



Figure 21 Recent and upcoming developments in the area

Site 6: Standard Music Venue

2.7.8 Planning permission was granted (ref: 202561) 18th February 2021 for the redevelopment of the site involving demolition of existing structures and the construction of a nine storey building (over basement) to provide 300 shared living rooms with associated internal and external amenity space (Sui generis), cultural venue (Sui generis) measuring 766 square metres, café/restaurant (Class E) measuring 362 square metres, bar (Sui-generis) measuring 161 square metres together with ancillary refuse/cycle stores, servicing areas, landscaping, associated public realm works and provision of two disabled car parking spaces. This follows from a previous permission (ref: 162056) granted in 2017 for the redevelopment of the site to deliver a building comprising an eastern block of four to six storeys and a western block of six to seven storeys to form

50 residential units (use class C3), with associated ground floor supermarket (use class A1) 991sqm, mezzanine bar (A4) / basement music venue (use class D2) 749sqm, ancillary community/exhibition space, communal and private space, 19 car parking spaces, 86 cycle spaces, bin store facilities, site landscaping and associated highways works

Site 7: 4-10 Forest Road

2.7.9 Planning permission was granted in June 2017 for the demolition of existing buildings and construction of 9 to 17 storey (including mezzanine) student accommodation block to provide 353 student rooms (sui generis) and approximately 900 sqm of commercial floorspace (A1/A2/A3/A4/B1/B2/D1/D2) at ground floor and mezzanine levels with cycle parking, amenity space and other associated works.

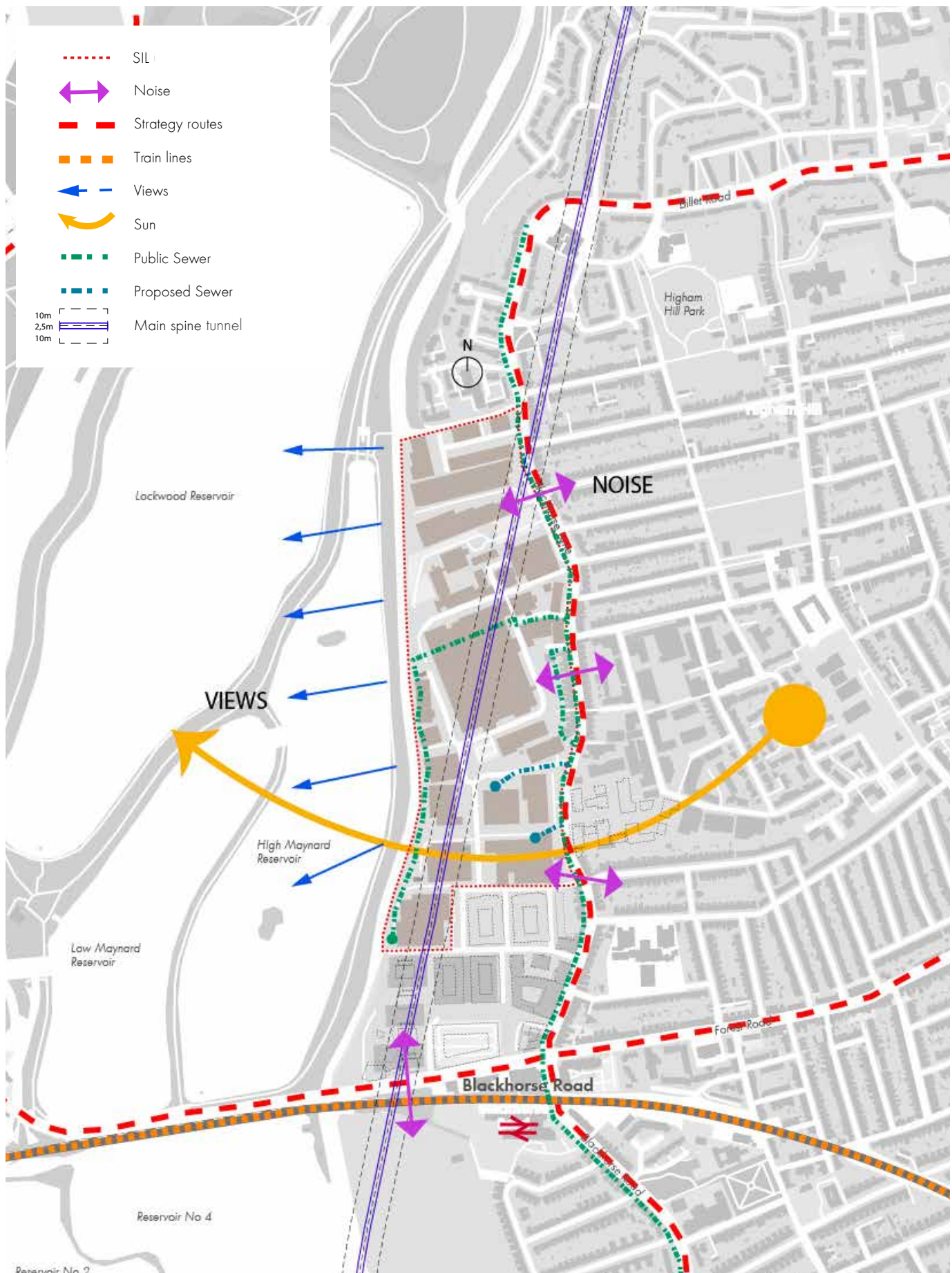


Figure 22 Constraints mapping

2.9 Utilities and constraints

Utilities

- 2.9.1 Services are provided to the SIL via Blackhorse Lane. This includes gas, electricity, water and broadband. Whilst there may be some capacity within the existing network, onsite and offsite upgrades and enabling infrastructure are likely to be required for any future development, particularly reflecting national policy supporting a move to electric vehicles and similar.
- 2.9.2 To the north of the SIL, on Blackhorse Lane, there is a high voltage electric supply, however the provision within the SIL is low voltage. Services within the SIL are mainly run beneath ground within the existing road infrastructure. There is a High Voltage substation at the south eastern corner of the SIL at the intersection of Hookers Road and Blackhorse Lane. Existing infrastructure includes a number of electrical substations, fire hydrants and the Thames Spine Tunnel.
- 2.9.3 The Thames Spine Tunnel is a high-pressure water main, which crosses the SIL heading from north to south with a diameter of 2,540mm. The Thames Spine Tunnel cannot be diverted as it forms part of London's strategic water network. Thames Water have stated that the exclusion zones for the tunnel are 10m horizontally and 15m vertically (rectangular), measured from the outside face of the tunnel. Any piled foundations within 10m either side of the tunnel will need to terminate 15m above the tunnel. Construction is permitted over the tunnel, provided that it can be demonstrated that it will have no negative impact on the tunnel. Buried services can be constructed within the exclusion zone if required, subject to a Ground Movement Assessment & subsequent approval with Thames Water. The Spine Tunnel therefore represents a major site constraint affecting proposals for re-development.
- 2.9.4 There is increasingly a requirement for high speed broadband connectivity to serve future

development. The Council is planning to upgrade fibre infrastructure along Blackhorse Lane which will improve digital connectivity.

Flood Risk

- 2.9.5 The majority of the SIL is located within Flood Zone 1 which is defined as an area with a very low risk of flooding. However, areas along the western boundary & south-west sections of the SIL are located within Flood Zone 2 and 3; areas with a medium to high risk of flooding.
- 2.9.6 The Long Term Flood Risk Information flood map identifies some potential surface water flooding for the most extreme rainfall events; for future developments this should be managed via an appropriate surface water drainage strategy.
- 2.9.7 There are several sewers and one culverted watercourse which cross the SIL. These are subject to easements from Thames Water and the EA. Thames Water are likely to require at least a 3m easement from assets and 8m from the culverted watercourse.

Archaeology

- 2.9.8 The SIL is partially (around the Lockwood Way area) within the River Lea Archaeological Priority Area (APA) (Waltham Forest Archaeological Priority Area Appraisal (pp.125-136) (October 2020)) and therefore any development under this Framework within the River Lea APA will be expected to comply with LP1 emerging Policy 75 and the London Plan.

Remediation

- 2.9.9 Given the current and historic use of the site for industrial works, the SIL is likely to require land remediation to deal with contamination. Furthermore, the development around the Station also uncovered Unexploded Ordnance which may also be present within the SIL, as the reservoirs were a target.



Figure 23 Current land use

2.10 Existing use, floorspace and layout

Land use

- 2.10.1 The SIL is homes to a diverse range of businesses and organisations. On site are educational facilities (Eden Girls' School and Big Creative Education), studios and co-working space (Switchboard Studios, Arbeit and Yonder) and civic functions (MET Police and Dignity funerals). Within the industrial uses, there is a growing number of SMEs, creative businesses (Vibration Group, Delta and Isokon) and artisan food and drink manufacturers (Plant, Minor Figures, Hackney Gelato, Square Mile Coffee). The SIL is currently home to six breweries and tap rooms: Signature, Wild Card, Hackney Brewery, Exhale The Greater Good and Trumans.
- 2.10.2 Similarly, Office for National Statistics (ONS) 'UK Business Counts' shows small and medium scale manufacturing is the most prevalent business type in the SIL. Yet there is a broad diversity of sectors on site, with 11 different sectors active. These include sectors which are not contained in the GLA's list of SIL operational requirements, such as Education; Health; Professional, Scientific & Technical; Public Administration; and Arts, Entertainment, Recreation & Other'.
- 2.10.3 The current mix of uses suggests that the nature of industry at Blackhorse Lane is changing. Those taking up business space reflect the increasing diversity of London's economy and the growth in artisan manufacturing and sectors typically occupying open workspace.



76,638m²
SIL-wide industrial
floorspace total
GEA



Included in calculation

- industrial use
- multi-storey industrial
- vacant

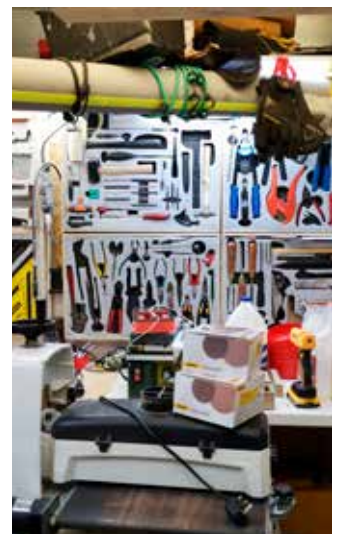
Excluded from calculation

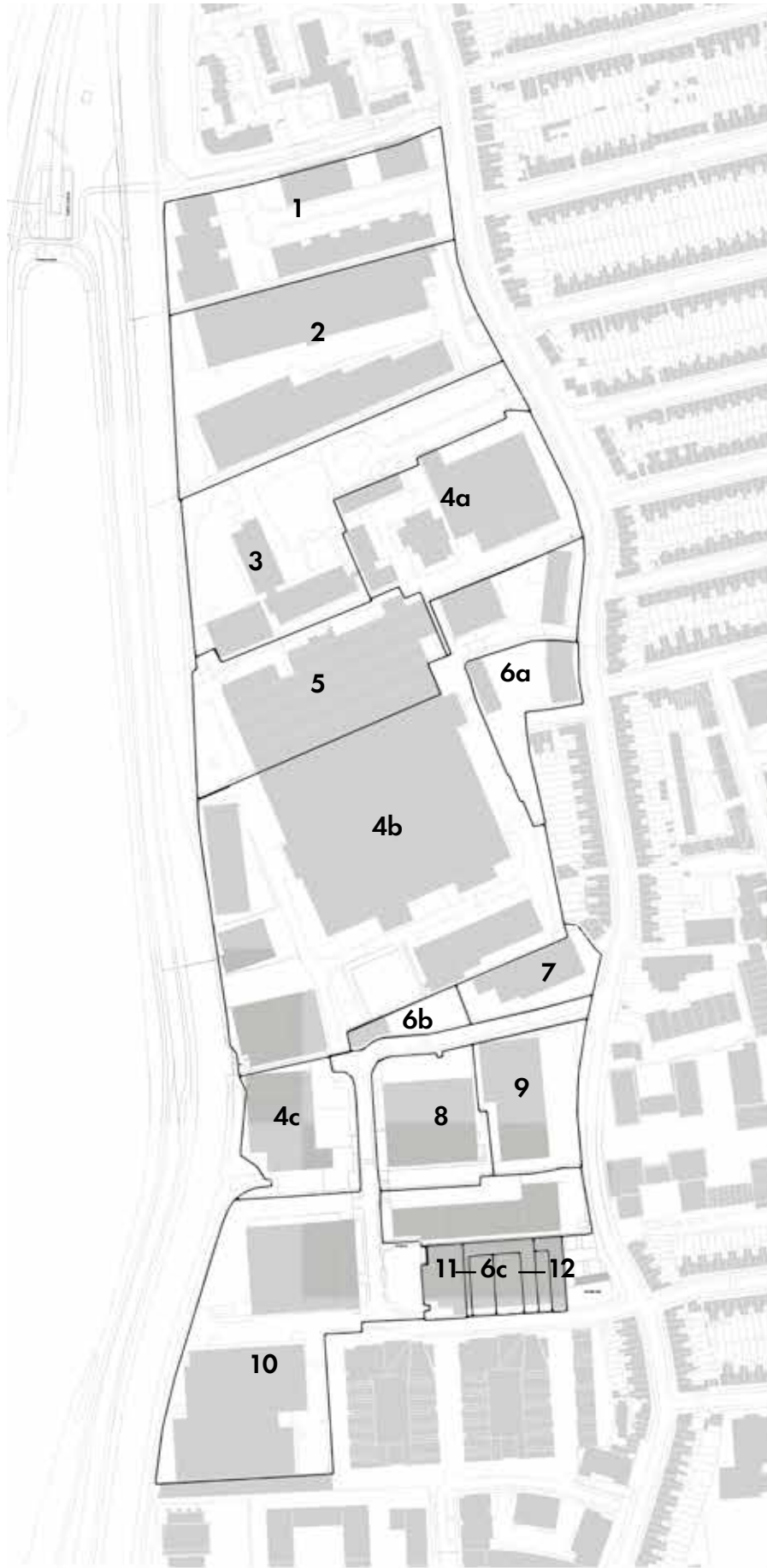
- non-industrial use
- multi-storey non-industrial use

