

Draft Planning Brief for the Station Estate, and adj. Land, Eastwood Close, South Woodford

Planning & Regeneration Services
April 2015



NOTE:

The purpose of the brief is to inform prospective developers and the community of the Council's planning requirements for future development of the site. It will be used to guide the preparation of detailed development proposals that will be subject of formal planning application(s) (including consultation) in the future.

This draft has been subject of public consultation between 3 November and 22 December 2014, and comments, where appropriate, have been incorporated into this updated draft which was adopted and approved by the Chief Planning and Regeneration Officer, in consultation with the Cabinet Member for Planning and Regeneration on 29 April 2015. The brief is now a material consideration for Development Management purposes.

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Section 1: Background – the site and existing development

1.1. Introduction

1.2. This Planning Brief is based on a planning assessment of the Station Estate and adjoining land, at Eastwood Close, South Woodford. The site has a total area of 8,000m²/0.80ha (5,811m²/0.58ha excluding KGM House), and is bounded by The Viaduct, the Central Line and the rear of properties on the east side of George Lane (See figure 2).

1.3. Purpose

1.4. The purpose of this Planning Brief is to inform prospective developers and the community of:

- i. the Council's planning requirements for the development of the above site;
- ii. the quality of design expected;
- iii. the type of development the Council envisages occurring on the site;
- iv. and to also co-ordinate development proposals.

1.5. This planning brief will guide developers as to the Council's strategic aims for the site, and the planning policy designations and constraints that determine the use and form of development that is appropriate for the site. The brief sets out urban design principles based on an analysis of the site and its context, and these principles have informed a clear design concept. Indicative development options are illustrated that adhere to the design principles/concept and model images provide an indication of appropriate height, massing and layout. The planning requirements set out in the brief reflect the Council's adopted planning policy approach and set the framework for future development proposals.

1.6. Objectives

1.7. The key objective of the brief is to aid in establishing a mixed use development scheme on the site for residential use (C3), and commercial uses at ground floor level appropriate to a district centre. Community uses/facilities and a new area of open space will also be encouraged. The brief aims to help unlock the potential of the site and facilitate redevelopment that will have benefits in terms of additional facilities and services for the local community, and bring additional homes to the area to provide much needed accommodation and support local facilities. Exemplary design is a key objective as the site is located close to a conservation area and an area of special character that is sensitive to the impact of major development. The brief also aims to seek a comprehensive scheme, co-ordinate development proposals for the site if they are brought forward separately, and enable the Council to ensure that proposals that involve tall buildings or buildings of scale, in an area designated as appropriate for tall buildings, can be developed in an appropriate and sustainable manner, and in keeping with the Council's strategic approach for tall buildings, as expressed in Local Development Framework (LDF) Policy BD2 *Tall Buildings*.

1.8. Location

1.9. South Woodford district centre is situated to the west of the borough, and straddles the A406 North Circular Road. The Station Estate site is located towards the southern end of the district centre on the north side of George Lane, which is the high street shopping area of the centre.

1.10. Figure 1 below shows the location of the site within Redbridge, figures 2 and 3 show an ordnance survey map and an aerial photograph of the site, and figure 4 shows the various parcels of land on the site broken up into land ownership.



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Figure 1: Plan showing the location of the Station Estate site in the borough

(Not to scale)

- 1.11. The site at the Station Estate is located to the west of the Central Line railway (that runs through South Woodford town centre), and to the south of and partially beneath the Viaduct road that rises over the railway and links the east and west parts of George Lane. Directly under the Viaduct and part of the northern boundary of the estate is a Council owned pay and display car park, one of two within the site, with another Council car park immediately to the west of the Central Line and the Station Estate.
- 1.12. The site is within and part of South Woodford District Centre, but it is part of the secondary shopping area, and is covered by Local Development Framework (LDF) **Policy R1 District Centre**.
- 1.13. The site is located approximately 4 kilometres (2.5 miles) from Ilford Town Centre (the Metropolitan Centre), and approximately 2.75km (1.72 miles) from Gants Hill district centre. The site is also accessible to major London regional arterial roads, such as the North Circular (A406), which lies approximately 500 metre to the northwest, and the M11, which is approximately 250m to the north, where it joins the North Circular.
- 1.14. *Town Centre Retail*
- 1.15. The closest primary shopping area to the site is located on George Lane to the immediate south of the site; the site is linked to this important street by a carriage-arch providing a pedestrian link.
- 1.16. South Woodford District Centre contains a wide range of uses, including large supermarkets with parking, smaller traders, including grocers, bakeries and kiosks; pubs/bars, restaurants, a cinema, hairdressers, office uses, banks etc. It is a busy centre with a strong economy and a fairly wide catchment.

- 1.17. George Lane is a busy retail high street with very good convenience shopping and all the various retail outlets that might be expected on a busy town centre high street. It is very business oriented, active, with busy pedestrian and traffic volumes.
- 1.18. *Community Infrastructure*
- 1.19. The closest community facilities/infrastructure to the site within South Woodford is outlined in Table 1 below. These facilities are approximately within a 1Km zone around the site which covers part of the Snaresbrook area.
- 1.20. *On Site Planning History*
- 1.21. Since 1989 the following planning applications have been given planning permission in and around the site¹:
- Ref: PL/1040/82 – Office Block (KGM House)
 - Ref: 1692/89 – Four storey office building
 - Ref: 2024/91 – COU of f/f to offices
 - Ref: 1923/95 – COU to fitness and therapy centre
 - Ref: 2825/03 – Erection of seven story office building (outline application)
 - Ref: 2028/04 – Rear garden store room
 - Ref: 0132/09 – COU from B1 office to day nursery
 - Ref: 0404/10 – COU from offices and warehouse to offices and gym
 - Ref: 0661/12 – Refurbishment of existing buildings and two additional floors to provide eight residential units (conversion from 2-4 storeys, currently under construction)
- 1.22. The permission that has had the biggest physical impact on the site is that given for the development of KGM House (Ref: PL/1040/82, at 14 Eastwood Close), which was developed and stands at the entrance to the Station Estate as the largest scale building on site. The application for the four storey office building (ref: 1692/89), was for number 10 Eastwood Close, which was approved in August 1992, on condition that the building should be used for office use only. This scheme was never developed.
- 1.23. A seven storey office building was also given outline permission (ref: 2825/03) in September 2004 but this was never followed up with a detailed submission and has now lapsed. Condition 3 of the permission states that:
- '...no building or any part of the development hereby permitted shall exceed seven storeys in height nor 35 metres in height...'*
- 1.24. Since this outline application was approved requirements in relation to outline planning applications have changed significantly, the London Plan has been adopted and the Council has adopted a full suite of Local Development Framework (LDF) documents. The Council's Local Development Framework contains a policy on tall buildings (BD2 *Tall buildings*) in the Borough Wide Primary Policies Development Plan Document (adopted May 2008). Part of the reason for the adoption of this policy was to implement a borough wide strategy for tall buildings, and to enable the Council to control their location and appearance, particularly in locations where a number of applications for their development had been made and there was pressure for new development of that kind.

¹In addition to the planning permissions outlined above it is worth noting that an application for the demolition of existing buildings on the Station Estate, and the erection of an eight storey building providing 138 dwellings by Telford Homes was refused planning permission in February 2007, and dismissed at appeal in April 2007 (app ref: 2739/06).

The policy states that planning permission for tall buildings will be granted in areas shown on the LDF Proposals Map, subject to criteria. The character of existing buildings in the area will have a bearing on decisions regarding the height and siting of tall buildings, and they will be expected to make a positive contribution to the skyline; not adversely affect views of importance; be of outstanding architectural quality; and not impact adversely upon the setting and character of Conservation Areas, Listed Buildings (Statutory and Local), or other designations based on important character.

- 1.25. Clearly since application 2825/03 was given outline planning permission new policy approaches to tall buildings, both locally and regionally, have been formulated and adopted by the Council and the Mayor for London. Consequently under the current planning policy structure it should not be considered that outline planning permission would be given for an identical proposal since it does not accord with current regional and local planning policy and is not in conformity with the Council's strategic approach to tall buildings. This strategy involves the use of tall buildings as an efficient way of using land, making an important contribution to creating sustainable communities, supporting the strategic vision of the Core Strategy, and creating the highest levels of activity at locations with the greatest transport capacity. However because of their great impact and more visible nature, tall buildings need to be of exemplary design. It could be reasonably considered that the form of development illustrated within planning application 2825/03 would not fulfil current policy criteria.
- 1.26. Other important applications on the site that have received planning permission were changes of use in 2009 and 2010 (ref: 0132/09 and ref: 0404/10), from B1 office use to D1 day nursery (Incey Wincey Childcare); and from B1 office and B8 warehouse, to a gymnasium (Use Class D2) with ancillary office space (Use Class B1). The application for the gymnasium was within an existing 2 storey commercial unit in use as part B8 and part B1. The building is located in the northern corner of Station Estate, close to The Viaduct and Central Line railway. The gymnasium would operate at 06:30- 22:00 Mondays-Fridays, 09:00 - 18:00 Saturdays and 09:00 - 17:00 Sundays and Bank Holidays. Two accessible parking bays and 16 cycle parking spaces would also be provided. It is unclear as to whether this permission was carried out.

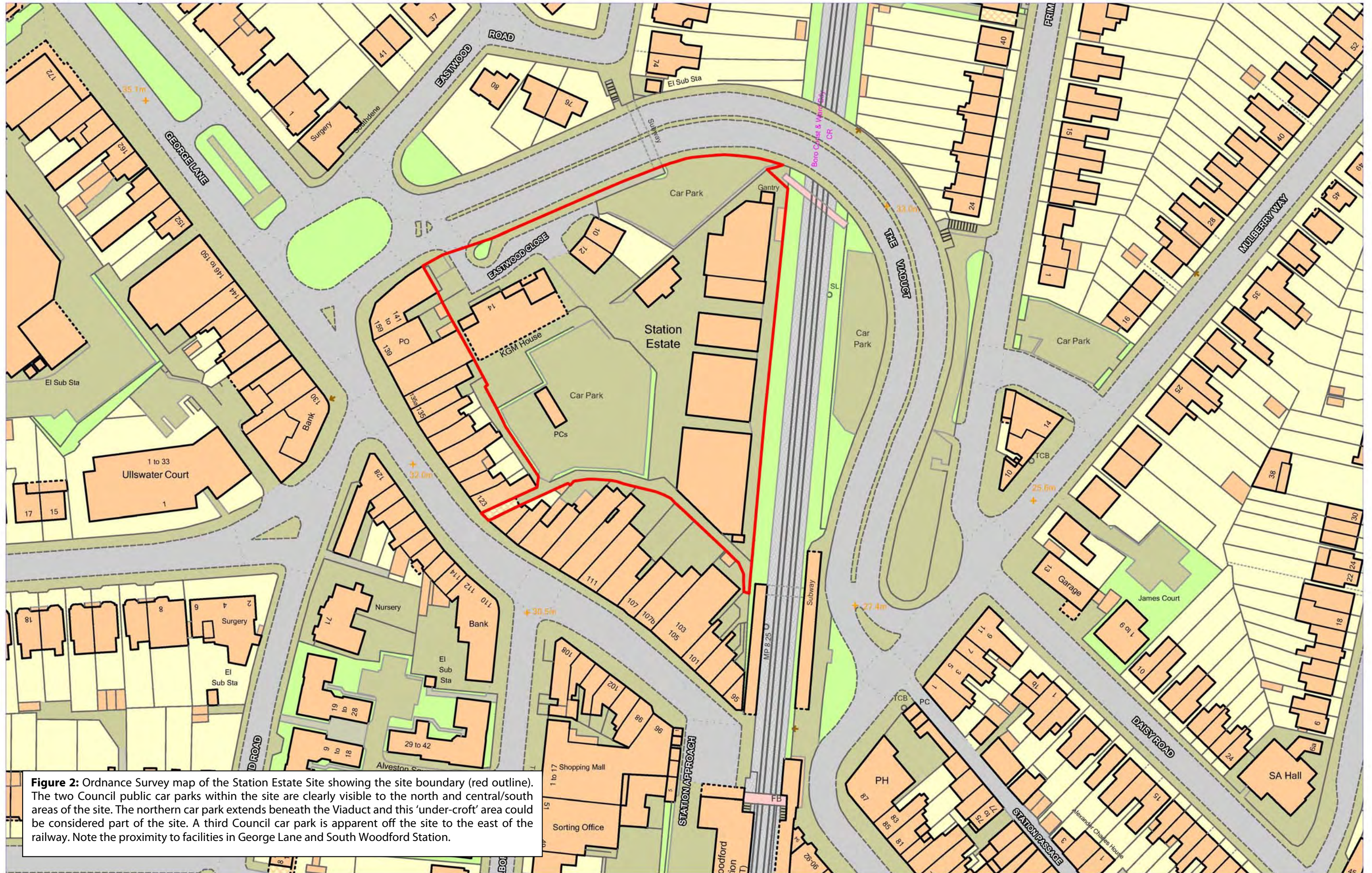


Figure 2: Ordnance Survey map of the Station Estate Site showing the site boundary (red outline). The two Council public car parks within the site are clearly visible to the north and central/south areas of the site. The northern car park extends beneath the Viaduct and this 'under-croft' area could be considered part of the site. A third Council car park is apparent off the site to the east of the railway. Note the proximity to facilities in George Lane and South Woodford Station.

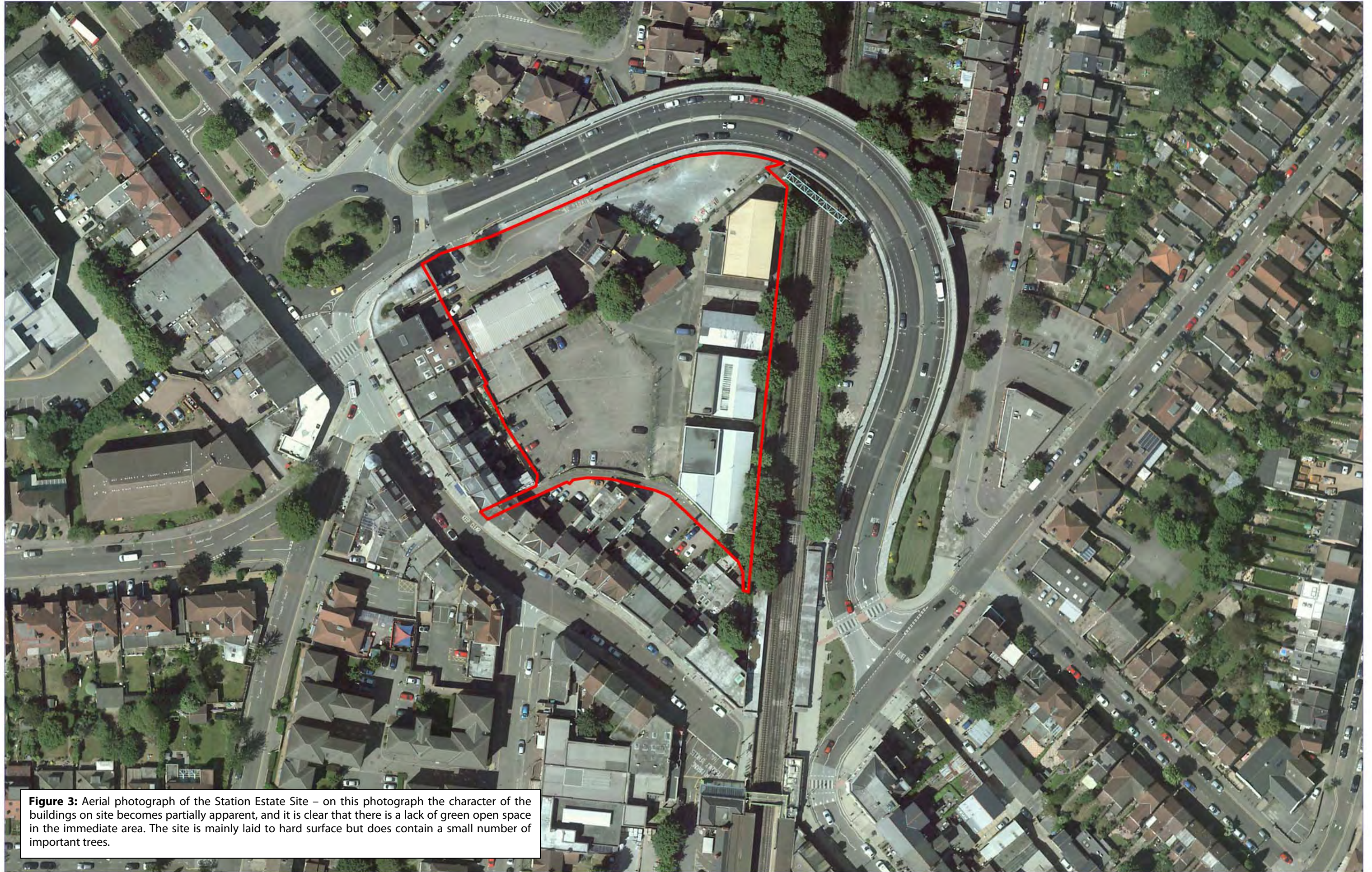


Figure 3: Aerial photograph of the Station Estate Site – on this photograph the character of the buildings on site becomes partially apparent, and it is clear that there is a lack of green open space in the immediate area. The site is mainly laid to hard surface but does contain a small number of important trees.

