introducing mixed use development along Windmill Lane.

Planning policy context

Specific planning policies relating to this zone are set out in the saved policies in the Newham UDP. These highlight the following requirements:

- Employment uses must be maintained, but within mixed use redevelopment of the wider Chobham Farm site.
- The local centre of Maryland needs supporting.
- High density development around transport nodes should be promoted.
- The development of a Metropolitan centre should be supported.
- The whole area is identified for regeneration as part of Newham's 'Arc of Opportunity' initiative which targets brownfield sites within the Lower Lea Valley.
- The Chobham Farm site is identified as part of the Stratford Rail Lands Major Opportunity Zone – an area which has an important employment generating role.
- Existing industrial land is classified as a Principal Employment Area. Uses appropriate for this area are classified as business, general industrial and warehousing. Redevelopment would need to support the Borough's range and quality of workshop and office accommodation for small businesses, and the Council's favourable policy for live-work
- Leytonstone Road should be enhanced as a green corridor to Stratford.
- The need to address the deficiency in tree coverage and access to nature conservation sites.
- New development should support the cycle network running down Leyton High Road and Leytonstone Road as well as Chobham Road and Windmill Lane.



5A.1 Zone Framework

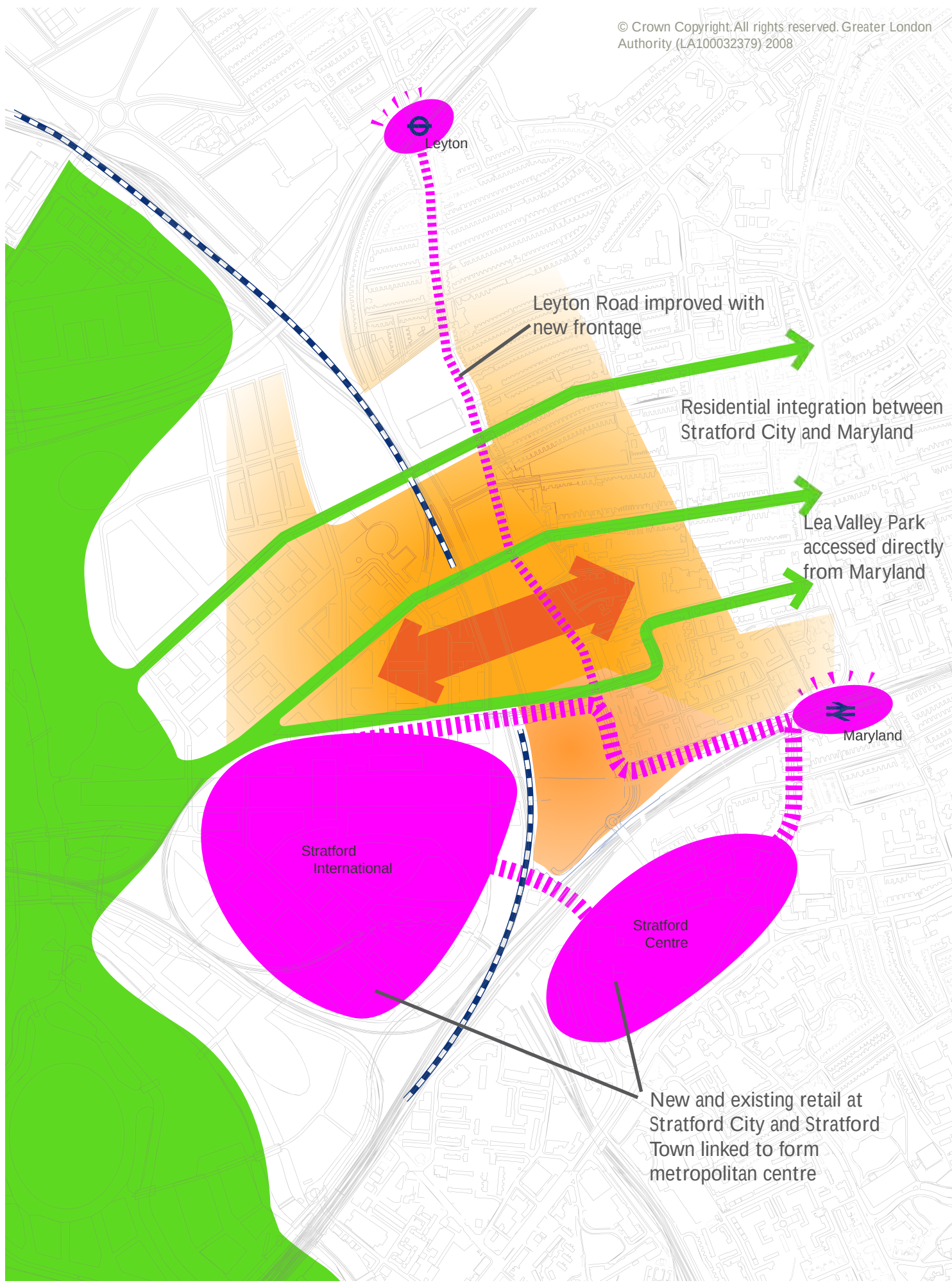


Figure 5.A.4: Zone concept



Concept

The concept for this zone is about realising the potential of Stratford City and wider change to benefit the adjacent communities.

At present the communities of New Town and around Maryland station are isolated from Stratford City and the emerging Metropolitan Centre. The rail lines and vacant areas of Chobham Farm are the primary causes of this severance.

There is an opportunity to support the establishment of the wider metropolitan centre through a triangular connection between Stratford town centre, Stratford City and Maryland.

Chobham Farm represents the prime opportunity to unlock this potential. Through the development of this space and the creation of routes across it much can be mended. The creation of a continuous connection physically between the two sides will enable the area to act as a positive transition point and catalyst.

The delivery of this change will have a wide impact throughout the NOF area - with Leyton particularly benefiting from enhanced connection to Stratford City. In this sense the transformation of Leyton High Road from a poor quality centre to thriving high street is particularly important.

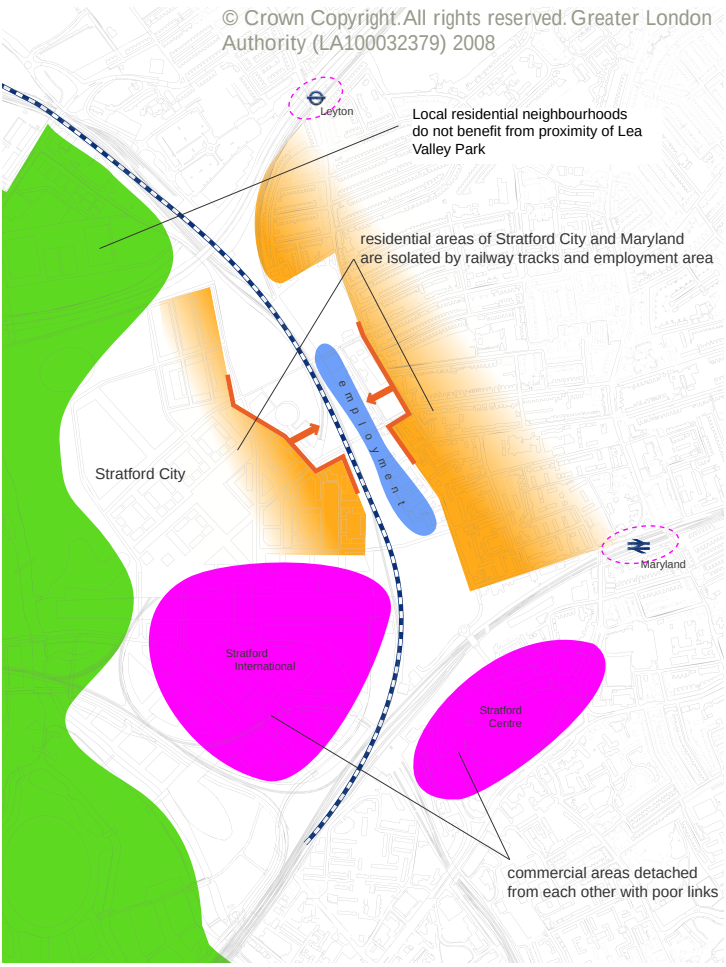


Figure 5.A.5: Existing situation

Rationale for change

The masterplan proposals are based on a clear rationale for change. These include:

- Ensuring integration and connection across the area is of paramount importance to address the lack of linkage currently experienced.
- The quality of Leyton Road must be vastly improved given its central role in connection.
- Investment and development in key sites will only happen if these sites are properly linked into their surroundings.
- The existing lack of local open space in the neighbourhoods must be addressed as part of the changes.
- Safe and attractive access to key emerging facilities west of the rail lines such as Chobham Academy must be established.
- Draper's Field must provide for all local users – ensuring it is transformed into a high quality local park for sports and relaxation.
- Employment uses are important to the local economy and should not be lost from the area – a genuine mix of uses appropriate to the local neighbourhoods must be achieved.

Key features

The concept translates into a number of key features which are to be achieved in Zone A. These include:

- Draper's Field – enhanced recreational role with greater provision and supportive facilities.
- Temple Mill Lane – enhanced connection, with potential to widen the existing bridge to support a more comfortable pedestrian route.
- Leyton Road employment area (north) – redeveloped to provide a residential-led mixed use scheme with small scale retail or community uses on Temple Mill Lane to support Draper's Field and the connection across to the future Athletes' Village.
- Travellers' site – existing uses maintained with enhanced edge to the street.
- Chobham Academy – provision of new four form entry school to provide local education provision which needs to have a strong presence (and entrance) on Temple Mill Lane.
- Chobham Farm and Leyton Road employment area (south) – new residential neighbourhood with small scale retail as well as community service provision on Leyton High Road and key east-west connections.
- Chobham Farm (south) – redeveloped as a town centre site active ground floor uses and high

density residential at upper levels supporting strong connection between Stratford City and Maryland station.