Figure 24 Industrial floorspace

Floorspace and site layout

- 2.10.4 Blackhorse Lane SIL provides 76,638m² industrial floorspace. In case of re-development, this is the minimum industrial re-provision for Classes E3(g)(ii and iii), B2 and B8 across wider SIL.
- 2.10.5 Floorspace is calculated using OS mapping to determine to Gross External Area (GEA) and multiplying that by the number of floors for every building within an industrial use class (E(g)(iii), B2 and B8). Mezzanine's have not been included. Outdoor space which is primarily used for industrial work is also included (subtracting circulation, parking and any redundant space). This method is consistent with the Council's approach in the rest of the borough.
- 2.10.6 The SIL is largely comprised of single storey large floorplate industrial sheds, which have been subdivided into smaller units over time.
- 2.10.7 The total area within the SIL boundary is 15.88ha. Plot Area Ratio gives an indication of how efficiently the land is being used. The PAR for the SIL area is 57%. The strategic evidence base document for the London Plan considers the 65% plot ratio as an appropriate measure of density on industrial land. Blackhorse Lane SIL is therefore slightly less dense, an indication that there is an opportunity to intensify the site. Given the even coverage of the site, intensification is likely to be achieved through multi-storey buildings.
- 2.10.8 Yard space and parking have also been mapped and quantified. Distinguishing between yard space, parking and leftover spaces is not an exact science. Spaces can be used differently at different times of day and could be used differently by future tenants.
- 2.10.9 What is apparent is that whether parking or yard space, buildings tend to have an apron of space outside their building which can be used flexibly for loading and deliveries, product display, parking, public seating, working or storage. This space is often used differently at different times of the day or week, as well as by different tenants. This small apron of space enables adaptability and flexibility to accommodate changing industry into the future.





- 1 LB Waltham Forest
- 2 Delta Displays Property Ltd
- 3 Tauheedul Education Trust
- 4 BNP Paribas Securities Services Trust Company
- 5 Romano International Limited/Hayes International Limited
- 6 C&S Builders Merchants
- 7 Dignity Funeral Limited
- 8 Novaheath Limited
- 9 Milton Property Investments Ltd
- 10 Legal and General Property Companies
- 11 W H Wagland (Textiles) Ltd
- 12 Raymond Roderick Thomas Budworth

2.11 Land ownership

- 2.11.1 The SIL is typified by complex and diverse land ownership arrangements. The framework has been developed with recognition of landownership boundaries and seeks to overcome the associated delivery challenges, enabling each landowner - large or small - to unlock their site's full potential. Equally so, the street network and block structure are set out in a way that the SIL should still work if a landowner decides not to redevelop their site. A gradual and phased development is anticipated for the SIL.
- 2.11.2 There are a few larger parcels of land ownership within the SIL. LB Waltham Forest own the northern parcel (Lockwood Way) and much of the centre of the site is owned by a single owner.
- 2.11.3 Any development from landowners would need to conform with the principles and guidance set out in this document and would need to follow the process set out in Chapter 7.



Northern



Central



Southern

2.12 Sub-areas

2.12.1 In line with the GLA's practice note for intensification, the SIL has been divided into three sub-areas. The sub-areas were delineated based on the SIL's character areas, access arrangements and land ownership. The sub areas are different to the Council's wider SIL and LSIS designations - further information on which can be found in section 5.1.

2.12.2 Coordination between landowners within each sub-area as part of the sub-area strategy process (see Section 7) will allow for the creation of a coherent, functional place, taking into consideration routes, edge conditions, built form and use.

Northern sub-area (previously 1a)

2.12.3 This area includes Lockwood Way, Delta Group and Eden Girls' School. The three sites currently operate independently of each other currently. The Lockwood Way estate is formed as a T-shaped cul-de-sac of road with industrial units backing onto the boundary of the site on three sides.

2.12.4 The Delta Group has a similar structure. Delta already represents a significant density of activity within the site and occupy high quality modern buildings. The Lockwood Way site has a continuous gradient across the parcel, whereas at Delta a large flat space has been created with a steeper ramp down from Blackhorse Lane representing a whole storey height difference.

2.12.5 The existing school occupies former office and factory premises, and is set back from Blackhorse Lane via a long driveway. The school has relatively recently invested in the improvement of its estates, and so is unlikely to be significantly altered or to relocate within the timescales that this document envisages change. Given this, the masterplan should allow the school to continue to be operational in its existing configuration, while also keeping options for redevelopment in the future.

Central sub-area (previously 1b and 2a):

2.12.6 The Central sub-area includes a number of landownerships but are interdependent, sharing the access routes. The area has a range of buildings, from smaller industrial units through to very large footprint buildings. Over recent years as former business have vacated these larger buildings have become increasingly unsuited to modern requirements in this location and so represent a significant opportunity for change.

2.12.7 The area would benefit from the creation of a more complete block structure by extending and connecting existing streets. The development of a more integrated street network will aid improved access of larger vehicles. Consideration will need to be given to ways in which pedestrian and cycle safety can be delivered in areas where frequent heavier use is likely.

2.12.8 Consideration will need to be given to the street frontage to Blackhorse Lane as well as a sensitive response to the residential terrace backing onto the SIL.

2.12.9 This sub-area is also particularly affected by the presence of the Thames Water easement, necessitating a series of open spaces through the centre of the site to respond to this key constraint.

Southern sub-area (previously 2b)

2.12.10 The Southern sub-area is most of Forest Trading Estate and Hookers Way. The area includes industrial buildings framing a potentially cohesive street structure if it can be developed and augmented in the right ways.

2.12.11 This sub-area is nearest the Station, neighbourhood centre and the newly developed area to the south. It is particularly important in providing the connection and continuity to the south.

2.12.12 The Dagenham Brook watercourse flows from east to west in a culvert across this sub-area. It is also effected by the Thames Water easement.

2.12.13 Consideration will need to be given to the street frontage to Blackhorse Lane, currently set back from the road.

3 ENGAGEMENT

3 Summary of engagement

3.1 Process

3.1.1 Engagement is a critical ingredient in creating a strategy for the future development of the SIL. There are three groups who have been engaged:

3.1.2 **Businesses:** The businesses operating on site are a key stakeholder in the process. As an 'industry first' masterplan, making sure that any future development meets the needs of businesses is paramount. Engagement with businesses helps us understand businesses operations, so that any future development includes the types of space and facilities which make them want to stay and allow them to flourish.

3.1.3 **Landowners:** The SIL is divided into multiple landownerships and any future development will be brought forward by the relevant landowner. Engaging landowners helps us to understand their aspirations for the site, as well as to test the plan is deliverable.

3.1.4 **Wider community:** People who live, work and visit the area also have an interest in shaping the future of their neighbourhood. Discussions with local people focus on agreeing spatial principles and thinking about how the SIL can also benefit the community.

3.1.5 Engagement has been organised in three stages, as shown below. The first stage looked to raise awareness about the project as well as to gather information through interviews and surveys to inform the framework. The second stage then shared a summary of the findings from the first stage and began to test the key principles for reprovision and the spatial organisation of the site. The third stage then furthered these discussions, setting a strategy for the area and clarifying next steps.



Figure 25 Engagement process



This symbol is used throughout the document to highlight where the engagement findings have shaped the framework.

3.2 Business and landowner engagement

Stage 1

February-March 2021

3.2.1 Businesses and other occupiers of the premises in the SIL were first contacted in February 2021. A first meeting was held with two timing options on 8 and 9 February. A presentation was given at this meeting to explain the reasoning behind creating a Framework for the SIL and to introduce the process. Businesses had the opportunity to ask any initial questions and were asked to sign up for a 1-2-1 meeting with the Council.

3.2.2 A questionnaire was produced for the 1-2-1 meetings, to further our understanding about their operations, premises, servicing, transport/movement, their views on the location and their future aspirations.

3.2.3 Over a three-week period, 24 businesses and organisations (of c50) took part in a 1-2-1 interview with the Council. The businesses are mapped and listed in Figure 23. Those that took part represent a diversity in terms of business size, location within the SIL and sector. The following pages give a summary of the feedback from the 1-2-1 interview questionnaire.



Figure 26 **Businesses that took part**

- Signature Brew**
- Eden Girls' School**
- Vibration Group Ltd**
- Yonder**
- Eventwide**
- Arbeit Studios**
- Hackney Brewery Ltd**
- Dignity Funeral**
- Big Creative Education**
- Met Police**
- Caribbean Eatery**
- Square Mile Coffee**
- The Greater Good**
- Roofing Trade Services**
- SOS Catering**
- Exhale**
- C&S**
- Regulation LTD**
- Speedy hire**
- Hackney Gelato**
- Delta Group**
- Wild Card Brewery**
- Capital Granite**
- John Clifton and Son**

- Brewing beer, ale lager.
- Secondary School
- Event service businesses production, people, entertainment, venues, & placemaking
- Yoga, climbing wall and desk, maker space, cafe
- Designing and making furniture for the event industry
- Creative workspaces, workspace provider, self contained studios
- Brewing beer
- Funeral services
- College for creative education, 16-18 year old, apprenticeships, adults learners.
- Response base for police to patrol from, all uniformed officers,
- Takeaway, eat in / function hall. Cater weddings/ event. Hub for black community
- Research buy and import green coffee, roast on site, processing, wholesale and retail channels from here. 30 / 70 split, retail growing. Supply to EU, Asia.
- Making and distributing printer and fresh beer.
- Sale roofer merchant
- Supplies professional kitchen equipment, restaurants, nursing homes, fabrication all the stainless-steel metal work tops, kitchen extraction system, stainless sink, counters.
- Brewing beer
- Trade and public counter of construction materials
- Manufacture latex clothing, design and production
- Tool hire, small tools to scaffolding, small plant
- Production of Gelato
- Printing, creative design, design advertising, fulfilment centre, logistics, advertising
- Manufacturing of beer, also have a tap room
- Bespoke stone supplies, work tops, stairs, natural stone
- Print finishing business (west end theatres, and auction houses, sothebys, etc.) Paper drinking straws and book binding.