Table 1: Community uses/Infrastructure within 1km of the site

Name	Address	Type of Community facility/infrastructure
Leukaemia Research Fund Redbridge	35 Atherton Road Redbridge, Redbridge Essex IG5 0PF	Community
Jewish Blind & Disabled	34 Sylvan Road Hilary Dennis Court Wanstead, Wanstead London E11 1QN	Community
The Salvation Army	Daisy Road Woodford Green Woodford Green London E18 1EA	Community
Federation of Private Residents Association	113-115 George Lane Enterprise House South Woodford South Woodford London E18 1AB	Community
Heel Cancer Charity	136 George Lane South Woodford South Woodford London E18 1AY	Community
Mervyn Bocking	39 Onslow Gardens Wanstead, Wanstead London E11 1ND	Community
Mill Grove	10 Crescent Road South Woodford South Woodford London E18 1JB	Community
Samaritans Purse International Relief	Southend Road Woodford Trading Estate, Unit 6 Woodford Green Woodford Green Essex IG8 8HF	Community
National Association for Colitis & Crohn's Disease	15 Spring Gardens Woodford Green Woodford Green Essex IG8 7DD	Community
Clayhall Synagogue, Redbridge Jewish Youth & Community Centre	Woodford Bridge Road Sinclair House Redbridge, Redbridge Essex IG4 5LN	Community
South Woodford Library	116 High Road South Woodford	Library
General Practitioner	1-3 Bedford Road South Woodford	Medical, GP
Day Nursery/Creche	1 Chelmsford Road	Education/School
General Practitioner	16 Glebelands Avenue, South Woodford	Medical, GP
Day Nursery/Creche	194 Maybank Road, South Woodford	Education/School
Day Nursery/Creche	5 Ashford Road, South Woodford	Education/School
General Practitioner	52-54 Chigwell Road, South Woodford	Medical, GP
General Practitioner	75 Woodford Road, South Woodford	Medical, GP
Eastwood Medical Centre	Eastwood Road South, Woodford	Medical, GP
Fullers Hall Day Nursery	64A Fullers Road, South Woodford	Education/School
Churchfields Junior School	Churchfields, South Woodford	Education/School
Nightingale Primary School	Ashbourne Avenue, South Woodford	Education/School
Kids Inc Day Nursery	71 Cleveland Road, South Woodford	Education/School
Blackberry Court Nursery (GF)	Queen Mary Avenue, South Woodford	Education/School
Oakdale Infants School	Woodville Road, South Woodford	Education/School
Oakdale Juniors School	Oakdale Road, South Woodford	Education/School
Redbridge Drama and Teacher Training Centre,	Churchfields Junior School, Churchfields, South Woodford	Education/School
Snaresbrook Primary School	Meadow Walk, South Woodford	Education/School
South Dene Surgery	The Shrubberies, South Woodford	Medical, GP
South Woodford Health Centre	114 High Road, South Woodford	Medical, GP
Speech Therapy Unit, Churchfields Infant School	Churchfields, South Woodford	Education/School
The Back Pain Centre	50 Chigwell Road, South Woodford	Medical, GP
The Shrubberies Medical Centre	12A The Shrubberies, South Woodford	Medical, GP
Tree House Nursery	2 Malmesbury Road, South Woodford	Education/School
Winston House Preparatory School	140 High Road, South Woodford	Education/School
Woodford Practice	77 Woodford Road, South Woodford	Medical, GP

Note: List produced with best endeavours and believed to be correct at time of publication but cannot be considered definitive.

Station Estate, Eastwood Close Land Ownership

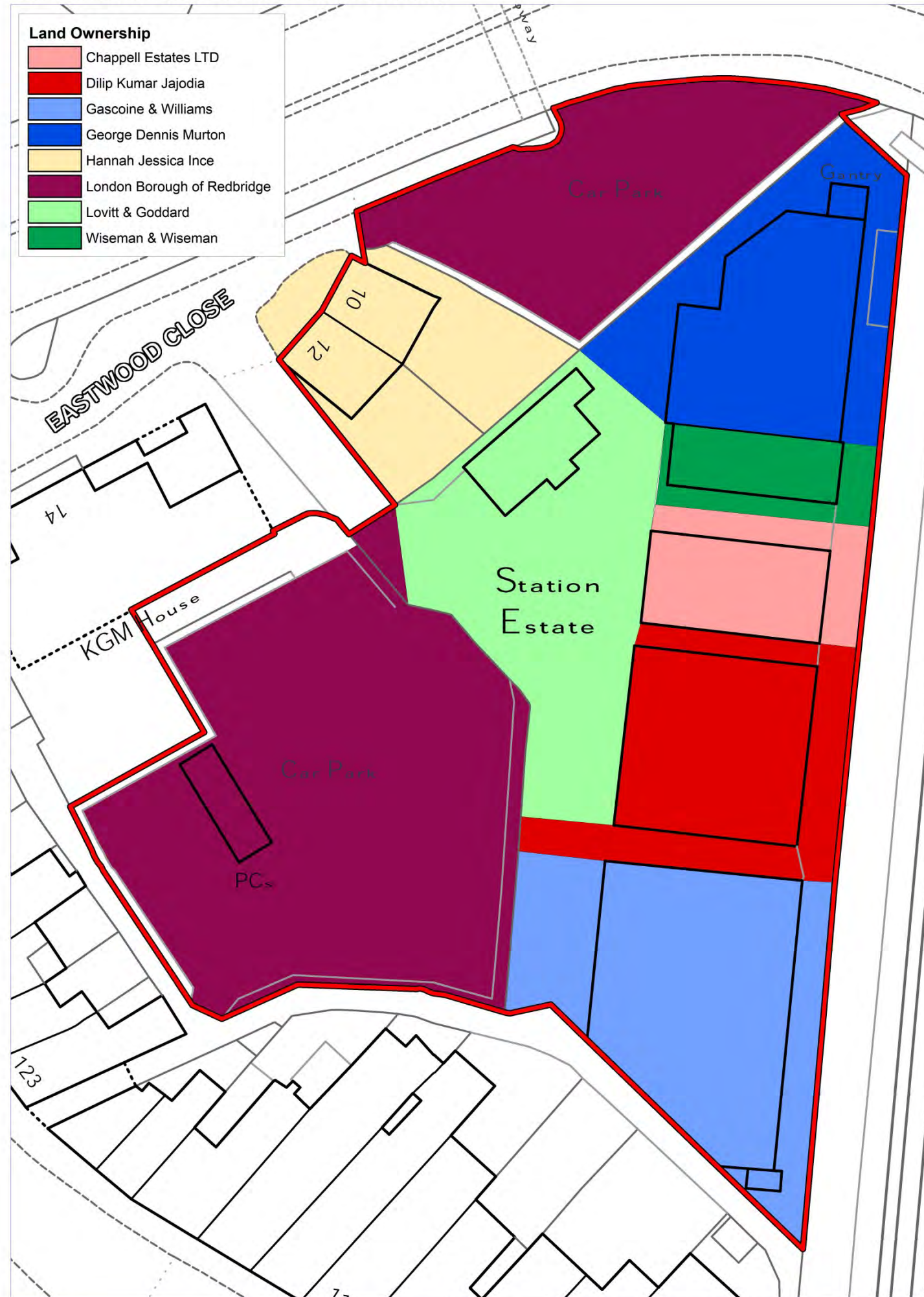


Figure 4: This plan shows how the area covered by the brief is broken down into areas of land ownership. There are nine potential sites and eight separate owners

1.27. Public Transport

1.28. Buses

1.29. The site has a Public Transport Accessibility Level (PTAL) of 3 to 4 giving it a transport index score of 15 to 20, which is a good score for public transport (the highest PTAL is 6b, which is a score of 40 plus, and is the score for Ilford Town Centre and the highest score there is).

1.30. The site is served by the following bus services on George Lane.

Table 2: local bus services

Route	Key destinations served	Frequency (weekday)
179	Chingford, South Woodford, Ilford	Every 12 mins
W12	Woodford Wells – Leyton – Oxford Circus	Every 20 mins
W13	Woodford Wells – Leyton – Oxford Circus	Every 15 mins
W14	Woodford Bridge – South Woodford - Leyton	Every 30 mins
549	Loughton – Buckhurst Hill – South Woodford	Every 60 mins

1.31. Underground

1.32. The closest transport by rail to the site is the London Underground Central Line at South Woodford Underground Station, which is approximately 150-200m (approximate two minute walk) to the south of the site on George Lane. The Central Line provides easy access to the City of London with a 20 minute journey time to London Liverpool Street.

1.33. There is no mainline railway station in the area and therefore no direct access to the national rail network (Forest Gate and Ilford Station are approximately 3.5 kilometres to the south).

1.34. Physical Characteristics of site

1.35. Topography

1.36. The area around the site generally slopes from north to south and from the west to the east. This incline is reflected in the physical appearance of the Station Estate site, which has a very discernable gradient, with the ground sloping down towards the northeast boundary of the site, on the area of the Council car park close to the elevated Viaduct Road.

1.37. There are also long, panoramic views from the west of the centre towards the east that take in a large part of the area so that the centre almost appears to be developed on a hill. There are very few trees in the surrounding area and also very little open space, an area in which the centre is identified as being deficient². There is however some green space on the verges of The Shrubberies that are part of the George Lane conservation area and are an important visual amenity.

1.38. Flooding

1.39. The Council's Strategic Flood Risk Assessment (SFRA) shows that the site is not at risk of flooding at any level and there is no flood risk designation for the site. As the extent of land to be developed is under a hectare it is unlikely to require a Flood Risk Assessment. Details of an integrated and effective SuDS (sustainable drainage system) will be required.

1.40. Archaeology

² Open Space assessment, London Borough of Redbridge (2010)

- 1.41. The site is not designated as an archaeological priority zone on the LDF Proposals Map (Policy E4) and is not considered as having a high likelihood of existing important underground archaeological remains.
- 1.42. *Rights of Way*
- 1.43. Eastwood Close is an adopted highway as is the narrow access-way behind the retail premises that front George Lane, south of the carriage-arch. See figure 9. The extent of any private right of way is not known.
- 1.44. *Utilities/Services*
- 1.45. There are surface and foul water sewers under the ground on the Station Estate site. These are marked on the plan below (figure 5). Under and immediately adjacent to the warehouse/industrial units in the east of the site there are public foul sewers, which need to be taken into account when considering proposals for redevelopment. Likewise surface water sewers exist beneath the northern public car park. Currently it is anticipated that development can be planned around these service runs and associated easements however there may be scope to realign them if this permits a more beneficial design outcome for the site.

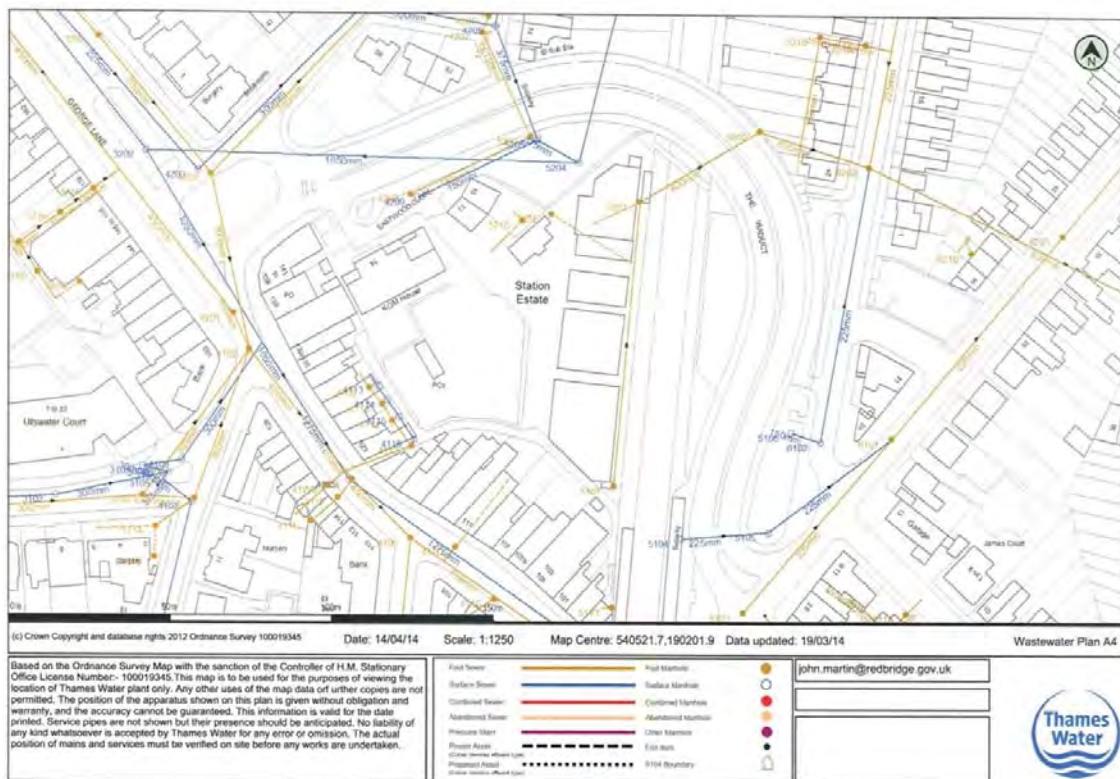


Figure 5: This waste water plan from the Thames Water website shows the path of foul and surface sewers on the site, as well a number of foul sewer manholes.

1.46. Site survey

1.47. General

- 1.48. The Station Estate site contains a number of buildings as shown on the plan of land ownership at figure 4 above, and in the aerial photography at figure 3. The land uses present on the site generally include commercial industrial uses/warehouses, and the buildings are split up into individual units, with commercial office uses and workshop studios. These units include the 'Morrant Group' at unit 5, which is an office for mail order catalogue shopping for sports equipment; and 'Aluminium and Wood Frame Supplies' at unit 3. At numbers 10 and 12 Eastwood Close; a pair of former semis, is the 'Incey Wincey Day Nursery'.
- 1.49. At 0.80ha (0.58ha excluding KGM House) the area covered by the brief represents a good development opportunity. It is situated immediately behind the George Lane shopping centre close to South Woodford Station.
- 1.50. In terms of the buildings and associated parking areas on the site, there is significant scope for improving existing layout arrangement and using land more efficiently. The layout, which consists of the distribution of various buildings around central areas of surface car parking, is rather informal, which in terms of access is made more difficult by the separation of areas of the site with fencing, detracting from the site's overall permeability. The fencing is there to delineate boundaries and highlight areas of parking/servicing held by the different business interests, but breaks up the site physically and detracts further from its character.
- 1.51. The buildings on the site are low rise industrial/warehouse buildings without strong character. The low heights of these buildings and the area of parking to the south of the site mean that the rear of the buildings on George Lane is clearly visible from within the Station Estate adding to its unattractive character.
- 1.52. However the poor visual amenity of the estate does not visually detract from George Lane nor does it affect the character of the nearby Conservation Area as the estate is visually enclosed by both the taller buildings of the shopping area on George Lane, and by buildings at the site's primary access point (via Eastwood Close). The north-west entrance to the site is flanked by the Incey Wincey nursery, a mock Tudor building of residential character, and KGM House, a large post-modern monolithic office block.
- 1.53. Overall the appearance and character of the site is poor, the use of space inefficient and the land is not considered to be achieving its full potential.