- South of CTRL rail box – new mixed use development to provide linking piece between Chobham Farm and Stratford Town Centre. High density residential use to be main land use.
- Windmill Lane – refurbishment or redevelopment of existing older properties to provide retail uses and with upper level residential use, supporting connection to Maryland station and centre.
- Maryland station – enhanced entrance and ticket hall to support increased use as a Crossrail station, with improved public realm and frontage around the station.
- The Grove and Water Lane – opportunities for medium rise development at either end of the rail box to provide ground floor activity (and potentially access to station platforms) and office or residential use at upper floors.

Sites

Zone A can be most easily divided into four sites of interest. These are:

- Draper's Fields and the immediate frontage around it.
- Leyton Road industrial area and travellers' site south of Temple Mills Lane.
- Existing industrial areas to the west of Leyton High Road and the northern part of Chobham Farm.
- Southern sections of Chobham Farm, Windmill Lane and Maryland centre.

The sites are illustrated in Figure 5.A.6.

Options

The options consider how each site within the zone could be developed. They embrace two scenarios for the area. Each achieves the concept described through different levels of development.

Option 1 looks to achieve the vision with minimal disruption to existing activities. Chobham Farm is the focus for change, with surrounding sites identified for enhancement and some development.

The second option takes the concept further to provide an enhanced edge to Leyton High Road and Leyton Road. Higher density development is considered.

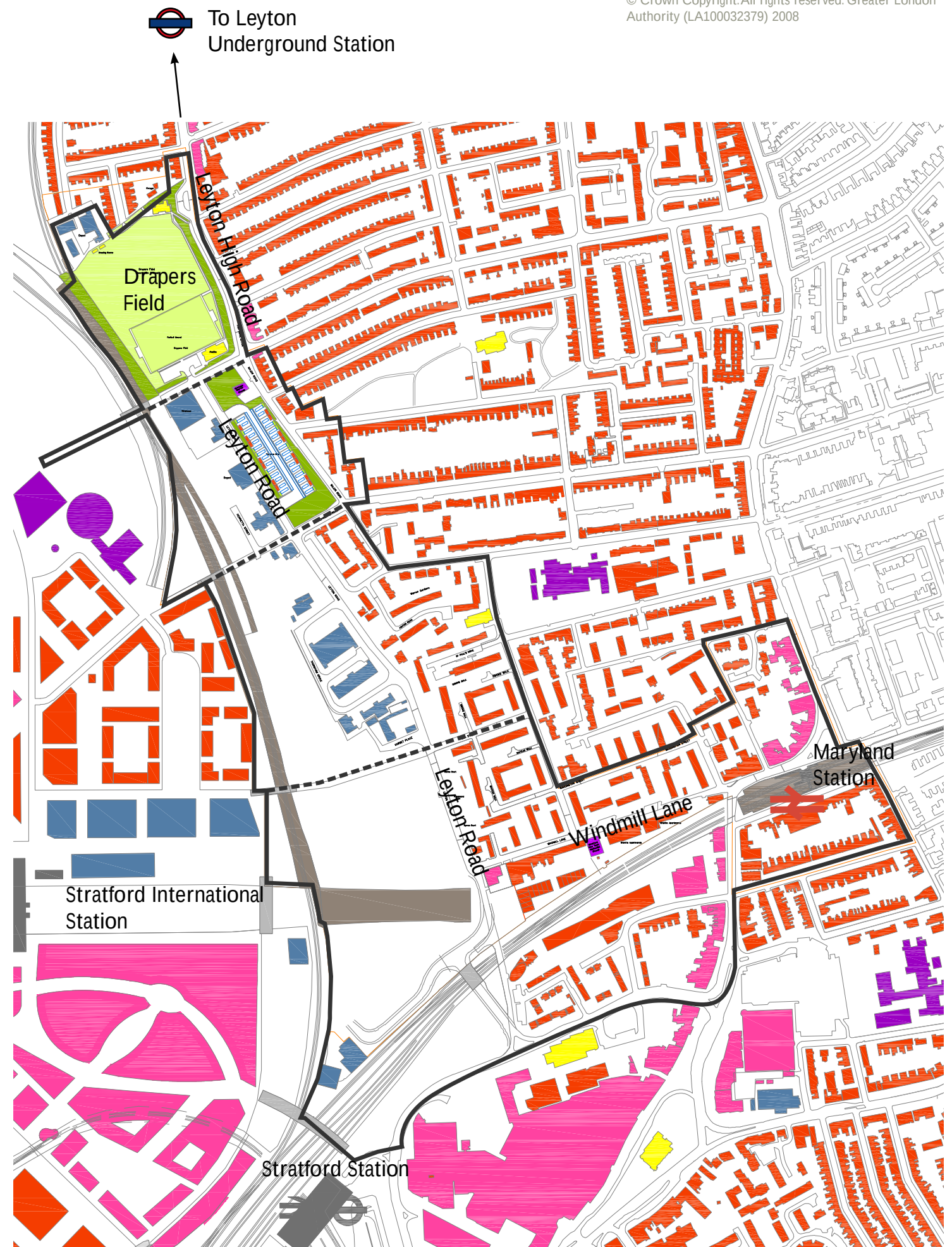


Figure 5.A.6: Key sites

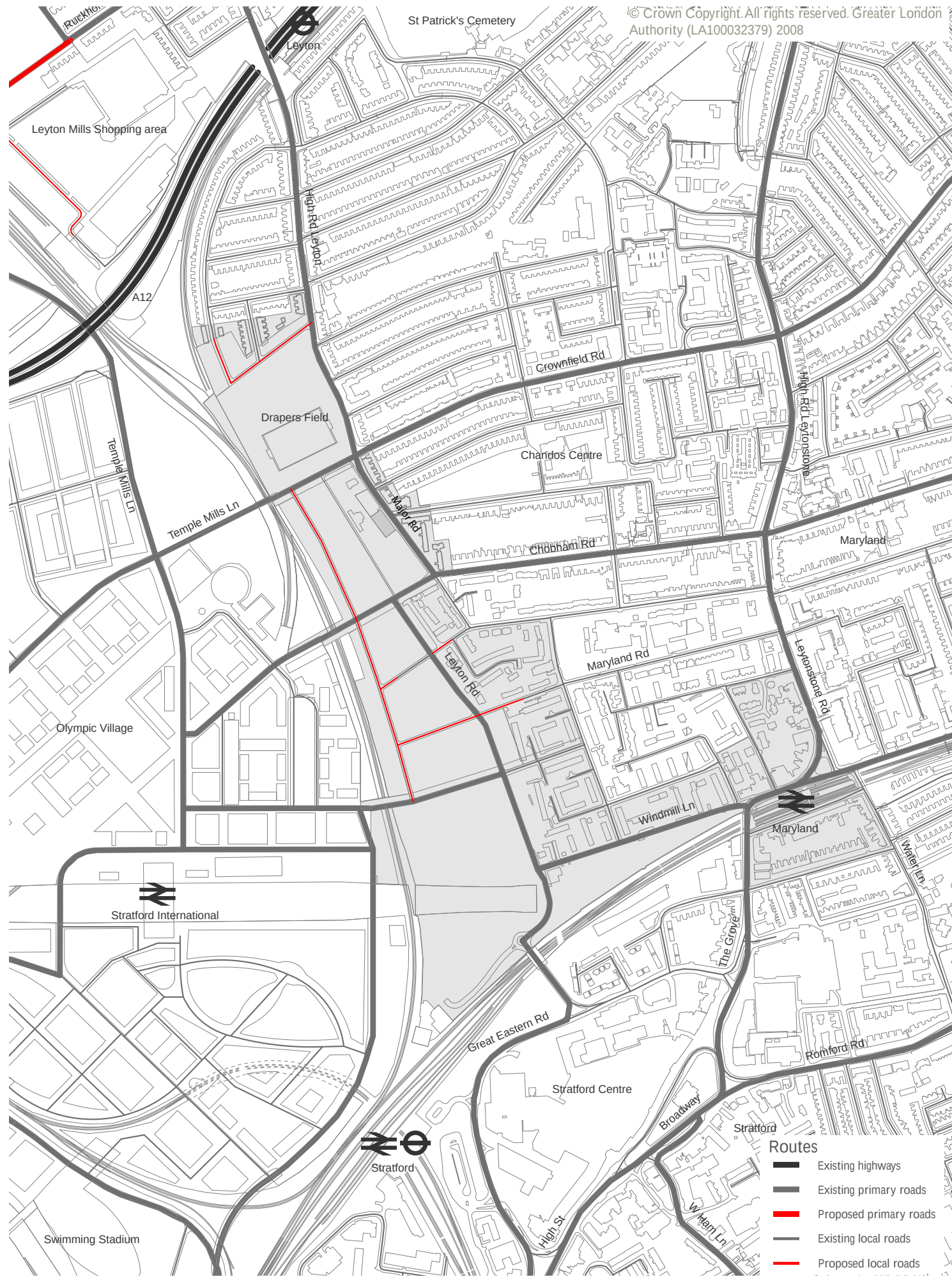


Figure 5.A.7: Proposed connections

5A.2 Movement strategy



Figure 5.A.8: Existing situation

- The primary elements of the movement strategy for zone A comprise:
- Reconnecting Leyton and Maryland stations as the key transport hubs;
 - More direct and convenient pedestrian link from Maryland station towards Stratford City (i.e. not via Windmill Lane);
 - Include a pedestrian link from Maryland Station to Chobham Road via Waddington Road in the residential area;
 - Spreading the greenery of the Olympic Park into Leyton using green ways;
 - Uninterrupted pedestrian and cycle access across rail lines in the Chobham Road area;
 - Continuation of Chobham Road and Windmill Lane towards Stratford City; and
 - Improved accessibility around Maryland station.

