

BLACKHORSE LANE

Strategic Industrial Location

STAGE 2 PART B
CENTRAL SUB AREA STRATEGY



June 2023

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1 INTRODUCTION



Figure 1 Aerial view highlighting the central sub-area of the Blackhorse Lane site as defined within the BHL SIL Masterplan Framework Part A

1 Introduction

1.1 Role of the document

- 1.1.1 The Blackhorse Lane SIL Masterplan Framework document prepared by LBWF in collaboration with GLA and landowners covers the whole of the existing strategic industrial location (SIL) land and sets out how it can be transformed for intensified industrial use, predominantly in the north, and diversified to include other uses co-located with industrial space in the central and southern areas.
- 1.1.2 As part of the framework document and the evidence base that supports it the SIL has been divided into distinct sub-areas based on building typology, uses, patterns of access and ownerships. The framework provides the context for a collaborative approach between landowners and Waltham Forest Council to develop a coordinated approach to delivering development within the wider agreed principles. This has been done in collaboration with the GLA and they have continued to be a consultee.
- 1.1.3 As required by the Masterplan Framework Part A this document has been produced by BlackRock in collaboration with other landowners in the area and in consultation with LB Waltham Forest. The document covers the central sub-area of which BlackRock is the majority landowner. This process has been informed by the key design principles within the Masterplan Framework Part A and in accordance with these it provides guidance on the development options for phasing and delivery and the management of agent of change issues.
- 1.1.4 It is intended that this document will provide helpful guidance to all landowners in the sub-area, and should remain as a reference point for both landowners and the Council as applications are developed and assessed. It should also form the first phase of an ongoing process of collaboration and coordination by the key stakeholders to maintain communication and support delivery within the central sub-area as required by Masterplan Framework Part A and provide a useful precedent for

the preparation of the further sub-area documents that will be required to facilitate development in the northern and southern areas.

- 1.1.5 The document is intended to provide information for the central sub-area which supplements the wider guidance covered in the Blackhorse Lane SIL Masterplan Framework Part A. It is essential that the two documents are read together.



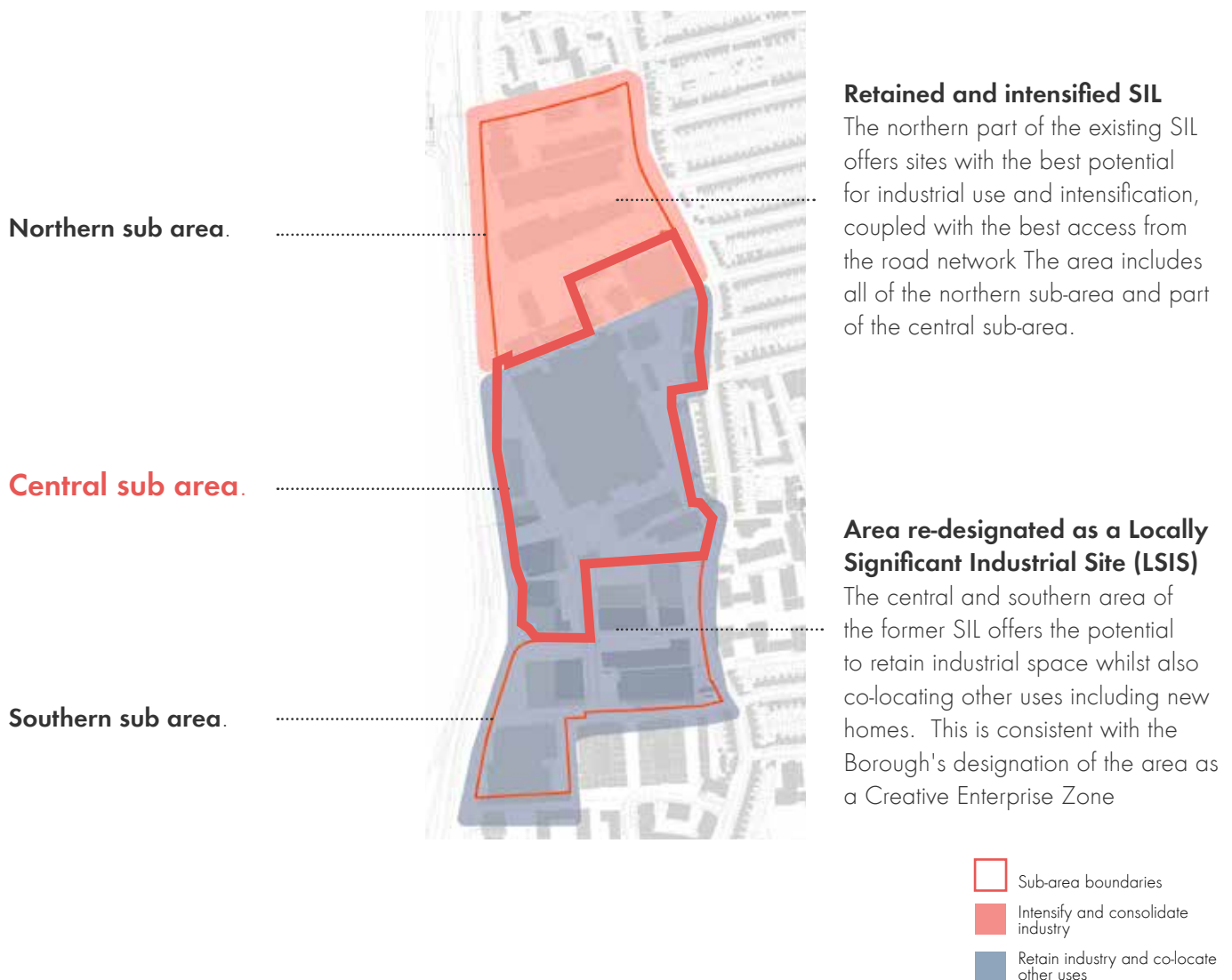
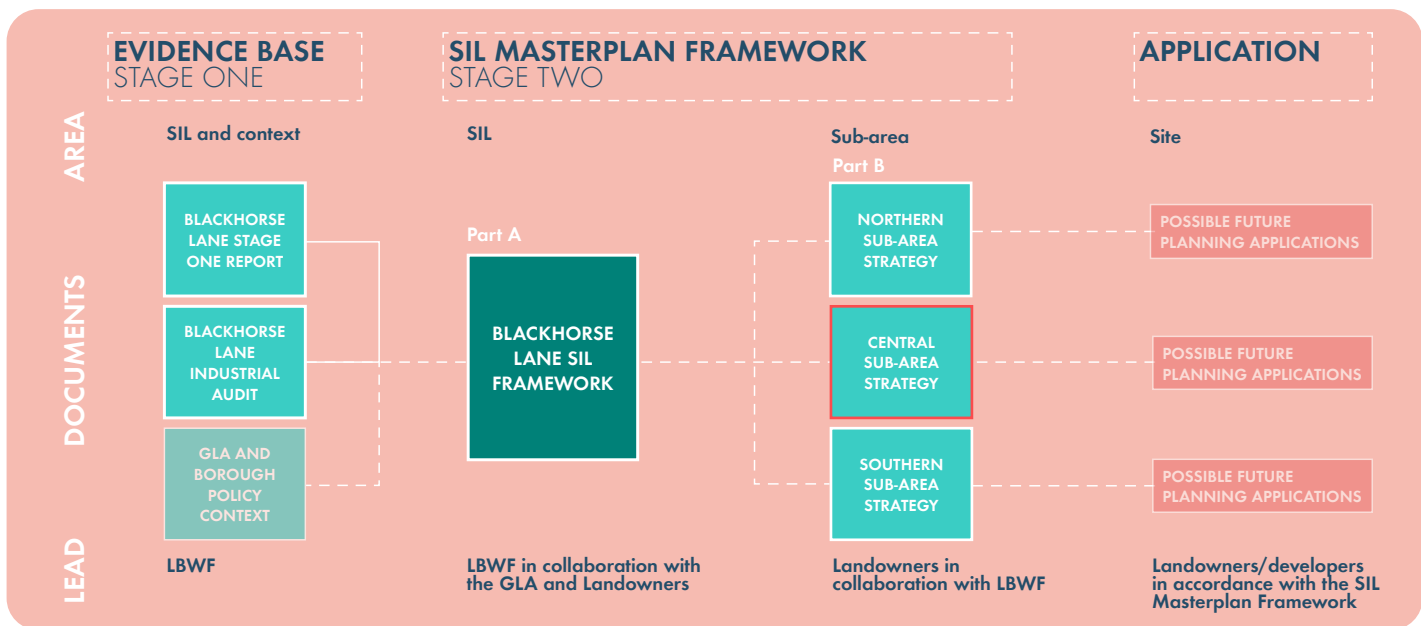


Figure 2 Extract from the Masterplan Framework defining the sub areas for design guidance and the split between SIL and LSIS allocations for land use

1.2 Project process

- 1.2.1 The production of this Stage 2 Part B document is part of a wider process, meeting the requirements of Stage 2 Part A alongside the GLA's draft 2018 Practice Note for Industrial Intensification, Policy E7 in the London Plan and Policy 30 of the emerging Local Plan. To date the process has included:
- 1.2.2 **Stage 1** - evidence base: including the preparation and issue of the Stage 1 Blackhorse Lane Report and associated Industrial Land Audit which together identify Sub Areas of Intensification and Consolidation, prepared by LBWF in collaboration with the GLA and landowners;
- 1.2.3 **Stage 2 Part A** - the framework document considering the baseline context, engagement activities, spatial vision and framework for development, considering the entire SIL. This document, and the evidence base work leading up to it have been approved by the GLA and are now available to view on Waltham Forest's website;
- 1.2.4 **Stage 2 Part B** - This sub-area specific document provides further information and detail at the sub-area scale for the central area including urban framework, key edge conditions, movement and access, approach to safety and security and managing any area specific constraints, as well as phasing and delivery of development including industrial capacity as required by the Stage 2 Part A document, prepared by BlackRock in collaboration with LBWF and the other landowners within the central sub-area. Further sub-area frameworks will be required for the northern and southern areas. These will need to be prepared by landowners within each of the sub-areas in collaboration with the LBWF.
- 1.2.5 This document should be read in conjunction with the Stage 1 and Stage 2 Part A documents; its guidance is consistent with their evidence and principles. Subsequent sub-area documents for the northern and southern areas may also provide further useful context for the development of proposals.
- 1.2.6 For further details on how this document responds to the policy context and requirements please refer to the checklist in the appendix.



1.3 Principles from Blackhorse Lane SIL Masterplan Framework

- 1.3.1 The Blackhorse Lane SIL Masterplan Framework establishes a series of spatial principles for the whole industrial area, including the central sub-area including the following:
- 1.3.2 The public realm responds to the constraint of the Thames Water spine tunnel by creating a chain of open spaces above it. This has in turn informed the arrangement of blocks and buildings. The waterside is also identified as a key asset for the site, and the framework includes both provision for a continuous waterside route to be established as well as for a significant new waterside open space to be provided, split across several landownerships.
- 1.3.3 The proposed movement framework is critical to the ongoing success of the area as both an industrial space and also somewhere which can reasonably sustain other uses in parallel. The strategy proposes a spine road for industrial access down the eastern side of the site which allows for access to be maintained and improved, whilst also ensuring that parts of the site can be substantially free of vehicles.
- 1.3.4 The land-use strategy responds to the constraints of the site and to the opportunity established through the movement framework. It proposes intensification of industrial space on the northern part of the site with further provision loaded to the eastern side of the area to respond to the main road access. This approach has the benefit of removing industrial uses from the waterside area, allowing for a residential-led approach and the provision of open space to complement the intensified industry.
- 1.3.5 The approach to tall buildings has been developed out of an examination of the constraints and opportunities, recognising the need to protect the amenity of existing homes and school, and respect the sensitivity of the waterside whilst also capitalising on the potential to deliver intensification which responds to the context offered by the new urban open spaces.

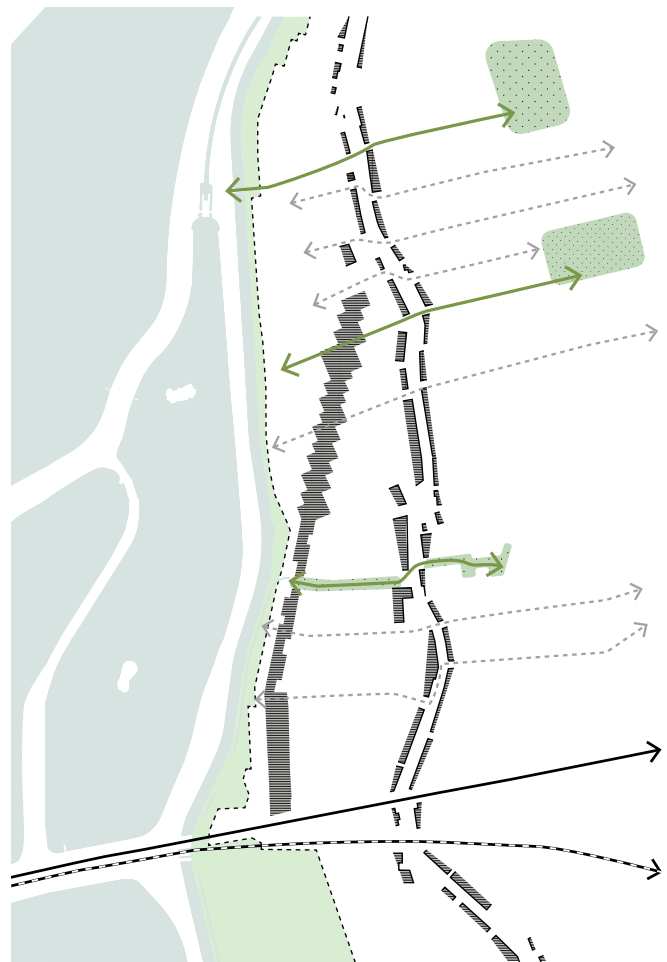
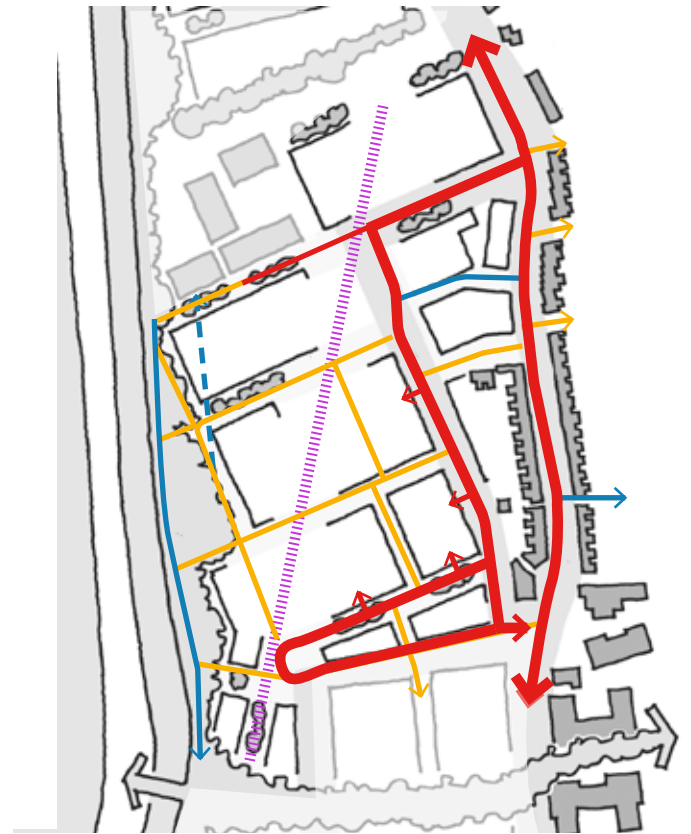


Figure 3 Extract from the framework masterplan describing the 'three lines' of the waterfront, spine tunnel and Blackhorse Lane, together with the east-west linking connections



Public realm



Movement



Land use



Urban Principles

Figure 4 Key placemaking diagrams from the SIL Masterplan Framework

1.4 Collaborative approach

- 1.4.1 As required by the BHL SIL Masterplan Framework Part A the development of the central sub-area strategy has been led by BlackRock the majority landowner in collaboration with the LBWF and landowners within the central sub-area.
- 1.4.2 Engagement, led by LBWF, has taken place with Romano Group and C&S Builders Merchants through a series of presentations and workshops to develop the key principles for the sites and to establish a coordinated approach between landowners. They have also had the opportunity to draw on knowledge-sharing from engagement with the BlackRock team in terms of the site potential and key constraints.
- 1.4.3 Two rounds of workshops were undertaken through April and May 2022 with detailed information packs provided to owners, allowing for considered feedback and input in to the process.
- 1.4.4 Repeated attempts were made to include Dignity Funerals in the process. They were invited to the same sequence of meetings and provided with equivalent information for their site but chose not to attend or comment on the process through correspondence.
- 1.4.5 The following notes agreed with LBWF and landowners are provided as an over-view of the key points to have emerged through this process.

KEY ENGAGEMENT FINDINGS

- Landowners feel that the approach taken to the framework is fair and offers protection to the different neighbours.
- It is clear that the framework protects existing uses on the site, but creates the potential for future intensification.
- It is recognised that the framework protects and improves the access to the existing industrial uses whilst providing for non-industrial access.
- The wider block structure and provision of new connections including a dedicated pedestrian and cycle route from Blackhorse Lane that will be vehicle free is understood.
- It is recognised that the process of developing the whole site out will take a significant period of time, but that the framework provides for adaptability over time.
- There is the potential for knowledge-sharing between landowners regarding different development typologies and options. There could also be potential for the smaller landowners to draw on aspects of the BlackRock design guidelines in developing their own proposals.
- Whilst the area has been identified as having potential for intensification and tall buildings this needs to be supported by high quality design.
- There is a desire to continue to collaborate and coordinate as projects develop.

RECOMMENDATIONS

- There is a clear commitment from the engaged landowners to maintain open lines of communication and continue to engage on the development of options for the area. This is likely to take a number of forms as follows:
- Strategic design development within the context set by this framework to bring forward schemes in a coordinated manner.
- Technical design coordination and knowledge sharing, especially in regard to the creation of a cohesive public realm and the potential for tall buildings.
- Operational coordination through the process of transformation of the area to ensure the continued functioning of industrial activities and manage agent of change issues.
- The potential for collaboration to assist in the retention and relocation of existing businesses within the area.
- On this basis it is recommended that a landowner forum facilitated by LBWF should be established, with the frequency and purpose of the meetings to be kept under review as developments progress.