1.54. Urban Design Appraisal

1.55. Heights

- 1.56. The height of the buildings in the surrounding area ranges from single to four storeys buildings. However the majority of the taller buildings in the immediate area are located adjacent to the site to the south, consisting of some of the taller Edwardian parades overlooking George Lane. KGM house is four storeys in height and has been included as part of the potential development site although its inclusion is not essential. Figure 6 below shows the varying range of heights on the site and in the surrounding area.
- 1.57. As stated above between The Shrubberies and the Viaduct Road near Mulberry Way on the east side of the Central Line railway, the land slopes down eastwards by approximately 8 metres. This slope is reflected markedly to the north of the site at the Council car park close

to the Viaduct road, which is the lowest part of the land covered by this brief. Here the site sits approximately 6m (2 storeys) beneath the height of the elevated Viaduct Road.

1.58. *Access*

1.59. In terms of entrance onto the site the primary point of access for vehicles is from Eastwood Close. This serves the Station Estate, the nursery and the two public car parks and the under-croft parking beneath the offices at KGM House. The northern most public car park includes under-croft parking beneath The Viaduct where there is also a pedestrian underpass linking the site and the residential area to the north at Eastwood Road. The offices at KGM House includes an area of under-croft parking for staff working in the building.

1.59 A carriage arch on George Lane, (between no. 121 and 123) provides a pedestrian access point to/from George Lane and has limited vehicle access to the rear of properties in George Lane south of the carriage arch. This is an important pedestrian connection between the site and destinations and attractions in George Lane. A desire line exists between northern underpass and the carriage arch but the route is currently torturous.

1.60. Small areas of the site form part of the adopted highway (see figure 8 below), including an area close to the primary point of access, and a pedestrian/vehicle access to the south of the site that follows the rear boundary line of the shopfronts on George Lane.

1.61. *Important Views*

1.62. Some of the more important views onto the site from the surrounding area include those from the George Lane Conservation Area at The Shrubberies and from several points on the Viaduct road. These are perhaps the best panoramic views onto the site from which the viewer would be able to see any proposed tall buildings. There is also some visibility from the east of the railway where existing low buildings are currently partially screened by trees along the railway.

1.63. *Noise and vibration*

1.64. The Central Line railway presents an area from which noise and vibration is transmitted although trains are generally slow moving. This issue would need to be taken into consideration when development is proposed.

1.65. *Trees*

1.66. The Station Estate does not contain many trees, although there is a mature lime and sycamore tree growing close together on the boundary between 12 Eastwood Close and Unit 1 of the Estate, and a mature multi-stemmed sycamore to the south of Unit 3 on the boundary of London Underground's land to the east. These trees have high amenity and landscape value and a long future amenity contribution. A number of other sycamores of lower value have also been identified on the eastern boundary of the site shared with the railway, and directly adjacent to no. 10 Eastwood Close.

Station Estate, South Woodford - Building heights

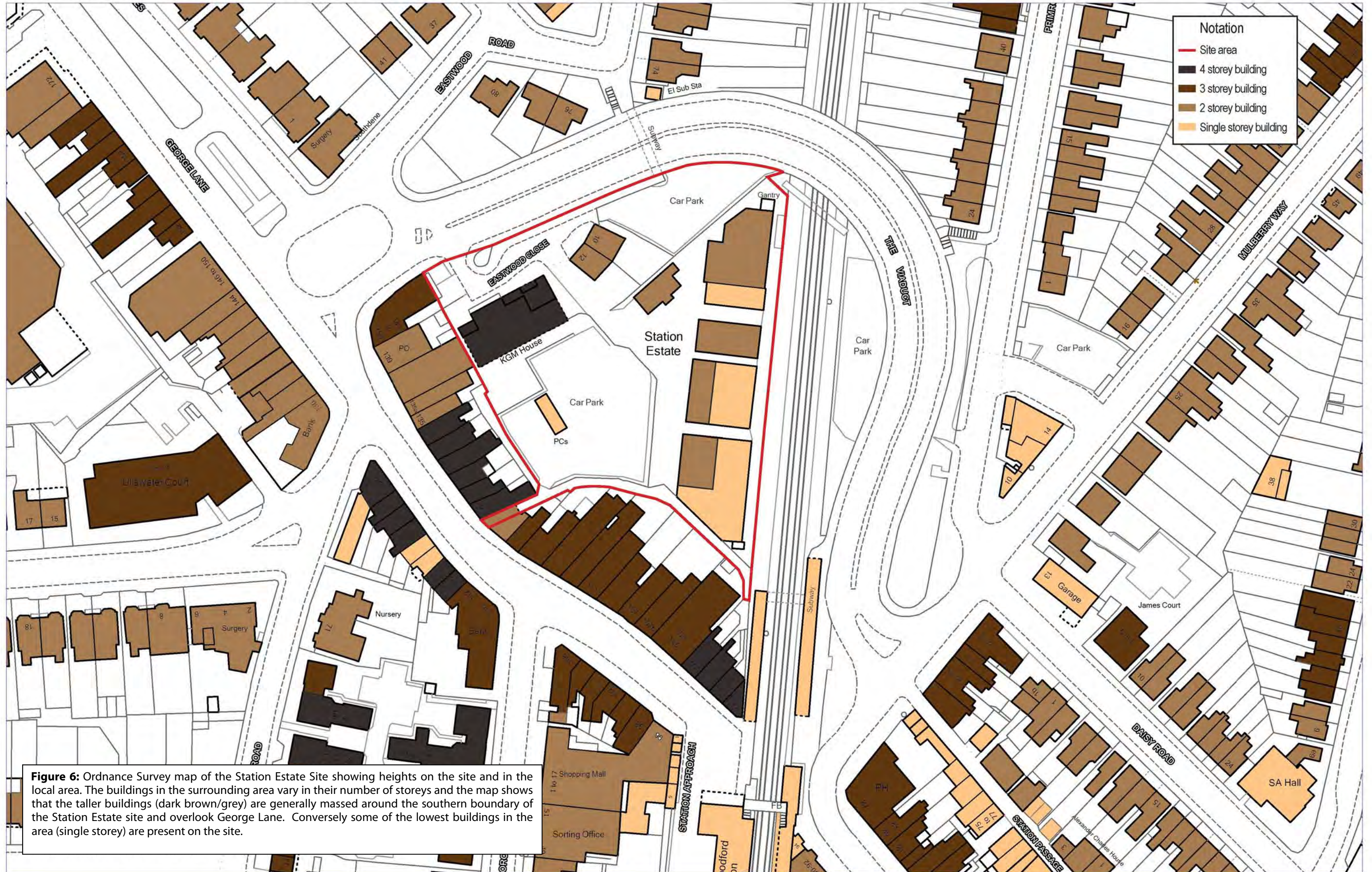


Figure 6: Ordnance Survey map of the Station Estate Site showing heights on the site and in the local area. The buildings in the surrounding area vary in their number of storeys and the map shows that the taller buildings (dark brown/grey) are generally massed around the southern boundary of the Station Estate site and overlook George Lane. Conversely some of the lowest buildings in the area (single storey) are present on the site.



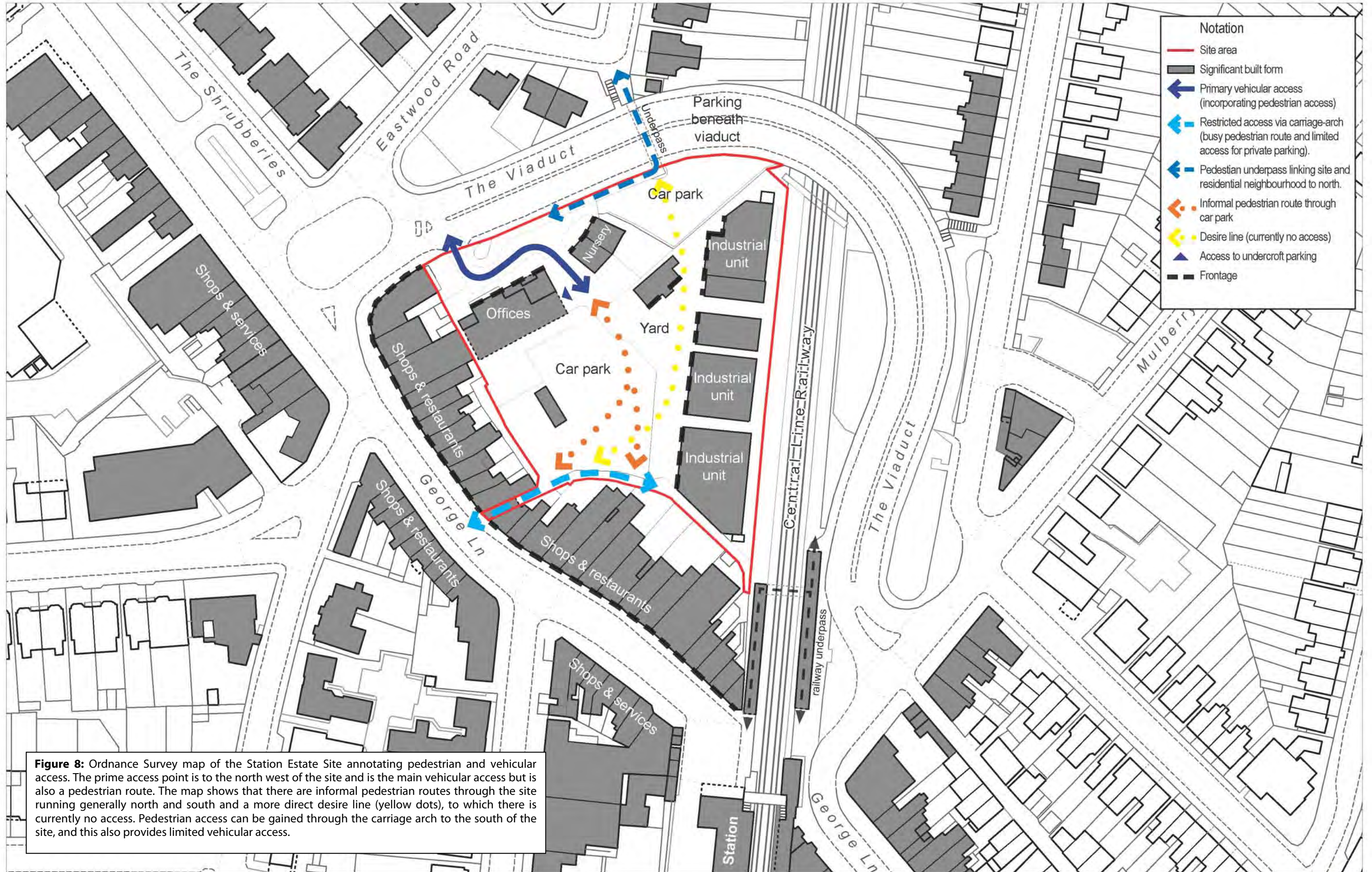


Figure 8: Ordnance Survey map of the Station Estate Site annotating pedestrian and vehicular access. The prime access point is to the north west of the site and is the main vehicular access but is also a pedestrian route. The map shows that there are informal pedestrian routes through the site running generally north and south and a more direct desire line (yellow dots), to which there is currently no access. Pedestrian access can be gained through the carriage arch to the south of the site, and this also provides limited vehicular access.

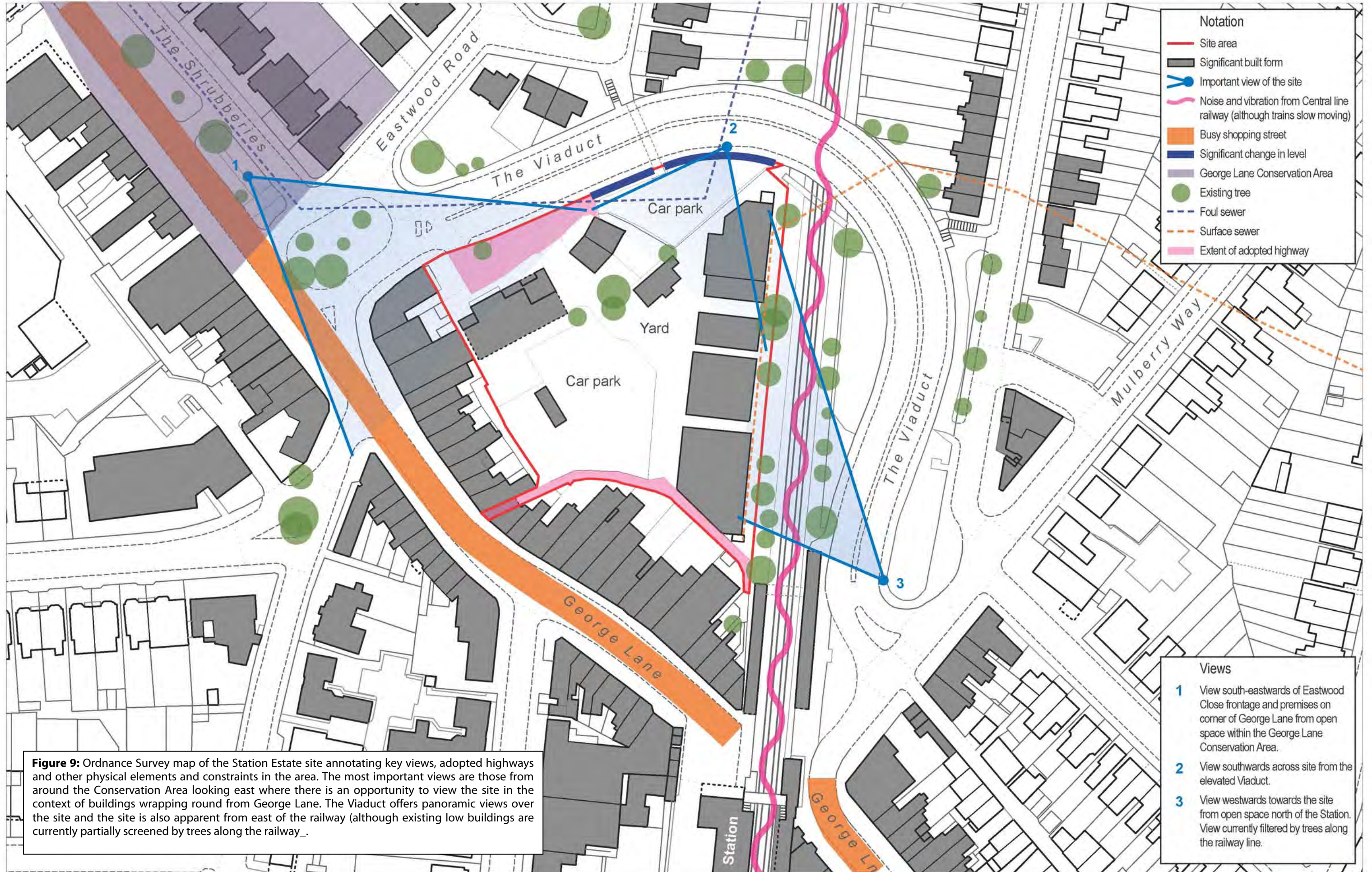


Figure 9: Ordnance Survey map of the Station Estate site annotating key views, adopted highways and other physical elements and constraints in the area. The most important views are those from around the Conservation Area looking east where there is an opportunity to view the site in the context of buildings wrapping round from George Lane. The Viaduct offers panoramic views over the site and the site is also apparent from east of the railway (although existing low buildings are currently partially screened by trees along the railway).



Figure 9: showing KGM house and the entrance to the Station Estate



Figure 10: the entrance to the Station estate is currently narrow and uninviting.



Figure 11: showing low grade fencing which separating parking areas and also the rear of the shops at George Lane which back onto the site.



Figure 12: this photograph shows the carriage-arch entrance to the site from George Lane.

Surrounding Uses

- 1.67. In the immediate surrounding area to the Station Estate (George Lane, Eastwood Road, Wavertree Road, Primrose Road, Station Approach, Marleborough Road, Glebelands Avenue, Cleveland Road Mulberry Way, Daisy Road, Station Passage etc.), the predominant land uses are retail and residential. Residential development extends to the north. The retail uses predominate on George Lane where there is a broad mix of uses appropriate to town centre activity. The 2012 District Centre Survey gave the following figures for percentage of ground floor retail within South Woodford district centre. The table divides the centre into Primary and Secondary shopping areas and the percentages for use classes in these areas is based on the number of units.