Figure 5.A.7 sets out the hierarchy of connections proposed against the existing situation in Figure 5.A.8. New routes are shown running east west across Chobham Farm and linking into the wider network of emerging routes in this area.

The role of Leyton High Road is enhanced as a spine off which the new and existing neighbourhoods feed. The pedestrian and cycle provision on these routes is to be enhanced, alongside the creation of an off-road green route running north-south adjacent to the rail line.

The development options in section 5A.4 also investigate the potential for an additional pedestrian link across the rail line to link up with the east-west connection along Windmill Lane. Should this be viable

this would provide a pedestrian and cycle route along a likely strong desire line in the future.

Improvements in and around Maryland station are particularly important to supporting benefits in the eastern portion of the study area. The masterplan proposes an enhanced station access and ticket hall as well as public realm improvements outside the entrance. In section 5A.4 options to develop over the rail lines are also considered to boost the centre around the station.

Maryland Point

The NOF masterplan framework supports the intensification of development in the vicinity to support the use of this station. The framework also supports the proposed improvement scheme illustrated in Figure 5.A.9, for which Newham Council are seeking funding.

Building over rail lines at Maryland

The process of building over railway lines is complex and difficult. Design and construction approaches vary considerably depending on the size and type of construction and on site constraints both physically and in terms of time. The prime consideration is safety for both the travelling public and the workforce. This means that some construction activities often have to be carried out when trains are not running either in “night normal” possession when no timetabled trains are running, or in “disruptive” possessions where the normal train service must be suspended and alternative provisions made for the travelling public. Because of the need to carry out construction work in such short possessions, two approaches are often adopted. Either

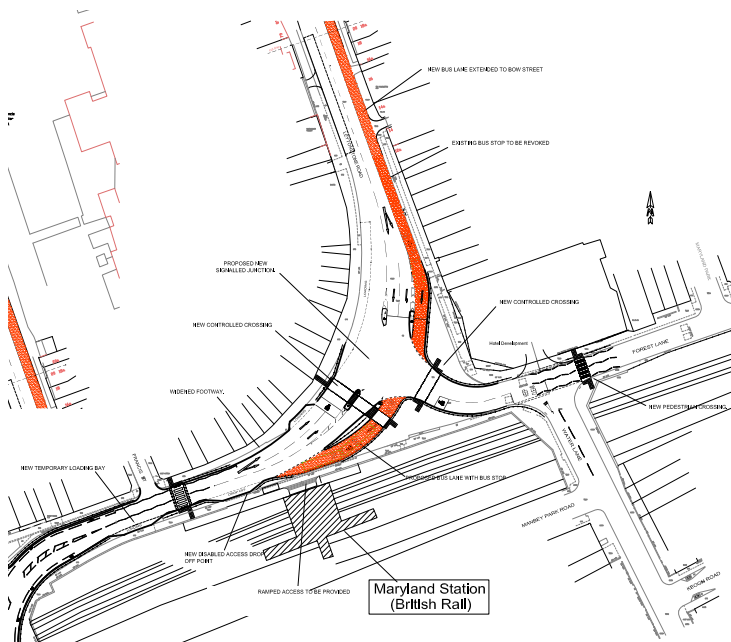


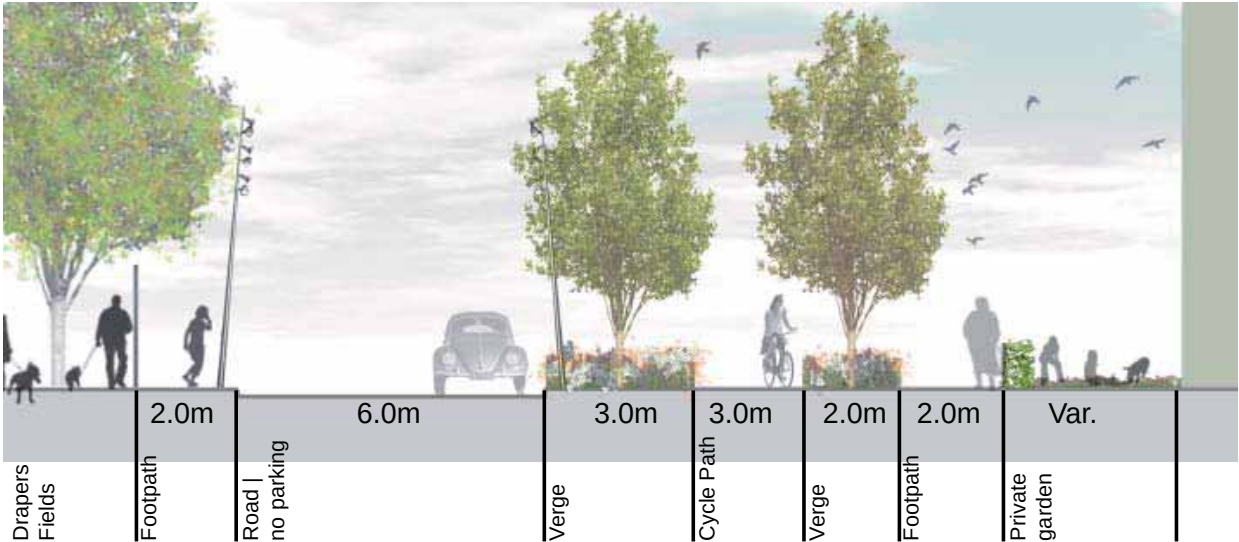
Figure 5.A.9: Proposed junction re-design at Maryland Point
Source: Newham Council

a single large element can be lifted in one single long disruptive possession or small elements may be installed in a number of night normal possessions. The latter results in a longer programme but less disruption.

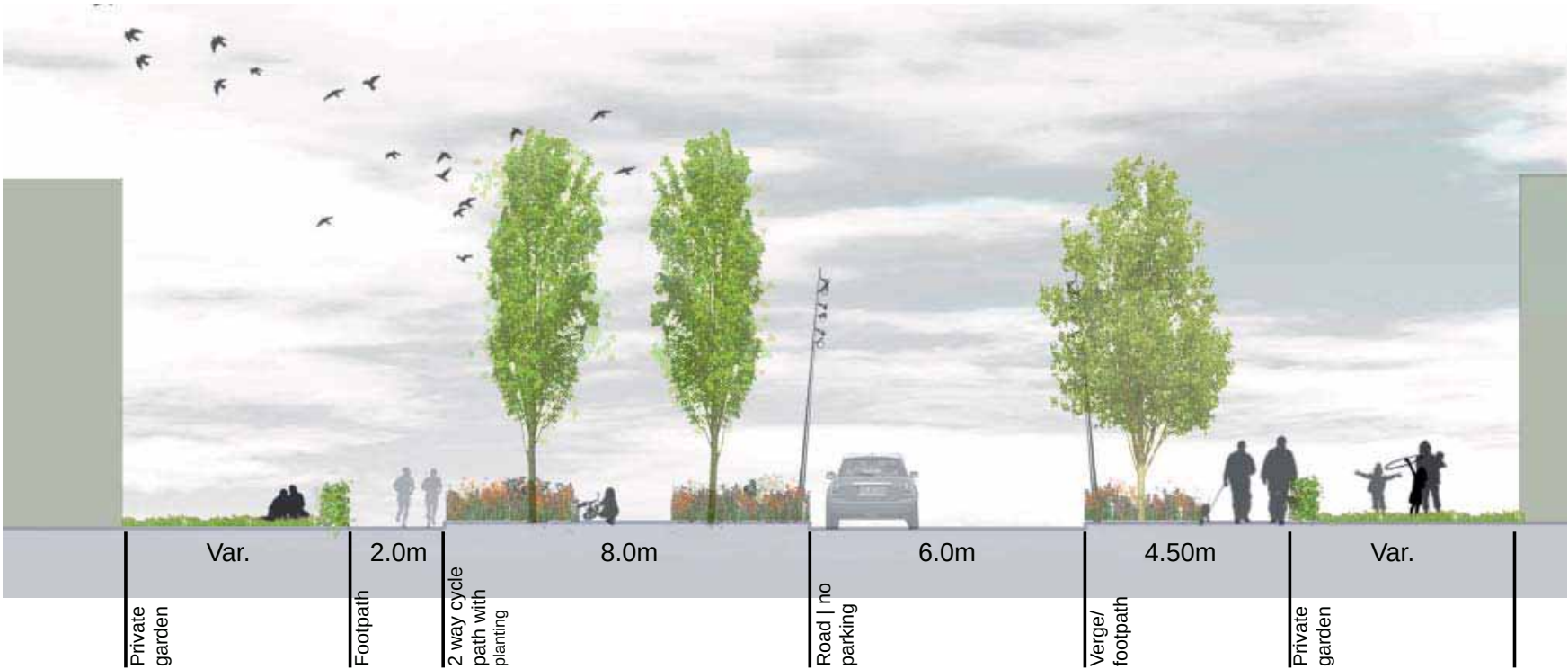
Work sites near the live railway will normally require hoardings to separate construction activity from the railway. Such sites are often difficult to access due to the railway or public access at stations which can also have a significant effect on programme and choice of plant. This can also affect the proposed form of construction. Plant may also require modification by additional safety systems such as slew restrictors or by controls to prevent crane oversailing. Railway services must also be carefully protected and some may need diversion. As these must be continuously maintained in operational condition, expensive duplication of facilities is often required. Full railway clearances and sight lines must be maintained for all temporary conditions.

