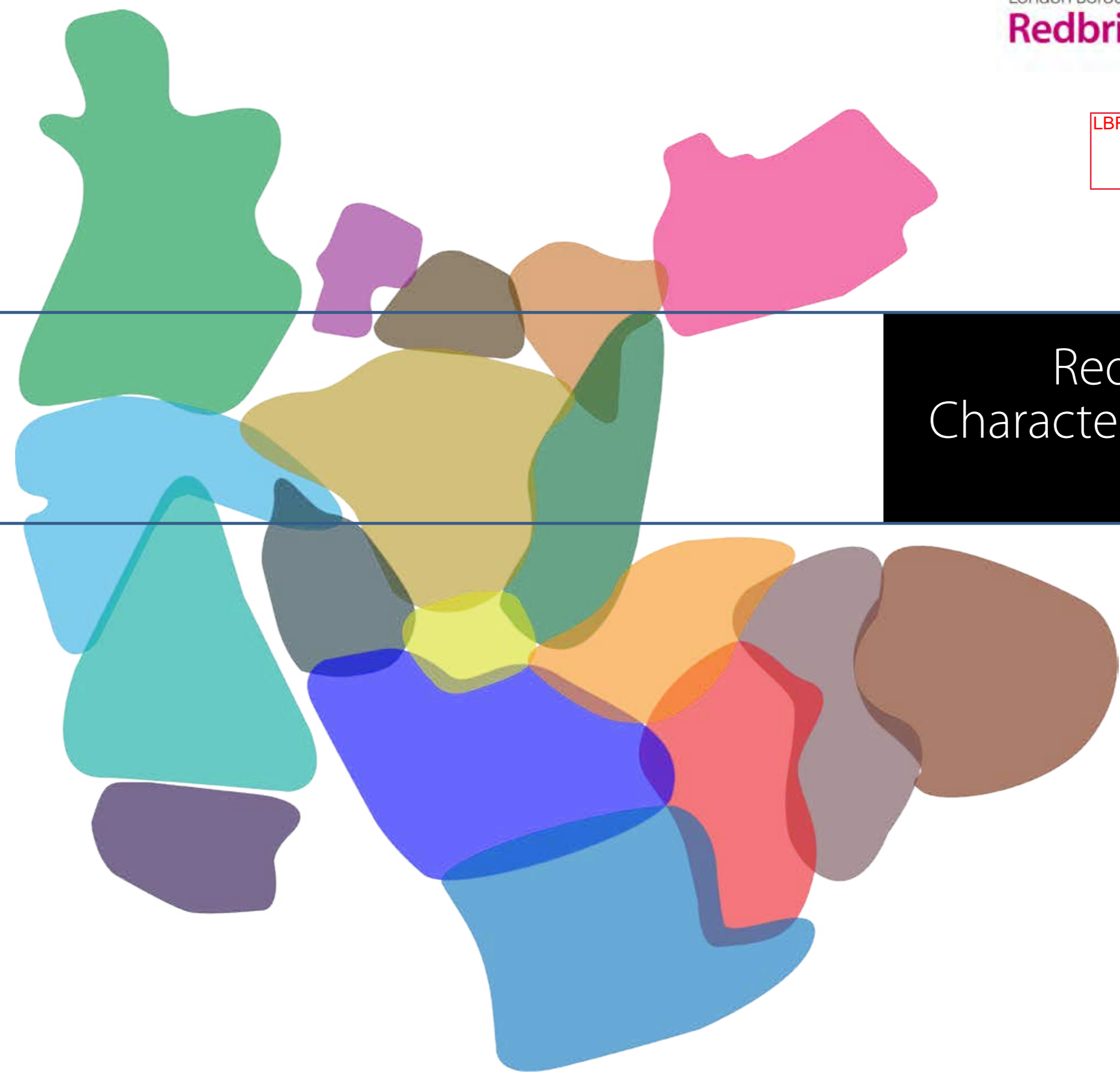


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Redbridge
Characterisation
Study

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Suburban homes in Wanstead



Allotments at Loxford Lane, South Ilford

SECTION 1
INTRODUCTION

AIMS AND PURPOSE

Urban characterisation studies provide an understanding of character and context and variation across a spatial area. They inform the planning, development and design process and lead to better quality development appropriate to the context.

Redbridge is a diverse, vibrant and unique place. The population of Redbridge is expanding rapidly and there is great pressure to accommodate more homes and associated facilities.

This study provides an understanding of urban character across the London Borough of Redbridge. It will inform the Redbridge Local Plan 2015-2030 by assisting in the protection of heritage assets; ensuring growth is directed to the most appropriate areas and informing proposals for new development to ensure it has a positive impact on its surrounding.

The study has been produced:

- To inform planning policy.
- As a basis for the production of future design guidance.
- For use as a development management tool to secure better quality development appropriate to its surroundings. To provide an overarching summary of area character and inform context appraisals as part of design and access statements prepared for significant planning applications.
- To identify issues affecting defined areas and provide an understanding of the sensitivity of places and their capacity to change; to inform strategies for future management and change.

- To inform public realm enhancement work.

Whilst it will be used primarily by decision-makers, professionals within the development industry and stakeholders, it will improve understanding of the character of Redbridge; reinforcing sense of place across the Borough, for the benefit of businesses, local people and community groups.

A shorter summary version of the document is also available.

Status

The document has been produced as part of the evidence base for the Redbridge Local Plan 2015-2030. Informal consultation has informed the document which was considered by LDF Advisory Panel on 13 March 2014. The Panel provided input and comments which have been incorporated. The document has been finalised for approval.

The document may be subject of further public consultation and refinement in the future as the Redbridge Local Plan 2015-30 progresses.