A BlackRock's site

B Romano Group's site

C C&S Builders Merchant's sites

D Dignity Funerals' site

Figure 5 Land parcel definition

1.5 A strong industrial location

- 1.5.1 One of the key characteristics of Blackhorse Lane which makes the potential of the area so great is the diverse range of businesses. This has contributed to the area being designated as one of the seven Creative Enterprise Zones in London, building on the legacy of the recent London Borough of Culture.
- 1.5.2 This starting point creates a strong incentive to retain and strengthen the existing uses as a defining aspect of the character of the area, planning the phasing and development approach to work with and reflect the needs of the existing industry.
- 1.5.3 Section 7.3 of the SIL Masterplan Framework (Stage 2 Part A) sets out the Blackhorse Lane Charter covering four key themes:
- Increasing industrial floorspace and maintaining a net positive approach through the process;
 - Retaining existing business by shaping new spaces to suit their needs and minimising disruption;
 - Planning a coordinated approach so that each site supports the wider deliver of a cohesive place; and
 - Protecting the needs of industry as other uses are introduced and designing out agent of change issues.
- 1.5.4 This approach, led by LBWF, has been developed and tested through extensive consultation with local businesses to understand in detail the nature of their requirements and their future plans. Details of this engagement work is set out in Section 3 of the framework masterplan (Stage 2 Part A).
- 1.5.5 It should be noted that whilst retention of existing businesses is a priority, there is a natural turn-over of businesses within the area in any given period and that changing business plans may mean that not all companies would wish to stay. Therefore, it should be noted that whilst industrial space is expected to be re-provided, and for existing businesses to form part of the future plans, a completed development is unlikely to retain every existing business.

Considerations for BlackRock

- 1.5.6 As the largest landowner in the area, BlackRock has worked hard to curate the exciting mix of existing businesses and has the greatest potential to phase development in ways that support their retention and minimise disruption through single moves. To date BlackRock has been actively engaging with businesses to understand their requirements and will continue to do this throughout the phased redevelopment process, in line with the Business Retention and Relocation Charter, to maximise their retention.
- 1.5.7 The proposal to deliver stacked industrial space first in the northern part of BlackRock's site (which remains within the SIL) would deliver a significant proportion of the site's industrial capacity, enabling existing businesses to be re-housed and allowing subsequent phases to be redeveloped.

Considerations for Romano Group

- 1.5.8 The Romano Group site is a single large building and yard at present, with a large coverage of the site and a number of tenants. Given the location of the existing buildings and yard space and the requirements of the SIL Framework strategy for open spaces, at least part of the building will need to be demolished to permit the development of new industrial space. This may mean displacing an existing use.
- 1.5.9 It may be possible to deliver stacked industrial space on part of the site whilst retaining and then decanting existing users. This could allow the remaining site to then be released for other uses. Alternatively, a podium industrial scheme could be developed in either one or two phases.

Figure 6 (Right) The Blackhorse Lane Charter as set out in the SIL Masterplan Framework



*Responding to engagement:
The Charter has been tested and
is supported by businesses, current
occupiers and landowners through
the engagement process.*

7.3 Blackhorse Lane Charter

7.3.1 If development comes forward, these commitments will be required from landowners.

1. Increase industrial floorspace

7.3.2 Local evidence shows a need for 52,000sqm of new employment floor space in Waltham Forest over the next 15 years. The delivery of greater efficiencies and more industrial floorspace at sites like the Blackhorse Lane Strategic Industrial Location have an important role to play in achieving this target.

- Landowners should be ambitious about the amount of additional industrial floorspace they aim to deliver. The Council will expect a net increase unless robustly justified.
- As a minimum, landowners must re-provide the existing quantum of industrial floorspace on their site(s), as measured by the council
- All phased development should follow a net positive approach (ie. in the first phases of construction, provide more floorspace than is demolished)

2. Retain existing businesses

7.3.3 The existing mix of businesses at the Blackhorse Lane Strategic Industrial Location makes the area unique. Robust strategies will be needed to support them and allow them to flourish, in order to ensure that this unique quality and sense of place is not lost. This is a priority as part of the Council's Keep, Seed, Grow agenda.

- Landowners should engage with existing businesses to create buildings, yards and streets that meet their needs and are affordable
- Development should create spaces that are adaptable to future changes in business needs and market trends
- Disruption to businesses should be minimised, and the need for them to relocate more than once avoided.

3. Enable the delivery of the wider Strategic Industrial Location

7.2.9 The future of the Blackhorse Lane Strategic Industrial Location will be most successful if it is developed over time in accordance with the framework.

- All development proposals should follow the urban framework to create a coherent place, unlock strategic opportunities and safeguards important new routes and connections
- All development proposals should be coordinated with the wider context to protect existing uses and to safeguard future development opportunities.
- Each development proposal should be designed to feel complete in itself, regardless of the surrounding parcels

4. Explore the potential for other uses

7.2.10 The needs of industry should always be put first and safeguarded in Strategic Industrial Locations. The re-designation of the southern and central part of the SIL as LSIS allows for the introduction of a wider range of uses to be introduced such as community, retail and residential.

- 7.2.11 All design should put the needs of industry first and arrange the site to avoid potential conflicts with other uses
- Existing uses should be protected when introducing new uses onto the site
 - New industrial spaces should be located and designed to protect their ongoing future from 'agent of change' issues. Non industrial spaces should also be designed with this principle in mind.

Considerations for C&S Builders

- 1.5.10 As the owner-occupier of two parcels of land in the study area and owner of other sites within the surrounding area, C&S may be well placed to develop phased plans which deliver intensified industrial space on one site allowing for the release of the other for non-industrial uses.

Considerations for Dignity Funerals

- 1.5.11 Dignity Funerals is the owner-occupier of their site and occupies a building which covers a relatively large proportion of the existing plot. Practical redevelopment of the site to deliver new uses would require the existing use to cease.
- 1.5.12 As Dignity Funerals chose not to engage in the process it is unclear whether they have any existing intention to change their operations or relocate. The activity on this site is understood to be a back-of-house function which supports customer-facing funeral homes in the wider area.

Potential for collaboration

- 1.5.13 Given the challenge for the smaller sites of maintaining industrial capacity and hence existing activities through the process of development there may be opportunities for coordination between landowners to facilitate change including the following options:
- 1.5.14 The northern sub-area is allocated for industrial intensification and could deliver replacement accommodation subject to timescales;
- 1.5.15 There may be potential for new space delivered within the larger BlackRock area to accommodate tenants from other sites, subject to the needs of BlackRock's tenants;
- 1.5.16 There may be scope through the process of developing BlackRock's sites where there is surplus industrial space available as meanwhile provision that might provide an option for temporary decant to enable development; and

- 1.5.17 Two or more smaller site owners could collaborate to deliver replacement intensified industrial equivalent to both sites in one location, thereby releasing residual land for other uses.

Submission requirements for future planning applications

- 1.5.18 As required in the Stage 2 Part A document, future planning applications for individual sites within the masterplan area should (alongside a suite of supporting materials in line with LBWF's validation checklist and emerging LP1 Local Plan policy) be supported by a Retention and Relocation document setting out the strategy envisaged within any scheme. In particular, applications should take account of the guidance in section 7.5 of the SIL Masterplan Framework document and should include the following elements:
- Confirmation of the existing buildings, and where appropriate, yard space. It may be helpful to make reference to the industrial audit which forms part of the evidence base for the SIL Framework, noting any changes to the buildings or the tenants which have taken place since publication which change the baseline assumptions about reprovision requirements.
 - Statements setting out how the proposals deliver the objectives of the SIL Framework, including the Blackhorse Lane Charter and the wider planning policy requirements.
 - Outcomes of consultation undertaken with tenants and details of planned ongoing engagement through the process.
 - A proposed phasing strategy with clear indication of the capacity at each stage of the process.
 - Applications may need to provide a viability statement, as set out in section 1.6 overleaf.



Figure 7 Intensification concept for the central sub-area illustrating the principle of focussing industrial activity to sites in the north in order to allow a wider diversification of uses in the south whilst retaining the overall quantum of industrial space in accordance with the key principles set out in the Masterplan Framework Part A

1.6 Viability and delivery

- 1.6.1 The strategy for the central sub-area has been approached to provide the flexibility for a range of options and to allow for independent delivery between different sites. This reflects a complex and varied picture in terms of the development economics between different landowners which could vary substantially depending on the existing use value, the potential for intensification, the cost of development and wider financial circumstances.
- 1.6.2 The detailed work in this document demonstrates that it is possible for development to proceed as a series of stages between different developers. This allows for some schemes to proceed whilst neighbouring uses continue, allowing for the fact that some lease lengths may be long and more significant to the owner than the potential for redevelopment.
- 1.6.3 Schemes proposed within the central sub-area may exceed the Borough's threshold for viability appraisals. Applicants will need to prepare and submit these in the usual way as part of the planning application and in the context of the LB Waltham Forest SPD on Planning Obligations. In addition to the elements on affordable housing and community infrastructure delivery or contributions, appraisals should also identify the commitments being made to the provision of affordable workspace.

1.7 Energy strategy

- 1.7.1 Any development in the Blackhorse Lane area will need to comply with Waltham Forest's Local Plan in terms of energy strategy and be consistent with the London Plan energy hierarchy:
- **be lean:** use less energy and manage demand during operation through fabric and servicing improvements and the incorporation of flexibility measures
 - **be clean:** exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly by connecting to district heating networks
 - **be green:** maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
 - **be seen:** monitor, verify and report on energy performance through the Mayor's post construction monitoring platform.
- 1.7.2 The GLA's Energy Assessment Guidance (June 2022) sets out detailed requirements for the submission of energy assessments with major planning applications.
- 1.7.3 Applications for major schemes are also required to set out their approach to delivering zero carbon development in accordance with Policy 39 (A zero carbon borough), and policy 88 (Decentralised energy).



2 DESIGN AND SPATIAL STRATEGY

2 Design and spatial strategy

2.1 Land use and agent of change

- 2.1.1 Section 5.4 of the Blackhorse Lane SIL Masterplan Framework addresses the subject of co-location of uses and agent of change issues within the whole area.
- 2.1.2 The SIL Masterplan Framework establishes that the northern part of the existing SIL should remain in SIL designation and be intensified for solely industrial use. This includes the northern part of the central sub-area in BlackRock's ownership. The central and southern parts of the area are to be re-designated as LSIS, allowing for greater potential for co-location of other uses alongside retained industrial space.
- 2.1.3 Agent of change issues are experienced in a number of ways relating to existing and to new uses. Proposals will be expected to demonstrate that they address the challenges found in the following scenarios:

New residential with existing industry

- 2.1.4 This is the most commonly occurring source of agent of change issues, and consultation on the wider SIL Masterplan Framework notes that it has previously been an issue in the delivery of new housing. Whilst this issue is less likely to occur in the central sub-area due to the industry-first approach, there is potential for adjacent sites to proceed at different speeds, raising the possibility of new homes overlooking existing industry. Section three of this report covers these issues on a site by site basis.

New industry with existing residential

- 2.1.5 Given the nature of the project to deliver intensified industrial use care must be taken to not increase the impact of industrial activities on existing homes. In the case of the central sub-area this primarily relates to the terrace of homes on Blackhorse Lane which back onto the site. The location of intensified industry to the northern block of the sub area away from the homes and with the yard space orientated away from the residential area will be a significant step in helping to limit this impact. Similarly, whilst

FROM THE SIL MASTERPLAN FRAMEWORK



Figure 8 Indicative land use diagram from the SIL Masterplan Framework (see section 6.3)

industrial traffic is retained on the north south spine behind these homes, the proposed introduction of low rise buildings along the boundary line is intended to provide both visual and acoustic screening.

New homes with new industry

- 2.1.6 Key issues around the development of stacked or adjacent schemes are set out in the main SIL Masterplan Framework. Specifics around the approach to separating movement and access for safety and amenity in the central sub-area are set out in the following section.

CENTRAL SUB-AREA LAND USE



The northern part of the BlackRock site lies within the area which remains designated as Strategic Industrial Location. This is expected to come forward as intensified industrial space at an early stage to unlock the wider site capacity

Sites in the north and east of the sub-area retain good access for industrial traffic and have the potential to retain their existing use or to be redeveloped for intensified industrial space or co-located development

The stacked industrial approach is suitable across the sub-area, but is likely to be best located in areas which benefit from good vehicle access for large vehicles and which minimise the impact on other uses

Some sites to the west of the spin tunnel may be better suited to residential-led development. However, this is only possible where the overall provision of industrial floorspace can be demonstrated.

Figure 9 Outline block structure and land use in accordance with the Masterplan Framework

2.2 Movement, access and servicing

2.2.1 The structure for movement and access in the central sub area has been developed and tested with the landowners as part of the Stage 2 Part A process, and has been planned to ensure that the area remains accessible to industrial traffic at all stages of partial and complete development. The overall approach to movement and access across the Blackhorse Lane area, set out in section 5.8 of the SIL Masterplan Framework has been to plan the land use distribution and the movement strategy together, focussing industry into areas more easily accessed by vehicles in the north and eastern parts of the site.

2.2.2 The development of stacked industrial space in the north of the sub area means that the central sub area is expected to include a wider range of uses over time, including a significant amount of residential development. Focussing the industrial traffic towards the east and north of the area means that some streets and spaces in the centre and on the western edge can effectively be free from large vehicles, except for the necessary servicing such as refuse lorries, fire tenders and deliveries to properties. Given the low car nature of the area, it is therefore expected that these streets can be designed to favour walking and cycling, away from industrial traffic.

2.2.3 To support this approach, the Masterplan Framework Part A proposes several key measures which will help to connect these pedestrian-friendly areas with Blackhorse Lane, which is likely to remain a key approach to the site:

- Traffic will be removed from the street between Uplands House and C&S, creating a route for walking and cycling which connects into the centre of the site via safe crossing facilities on the main spine route;
- In a similar manner, the C&S site includes the potential to introduce a further walking and cycling connection in the location of the existing Uplands Avenue, providing an additional safe access into the centre of the site;

FROM THE SIL MASTERPLAN FRAMEWORK

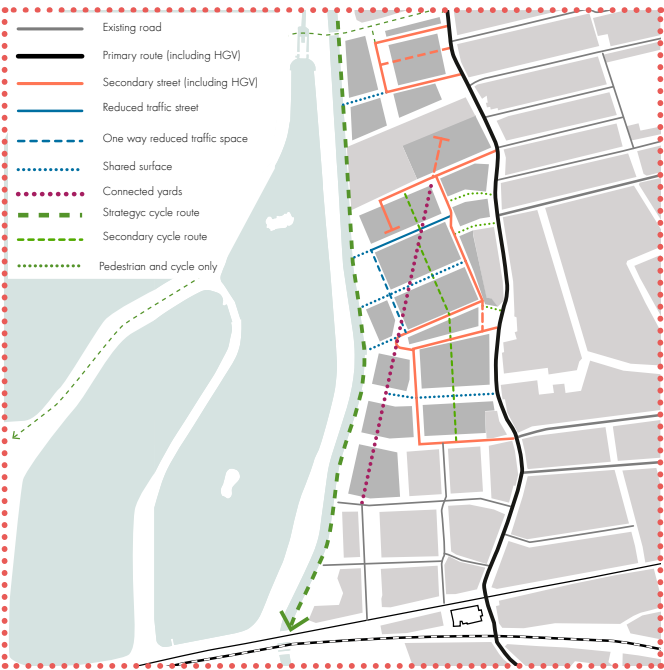


Figure 10 Indicative street hierarchy from the SIL Masterplan Framework (see section 5.8)

- Developments along Priestley Way will be expected to deliver improved walking and cycling facilities on the northern side of the street; and
- The development of the Dignity Funeral site has the potential to establish a more direct connection for industrial traffic to join Blackhorse Lane at the southern end of the central sub area, significantly reducing the presence of industrial vehicles in the centre of the site.

2.2.4 The arrangement of land uses has been planned to respond to this movement and access approach, with mixed use blocks located to take advantage of different street characters on different elevations to meet the needs of different users.

2.2.5 Interim highway modifications may be needed both within the site and on Priestley Way as development takes place to retain access to occupied premises.



CENTRAL SUB-AREA MOVEMENT AND ACCESS

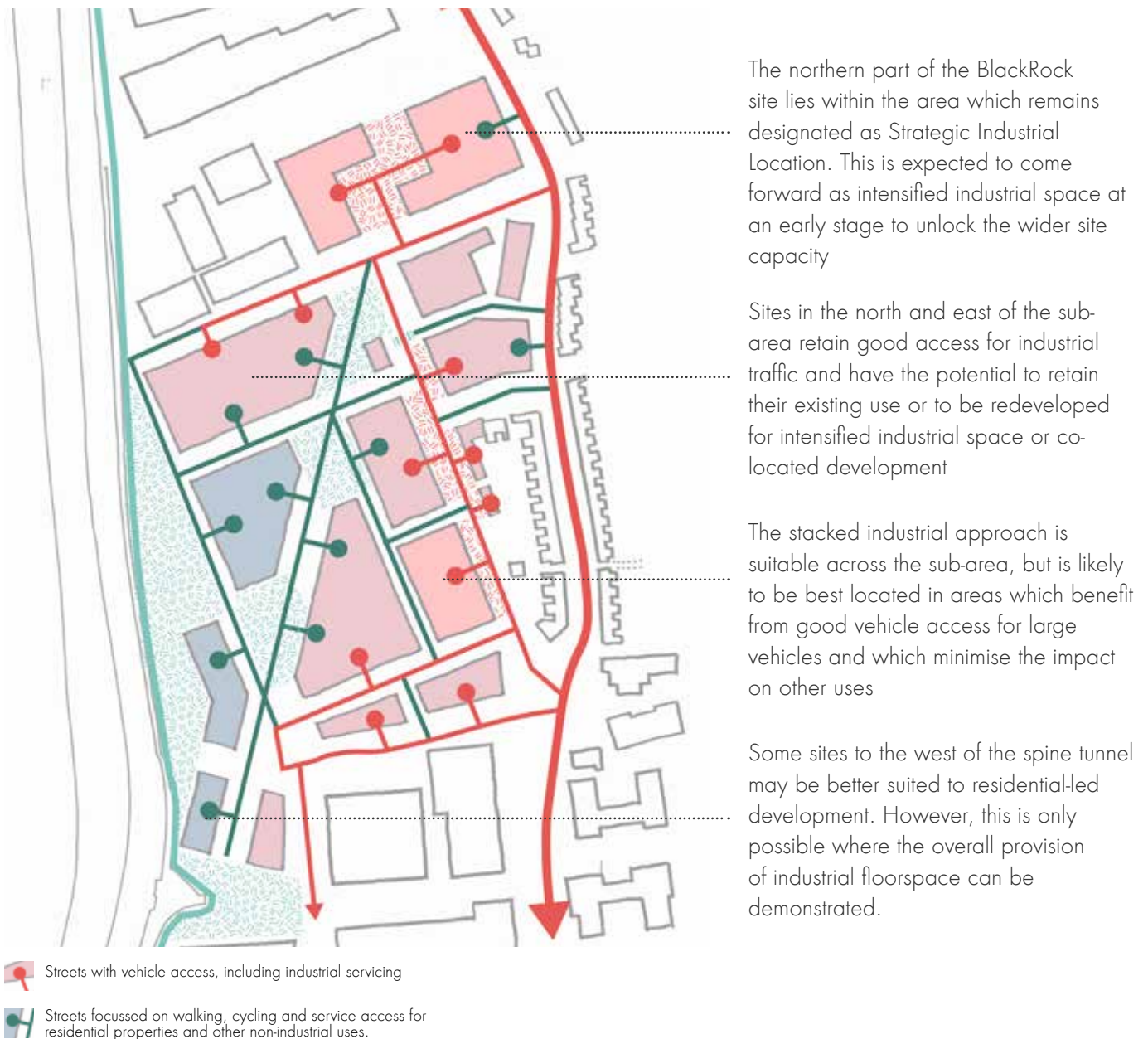


Figure 11 Central sub-area movement and access hierarchy in accordance with the Masterplan Framework

2.3 Public realm

- 2.3.1 As identified within the Masterplan Framework, one of the key benefits of investment and development of the SIL would be enhancing the public space. The feedback from engagement indicated that the streets and spaces between buildings is in a poor condition, making the site uninviting and at times unsafe. This is of growing importance amongst businesses as many of them take on a more customer-facing role and are keen to attract people in to the area.
- 2.3.2 There are three place-specific opportunities to create a characterful and functional public space identified within the Masterplan Framework Part A: the waterside route; east-west green routes; and a series of public space through the centre of the SIL. Open space needs to feel generous, accessible and safe to use, drawing in the local community to encourage wider integration.
- 2.3.3 Development within the SIL will need to provide adequate open, green and play space to meet the needs of the growing community. Proposals will need to comply with the London Plan (Policy G4 Open Space / D8 Public Realm) and draft Policies 56 - Delivering High Quality Design / Policy 58 Residential Amenity Space Standards / Policy 50 Promoting Healthy Communities and Policy 63 Active Travel - where relevant.
- 2.3.4 The Masterplan Framework Part A identifies both Romano Group and BlackRock as being in a position to deliver good open space which can sustain denser development and residential use. The combination of open spaces along the spine tunnel and the opportunity for a new green space at the waterside deliver high quality amenity which will also benefit the wider existing neighbourhood. The principle of establishing a continuous waterside route connecting into the Wetlands was also a key finding of the public and stakeholder consultation and will significantly extend opportunities for walking and leisure in the local area.