To summarise, the site constraints in terms of space and time together with safety precautions necessary for construction activity in the live railway environment mean that such operations are difficult, expensive and require an extended time scale. The above does not rule out building over lines at either location; however it does make it clear that this is likely to be expensive and very disruptive.

Section A-A | Temple Mill Lane



Section B-B | Chobham Road



Section C-C | Alma Street

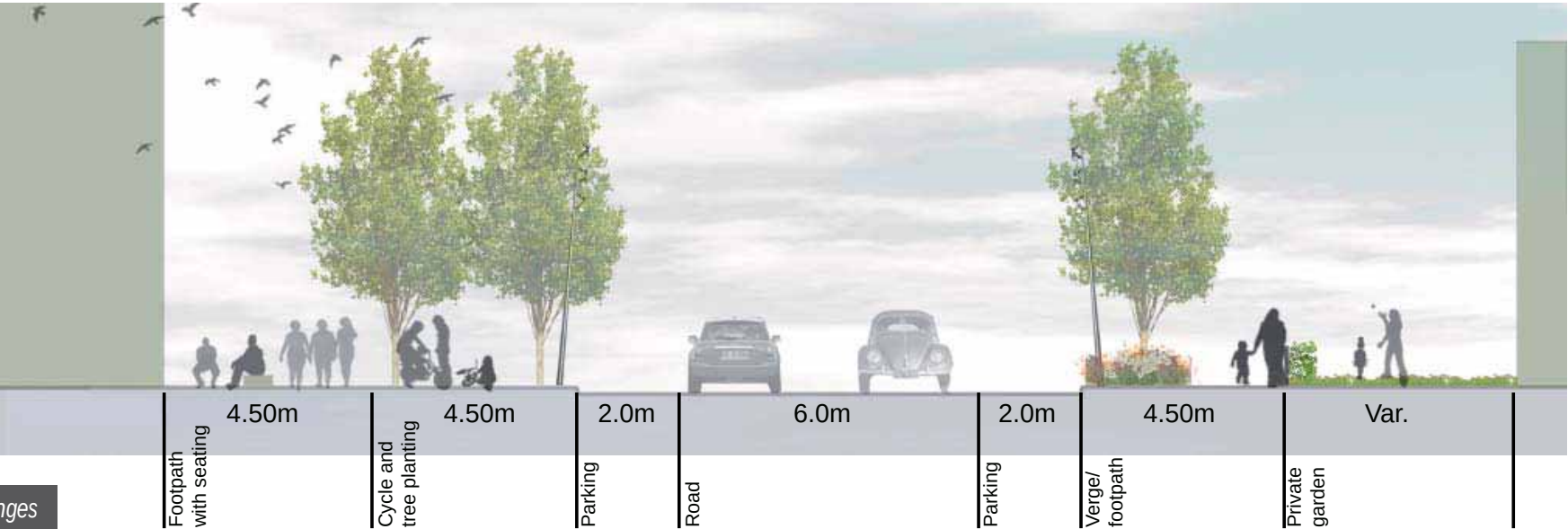


Figure 5.A.10: Proposed streetscape changes

5A.3 Landscape and public realm strategy



Introduction

In zone A, landscape and public realm improvements are proposed in the existing Draper's Field open space, along a network of roads leading into and from the area (proposed greenways) and along new key east-west routes through the area (proposed major greenways). A new public open space is proposed in the centre of the area (Chobham Park) to provide compensation for the green space lost due to the recent construction of a travellers site on an area formerly designated as open space. Two alternative options for the design approach and configuration of Chobham Park have been considered. Further details on each of the key elements of the landscape and public realm strategy within Zone A, are provided below.

Drapers Field

The proposals for Draper's Field involve:

- An existing area of playing fields redesigned to create an urban multi-functional open space;
- New facilities which include: an urban beach, café/bar, exercise area, teen play area, children's play area, multi-games court and informal sports facilities;
- A vibrant space designed for a wide range of users providing a key focal space for the local community;
- The possibility for incorporating community facilities including one o'clock club, Sure Start or doctors surgery, focused in the south-east corner along the frontage with Temple Mills Lane and Leyton High Road;
- A strategic space on the north-south route to and from Leyton and Stratford City/Olympic Park;



Street trees providing shade and structure to street

- Open space designed to provide active frontage to High Road Leyton, but retaining the existing line of mature trees; and
- The opportunity for community involvement in design development.

Precedents include:

Milkwood Community Park, Lambeth –

Green Flag park recently redesigned to include: one o'clock club, children's play area, sports facilities, wildlife area, trim trail and amphitheatre.

St Andrews youth centre, Mudchute –

Incorporates a youth centre, skate park, free-standing climbing rocks, seating, pedestrian routes and planting.

Bermondsey Spa gardens –

Recently redesigned as a 'city green' to act as a focal point for the neighbourhood incorporating a new Sure Start building, planting, paving, play equipment and lighting.

East-west Major Greenways - Chobham Park

A key objective of the masterplan and landscape strategy is to support east-west movement through the creation of a strong green route network. The proposals include:

- Three east-west routes reinforced as key greenways connecting the residential areas of Leyton/Maryland with the Olympic park. Each has a different profile (to assist legibility and the creation of local identity in the

urban area)

- Temple Mills Lane – Existing mature trees along the edge of Draper's Field forms strong northern edge to greenway. A pedestrian and 2-way cycle route will be incorporated in a broad green strip along southern edge of road. There will be large trees (London Plane) in a belt of low planting line either side of cycle route, and planted frontage to residential development to provide further greening of the route.
- Chobham Lane (western extension) – New greenway forming a western extension to Chobham Lane incorporating an avenue of large trees (London Plane) in low planting with a 2-way cycle route on the south side. A further line of trees on the north side of the road will reinforce the avenue. A planted frontage to residential development on both sides provides further greening of the route. The bridge crossing over rail line is widened to allow continuation of tree planting adjacent to the road on the south side.
- Alma St (western extension) - Extension of the urban forest concept along the new Alma Street greenway. This will include a broad pedestrian area on the southern side fronting new development with ground floor food and retail/office and business uses with informal clumps of trees, such as birch, alder and oak, set in permeable paving allowing the free flow of pedestrians. On the northern side, informal clumps of trees will be continued but set in low planting to provide separation from the roadway. Further planting along the frontage of new residential development will provide additional greening of the route. The bridge crossing over the rail line is widened to allow the continuation of tree planting adjacent to the road on the north side.