REPORT STRUCTURE

The report contains six sections:

Section 1 – Introduction

This section explains why the study has been produced and summarises methodology.

Section 2 – London Borough of Redbridge

Section two explains where Redbridge is within London and how various parts of the Borough have evolved over time. It then touches on current pressure for development.

Section 3 – Borough wide analysis

Section three contains a series of maps of the Borough showing various layers of information. Accompanying text describes the physical form of the Borough with reference to its morphology and the relationship between urban form and topography, geology and natural assets. It describes how development has been influenced by the movement/transport network and describes the pattern of uses that are evident today. Finally it provides an understanding of the spatial distribution of heritage assets and touches on socio-economic make-up.

Section 4 – Urban typologies

Section four defines common types of development found within the Borough and categorises these into primary and secondary typologies.

Section 5 – Character Areas

Section five explains how the urban area of Redbridge has been divided into eighteen character areas with reference to shared physical characteristics, physical boundaries (where they exist) and an understanding of association and sense of place. The urban typologies described in section four are identified within each character area and each area is analysed in terms of its extent, history, prevailing character and challenges.

Section 6 – Key findings

The final section of the study summarises issues relevant to the various urban typologies and character areas and makes a series of recommendations on how these might be addressed through policy and future development management.



Right: Historic association can contribute to character. Detail of railway cottages in Hainault

METHODOLOGY

The term 'urban character' refers to the various individual aspects of a place, which combine to make that place distinct from other places. Elements of a place encompass the following factors:

- Physical (eg. urban form and architecture)
- Cultural, social and economic (eg. function, demography and values) and
- Perception and experience (eg. memory and association)

As this is a planning document it necessarily focusses on physical aspects of place. Cultural, social and economic aspects are nevertheless touched upon in the Borough wide analysis and the study is informed by a literary review picking up issues of perception and experience that will be incorporated further through future public engagement.

Factors that can influence and define place identity include:

- Scale and grain
- Mix of uses
- Pattern of routes and spaces
- Intensity of development
- Street widths
- Building type, shape and size
- Building age, architectural detailing and materials used
- Presence and quality of open space and parks
- Quality of the public realm (hard landscaping and planting)
- Topography
- Sensory perception (smell/sound/vibrance)
- Historical association.

This study is systematic in its exploration of character; focussing firstly on the Borough as a whole then focussing on neighbourhoods, streets and then individual components of buildings.

The study has followed five steps to build a picture of character:

Step 1. Compilation of Borough-wide mapping

The study initially focusses on the big picture – looking at issues that have shaped the evolution and development of the Borough. Various planning designations, as well as ordnance survey and census data from the Council's Graphic Information System, is then mapped to begin to build up a picture of the Borough as it is today. This begins to highlight physical and socio economic variation across the Borough to provide an understanding of the place; its evolution, physical development and diversity.

