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1.0 Introduction

This Supplementary Planning Document (SPD) has been produced to set out a clear planning policy framework for bringing forward the appropriate redevelopment of the Norlington Road site, and to give greater certainty to developers and other interested parties.

The SPD has been written in the context of:

- Existing planning policy (see Appendix 1 for detail)
- The need for expansion of Norlington School for Boys
- Emerging change affecting the character and nature of the area.
- The existing site is underutilised and has a poor interface with the surrounding streets and neighbours.
- The site is in a number of different ownerships.

1.1 Status of the document

This document is produced as a SPD to the Council's Local Plan. It supports and gives detail to policy CS8 'Making Efficient Use of Employment Land' of the Council’s Core Strategy Adopted March 2012, and DM20 'Non-Designated Employment Areas' of the Council’s Development Management Policies, adopted October 2013.

This SPD will be a material consideration in the determination of planning applications and in relation to appeals and public inquiries. Proposals for the Norlington Road site will therefore need to take into account the guidance set out within this document.
2.0 Summary

Address: 66-74 Norlington Road E10

Site area: Approx. 1 ha

Current use: Employment

PTAL: 2/3 (low to medium)

Preferred land use: Mixed use incorporating:

- An extension to Norlington School for Boys (social infrastructure)
- Employment (increase existing numbers of jobs yielded on the site and provide improved space)
- Residential where compatible with neighbouring uses.

Other key aims:

- Building heights generally up to 3 storeys with a possible small 4 storey element on the junction of Norlington Road and Hainault Road.
- Development to improve the interface with adjacent streets
- High quality design that responds to context
- Retain the locally listed building


3.0 Opportunities and issues

3.1 Opportunities

• Intensify use of an underutilised site
• Provide an extension to Norlington School for Boys
• Increase employment density and provide higher quality employment space
• Provide new residential accommodation
• Retain the Locally Listed J & S Franklin building
• Improve the built interface (including levels of natural surveillance) between the site and surrounding streets, in particular at the junction of Hainault Road and Norlington Road.
• Achieve high quality design which respond to context and respect adjacent uses, in accordance with the Waltham Forest Urban Design SPD and Design Charter

3.2 Issues

• The site is within a number of ownerships. To achieve a comprehensive development of this site will require those various interests to be assembled and involve consultation and negotiation and consensus of parties affected by development.
• Any loss of employment space will require justification
• The adjacent railway line generates a significant level of noise and vibration
• The existing site has limited access points
• The rear of existing residential properties to the south-west of the site create a sensitive edge.
• There may be contamination on the site.
4.0 Existing characteristics

4.1 Description

The Norlington Road industrial site is rectangular in shape and shallow. It is bounded by the Barking-Gospel Oak railway line to the north-east, and Norlington School for Boys to the south-east. The western and south-western edges are defined by Hainault Road and Norlington Road.

The site is industrial in character and is within close walking distance of Leyton Midland Road overground station.

The site has a poor interface with Norlington Road and the surrounding residential area with little activity along the building edge.

The surrounding urban grain is largely comprised of tightly packed terraced housing arranged in perimeter blocks. Pockets of housing to the north of the railway line are more open in nature, and a few locations include larger footprint buildings such as at the industrial areas and the adjacent Norlington School for Boys.
4.2 Existing land use

The Norlington Road site is currently used for light industrial purposes and includes uses such as a fabric warehouse and artist and film studios. The immediate neighbours are residential, except for Norlington School for Boys. The residential uses edging this site pose a challenge to development as any impact on the privacy, security and amenity of these neighbours will need careful consideration.

The school itself significantly fails to meet the recommendations made in the Department for Education’s Area Guidelines for Mainstream Schools (Building Bulletin 103), June 2014, and in particular it lacks sufficient play space. Development of the Norlington Road site provides an opportunity to extend the school and improve its facilities.

The broader area is characterised by Victorian terraced housing of a relatively high density, interspersed by some light industry, warehousing and school buildings.

The Barking to Gospel Oak elevated railway line is a dominant feature in the area with the industrial units tending to be located along it. The railway line creates a barrier to north-eastern/south-western movement; however there are breakthrough points at Grove Green Road, Hainault Road and Leyton High Road. Some shops and cafés are clustered at these breakthrough locations, and Francis Road Neighbourhood Centre is also close by. Bakers Arms District Centre can be reached in approximately 10 minutes on foot.

Bellway Homes are constructing a new development on the triangular area of land between High Road Leyton, Midland Road and Hainault Road. The development provides 148 new residential units with associated off street parking and ranges in height between 2 to 5 storeys.