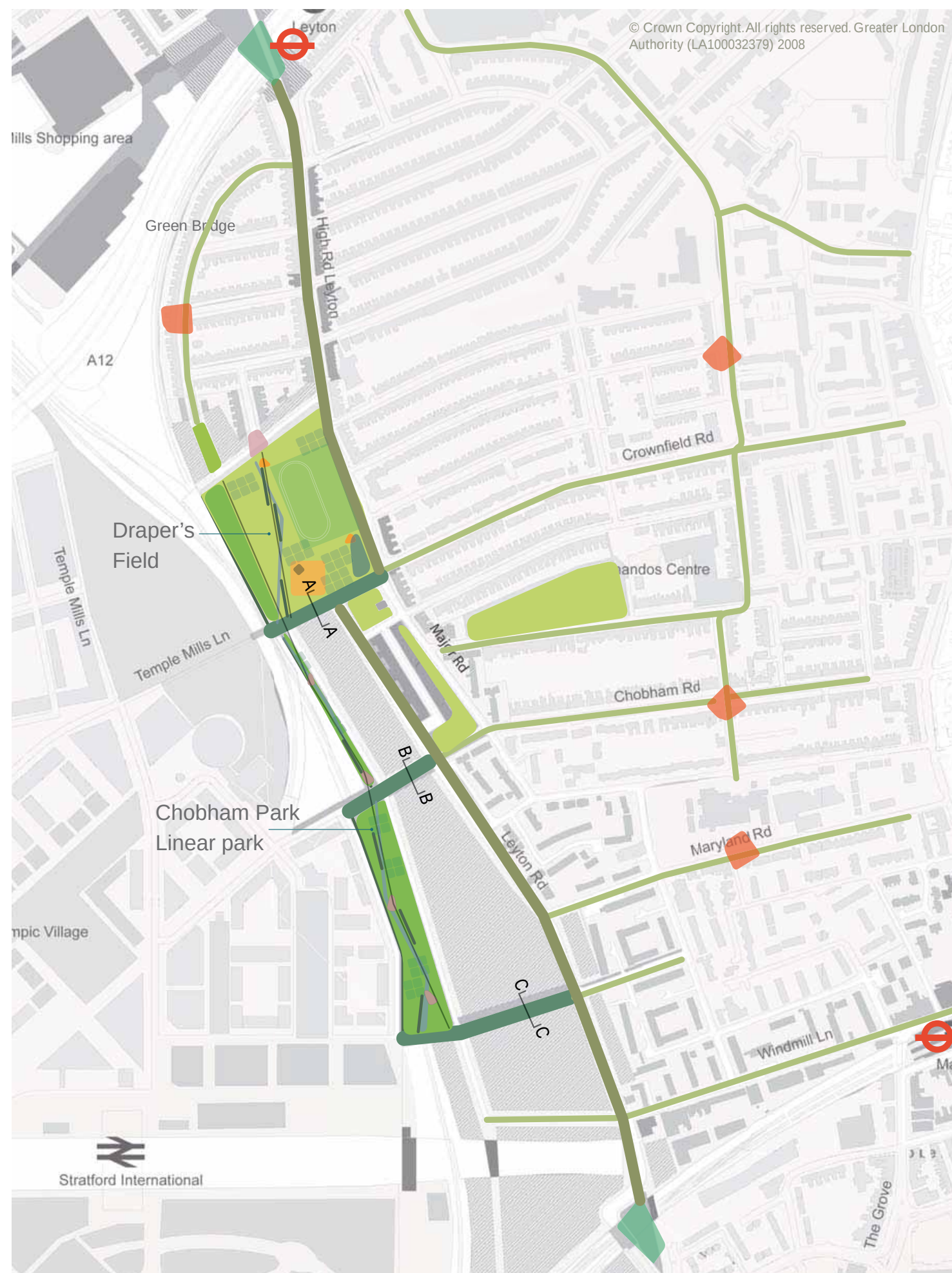


Figure 5.A.11: Option A landscape strategy



Chobham Park - Option 1

Two options have been prepared for the zone A landscape strategy. The first considers the creation of a north-south linear park. The proposals include:

- A new park providing a linear public open space which includes a north-south green link between Draper's Field and Stratford City;
- An urban forest, comprising clumps of native trees which include birch, alder and oak and grass 'stream', which flows north-south through the area emphasising the linear route;
- A quiet, green space incorporating traffic-free pedestrian and cycle routes;
- An emphasis on providing wildlife habitats;
- Extension of open space east into new adjacent residential development incorporating east-west routes along Temple Mill Lane, and new sections of Chobham Road, linking with connections across to the Olympic Park and residential areas east of Leyton High Road; and
- Punctuation of the linear route with play events and seating which would be incorporated along the length of the path.

Chobham Park - Option 2

The second option maintains an element of the north-south link, but focuses the park area in an east-west orientation in the form of a central local park. The proposals include:

- A new local park providing a focal point for the surrounding new residential area in the centre of the proposed new residential area;
- The new park forming a key green space along the east-west route between Leyton/Maryland and the Olympic Park;
- Ecological and sustainable design principles with an emphasis on designing the park to promote urban cooling, habitat creation, sustainable drainage systems and construction techniques and alternative energy techniques for light generation;
- A multi-use open space incorporating teen play and children's play;
- The use of large maturing trees (English oak) to provide a long term positive effect for the park and the surrounding area; and
- The incorporation of east-west pedestrian and cycle routes.



-  Vehicular Greenway
-  Pedestrian Greenway
-  Chobham Park Greenways
-  Urban Park | Proposed partly over railway
-  Local Park | Drapers Field
-  Pocket Park



Figure 5.A.12: Option B landscape strategy

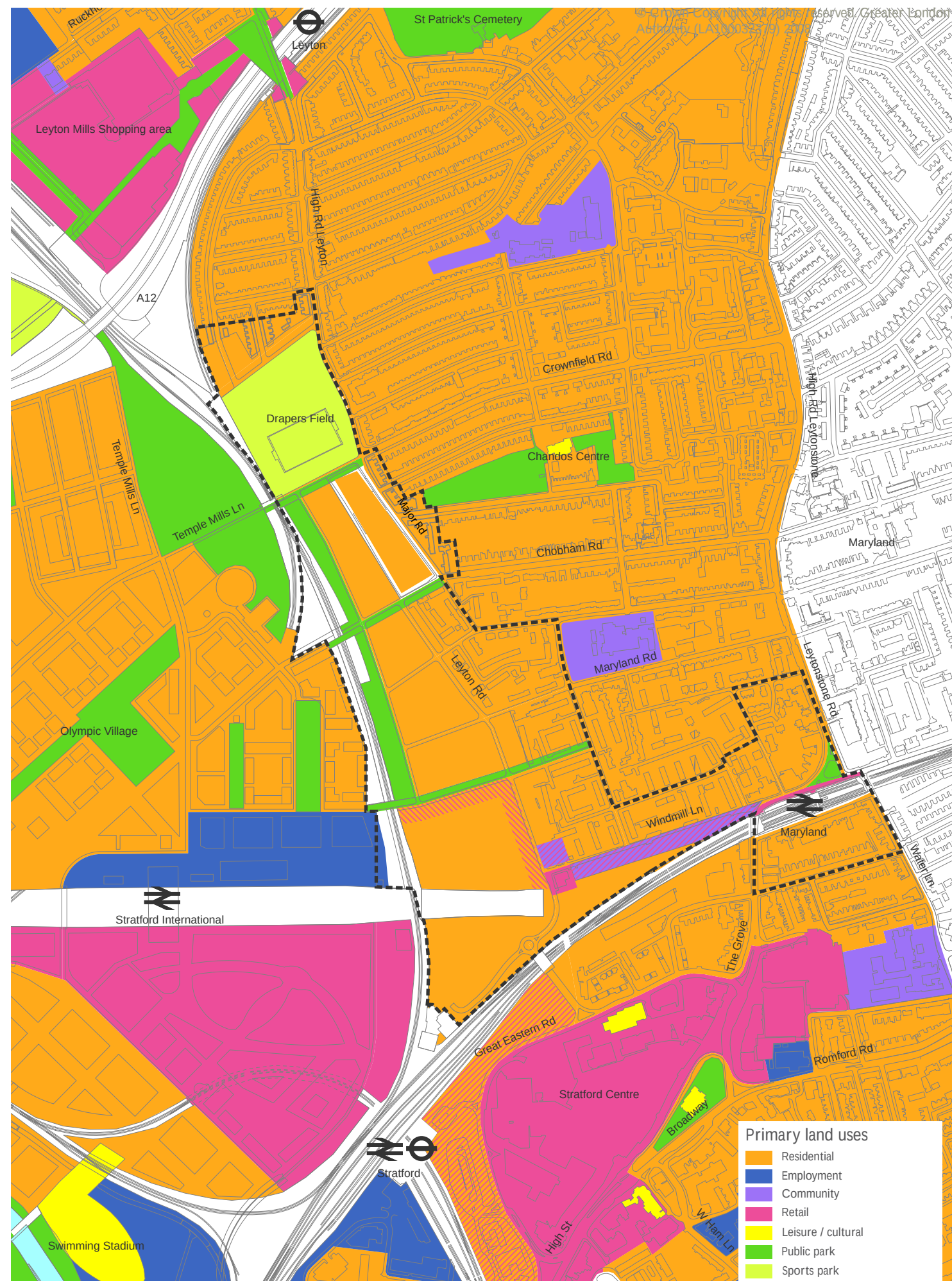


Figure 5.A.13: Proposed land use strategy

5A.4 Land use and development strategy

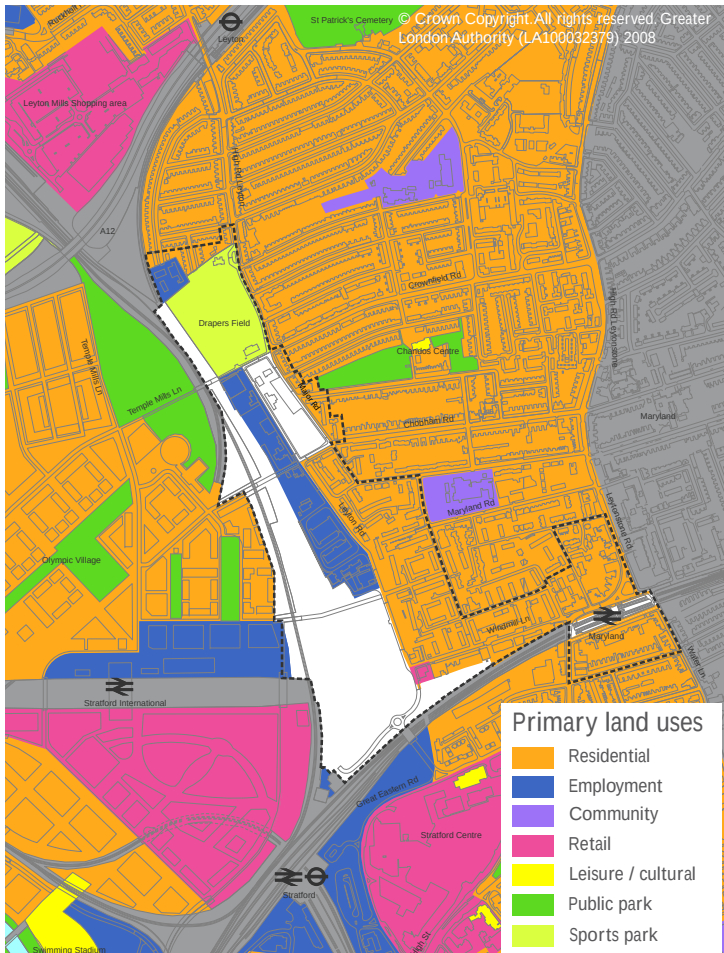


Figure 5.A.14: existing land use

The land use strategy for the zone is summarised in Figure 5A.13. This plan shows predominate lead land uses for each site. Across much of the area an assumption of a mixed use approach is taken. The key elements of the land use strategy are:

- A general principle of mixed use development across most of the zone with a preference for active ground floor uses;
- A residential focus to northern half of zone, corresponding to the residential quarter of Stratford City;
- A slightly greater proportion of employment and retail uses in the southern half of zone, corresponding to the employment and retail quarter of Stratford City;
- Re-provision of light industrial uses where possible within the mix of uses; and
- Provision of community infrastructure as part of the residential neighbourhood, with a focus along Leyton (High) Road.