Table 3: Use classes at ground floor in South Woodford District Centre (% of total number of units)

South Woodford District Centre												
Use Class	A1	A2	A3	A4	A5	B1	B2	B8	C1	D1	D2	SG
Primary Shopping area	52	22.2	13.1	1.5	4	1.5	0	0	0	2.5	0.5	2.5
Secondary Shopping area	15.8	5.3	5.3	0	5.3	36.8	0	0	0	26.3	5.3	0
Total	48.8	20.7	12.4	1.4	4.1	4.6	0	0	0	4.6	0.9	2.3

Section 2 - Strengths, Weaknesses, Opportunities and Threats (SWOT)

- 2.1. In terms of the potential for the development of the Station Estate site there are a number of strengths, weaknesses, opportunities and threats that need to be considered that flow from the overall appraisal of the site and surrounding area, and the general policy background. The SWOT analysis serves to highlight the various attributes and detriments of the site, which enables subsequent feasibility studies to utilise and mitigate as necessary.

Strengths –

- The redevelopment of the site is supported by planning policy. The site is designated as an opportunity site for housing on the basis of mixed use development, and is part of an area potentially suitable for tall buildings. Emerging policy through the Council's review of the Core Strategy also highlights South Woodford as an Investment Area, which is an area that is considered to have good connectivity, and capacity for growth
- No restrictive designations on the site (in terms of heritage designations etc)
- Site is adjacent to and connected to the main shopping area
- South Woodford has an urban character with buildings of approximately 4 storeys on the back edge of the footway
- The site is not within an area with flood zone designations
- The site is located within an active centre with a broad range of commercial uses that could be developed on the Station Estate at ground floor level to extend the area of activity within the centre
- The site is located within an area that has good public transport connections
- The site features a marked slope. Clever use of levels could help reduce the impact of a tall structure on the surrounding area

Weaknesses –

- The George Lane area to the north west of the site is a conservation area. The setting of this area requires consideration and is sensitive to the impact of new development

- The surrounding area does not have particularly tall buildings with scale limited to four storeys. New buildings in excess of four storeys would need to be carefully located and design in context
- There are potential residential amenity issues with proposals for redevelopment on the site as the rear of buildings facing George Lane overlook the site.
- The area is deficient in open space and significant new space would be an expectation as part of new development
- The Station Estate is a compact, constrained site with complex land ownership and options for redevelopment are limited
- The site is sloping and this that demands a specific (rather than standard) design solution
- Legibility on the site is currently weak and vehicular access limited
- Possible noise/vibration level from the Central Line railway
- Unsightly rears of existing commercial properties on the east side of George Lane are currently exposed to the site

Opportunities –

- The Station Estate provides an opportunity to develop a landmark development of high architectural merit that can be a catalyst for extended activity and increased footfall within South Woodford district centre
- Additional commercial floor space
- There is an opportunity to provide additional housing in a well-connected neighbourhood with good facilities
- An opportunity for increased community facilities in the area and much needed open space to an area with a deficiency
- Scope to rationalise existing public car parking; much of which is under-used.
- Potential for improved link to station and George Lane east
- Scope to use existing trees to enhance the setting of new development

Threats –

- The fragmented land ownership on the site could reduce the possibility of comprehensive development. Land costs and availability could be problematic.
- The elevated Viaduct road could prove to be a very strong design problem (use of under-croft and change in levels at interface)
- Wider market conditions could affect viability
- Redevelopment could create difficulties for existing businesses in terms of finding alternative premises in the borough if they want to continue operating.

Section 3: Planning Policy Context

- 3.1 There are a number of key LDF policy designations relevant to the Station Estate site that should be taken into consideration where new development is proposed .
- 3.2 *District Centre/Secondary Shopping area* – In the secondary areas of the Metropolitan and District centres (as identified on the Proposals Map), a range of new development including, housing, retail, office and commercial, culture, leisure and community facilities will be granted provided it complies with criteria 2 – 10 of **Policy R3 Protection for Shopping Uses**. Essentially new development should add vitality and viability to the centre, an active street frontage should be achieved at ground floor level, new uses should significantly increase customer footfall, and be appropriate to a retail area; new uses should assist regeneration and revitalisation and should not detract from the primary retail role of the centre; and A3-A5 uses should be limited to 20% of total number of units.
- 3.3 *Housing Opportunity site (mixed use development)* – The site is also identified on the LDF Proposals Map (Inset 5) as a Housing Development Opportunity Site (**Proposal H1**), and as site CE01 with potential for mixed uses in the Development Sites with Housing Capacity Development Plan Document (DPD). This DPD identifies sites within the borough that the Council considers to be suitable for housing development. As the Station Estate is located within a secondary retail area, applications for new development will be required to incorporate a mix of uses incorporating new homes on upper floor.
- 3.4 *Tall Buildings* – The site is also located within an area designated as potentially suitable for tall buildings, covered by LDF **Policy BD2 Tall Buildings**. The policy states that, outside of the Metropolitan centre (Ilford), and subject to compliance with a range of criteria, planning permission will be granted for tall buildings in areas identified on the Proposals Map. Their heights and siting will be determined in accordance with:
- The design qualities of the building,
 - Their transport accessibility and
 - The character of development in the centre and its surrounding area
- 3.5 In all cases tall buildings should:
- Make a positive contribution to the skyline;
 - Not adversely affect important views;
 - Be of outstanding architectural quality;
 - Not impact adversely upon the setting and character of Conservation Areas or Listed Buildings (Statutory and Local); and
 - Where appropriate, contain a mix of uses with public access, such as lower floor retail and leisure facilities with an active street frontage.
- 3.6 The tall building designation means that there may be scope and potential for taller elements within a scheme for redevelopment. It does not mean that tall buildings are an essential component of site development or that all parts of the site are suitable for tall buildings. It is also not implicit in the designation that density ranges established in the Local Development Framework (LDF) for the local area can be exceeded excessively. In all cases planning applications for tall buildings will be assessed and judged by the Council based on planning policy and the above policy criteria. Please see sections 5.8 and 6.1 for further guidance on height and scale
- 3.7 A further development in relevant policy where tall buildings are concerned is **Policy 7.7 Location and Design of Tall and Large Buildings** in the London Plan (July 2011). This policy states that:

'Tall and large buildings should not have an unacceptably harmful impact on their surroundings...' Where planning decisions are made... *'Applications for tall or large*

buildings should include an urban design analysis that demonstrates the proposal is part of a strategy...'

Tall buildings should... relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level; individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London; incorporate the highest standards of architecture and materials, including sustainable design and construction practices; have ground floor activities that provide a positive relationship to the surrounding streets; make a significant contribution to local regenerate.' Tall buildings should not... 'impact on local or strategic views adversely'

Policy 7.7 also states that... *The impact of tall buildings proposed in sensitive locations should be given particular consideration. Such areas might include conservation areas, listed buildings and their settings... or other areas designated by boroughs as being sensitive... for tall buildings.'*

- 3.8 The formulation of proposals including tall buildings should also have reference to guidance on tall buildings produced jointly by Design Council CABE and English Heritage. The guidance was originally produced in 2007 and is in the process of being updated (consultation draft October 2014).
- 3.9 *Conservation Areas/Listed Buildings – Policy E3 Conservation of the Built Heritage* states that the Council will only grant planning permission for development proposals that conserve the historic environment of the borough (as identified on the Proposals Map); this includes conservation areas. The policy also states that new development proposals must preserve statutory listed buildings and preserve their setting.
- 3.10 The site is very close to the George Lane Conservation Area at The Shrubberies which is a virtually intact and attractive terrace of Edwardian residential property with an original landscaped grassed central strip or verge in its immediate surroundings. The terrace has an architectural relationship with many of the other Edwardian buildings on George Lane to create some attractive, special views and vistas within the South Woodford town centre area. Although the Station Estate is largely screened by existing development on the north side of George Lane, development on the Eastwood Close frontage and any tall structures erected on the site could have an impact on the Conservation Area. Consideration will need to be given to how development will impact on the conservation area.
- 3.11 There is also a Statutory Listed Building close to the site on George Lane; this being the Natwest Bank building at 110 George Lane.
- 3.12 Development of the site will also be guided by other general policies within the current adopted LDF outlined in **Appendix A** below. The Redbridge Characterisation Study (2014) provides an overarching assessment of urban character across the Borough and may help inform development proposals.
- 3.13 *Relevant Emerging Planning Policy Approaches* –The Council is currently reviewing its adopted LDF in response to emerging policy issues such as housing supply/demand, demographic change, infrastructure need and changed economic conditions. A 'preferred options report' was consulted upon in January 2013; this document set out the broad direction of travel for the review and is available on the Council's website (redbridge.gov.uk). Detailed planning policies to implement the agreed direction of travel are currently being drafted and it is anticipated that these will be consulted upon and submitted to the Secretary of State at the beginning of 2015; the submission version will include any amendments considered warranted by the Council as a result of the pre-

submission consultation. The document/policies will be subject to independent examination in mid-2015 with adoption anticipated later that year.

- 3.14 A key approach to the Council's emerging local plan policy is the identification within the borough of broad locations for growth known as Investment Areas. The Preferred Options Report (POR) has identified five such areas and South Woodford is one of them. It is considered to be a well-connected area with capacity for growth. The POR shows the Station Estate as having capacity for the development of Commercial and Residential uses. The POR also proposes that housing delivery should be linked with community facilities.
- 3.15 With regard to parking the POR has proposed to modify its policy on off-street parking to specify maximum and minimum standards as variable according to location and local levels of public transports. The POR also proposes a strengthened approach to design since high quality in all new development is crucial to creating successful places. The POR has also proposed the adoption of the Mayor of London's minimum space standards for new dwellings.
- 3.16 Policy C11 *Improving the Retail Offer* in the Crossrail Corridor Area Action Plan sets thresholds for use classes A3, A4 and A5. Proposals for A4 (drinking establishments) and A5 (takeaways) uses, will only be granted planning permission where the total number of these uses do not exceed 5% of the total number of units within the boundary of centres within the Crossrail Corridor. This policy approach has been proposed for the whole borough in the Preferred Options Report for the Core Strategy.
- 3.17 Increasing regard will need to be given to proposed replacement policies as they go through the consultation/examination stages.

Section 4: Preferred Use of the Site

- 4.1 Land subject of this brief is a secondary retail areas within South Woodford district centre and the preferred uses for the site are to include uses that are appropriate to the scale, character and function of this part of the centre, which contribute towards an appropriate mix. The Development Sites with Housing Capacity Development Plan Document (DPD) states that as a housing development opportunity site (CE01) the Station Estate site has capacity for mixed use with residential, whilst the Redbridge 2028 Core Strategy Review Preferred Options Report (POR) states a preferred use for commercial and residential uses. The type of business uses that are currently present on the site could make up part of a future mix of uses, but the existing configuration does not optimise use of the site.
- 4.2 A range of uses including, housing, retail, office and commercial, culture, leisure and community facilities may be appropriate as part of a scheme for redevelopment, provided they add vitality and viability to the centre, provide an active street frontage at ground floor level, significantly increase customer footfall, are appropriate to a retail area, and assist in the revitalisation of the primary retail role of the centre. This affords some flexibility with regard to what commercial uses might be considered appropriate for the Station Estate. It should be considered however that where proposals are made to remove existing community facilities such as the nursery/crèche on Eastwood Close, in line with LDF Policy C1 '*Existing Community Facilities*', the Council would require the applicant to re-provide these facilities within the nearby or local area, if they are unable to demonstrate that these facilities are no longer in use, or that there are already sufficient facilities nearby. Any replacement nursery should be an equivalent or improved facility in terms of size and functionality with appropriate drop-off facilities and access to external playspace. Business uses are also protected under Policy B1 *Promoting Employment* which states that outside the business areas listed in Schedule 5 of the Borough Wide Primary Policies (BWPP) development plan document, development proposals resulting in the loss of established business premises and land will be refused unless it can be demonstrated that continued business activity will conflict with the character, appearance and amenity of the locality and its surrounding land uses.

4.3 In broad terms, active commercial/community uses should be prevalent in ground floors and residential should prevail on upper floors. At ground floor level the uses that might be expected to create an active street frontage and increase footfall in the district centre would be A1 – A5 uses, although business uses (B1) and community uses (D1) are also considered permissible. Above ground floor level and in the taller parts of the redeveloped site residential use (C3) is expected to predominate. For this reason a high proportion of flatted homes may be expected, as this housing type is appropriate within the district centre. However there is scope to incorporate townhouses and duplex or maisonette accommodation for families.

4.4 *Compatibility with surrounding uses*

4.5 Development must be compatible with and contribute to the distinctive character and amenity of the area in which it is located. The site immediately adjoins and is well connected to the district centre which incorporates a mix of town centre uses but a residential neighbourhood extends to the north. This pattern suggests that commercial uses will be more viable in the south of the site and in the west (close to the site entrance), and that the north of the site lends itself to residential use.

4.5 KGM house is of a coarser grain than other buildings in the vicinity. It is of a building of some bulk and has a monolithic feel. Given its relatively recent construction and current occupation, it is likely to remain although this brief does not preclude replacement.

4.6 *Other uses*

4.7 The LDF seeks the incorporation of appropriate public open space as well as landscaping for new development (refer Policy CR4 – *Provision of Open Space*)³. Where this cannot be achieved within the site, developers will be required to make a contribution towards off-site provision. South Woodford district centre has a fairly low provision of open space. In terms of local amenity it would be of substantial gain to the area if open space could be established on the site through its redevelopment, particularly as South Woodford district centre is considered as deficient in public open space⁴. It is possible to incorporate high quality urban space within development proposals. Whilst this is unlikely to be extensive in terms of area, it can be versatile, useful space that benefits a scheme in terms of providing setting for development but also the wider area in terms of providing space for social interaction.

4.8 *Proposed uses*

4.9 Given the above, it is suggested that redevelopment would lend itself to a mix of uses including:

Use Class	Use Description
A1	Post office, travel and ticket agencies, sandwich bars, hairdressers, undertakers, travel and ticket agencies, post offices, dry cleaners, internet cafés, sandwich bars, sale display or service to visiting members of the public
A2 Financial and Professional Services	Banks, building societies, estate and employment agencies, professional services, betting offices where the services are provided principally to visiting members of the public
A3 Restaurants and Cafes	Use for the sale of food and drink for consumption on the premises. Restaurants, snack bars, cafes
A4: Drinking Establishments	Use as a public house, wine-bar or other drinking establishment

³ Open space in this context is different to amenity space covered by Policy BD4. Amenity space is related to open/landscaped areas within a residential development, for use by the residents of the development. Open space on the other hand is open areas available to the wider population.

⁴ Open Space assessment, London Borough of Redbridge (2010).

A5: Hot food Takeaways	Use for the sale of hot food for consumption off the premises
B1: Business	(a) As an office other than a use within Class A2 (b) Research and Development (c) Industrial Process suitable to be carried out in a residential area
C1: Hotels	Hotels, boarding and guest houses
C3: Dwelling Houses	(a) a single person or by people to be regarded as forming a single household (b) not more than six residents living together as a single household where care is provided for residents (c) not more than six residents living together as a single household where no care is provided to residents (other than a use within Class C4)
D1: Non-Residential Institutions	Clinics, health centres, crèches, day nursery's, education, museums, public halls, libraries, art galleries, public halls, law courts, places of worship
D2: Assembly and Leisure	Cinemas, music and concert halls. Dance and sports halls, swimming baths, skating rinks, gymnasia. Other indoor and outdoor sports and leisure uses, bingo halls

Note: A3-A5 uses should be limited to 20% of total number of units in accordance with policy. However as stated at paragraph 3.13 above, the approach to takeaways (A5) in Policy C11 of the Crossrail Corridor Area Action Plan has been proposed for implementation borough wide in the Core Strategy Review, which would bring thresholds for A4 and A5 uses down to 5%.

- 4.10 Flexible hourly-rent or start-up business space would be appropriate as part of a mix of uses and will be encouraged.