FROM THE SIL MASTERPLAN FRAMEWORK

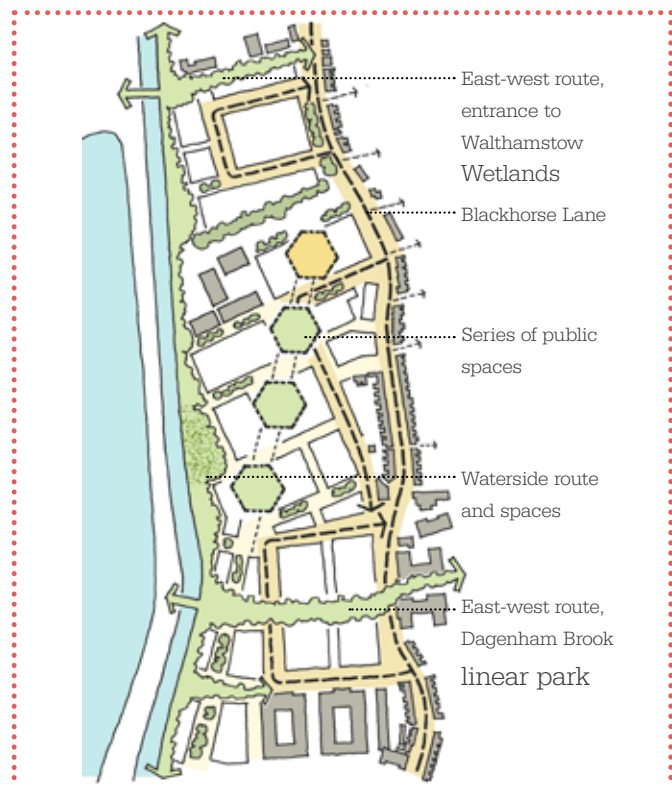


Figure 12 Indicative public realm diagram from the SIL Masterplan Framework (see section 5.9)

- 2.3.5 As smaller individual sites the two C&S parcels and the Dignity Funerals site have less capability to deliver strategic open spaces as defined with the Masterplan Framework Part A, but do present some valuable smaller opportunities including the use of podium garden space for any residential development built above industrial space and delivering improved street scene which enhances walking and cycling connections along Priestley Way and within the local area.
- 2.3.6 The development of smaller streets and spaces to maximise urban greening, SUDS and opportunities for play will help to complement the wider provision of strategic spaces and meet LBWF and GLA Policy requirements.

CENTRAL SUB-AREA PUBLIC REALM



The Thames Spine Tunnel establishes a requirement for open space. In the northern part of the site this is manifest as a large working yard, providing servicing to support stacked industrial space.

The street space on the eastern side of the site is expected to establish an environment suited to industrial activities, whilst also delivering a safe environment for walking and cycling.

The yard spaces in the centre of the site above the spine tunnel are expected to provide public space which supports the activities and homes in the buildings.

The main waterside open space is located largely in BlackRock's land parcel, but extends north onto the Romano site, requiring a coordinated approach.

Figure 13 Central sub-area public spaces in accordance with the Masterplan Framework

2.4 Tall buildings

- 2.2.1 The Blackhorse Lane area has been identified as an area of intensification in Waltham Forest Policy, and is supported by the Skyline Study. This forms part of the evidence base for the Local Plan which in turn informs Policy 57 - Tall buildings. The study notes the sensitivities of the Wetlands, existing homes to the east, Eden Girls School and the Blackhorse Lane frontage, with the focus for tall buildings likely to be centred on the core of the sub area in accordance with the strategy set out within the Masterplan Framework Part A.
- 2.2.2 As set out in the Masterplan Framework Part A any individual proposal for tall buildings would be expected to be brought forward in line with London Plan Policy D9.
- 2.2.3 Further analysis and constraints mapping undertaken for the SIL Masterplan Framework Stage 2 Part A develops the sensitivity testing, mapping and overlaying the zones of influence to generate a heat map indicating relative suitability for tall buildings.
- 2.2.4 This sensitivity testing is then also brought together with placemaking objectives and open space potential to establish specific locations where tall buildings are likely to be more suited, subject to detailed design.
- 2.2.5 Tall buildings serve a number of important functions in the context of delivering a new mixed use district. They are significant in helping the Borough to meet housing demand, and they contribute to the viability of schemes which together bring about the comprehensive renewal and regeneration of the area and help to underpin significant investment into local industry and jobs.
- 2.2.6 The wider context for tall buildings in the area is the progressive intensification of a series of places along both sides of the Lee Valley. This largely reflects the transformation of former industrial sites and the opening up of new and improved transport links which in turn support the strategic objects of the wider Upper Lee Valley Opportunity Area.

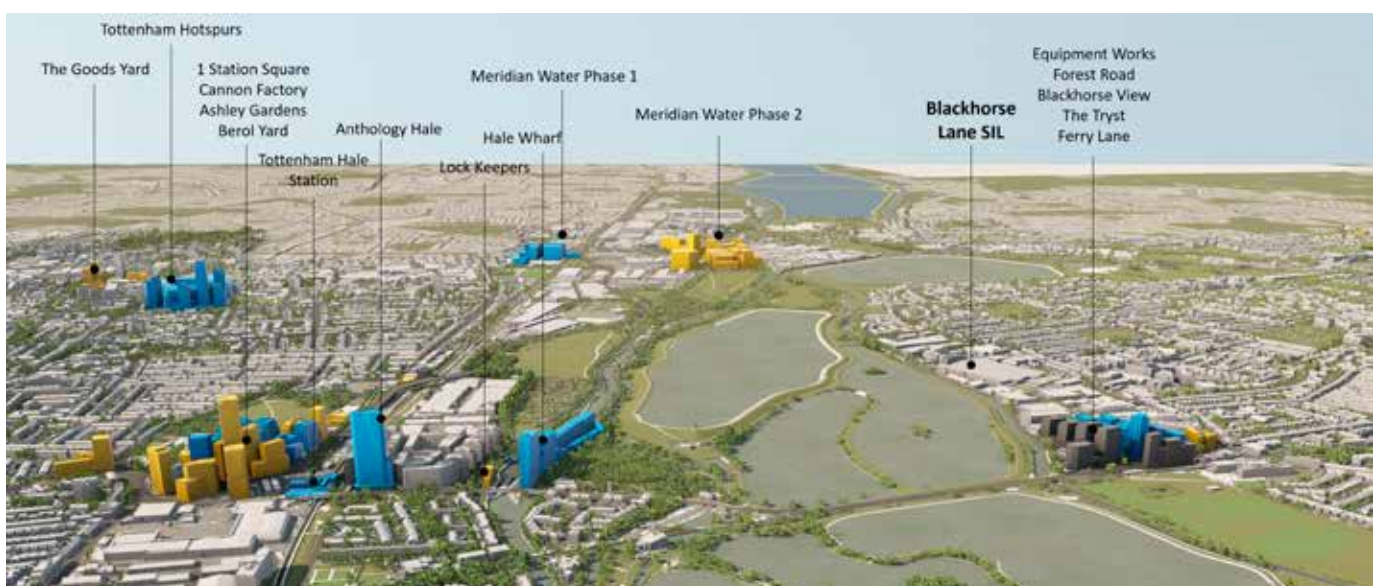


Figure 14 Wider context for tall buildings in the Upper Lee Valley as set out within the Masterplan Framework Part A

2.2.7 Work on the SIL Masterplan Framework has been undertaken over a period of time during which the planning policy for the area was also being drafted and reviewed. This document aligns with the latest version of the strategy for tall buildings and distinguishes between primary and secondary locations for tall buildings, whilst earlier documents refer to tall and taller buildings in line with the policy context relevant at the time of drafting.

2.2.8 Consultation on the draft Masterplan Framework for the SIL undertaken by LBWF identified some concerns for the introduction of tall buildings in this location. However, more detailed discussions through the Council's consultation process allowed for an exploration of the reasons why tall buildings were being proposed and considerably ameliorated these concerns. Other key factors from the engagement which helped to address concerns around tall buildings included:

- Demonstrating the relationship between provision of open space and leisure amenity and tall buildings, including the ways in which buildings connect with the street;
- Demonstrating design quality for the tall buildings including their external appearance, space standards, inclusion of individual amenity space and the use of dual-aspect homes;
- Demonstrating that tall buildings support good standards of amenity in terms of daylight to homes and public spaces and wind speeds; and
- Demonstrating a coordinated approach to establish an attractive and coherent skyline.

FROM THE SIL MASTERPLAN FRAMEWORK

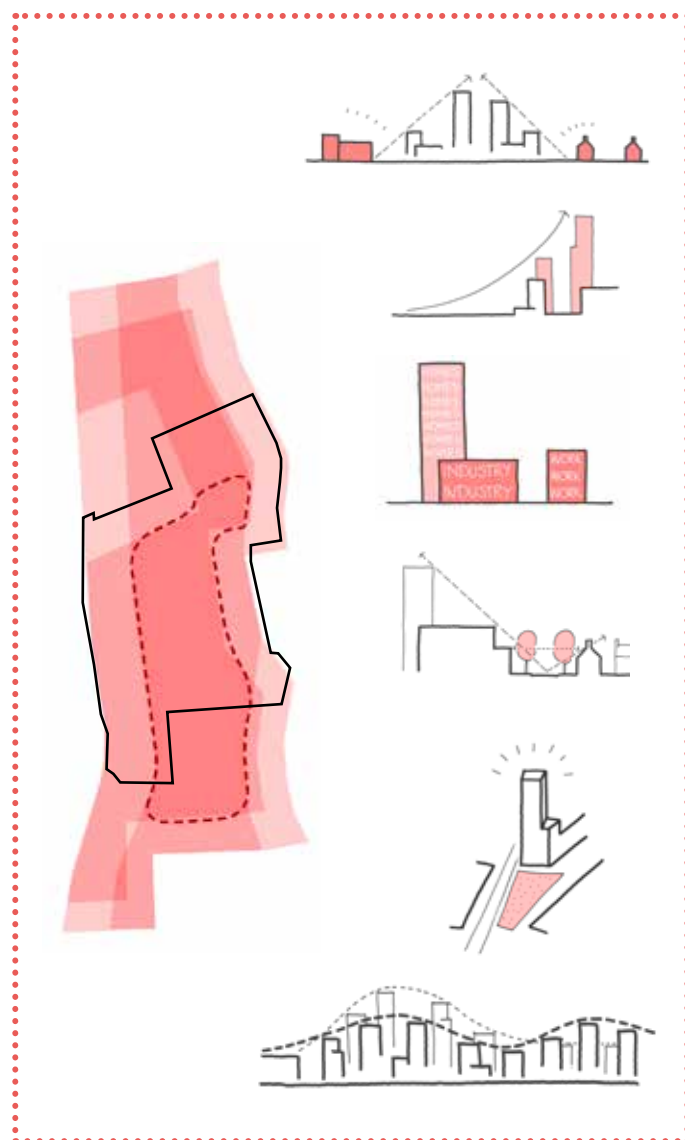


Figure 15 Constraints mapping from the SIL Masterplan Framework to identify areas more suitable for tall buildings (see section 5.10)

FROM THE SIL MASTERPLAN FRAMEWORK

- 2.2.9 The work prepared through the Stage 2 SIL Masterplan Framework Part A has established broad principles for tall buildings based on the guidance established in the Waltham Forest Skyline Study and a series of place-specific design recommendations which respond to the constraints and opportunities.
- 2.2.10 Figure 15 taken from the Masterplan Framework Part A demonstrates the potential application of these principles to the developing urban form, block structure and key spaces. This includes identification of the main public spaces which could support tall buildings in locations which also respect the other key constraints such as the need to set back from the waterfront and Blackhorse Lane respecting the existing adjoining uses and wider residential neighbourhood.
- 2.2.11 As defined within the Masterplan Framework Part A potential locations for tall buildings have been identified to respond to the arrangement of public spaces, helping to ensure that they both have access to good quality open space, and also that they contribute to the framing and wayfinding for these key locations within the plan.
- 2.2.12 Furthermore the Masterplan Framework Part A requires proposals for tall buildings within any application to demonstrate that they are consistent with the policy requirements of both Waltham Forest's policies on tall buildings and design quality as well as the wider London Plan policy context. Applications also need to include detailed work demonstrating high quality design in terms of daylight and sunlight, both to the homes as well as to the daylight within the amenity spaces; form, scale and massing including the overall composition of the area; and design to manage wind speeds, particularly given the exposed location of the site adjacent to the reservoirs.



Figure 16 Proposed areas for tall buildings in the SIL Masterplan Framework



Areas where tall buildings may be acceptable as defined by the Masterplan Framework



Figure 17 Indicative locations for tall buildings relating to key public spaces in accordance with the key principles within the Masterplan Framework Part A

3 The sites

3 The sites

3.1 Introduction

Ownerships

- 3.1.1 Within the Central sub-area there are four landownerships. The largest of these, covering over two thirds of the area is BlackRock. Romano Group is the owner of the next largest site on the northern part of the area, whilst C&S Builders merchants and Dignity Funerals have smaller parcels to the east and south.
- 3.1.2 C&S owns two parcels of land within the sub-area which operate together as a single business. Whilst the eastern site has substantial building coverage, the southern site is almost entirely open storage.
- 3.1.3 The following section of the document sets out the existing context for each site, provides the relevant sections from the overall framework and then sets out more detailed considerations of possible approaches to development in accordance with the key principles set out within the Masterplan Framework Part A. This includes demonstrating how the existing uses could continue to operate in the wider context of change as well as how the sites might be appropriately developed for intensified industrial uses and possibly other complementary uses.

Sequencing

- 3.1.4 Considerations in relation to the sequencing of development and agent of change issues, at both intermediate stages of development and in the longer term, are then set out for each site in relation to the proposed BlackRock development. This demonstrates how particular challenges around boundary conditions and interfaces between sites can be addressed and also how sites can be coordinated to avoid needless duplication of public realm.
- 3.1.5 The options presented in the following section are based on the understanding that the northern part of the BlackRock landownership is likely to be the first development to be delivered and therefore forms part of the context for the development of options which will follow. For the smaller sites the illustrative options cover the whole site, whilst for the larger BlackRock site a sample area has been included to demonstrate the overall principle.

Site Capacities

- 3.1.6 For each of the sites the quantity of industrial reprovision expected is clearly defined, along with an indication of the potential housing which may be accommodated. Quantities given for industrial provision range from direct replacement through to intensification up to a plot ratio of one. In the case of the BlackRock site an increased industrial figure is based on more detailed design work prepared through pre-application process.
- 3.1.7 In each case the housing numbers are based on a range between 150 and 250 dwellings per hectare, which is judged to be appropriate given the context and location of the sites. Again, the numbers given for the BlackRock site reflect more detailed design development undertaken as part of the planning application. Any other non-industrial uses included in the development will be supporting ancillary spaces for local residents and workers.

Summary of site capacity assessments:

Ownership A - BlackRock

Industrial floorspace	29,500 - 33,000 sqm
Homes	1,600 - 1,800

Ownership B - Romano Group

Industrial floorspace	7,026 - 11,000 sqm
Homes	155 - 255

Ownership C - C&S

Industrial floorspace/yard	4,140 - 4,735sqm <i>(minimum reprovision is also 100% plot coverage)</i>
Homes	80 - 135

Ownership D - Dignity Funerals

Industrial floorspace	0 - 2,450 sqm <i>(This site is not an existing SIL use so there is no minimum reprovision)</i>
Homes	33 - 55

TOTALS

Industrial space	40,650 - 50,600 sqm
Homes	1,868 - 2,245

- A** BlackRock's site
- B** Romano Group's site
- C** C&S Builders Merchant's sites
- D** Dignity Funerals' site

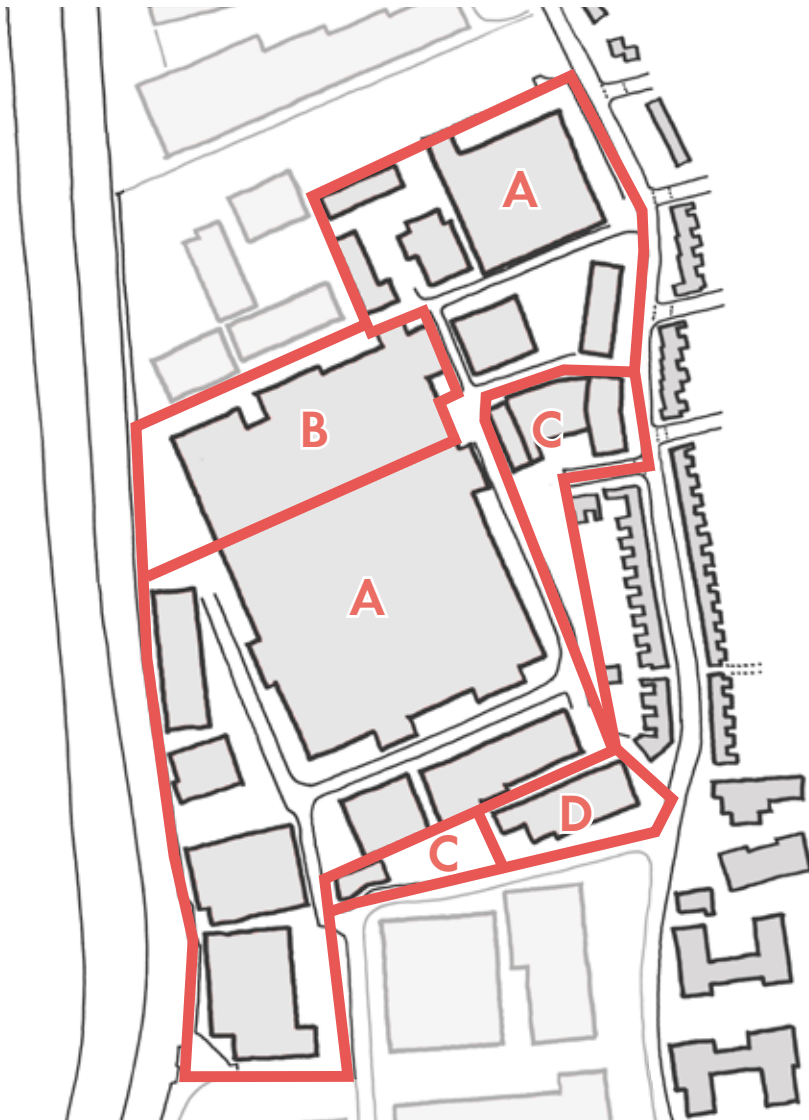


Figure 18 Land parcels in the central sub-area

3.2 A - Uplands Business Park, BlackRock site

EXISTING

- 3.2.1 The BlackRock site extends across a large proportion of the central sub-area and can broadly be categorised in the following three parts:
- 3.2.2 The central part of the site is dominated by the large industrial building which also extends onto the Romano Group site. It is a classic early twentieth century factory building with a sawtooth roof profile and was used as the factory for Warren Evans beds before the company closed and the building was subdivided into smaller units.
- 3.2.3 To the north there are a series of older industrial spaces, along with the two storey building of Switchboard Studios which has been developed for smaller co-working spaces and the Interwar college building which fronts Blackhorse Lane and provides one of the few instances of buildings with architectural merit and a positive contribution to the local character.
- 3.2.4 To the South are a series of smaller industrial units ranging in age, size and condition, but all low-rise in character and mostly with some external yard space.
- 3.2.5 The BlackRock site has access from Priestley Way in the south and directly from Blackhorse Lane in the north. The northern area is also the only part of the site which has any direct frontage and presence onto Blackhorse Lane.
- 3.2.6 Key sensitivities for the site include the wetlands to the west, the relationship with Eden Girl's School which wraps around the northern part of the site on two sides, and the Victorian terrace on Blackhorse Lane which backs onto the central part of the site. In this instance, the historic changes to levels means that the gardens of this terrace are elevated several metres above the ground floor level of the industrial units. A further challenge to development is the presence of the Thames Water Spine tunnel which passes diagonally across the area.