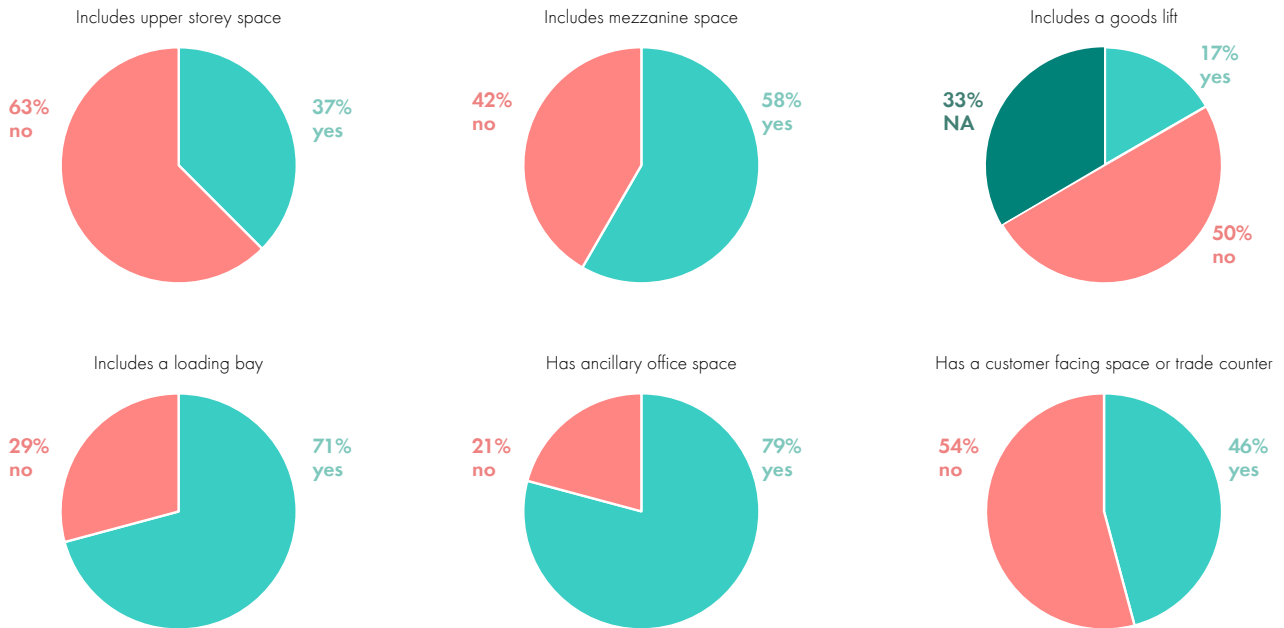
KEY FINDINGS

PREMISES AND OPERATIONS

- All businesses are in ground floor units. A minority have upper storeys, but over half have mezzanine space. Few have a goods lift.
- Half of businesses have customer-facing space and most have ancillary office space and a loading bay.
- Most businesses said the condition of their building was average.
- What could be improved: heating/ insulation, leaks/ drainage, poor public realm and front of house, traffic, a lack of light/windows, larger space.
- 62% of businesses use outdoor or yard space. This space is used flexibly for a variety of functions, the most frequent being loading/unloading.
- In terms of hours of operations, a minority of businesses work 24/7 (16%), while around half work only between 7am-7pm

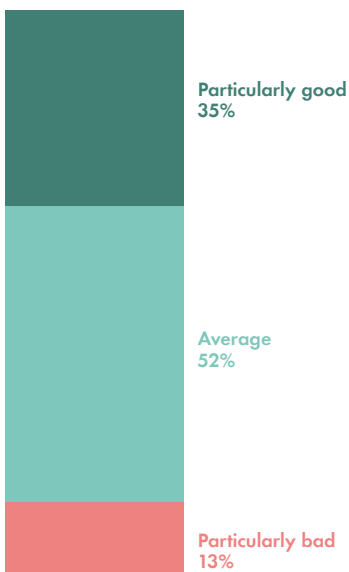
How would you describe your premises?

(24 responses, multiple choice question)



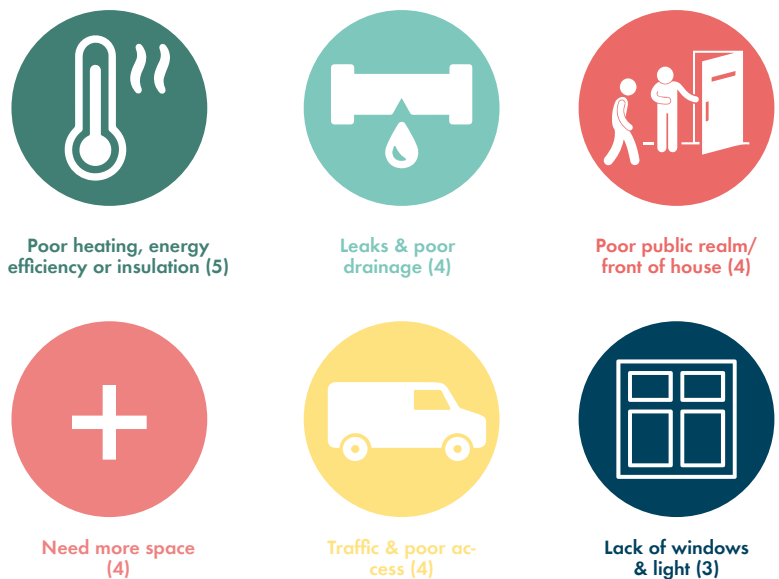
How would you describe the condition of your building?

(24 responses, multiple choice question)



Is there anything about your current unit that doesn't work for you?

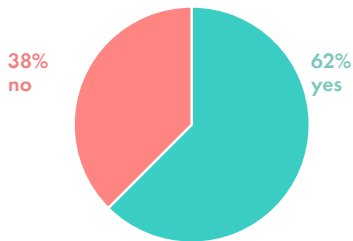
(24 responses, open response question)



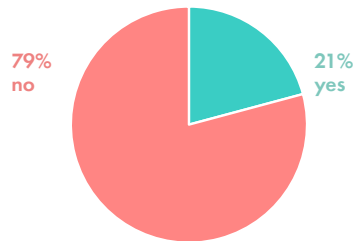
How would you describe your yard space?

(24 responses, multiple choice question)

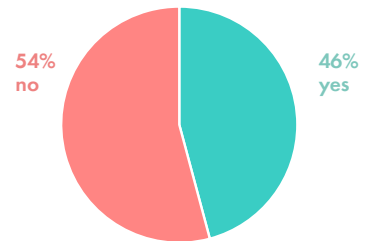
Do you use a yard or outdoor space?



Is your yard shared?



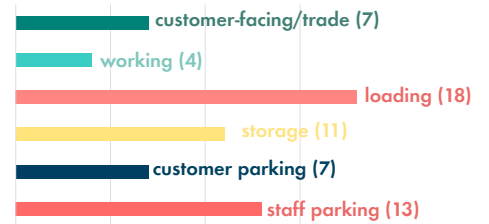
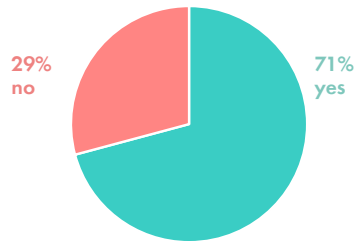
Is your yard secured/fenced?



Is your yard connected to an internal loading bay?

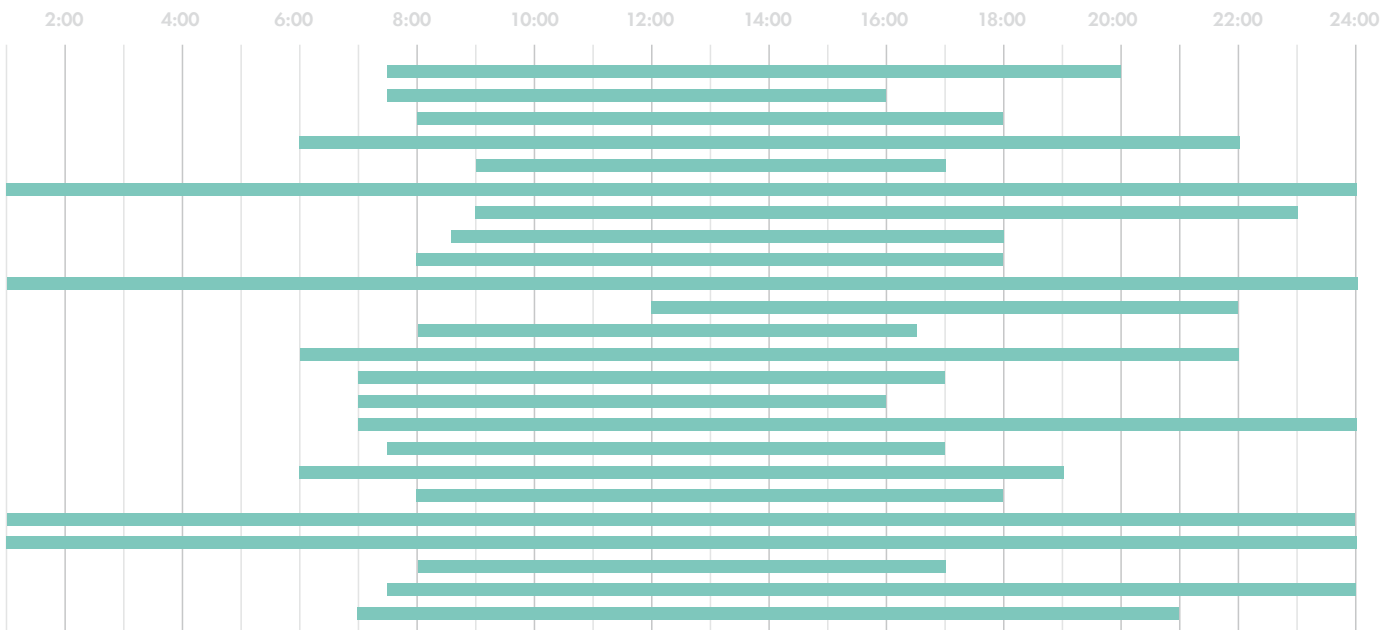


Is your yard easy to access by vehicle?



What are your hours of operation?

(24 responses, multiple choice question)



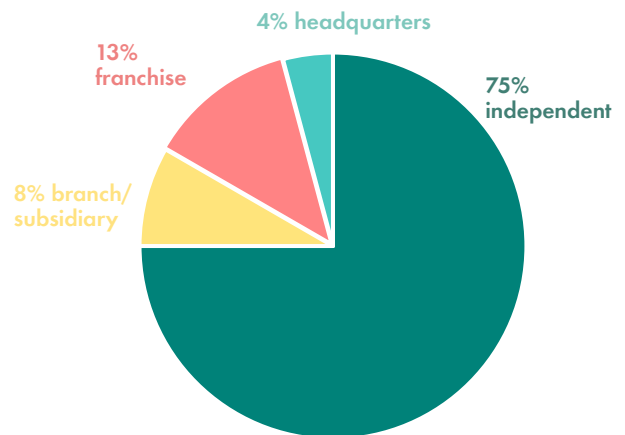
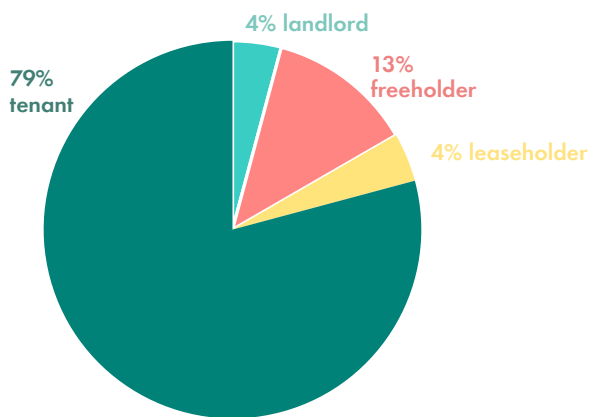
KEY FINDINGS

OWNERSHIP, INVESTMENT AND AFFORDABILITY

- Most businesses are independent
- Most businesses are tenants and the average rent is £15-19/sqft.
- Over half of businesses have invested in their unit recently
- Very few businesses pay a service charge

Are you a...

(24 responses, multiple choice question)



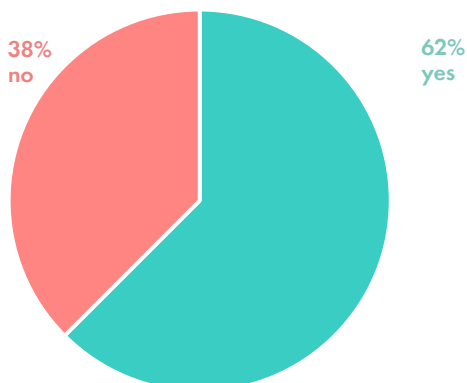
If tenant, how much is your rent?

(24 responses, multiple choice question)



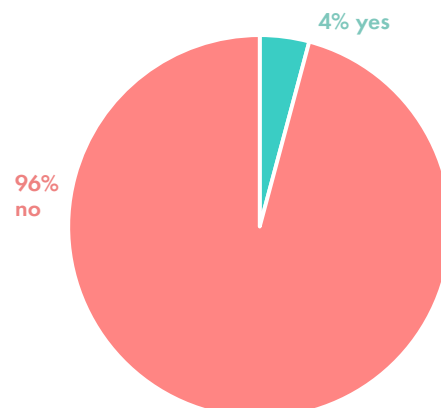
Have you made any investment in your premises recently ?