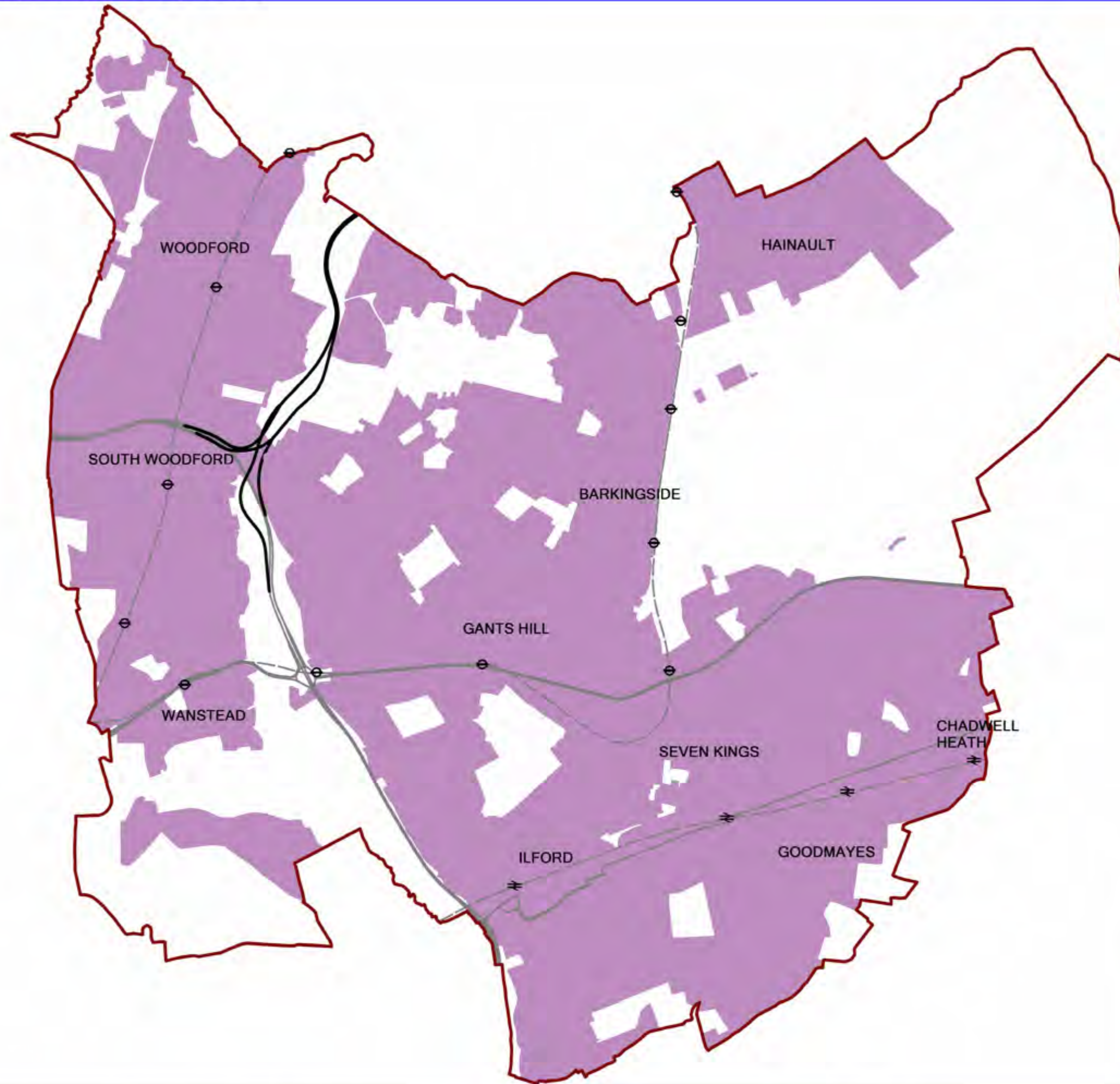
Step 2. Identification of study area

Having looked at a range of issues and variation across the Borough the study then focusses on the various town centres, neighbourhoods, streets and estates that make up the urban area. This includes parks within and adjacent where they contribute directly to the character of the place – but not the rural area beyond. The study does this, not because undeveloped and rural areas are less important (indeed where accessible they can contribute significantly to the experience of living in an urban place), but because the study, by definition, focusses primarily on urban character as a tool for protecting character and managing growth going forward. To this end the study covers

areas of potential change and will inform detailed masterplans for these areas to ensure that growth is managed appropriately and that development is responsive to its surrounding.

The study includes conservation areas and residential precincts (the Borough's local designation for neighbourhoods of character but which do not justify conservation area designation) and provides a broad and overarching statement of character. The document is not intended to replace or be a substitute for Conservation Area Character Appraisals and Management Proposals where they exist, but may inform detailed appraisals where they have yet to be undertaken. Where more detailed information exists this is cross referenced within this document.

The following plan shows the areas covered by the study.



Legend
Study Area

- Area covered by study
- Motorway
- Main Roads
- Rail/Tube Network
- Rail Stations
- Tube Stations



METHODOLOGY (continued)

Step 3. Identification of typologies

Having analysed Redbridge at the Borough-wide level and defined the areas to be covered by more detailed study; a series of urban typologies are identified to help categorise the built environment of the Borough.

The typologies group blocks and streets that share common characteristics but may occur within different parts of the Borough. This method reflects best practice and avoids repetitious description of recurring character across the Borough.

Primary typologies

The following criteria has been adopted to assess the different types of urban environment within the Borough:

- Intensity of development
- Scale and grain
- Land use and function
- Movement network characteristics

Six primary typologies have been identified.

Secondary typologies

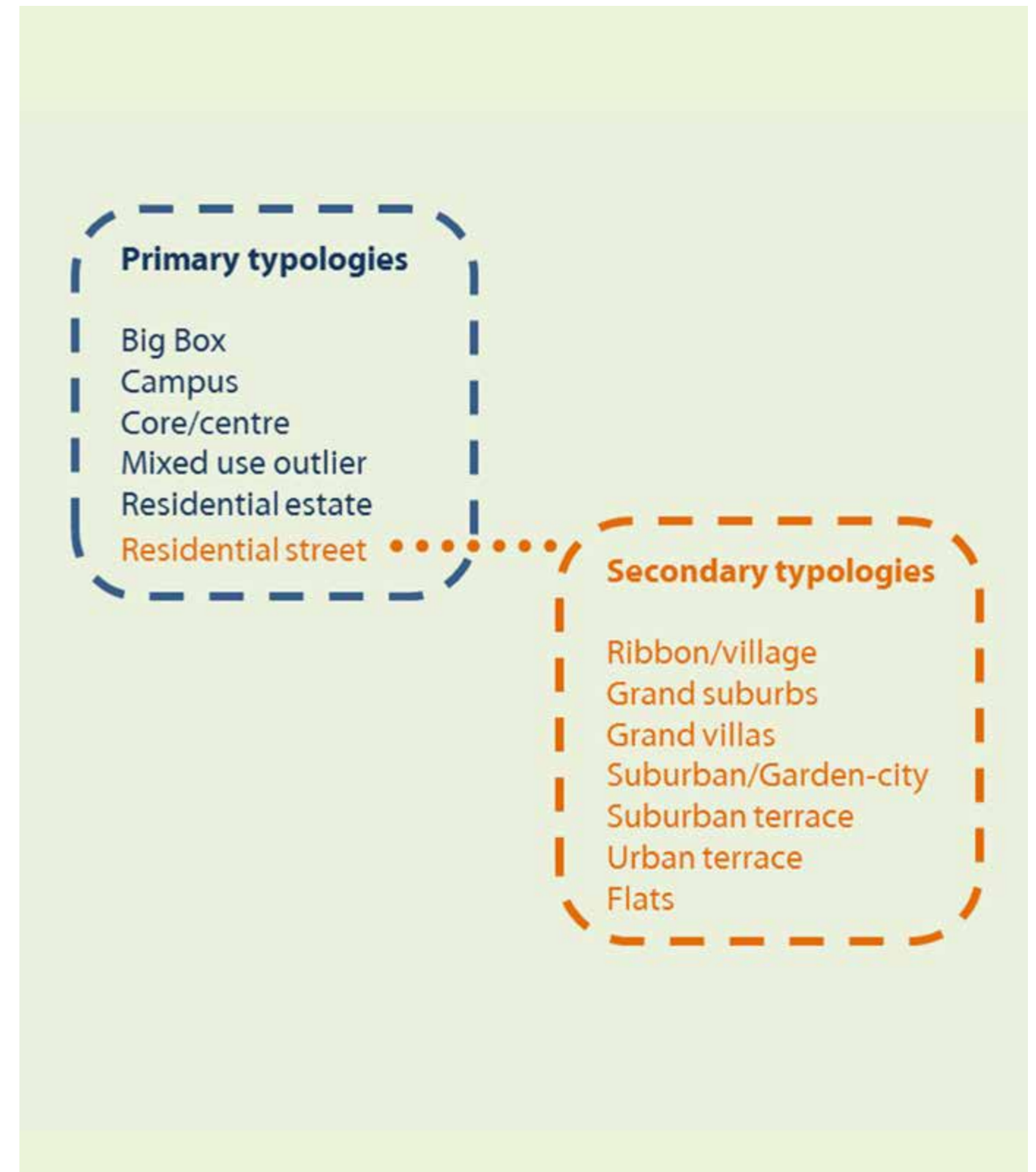
Redbridge is primarily residential. It is therefore particularly important to understand residential streets and define their character to ensure they are protected from inappropriate development. Given the extent and diversity of residential streets within Redbridge, this primary typology is broken down into a number of secondary typologies.