There are also relatively small pockets of publicly accessible open green space to the north-west including Leyton Cricket Ground, and a number of primary and secondary schools. Norlington School for Boys is immediately adjacent to the site.
4.3 Building heights

The diagram opposite shows the existing building heights in the general area. They are broadly two storeys with some single storey industrial units. It also includes the medium rise development under construction on the Leyton Triangle site.
4.4 Movement and access

The busiest vehicular route in the area is High Road Leyton (A112) running north-south to the west of the site, and is part of the Strategic Road Network. Hainault Road and Grove Green Road are not part of this network, but are nevertheless busy vehicular routes in the local area with buses that run along them. The smaller residential streets in the area are quieter and subject to fewer vehicle movements.

Leyton Midland Road overground station is close to the site and bus stops are located on Hainault Road and High Road Leyton.

The railway line to the north-east of the site creates a barrier to movement. Vehicular access to the site is limited to one location.

The Public Transport Accessibility Level (PTAL) of the site generally shows a level of 3 (medium) with some 2 (low).
4.5 Public realm and parking

The quality of the public realm in the area is mixed. The public realm in surrounding residential streets is reasonable with streets lined with tightly packed terrace housing with on-street parking. The quality of public realm reduces where it edges some of the industrial uses, and around Leyton Midland Road Station.

Industrial uses tend to have a poor interface with the street and in some locations, such as the Norlington Road site, have reduced levels of natural surveillance. The public area at the entrance to Leyton Midland Road station is in need of improvement.

The Norlington Road site is outside a Controlled Parking Zone (CPZ) but edges the Grove Green North CPZ and is close to Grove Green South and Leytonstone West CPZ’s. These are anticipated to increase the parking pressures around the south-eastern edge of the Norlington Road site.

Figure 3 - Public realm and parking
4.6 Heritage assets

Archaeological Priority Zone

The site is partially located within the Low Leyton Archaeological Priority Zone (APZ16) which is based around an area of medieval settlement. Archaeological Priority Zones are created when an area has significant known archaeological interest or high potential for new discoveries (numerous finds of prehistoric material were made during the Victorian development of the area). Therefore, for sites over 0.4 hectares, the Council will consult with the Greater London Archaeology Advisory Service which may lead to a requirement for a desktop assessment to be carried out.

Local listing

The front section of the J & S Franklin works building is locally listed, with the Crittall windows on the first floor being of particular interest. Development must seek to retain the listed section of the building, protecting both its character and setting.

School building with architectural merit

Whist the Norlington School for Boys building adjacent to the site is not designated, the building does have architectural merit and proposals should therefore respect its qualities.

Figure 4 - Plan showing heritage assets
4.7 Land ownership

Land ownership within the site is mixed. The following plan shows the various plots.

The council would like to see a comprehensive development of this site which will require those various interests to be assembled and involve consultation, negotiation and consensus of parties affected by development. However, the council will consider proposals for smaller parcels of land providing they do not adversely impact on the overall ambitions for the site or compromise objectives of other landowners.

Figure 5 - Land ownership
4.8 Other site considerations

- The existing buildings present a weak elevation at the junction of Hainault Road and Norlington Road.

- The quality of the site edge provided by fencing and industrial buildings is low, and brings little natural surveillance.

- The railway line adjacent to the development site brings significant noise and vibration.

- The existing residential properties edging the site pose a challenge to development to ensure their amenity, privacy and security is not overly impacted.

- There is an approximate 1m level difference between the school and the south eastern edge of the site.

Figure 6 - Plan showing additional design considerations
5.0 Development principles

5.1 Proposed uses

The Council is seeking to encourage a mixed use development of the site that provides sufficient space for an extension to Norlington School for Boys (social infrastructure), increases the number of jobs yielded by the site and improves the quality of existing employment space, and allows for new residential accommodation. This is in line with the Council’s Core Strategy (policy CS8) and Development Management policy DM20. Residential uses would be appropriate as part of a mixed used development where they are compatible with neighbouring uses and facilitate an improved employment offer.

An extension to Norlington School for Boys for additional recreational space will bring it closer to the recommendations of the Department for Education. The following plan shows the extent of land required to achieve this.

Figure 7 - A potential extension to Norlington School for Boys would provide additional play space bringing the school closer to recommendations from the Department of Education
5.2 Building heights and massing

Existing building heights in the area are predominantly 2 storeys with some 3 storey buildings, such as the adjacent Norlington School for Boys. The Leyton Midland triangle development which is under construction provides heights of 3 to 5 storeys with the taller element close to Leyton Midland Road Station.