Section 5: Future Development Parameters

- 5.1. Outlined below are the Council's requirements for new development on the site, having regard to the proposed uses outlined above and the site context and locality. The requirements are described in general terms only and any specific proposal will be considered in detail and on its merits.
- 5.2. *Density*
- 5.3. LDF Policy BD3, '*Density in New Residential Development*' states that where new development complies with Policy BD1 '*All Development*' planning permission will be granted for new residential development where it achieves densities applicable to its location within the borough.
- 5.4. As a site within a district centre, target residential densities derived from Borough Wide Primary Policy BD3 are in the range of 80-120 units per hectare or 250-350 habitable rooms⁵ per hectare (hrh). These density ranges are also broadly consistent with the broad ranges specified in the London Plan (Table 3.2), where density ranges within an urban context and a PTAL of 3-4 is stated as 200-700 habitable rooms per hectare, or 45-260 dwellings per hectare, depending on the size (number of habitable rooms) of the dwellings.
- 5.5. Policies ranges give a general indication of appropriate density, however density should be viewed as a measure of intensity of development rather than an objective in itself. Development should be design-led; that is determined by an appropriate urban design response to site opportunities and constraints. Testing by design, bearing in mind site features, the character of the area and opportunities and constraints, suggests that a residential density of **130-170 dwellings per hectare (or 335-420 hrh)** is achievable and appropriate. In addition it is possible to achieve around 1,700sqm of active ground floor commercial uses.
- 5.8. *Building Heights*
- 5.9 Existing buildings in the vicinity of the site range in height from 1-4 storeys. It is considered that 4 to 5 storeys would be an appropriate scale for new development, however height should be used to enhance legibility and should vary across the site bearing in mind the relationship to existing buildings and topography. There will be opportunities to include set-back top-storeys without significant impact on the perceived height of new buildings.
- 5.10 Given that the site slopes down to the north-east corner, and that this part of the site sits almost two-storeys beneath the level of the elevated Viaduct; this is considered the best location for a tall or landmark building. A tall building here would have minimal impact on the setting of (and views from) the George Lane Conservation Area. It would mark the northern extremity of the scheme and could represent an exciting incident as one travels over the Viaduct. Any tall building here (of approximately 30 metres in height) should take the form of a point block with a vertical emphasis rather than a horizontal slab block. It should have a distinctive silhouette and be of the highest architectural quality.
- 5.11 There is an opportunity to mark the approach to the site with a building of 5 to 7 storeys in the vicinity of 10-12 Eastwood Close. This would book-end the panoramic view of the site

⁵ Habitable Room: A term used when measuring the density of dwellings on any parcel of land. Typically, the habitable rooms are the living rooms, dining rooms and bedrooms. Utility rooms such as bathrooms, kitchen and hall are not normally considered to be habitable, except a kitchen over 13 sq. metres. A living room over 19 sq. metres and readily capable of subdivision will be counted as two rooms for density purposes.

and George Lane when viewed from the southern end of the George Lane Conservation Area (the Shrubberies).

5.12 More specific guidance is given on height in the section 6.

5.13. *Internal Space*

5.14. To ensure that dwellings have adequate internal space to make them functional and sustainable the Council will have regard to Policy 3.5 *Quality and Design of Housing Developments* in the Mayor of London's London Plan (July 2011) and the Housing Supplementary Planning Guidance (SPG) published November 2012, which has introduced minimum dwelling space standards for the region. The table below outlines the internal space standards in the new guidance. In addition 100% of housing will need to be built to Lifetime Homes standards, with 10% should be designed to be wheelchair accessible.

Table 4: Minimum space standards for new development

	Dwelling type (bedroom (b)/persons-bed spaces (p))	GIA (sq m)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
	4b6p	99
2 storey houses	2b4p	83
	3b4p	87
	3b5p	96
	4b5p	100
	4b6p	107
3 storey houses	3b5p	102
	4b5p	106
	4b6p	113

Note: The Government is currently consulting on national housing standards, including internal space standards. The Council would seek to retain the current standards through any transitional arrangements, and seek to implement the national internal space standards in its Local Plan 2015-2030, subject to viability and examination.

5.15. *Amenity Space*

5.16. Amenity space is an essential and integral element of development, and has a number of roles in terms of providing opportunities for leisure and recreation and contributing to the quality of the streetscape and living environment. The quality of external space is as important as the quantity of space being provided.

5.17. For new, converted or extended residential development LDF Policy BD4 '*Amenity Space in New Residential Development*' requires that new development provide:

'...20 sqm of amenity space per habitable room, except where flatted development is provided with a balcony in excess of 4 sqm, in which case the amenity space requirement is reduced to 15 sqm per habitable room.'

- 5.18. The Council's Amenity Space and Residential Development Supplementary Planning Guidance (SPG) (adopted October 2005) provides guidance on the interpretation of policy BD4. It clarifies that non-family units in town centre locations will not be expected to meet the above stated policy requirements for open space. In the context of the Station Estate, the 15/20sqm standard will not apply to one bed flats and will only apply to 25% of 2 bed units.
- 5.19. In all instances however there will be scope for the incorporation of usable balconies in compliance with London Plan standards.
- 5.20. The above amenity space should be provided on-site in locations that are accessible to the residents. It should be of a usable and practical configuration, be of an appropriate scale to ensure usability, incorporate high quality landscaping; avoid overlooking, and protect privacy, and result in an acceptable relationship between buildings. The optimum form of amenity space for new homes on the Station Estate site include: usable balconies, recessed loggia, roof gardens, sun-terraces and winter gardens.
- 5.21. Section 6 below provides indicative proposals for the redevelopment of the site, and within the options shown a high quality landscape designed focal space has been incorporated at the heart of the new scheme. Whilst this space is likely to include a reorganised and rationalised parking space, there will also be an opportunity to provide some useful, green open space for public benefit.
- 5.22. *Car Parking and Access*
- 5.23. The site has a relatively high transport accessibility level (3-4), is within walking distance of a Central Line tube station and is well located with a range of local commercial and community facilities nearby. The site may be accessed readily by public transport and future residents need not be car dependent. This should inform the proposed approach to car parking.
- 5.24. Future development of the site will be expected to ensure appropriate levels of car parking are provided for new commercial uses at ground floor and for future residents, but not exceed the maximum standards outlined in Policy T5 – Parking Standards in the LDF. Adequate secure and convenient provision will also need to be made for cycle parking as an integral part of the design.
- 5.25. In terms of the maximum car parking rates, the LDF stipulates the following for residential uses likely to occur on the subject site:

Table overleaf

Table 5: Car parking standards - residential

Use	Description	Maximum Car Spaces	Cycle Spaces
C3 Dwelling houses	Predominant housing type		
	3 bed units	1.5-1 space per unit	1 stand per unit
	1-2 bed units	1 to less than 1 per unit	1 stand per unit
C1 Hotels	All hotels including boarding houses and guest houses	Car parking will be assessed on an individual and guesthouses basis using a transport impact assessment. Small hotels should have no on-site parking provision. Hotels in town centres should generally not have on-site parking provision or coach parking beyond operational requirements.	1 stand per 10 staff (1 stand per 4 beds for hostels)

- 5.26. In terms of non-residential uses that may be likely to occur on the site, the following maximum car parking rates are applicable:

Table 6: Car parking standards – non-residential

Use	Description	Max Car Spaces	Cycle Spaces
A1 Shops	Smaller food store (up to 500sqm gross floor area)	1 space per 35sqm gross floor area	2 stands plus 1 per 35sqm gross floor area
A3 – A5 Food & Drink	Restaurants & Cafes	Treat each application own its own merits	1 stand per 20 staff plus 1 stand per 10 seats for visitors
	Food and drink on mixed use sites	Treat each application in its own merits	1 stand per 20 staff plus 1 stand per 10 seats for visitors
B1 Business		1 space per 100-600 sqm floor area	2 stands plus 1 per 25sqm gross floor area
D2 Assembly & Leisure		1 space per 6 seats	1 stand per 20 staff plus 1 stand per 50 seats for visitors
		1 space per 25sqm gross floor area	1 stand per 10 staff plus 1 stand per 20 peak period visitor

- 5.27. In terms of commercial uses, the Council would favour a holistic approach to car parking serving South Woodford District Centre and adequate provision within public car parks would be preferred to separate private provision for individual businesses (re-provision of existing parking as per Policy T5 (paragraph 4)).
- 5.28. In terms of residential use; where a lesser standard of parking provision than that required by the LDF is proposed, applications will be considered on the basis of adherence to green travel planning measures, levels of public transport accessibility, the availability of public parking, the character of the area and the nature of the development proposed. Given site location a significantly reduced car parking standard for residential development is likely to be acceptable.

- 5.29. The Council will review public car parking requirements serving the South Woodford District Centre and may require re-provision of some public car parking on site or nearby as part of a scheme, such an approach is visualised within indicative development option 2. The existing public car park on site is reasonably well-used, particularly within the central area of the site (the southern car park). Parking provided in the northern car park, including under the Viaduct, is seldom in use with many spaces left vacant for the most part. The Council's Parking Management Team will consider the overall use of public parking on the site and a judgement will be reached on what level is to be retained. It is expected that a proportion of the on-site public car parking will remain.
- 5.30. Appropriate provision for residents would take the form of space efficient under-crofts (where screened by active uses and enabling the use of roofspace as an amenity deck) or basement car parking.
- 5.31. The proposed redevelopment of the site should be designed so as to allow all servicing of the site to occur within the site boundary, including adequate turning areas. Servicing should take place in a space efficient manner where it does not dominate the public realm or undermine the quality of private space. Refuse storage and collection arrangements should be considered from the outset; with adequate space provided where it is convenient but does not intrude on the quality of public or private space.
- 5.32. Pedestrian access to the site will need to be improved as part of any redevelopment to create a safe, convenient, obvious and inclusive pedestrian environment. The opportunity to create a well defined through route linking north and south should be realised and the potential to create a link to the existing underpass to the south-east should be investigated. At present the urban realm within the development boundary is severely degraded and connections are not good. It will be important that proposal incorporates new and improved pedestrian links into and from the site as well as a new public realm within the site that facilitates and encourages pedestrian footfall to make these use successful.
- 5.33. It is possible that some additional off site works to better connect the site will be required and delivered through a S278 Agreement. In addition the Council may look to adopt the future urban realm within the estate through a S38 Agreement.
- 5.34. A detailed transport assessment will be required to accompany any formal planning application and will address the above considerations in order to achieve an appropriate balance between sustainability objectives (reducing car usage), ensuring best use of the site, and the need to provide safe car parking opportunities for residents and visitors.
- 5.35. *Designing Out Crime*
- 5.36. The design of the redevelopment should take into account the principles of 'designing out crime' and proponents should discuss this with officers from the Metropolitan Police. Further detail is also available from www.securedbydesign.com.
- 5.37. *Sustainable Design and Construction*
- 5.38. Under the Council's development plan (which includes the London Plan), new development is required to comply with the Mayor of London's Energy Hierarchy, namely:
- (a) **be lean:** using less energy, in particular by adopting sustainable design and construction measures;
 - (b) **be clean:** supplying energy efficiently, in particular by prioritising decentralized energy generation, and
 - (c) **be green:** using renewable energy.

- 5.39. Redevelopment on the site will therefore need to meet the following standards as a minimum:
- (a) for residential development: Code for Sustainable Homes 'Level 4' (as per the Council's Sustainable Design and Construction Supplementary Planning Document – January 2012), and zero carbon standards by 2016;
 - (b) for non-residential development: Building Research Establishment Environmental Assessment Method (BREEAM) 'Excellent' rating (as per the Council's Sustainable Design and Construction Supplementary Planning Document), and
 - (c) 35% carbon reduction target beyond Part L of the Building Regulations 2013.
- 5.40. The size of the site, its location, and potential uses presents a number of opportunities for sustainable design and construction approaches which the Council would expect to be incorporated, including:
- (a) Orientation of new buildings on the site to reduce solar gain in summer and increase it during winter.
 - (b) Passive ventilation including dual aspect to reduce the need for air conditioning.
 - (c) Construction materials with high insulation values and construction methods to maximise air tightness within the building.
 - (d) Innovative approaches to insulation, such as green roofs.
 - (e) Water cycle measures, such as water efficiency devices and on-site sustainable drainage measures (i.e. water butts, permeable surfaces, soak-aways).
 - (f) De-centralised energy, including a communal heat and power (CHP) system.
 - (g) A range of renewable energy sources, including solar hot water, photovoltaic (i.e. electricity from the sun), ground and air source heat pumps.
 - (h) Promotion of sustainable transport options, including cycle parking bays and car-club spaces.
- 5.41. The Council will require that sustainability measures are proven, reliable, and appropriate to the site and the proposed use, and make a meaningful contribution to the reduction of carbon dioxide emissions and sustainability outcomes. On building renewable energy installations should be well integrated with the architecture of the host building. The Council is awaiting further details of the Government's overall approach to defining zero carbon development before setting a target date for future Code Level requirements in the Core Strategy Review.
- 5.42. The Council is also at present developing a strategy for sustainable drainage systems (SuDS) approval, which is planned to coincide with the implementation of that part of the Flood and Water Management Act in autumn 2014, although this is expected to be delayed until early 2015. The current standards set by DEFRA state that for planning applications **without** outline consent in place at the time of the implementation of SuDS (currently still autumn 2014), approval from the SuDS approval body (SAB - the Council's Highways service) will be required. Therefore, the applicant should be aware of the implications the SuDS and the SAB may have on a planning application to develop the site – particularly the need for a comprehensive drainage scheme and a number of associated documents as listed below:
- 1) Detailed site layout at an identified scale (1:200 or 1:500 or as appropriate or any other scale agreed with the SAB) with a North point
 - 2) Topographical survey of the site, including cross-sections of any adjacent water courses for appropriate distance upstream and downstream of discharge point if appropriate (as agreed with the SAB);
 - 3) Full design calculations and design parameters to demonstrate conformity with the design criteria for the site;

- 4) Long sections and cross sections for the proposed drainage system (at a scale agreed with the SAB);
- 5) Suitable Construction Details;
- 6) Plan of proposed drainage system with catchment areas including impermeable areas and phasing;
- 7) Details of connections (including flow control devices) to watercourses, sewers, public surface water sewers, highway drains and SuDS;
- 8) Details of any offsite works required, together with any necessary consents;
- 9) Operational characteristics of any mechanical features including maintenance and energy requirements;
- 10) Plan demonstrating flooded areas for the 1 in 100 year storm when system is at capacity and demonstrating flow paths for design for exceedance;
- 11) Access arrangements for all proposed drainage systems;
- 12) Management plan for all non-adopted drainage (more applicable for single property);
- 13) Landscape planting scheme (unless agreed inapplicable) ;
- 14) Plan for management of construction impacts including any diversions, erosion control, phasing and maintenance period (pre-adoption);
- 15) Health and safety plan, if appropriate, considering areas of open water and confined space entry.
- 16) Ground investigation, including infiltration test results, where appropriate.
- 17) Water quality details – awaiting a steer from the Environment Agency on requirements
- 18) Indicative maintenance schedule
- 19) Programme for construction

5.43. *Affordable Housing*

5.44. Affordable housing is a key issue and the Council's Core Strategy Development Plan Document (DPD) (adopted in March 2008), Strategic Policy 8: *Affordable Housing* outlines a target of 50% provision of affordable housing between 2007 and 2017 for new housing. On all housing development providing 10 or more dwellings or on residential sites of 0.5ha or more irrespective of the number of dwellings, the Council will negotiate to achieve affordable housing provision across the range of housing on site.

5.45. However the Council will consider a number of factors when negotiating the incorporation of affordable housing including the size of the site, economic viability, the extent to which the provision of affordable housing would prejudice other planning objectives to be met from the development of the site and the need for 60% provision to be social housing and 40% intermediate.

5.46. In the Review Core strategy the Council is not proposing to adopt an explicit target for affordable housing, and will seek the maximum reasonable amount of affordable housing on a site-by-site basis. All housing sites capable of accommodating ten or more dwellings or being 0.5ha or more in area (regardless of the number of dwellings) will be expected to make a contribution.

5.47. The Government has introduced a new '*affordable rent*' category for affordable housing, whereby homes will be made available by social housing providers at up to 80% of market rents. However the maximum rental percentage is to be determined by the size of the dwelling as well as current housing need, allowing for instance for a family paying 80% of market rent on a particular dwelling, to pay 60% on a larger dwelling, where there is a case for need.

5.48. The Council's *Affordable Housing* Supplementary Planning Document (SPD) (March 2009) provides greater detail on affordable housing policy within Redbridge. The Council favours early involvement of an approved Registered Provider.