FROM THE SIL MASTERPLAN FRAMEWORK

Existing industrial floorspace

Minimum reprovision

27,965sqm





EXISTING ARRANGEMENT:



FRAMEWORK PRINCIPLES:



FROM THE SIL MASTERPLAN FRAMEWORK

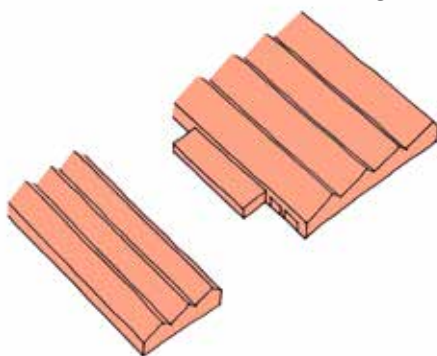
- Opportunity for intensification of industrial space in the northern area, with a more diverse mix of uses in the centre and south.
- Industrial access focussed down the eastern side of the site.
- A new network of connecting streets is established through the area, creating a more flexible block structure.
- A continuous walking and cycling route, as well as a linear park are created along the edge of the Wetlands.
- Three open spaces delivered along the alignment of the Thames Spine Tunnel easement, including an industrial yard to the north.
- Tall buildings may be appropriate in the centre of the SIL, focused around key spaces.
- Residential uses introduced in the south and west, with a co-location of uses in the middle to create a seamless industrial-led mixed use neighbourhood.

Key

- Primary/industrial access
- Industrial yard
- Secondary street
- Pedestrian/cycle only
- Public space

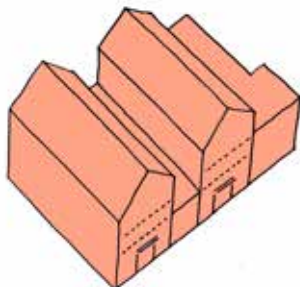
Option 1: Existing

27,965 sqm industry (yards and buildings)



Option 2: Industrial intensification

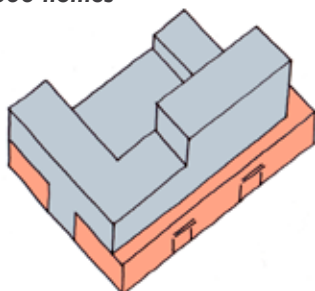
29,500 sqm - 33,000 sqm industry



Option 3: Mixed use

29,500 sqm min industry

1,600 - 1,800 homes



- This sample area of the site from the south eastern corner of BlackRock's ownership demonstrates the principle of flexibility across different uses within the proposed block structure.
- As the BlackRock site is large and likely to take several major phases of development to deliver in total, existing uses are likely to continue on parts of the site for some time, with the earliest new buildings anticipated in the northern part of the site. The existing buildings and road network in the centre and the south will need to continue to operate in these circumstances, protecting the ongoing provision of industrial capacity.
- The stacked industrial model which is proposed in the northern part of BlackRock's ownership provides a template for the possibility of further stacked industrial space to be provided elsewhere in the area, subject to the demand for space. The south eastern corner of the site has been identified as one such opportunity. It is located in an area which benefits from good access for vehicles, with a long frontage onto the main industrial access road. It is also located away from the open spaces and closer to existing buildings and so is less suited for tall buildings. The indicated capacity of 33,000sqm reflects the detailed testing of capacity which has been undertaken to support the planning application for the area.
- The location also provides the potential for podium industrial uses which take advantage of the location on the main access route and then use the alternative streets to provide residential access to the spaces above the podium.
- Consideration is needed to ensure that residential development is suitably located to minimise impact from vehicles and activities below, with the orientation and set back of the accommodation above being key factors in their suitability.

POTENTIAL FOR TALL BUILDINGS

- 3.2.7 The Blackhorse Lane SIL Masterplan Framework identifies the BlackRock site as a potential location where tall buildings may be appropriate. The site includes the requirement as defined within the Masterplan Framework Part A for open space on both the western side against the waterfront and also through the centre of the site above the Thames Water spine tunnel. This provides a strong open space context for the delivery of intensification which can benefit from this setting and proximity.
- 3.2.8 The western edge of the site will be expected to contribute to the provision of the waterside strategic public space as defined within the Masterplan Framework Part A. There is potential for tall buildings facing onto this park to capitalise on the setting and amenity. However, the scale of the buildings will be expected to respond to the wider ecological context of the Wetlands with modulated scale at the western edge of any development.
- 3.2.9 The SIL Masterplan Framework establishes the principle of two open spaces above the spine tunnel within the larger scale block structure and confirms each of these spaces has the potential to act as a focus for tall buildings as the zones fall outside the identified constraints including proximity to neighbours outside the SIL, proximity to the Wetlands and proximity to Blackhorse Lane frontage.
- 3.2.10 Any proposals for tall buildings within the BlackRock area will be developed in response to the requirements for high quality design in the London Plan and emerging Local Plan policies and coordinate with the owners and developers of adjoining parcels.



Figure 19 Potential locations for tall buildings within the BlackRock area as defined within the Masterplan Framework Part A

Site capacity:

Industrial floorspace -	29,500 - 33,000 sqm
Homes -	1,600 - 1,800

FRAMEWORK PRINCIPLES



- Stacked industrial space (must be used in SIL)
- Mixed use with industrial podium (LSIS only)
- Residential led (LSIS only)

AGENT OF CHANGE ISSUES - developing first

3.2.11 If developing areas of the BlackRock ownership ahead of neighbouring industrial uses a number of potential agent of change issues need to be addressed as defined within the Masterplan Framework Part A including:

- The requirement for industrial vehicles to access the Romano and C&S sites in the north of the sub area, requiring careful design of pedestrian and cycle access into the core of the site
- Design of new residential development, particularly at the perimeter of the BlackRock site in terms of orientation and set back to address the overlooking and noise issues associated with existing industrial activities.

3.2.12 These points are expanded in further detail in section 4 of this document.

AGENT OF CHANGE ISSUES - full development

3.2.13 In the full development scenario, agent of change issues for BlackRock's site reduce significantly, with better management of the access for large vehicles and the gradual move from SIL to LSIS in the majority of the sub-area in accordance with the strategy set out in the Masterplan Framework Part A.

3.2.14 The orientation of the buildings on neighbouring sites, including industrial yards and industrial building frontages is coordinated through the information set out in Section 4 and has been developed in liaison between the landowners and LBWF.

3.2.15 The masterplanning approach to agent of change issues at the sub-area scale does not remove the need to also consider other potential agent-of-change issues within any scheme, such as vibration and transfer of noise within a building, and the management of streets and spaces for safe access.

3.3 B - Units 22-24 Uplands, Romano site

EXISTING

- 3.3.1 The Romano site is home to large 1920s double height warehouse with saw tooth triangular roofing and exposed brick on the western edge. The access route comes in from Blackhorse Lane along the north edge of the building with on street parking leading to the yardspace at the end. The sizeable yard (126sqm) is gated and secure and is bounded by the Flood Relief Channel and Wetlands to the west. There is also limited access on the eastern edge of the building, with vehicles coming from the north and travelling south on Priestly Way.
- 3.3.2 To the north of the Romano site is the back of Eden Girls School. To the south, the building shares a party wall with warehouses owned by BlackRock.
- 3.3.3 Historically the building housed the Achille Serre Factory, a dyeing and dry-cleaning works. It was bombed and badly damaged during WWII. More recently it operated as Warren Evan's warehouse, until 2018 when the factory closed down.
- 3.3.4 After a short period of vacancy, the building has been sub-divided and currently houses three tenants: a distillery called Victory LDN, a furniture maker Isokon and microbrewery Exhale (all B2). The brewery has a taproom and seating on the eastern edge of the building.



FROM THE SIL MASTERPLAN FRAMEWORK

Existing industrial floorspace

Minimum reprovision

7,026sqm

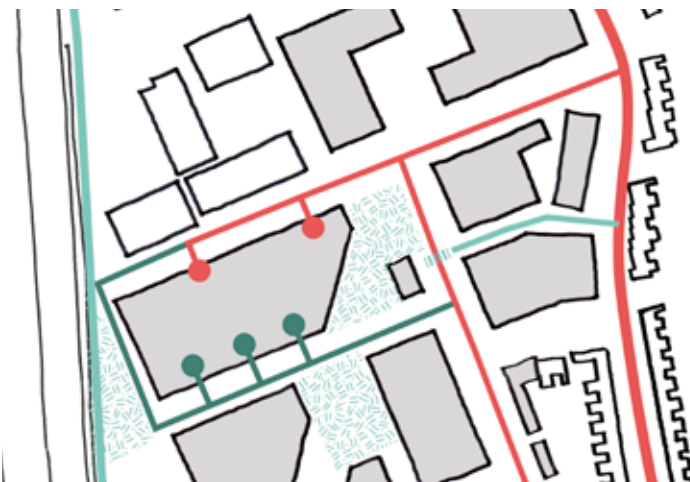




EXISTING ARRANGEMENT:



FRAMEWORK PRINCIPLES:



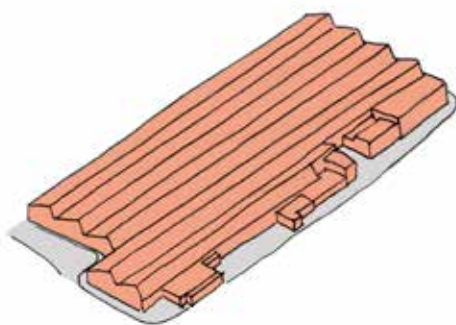
Key

- Primary/industrial access
- ▨ Industrial yard
- Secondary street
- Pedestrian/cycle only
- ▨ Public space

FROM THE SIL MASTERPLAN FRAMEWORK

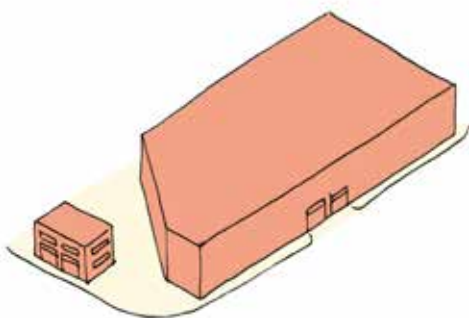
- Opportunity for retention of existing businesses and floorspace, while introducing new uses.
- Industrial access continues from the existing route to the north of the existing building
- A new secondary street is created to the south of the existing building.
- A continuous walking and cycling route, as well as a linear park are created along the edge of the Wetlands.
- An open space is delivered on the eastern section of the Romano Group site, part of a wider sequence of public spaces along the alignment of the Thames Spine Tunnel easement.
- Tall buildings may be appropriate in the centre of the SIL, focused around key spaces (if policy-compliant).

Option 1: Existing
7,026 sqm industry



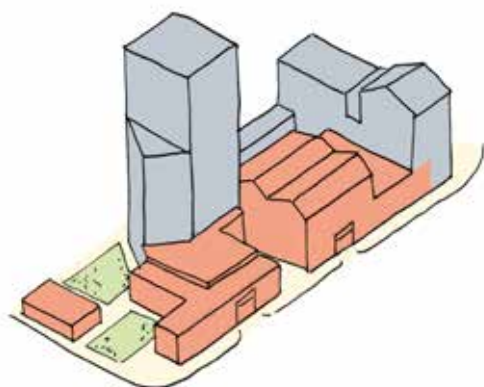
- The existing use and existing buildings can largely be maintained in the context of adjoining development taking place. The school provides a continuing use to the north, and the direct vehicle access into the site from the east remains unchanged and will be upgraded as part of the first Phase of the BlackRock proposals.
- Consideration is needed for the existing businesses on the eastern elevation of the building, including Exale Brewery and Taproom which may experience constraints in the context of development immediately around them, but are likely to benefit from an improved context and public realm.

Option 2: Industrial intensification
8,000 - 11,000 sqm industry



- Industrial intensification on the site could be achieved through delivery of stacked industrial space, supported by a shared yard within the centre of the site, possibly including a covered space. Depending on the approach to design, there is potential for industrial capacity of this site to be increased.
- Vehicle access to service the site should continue to be from the northern side of the parcel, but new street frontage allowing pedestrian and cycling access from the southern side of the parcel could complement this to accord with the strategy set out in the Masterplan Framework Part A.

Option 3: Mixed use
7,026 sqm min industry
155 - 255 homes



- The Thames Spine Tunnel to the eastern side of the site forms a key constraint for any new development, and has been identified as an area of open space within the wider framework to reflect this. Open space at the western end of the site is expected to contribute to the wider public realm along the waterfront.
- Stacked industrial development on the site can reprovide the existing capacity of the parcel, whilst also allowing for other uses to be developed, including housing.
- Industrial vehicle access to a shared yard would remain on the northern side of the building, and could be enclosed, whilst the southern, eastern and western elevations of the site can provide a suitable residential outlook, fronting onto the proposed streets and open spaces and benefitting from views over the reservoirs in accordance with the key principles set out in the Masterplan Framework Part A.

POTENTIAL FOR TALL BUILDINGS

- 3.3.5 The Blackhorse Lane SIL Masterplan Framework identifies the Romano site as a potential location where tall buildings may be acceptable. The site as defined within the Masterplan Framework Part A includes the requirement for open space on both the western and eastern sides, providing a strong context for the delivery of intensification which can benefit from this setting and proximity.
- 3.3.6 The Masterplan Framework Part A requires the western edge of the site to contribute to the provision of the waterside strategic public space as it narrows to the north and confirms that there is potential for tall buildings facing south-west onto this park to capitalise on the setting and amenity. However, the scale of the buildings will be expected to respond to the wider ecological context of the Wetlands and avoid creating a tall cliff-face along the western edge of any development in accordance with the key principles within the Masterplan framework Part A.
- 3.3.7 The south-eastern side of the site relates to the provision of new open space defined in the Masterplan Framework part A which is located above the Thames Water spine tunnel, a proportion of which falls within the site boundary. This zone is identified as a location for tall buildings directly relating to the open space. A tall building in this location will be contributing to the development of a wider cluster within the BlackRock site and should be developed in response to the requirements for high quality design in the London Plan and emerging Local Plan policies.
- 3.3.8 The relationship with the school immediately to the north and ongoing provision of industrial space orientated towards the north of the site are both noted as key constraints to the potential for tall buildings on the northern side of the site.



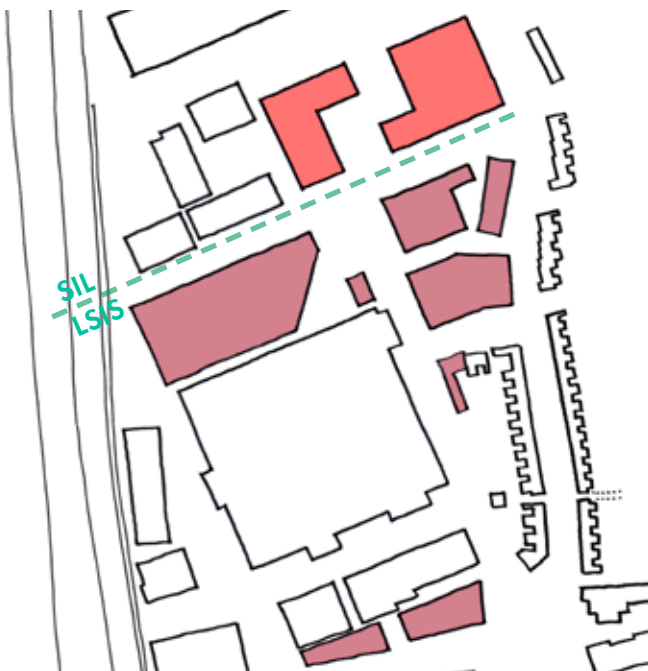
Figure 20 Potential locations for tall buildings within the Romano area in accordance with the Masterplan Framework Part A

Site capacity:

Industrial floorspace - 7,026 - 11,000 sqm building

Homes - 155 - 255

FRAMEWORK PRINCIPLES



AGENT OF CHANGE ISSUES - developing first

- 3.3.9 Development on the Romano site is most likely to follow the delivery of the northern site of the BlackRock area. This creates a revised context for the Romano site, to the east, with improved vehicle access, but does mean that the area to the south remains in industrial use in the short to medium term with plans for redevelopment to follow.
- 3.3.10 The principle challenge, which is set out in more detail in section 4, is that achieving new residential use on the Romano site within the context of the framework is likely to require the partial delivery of the proposed street along the southern boundary. These homes will overlook existing industrial roovescape, with limited visibility of yards or impact from vehicles until the BlackRock site is redeveloped.



AGENT OF CHANGE ISSUES - full development

- 3.3.11 In a full development scenario, with either BlackRock or Romano having proceeded first, the Romano site benefits from the delivery of a new street to the south and coordinated open space alongside the water. This allows for development to have a dual aspect, with industrial access retained in its existing location to the north of the site and residential access focussed on the other elevations in accordance with the key principles within the Masterplan Framework Part A.