(24 responses, multiple choice question)



Do you pay a service charge?

(24 responses, multiple choice question)



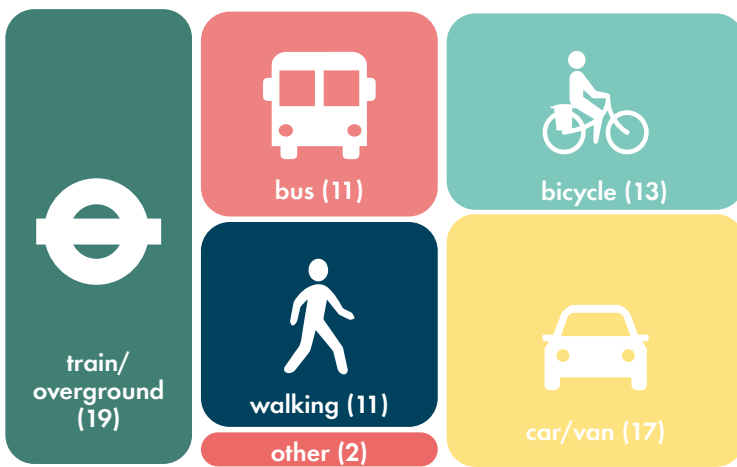
KEY FINDINGS

SERVICING AND MOVEMENT

- Smaller vehicles are used more frequently than larger vehicles
- Vans are used frequently. Articulated and flatbed lorries are used much less frequently.
- There is a good spread across all modes of transport. Most people travel to the SIL via the train/overground,
- Businesses felt access could be improved for walking as well as for HGVs/LGVs.

How do staff, customers and visitors normally travel to you?

(24 responses, multiple choice question)



How many parking spaces do you have?

(24 responses, open response question)

HIGHEST: 100 spaces
LOWEST: 0 spaces
AVERAGE (with outlier): 12.61
AVERAGE (without outlier): 8.25
MEDIAN: 5
TOTAL IN 24: 265

26%
of businesses
rely on on-street
parking.

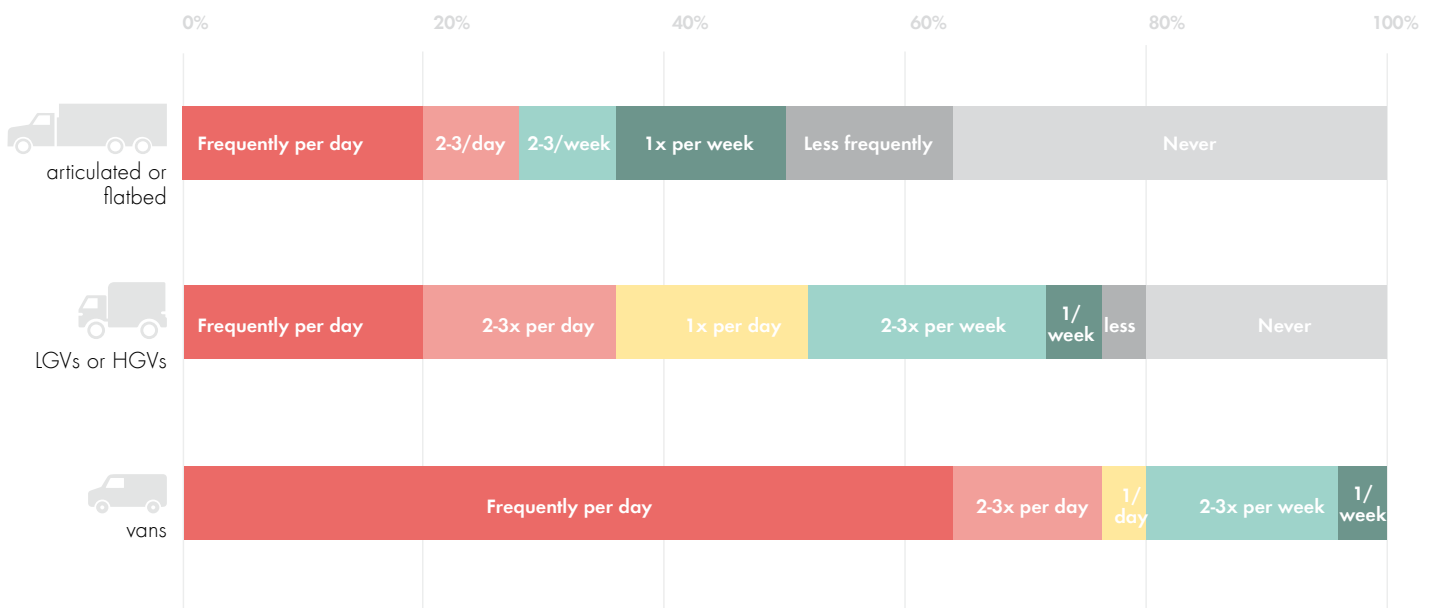
Do you think access could be improved by any mode of transport?

(24 responses, open response question)



On average, how often is your business serviced by...

(24 responses, multiple choice question)



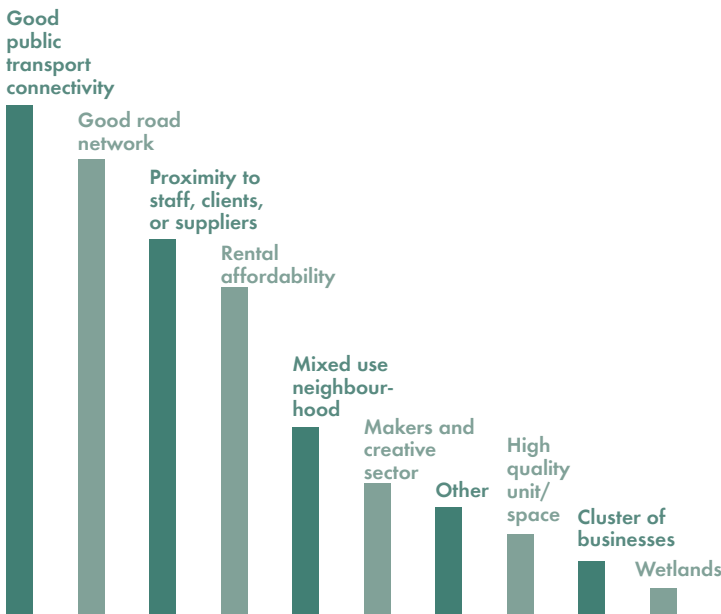
KEY FINDINGS

LOCATION AND FUTURE ASPIRATIONS

- Most businesses plan to stay for 10+ years.
- Businesses like the area because of its public transport connectivity, road network and proximity to staff, clients and suppliers.
- Businesses are concerned about the area in terms of affordability, lack of shops/amenities, the fact that it's uninviting and has poor quality units.
- Businesses have key operational requirements that any new industrial development will need to design in: flexible floorspace, high ceilings, servicing access, outdoor space.
- Many businesses are also open to trying different ways of working: covered yard space, larger premises, more customer space, shared yard space and facilities and multi-storey units.

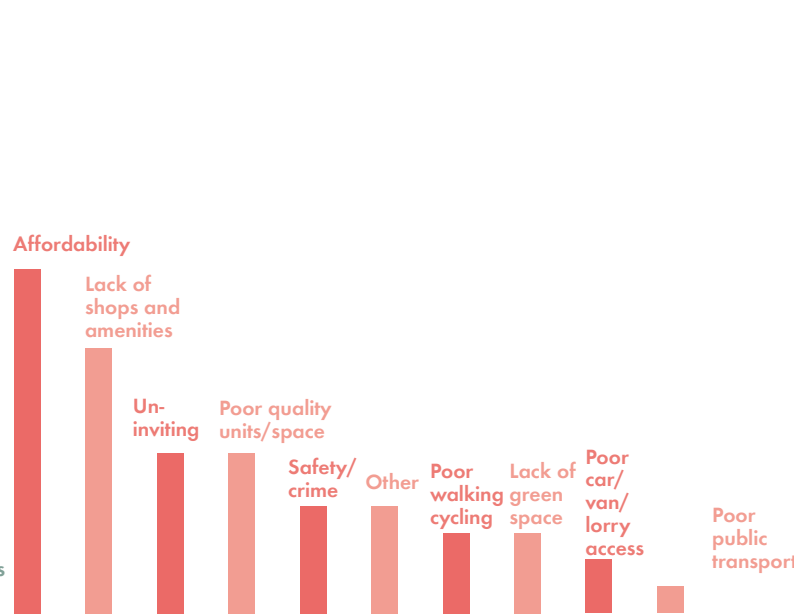
What are the top three reasons that this location is beneficial to your business?

(24 responses, multiple choice question)



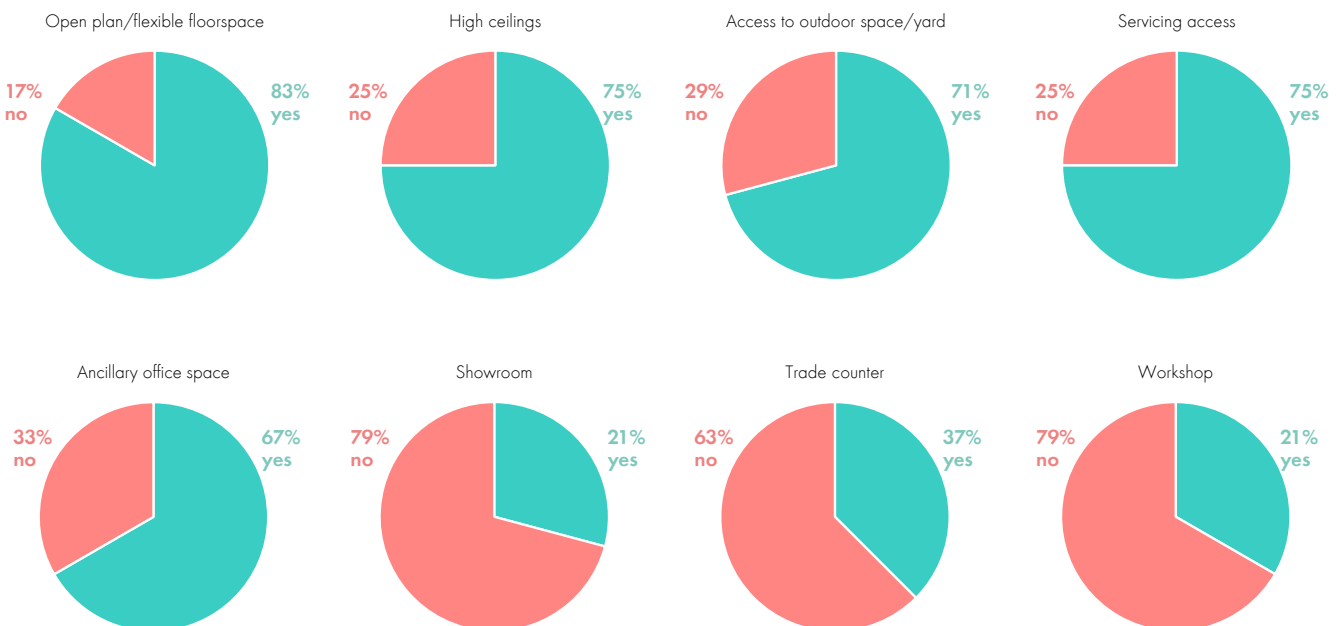
What are the top three concerns about this location for your business?

(24 responses, multiple choice question)



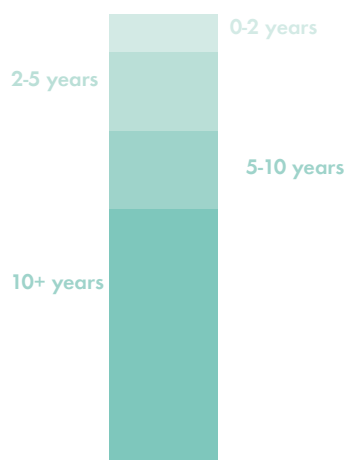
What are your operational requirements?