- 5.49. *Community Infrastructure Levy (CIL) and Planning Obligations*
- 5.50. The Community Infrastructure Levy (CIL) is a charge on new development to help pay for community infrastructure demand arising from new development. Funds can be directed to schools, leisure centres, aged housing, transport improvements etc. Additional community infrastructure can be paid for and provided with CIL contributions in the local area if demand for infrastructure is created locally. CIL has replaced the Section 106 "tariff" which is no longer used for general infrastructure contributions. However S106 will continue to be used for affordable housing and anything required just for the specific site (like a new access road).
- 5.51. Redbridge Council is a CIL charging authority and its charge took effect on 1 January 2012. On the Council's Charging Schedule the CIL charge is a single flat rate of £70/m² applied uniformly across the whole borough, with the same rate applying to all types of development; however the charge is adjusted annually for inflation. CIL applies to the net increase in gross internal floor area after allowing for any demolition, but it does not apply to change of use or other types of planning application unless they also involve new build floor area. Covered/multi-storey car parks will be CIL liable and no credit would be given for the existing car park, as this is surface development and contains no floor space.
- 5.52. The Mayor of London CIL charge also began operating in April 2012 and the charge is £35/m² in Redbridge (also annually adjusted to reflect inflation). The Mayoral CIL and the Council's charge are added together, making a total charge of approximately £105/m², and the Council collects the entire amount. Developers are required to pay one consolidated charge.
- 5.53. *Trees*
- 5.54. Criteria 6 of **Policy BD1 All Development** states that new development will ensure that landscaping is an integral element in layout design, taking account of existing physical features such as trees, hedgerows, walls etc. and trees and shrubs should augment the amenity and appearance of the site where appropriate.
- 5.55. The urban design appraisal above has already discussed trees on the site establishing that the estate is largely devoid of trees, apart from a mature lime and sycamore and a mature multi-stemmed sycamore to the east of the site. These trees have high amenity and landscape value and could make a long future amenity contribution. The lime tree in particular is a good tree and should be considered for retention within any scheme for redevelopment. A number of other sycamores of lower value have also identified on the eastern boundary of the site with the railway, and directly adjacent to no. 10 Eastwood Close.
- 5.56. In the context of development all trees present within and adjacent to the site form a material consideration within any design proposal and the existing tree's value should be derived using a combination of amenity assessment (e.g. BS 5837:2012) and a recognised tree valuation method (e.g. CAVAT or i-tree). In addition to Policy BD1 and provisions of the Council's Supplementary Planning Document for Trees and Landscaping, the retention of existing trees of value and provision of additional or replacement trees and vegetation for 'urban greening' in accordance with sustainable design and construction principles is recognised within the Mayor's Spatial Development Strategy for Greater London (The London Plan). Policy 5.10 (c) of the London Plan states that development proposals should integrate green infrastructure from the beginning of the design process and contribute to urban greening, with elements such as tree planting green roofs and walls and soft landscaping. Policy 7.21 (B) states that existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. In addition, and wherever appropriate, the planting of additional trees (particularly large canopied species) should be included in new developments.

- 5.57. The provision of high quality landscaping which includes the planting of significant trees and allows adequate space for their establishment and growth is considered a primary requirement within any development proposal for the site. There will be opportunities to plant both within the public realm and in private gardens.
- 5.58. The Council's duty to preserve trees in the interests of amenity is also a key consideration when consenting to development.
- 5.59. *Noise mitigation*
- 5.60. London Plan Policy 7.15 *Reducing and managing noise...* states that development proposals should seek to manage noise through the use of distance, screening, internal layout and sound insulation. It can also include promoting good acoustic design of buildings wherever opportunities arise. Noise management should be considered as early as possible in the planning and design process and as an integral part of development proposals. This is particularly important for the Station Estate site which is located very close to the Central Line, where noise and vibration could be an issue. Noise exposure testing should be undertaken. The Mayor's *Ambient Noise Strategy* contains policies on noise related to road and rail traffic. Developers should also refer to BS8233:2014 – *Guidance on sound insulation and noise reduction for buildings*, which contains guidance on acoustic criteria regularly referenced by local planning authorities when setting conditions on planning applications.

Section 6: Urban design principles and indicative scheme

6.1. Design Principles

6.2. Considering the location and the level of sensitivity in the surrounding area the Council consider that the redevelopment of the site should be led by design. Because the Council is fully committed to the preservation and enhancement of the nearby George Lane conservation area and its setting the Station Estate site demands a high level of quality in terms of its design, and in order to achieve this a set of design principles have been outlined below, which should be viewed as a design framework. These principles will be used in the assessment of relevant planning applications and have informed a development concept that is illustrated in figure 13.

Use and intensity

- Preference for comprehensive development. However concept to allow phasing with individual parcels to be brought forward alone, or in combination, to deliver a coherent whole. New development to sit comfortably within existing context and allow adjoining land to be brought forward for complementary development.
- Mixed use development suited to the edge of town centre/secondary shopping context.
- Commercial/active ground floors comprising a range of town centre uses. Commercial, community and/or residential on upper floors.
- Urban development recognising the scale and significance of the District Centre.
- High quality design led development informed by context. Residential density of 70-225 units per hectare as a guide.

Movement

- Primary vehicular access via Eastwood Close.
- Permeable movement network; avoid dead-ends and cul-de-sac.
- Create safe, comfortable pedestrian route on desire line between Eastwood Road underpass and carriage-arch connection to George Lane (adj 123 George Lane).
- Potential for link to reconfigured underpass beneath the railway to provide direct pedestrian connection to George Lane (east).
- Retain access to KGM House undercroft car park assuming the office block is excluded from the area to be developed.

Layout and urban form

- Obvious entrances.
- Buildings to define routes and public space.
- Smooth building lines. Avoid rigid grid layout and awkward stepped frontages.
- Continuous frontages to create good enclosure. Use of perimeter block forms so far as is practical.
- Use buildings with two fronts to turn corners.
- Outward looking, inviting development.
- Key frontage facing Eastwood Close – main approach to the site and visibility from George Lane Conservation Area.
- Building to relate positively to the railway to create a positive perception of the centre when experienced from slow moving trains on the Central Line railway and public space to the east of the railway.
- Avoid overlooking to/from existing buildings on north/east side of George Lane. Place new backs against existing backs where possible for privacy and security and to manage views into rear aspects.
- Use of dual aspect residential blocks. Avoid single aspect accommodation especially where north facing or adjacent to the railway line.

Scale and massing

- Buildings mainly three or four storey to reflect the scale of existing buildings on George Lane. Occasional lower elements for variety and higher elements where justified by townscape role (turning corner, terminating key vista or where defining focal space).
- Main scope for tall buildings (in excess of six storeys) in the north of the site where levels are lowest, where the site adjoins the elevated viaduct, where distance from existing buildings on George Lane and where buildings would have minimal impact on views from the George Lane Conservation Area.
- Tall buildings (7 to 12 storeys) to take the form of slender point blocks with vertical emphasis and distinctive and memorable silhouettes. Avoid massive, monolithic and unrelieved slab blocks.
- Potential for building of around 5 or 6 storeys in place of 10/12 Eastwood Close to 'book end' the building group formed by 141-159 George Lane and KGM House and mark the main entrance into the site.

Elevations

- Excellent architecture. Layered elevations with good articulation.
- Modern interpretation of traditional London townhouses – see New London Vernacular.
- Good quality materials (red or London stock brick, metal/green/slanted roofs and aluminium window frames). Avoid wire cut bricks, concrete tiles and uPVC windows.
- Use of consistent materials and unified architectural treatments to create a coherent district character.
- External renewable energy installations to be considered from the outset and be integrated with architectural approach.

Public and private space

- Focal space at the heart of the place. A new destination closely related to the existing centre.
- Good quality, comfortable and inclusive public realm. Use of natural materials and new tree planting within a strong landscape design concept.
- Walkable neighbourhood. Pedestrian/cycle priority over cars.
- Consider retention of trees of amenity value and provide as positive setting for new development.
- Car parking in basement, within concealed undercroft or managed within new public space.
- Potential to reuse public car parking beneath the viaduct as private parking to serve the development, for example a new tower in the north of the site.
- Incorporate abundant secure cycle parking for residents, staff and visitors.
- Integrate space for the storage and collection of refuse and recycleables where convenient but unobtrusive.
- Consider servicing requirements from outset. Incorporate adequate space as part of multi-functional public realm where possible and avoid highway dominated space.
- New homes to meet/exceed minimum floorspace requirements of the London Plan.
- Lifetime Homes compliance and 10% wheelchair housing.
- Usable balconies, winter gardens and roof terraces to provide good amenity.

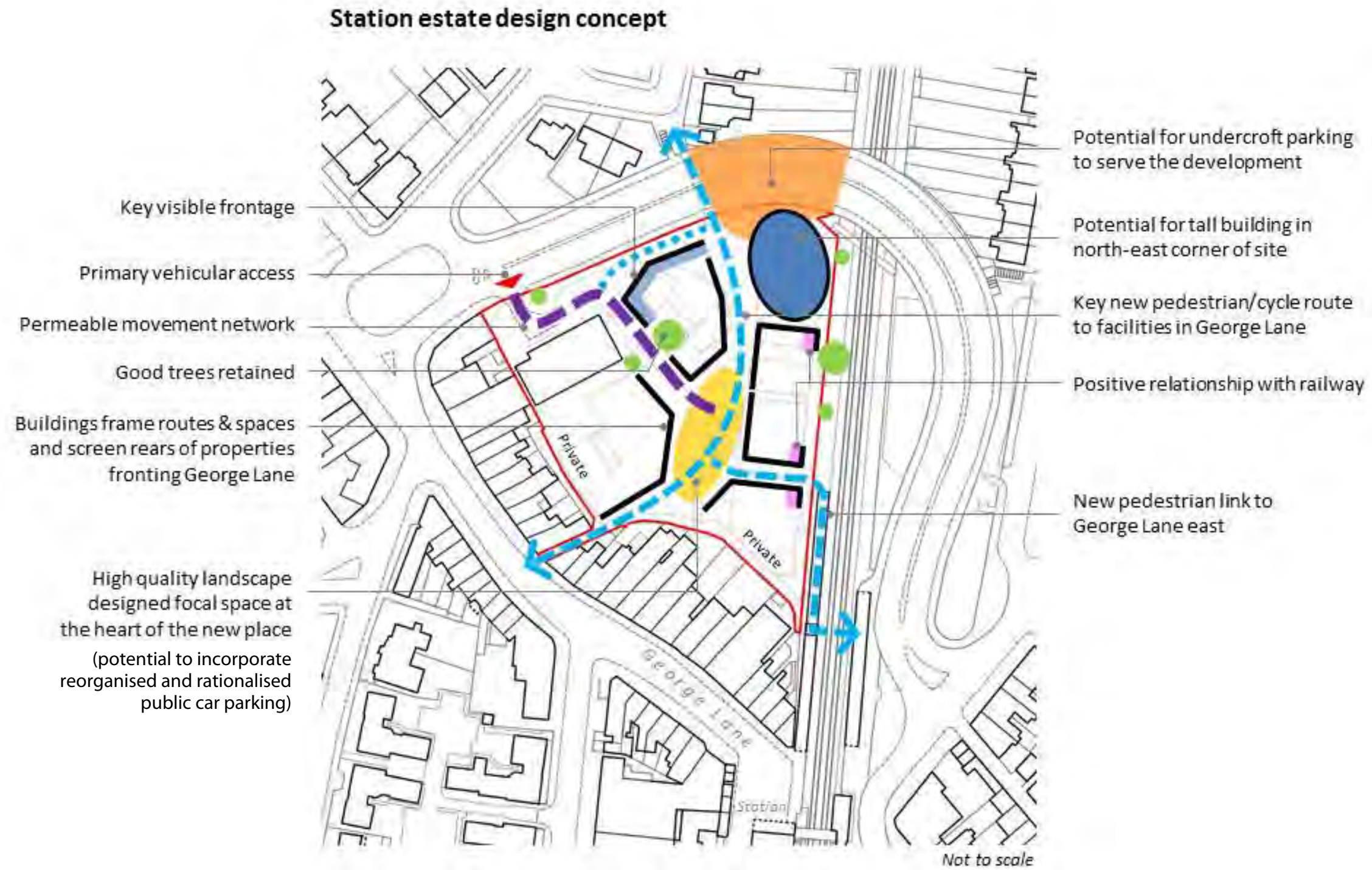
Sustainability

- Adaptable buildings.
- Sustainable urban drainage system.
- Code for Sustainable Homes level 4 as a minimum.
- Non-residential elements to achieve BREEAM 'excellent'.
- Adherence to energy hierarchy. 35% reduction in carbon emissions compared to 2013 Building Regulations Part L.
- Buildings and accommodation to take account of solar orientation.
- Avoid adverse microclimate.

- 6.3. *Indicative Development Proposal – general aspects*
- 6.4. Following on from the design principles set out above, a development concept is provided below, this has informed the development of two indicative options for site development.
- 6.5. Because the land ownership of the site is split, assembling all the land for comprehensive redevelopment is likely to prove difficult. In response to this both options one and two have a phased approach that involves only limited land assembly, whereby the land comes forward in parcels based on ownership but individual elements complement one another and achieve a cohesive approach to site.
- 6.6. Both options have a tall building element to the north of the site, with the tower for option two moved slightly east and oriented away from the elevated Viaduct Road, and including a single storey element at ground floor level, almost like a foyer or lobby entrance level to the main tower. This works as an extension to the existing under-croft and should not be precluded by presence of surface water sewers. The overall public realm is similar for both options, and the level of public access for pedestrians and cyclists has been increased significantly on the existing site. There is a central open area that is well defined and provides a focus for the area (this includes a remodelled public car park in option 2), and both options make the site much more permeable than it currently is, through a more legible organisation of the new buildings, and the realisation of a pedestrian desire line through the site from north to south. Important trees have also been retained in both options and others have been added to make the site greener.
- 6.7. The key frontage for the layouts in both options overlook Eastwood Close, and both have a positive relationship with the railway where the development will be perceived from slow moving trains and from public space to the east of the railway line.
- 6.8. With regard to parking for the tall element of the proposed scheme both options deal with this, by proposing that existing under-croft parking beneath the viaduct is utilised as private car parking to serve the adjacent tower. Again both options are similar in the range of proposed heights for the scheme, 1-12-storeys. These varying heights are stepped across the site as appropriate in order to ensure legibility and protect local amenity and character – the taller elements of the indicative scheme are designed towards the north of the site away from existing buildings and closer to the Viaduct Road.
- 6.9. Both options incorporate active ground floor uses on lower floors and new homes over. The amount of new floorspace achieved in option 2 is slightly lower than option 1 due to the incorporation of replacement/rationalised public car parking at surface level.

6.10. Indicative development option

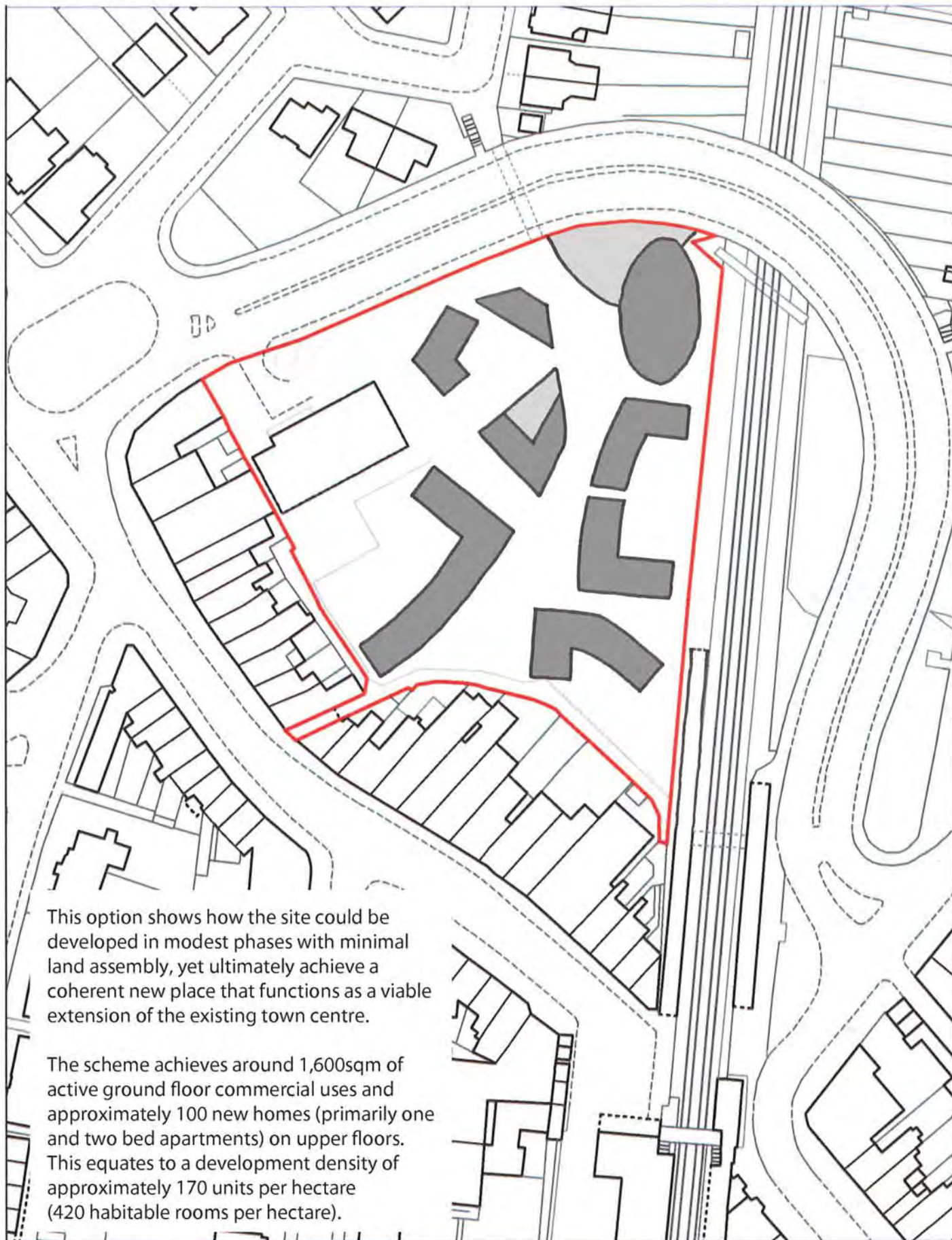
Figure 13



6.10 Formulation of indicative development options

6.11 Two development options have been devised and are illustrated in the pages that follow. These adhere to the design principles established in section 6.1 and the development concept illustrated in figure 13.