- Stacked industrial space (must be used in SIL)
- Mixed use with industrial podium (LSIS only)
- Residential led (LSIS only)

3.4 C - Unit 3 Uplands, C&S Builder Merchants



EXISTING

- 3.4.1 The C&S Builder's Merchant site is a double-height warehouse space and secure yardspace behind, partly covered. The site is in active use as a builders merchants (B8).
- 3.4.2 The building faces on to Blackhorse Lane with a shop front, though customers can also enter and park at the rear. The site is accessed by entering the SIL along the north of the building and then following the street around to the south with the entrance on the eastern edge of the building.
- 3.4.3 On the southern side of the building, Uplands Ave is a short, dead end street with Victorian terraced homes facing the site.
- 3.4.4 Extending south from the building is a long, narrow triangular yard space. The yard is nestled between the back gardens of homes facing Blackhorse Lane and the estate road. There is a 2m level change between the yard and the estate road.

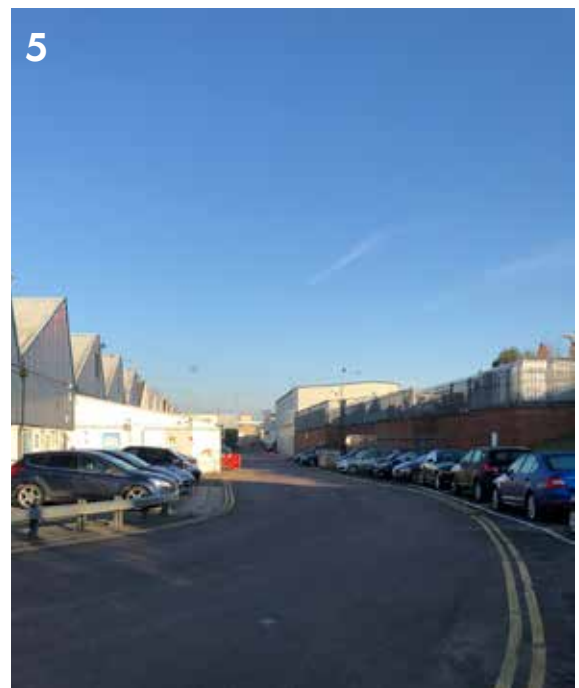
FROM THE SIL MASTERPLAN FRAMEWORK

Existing industrial floorspace and minimum reprovision

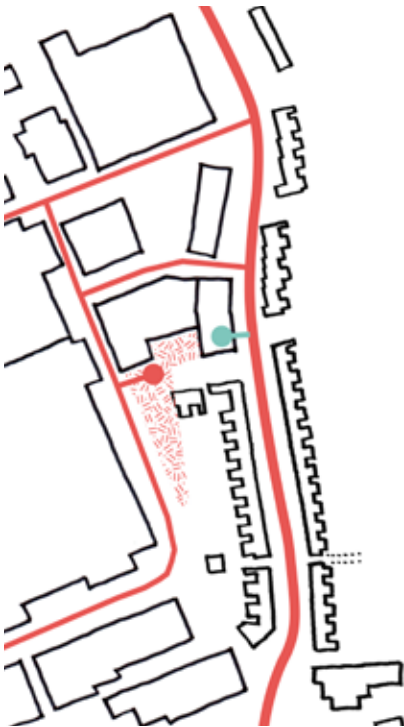
974sqm building

1933sqm outdoor in primary industrial use
=2,907sqm total

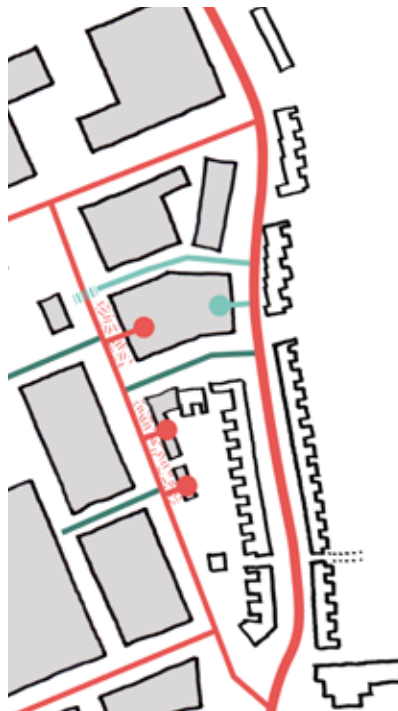




EXISTING ARRANGEMENT:



FRAMEWORK PRINCIPLES:



Key

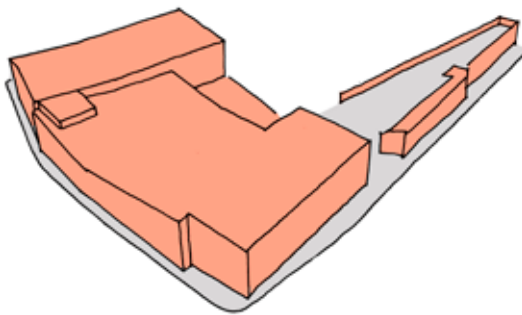
-  Primary/industrial access
-  Industrial yard
-  Secondary street
-  Pedestrian/cycle only
-  Public space

FROM THE SIL MASTERPLAN FRAMEWORK

- Opportunity for retention of existing businesses and floorspace, while introducing new uses.
- Industrial access remains at the rear of the property, though the street network adapts. The route just to the north of the building becomes a pedestrian and cycle route. Industrial vehicles enter the site from the access road further north which is enhanced as part of BlackRock's first phase of development.
- Any new development provides positive frontage on to Blackhorse Lane.
- If the C&S Builders Merchants site is redeveloped, a new secondary street could be considered through the site.
- Sensitive development is needed backing on to the gardens of the terrace of Victorian houses which face on to Blackhorse Lane. A row of Mews-style workshops could be considered.

Option 1: Existing

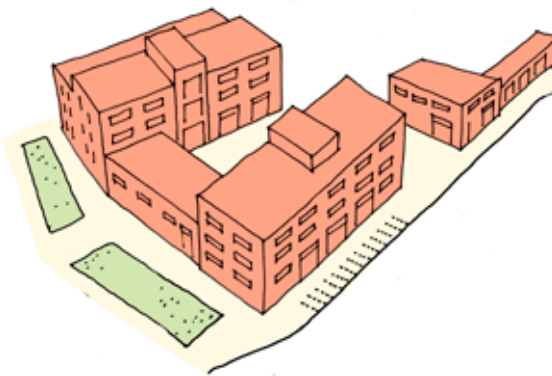
2,907 sqm industry (yard and building)



- The existing premises are able to continue with their current operations in the context of new development with a new and improved access route (suitable for HGV vehicles) entering Uplands via Goldsmith's Street.
- The context to the west is expected to change, but will continue to provide an industrial context, providing a suitable location for the existing business.

Option 2: Industrial intensification

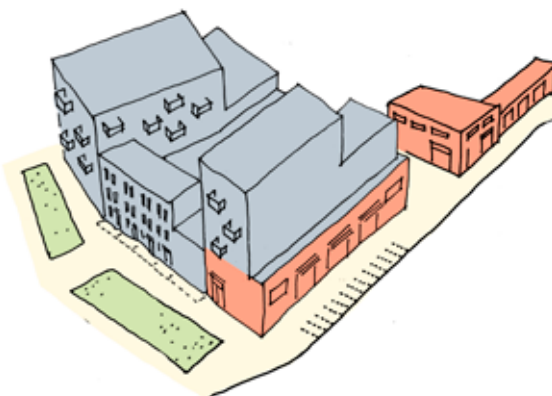
3,000 - 3,500 sqm industry



- The site offers potential for industrial intensification and the introduction of more diverse uses, particularly as it forms part of the transition with the existing neighbouring housing. The switch to multi-storey use will allow for an increase in overall floor space, but the intensity of the existing site use is noted.
- The framework would allow for a shared yard within the site as well as allowing for access to be retained by large vehicles on the western side.
- Smaller workshop spaces on the southern limb of the site could be considered and will need to coordinate with similar adjoining buildings proposed within BlackRock's site.

Option 3: Mixed use

**2,907 sqm min industry
55 - 90 homes**



- The site could present an opportunity for a mixed use development which takes advantage of the dual aspect nature of the parcel, establishing an industrial frontage on the west with residential frontage to the north and east, fronting Blackhorse Lane.
- The arrangement of the site allows for access to the industrial and residential elements to be kept on separate frontages, and presents the opportunity for residential amenity space to be included on a podium level above the industrial space.
- In line with the GLA and LBWF policy residential properties should maximise the potential for dual aspect. In the case of the homes on the northern side of the podium this can be achieved by including townhouses which have a dual aspect upper floor opening onto the podium roof terrace.
- Retention of industrial space is required by the masterplan Framework, but there is the potential to balance capacity between the two C&S sites.

POTENTIAL FOR TALL BUILDINGS

- 3.4.5 The Blackhorse Lane SIL Masterplan Framework identifies the northern C&S site as having some potential for tall buildings due to its proximity to the proposed open space above the spine tunnel. However, as the site is not expected to benefit from strong direct frontage to the space, this potential is limited.
- 3.4.6 The L-shaped site wraps around existing two-storey Victorian terraces and the three-storey building of Curve Court on the corner of the street. It is expected that proximity to these neighbours will be a key consideration in the development of any proposals for tall buildings.
- 3.4.7 Paragraph 5.10.11 of the SIL Masterplan Framework sets out parameters for the provision of an appropriate scale of frontage on Blackhorse Lane, which has particular bearing on this site:

"Developing new buildings fronting onto Blackhorse lane at a scale which responds sensitively to the existing character will help to create a positive street character and help to improve safety for active travel. Creating a more active presence for workspace on the street frontage would also have significant benefits in terms of reinforcing the nature of the area and enhancing passive surveillance through the day. Tall buildings (where justified) should be set back from this frontage, allowing a low- to mid-rise character to be developed."

It is expected that the C&S site will respond to this with a positive presence onto Blackhorse Lane, including active street frontage and appropriate scale which responds to the existing context of the terraced homes to the south and the college building to the north.

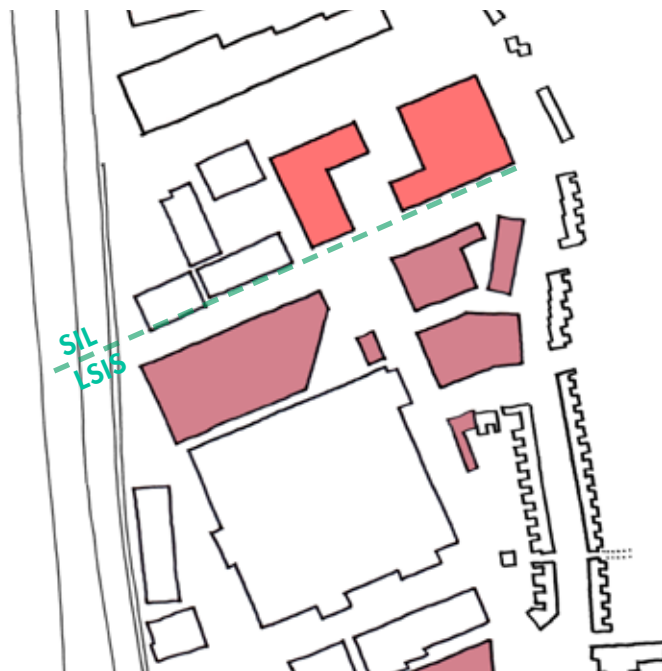


Figure 21 Potential locations for tall buildings within the C&S area as set out in the Masterplan Framework Part A

Site capacity:

Industrial floorspace -	2,907sqm - 3,500sqm (Building and yard space)
Homes -	55 - 90

FRAMEWORK PRINCIPLES



- Stacked industrial space (must be used in SIL)
- Mixed use with industrial podium (LSIS only)
- Residential led (LSIS only)

AGENT OF CHANGE ISSUES - developing first

- 3.4.8 Development on the C&S site is likely to follow the development of the northern part of BlackRock's site, but could precede the wider BlackRock site and also potentially precede development on the Romano site.
- 3.4.9 The proposed stacked industrial use in the northern corner of the sub-area and the mixed use development immediately north of C&S creates an improved context. This includes a number of opportunities, including a more pedestrian-friendly environment immediately to the north of the C&S site plus an improved access for industrial traffic on the retained road as defined in the Masterplan Framework Part A.
- 3.4.10 The existing industrial development immediately to the west have large vehicle movements and exposed yards orientated towards the C&S site. This should be a factor in the orientation, set-back and detailed design of any new residential element to design-out potential agent of change issues.

AGENT OF CHANGE ISSUES - full development

- 3.4.11 In the completed development scenario as set out within the Masterplan Framework Part A, the context for C&S is somewhat improved. However, the street to the west of the site forms the main industrial spine route and will therefore remain a focus for both vehicle movements, and also loading and yard space. As noted above, this will need to be considered in the design of any proposed residential development.
- 3.4.12 The C&S site is in close proximity to the terraces of housing fronting Blackhorse Lane and Uplands Avenue. Whilst the site can be redeveloped for intensified industrial use and should be protected from agent of change challenges, the movement of vehicles and arrangement of yards and loading areas should be considered with historic neighbouring residential buildings in mind to avoid undue new impacts.

3.5 D - 2 and 2a Forest Trading Estate, Dignity Funerals and C&S Builders Merchants



EXISTING

- 3.5.1 The Dignity Funeral and the second C&S Builders Merchant sites sit side-by-side and have a very similar condition.
- 3.5.2 Both sites are accessed from the south of their premises from Priestley Way which connects to Blackhorse Lane. The northern edge of both sites is a fence line which marks the boundary with BlackRock's landownership. There are existing industrial units and car parking to the north.
- 3.5.3 The Dignity Funerals site is a double height red brick building, with a large inactive frontage at the side and back. Around the building is a secure parking area with yardspace at the western side. The building is used as a Funeral Directors and Embalming service (Sui-Generis).
- 3.5.4 The C&S Builders Merchants is a covered and uncovered builders yard, storing materials. It consists of a relatively new double height box warehouse alongside a secure triangular area of yard. It operates as a secondary site, in conjunction with their other premises within the SIL, providing additional storage space.
- 3.5.5 The two sites are in independent ownership, and so any development proposals should ideally be capable of independent delivery to both protect existing uses and also maximise the potential for beneficial change.

FROM THE SIL MASTERPLAN FRAMEWORK

Existing industrial floorspace and minimum reprovision

Dignity funeral = 0sqm (non-industrial)

**C&S Builders Merchants = 1,235sqm total
(299sqm indoor and 936sqm outdoor)**





EXISTING:



FRAMEWORK PRINCIPLES:



Key

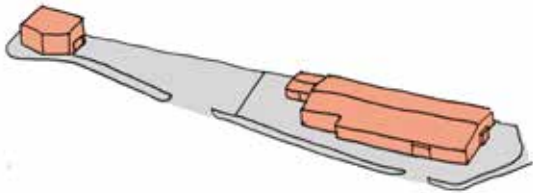
- Primary/industrial access
- ▨ Industrial yard
- Secondary street
- Pedestrian/cycle only
- ▨ Public space

FROM THE SIL MASTERPLAN FRAMEWORK

- Opportunity for retention of existing businesses and floorspace, while introducing new uses.
- Industrial access remains from the south of the properties.
- A new east-west street is created to the north of the properties.
- When the Dignity Funeral site is redeveloped, a new north-south route is created at its eastern edge, connecting the main industrial route directly through to Priestley Way and Blackhorse Lane.
- A new secondary route is created running north-south between the C&S Builders Merchants and the Dignity Funerals sites.

Option 1: Existing

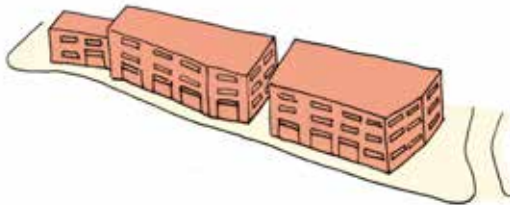
1,235 sqm industry (C&S yard and building)



- The two existing parcels of land are accessed directly from Priestley Way, and will continue to benefit from this access both during construction and in the longer term.
- Whilst the context to the north of the site may change in terms of the road network this does not affect the continued operation of the existing businesses.

Option 2: Industrial intensification

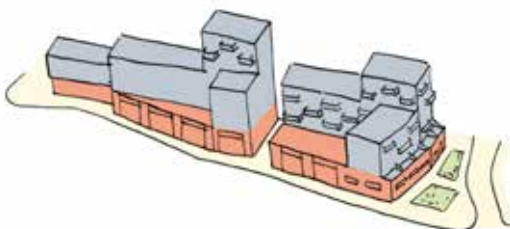
1,235 - 3,850 sqm industry



- Both sites would be suitable for industrial intensification, albeit for relatively smaller scale uses. Ultimately they will have street frontage to both the north and south with the potential for good access and outlook.
- In the event that both sites were to be intensified, there would be benefits in coordinating the approach to providing shared yard access to minimise duplication of turning areas for larger vehicles within a small site.
- There is potential for the C&S element to be developed in coordination with the other C&S site to maintain overall industrial provision with scope for intensification on the Dignity Funerals site.

Option 3: Mixed use

**1,235 sqm min industry
58 - 95 homes**



- These two sites are relatively constrained, with industrial traffic expected to be present on the streets to the north and the south. They will therefore require careful design to deliver safe and attractive residential entrances.
- The proposal within the Masterplan Framework Part A to create a new connection for industrial traffic on the eastern side of the Dignity Funeral site will go a long way to ameliorating this context, substantially reducing the traffic on the northern side of the site and creating a more attractive street for entrances and outlook.
- With the constrained nature of the sites residential amenity will need to take advantage of podium and roof terrace to deliver sufficient space.
- Taking into account the requirements for residential access the sites will need to be carefully developed to maintain industrial capacity as required in the Masterplan Framework Part A.

POTENTIAL FOR TALL BUILDINGS

- 3.5.6 As set out in the Masterplan Framework Part A the southern site formed by the C&S yard and the Dignity Funerals site falls into two parts with regard to tall buildings. Whilst the C&S yard to the west benefits from a central location and proximity to open space which contribute to its suitability, the Dignity Funerals site to the east is located closer to the Blackhorse Lane frontage and close to existing homes, making it less suitable.
- 3.5.7 The Masterplan Framework Part A identifies that the Dignity Funerals site is likely to have potential for low- to mid-rise development, taking advantage of dual frontage to the existing Priestley Way south of the site and the proposed street to the north. However, it has no direct relationship with any significant public open space, and is a small site so does not have the potential to establish its own open space provision in any way that could support a tall building.
- 3.5.8 The C&S yard site also benefits from dual frontage on both the north and south sides, and will have the potential for some relationship with the chain of open spaces along the spine tunnel. It occupies a peninsula site and is likely to be visible in a number of local views.
- 3.5.9 The wider context for any proposals on the C&S yard are also established by the proposals for the BlackRock site. One of the spine tunnel open spaces is located to the north and is expected to be a location for tall buildings. It will be important for the development of any tall buildings proposals to be coordinated through liaison between design teams and the Council, and considered in the context of prevailing planning policies.