(24 responses, multiple choice question)



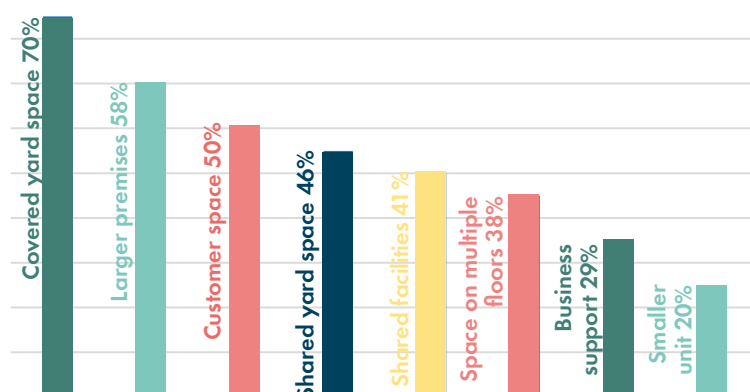
Given your business plans, how long do you plan to stay in your current premises?

(24 responses, multiple choice question)



If new industrial floorspace was provided, would you be interested in...

(24 responses, multiple choice question)



Is there anything else you'd like to tell us?

(12 responses, open response question)

- **Continue drawing makers and creatives.** Attracted to the area by the community that exists and the public transport. Would like other businesses to come and join. Aware that Blackrock are trying to attract. Beer mile app and website will go live after pandemic. Felt more resi was good for businesses. No deliveries at night.
- Felt Mini-Holland has created bottle neck on BHL. Would like traffic lights outside the school and **traffic calming measure on Blackhorse Lane**. More **community feel** would be great for the school. School is 14th nationally for progress and a draw to the area.
- If you squeeze warehousing anymore they wont stay - fall between the creative industry and industrial space but can't come at any cost - **strategically well located but you don't have to go too far out for the rent to drop** below £10 per sqft
- Open to **multi floor workshop with goods lift**
- **Gallery space, exhibition spaces needed** so artists can show off their work, they need display space. Larger production spaces needed of 10,000sq ft,
- They **want to be involved** in the process and kept up to date.
- **Got to look appealing.** More current - bit like a Camden.
- **Good to draw people in.** Head to a high-street. Customers. People still come despite being located in the corner of the estate. If we moved closer to drink offer, would be benefits to both. Location is a bit isolated. Adjacent is Mr Dips, manufacturing, focused businesses. Open every day.
- Roads could do with more protection. **Clearer pedestrian routes are needed.**
- **Terrible internet** for their building, they are paying for a link to Switchboard studios, nighttime very dark in and around the estate, **more lighting and more pedestrian, better signage.**
- Access to the estate and **the number of entrances is important** and traffic management. Signage should be better, wayfinding improved
- **Flexibility for planning in how the spaces are used.** They are dependent on the bar space, they want to be able to have further foot fall like Saturday market.
- The Blackhorse Lane Road is busy now, how can you improve this poor situation. Places to eat are needed. Somewhere to have a drink, **nowhere to go after work**, places to be more social. People are engaged in illegal dumping, how can this be improved?

KEY FINDINGS

WORKSPACE TENANTS

- Workspace tenants represent a diversity of sectors and are largely start ups or SMEs
- They have very low servicing requirements
- They work daytime hours
- Current issues with their space: lack of sound insulation and lack of a lift to upper storeys

- What's essential to their work: affordability, fast internet and natural light
- Not essential to them: furnishings, food, showers, meeting rooms



3
workspace providers onsite

Yonder
Switchboard Studios
Arbeit



Operating hours:
Daytime working only



Issues:
Sound insulation
Lack of lift



3 never use vans
2 less than once per week
1 2-3 times per day



4 never use larger vehicles
2 less than once per week



6
workspace tenants surveyed

Design consultancy
Artist/maker
Vintage clothes sole trader
Architects
Thinktank
Marketing agency

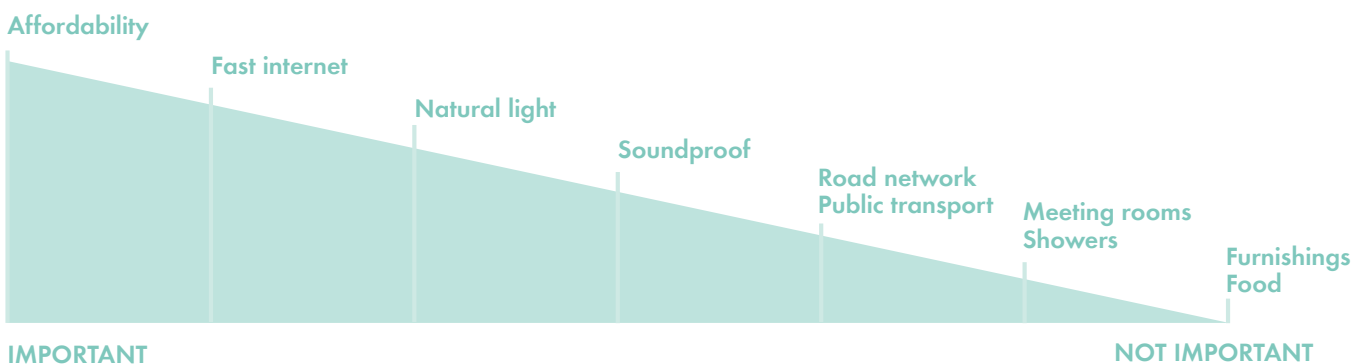
How much space do you need?

HIGHEST: 30sqm
LOWEST: 13.8sqm
AVERAGE: 18.7sqm

What is your rent per month?

HIGHEST: £800
LOWEST: £300
AVERAGE: £561

Which of the following are essential for your work?



Stage 2 April 2021

- 3.2.4 The second stage of engagement sought to share the data collected in the first round of engagement and the emerging principles and spatial framework for the SIL.
- 3.2.5 A virtual workshop was held and attended by 25 businesses and landowners, with a short presentation and time for questions and discussion at the end. There were two topics of discussion:
- The businesses wanted to understand how the process would work and what protections they have. The Blackhorse Lane Charter (in section 7) was produce in response to this.
 - A few of the businesses emphasised the importance of improving the public realm and increasing footfall. In particular, they felt that improving access to the Wetlands and creating a waterside route would benefit their business by drawing more people into the SIL.

Stage 3 May/June 2021

- 3.2.6 The third and final round of engagement for this stage of work took place in May and June.
- 3.2.7 Landowners were met on a one-to-one basis to share the revised spatial framework, the Blackhorse Lane Charter and the sub-area strategy. They were able to ask any questions and their feedback was recorded. Ten of the landowners met with the Council.
- 3.2.8 A virtual session was held with businesses, sharing the same presentation which was shown to landowners. This presentation was also circulated afterwards for those that couldn't attend. Further engagement would be required at the sub area stage.



Keep / Seed / Grow

1. Enhance commercial attractiveness
2. Re-provide the same or more industrial floorspace in any development
3. Enable businesses to stay and flourish through providing suitable space
4. Allow for growth with a range of size and type of space
5. Promote flexible and adaptable building forms
6. If businesses move into a new development, aim for a single move
7. Strengthen identity as a place of industry and creativity

A unified framework

1. Encourage long term investment
2. Coordinate independent delivery by each landowner
3. Set the framework to create a coherent place
4. Plan for a logical network of streets and spaces
5. Allow each phase to feel complete
6. Endorse an equitable approach to the benefits and costs of development

A harmonious diversity of uses

1. Design in the needs of workspace first
2. Integrate other uses which can co-exist harmoniously
3. Consider patterns of activity and design out potential conflicts (agent of change principle)
4. Cultivate culture by supporting creative uses and activities
5. Design a network of streets to meet the needs of different users
6. Think about on-going management

An integrated community

1. Open up Blackhorse Lane SIL to the wider area
2. Maximise the waterside
3. Provide facilities for the businesses and community to enjoy
4. Support Blackhorse Lane's shops and businesses
5. Provide key amenities to support the '15-minute neighbourhood'
6. Create more jobs
7. Tackle deprivation through furthering opportunities for local people

A connected district

1. Improve service and access routes for industry
2. Integrate superfast internet
3. Provide safe routes for walking and cycling
4. Prioritise accessibility for all
5. Promote sustainable travel

Figure 27 Slides from the business workshop 2, sharing the emerging vision and principles.

3.3 Wider community engagement

Stage 2

May 2021

- 3.3.1 Following a successful first round of engagement with businesses and landowners, community members were encouraged to get involved. Contacted through the Council's email list for the Blackhorse Lane area, as well as through social media, people were invited to a workshop and to take part in a survey to give their views. Over 50 people joined the workshop and 121 gave their views online. The following pages give a summary of the findings.

The SIL's streets are not safe or welcoming.

Streets could be improved through better lighting, pavements, cycle parking and street trees. It is unclear which is the way in and there is no signage from the station. Need to consider how to manage conflict between different road users. Crossings on Blackhorse Lane could be improved.

More than taprooms.

While it's great that the taprooms have enlivened the SIL, it should offer more than just drinking. Gnome House, Yonder, the schools and the kitchen makers offer something to the community. People would like to have more 'walk-in' creative businesses.

Identity and character

Want to keep the SIL's industrial and gritty character.

Retaining businesses

Creative and light industrial businesses rely on affordable workspace. Careful balance between improving the SIL and keeping it affordable. Lessons to be learnt from Hackney Wick.

Meanwhile uses

Improve public realm and use vacant buildings in the short term.

Public realm, greenspace and the relationship to the wetlands

Support for the waterside green route, Dagenham Brook green route and series of public spaces. People would like another access into the Wetlands, but if not possible the waterside route seems the next best option. Desire for more public green space in the area. The green routes should create a circuit and add to the green network. Would like elevated spaces for views of the water.

Learning from recent development

Compared to development nearer the station, people would like to see: higher quality, lower density and scale, and more amenities and more open space. Want a strong framework.

Movement

Prioritise sustainable travel
- Jump? Cargo Bikes? Keep it accessible.

Planning for mixed use

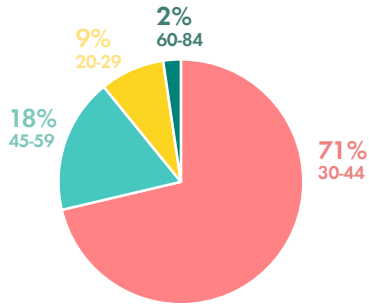
Consider interface with residential and test new uses.

Amenities

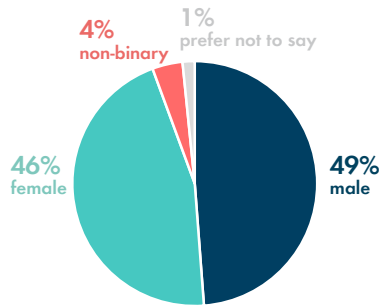
People would like to see more local amenities
- GPs, shops, restaurants/cafes, services

Workshop discussion, key messages

Age

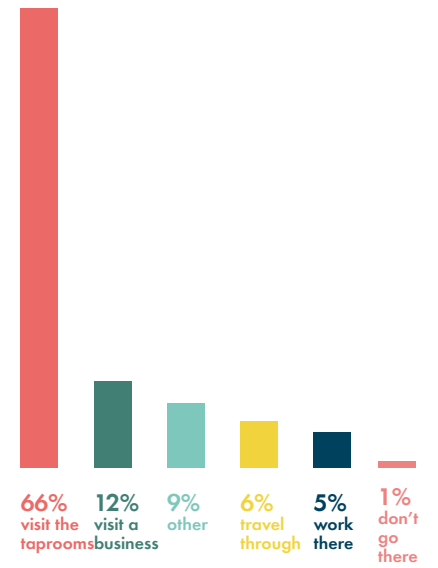


Gender

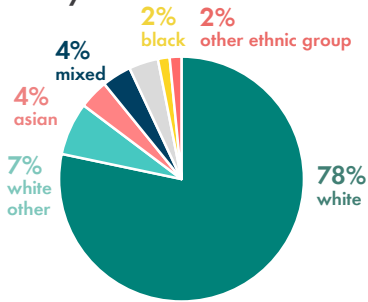


Why do you visit Blackhorse Lane SIL?

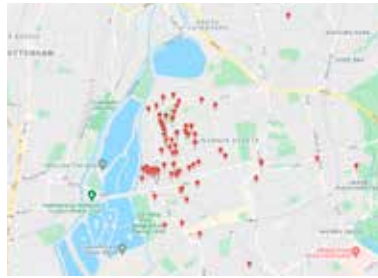
(121 responses, multiple choice)



Ethnicity



Postcode



What is Blackhorse Lane SIL's best characteristic?

(121 responses, open response question)



What could be improved about Blackhorse Lane SIL?

(121 responses, open response question)



The focus of the Council's Framework is to retain existing businesses, attract new businesses and create high quality industrial space.