The following criteria enable the categorisation of residential streets:

- Density
- Building type, height and massing
- Enclosure, street width and plot dimensions
- Building age and architectural treatment
- Contribution of landscape to the urban realm

By using these criteria to group residential streets it is possible to identify seven types of street that share common characteristics and occur in various parts of the Borough.

The relationship between primary and secondary typologies is illustrated here:



METHODOLOGY (continued)

Step 4. Definition of character areas

The next step in providing an understanding of the character of Redbridge is the identification of character areas. These are parts of town which tend to be focussed on a centre and often constitute a coherent place. Streets and blocks within the area generally share physical characteristics and form neighbourhoods that are often, but not always, defined by physical boundaries (main roads, railways and landscape corridors) and are not constrained by administrative boundaries.

Precise boundaries between character areas can be difficult to define, may overlap and can depend on interpretation. They can change over time. For these reasons the areas may merge and lack sharply defined edges.

The historic development of each character area is summarised. Primary and secondary typologies are identified within the character area at a block or street levels. Unique and locally specific elements are also defined. Area specific issues are identified and the capacity of each area to accommodate change is described.

Step 5. Identification of issues and recommendations

This is the most important element of the study. It brings together findings from all preceding chapters to identify a range of issues affecting the urban areas of the Borough; from neighbourhood-scale to street-level. A set of recommendations provide a strategy for protecting character where it exists, facilitating positive change where it would benefit an area and improving the quality of new development across the Borough by ensuring it is appropriate to its context.

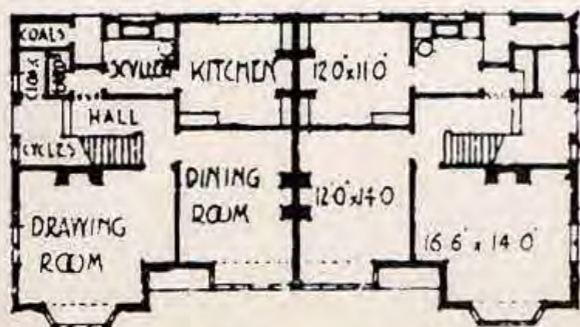


Personal expression in the front garden of a property at Gants Hill

Next page: Sales particulars for semi-detached homes in Holcombe Road, Ilford. Extract from printed brochure for Ilford Garden Suburb (Town Planning and Garden Cities Company Ltd 1911). Reproduced with permission of Essex Record Office Document reference I/Mb 194/1/17.

THESE HOUSES CAN BE PURCHASED BY
 PAYING A DEPOSIT OF £10,000 AND
 THE BALANCE BY EASY INSTALLMENTS.

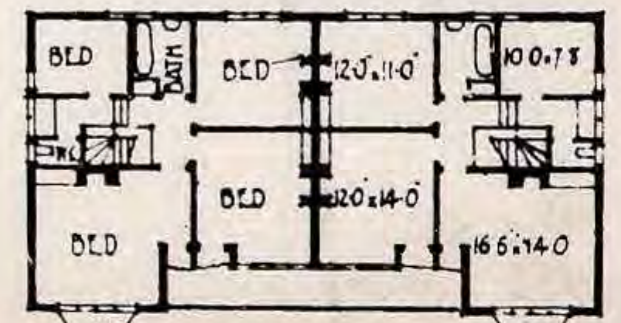
These houses
 on
 Holcombe Road
 for sale.
 Price
 £750 Freehold
 £570 Leasehold



GROUND PLAN

A PAIR OF SEMI-DETACHED HOUSES

C.M. CRICKMER
 ARCHITECT
 1, LINCOLN'S INN FIELDS W.C.



FIRST FLOOR PLAN



Homes on Eastern Avenue, Newbury Park



Cemetery gardens of St Mary the Virgin Parish Church

SECTION 2

LONDON BOROUGH OF REDBRIDGE

LOCATION OF REDBRIDGE

The London Borough of Redbridge was formed in 1965 replacing Ilford Borough Council and Wanstead and Woodford Borough Council. The new Borough also took in parts of Chigwell Urban District and Dagenham Borough.

Redbridge is an outer London Borough in North East London covering an area of approximately 22 square miles. It is home to a diverse and vibrant population of more than 250,000 people.

