SME
The European Commission define SME’s by limit of employees and turnover; small is businesses with fewer than 50 employees, medium is businesses with less than 250 and micro is enterprises with fewer than 10 employees.

The Commission acknowledges the socially and economic importance of SME’s stating that they represent 99% of all enterprises in the EU and constitute around 65 million jobs and fuel entrepreneurship and innovation.

Creative Industries
The Department for Culture, Media and Sport (DCMS) define creative industries as “those industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property”.

Within this definition they cite creative industries to include advertising, architecture, the art and antiques market, crafts, design, designer fashion, film and video, interactive leisure software, music, the performing arts, publishing, software and computer services, television and radio and go on to acknowledge linked economic relationships with other sectors including tourism, hospitality, museums and galleries, heritage and sport.

SME’s make up a large proportion of businesses in Waltham Forest as a whole currently houses a rich variety of manufacturing, SME and creative industries and LBWF’s emerging Core Strategy identifies the area as one where growth in creative industries is likely to occur. The UDF seeks to resist the loss of existing successful businesses and nurture the area and augment them with new business floorspace that builds on pre-existing social and cultural enterprise to produce genuinely mixed-use neighbourhoods. Indeed, the UDF acknowledges that the area is already a mixed-use neighbourhood and that through rationalisation and intensification an increased quantum of residential will be added.

New business floorspace that is compatible with housing – i.e. B1 uses – could help deliver the vision for the area by:
- Locating less vulnerable uses on the ground floor / basement areas within those parts of the Station Hub and Waterfront site that are in Flood Zone 3;
- Introducing active ground floor frontages that make streets attractive and safe;
- Providing job opportunities for local people and reducing the need to travel; and
- Creating business clusters which enable like-minded businesses to grow and prosper.

For the above benefits to materialise, the following needs to happen:
- New streets need to make adequate provision for vehicular access and servicing of premises;
- Floor loadings and floor to ceiling heights of business floorspace needs to be specified to allow for manufacturing as well as office space;
- Floorspace needs to be provided in flexible formats that enable it to be occupied by a full range of SME’s and creative industries
- Prospective developers need to set out a delivery strategy for all proposals for speculative business floorspace - financial viability and assumed sales / rental levels, building format, internal specification standards, lettings policy and future management arrangements
- The creative use of planning conditions and planning obligations to secure ‘affordable’ business space
This section illustrates the proposals that will ensure future development provides a high-quality sustainable community.
Illustration taken along the proposed linear park, looking towards the Lee Valley Regional Park.
Illustrative masterplan

- BHL scheduled development sites
- Land parcelling
- New build residential
- New build business space
- Health facility
- Existing building / uses retained
- Built courtyard
- Courtyard
- Public amenity space
- Private amenity space
Station Hub primary street

Illustration taken along the proposed primary street within the Station Hub site
Illustration looking from Sutherland Road, South towards Blackhorse Lane

Sutherland Road
This section summarises key delivery mechanisms that will ensure future development provides a high-quality residential and business environment.
Using this Document
LBWF will actively seek to implement the vision, design principles and detailed guidance in this document. It will also be used as a basis for developing the Blackhorse Lane AAP and feed into the preparation of the Upper Lee Valley Opportunity Area Framework. LBWF’s intention is to develop this document into an SPD once a Blackhorse Lane AAP is adopted.

Pre-application Service
LBWF encourages early discussions with officers, so that they can help to improve the quality of design, encourage greater public consultation, and give greater certainty to developers when developing their proposals. The planning case officer will co-ordinate design advice from both within LBWF and from external organisations - such as the Greater London Authority Planning Decisions Unit, Design for London and CABE - to ensure that developers and their design teams receive timely and focused design advice and that they are not presented with conflicting advice from multiple sources.

Supporting Documentation
Design and Access Statements are a national requirement and LBWF’s ‘List of Local Validation Requirements’ (April 2008) sets out additional documents that will be expected to support major planning applications in the Borough - including a Crime Prevention / Safer Places Statement, Affordable Housing Statement, Building for Life Assessment and draft Heads of Terms for Planning Obligations. All documents that accompany planning applications for sites in the UDF area should demonstrate how the proposals would:
- Make a positive contribution towards the realisation of the vision, design principles and detailed guidance
- Enable - and in no way prejudice - future development in the rest of the area from doing the same – including the phased delivery of larger sites
The Design and Access Statement should include a ‘delivery strategy’ section that addresses issues such as land ownership, financial viability and assumed sales / rental levels, lettings policy, format and future management of speculative business floorspace and future maintenance and management arrangements.