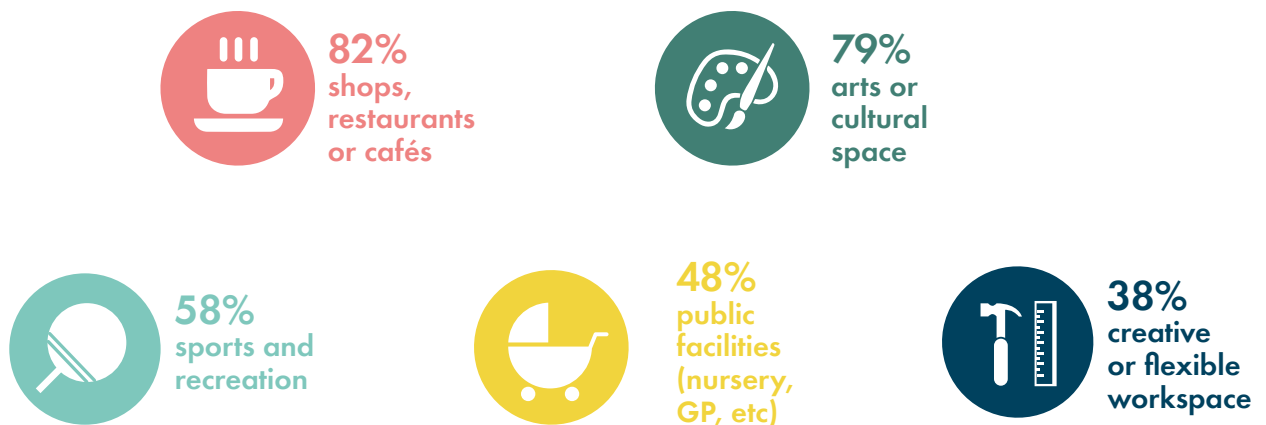
In addition to these, what are your priorities for the future of Blackhorse Lane SIL?

(121 responses, multiple choice question)



The area is industrial. What other uses would you like to see introduced at the SIL?

(121 responses, multiple choice question)



If development were to come forward, what type of neighbourhood would you like to see created at Blackhorse Lane SIL?

(121 responses, open text response)



"Creative workspaces, thriving community, affordable rents for small business to get off the ground."

"A creative, mixed use area where people from all walks of life come together throughout the day, transforming into the main hub for creative people in East London"



"Inclusive, meeting the needs of everyone, affordable housing."

"Creative and social spaces with a focus on the wellbeing of the local community."

"A community based one, which would need more things to do beyond drinking."



"A walkable green space that is accessible for all."

"With access to walking to the wetlands and wonderful planting."



"A mixed and diverse neighbourhood."

"It should be a place that offer a variety of things like shops, restaurants and sports facilities"



"I'd like Blackhorse Lane to keep its identity, but maybe introduce small creative spaces."

"Don't want it to change too much, just make a bit nicer"



"Lower height than the developments at the junction of Blackhorse Lane, reflecting the current heights."



"We already have so many flats, no more."



"Dense, car free, lots of open public space, little car traffic."

Stage 3

September 2021

3.3.2 A further two sessions were held in the autumn, where the feedback from engagement thus far was shared and people were informed of the emerging principles and spatial framework.

3.3.3 Between the two meetings there were approximately 50 residents in attendance.

3.3.4 The key points of discussion were:

- Issue of Height was a concern from residents. Studies will be done to ensure they are placed in the right location, the impact of views etc. An environmental impact study will also take place of tall buildings. The Urban Planning Supplementary Planning Document will set out expectations of tall buildings.
- Residents asked about business engagement, and businesses were the first point of call for engagement. There was a good level of interest, and the aim is to build up on the resident engagement. We need to encourage diversity amongst various ethnicities as well. We encouraged residents to spread on the news to neighbours, and we could target specific businesses/organisations in the area as well.
- How will 'Keep Seed Grow' work for small scale/ local businesses? If new spaces are expensive and not feasible for small businesses. This will be an important consideration moving forward. There were more comments about affordable rent for small businesses. It will be important to secure affordable workspace through S106 agreement, which is a legal agreement.

- There were a lot of concerns around noise and impact to local residents in the chat.

- There was also concerns of developers taking advantage and promising creative industrial work/ office spaces, but using it to prioritise development of housing.

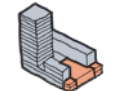
- We encouraged residents to sign up to the Blackhorse SIL Framework newsletter.

3.3.5 Following the events, the Council provided a follow up newsletter, firm a date for the next engagement event and provide a list of FAQs.


Industrial intensification



Intensify industry




Retain businesses and introduce other uses



Height and massing strategy

- Area of transformation: Tall (18+ storeys) or Taller buildings (10-17 storeys) of exceptional design quality may be appropriate subject to policy compliance (D9 London Plan and Local Plan 57)
- A placemaking-led approach to building height and massing
- Tall and taller buildings marking key public spaces
- Robust approach to policy compliance and design quality



Responding to the climate emergency






New building design and construction Energy supply and generation Water management Sustainable transport





Greening Ecology Green jobs & socio-economic sustainability


Sub-areas





Northern Central Southern

Block structure




Community investment

- New high quality, innovative industrial building types
- 20,000+ sqm additional industrial space
- 1,800+ new homes
- Supporting the Creative Enterprise Zone (CEZ)
- New public and green spaces with play and recreation
- Clear road hierarchy with safe, healthy streets
- Maximising the Wetlands with improved access and new public spaces
- New shops, cafes, restaurants, community spaces and local services

Street character


- Industry servicing
- Mixed use
- Green
- Residential



Blackhorse Lane charter

If development comes forward, the Framework will embed these commitments for landowners:

1. Increase industrial floorspace
2. Retain existing businesses
3. Enable the delivery of the wider SIL
4. Explore the potential for other uses



Key spaces

Walthamstow Wetlands, existing and possible new entrance






Figure 28 Slides from the final community workshops

4

VISION AND PRINCIPLES

4 Vision and principles

4.1 Thematic objectives

4.1.1 Through the process of engagement with businesses, landowners and the local community a shared vision has been forged for the future of Blackhorse Lane SIL. These principles set a clear vision of place, promoting the long-term success of the area.

4.1.2 The Vision for Blackhorse Lane SIL has five strands:

- Keep/Seed/Grow;
- A unified framework;
- An integrated community;
- A harmonious diversity of uses and;
- A connected District.



***Responding to engagement:
The vision for the SIL has been shaped by the priorities uncovered through early engagement with businesses and other occupiers, landowners and the wider community. In particular, the emphasis on retaining existing businesses, making it a creative, family-friendly place, providing more amenities for local people and improving streets and spaces.***

Keep/Seed/Grow



- 4.1.3 Through the process of engagement with businesses, landowners and the local community a shared vision has been forged for the future of Blackhorse Lane SIL. These principles set a clear vision of place, promoting the long-term success of the area.
- 4.1.4 The Vision for Blackhorse Lane SIL has five strands:
- Keep/Seed/Grow;
 - A unified framework;
 - An integrated community;
 - A harmonious diversity of uses and;
 - A connected District.
- 4.1.5 The over-arching aim is to enhance the commercial attractiveness and competitiveness of this industrial area. Blackhorse Lane is already home to a range of vibrant and productive businesses that should be supported to enable them to stay and flourish.
- 4.1.6 Identify and protect. Local businesses should be engaged and their retention should be promoted through the provision of suitable space and where feasible through single moves.
- 4.1.7 Allow for growth and investment. A range of size and type of space should be provided to allow for the changing needs of existing and new businesses, enabling them to stay within the area as they grow and their needs change. Building forms should be flexible and adaptable, responding to the shift towards smart, tech-enabled enterprise and open workspace.
- 4.1.8 Cultivate culture. The area has an established reputation as a focus for makers and creators. The Borough of Culture should be a further stimulus to develop a long-term legacy of cultural and creative uses, venues and spaces in this part of the Borough.
- 4.1.9 Pride of place. The identity of the Blackhorse Lane area as a place of industry and creativity should continue to be celebrated through strong place branding and sense of identity, in line with the designation as a Creative Enterprise Zone (CEZ).
- 4.1.10 Meanwhile uses. Short term re-use of existing buildings can be influential in shaping the emerging character of the area and allowing innovative uses to find a home. The opportunity needs to be open for these meanwhile uses through its long period of transition.

A Unified Framework



- 4.1.11 The long-term investment in and gradual redevelopment of the area needs to lead towards a coordinated and unified place; planned comprehensively, delivered in phases.
- 4.1.12 Coordinated framework. An integrated framework needs to establish a coherent network of streets which deliver high quality spaces. Wherever possible this is likely to involve retaining the existing roads and re-establishing the urban grain.
- 4.1.13 Independent delivery. The framework should reflect the constraints of different land ownerships, allowing phases to proceed at their own pace and with as little dependency on each other as possible.
- 4.1.14 Each stage complete. Each phase should, as far as possible, function as a completed place regardless of the progress made on developing adjoining parcels.
- 4.1.15 An equitable and collaborative approach. The framework needs to establish an equitable approach to the benefits of denser development and the costs of infrastructure, space and community assets.
- 4.1.16 Productive spaces. The streets and yards within the area will be where different communities work, play, meet, integrate and thrive. The spaces should accommodate a diversity of uses incorporating green infrastructure and sustainable drainage.

An Integrated Community



- 4.1.17 The Blackhorse Lane industrial district needs to become an integrated part of the surrounding communities, overcoming existing physical and psychological barriers.
- 4.1.18 Maximise the waterside. The Walthamstow Wetlands aspect is one of the district's unique strengths. The framework should enable each phase to maximise the benefit that this can bring to the existing communities and new makers, workers and residents.
- 4.1.19 Interdependence leading to integration. The new community will use the area's existing social infrastructure, whilst also providing new facilities for the existing communities to enjoy.
- 4.1.20 Critical mass. The significant new making, working and residential population can support a more substantial range of local shops and services, helping to support Blackhorse Lane as a neighbourhood centre.
- 4.1.21 Delivering jobs. The successful growth of the area will benefit the wider community through the direct and indirect creation of more and better job opportunities locally.
- 4.1.22 Addressing deprivation. The injection of investment within the district will create new jobs and opportunities and provide additional social infrastructure which will benefit the existing local community.

A Harmonious Diversity of Uses



- 4.1.23 The design of the area needs to continue to sustain a rich mix of modern industrial uses and workspace, whilst making more efficient use of the land. Through good design these modern employment uses, generating greater economic benefit, can co-exist with a good quality residential environment.
- 4.1.24 Workspace-led mixed use. The new place must be led by the needs of the workspace first.
- 4.1.25 Long life-loose fit. The block structure and design of the buildings should ensure that they can be flexible to changing patterns of use over time. For example, industrial units should be designed so that they can operate as individual smaller units, or be amalgamated to form a larger space.
- 4.1.26 Creating an attractive character. The integration of any other uses will respect the industrial legacy of the area and will not compromise the industrial capacity of the existing businesses.
- 4.1.27 Twenty-four-hour place. The relationships between uses should consider the impact of different patterns of occupancy and activity, allowing for the fact that some businesses operate at antisocial hours. The interplay between creative uses and an attractive evening economy should also be promoted as a key benefit.
- 4.1.28 Streets and spaces. The network of streets and spaces needs to be designed to meet the needs of different users. A mix of uses will create more vibrant and sustainable places; streets and spaces should support this mix and design-out any conflicts.
- 4.1.29 Flexible forms of management. The ongoing management of the district needs to be able to accommodate the different requirements of business users and residential populations, encouraging innovation and collaboration.