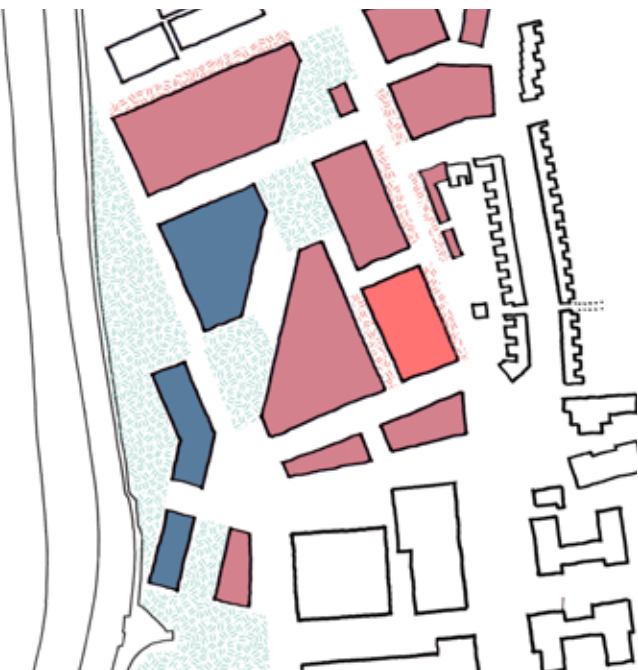
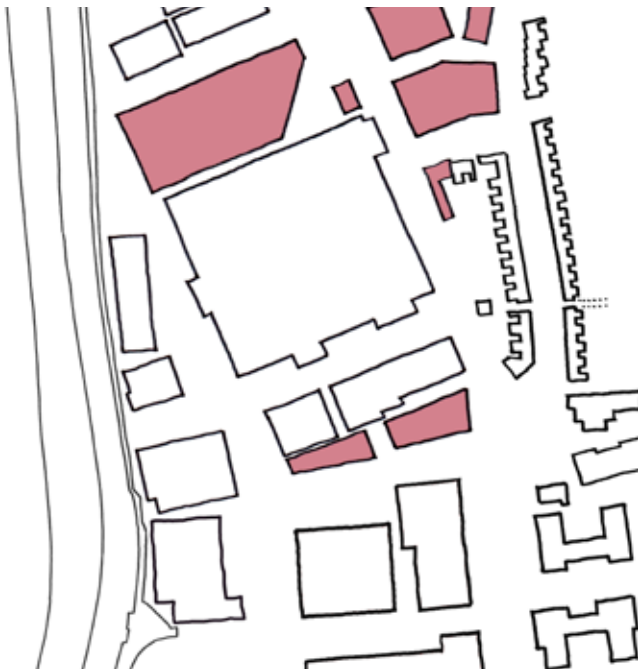


Figure 22 Potential locations for tall buildings within the C&S /Dignity Funerals area in accordance with the Masterplan Framework Part A

Site capacity:

Industrial floorspace -	1,235sqm - 3,850sqm (Building and yard space)
Homes -	58 - 95

FRAMEWORK PRINCIPLES



- Stacked industrial space (must be used in SIL)
- Mixed use with industrial podium (LSIS only)
- Residential led (LSIS only)

AGENT OF CHANGE ISSUES - developing first

- 3.5.10 In the event that the southern C&S site and/or the Dignity Funerals site are developed before the body of the BlackRock site they will retain a wholly industrial context on all sides. Being small sites this may be challenging in terms of establishing an appropriate context for residential uses in line with the Agent of Change principles. Access would need to be carefully arranged alongside industrial access as both uses would be reliant on access only from Priestley Way.
- 3.5.11 Development of mixed use blocks with new frontages onto Priestley Way could have a beneficial impact on the area through delivering improved walking and cycling connections. Development of the Dignity site to provide for the subsequent connection of the industrial access in accordance with the Masterplan Framework Part A principles will further help reduce industrial traffic and improve the setting for residential uses on this site.

AGENT OF CHANGE ISSUES - full development

- 3.5.12 Once the wider area is developed, the two parcels remain within a very mixed context with vehicle routes on the north and south sides of the parcel. This creates more options in terms of frontage and access, potentially allowing for access from the north as well as Priestley Way in accordance with the Masterplan Framework Part A principles.
- 3.5.13 The development of the BlackRock site will place a new road along the boundary edge of the parcel, potentially limiting the potential for residential space which would be overlooking the new street with industrial vehicle movements. The establishment of a new connection for industrial vehicles at the eastern end of the Dignity site as identified in the Masterplan Framework Part A principles will significantly improve conditions on the new street, improving the prospects for residential development along the parcel. Further details of this are set out in section 4 of this report.

4 Edge conditions and sequencing

4 The sites

4.1 Introduction

4.1.1 One of the key challenges for the development of the area in a series of phases is the unknown nature of the process and the detail of the sequence in which development may proceed. To ensure that the plan is robust and can support a range of options for delivery, a series of scenarios have been tested, setting out the parameters for different delivery sequences.

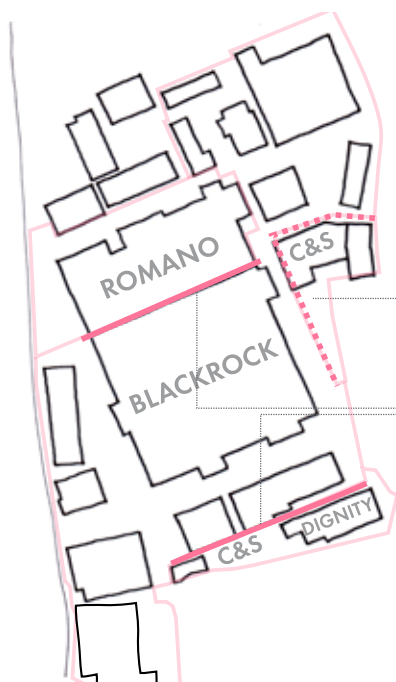
4.1.2 The objective for the work is to build in protections for all site owners and to demonstrate that they will retain the ability to operate their current uses or choose to redevelop their site.

4.1.3 BlackRock's ownership of the centre of the site is the largest landownership and has three distinct boundaries with the Romano Group in the north, C&S builders to the east and the parcel of land including Dignity Funerals and C&S to the south. Whilst the eastern boundary with C&S remains in the context of existing streets, both the northern and southern boundaries will be characterised by new streets and so require more detailed consideration and coordination.

4.1.4 The options work considers a range of sequencing possibilities. It is likely that the northern part of the BlackRock site will form the first phase of any development in the area due to the advanced state of the planning and design work for this site at the time of writing. This has therefore been taken as a fixed element forming part of the context for other options characterised as follows:

- BlackRock's developments on their wider site may proceed ahead of the adjoining sites, delivering new streets along the northern and southern boundaries;
- Romano, C&S and Dignity could proceed independently with any of their sites ahead of BlackRock's later phases of development. In these instances they would not yet be able to take full advantage of planned streets and would need to adjust designs accordingly.

4.1.5 In all cases, the design of development needs to be on the basis that each phase by any land owner forms a complete and successful place in accordance with the Masterplan Framework Part A principles. This reflects the reality that large scale complex developments are expected to take many years to deliver and sometimes pause and change through the process of delivery for a number of factors.

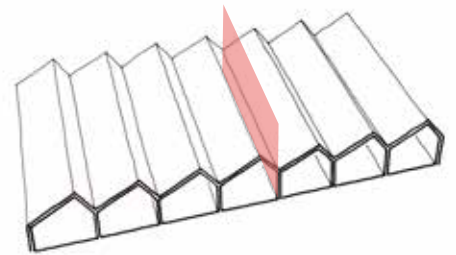


Boundaries where neighbouring plots already benefit from frontage to public realm, supporting independent delivery

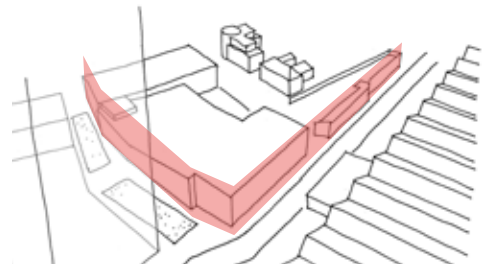
Boundaries between owners where the masterplan framework establishes a new condition and needs to demonstrate that owners can deliver independent projects in a coordinated manner



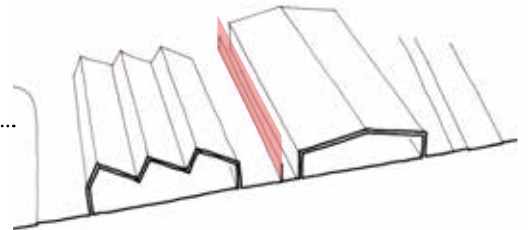
Boundary 1 - Romano to BlackRock



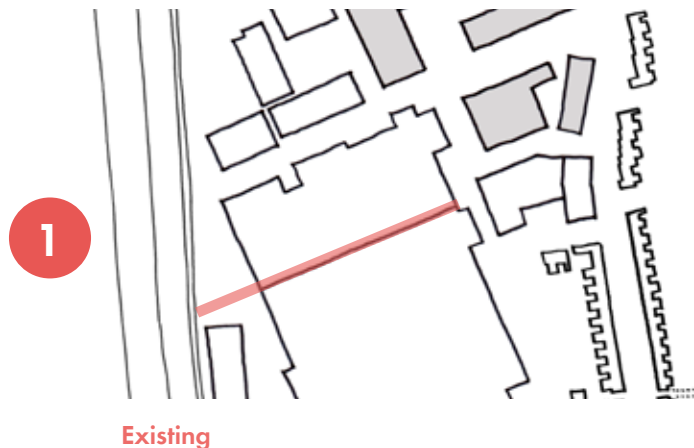
Boundary 2 - C&S to BlackRock



Boundary 3 - C&S/Dignity to BlackRock



EDGE CONDITIONS AND SEQUENCING



Boundary 1 - Romano to BlackRock

BlackRock redevelop first

This section considers the boundaries between different landownerships and sets out key guidance in line with the key principles within the Masterplan Framework Part A to ensure Romano Group is able to:

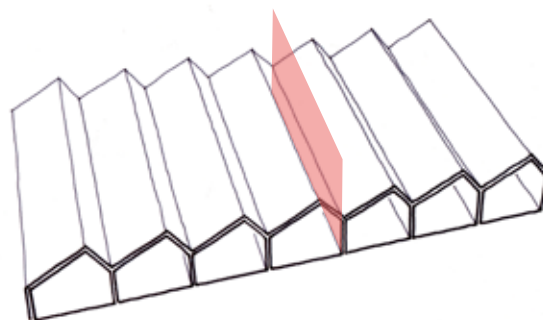
- retain existing uses
- redevelop intensified industrial uses (scenario a)
- redevelop as industrial uses alongside new uses (scenario b)

The guidance establishes a flexible approach to phasing and protects against agent of change issues, in the case that:

- BlackRock proceeds first (scenario 1)
- Romano proceeds first (scenario 2)
- Interim states of transformation

This spread considers scenarios of development on the central BlackRock site proceeding first in accordance with the key principles in the Masterplan Framework Part A.

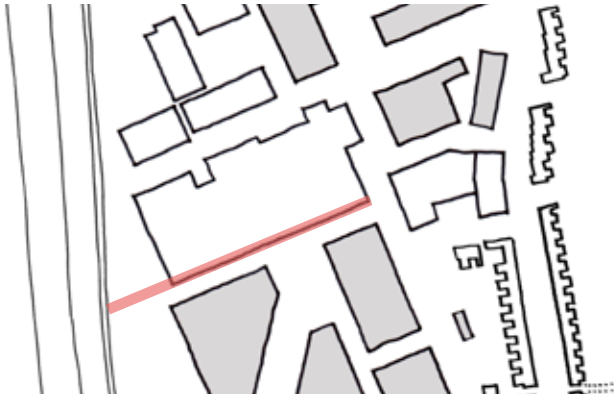
1a



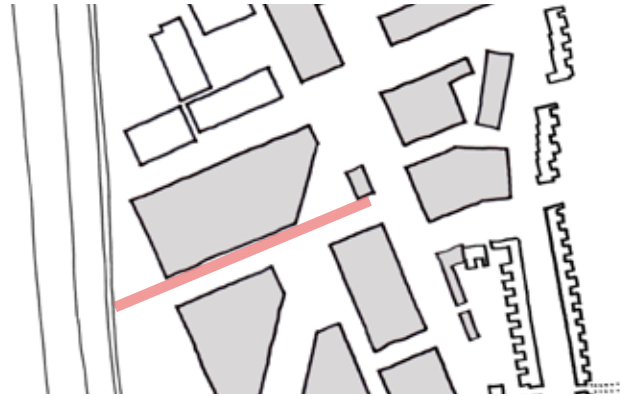
1b

Existing

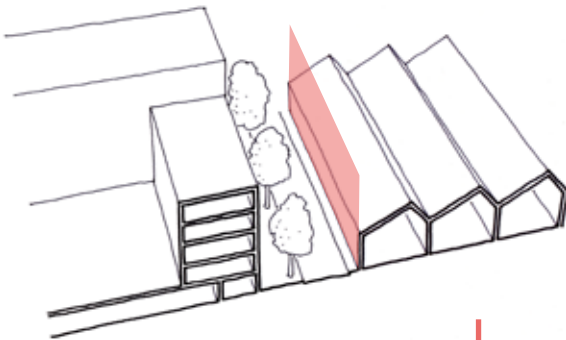
- The existing edge is a large single storey double height warehouse. BlackRock and Romano Group's parcels share a party wall.



BlackRock redevelop first and Romano retain existing use

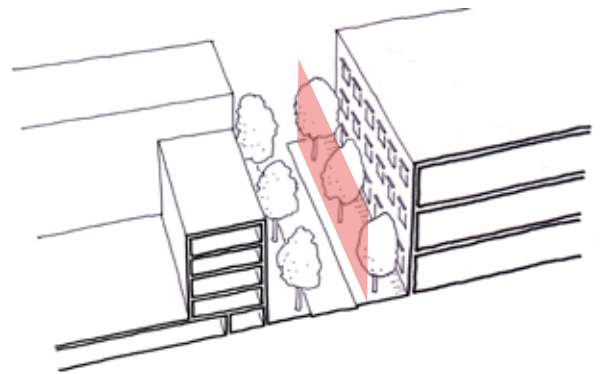


Romano redevelop

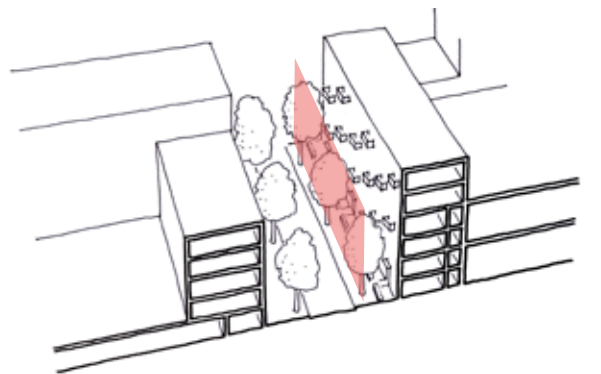


BlackRock redevelop first

- If BlackRock redevelop first, they will create a new secondary street within their landownership against the existing boundary connection, establishing full access for pedestrians and servicing.
- In the case Romano Group remains as existing, the blank facade could be treated to create a better street environment.
- Agent of change issues: New residential development within the BlackRock site is orientated away from existing yards.



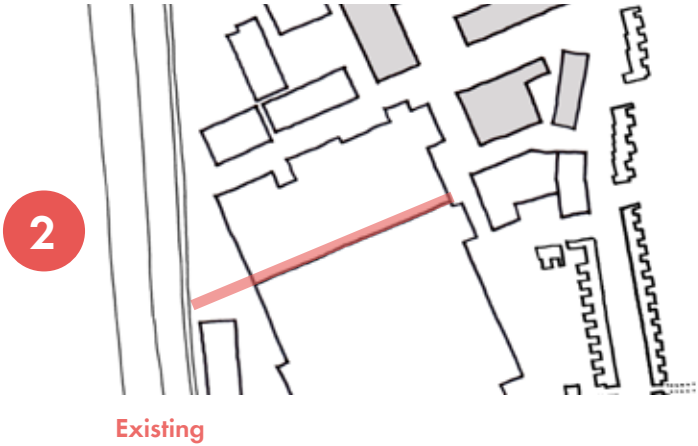
Romano redevelop with intensified industrial



Romano redevelop with industrial and residential

- Romano Group could redevelop as intensified industrial, or industrial with new homes. If they were to redevelop, Romano Group would complete the street, with a pavement and active frontage.
- If redeveloped as intensified industrial, pedestrian/cycle or customer access could be from the new street to the south, with larger vehicles and servicing accessing the new building from the north.
- If mixed use, the new homes should face south on to the new street and west, with industrial access and frontage continuing to be from the north.
- The new street created would be a secondary street, providing a high quality environment for pedestrians and cyclists and a good setting for new homes.

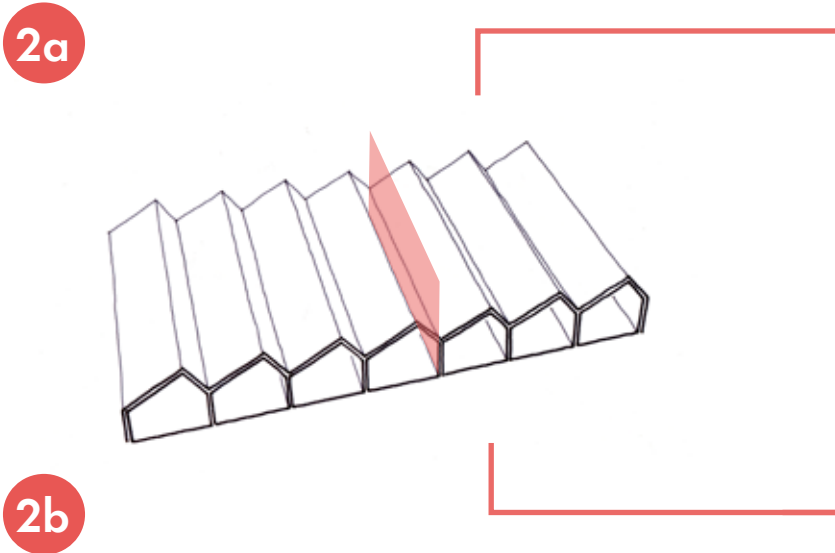
EDGE CONDITIONS AND SEQUENCING



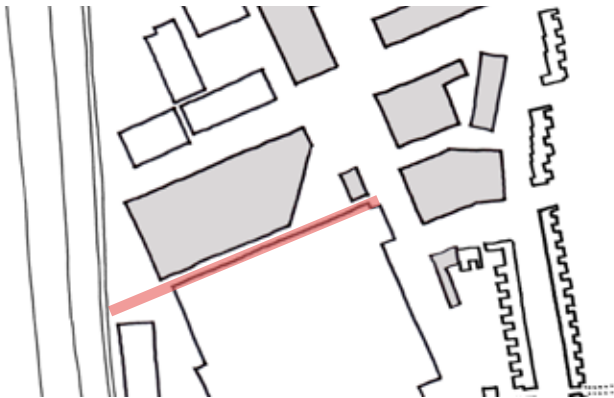
Boundary 1 - Romano to BlackRock

Romano Group redevelop first

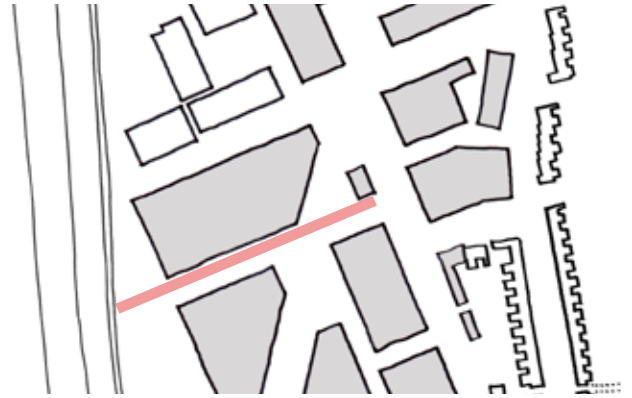
This spread considers scenarios of development on the Romano site proceeding first in accordance with the key principles in the Masterplan Framework Part A.