The manner in which these land uses are developed is explored on the following pages through two options.

Phasing

The elements outlined in the options overleaf and in the overarching strategies earlier are all important in realising the potential of this zone of change. There are, however, some priorities which need to occur earlier rather than later in the phasing to ensure development occurs in a timely manner. The following list sets out a broad priority of phasing:

1. Chobham Farm development and connections.
2. Leyton Road industrial estate re-development.
3. Windmill lane enhancements.
4. Stratford triangle site between the rail lines.
5. Major Road Church site.



Proposals

Draper’s Field area

The proposals would bring about improvements to Draper’s Field to create a vibrant space for a wide range of users. This could be a range of new facilities such as an urban beach, café/bar, exercise area, children’s’ play area and informal sports facilities. These improvements would be partly funded by the development of new homes around the edge of Draper’s Field. As well as providing new homes for the community, such development would create a more attractive frontage to Draper’s Field. Greater activity around the park, and new residences overlooking the park would make the park safer for all users at all times of the day. The quantity of new development around the edge of the park would determine the level of activity there and have an impact on its character.

The benefits for the community may be summarised as follows:

- Environmental improvements to Draper’s Field and the surrounding streets;
- Better pedestrian and cycle connections;
- Improved frontages to Draper’s Field;
- New homes for the Borough on existing industrial land; and
- Enhanced connections via Temple Mills Lane to the Olympic Park and Stratford City.

In Option 1, new residential development is limited to the northern edge of Draper’s Field. New development funds some limited improvements to the park and surrounding streets to improve pedestrian and cycle connectivity, but sports facilities remain as they are at present. This option would require some small loss of green space to the north.

South of Temple Mills Lane

The existing strip of industrial land on the east side of Leyton Road is redeveloped for new homes, offices and some light industrial space for the local community. This redevelopment helps fund a new route across the railway giving direct access to Stratford City, and finances improvements to the local physical environment. Development creates an attractive area with frontages to Henrietta Street and Leyton Road, and a pocket park against the railway.

The benefits for the community may be summarised as follows:

- New homes as well as office and industrial space;

- A new connection to Stratford City;
- An improved local environment; and
- Attractive frontages to Henrietta Street and Leyton Road creating better routes north and south.

In Option 1 redevelopment is limited to the existing industrial block on Leyton Road.

North Chobham Farm

Existing industrial areas are redeveloped to provide new homes, shops, offices and jobs for the local community. New development would fund improvements to the local environment, including new connections directly across to Stratford City and new public green space. The scale of development would support a comfortable transition between new and existing communities and the relationship between Leyton and Stratford City.

The benefits for the community may be summarised as follows:

- New homes, shops and offices;
- Transformation of the industrial area into a residential and commercial neighbourhood which is more in character with adjacent residential areas;
- Improvements to the local environment; and
- New routes both north-south and east-west.

In Option 1 industrial land immediately west of Leyton Road is redeveloped as two blocks containing new homes and some shops on Leyton Road and Alma Street with some offices and industrial spaces. There are two new bridges over to Stratford City. This option would ensure a dominantly residential character in this area, distinct from Stratford City and closer in feel to the residential hinterlands of Leyton with lower residential densities than in the second option.

South Chobham Farm and Maryland station

The proposals for the southern section of Zone A include the following elements:

- Creation of a new residential and mixed use neighbourhood in between Stratford, Stratford City and Maryland;
- Strengthened residential character to the entire area with high quality green and amenity spaces;
- Development located on unused brownfield land;
- Integration of existing residential areas and new development at Stratford City;

Option



- New routes across the railway line – Alma Street, Angel Lane, Stratford City;
- Improved routes to Maryland Station; and
- Creation of a high quality station and public streetscape at Maryland.

The benefits for the community may be summarised as follows:

- New homes, jobs, offices and industrial space;
- New green spaces and high quality landscape around new development and at Leyton High Road;
- New and improved connections to Stratford City and Stratford New Town; and
- Improvements to Maryland with better connections to it.

Option 1 involves limited engineering and less complicated delivery. There is generally a lower density of development. Single aspect residential units are established on Great Eastern Road and within the triangle site. Maryland station is enhanced in line with the Crossrail plans, but no major redevelopment is considered on or around the rail box.

1. New sports facilities at Draper's Field
2. New residential development along the northern edge of Draper's Field
3. Improved street edges around Temple Mills Lane
4. Residential, retail and community use development to south of Temple Mills Lane
5. Enhancement to boundary of traveller's site to provide stronger street edge and attractive environment
6. New homes facing Chobham Road, Leyton Road and Alma Street and a public park
7. Widened bridge connections to Stratford City
8. Redevelopment of Leytonstone Road corner to provide enhanced frontage to centre with retail and residential led mixed use development
9. Upgrades to Maryland Station
10. Improved junction arrangement with associated public realm improvements
11. Redevelopment of land between rail lines as medium density mixed use block accommodating leisure and community uses at ground level
12. Pedestrian and cycle green link to Stratford City bridge
13. Redevelopment of land to north of Great Eastern Road as high density mixed use with strong and active frontage on to street

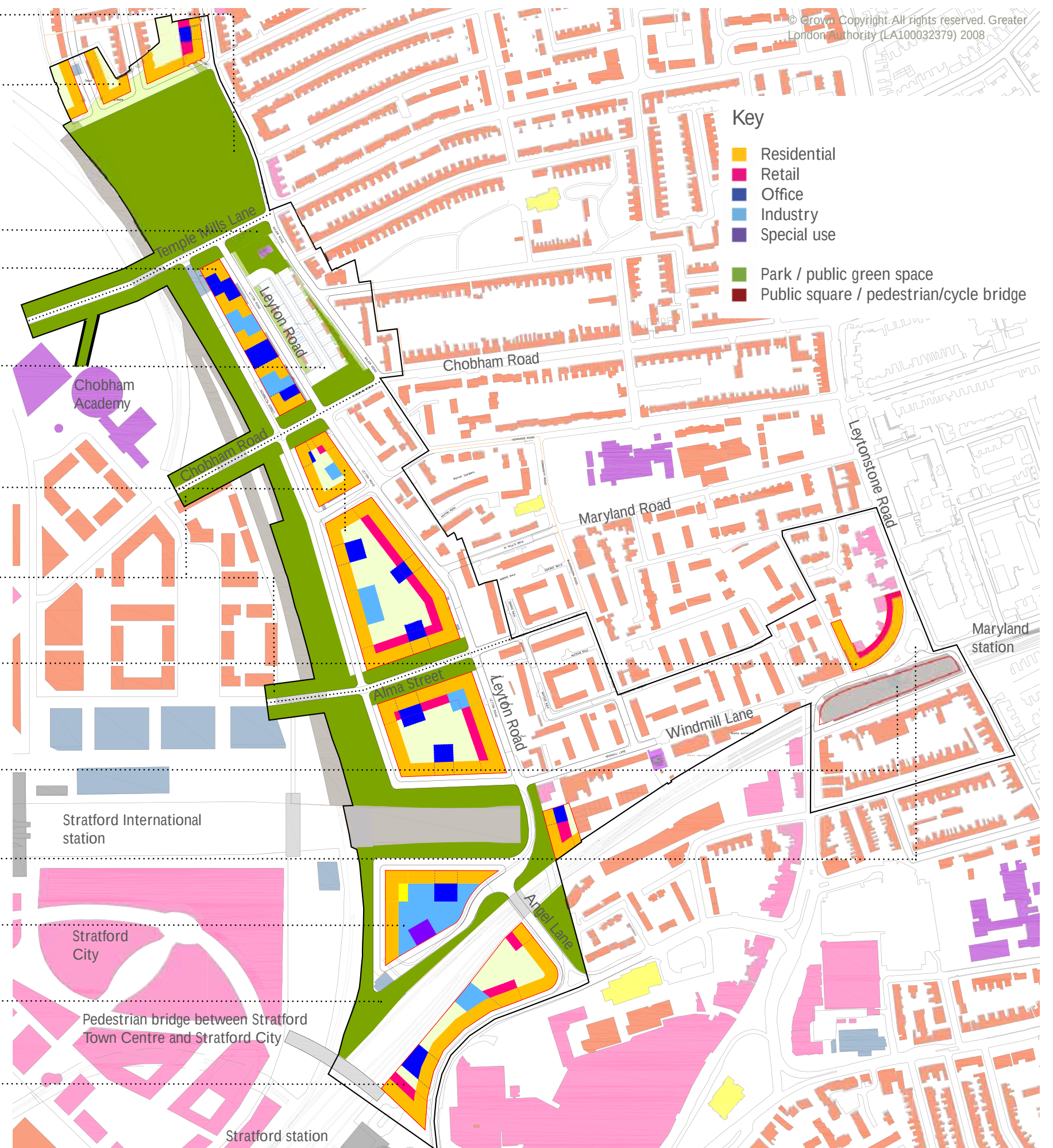


Figure 5.A.15: Option 1 masterplan

Proposals

The proposals for Option 2 illustrate a more ambitious and aspirational approach to change. Whilst Option 1 illustrates changes that could be delivered through partnership working and without major public funding, the Option 2 proposals would be more costly and would require significant negotiation and the willingness of landowners and key interests to deliver it.