Station Estate indicative option 1



This option shows how the site could be developed in modest phases with minimal land assembly, yet ultimately achieve a coherent new place that functions as a viable extension of the existing town centre.

The scheme achieves around 1,600sqm of active ground floor commercial uses and approximately 100 new homes (primarily one and two bed apartments) on upper floors. This equates to a development density of approximately 170 units per hectare (420 habitable rooms per hectare).

Station Estate indicative option 1 - Public realm



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Figure 15: this indicative public realm layout creates more permeable space than currently exists on the site

Station Estate indicative option 1 - Building scale

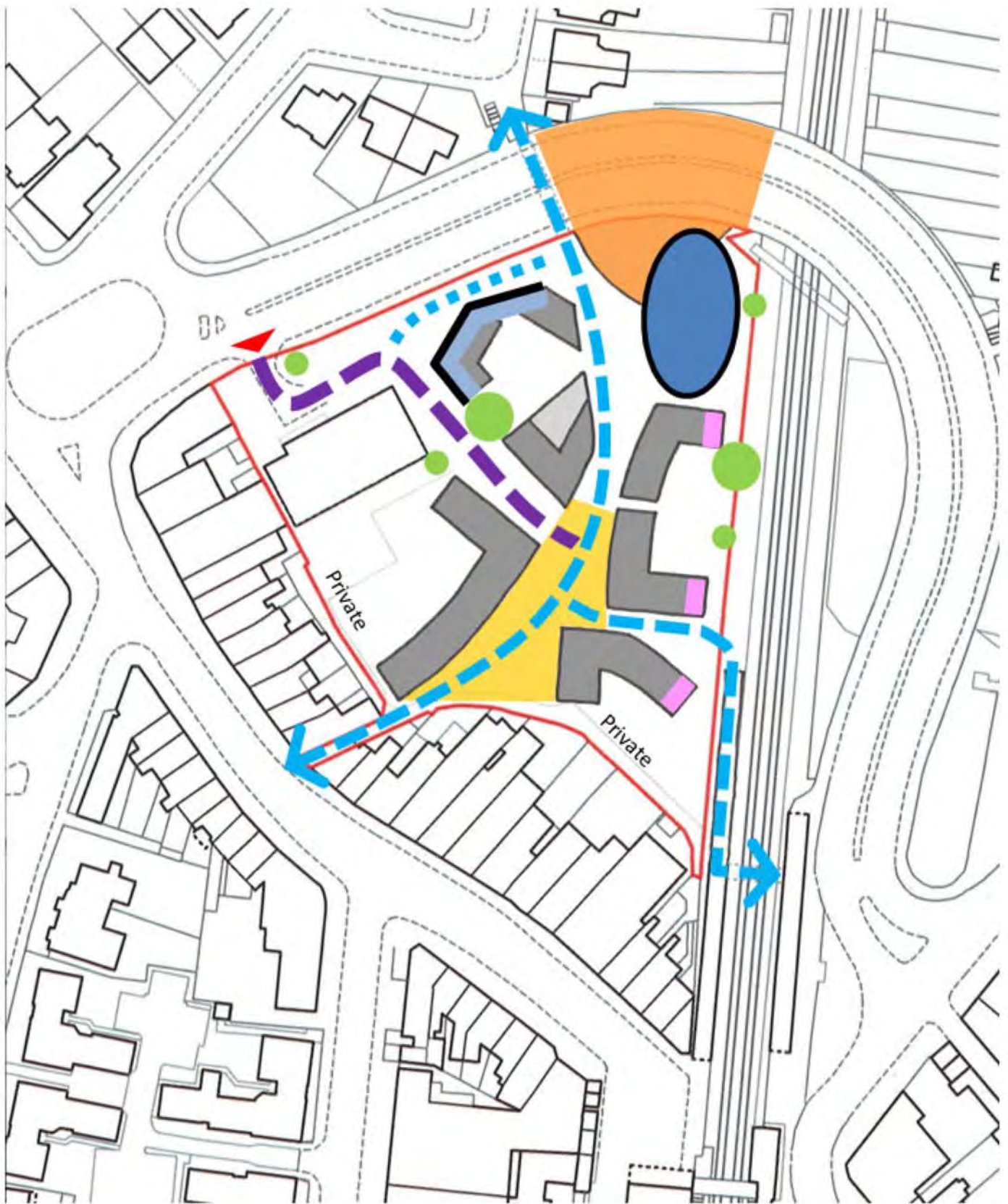


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Figure 16: heights are wide ranging and 'stepped' across the site to safeguard amenity and character

Station Estate indicative option 1 - Design principles



Notation

- Site area
- ▶ Vehicular entrance
- - - Primary all mode route
- - - Key pedestrian/cycle routes
- - - Secondary pedestrian/cycle route
- Retained tree (notional)
- New focal space
- Key frontage
- Positive relationship to railway
- Proposed block
- Deck
- Proposed tower
- Potential for undercroft parking to serve tower

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Figure 17: the overall key design principles are employed and work very well within for the site

Station Estate indicative option 1 - Indicative phasing plan

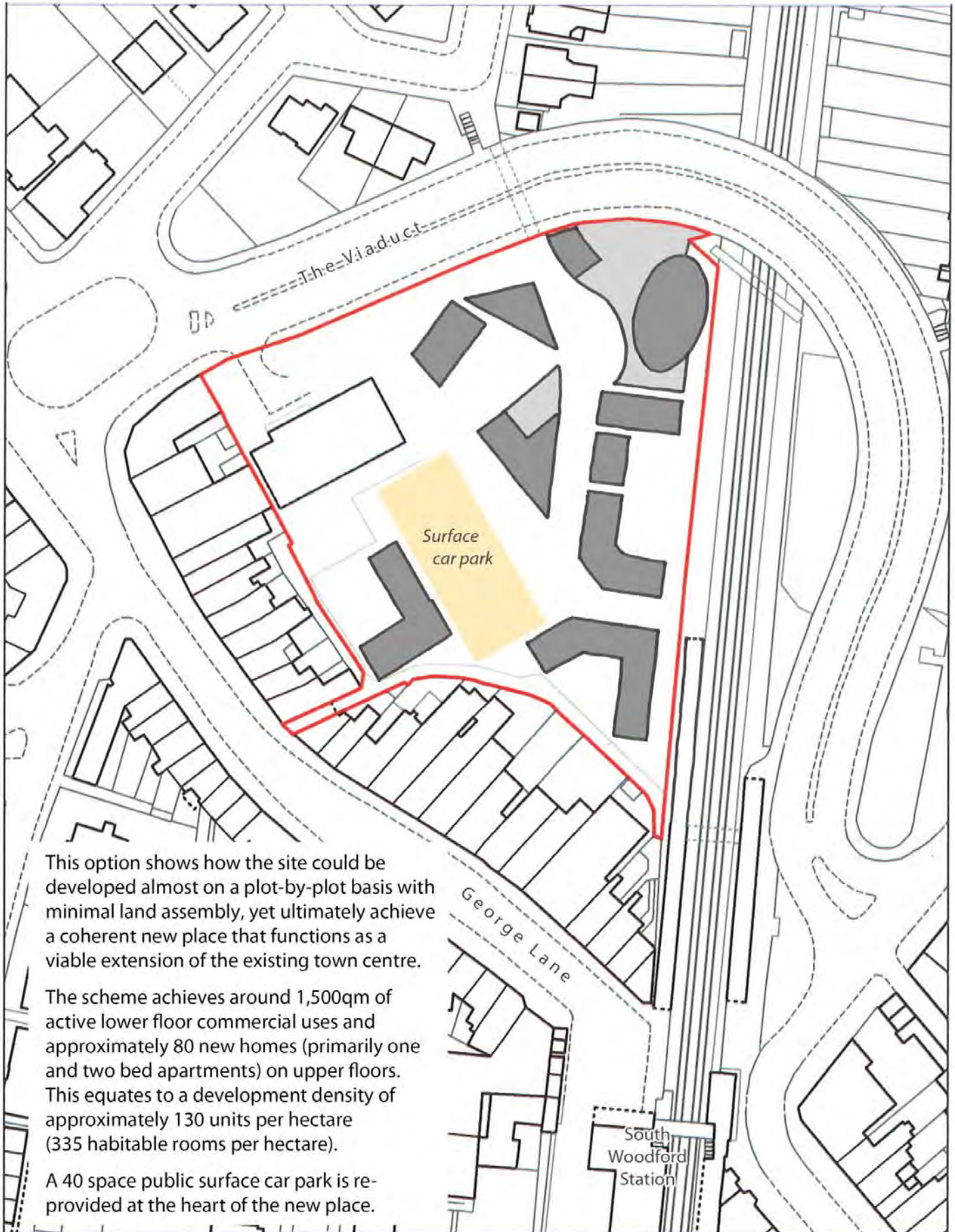


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Figure 18: the phasing of land parcels is based on land ownership (figure 4)

Station Estate indicative option 2



This option shows how the site could be developed almost on a plot-by-plot basis with minimal land assembly, yet ultimately achieve a coherent new place that functions as a viable extension of the existing town centre.

The scheme achieves around 1,500qm of active lower floor commercial uses and approximately 80 new homes (primarily one and two bed apartments) on upper floors. This equates to a development density of approximately 130 units per hectare (335 habitable rooms per hectare).

A 40 space public surface car park is re-provided at the heart of the new place.