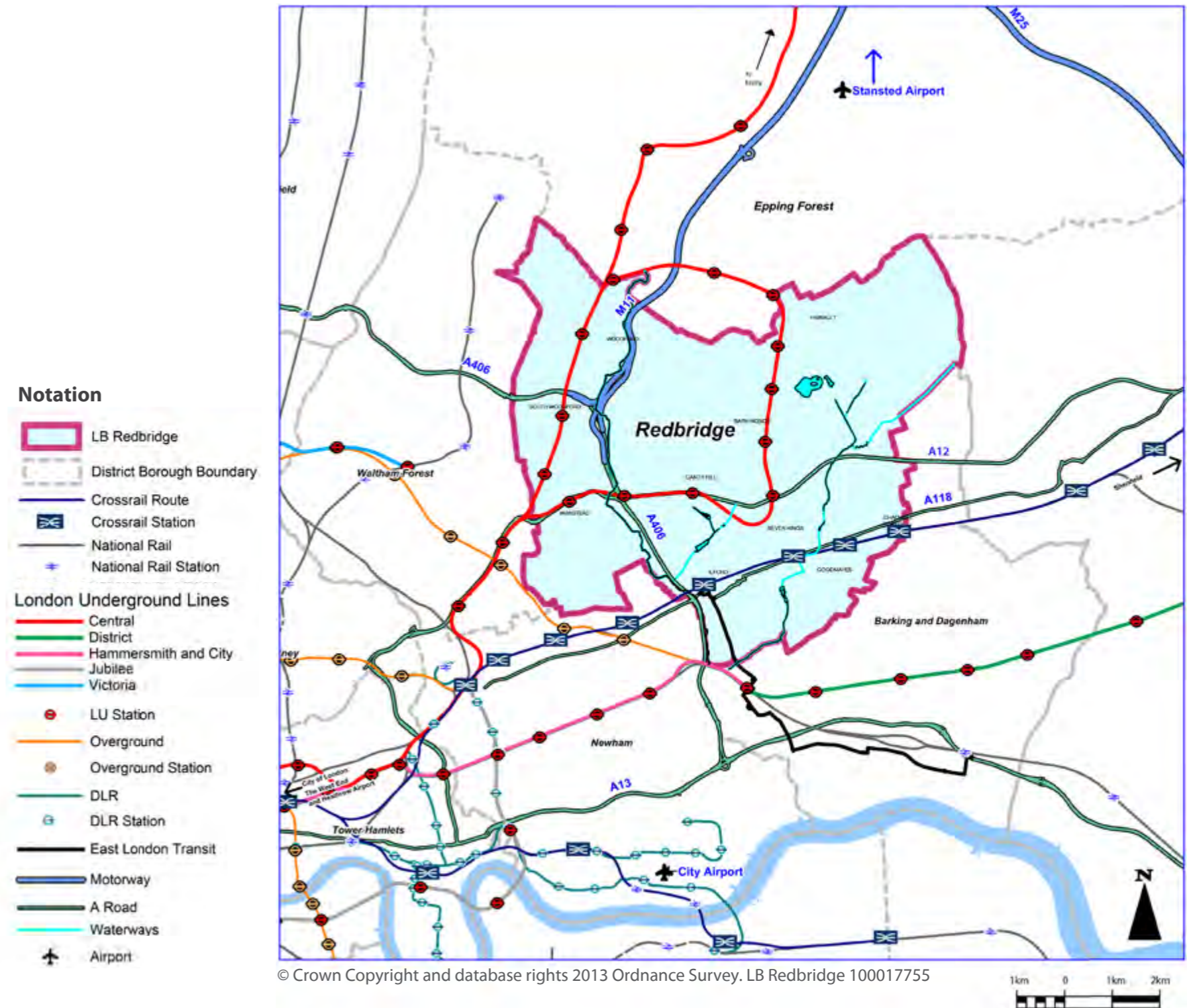
Redbridge sits entirely within the M25, north of the River Thames. The City of London is approximately seven miles to the south-west. Redbridge shares boundaries with four other London Boroughs: Waltham Forest (to the west), Newham (to the south), Barking and Dagenham (to the south-east) and Havering (to the east). Redbridge adjoins the County of Essex and Epping Forest District lies to the north.

Redbridge lies on the main East Anglia to London Liverpool Street train line on a section of track that is to benefit from Crossrail investment. Crossrail will link Essex and East London with Heathrow and West London directly and is due to open in 2019. Redbridge includes sections of the Central tube-line (zone 4) including much of the Hainault loop. Redbridge is well served by Transport for London buses; with most local routes running through Ilford.

The A12 runs east-west through the middle of the Borough, linking Central London and East Anglia. The North Circular (A406) runs inside the south-western quadrant of the Borough and meets the M11 east of South Woodford. The M11 connects London with Stansted Airport and Cambridge.

Over a third of the area of the Borough is Green Belt.

Redbridge in context



EVOLUTION OF REDBRIDGE

Early development

During the 17th century Ilford Village comprised of about 50 houses. The countryside around the village was largely forest (known at the time as Waltham Forest). The Forest extended from the River Lea at Bow and along the Great Essex Road (as it was called then and which follows much of the A12 route today) to Whalebone Lane and further north as far as Harlow and Roydon, covering some 60,000 acres.

Over the years the continued felling of trees for ship building and houses meant that much of the forested areas were cleared, although part of it survived to give us Epping Forest and Hainault Forest today. Most of the remainder became farmland which produced corn, vegetables and milk for the London market for over 200 years, and there were once over 40 small farms in Ilford alone. There were also a number of large estates in the surrounding area before the late 19th century, including the Wanstead House estate, Wanstead Grove House, Claybury Hall, Cranbrook Hall, Loxford Hall, the Clements Estate, Ilford Lodge and others.