Option 2 includes the main elements proposed in Option 1, but adds a number of elements to these to enhance the overall impact. This section highlights the key differences this option explores. The main differences are indicated in red text in Figure 5.A.18.

Draper's Field area

In Option 2 new development along the western edge of Draper's Field creates a second attractive new frontage to the park. By developing this edge, the park becomes an integral and central part of the local neighbourhood. Such development would also help fund significant new sports facilities in the park, as well as enhance its safety throughout the day and night.

Some parkland would be required for the new homes in this option. The trade-off would achieve a significantly higher quality and safer park.

South of Temple Mills Lane

In Option 2 the redevelopment of industrial land south of Temple Mills Lane extends to the Major Road Baptist Church site. This site would be partially redeveloped to create a street edge with shops on to Temple Mills Lane. This site could play a major role in supporting the Draper's Field area in establishing itself as a key centre linked to the Athlete's Village neighbourhood centre in Legacy.

The redevelopment of this additional site could potentially accommodate the existing church in situ or provide a new facility through redevelopment.

North Chobham Farm

In Option 2 the barrier created by the railway between the Chobham Farm site and Stratford City is more comprehensively tackled. In this option the rail line would be partially decked over to knit together the edges of Stratford City and Stratford New Town. This would provide a large new green space in between these two areas and four new routes between them.

The existing industrial areas would be divided into three mixed use blocks for greater permeability.

Higher residential densities would be needed to fund the railway decking, giving the area a stronger metropolitan character, closer to that of Stratford City than that of Stratford New Town.

This option also addresses the character of Leyton Road and Angel Lane in a more successful way. The eastern side of the road is included in plans for redevelopment. The proposals include new homes and repaired frontages. Importantly, these sites are not in the control of the NOF Partnership and therefore achieving this element of the option would be a complex process. The ambition would be unlikely to be entirely feasible, instead the delivery would more accurately equate to a few key sites being redeveloped rather than any wholesale change.

The former Angel Cottage site (in the southern section of Chobham Farm) is an example of a site which could come forward and support these ambitions.

South Chobham Farm and Maryland station

Option 2 involves a higher density of development, particularly in the southern parts of the zone. In doing so, a greater use of space and overall integration can be achieved.

The key differences in Option 2 in this section are:

- Decking over the Stratford-Forest Gate rail line between Stratford station and the new Angel Lane bridge;
- Redevelopment of lower quality residential blocks on Leyton Road and better frontages to make a more attractive environment there;
- Higher density development required to help finance railway decking; and
- Residential units are provided above Maryland station.

Option

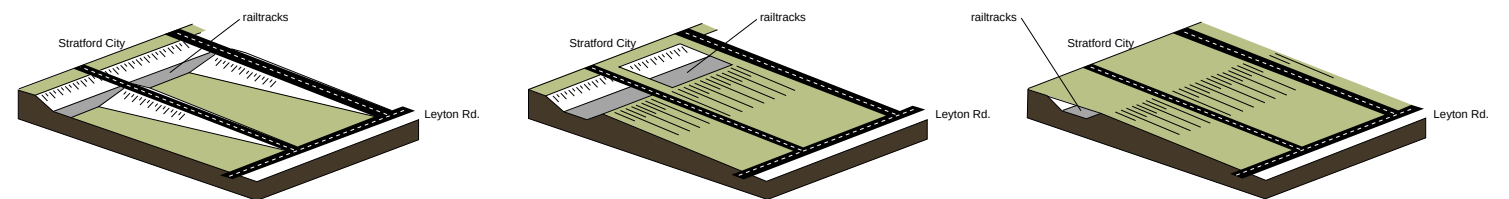


Figure 5.A.16: Options for managing east-west connections in light of level changes

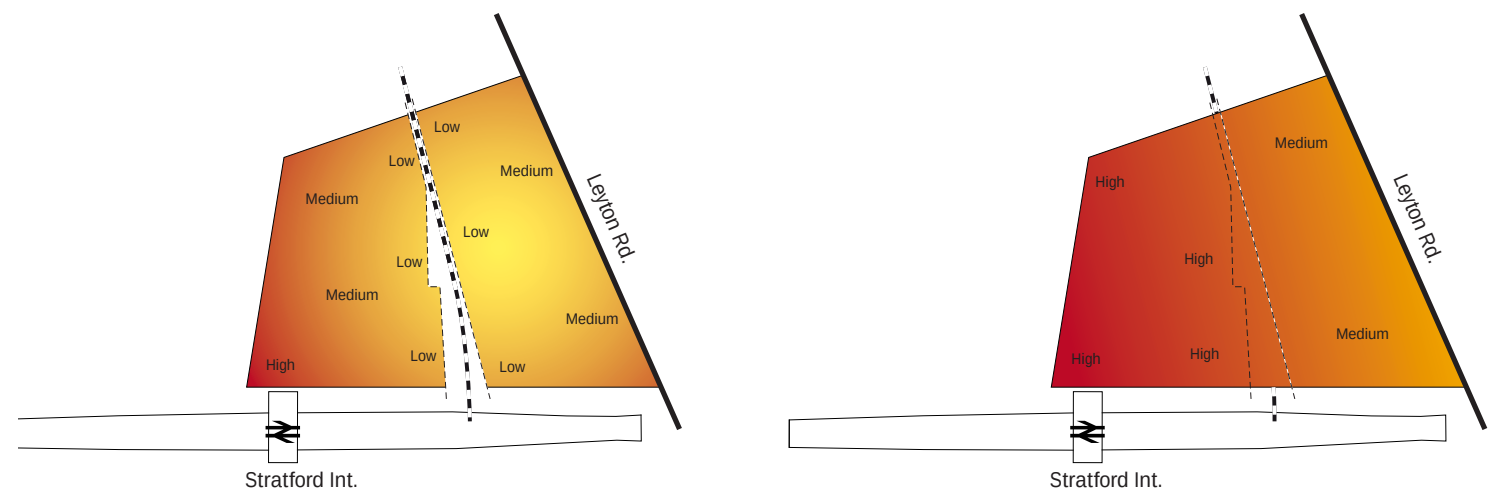


Figure 5.A.17: Impact of decked connection on land values (left shows before, right shows after decking)

1. New sports facilities at Draper's Field
2. New residential development along the northern edge of Draper's Field
- 2a. New residential development along the western edge of Draper's Field
- 3a. Re-worked Major Road Baptist Church site to provide more community facilities
4. Residential, retail and community use development to south of Temple Mills Lane
5. Enhancement to boundary of traveller's site to provide stronger street edge and attractive environment
6. New homes facing Chobham Road, Leyton Road and Alma Street and a public park
7. Widened bridge connections to Stratford City
- 5a. New homes on the eastern side of Leyton Road
8. Redevelopment of Leytonstone Road corner to provide enhanced frontage to centre with retail and residential-led mixed use development
9. Upgrades to Maryland Station
- 9a. Mixed use towers at either end of Maryland rail box
10. Improved junction arrangement with associated public realm improvements
11. Redevelopment of land between rail lines as high density mixed use block housing leisure and community uses at ground level
12. Pedestrian and cycle green link to Stratford City bridge with potential deck over railway line to provide park setting and link to Chobham Farm development
13. Redevelopment of land to north of Great Eastern Road as high density mixed use with strong and active frontage on to street