Station Estate indicative option 2 - Public realm



Station Estate indicative option 2 - Building scale

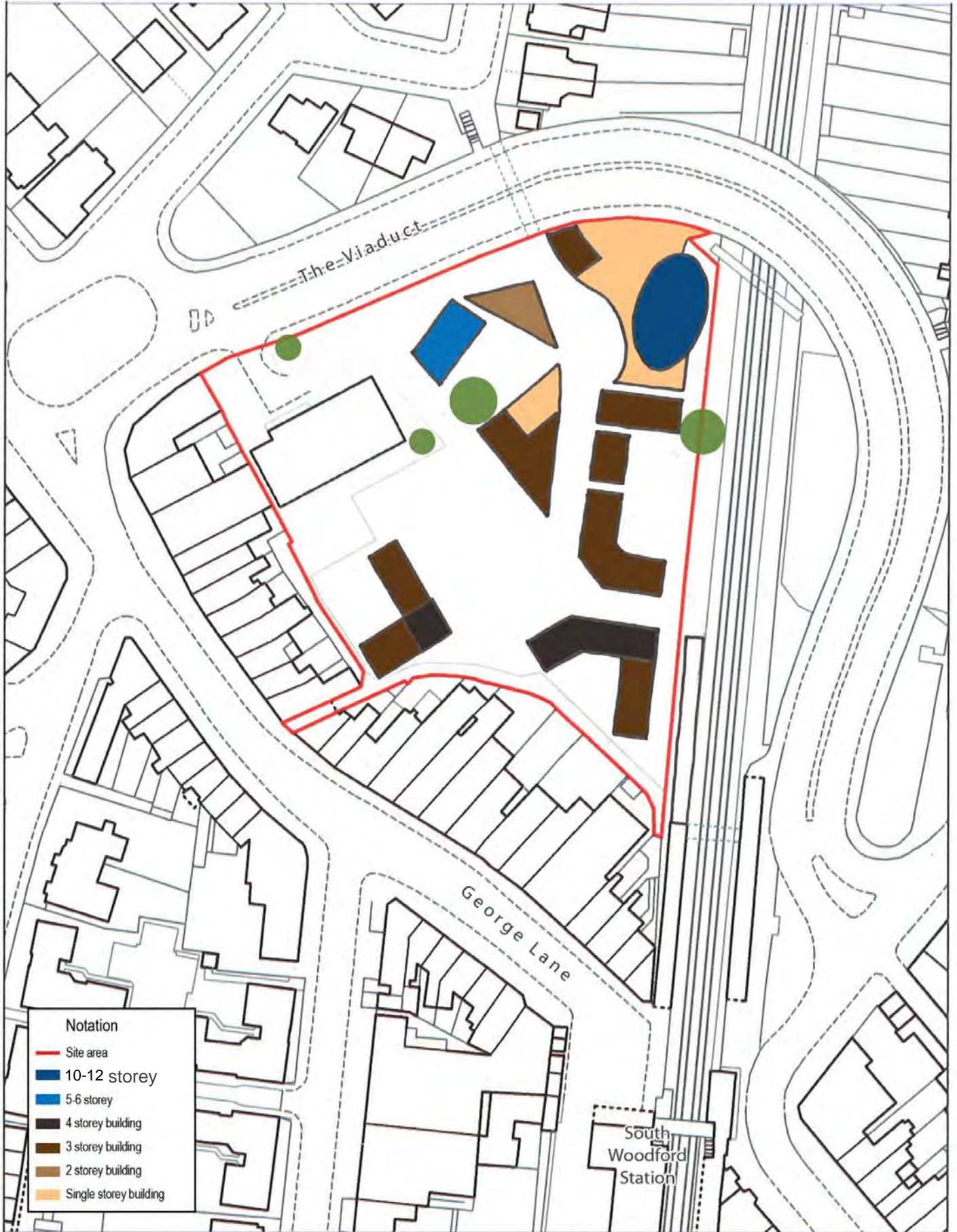


Figure 21: the general scale here does not differ from option one

Station Estate indicative option 2 - Design principles

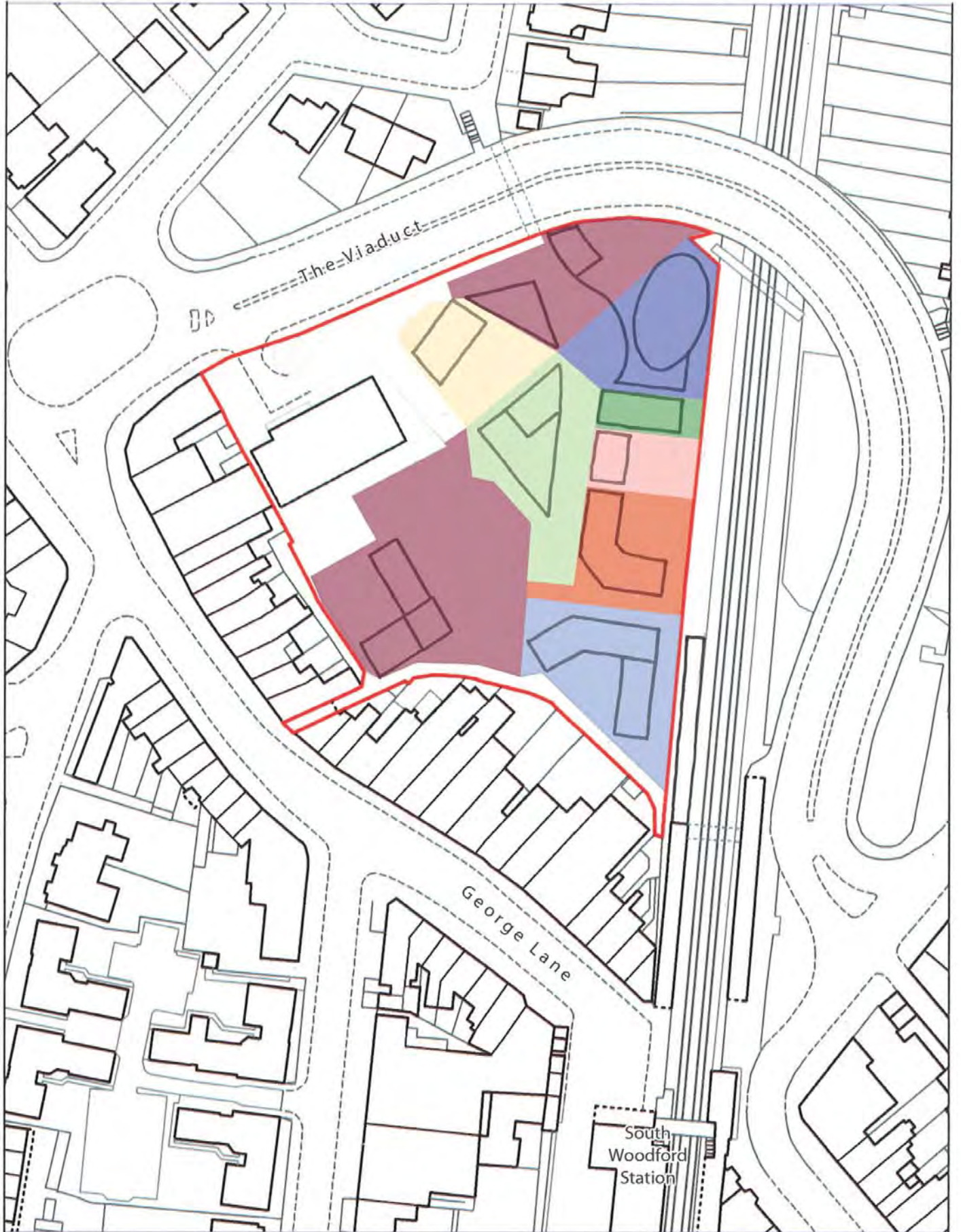


- | | | | | |
|------------------------|----------------------------------|--------------------------|----------------------------------|---|
| Site area | Key pedestrian/cycle routes | Retained tree (notional) | Positive relationship to railway | Proposed tower |
| Vehicular entrance | Secondary pedestrian/cycle route | New focal space | Proposed block | Potential for undercroft parking to serve tower |
| Primary all mode route | Key frontage | Deck | | |



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Figure 22: as with option one the general key design principles are implemented for option two

Station Estate indicative option 2 - Development parcel plan based on site ownership



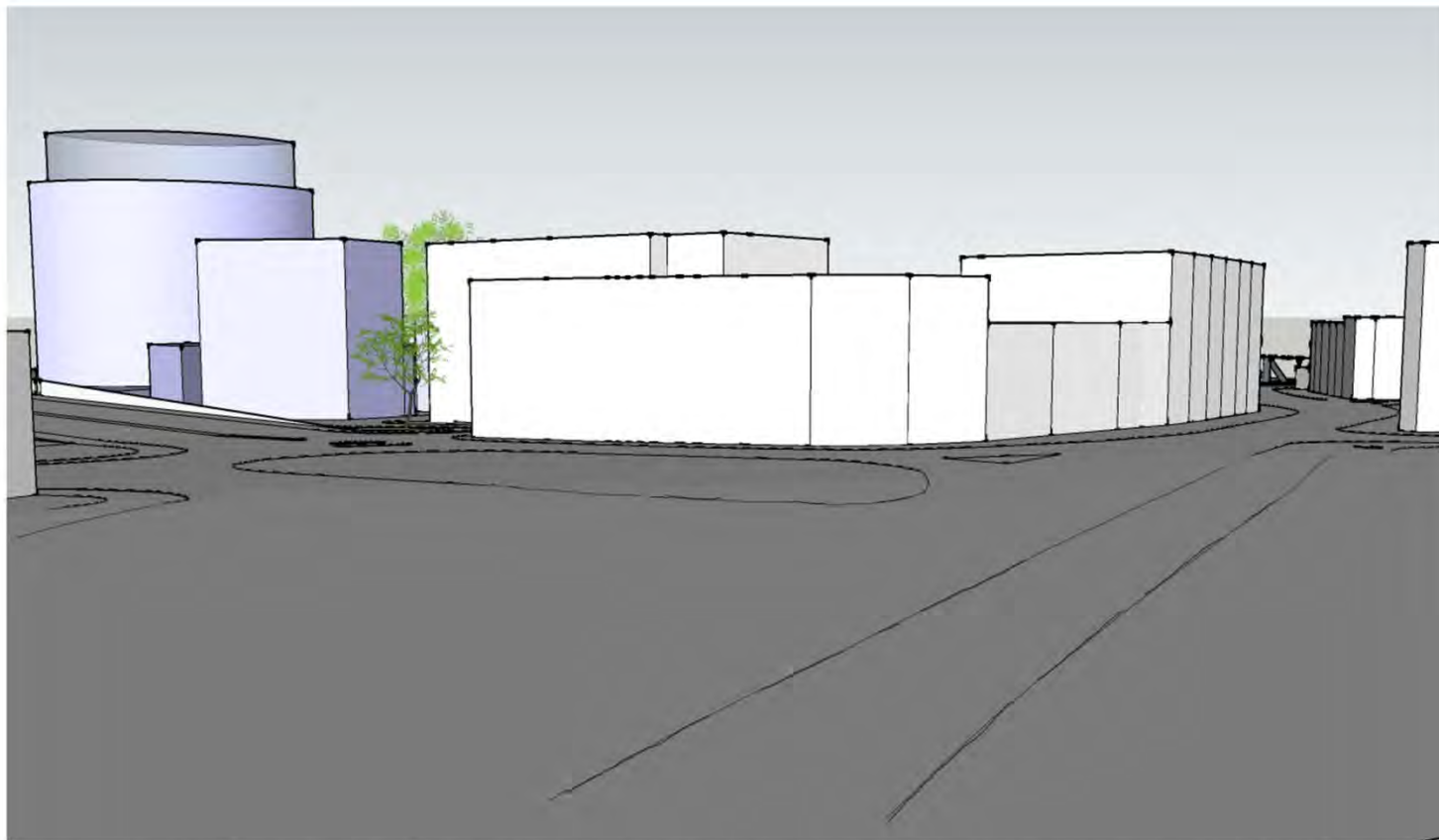
Model images showing indicative massing based on layout option 1



Elevated view from the south looking across George lane with the site in the background. Proposed buildings frame new space and a 10 storey tower acts as a focal point at the northern end of the scheme.



Elevated view from south showing new public space within the site defined by new buildings.



View south-east towards the site from George Lane Conservation Area with existing buildings along George Lane on the right. Note how tall building(s) are remote from the existing George Lane frontage but nevertheless successfully punctuate the northern extent of the scheme.



Elevated view from the west looking east over the site. Note how new buildings define routes and space within the site covered by the brief.

Figure 24: the images give a good indication of the proposed height and scale of the indicative development option, and how the new scale might work. These images also serve to demonstrate the importance of exemplary design where a taller, larger scale is proposed for the site.

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Section 7: Implementation

- 7.1 The site is in multiple ownership. The Council as land-owner is a key player, and will look to resolve its position in respect of development by ensuring an appropriate amount of public car parking is provided to serve South Woodford District Centre at all times. This may necessitate a holistic approach to car parking in and around South Woodford District Centre, and could require some re-provision of public car parking within the site or nearby, if one or both public car parks area redeveloped.
- 7.2 The Council will work corporately and will look to bring various owners together in pursuit of appropriate development proposals that benefit the area and maintain and reinforce South Woodford District Centre.
- 7.3 In planning terms the Council favour comprehensive development proposals covering the entirety of the site. There is no objection to proposals being developed for individual sites provided these work with existing uses and do not frustrate complementary development of adjoining land. In this sense, the Council will request a statement of conformity with the design principles established in this planning brief and indicative proposals for land covered by this brief but not part of an application site. All neighbouring properties within the surrounding area of the site will be notified upon submission of a valid planning application for the development of the site.
- 7.4 Indicative phasing plans are contained in section 6 of this brief.
- 7.5 Compulsory Purchase Order
- 7.6 Considering the difficulties of site assembly bringing together the various parcels of land on site may prove to be onerous and could present a barrier to achieving comprehensive development. If attempts to bring the land together by a developer should prove unsuccessful, the Council will consider using a compulsory purchase order (CPO) to assist land assembly and ensure a comprehensive development for the benefit of the area.
- 7.7 Development Management
- 7.8 The London Borough of Redbridge actively encourages a proactive, development management approach to new development. Developers are recommended to engage in pre-application discussions with the Development Management team prior to the submission of any planning application. This process will seek to enhance proposals enabling the delivery of high quality and sustainable development. More information on the pre-application service can be found at the following webpage:

http://www2.redbridge.gov.uk/cms/planning_and_the_environment/planning/pre-application.aspx

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APPENDIX A: Summary of Key LDF Policies

(Please note this list of policies is not exhaustive.)

Policy T1 – Sustainable Transport

New development will only be granted planning permission where it incorporates measures that demonstrate a reduced reliance on private vehicles. Planning permission will not be granted for development, which would increase trip generation excessively so as to result in an adverse impact on traffic congestion within the local and strategic road network (including motorways) or public transport system. For all major developments a Green Travel Plan will be required to accompany the planning application.

Policy T5 – Parking Standards

Car parking will be sought in accordance with the maximum standards set out in Schedule 3. [of the BWPPP DPD]. Proposals should also make provision for motorcycle parking.

Where a lesser standard of parking provision than that shown in Schedule 3 is proposed, applications will be considered on the basis of adherence to green travel planning measures, levels of public transport accessibility, the availability of public parking, the character of the area and the nature of the development proposed.

Where development proposals involve a reduction of off-street car parking, the developer will be required either to demonstrate that sufficient parking will remain in the area to serve local needs, or to provide an appropriate temporary facility and to ensure that the development ultimately provides for existing local need, together with the resulting increase in demand arising from the development. In any other circumstances planning permission for temporary car parks will not be granted.

Cycle parking spaces should be provided in a convenient and safe location, preferably near to the main entrance of a development and be sheltered from inclement weather wherever possible. Proposals for major development must include for the provision of secure lockers and storage areas and such provision will be considered favourably for other development.

Policy H1 – Housing Provision

The Council will provide a minimum target of 9,050 new dwellings in Redbridge in the period 2007 to 2017, through key LDF Development Plan Documents (DPD) such as the 'Housing Capacity' DPD, and other DPDs such as Area Action Plans (AAP), as well as town centre opportunity sites, major developed sites, infill development, and through encouraging efficient use of the existing stock by seeking a reduction in the number of vacant, unfit and unsatisfactory dwellings.

Policy H2 – Housing Choice

Across all developments, including affordable housing, the Council will grant planning permission for proposals that provide a range of appropriate housing types and sizes taking into account the location of the proposed development, the housing needs of different groups and people wishing to share accommodation. The type and size of housing provided should reflect the current needs as identified in the Housing Requirements Study or any document that supersedes it.

Loss of existing housing (including affordable housing) will be refused unless it is for essential community facilities in the areas surrounding the Metropolitan and District Centres

Policy R2 – New Shopping Development

Planning permission for new retail development outside the Metropolitan, District and Local Centres will only be granted if it can be demonstrated that there is a need and the sequential approach as advocated by Government guidance has been appropriately

applied, and there is not an adverse impact on the vitality and viability of any nearby centre. Proposals which adversely affect nearby centres will be refused, or conditions imposed to control the range of goods sold and services within any proposed unit, hours of operation, and any sub division or merger of proposed unit(s).

Policy C1 – Existing Community Facilities

In partnership with other provider organisations, the Council will safeguard existing facilities for community use. Planning permission for a change of use involving the loss of community facilities will only be granted where the applicant clearly demonstrates that there is no longer a need for that facility and where there are sufficient similar facilities nearby. Where a particular community use ceases, the Council will encourage an alternative community use.

Policy C2 – Access to Community Facilities

The Council will promote access to community facilities by granting planning permission where Major development proposals include community facilities as an integral part of the development. Planning permission will only be granted for development which imposes additional demand on community facilities, where that demand can be met by current provision or where it can be offset by contributions towards the provision of new or enhanced facilities. Guidance is set out in the Planning Obligation Strategy Supplementary Planning Document (June 2006).

Policy BD1 – All Development

Proposals for all forms of development must incorporate high quality sustainable construction techniques reflecting the Council’s Supplementary Planning Guidance on Urban Design (September 2004) and Sustainable Design and Construction (May 2005). To gain planning permission, a development proposal must:

- (1) Be compatible with and contribute to the distinctive character and amenity of the area in which it is located.
- (2) Be of a building style, massing, scale, density and design appropriate to the locality.
- (3) Realise the potential of the land.
- (4) Contribute to local architecture and design quality.
- (5) Protect or enhance the effects on valuable habitats and species.
- (6) Ensure that landscaping is an integral element in layout design, taking account of existing physical features (e.g. trees, hedgerows, walls, etc). Where appropriate, trees and shrubs should augment the amenity and appearance of the site.
- (7) Not prejudice the amenity of neighbouring occupiers by unreasonably restricting sunlight, daylight or privacy to their properties.
- (8) Create safe and secure environments and reduce the scope for fear and crime by taking into account the Police Service’s “Secure by Design” Standards.
- (9) Be designed to meet the needs of all and include provision for disabled access to, and within public areas.
- (10) Include appropriate provision for the storage and collection of waste and recyclable material.
- (11) Demonstrate that there is no significant adverse impact on surrounding uses in terms air, water, noise pollution, and of fume and smell nuisance.
- (12) Where appropriate provide evidence that there is capacity in utility infrastructure.

Policy BD3 – Density in New Residential Development

In complying with Policy BD1, planning permission will be granted for new residential development where it achieves the following densities:

- (1) In Ilford Metropolitan Centre: 240- 435 units per ha (650-1100 habitable rooms per ha).
- (2) In the Gants Hill District Centre: 165-275 units per ha (450-700 habitable rooms per ha).
- (3) In the Barkingside, South Woodford and Wanstead District Centres: 80-120 units per ha (250-350 habitable rooms per ha).

- (4) In areas close to the Metropolitan and District Centres (listed in Schedule 4) and along main roads, residential and mixed-use densities should range from 30-65 units per ha (150-200 habitable rooms per ha) for detached and linked houses, to 50-80 units per ha (200-250 habitable rooms per ha) for terraced houses and flats and where it is mostly flats, from 80-120 units per hectare (250-350 habitable rooms per ha).
- (5) In the established residential areas not covered above, a residential density in the range of 30-50 units per ha (150-200 habitable rooms per ha).

Policy BD4 – Amenity Space in New Residential Development

The Council will grant planning permission where new development provides amenity space in accordance with the following minimum standards:

- (a) New converted or extended residential development – 20 sq. metres amenity space per habitable room.
 - (b) Sheltered housing – 12 sq. metres amenity space per habitable room.
 - (c) Residential institutions – 6 sq. metres amenity space per resident.
 - (d) Residential development of flats – When a habitable flat is provided with balcony in excess of 4 sq. metres, then the amenity space requirement for that room shall be reduced to 15 sq. metres.
2. In all cases, amenity space in new residential development should:
- (a) Be compatible with the prevailing pattern in the surrounding area.
 - (b) Be of a usable and practical configuration.
 - (c) Be of an appropriate scale to ensure usability.
 - (d) Be 'fit for purpose' in terms of the particular building it serves.
 - (e) Incorporate high quality landscaping.
 - (f) Achieve freedom from overlooking, and privacy, between the rooms of one house and those of another.
 - (g) Where open space is provided for flatted development and sheltered housing, the needs of the likely occupants of the dwellings and the character of the surroundings should be taken into account.
 - (h) Result in an acceptable relationship between buildings.

The Council will calculate amenity space by excluding areas used for parking (such as driveways) and buffer strips less than 1.5 metres wide. The Supplementary Planning Guidance on Amenity Space and Residential Development (October 2005) sets out further guidance on amenity space in new residential development.