A Connected District

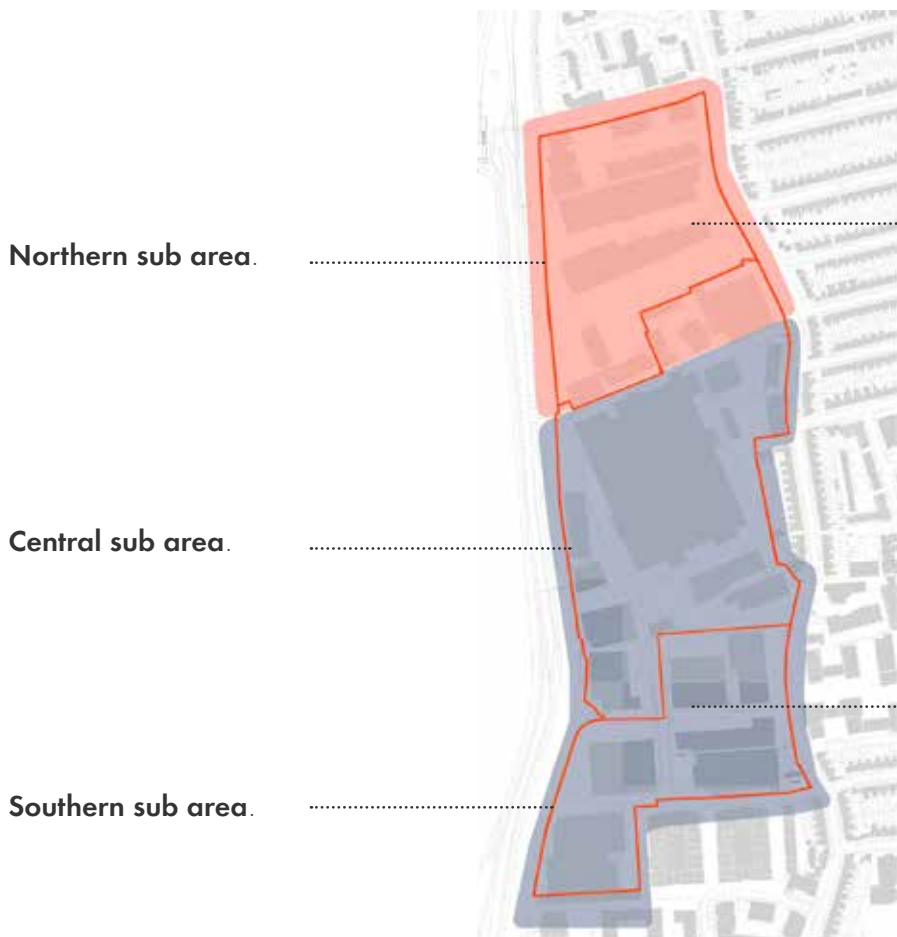


- 4.1.30 The district needs to deliver safe sustainable and active travel, connecting into the wider Enjoy Waltham Forest programme. It also needs to be able to accommodate and manage a wide range of service and access needs to support modern industry and business.
- 4.1.31 Managing vehicle access. The area will be designed to accommodate a range of vehicles, ensuring that industrial uses are well serviced and properly viable. Access for vehicles will be graded across the SIL by use and user.
- 4.1.32 Promoting sustainable and active travel. The scheme will embrace the growing network of routes in the Borough which promote sustainable and active travel. Integrated cycle storage; the potential cargo bikes for local servicing; and strategies for delivery consolidation will be explored.
- 4.1.33 Filtered street network. A clear and legible street pattern should provide direct and easy walking and cycling links supporting the mayor's Healthy Streets Approach. The inclusion of modal filters should be planned in to limit through-traffic whilst maintaining safe access for the emergency services.
- 4.1.34 High speed connections. Superfast internet connectivity is a key requirement for connected digitally-enabled businesses. The development of the area will integrate this, planning for future growth and upgrading.
- 4.1.35 Residential access. It is expected that residential access will primarily be through sustainable travel modes, with very limited car parking. The needs of delivery vehicles to service the residents will be factored in.

5 Spatial framework

Section 2.12 of this report sets out how sub areas have been defined for design guidance on the basis of character, access and land ownership.

The following section of the report sets out the strategy for designating the area into SIL in the northern part and LSIS in the central and southern part.



Retained and intensified SIL

The northern part of the existing SIL offers sites with the best potential for industrial use and intensification, coupled with the best access from the road network. The area includes all of the northern sub-area and part of the central sub-area.

Area re-designated as LSIS

The central and southern area of the former SIL offers the potential to retain industrial space whilst also co-locating other uses including new homes. This is consistent with the Borough's designation of the area as a Creative Enterprise Zone.

- Sub-area boundaries
- Intensify and consolidate industry
- Retain industry and co-locate other uses

Figure 29 Definition of the sub areas for design guidance and the split between SIL and LSIS allocations for land use

5 Spatial framework

5.1 Introduction

- 5.1.1 The following section sets out the key framework principles for the Blackhorse Lanes SIL. These have been developed through engagement with landowners, existing occupiers and the local community, as well as a range of technical teams and workshops with officers from Waltham Forest and the GLA.
- 5.1.2 **Industrial intensification** - showing how, industrial capacity can be intensified, and how space can be provided in modern fit-for-purpose formats. Also provided is an assessment of the potential for area retained within the SIL.
- 5.1.3 **Co-location of uses and agent of change** - demonstrating how, within LSIS areas, industry can be co-located successfully with new homes whilst also protecting against potential agent-of-change issues.
- 5.1.4 **Sustainability** - providing a holistic approach to economic and social sustainability as well as to ensuring the environmental sustainability of the area.
- 5.1.5 **Urban Framework** - setting out an overarching approach to the creation of a robust urban framework capable of accommodating a mix of uses and being adaptable over time.
- 5.1.6 **Movement and servicing** - demonstrating the accessibility of the framework and the way in which the access needs to different occupiers can be safely and successfully accommodated.
- 5.1.7 **Public realm and placemaking** - setting out the intentions for a network of public spaces and green infrastructure, as well as considerations for retaining the SIL's positive character.
- 5.1.8 **Height and massing** - showing how high density can be achieved to deliver much-needed growth whilst responding to the open spaces and overall legibility.
- 5.1.9 **Design-led Sub Areas** - a design-led approach to each of the sub-areas will allow for the creation of a coherent, functional place, taking into consideration routes, edge conditions, built form and use.



5.2 Industrial intensification

The Blackhorse Lane SIL will be redefined as an intensified area of industrial development in the northern part of the existing SIL, and will be supplemented by additional SIL designations in other parts of the borough.

This intensification of SIL will deliver modern industrial space whilst also maximising the potential of the land available.

The central and southern sub areas are also expected to retain industrial and creative uses in a suitable format that allows existing businesses to stay in the area.

New industrial space should be designed to meet the needs of businesses, drawing on findings from the council-led engagement (see section 2) and through additional landowner-led engagement.

- 5.2.1 The primary ambition of this project is to demonstrate more efficient use can be made of industrial land. This recognises that the industrial functions are important to the operation and the economy of London, but also that London is responding to significant pressures for growth and needs to intensify the use of previously developed land. The potential to intensify industrial land to deliver additional capacity is a central ambition of Waltham Forest Council and the GLA.
- 5.2.2 The Industrial Audit and benchmarking undertaken for the Framework have informed a detailed understanding of the nature of the existing spaces and the future requirements for businesses in terms of the kinds of space, its configuration, setting and access. Our understanding of the possible future requirements is also informed by engagement with landowners, reflecting on their wider experience of the industrial lettings market, and with specialist consultants engaged in specifying industrial spaces.
- 5.2.3 To prioritise industry, the Council is endorsing a number of principles for any future development:
- **Retention of industrial floorspace:** each landowner should retain and reprovide the existing industrial floorspace in a suitable format that allows existing businesses to stay in the area. Floorspace is calculated as Gross External Area (GEA) of the footprint and multiplying that by the number of floors for every building within an industrial use class (E(g)(iii), B2 and B8). Mezzanine's have not been included. Outdoor space which is primarily used for industrial work is also included (subtracting circulation, parking and any redundant space).
 - **Increase industrial capacity:** The northern part of the SIL has been identified as more appropriate for industrial intensification, having better access from the strategic road network via the north circular and in an area of lower PTAL. This approach also means that larger vehicle movements would be focused in specific areas of the SIL.



Responding to engagement:
The principles set out in this section have been informed by engagement with businesses, in particular, their operational requirements.



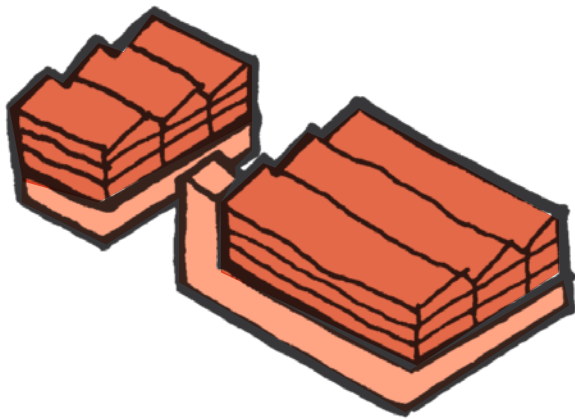
- **Retention of existing businesses:** Businesses should be encouraged to stay in the SIL. Future space should be operational and meet businesses' needs, informed by evidence and engagement. Affordability will also be a key factor. Additional engagement with businesses at detailed design stages will be critical to these ends.
- **Industry first:** In any development, industry should be prioritised in the first phase of development, allowing wherever possible for a 'net positive' phasing strategy and a single decant.
- **Affordable workspace:** Proposals within SIL Area to be expected to apply London Plan Policy E3 and Draft Policy 33 (affordable workspace) where viable.

5.2.4 The process of research and engagement has identified the following key parameters:

- Units should offer a range of sizes, supporting growing businesses to remain in the SIL. A 100sqm module can form a good basis for the smallest typical unit, capable of being combined with adjoining unit(s) to adapt flexibly and create larger spaces.
- A consistent feature is that clear, flexible space is valued, and ideally units should be a simple rectangle.
- Most units should have a generous head height, allowing the flexibility for a range of activities and including the option of adding a mezzanine for storage or ancillary office space.
- Yard space and loading space is required by many users (62% according to engagement), although few require access for HGVs and articulated vehicles with any great frequency. Many businesses are open to the idea of covered or shared yard space.

Building types to support intensification of industrial space are set out on the following pages.

Figure 30 A sketch of the existing SIL



Stacked industrial

5.2.5 Stacked industrial is simply a multiple story building providing industrial space but can be arranged in a number of different ways. Stacking offers the most potential for industrial intensification, but presents challenges in terms of servicing which would need to be overcome through design to meet the needs of businesses and therefore be a suitable option. It is an important way in which industrial intensification can be delivered in SIL areas, and may also be used to maintain floorspace in LSIS areas provided agent of change issues with neighbours are addressed.

5.2.6 One typical form of stacked industrial is for smaller units such as workshops to be arranged over several floors and serviced by goods lifts and generous circulation. Units in this configuration would have the advantages of being part of a wider shared environment with other businesses, and would have use of a shared yard for deliveries and servicing. Being in the upper parts of these buildings would be best suited to companies which don't have a high frequency of delivery or dispatch, don't have a strong customer-facing business model and can work well being accessed by goods lift.

5.2.7 A stacked industrial building could accommodate uses on the ground floor which do require a direct relationship with yard space or which could have a more direct public-facing character. This would be suitable for businesses which require a higher frequency of servicing, work with larger equipment (such as brewing tanks) or have a strong public-facing presence.

5.2.8 Alternatively, another form of stacked industrial would be for larger businesses to be arranged over more than one floor, taking a format which was common for Victorian factories and warehouses. This has the advantages of each business having ground floor access and yard space with a compact footprint that makes more intense use of land. This format of

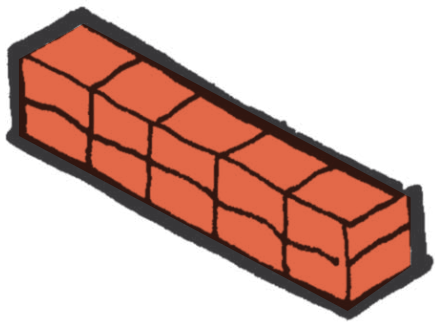


building may suit occupants which include a range of activities within the building including ancillary office space, design/prototyping/testing and production.

- 5.2.9 This typology is particularly relevant to the SIL given the first round of engagement found that 79% of businesses have ancillary office space, with some businesses reporting that they currently rent additional office space elsewhere which could be co-located if the premises allowed.
- 5.2.10 A key consideration to building in future adaptability would be to plan vertical circulation in a way that allows for the building to be subdivided into smaller elements in the event of a change of occupier.
- 5.2.11 From the engagement, four businesses that would be well-suited to a multi-storey industrial building have been identified and used as a case study to glean insights for building design. These businesses were selected based on the size of their existing unit and them expressing an interest in a multi-storey unit. The following insights can be drawn from their questionnaire responses:
- Businesses were potentially interested in: covered yard space, shared yard space, customer-facing space and business support. Exploring these elements in future designs may help to meet business needs and make for a more efficient use of space.
 - Most were serviced by vans frequently throughout the day, for which access will be needed.
 - Multi-storey industrial buildings are likely to have frequent LGVs and HGVs movements. Based on the case study, they had on average 17.5 LGVs/HGVs per week. Within the averages there is significant variation with some businesses rarely being serviced by larger vehicles and others servicing frequently through the day or week.