Given this context, the context of immediate residential neighbours, and the shallow nature of the site, building heights of up to 3 storeys would be considered appropriate with particular sensitivity shown where adjacent to the locally listed building. However a small 4 storey element may be acceptable at the junction of Norlington Road and Hainault Road subject to high quality and sensitive design. The following plan shows the potential arrangement of these heights.

Proposals would also be required to create a strong edge with improved natural surveillance along Norlington Road and Hainault Road.
5.3 Character

The precedents shown here suggest a character for the built form and urban grain that may be appropriate for the site.

Tight urban grain and use of brick to reflect neighbouring residential properties. Anne Mews, Barkingside

Medium rise buildings with a strong edge and quality detailing. Anne Mews, Barkingside

Roofline could possibly reflect existing and past industrial uses. Courtesy Flickr Björn

Live / work units bringing activity along the built edge. Seattle
5.4 Parking

The PTAL of the site is 2/3 (low to medium) and is outside a Controlled Parking Zone (CPZ). For parking standards for different uses please see the Council's Development Management Policies Document Appendix 4 (www.walthamforest.gov.uk/Documents/DMPolicies%20Adoption%20Version%20October%202013.pdf).

Part of the site edges the Grove Green North CPZ, and the Leytonstone West CPZ is to the north of the railway line. This is anticipated to put additional parking pressures on streets outside the zone. Careful consideration will therefore need to be given to levels of parking proposed on-site, and the impact of delivery vehicles. Early discussion with the Council’s Highways Team is recommended.
5.5 CIL/Planning obligations

Community Infrastructure Levy (CIL)

CIL is a non-negotiable charge on permitted developments, used to raise funds to help deliver infrastructure projects.

Two types of CIL exist: Mayoral CIL (MCIL) and local CIL (LBWF CIL).

Mayoral CIL is charged at a rate of £20/m² on all uses, except education, health, and charitable uses.


South of the North Circular, residential is charged at a rate of £70/m², while B1 uses are charged at £0/m² (nil charge).

Section 106/ Planning Conditions

In addition to CIL, subject to development viability, Section 106 agreements can be negotiated to secure affordable housing (which falls outside the scope of CIL), and other local infrastructure requirements arising from the proposed development.

At the Norlington Road site, depending on the nature of development, Section 106 requirements are likely to be sought and may include:

- Affordable housing
- Employment and enterprise
- Transport and highways
- Public realm
- Street trees
- Air quality monitoring
- Contamination
- Carbon reduction measures / initiatives

For further detail on S106 requirements, see the Waltham Forest Revised Planning Obligations Supplementary Planning Document www.walthamforest.gov.uk/Pages/Services/planning-ob.aspx.
6.0 References


Site Specific Allocations Preferred Options, London Borough of Waltham Forest. 2013


Waltham Forest Growth Commission, London Borough of Waltham Forest. 2014

Building for the Future Delivering Housing for Everyone in Waltham Forest, London Borough of Waltham Forest. 2015.


Waltham Forest Design Charter, London Borough of Waltham Forest. 2015
Appendix 1 - Policy framework

National policy


London Plan (regional policy)


Waltham Forest Local Plan (local policy)

The Core Strategy 2012

The Development Management Policies (October 2013)

Revised Local List 2012

Urban Design SPD 2010

Site Specific Allocations Preferred Options 2013
Appendix 2 - Planning history

The only plot within the site with recent planning history is the Walbrook Works at 66 Norlington Road.

Walbrook Works, 66 Norlington Road

Reference 2011/1253 – Application withdrawn

This application was for the demolition of a former factory, and the erection of 14 mews houses (8 x 3 bed and 6 x 4 bed) 5 x 2 bed live work units.

The Franklin Building fronting Norlington Road was to be converted into 2 x light industrial /office units. The proposal also included the provision of an access road and 22 car parking spaces.

Reference 2011/0926 – Application withdrawn

This proposals sought the demolition of the former factory, and the erection of 19 mews houses ( 5 x 2 bed,8 x 3 bed and 6 x 4 bed). The Franklin Building fronting Norlington Road was to be converted into 1 x 1 bed flat, studio on 1st floor and B1 business unit on ground floor.

Reference 009/0474/C – Pre-application advice

Pre-application discussions were held in 2011 in relation to the redevelopment of the site.

Reference 2001/1614/OUT – Refused

Proposals were for a change of use and redevelopment from industrial to residential.

68 Norlington Road

No recent history.

Portland House, 70 Norlington Road

No recent history.

72-74 Norlington Road

No recent history.