Transport and suburbanisation

The Great Essex Road was the main route from London to East Anglia, and it was this road's route through Ilford that meant that the area had sixty stage coaches running through it to London from other various towns in Essex and beyond. In 1796 Ilford Village contained 149 houses and by the 1801 census the population of Ilford was 1,724.

It was the arrival of the railways with the first railway stations at Ilford (1839), Snaresbrook and Woodford (both 1856) that would largely

contribute to the wholesale spatial changes in the area in the 60 years from around 1880 to the onset of the second world war in 1939. This period saw a huge phase of late Victorian/Edwardian and later interwar suburbanisation across much of the Borough, and the establishment of the borough as a dormitory suburb of Greater London.

The first map of the Borough **up to 1882** (*overleaf*) shows two railway lines; the main London/East Anglia line running east-west across the Borough, and the Loughton branch running north-south through Snaresbrook and Woodford. These lines were part of the Eastern Counties Railway which became the Great Eastern Railway. Early settlements during this period took the form of relatively modest villages along the north-south and east-west corridors.

It was a further forty years or more from 1839 until around 1880 before the initial speculative house building and subsequent suburbanisation began to occur in earnest. The missing ingredient for the onset of suburbanisation during this time, even with the catalytic presence of the railways, was available land. The opportunities for extensive house building were not realised until the selling of large estates around Ilford, including the Clements Estate (sold in 1879), Ilford Lodge (sold in 1883), Berbeck Newbury Park (sold in 1893), Grange north of Ilford Station (sold in 1894), Cranbrook, Loxford and Uphall (all sold around in 1897), parts of the Wanstead House Estate, Downshall Seven Kings and Mayfield (Goodmayes) (both sold in 1898).

In a short space of time land became available and there was an avalanche of speculative

building and suburbanisation that initially took place during the period of the second map for **1882 – 1898**.

Early neighbourhoods took the form of relatively tight urban terraces, however homes were set back from the street edge perhaps in recognition of the status of intended occupiers. Some streets, predominantly in to the north, featured grander double and even triple fronted homes.

At this time the population of Ilford and the surrounding area began to snowball being attractive to the commuting middle classes working in the city. As the demand for the suburban idyll grew so too did the volume of house building. In 1881 (census) Ilford's population was 7,645, but by the turn of the 20th century in 1901 it had increased to 41,244 and the town occupied an area of 8,496 acres (34 km²).

The Fairlop loop of the Great Eastern Railway was opened in 1903 linking Woodford to Ilford via Hainault. Suburbanisation continued in the early years of the 20th Century as can be seen in the map for **1898-1921**.

Expansion continued unabated and even accelerated after the First World War as can be seen in the map for 1921-1946. During this period neighbourhoods became a little looser comprising suburban semi-detached housing and homes of a similar style arranged in short terraces. The advent and take-up of the private motor car allowed development to extend beyond the railway arteries. By 1938 the population had mushroomed to 166,900.

Infrastructure

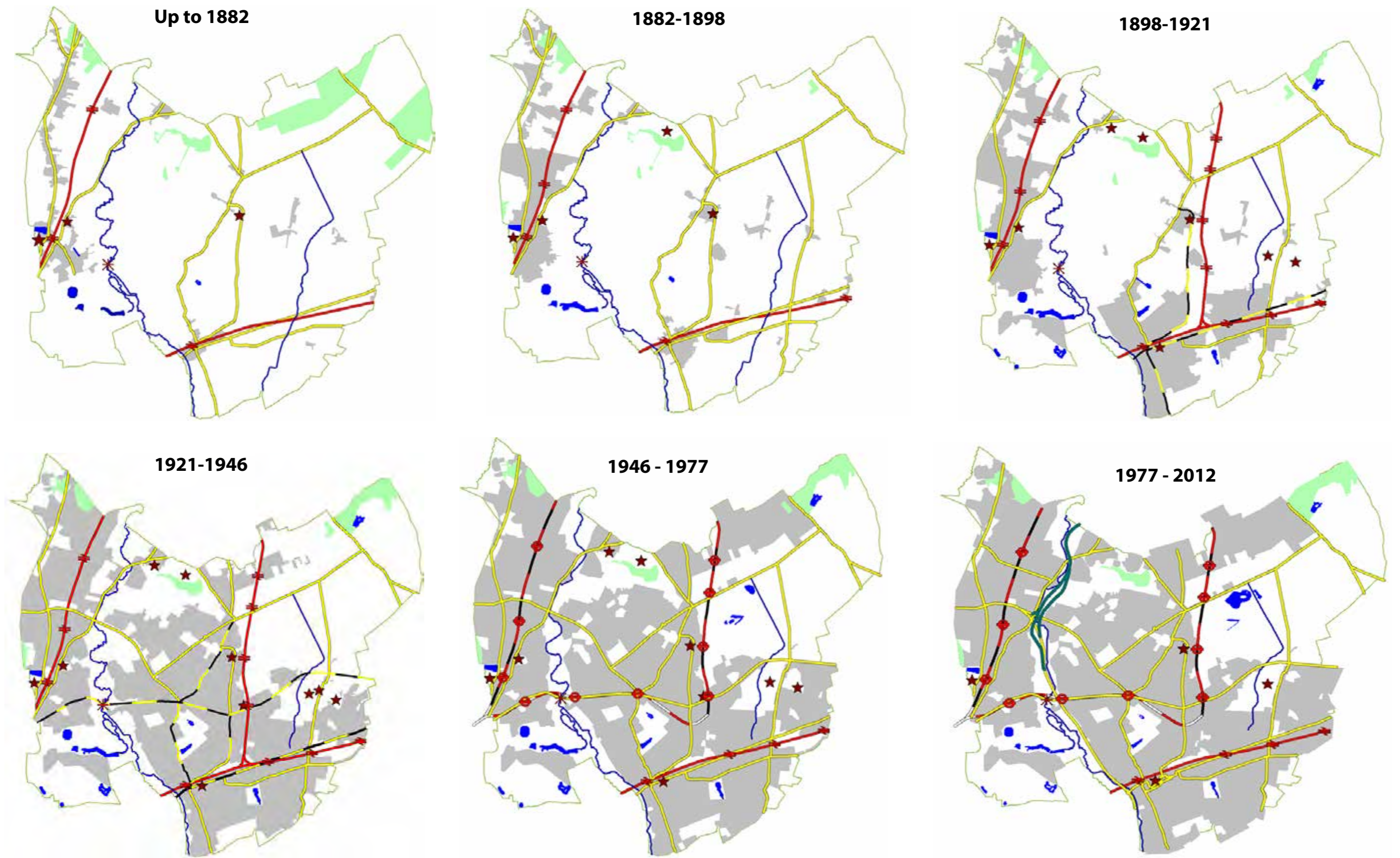
The rapidly increasing population demanded substantial infrastructure requirements, including a larger transport network, water and energy supply, schools, hospitals, parks and open spaces etc. Wanstead Park opened to the public in 1882; 'Central Park', now known as Valentines Park which opened in 1899; and parks at Loxford (South Park), Seven Kings and Barkingside followed during the same period.