Design principles:

- **Stacked industrial space relies significantly on vertical circulation in order to service users on the upper floors. This will require the provision of goods lifts, and circulation via galleries or corridors to provide access with palette trucks or forklift depending on the unit sizes.**
- **Separate stair and lift provision is likely to be required for visitors and staff.**
- **In some larger sites and for larger upper floor uses access via ramps for vehicles may be suitable. This is not considered particularly likely in the Blackhorse Lane SIL as the nature of the users is typically smaller in scale. However, there are a number of locations in the site, particularly in the northern sub-area, where the site gradients may enable access by vehicle to more than one floor of a building.**
- **The structural grids for stacked industrial space are likely to be smaller than for a single storey industrial shed. The GLA Industrial Intensification and Co-location provides helpful guidance for successful models.**
- **Yard space for stacked industry is likely to be more intensively used than for single storey industry and so needs to be designed and managed to maximise safe and efficient usage, with good loading bay access to the goods lifts. Consideration for the location of yard space away from residential neighbours and a management strategy will also be important. Operational needs should be prioritised over public accessibility.**



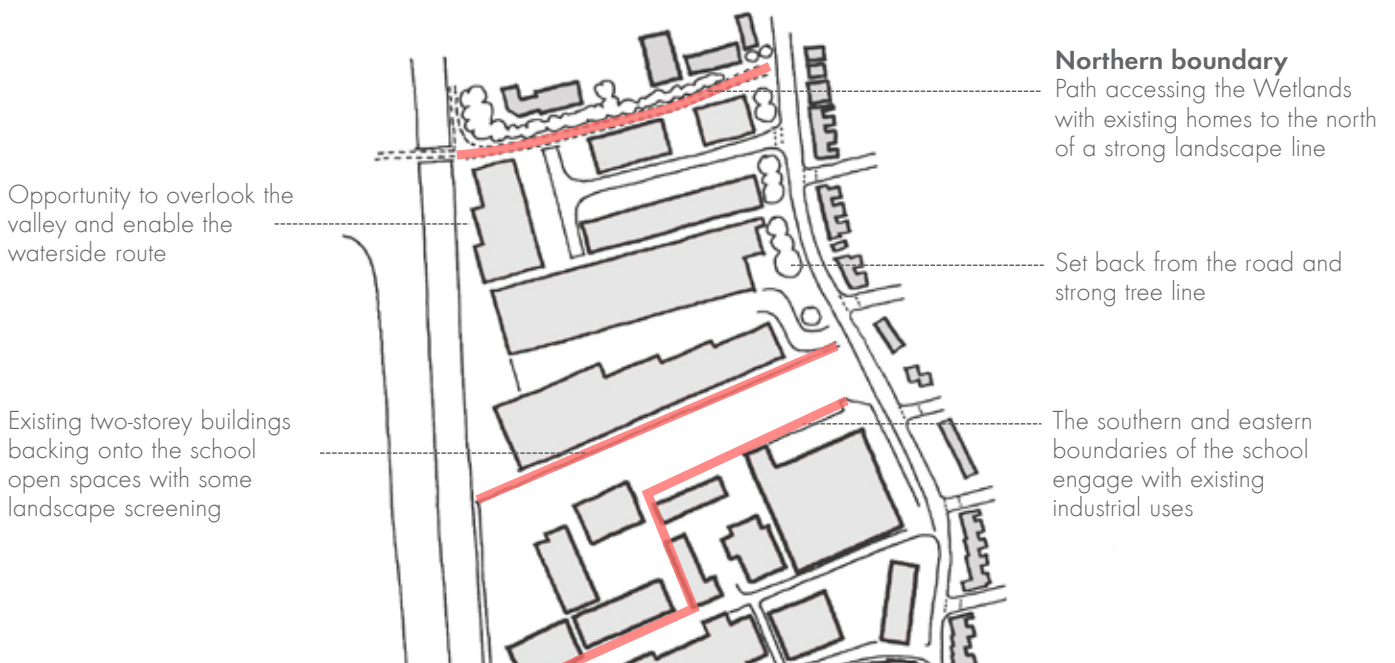
Workshop buildings

5.2.12 Smaller businesses, which this SIL has a growing number of, are well suited to workshops. Workshops are ideally designed as open floorspace, flexible spaces in rational square or rectangular shapes. A 100sqm module forms a good basis for a typical unit, capable of being combined with adjoining unit(s) to create larger spaces. This flexibility to change, and the provision of a range of sizes is critical to accommodate business growth and change of industry over time. Workshops can be efficient small scale buildings, or part of a larger urban block. Workshops can also form part of a stacked industrial building (see previous pages).

5.2.13 From the engagement, five businesses that would be well-suited to a workshop have been identified and used as a case study to draw out insights. These businesses were selected based on the size and type of their current unit. The following findings can be drawn from their questionnaire responses:

- Design of workshop units should seek to include customer-facing space and should consider providing larger units and/or flexibility for business to grow. All five businesses in the case study said if new space were to become available they would be interested in customer-facing space and a larger unit to grow into.
- Businesses were also potentially interested in: covered yard space, shared yard space, space on multiple storeys and communal/shared facilities (cycle storage, showers, etc.). Exploring these elements in future designs may help to meet business needs and make for a more efficient use of space.
- Most were serviced by vans frequently throughout the day, for which good access will be needed.
- Compared to other typologies, workshops are likely to have fewer large vehicle movements. Based on the five businesses in the case study, they had on average, 2.8 LGVs/HGVs per week and 3.7 articulated/flatbed lorries per week per business. Within those averages there is significant variation.





5.3 Industrial intensification

The northern part of the existing SIL presents the most suitable opportunity for a significant intensification of industrial activity.

The existing site is developed to a relatively low density and so provides the opportunity for a significant increase in industrial capacity.

This increase in intensity needs to be undertaken in the context of the neighbouring uses and with reference to the existing attributes of the site, including changes in levels.

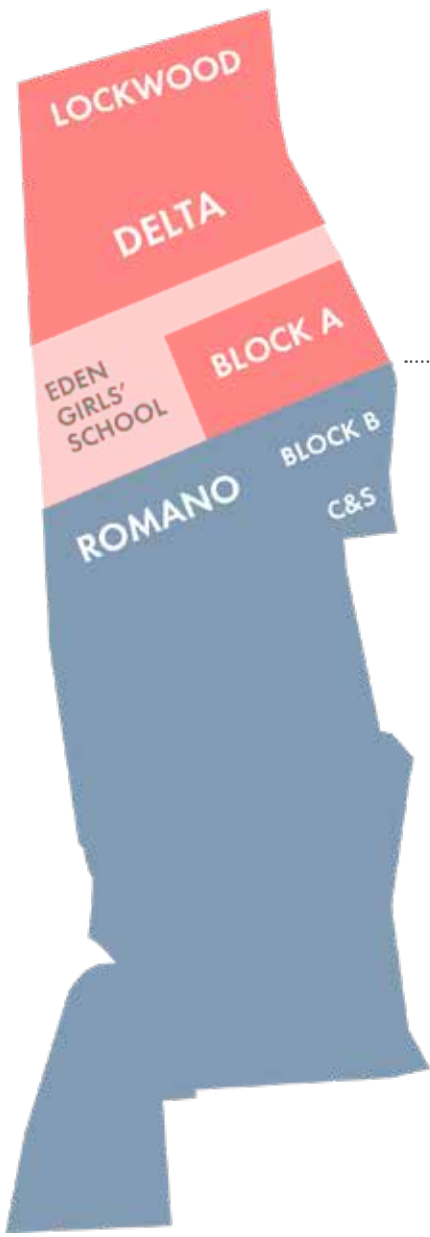
Intensification of the northern area should also continue to support the wider objectives for the area, including the waterside route.

Intensification of industrial use

- 5.2.14 As already stated, the policy of preserving the provision of Strategic Industrial Land within Waltham Forest remains a paramount policy consideration. However, the limitations and characteristics of the Blackhorse Lane SIL make it both less than ideal for heavy industry whilst also presenting a positive opportunity for significant intensification.
- 5.2.15 On this basis, Waltham Forest, in collaboration with the GLA has identified that the northern part of the existing SIL is suitable for intensification and retention as SIL, and that this should be supplemented by new SIL designations on more suitable sites in the Borough to maintain the overall provision of floor space. The remaining land within the existing SIL will then be re-designated as LSIS, continuing to provide industrial land, but with the further opportunity to include a range of other uses including new homes. This would be consistent with the character of the existing businesses, and with the Creative Enterprise Zone designation.
- 5.2.16 The following section sets out the capacity testing exercise which has been undertaken to assess the quantum of industrial use that could reasonably be expected in the northern part of the existing SIL. This in turn supports the evidence base for the wider SIL provision across the Borough, and also contributes to the assessment of the total overall uplift in workspace provision.

Site character and design considerations

- 5.2.17 The character and context of the area will be important in considering the potential for intensification. The northern boundary of the Lockwood Estate backs onto the public footpath leading towards the Wetlands with housing to the north. The path has a strong green character with substantial hedgerows and trees. The existing



Existing

Proposed

Existing SIL

3.94 Ha
industrial land

20,042 sqm
industrial floor
space

Intensified SIL

3.94 Ha
industrial land

48,000 sqm
industrial floor
space

Existing SIL

10.18 Ha
industrial land

56,596 sqm
industrial floor
space

Dedesignated land (LSIS)

10.18 Ha
industrial land

46,000 sqm
industrial floor
space

2,500 to 3,500
new homes

All the areas given above
exclude the site of the Eden
Girls School

The area of retained SIL
in the northern part of
Blackhorse Lane will be
supplemented by new SIL
designations elsewhere in
the Borough. The retained
SIL comprises all of the
northern sub-area plus part
of the central sub-area

buildings are low two storey industrial units with some significant gaps in the plan providing breaks.

5.2.18 The Southern boundary of the DeltaGroup site presents the back of a continuous two storey building to the girls school, which is then screened by some landscape elements on the school's side of the boundary.

5.2.19 In both cases the existing industrial buildings provide a relatively benign neighbour, being both low in height and screening activity and vehicle movements from their immediate neighbours.

5.2.20 A key principle of any intensification of these sites should be to maintain these characteristics, with buildings facing into the site and shielding activities and vehicles from neighbours as well as preserving the landscape character. On the northern edge of the Lockwood site some further element of low buildings could help to improve acoustic screening for the benefit of residential neighbours to the north.

Intensification

5.2.21 The existing Lockwood and Delta Group sites have a Floor Area Ratio of just 0.51 - a relatively low ratio compared to the significantly higher densities being achieved on comparable sites in the industrial locations and presenting an opportunity for a significant potential increase.

5.2.22 Calculations for the capacity of the site are based on two different factors. In the case of the Lockwood and DeltaGroup sites the calculations are based on a doubling of the existing capacity. This is regarded as a reasonable and practical increase which can properly address the agent of change impacts on adjoining neighbours. In the case of the northern part of BlackRock's site ownership where detailed design testing has already been undertaken a higher factor can be applied and justified through detailed design.

5.2.23 In considering the intensification of the sites, the design of the buildings to provide suitable stacked industrial accommodation and the importance of yard space which provides servicing and access should be taken into account.

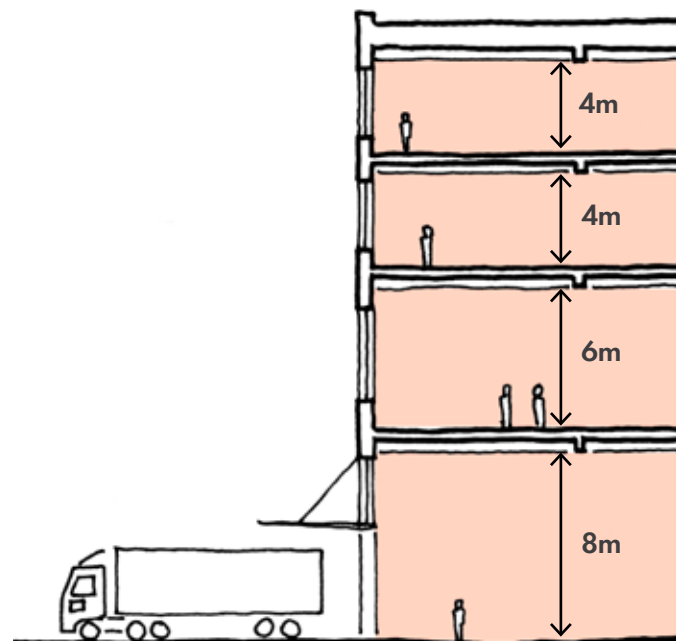


Figure 31 Indicative section through a stacked industrial building showing the clear floor-to-ceiling heights needed to deliver high quality space