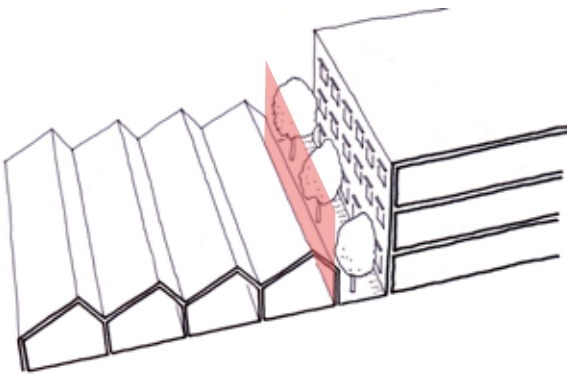
- The existing edge is a large single storey double height warehouse. BlackRock and Romano Group's parcels share a party wall.



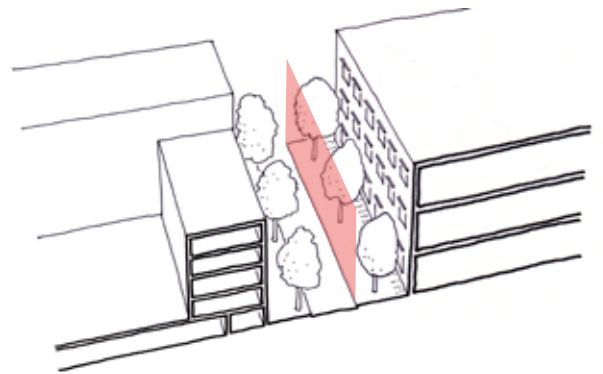
Romano redevelop first



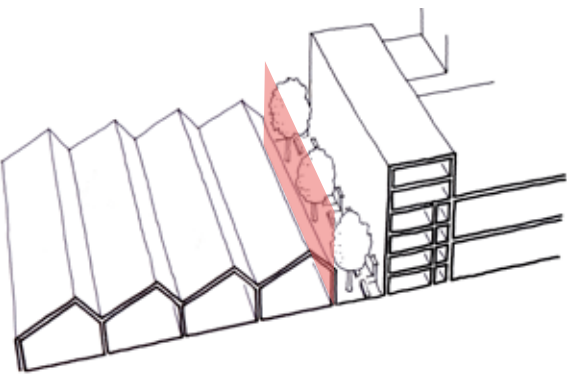
BlackRock redevelop



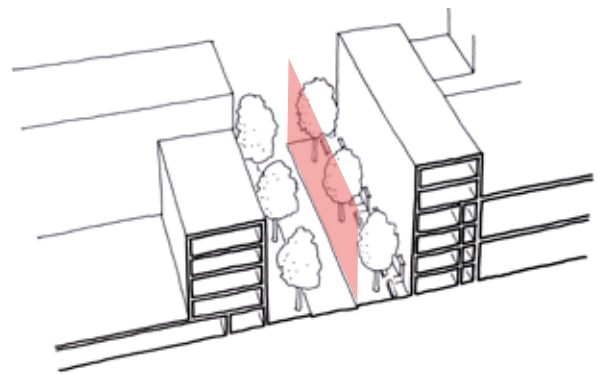
Romano redevelop first with intensified industry



BlackRock redevelop



Romano redevelop first with industry and residential



BlackRock redevelop

- If the Romano site is redeveloped before the core of the BlackRock site, the public realm within the southern boundary of the scheme would need to be more generous to allow for access, resulting in a reduced building footprint. In the interim, this access could be a pedestrian route.
- Industrial access remains from the north of Romano Group's site. If intensified industrial, pedestrian/cycle access could be offered from the new route to the south. If industrial and residential, the new homes would be accessed from the new route.
- Agent of change issues: New residential development on the southern edge will not overlook any existing yard space, but will need to accommodate a future demolition and development process.

- BlackRock's development completes the street with the main carriageway and the southern pavement. The access route created by Romano Group becomes a generous pavement on the northern side of the street.
- The final outcome is a complete street in both instances (BlackRock or Romano Group first). Though the street is slightly further north in the case that Romano Group develop first, reducing the building footprint.

EDGE CONDITIONS AND SEQUENCING

1



Existing / Phase 1

Boundary 2 - C&S to BlackRock

BlackRock redevelop first

This section considers the boundaries between different landownerships and sets out guidance in line with the key principles within the Masterplan Framework Part A to ensure C&S Builders Merchants is able to:

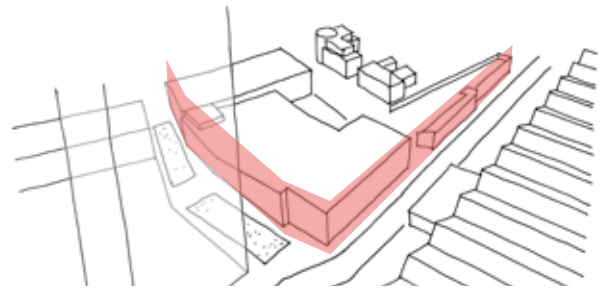
- retain existing uses
- redevelop intensified industrial uses (scenario a)
- redevelop as industrial uses alongside new uses (scenario b)

The guidance establishes a flexible approach to phasing and protect against agent of change issues, in the case that:

- BlackRock proceeds first (scenario 1)
- C&S proceeds first (scenario 2)
- Interim states of transformation

This spread considers scenarios of development on the central BlackRock site proceeding first in accordance with the key principles in the Masterplan Framework Part A.

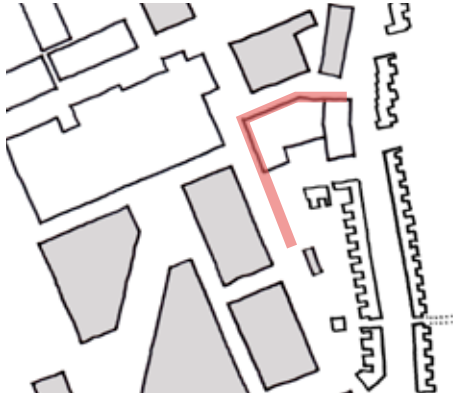
1a



1b

Existing / Phase 1

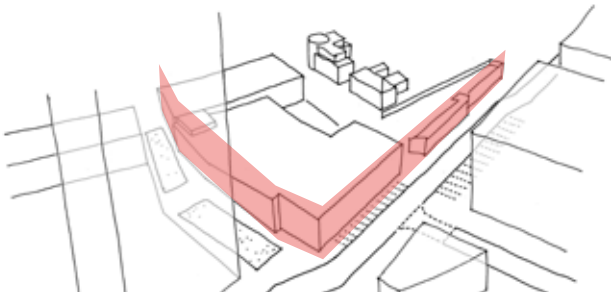
- BlackRock's Phase 1 development enhances the industrial route on the western edge of C&S with more capacity. This improved industrial route enters the site north of Uplands House.
- BlackRock's Phase 1 development transforms the street on the northern edge of the street into a walking and cycling access into the site.
- BlackRock's Phase 1 development creates mixed use buildings on the site to the north of C&S.
- In the case C&S Builders Merchants remains as existing, the blank facade could be treated to create a better street environment.



BlackRock redevelop first and C&S retain existing use



C&S redevelop

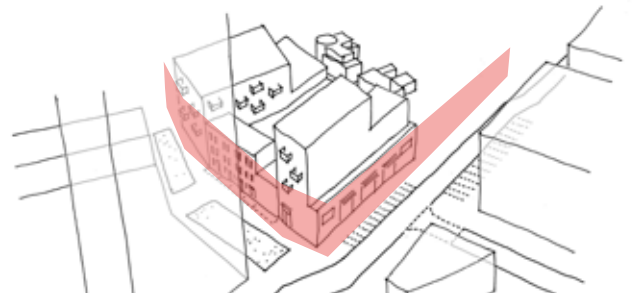


BlackRock redevelop first

- BlackRock development along Uplands Street continues the existing industrial context with new buildings. The BlackRock scheme to the west and north of the C&S site will need to be designed to avoid the introduction of agent of change issues with the retained C&S site and anticipate its future redevelopment with service access from Uplands Street.



C&S redevelop with intensified industrial



C&S redevelop with industrial and residential

- If C&S redevelop as intensified industrial, servicing access should continue to be from the west.
- Alternative approach to create new industrial development with residential above an industrial podium. In this instance, industrial should continue to be accessed from the industrial route on the west. New homes would be accessed from the north and south.
- If C&S redevelop, they create a new east-west street through their site, joining up Uplands Avenue.
- The new street created would be a secondary street, providing a high quality environment for pedestrians and cyclists and a good setting for new homes.

EDGE CONDITIONS AND SEQUENCING

2



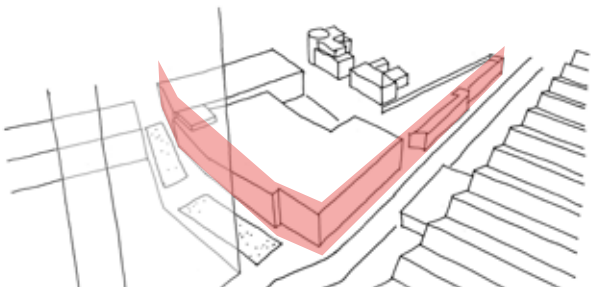
Existing / Phase 1

Boundary 2 - C&S to BlackRock

C&S redevelop first

This spread considers scenarios of development on the C&S site proceeding first in accordance with the key principles in the Masterplan Framework Part A.

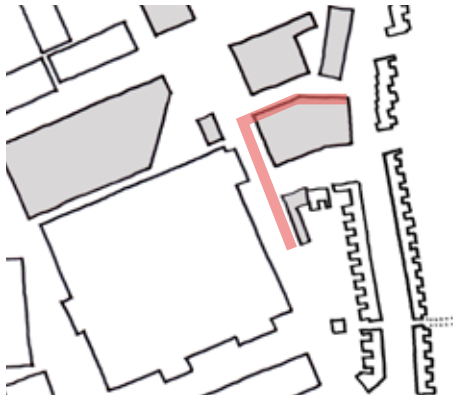
2a



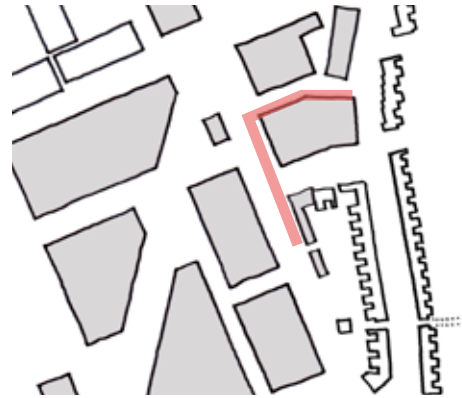
2b

Existing / Phase 1

- BlackRock's Phase 1 development enhances the industrial route on the western edge of C&S with more capacity. This improved industrial route enters the site north of Uplands House.
- BlackRock's Phase 1 development transforms the street on the northern edge of the street into a walking and cycling access into the site.
- BlackRock's Phase 1 development creates mixed use buildings on the site to the north of C&S.
- In the case C&S Builders Merchants remains as existing, the blank facade could be treated to create a better street environment.



C&S redevelop first



BlackRock redevelop



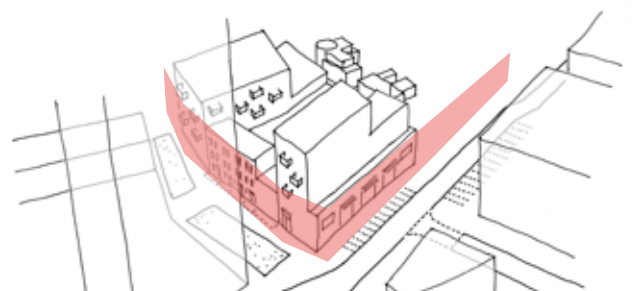
C&S redevelop first with intensified industrial



BlackRock redevelop



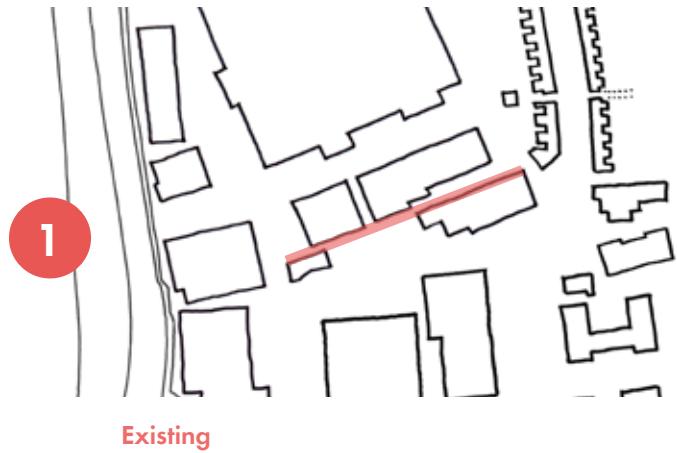
C&S redevelop first with industrial and residential



BlackRock redevelop

- If C&S redevelop as intensified industrial, servicing access should continue to be from the west.
- Alternative approach to create new industrial development with residential above an industrial podium. In this instance, industrial should continue to be accessed from the industrial route on the west. New homes would be accessed from the north and south and attention will need to be given to ensure that the potential agent of change issues are managed.
- If C&S redevelop, they create a new east-west street through their site, joining up Uplands Avenue. The new street created would be a secondary street, providing a high quality environment for pedestrians and cyclists and a good setting for new homes.
- BlackRock development along Uplands Street continues the existing industrial context with new buildings. The design of any new residential development in the BlackRock scheme will need to take account of the potential for agent of change issues with the retention of industrial uses fronting onto and accessed from the street.

EDGE CONDITIONS AND SEQUENCING



Existing

Boundary 3 - C&S/Dignity to BlackRock

BlackRock redevelop first

This section considers the boundaries between different landownerships and sets out guidance in line with the key principles within the Masterplan Framework Part A to ensure Dignity Funerals/southern C&S site are able to:

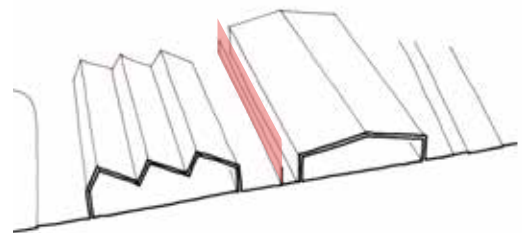
- retain existing uses
- redevelop intensified industrial uses (scenario a)
- redevelop as industrial uses alongside new uses (scenario b)

The guidance establishes a flexible approach to phasing and protect against agent of change issues, in the case that:

- BlackRock proceeds first (scenario 1)
- Dignity Funerals/C&S proceeds first (scenario 2)
- Interim states of transformation

This spread considers scenarios of BlackRock proceeding first in accordance with the key principles in the Masterplan Framework Part A.

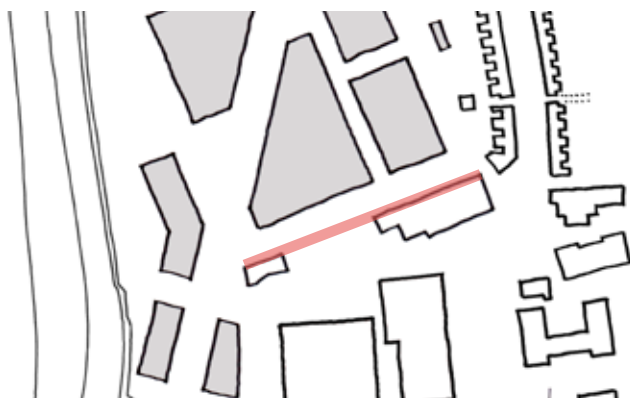
1a



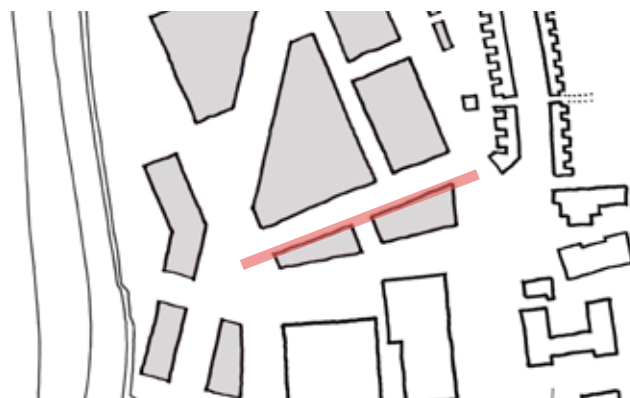
1b

Existing

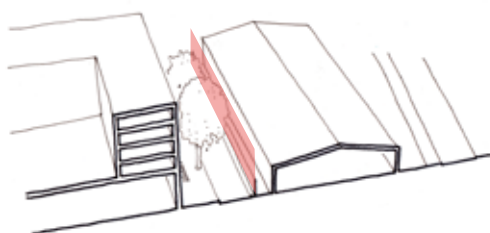
- The existing buildings are located back to back on either side of the boundary fence with a small maintenance/access/storage area between the buildings and the boundary line.



**BlackRock redevelop first with existing C&S/
Dignity Funerals uses retained**

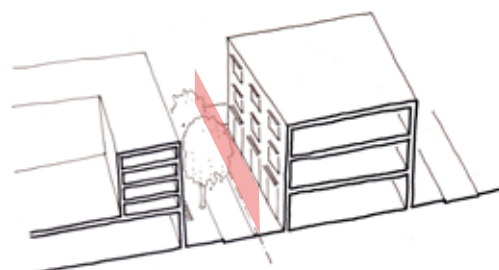


Dignity/C&S redevelop with intensified industrial

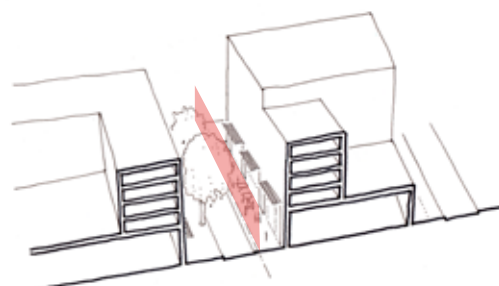


BlackRock redevelop first

- If BlackRock was to develop first, the scheme would be expected to deliver a new street on the northern boundary of Dignity Funerals/C&S land. This would have a full carriageway width to facilitate development, but may not require a full pavement on the southern side against the blank Dignity Funerals/C&S boundary
- In the case Dignity Funerals/C&S remain as existing, the blank facade could be treated to create a more attractive street environment.