Ilford opened its first swimming baths at Uphall Road near the River Roding and later Ilford Baths opened on the High Road in 1931.


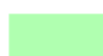












Claybury Hospital (known as Claybury Lunatic Asylum) opened in 1890; Chadwell Heath Isolation Hospital and West Ham Mental Hospital opened in 1898 and 1899 respectively; Ilford Emergency Hospital was built in 1912 and was replaced in 1930 by King George Hospital; and in 1926 Ilford Maternity Home opened.

The increasing demand for children's school places led to the opening of Valentines High School built at Gants Hill in 1927; Beal Modern School established in 1931 (later to become the site for Seven Kings High School); and in the wider area of the Borough Wanstead High School (1924) and Woodbridge High School (1937), among other schools opened during the period.

Maps showing development of Redbridge through the ages



Legend

													
Urbanised Areas	Forest and Woodland	Rivers & Waterways	Lakes	Institutions	Roads	Roads with Trams and Trolley Buses	Motorway	Railway	Railway Station	Central Line	Central Line (Surface)	Underground Station	Red Bridge

EVOLUTION OF REDBRIDGE (continued)

Commerce

The increasing population of the Borough had a significant impact on retail and commercial activity in the area and growth centres formed across the Borough at Ilford and along the High Road corridor (Seven Kings, Goodmayes and Chadwell Heath), at Gants Hill, Barkingside, Wanstead and Woodford. These growth centres built up around or close to established railway stations and remain today. By the time of the map for the period **1921 -1946** the major road and rail network was almost complete. Although there was no underground network in the Borough at that time, there was however an extensive tram and trolley bus service taking passengers from close to their homes in the urbanised parts of the Borough, to all of the key centres, which indicates that those centres were thriving in terms of retail and other forms of commercial and leisure activity.

Industry

Ilford was a centre for manufacturing in the first half of the twentieth century.

The Britannia Works co. which was a photographic 'dry' plate making company established on Roden Street (now the site of Sainsbury's superstore). There was also some advanced electrical manufacturing in Ilford during the first half of the 20th century by the Plessey Company, established at Cottenham Road and then Vicarage Lane in Ilford since 1919. In 1955, the company employed 15,000 workers in sites throughout Ilford and neighbouring areas with an extensive research department.

Ilford boasted a strong manufacturing base that had initially begun as paper making carried on

at the Ilford Paper Mills, near Ilford Station, from around 1862 to 1923. There was also Howard's & Sons, chemical manufacturers, who had previously been at Stratford, but which opened a factory in 1899 at Lavender Mount, Uphall. In 1916 the firm began the manufacture of aspirin, solvents, plasticisers, and other chemicals for many different industries. During post war years many other factories have existed at Ilford a number of which were probably small firms engaged in light industry, as many still are. A survey of Ilford industries carried out in 1954 revealed some 75 manufacturers of different types and the largest groups of industries were those concerned with chemicals, engineering and plastics, but there were a wide variety of other products. The industries of Ilford are not concentrated in any one district, and some of the oldest factories are in or near the town centre. The industrial development at Chadwell Heath has been influenced by the growth of Dagenham, and along Eastern Avenue due to the use of motor transport.

Post war development

Extension of the Central Line was planned before the Second World War but was not complete until 1947. This used two existing north-south sections of railway through the Borough (Loughton Branch and Fairlop Loop); linking them with a new section of underground railway between Leytonstone and Newbury Park involving the construction of entirely new tube stations at Wanstead, Redbridge and Gants Hill.

Introduction of the underground combined with improving and expanding bus service meant that tram and trolleybus services were outmoded and ceased to operate, and their absence is apparent on the map for **1946-1977**.

After the Second World War the population of the Borough peaked to 184,706, and then levelled out by 1961 to 178,024 (*Nb. These figures being the population of Ilford Borough as it was then*).