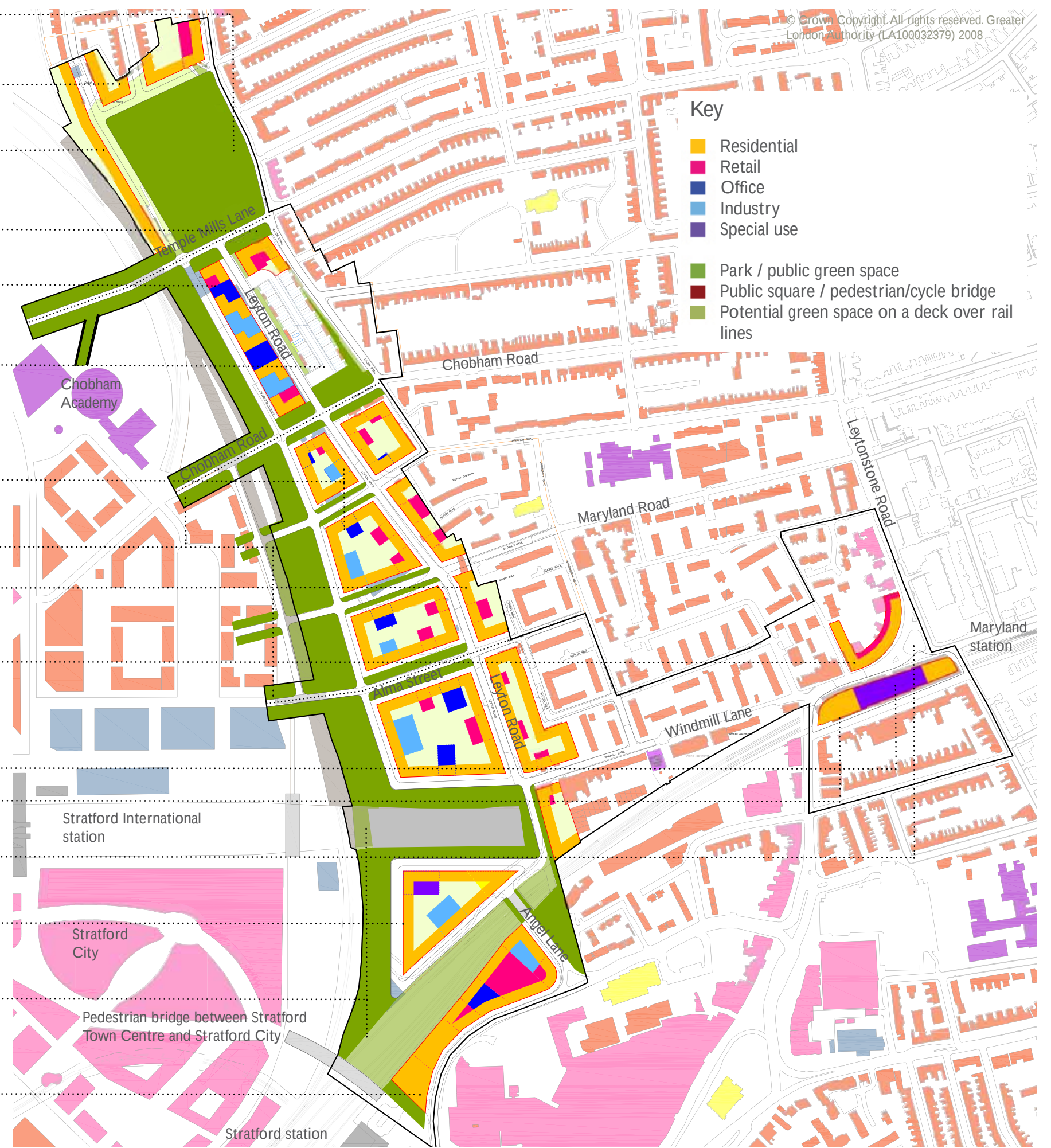


Figure 5.A.18: Option 2 masterplan



Design principles

Design principles which will steer development will encompass the following aspects:

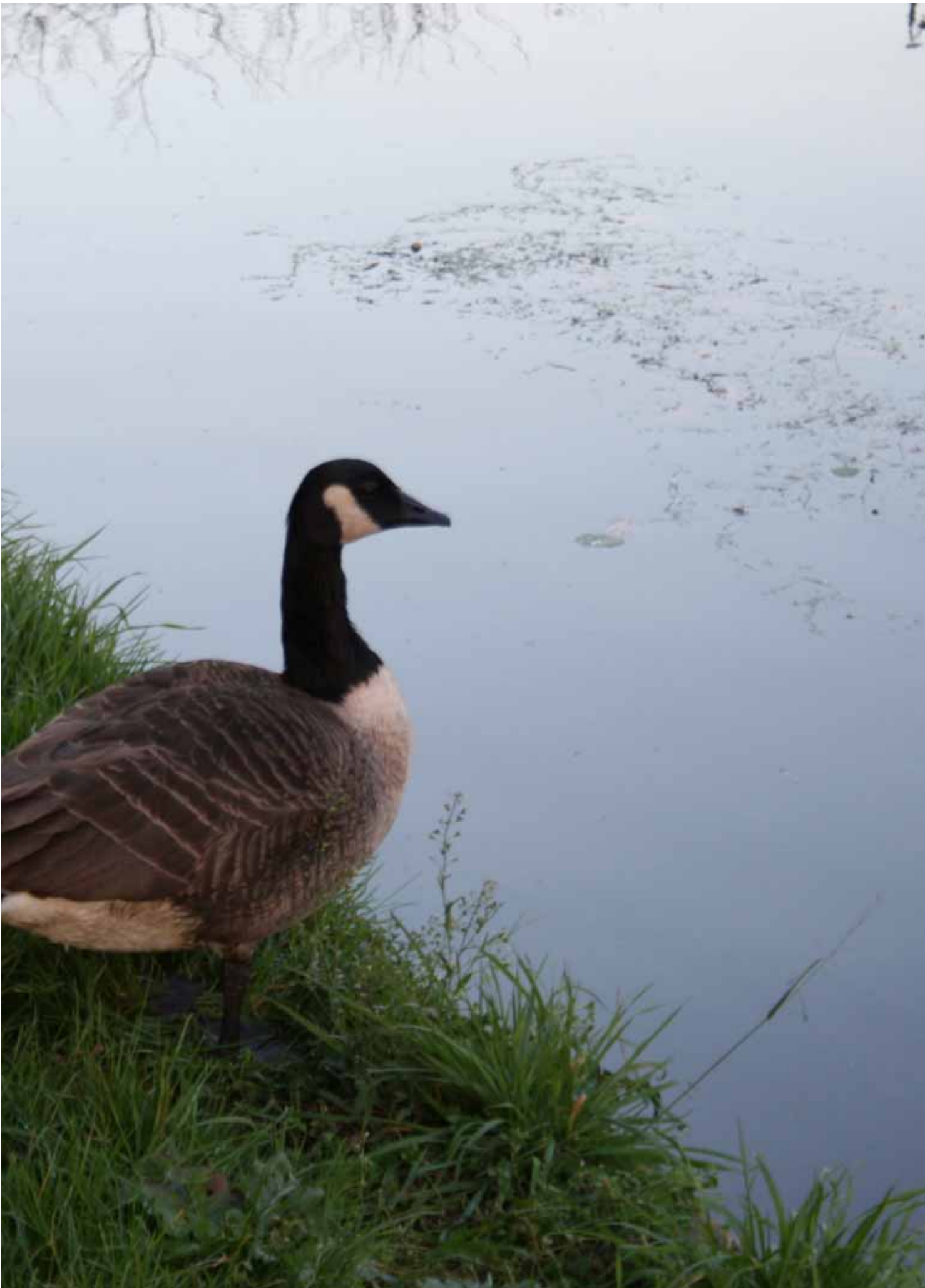
- A positive response to the contrast between the old and new context;
- Building heights to be stepped down from west to east to support transition in character;
- The historic legacy of industry to be reflected in designs;
- A formal forest environment to dominate the landscape treatment, with a strong preference for formal street trees on key routes; and
- The opportunity to use level differences in a functional and constructive way through design.

The visualisation opposite illustrates how these principles could be followed.





Figure 5.A.19: Option 2 illustrative visualisation



5A.6 Sustainability

The regeneration of this zone must be underpinned by a strong and sustainable framework to guide change. Development and enhancements should take direct account of the need to mitigate, and adapt to, climate change. In order to comprehensively address these dual challenges the following aspects need to be addressed:

- Energy – reducing consumption and establishing lower carbon sources
- Water – reducing consumption and pollution and establishing sustainable surface water management
- Waste – minimising the creation of waste and maximising opportunities for re-use of materials
- Transport – reducing car use and providing for greater use of public transport, cycling and walking
- Green infrastructure – integrating more green spaces and vegetation and moderating the urban heat island
- Public space – maximising the social and environmental role of public space

Regeneration in Zone A will need to take account of these objectives. The following aspects have been considered as part of the framework proposed.

Energy

The key sustainable energy considerations of the masterplan are:

- New build development will need to be highly energy efficient to meet increasing construction standards, the proposed high density format minimises heat loss potential and maximises the opportunities for efficient dwellings.
- Opportunities to link into the district heating system

established as part of the Stratford City development are maximised through the creation of links across the rail line.

- The provision of a mix of uses, including light industrial activities and extensive adjacent existing housing stock, will help support the viability of providing energy infrastructure due to a more balanced demand for heat and power across the day and evening.
- The incorporation of green infrastructure and street trees will help reduce heat loss from buildings and reduce the potential for overheating.
- A grid layout established provides flexibility in sizes of blocks and buildings to support passive design features and future adaptability to alternative uses.

Water

The key sustainable water considerations of the masterplan are:

- ‘Green fingers’ emanating from the Chobham Farm development will help to support some degree of sustainable drainage.
- The new topography of Chobham Farm could potentially support a small scale drainage system within the site.
- Increase in green space and vegetation slows water runoff across the area to reduce risk of flooding.
- Design details such as permeable paving materials could help reduce surface water run-off further.

Waste

The key sustainable waste considerations of the masterplan are:

- Existing buildings, where possible, should be

refurbished rather than redeveloped. In Option 2 the vision to re-work the eastern side of Leyton Road should as much as possible involve the refurbishment and re-use of existing structures to avoid excessive waste.

- Where buildings require redevelopment, materials should be re-used or recycled.
- New residential neighbourhoods on Chobham Farm should incorporate space for community scale waste management for example, composting in the green spaces and courtyards.

Transport

The key sustainable transport considerations of the masterplan are:

- The location of this zone means it is a prime area for development with high accessibility to the public transport network.
- Enhancing the environment in and around Maryland station will make this a more attractive transport node for local people.
- An enhanced street environment will support better walking and cycling routes.

Green infrastructure

The key sustainable green infrastructure considerations of the masterplan are:

- A general increase in the quality and quantity of green space in the area as part of the green framework running through the wider context.
- A formal forest concept for Chobham Farm would support sheltered and comfortable street environments.

Public space

The key sustainable public space considerations of the masterplan are:

- An enhanced public space outside Maryland Station will provide a better focal point for social activity and the local community generally.
- Enhanced streetscapes will make the public realm generally a more attractive environment.



Leyton High Road and entrance to Leyton Mills Retail Park