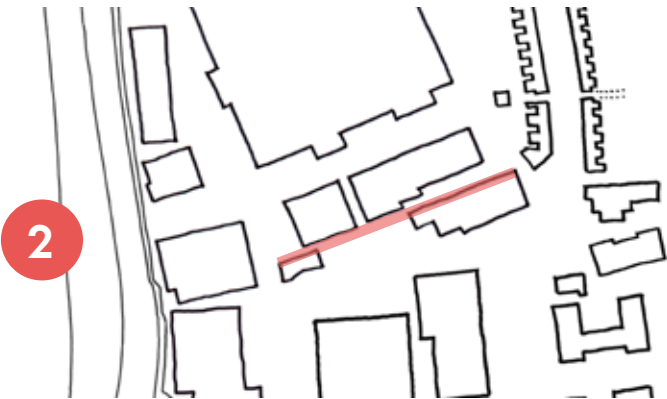
Dignity/C&S redevelop with intensified industrial



Dignity/C&S redevelop with industrial and residential

- As and when Dignity Funerals/C&S develop their sites, they are able to complete the street with a full width pavement and active frontage giving pedestrian access to the northern elevation.
- The new buildings would continue to have their main vehicle access from the south.

EDGE CONDITIONS AND SEQUENCING



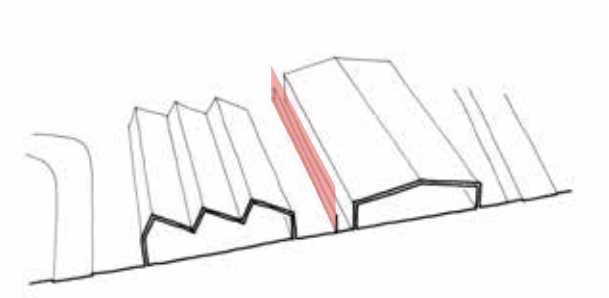
Existing

Boundary 3 - C&S/Dignity to BlackRock

C&S/Dignity Funerals redevelopment first

This spread considers scenarios of development on the Dignity/C&S sites proceeding first in accordance with the key principles in the Masterplan Framework Part A.

2a



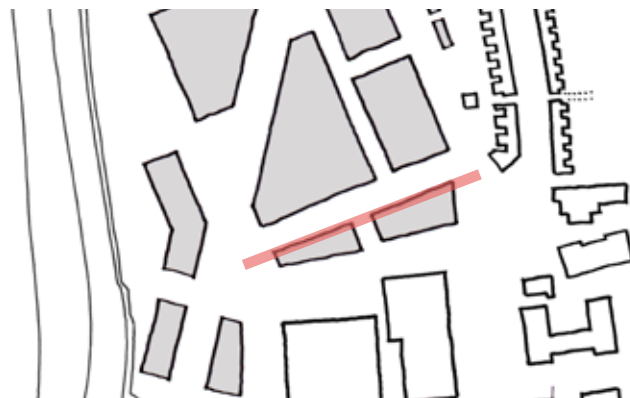
2b

Existing

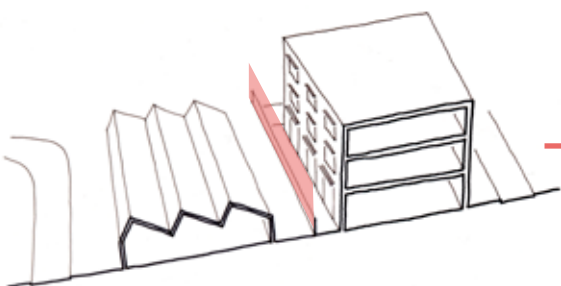
- The existing buildings are located back to back on either side of the boundary fence with a small maintenance/access/storage area between the buildings and the boundary line.



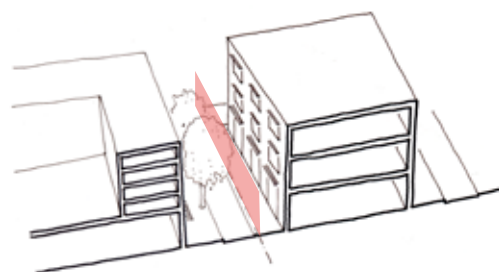
Dignity Funerals/C&S redevelop first



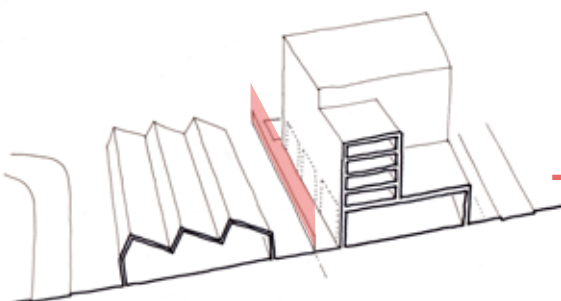
BlackRock redevelop



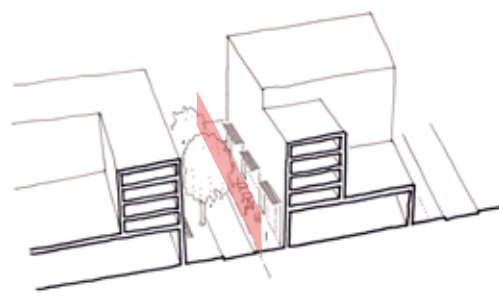
Dignity Funerals/C&S redevelop first with intensified industrial



BlackRock redevelop



Dignity Funerals/C&S redevelop first with industrial and residential



BlackRock redevelop

- In the event that either Dignity Funerals or C&S development ahead of BlackRock, development will need to be set back sufficiently from the boundary to allow for overhanging balconies and maintenance/service access
- New buildings should be designed to anticipate the opportunity of opening up at the street level as and when the neighbouring development is delivered, but will be limited in their ground floor outlook until BlackRock deliver the street to the north.
- Access to industrial and residential elements will remain from Priestley Way.
- As and when BlackRock develop to the north of the new buildings and deliver the complete street it would be possible for the ground floor elevation to be adapted and respond to take advantage of the improved context with active frontage and pedestrian access.

5 CONCLUSION

5 Conclusion

5.1 Next steps

- 5.1.1

This report has set out how gradual transformation and intensification of the Blackhorse Lane Central Sub area can be achieved through a coordinated approach by different landowners working in collaboration with the council in accordance with the key principles set out in the Masterplan Framework Part A.
- 5.1.2

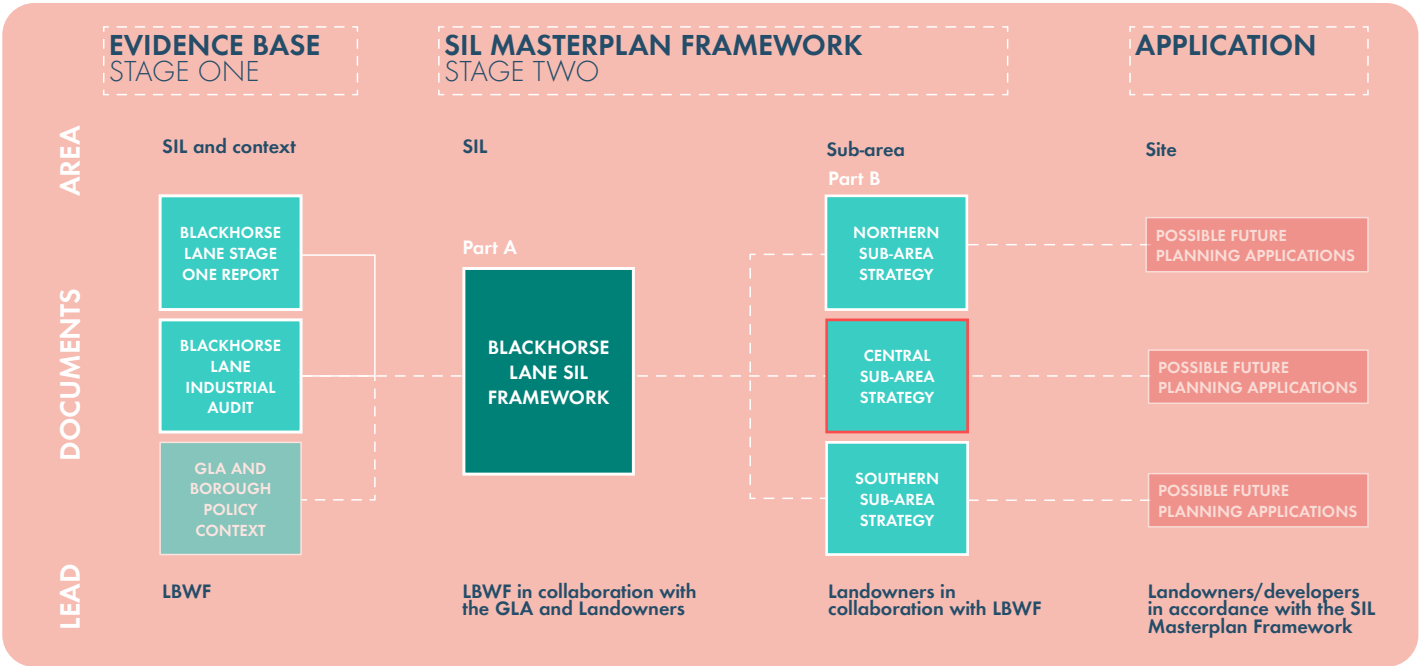
As has been stressed throughout the document, its purpose is to demonstrate how the existing ownerships, buildings and uses can be allowed to continue to operate successfully and be protected as industrial activities whilst allowing for neighbouring sites to change. In this way each of the landowners is given the best control over their own sites whilst unlocking the potential for change.
- 5.1.3

The production of this Stage 2 Part B document is part of a wider process, meeting the requirements of the GLA's draft 2018 Practice Note for Industrial Intensification alongside Policy E7 in the London Plan and Policy 30 of the emerging Local Plan. To date the process has included:
- 5.1.4

Stage 1 - evidence base: including the preparation and issue of the Stage 1 Blackhorse Lane Report and associated Industrial Land Audit which together identify Sub Areas of Intensification and Consolidation;
- 5.1.5

Stage 2 Part A - the framework document considering the baseline context, engagement activities, spatial vision and framework for development, considering the entire SIL. This document, and the evidence base work leading up to it have been approved by the GLA and are now available to view on Waltham Forest's website;
- 5.1.6

Stage 2 Part B - This sub-area specific strategy document providing further information and detail at the sub-area scale for the central area including urban framework, key edge conditions, movement and access, approach to safety and security and managing any area specific constraints, as well as phasing and delivery of development including industrial capacity. Further sub-area frameworks will be required for the northern and southern areas.



- 5.1.7 This document should be read in conjunction with the Stage 1 and Stage 2 Part A documents; its guidance is consistent with their evidence and principles. Subsequent sub-area documents for the northern and southern areas may also provide further useful context for the development of proposals.
- 5.1.8 The Blackhorse Lane Charter (see page 15) forms the basis for the approach to change and the continued future for creative industrial activity in the area as set out in the Masterplan Framework Part A.
- 5.1.9 A successful process for change will include the following:

Consultation

- 5.1.10 Landowners will be expected to demonstrate a clear consultation process with business in their site, setting out a detailed understanding of their activities, future ambitions and intentions. This should inform the approach taken to the design, delivery and phasing of new industrial space, or consideration of where else industrial space might be delivered to suit their requirements.

Collaboration

- 5.1.11 Delivering change within the central sub-area of Blackhorse Lane will benefit from collaboration between the different landowners. This would include not only conversations about design, but also about phasing and delivery to coordinate periods or change. It may be beneficial to establish a land owner forum which could provide a context for regular communication including engagement with the Council.

Coordination

- 5.1.12 The Council, working with the landowners has a further role to play as the planning and highway authority in coordinating separate applications and help ensure a coordinated approach to the public realm, green spaces, services and utilities. This

should have the objective of providing a unified environment, enabling public access and ensuring that the developments together create a single coherent place. It is recognised that streets and spaces within developments may not be presented for adoption by the council. However, this should not prevent the establishment of a network of streets for public access.



Figure 23 Illustrative plan for the central sub area in accordance with the key principles established within the Masterplan Framework Part A

6 APPENDIX

6 Appendix - policy checklist

CONTENT	DEFINITION OF CONTENT AS PER GLA DRAFT PRACTICE NOTE (2018)
1. GEOGRAPHICAL SCOPE	The masterplan should provide a more detailed map of the subareas within the SIL/LSIS where development is proposed.
2. POLICY CONTEXT	The masterplan should set out how the proposals are consistent with: <ul style="list-style-type: none"> • adopted London Plan policies • adopted and emerging Local Plan(s) • adopted and emerging Local Plan site allocations. • other planning documents, where relevant, including OAPFs and SPDs.
3. EVIDENCE	The masterplan should: <ul style="list-style-type: none"> • Demonstrate how the evidence has informed the use classes, typologies and size of units that are proposed in the relevant sub-areas.
4. WIDER SPATIAL CONTEXT	The masterplan sub-areas map should identify: <ul style="list-style-type: none"> • links to strategic and local road networks • links to rail and river/canal networks, public transport and walking and cycling routes • nearby town centres, high streets, retail parks, local services and social infrastructure • links to green infrastructure • location of existing residential areas • relationships with any proposed infrastructure and neighbouring developments.
5. NON-STANDARD LAND USES/ DESIGNATIONS	For the sub-areas the masterplan should identify: <ul style="list-style-type: none"> • the existing and proposed future utilisation of safeguarded wharves, railheads and inter-modal facilities (if present) • waste management, utilities or land for transport functions • Health and Safety Executive (HSE) hazardous area classifications (if present).
6. LANDOWNERSHIPS, PARTNERSHIPS AND ENGAGEMENT	The masterplan should: <ul style="list-style-type: none"> • be informed by landownerships and how these are configured across the area and what tools are available for land assembly to deliver strategic development. • provide details of any engagement with landowners, businesses, existing partnerships, business alliances or BIDs and the response from this engagement
7. INDUSTRIAL LAND AUDIT AND ASSESSMENT OF BUSINESS NEEDS	Where no up-to-date audit is available, it is recommended that the masterplan includes an industrial land audit (see Section 5) for the relevant sub-areas. The masterplan should provide an indication as to whether existing businesses are intending to stay, grow and invest in the area, what their operational and servicing requirements are and how existing businesses and functions can be secured through the masterplan.
8. OPTION APPRAISAL	The masterplan should identify a range of options that have been considered for the development of the relevant sub-areas. An appraisal of the development options considered.

STAGE 1	STAGE 2 (PART A) SIL MASTERPLAN FRAMEWORK FOR THE BLACKHORSE LANE SIL	MASTERPLAN STAGE 2 PART B – CENTRAL SUB AREA STRATEGY
Yes - Initial sub-areas where development is proposed is defined in Stage 1	Yes - Stage 2 refines sub-area boundaries and provides SIL/LSIS boundary defining sub-areas for industrial intensification and sub-areas where co-location can be supported	Yes - provides further level of detail for central sub-area
Yes - please refer to section 1.5 Planning policy context	Yes - section 2.3 Planning policy and strategic context of the Masterplan Framework sets out the policy context of existing documents and also the emerging Industrial Intensification SPD	Yes - primarily by linking back to the main Masterplan Framework document
Yes - please refer to section 2 which presents a detailed analysis of the SIL and the wider economic context	Yes - please refer to sections 2.10 Existing use, floorspace and layout and also to section 3 Engagement	Yes - building upon Stages 1 and 2A for central sub-area
Yes - please refer to sections 1.1 Location and physical context, 1.4 Green and open space, 1.6 Wider development context, 3.6 Movement access and servicing,	Yes - please refer to section 5.7 Design-led urban framework, 5.8 Servicing and movement, and section 6 which sets out more detailed considerations for each of the three sub-areas	Yes - by referencing the wider context information from the Masterplan Framework and demonstrating how this applies at the level of the sub-area.
N/A on the basis these uses are not in existence at Blackhorse Lane SIL	N/A on the basis these uses are not in existence at Blackhorse Lane SIL	N/A on the basis these uses are not in existence at Blackhorse Lane SIL
Yes - a land audit was completed as part of Stage 1 and extensive engagement exercise undertaken with landowners, businesses and wider community	Yes - building upon Stage 1 with further engagement with landowners, businesses and wider community	Yes - building upon Stages 1 and 2A with sub-area focused detail and landowner workshops
Yes - a land audit was prepared for the BHL SIL alongside extensive business engagement	Yes - building upon Stage 1 with additional consultation and engagement.	Yes - building upon Stages 1 and 2A with additional consultation and engagement.
Yes - a range of options and site constraints were assessed and informed the sub-area boundaries and land use strategies	Yes, as presented in Stage 1 masterplanning work	Yes - building upon Stages 1 and 2A with sub-area specific analysis including range of options

9. THE PROPOSED MASTERPLAN APPROACH

Spatial analysis – This should identify the sites in the subarea(s) that are capable of being intensified for industrial-only uses; the sites for industrial co-location (i.e. industrial and residential/other non-industrial uses) and the sites for residential or other non-industrial development.

- Site capacity analysis – an assessment of the capacity of relevant sites in the sub-area to accommodate development (including industrial activities, residential and other uses). This should state:
 - i. the quantum of industrial floorspace and functions that could be delivered across different sites in the sub-area, broken down by the industrial use categories in Part A of London Plan policy E4
 - ii. details of the assumed building typologies and number of storeys
 - iii. the assumed area of yard space for access, servicing and operational requirements taking into account the need for appropriate provision of public realm/landscaping
 - iv. details of the assumed industrial floorspace plot ratios and plot coverage for the relevant sites within the masterplan area
 - v. the broad quantum of residential units and non-industrial floorspace, where appropriate.
- Infrastructure requirements – a broad assessment of the infrastructure needed to support the masterplan proposals and how these requirements could be met.
- Access and servicing analysis – demonstrating that the access and servicing requirements of existing and new industrial businesses can be met and identifying potential impacts on the strategic and local road networks.
- Agent of Change analysis – demonstrating how different uses can be good neighbours and how potential impacts can be mitigated in the new residential development.
- Place making – demonstrating that the masterplan proposals will meet the criteria in policy E7E and that they are well integrated with surrounding neighbourhoods and address the London Plan principles of Good Growth.
- Access to public transport and local services - including proposed walking and cycling routes and links to public transport nodes, town centres, local services, social infrastructure and green infrastructure.
- Decant and phasing – demonstrating how development will be phased; how the phasing will ensure that the intensified industrial development is delivered and completed in advance of the residential components; and the approach to decanting and relocating any businesses affected. A decant strategy will need to take into account the availability and suitability of stock for relocated businesses in alternative locations identified by the masterplan.
- Deliverability – demonstrating the proposals are achievable and can be delivered. This should include details of how industrial intensification will be secured across the relevant sub-areas and sites within the masterplan including phasing (see above), who is responsible for delivery, and the nature of any development agreements (if required) to ensure that the comprehensive vision of the masterplan is delivered.
- Sustainable development and equalities - Masterplans should support sustainable development and the requirements of the Equalities Act 2010, in particular the public sector Equality Duty which requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people.

Yes – Stage 1 provided initial sub-area boundaries informed by SIL wide analysis and detailed land audit

Yes – 2A set out site wide framework for industrial intensification and consolidation, including site capacity analysis, infrastructure requirements, access and servicing analysis, agent of change analysis, placemaking strategy (including height and massing principles for SIL), assessment of access to public transport and local services, principles for decant and phasing (including Business Charter), assessment of deliverability and focus on sustainability and ensuring equality

Yes – 2b Central Sub Area specific strategy builds upon site wide framework set out within Stage 2 and key principles with a particular focus on phasing to ensure flexibility for landowners, facilitate business retention and maximise potential for delivery of central sub-area