LBWF and TfL Owned Property
The Council are assembling buildings at Sutherland Road and TfL own the Blackhorse Road Car Park, Forest Road on the Station Hub site. Subject to satisfying legal and strategic policy requirements, these authorities are in a position to use or sell their property in ways that will help deliver the vision, design principles and detailed guidance.

Compulsory Purchase
Both LBWF and the LDA will consider using their compulsory purchase powers where this would help secure the delivery of high-quality development that is in line with the vision, design principles and detailed guidance.

Infrastructure Delivery Plan
LBWF has prepared an Infrastructure Delivery Plan to identify what infrastructure is required, when and where and the key partners that the Council will be working with to make this happen.
Partnership Working
LBHF will work as part of the Local Strategic Partnership and its various theme partnerships - which include senior representatives from public sector agencies and the business community - in delivering the aims and objectives of Waltham Forest’s Sustainable Community Strategy. LBWF will also work with other partners, including local businesses, the GLA, LDA, TfL and the adjoining Boroughs of Haringey and Enfield to deliver strategic and cross-borough infrastructure - such as a Decentralised Energy network - and the Environment Agency and Natural England over flood risk, contamination and biodiversity issues.

Planning Obligations / Community Infrastructure Levy (CIL)
LBWF has adopted a Planning Obligations SPD (November 2008), together with a Blackhorse Lane Planning Obligations Strategy (February 2009) – which sets out a tariff-based approach to the negotiation of financial contributions from developers active within the area, in line with the relevant legal and policy tests. LBWF may pool contributions in order to meet significant infrastructure requirements such as improvements to the Royal Standard Junction and cycle / footpaths through the Lea Valley - including those set out in the Infrastructure Delivery Plan.

In addition to securing financial contributions to facilities and services, obligations will also be used to secure in-kind contributions - such as affordable housing, the provision of on-site renewable energy technologies and measures to facilitate decentralised energy - and the appropriate phasing of development.

The CIL Regulations (April 2010) introduce a new tariff for raising funds from developers to help deliver infrastructure - but not affordable housing - that LBWF could use and scale back the use of planning obligations. On the local adoption of CIL or nationally from April 2014, the Regulations restrict the local use of planning obligations for pooled contributions, allowing pooled contributions to be sought to mitigate the cumulative impacts of developments from no more than five schemes.
The UDF sets out the overarching vision and development principles for the two Blackhorse Lane sites and sets out guidance on various topics – building up layers to arrive at an Illustrative Masterplan. This brief develops the guidance set out in the UDF by providing additional site-specific guidance for the Station Hub and Waterfront area as shown in the plan below.
The Existing Situation

Existing Local Land Use Patterns

Existing Building Heights

Particular Issues

- Parts of the area are within Flood Zone 3a - High Probability of flooding
- The PTAL for the area is mainly 3, although the area around the Blackhorse Lane / Forest Road junction is 5 - where 1 is very poor and 6 is excellent
- Unattractive and inadequate pedestrian and cycle crossing facilities at the Forest Road / Blackhorse Lane junction
- Restricted access from Hookers Lane, with poor sight lines along Blackhorse Lane
- Large impermeable street block with limited access and servicing arrangements and lack of pedestrian / cycle routes through
- The Royal Standard pub and building Nos. 5 to 7 on Blackhorse Lane make a positive contribution to the character and appearance of the area
- Property is in a number of ownerships, with TfL owning the existing surface car park, Blackhorse Road Car Park, Forest Road
- The relationship is poor between existing business premises and housing at Nos. 63 to 95 Blackhorse Lane
- The reservoirs form part of a SSSI / SPA and new development needs to safeguard their special value, whilst seizing opportunities to improve visual and physical connections
- Noise and air pollution associated with two busy road frontages
Identified Positive Buildings

- Retention of use
- Retention of building and reuse
- Retention of building and use

Existing Flood Implications

- Floods every 20 years
- Floods every 100 years
- Floods every 100 years + Climate Change

Existing Street trees

- Existing mature trees
- Existing young trees