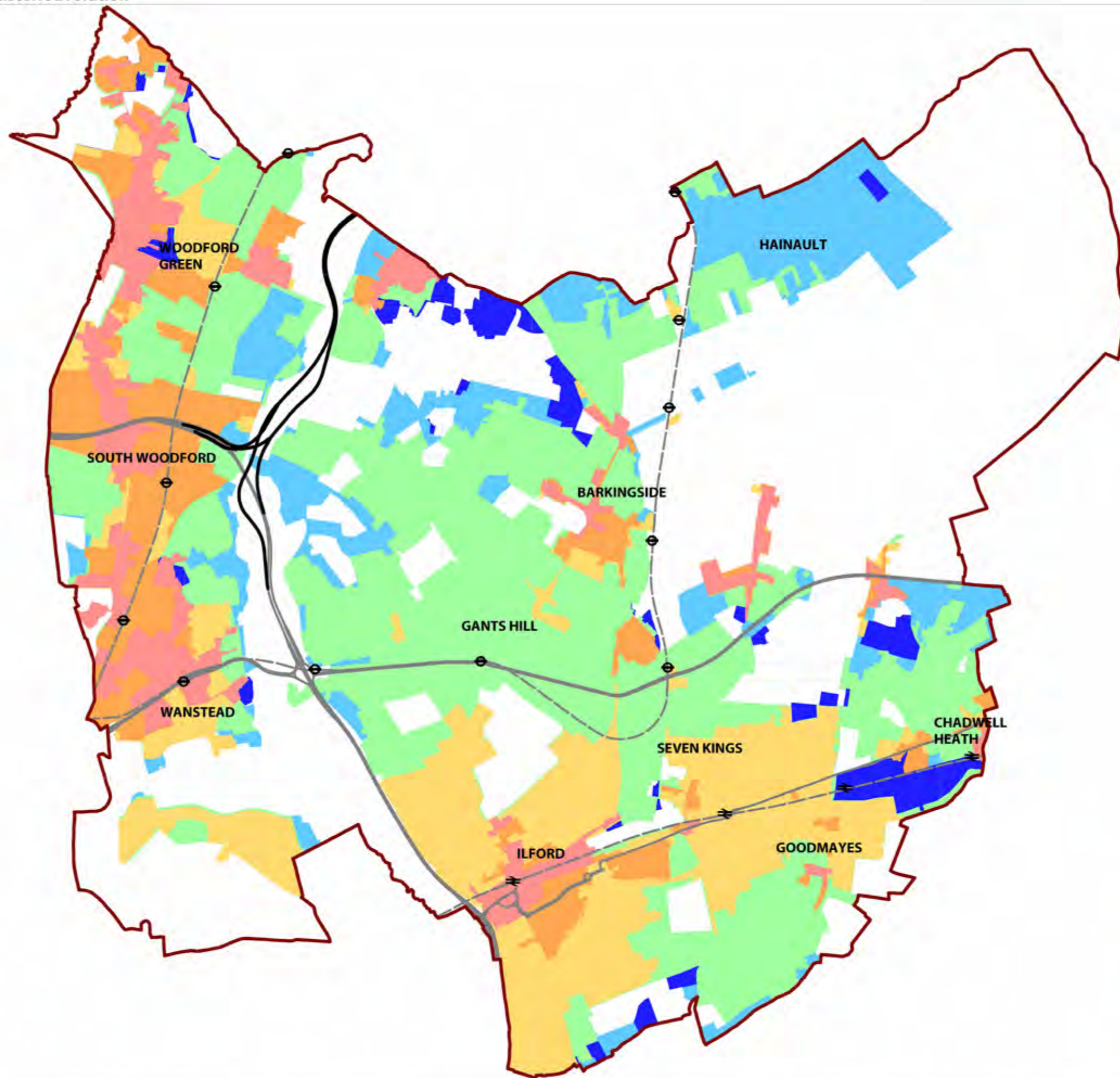
By the time of the post war period the complete suburbanisation of Ilford and the wider area of the borough was accomplished by the development of the Hainault Estate which was built immediately after the war. A quick comparison of the two final maps for 1946-1977 and 1977-2012 show that with regard to overall urbanisation the differences are only very subtle, with limited infilling.

By the period of the final map for **1977-2012** the key difference in the borough, is the introduction in the mid to late 1970s of the A406 and the M11 along the line of the River Roding. By this period the private car has become the key mode of transport and car ownership is fairly universal.

Big box retailing took off during this period. Examples in Redbridge include the Tesco at Goodmayes and Sainsbury's at Ilford Town Centre/Newbury Park stores at Chadwell Heath and Ilford town centres respectively, and the very large parking facilities that this type of development brought with it.

Residential development in the late twentieth century/early twenty first century has seen a mix of suburban terracing, flats and estate development. Higher density development becoming more common towards the current day.

The following map illustrates how the Borough has developed over time.



CURRENT PRESSURE FOR DEVELOPMENT

Today, Ilford Metropolitan Centre is facing competition from Stratford City as well as more general changes in shopping habits related to use of the internet. Despite these threats and difficult economic conditions globally, the centre appears to be holding up reasonably well.

Redbridge is a desirable place to live. The Borough has an expanding population. The population of Redbridge grew by around 15% in the ten years up to 2011. If this level of growth were to continue, then the population would reach 355,000 by 2028. This growth in population is largely explained by high local birth rates and would take place regardless of future migration patterns.

The population of Redbridge is growing much faster than was anticipated when the existing Core Strategy was prepared. This has led to the current Review of the Core Strategy, towards the production of a new Redbridge Local Plan 2015-2030.

Redbridge needs to accommodate around 11,400 homes in the 15 years to 2028. There is a need for complementary social and community infrastructure, in particular schools.

Growth brings both opportunities (investment/jobs) and challenges. The challenge of accommodating development in a sustainable way whilst protecting and reinforcing the character of the Borough is at the heart of this document and of the wider Core Strategy Review.

This study will provide an understanding of character and context in relation to areas of potential change and inform the masterplanning process for such areas.





Fullwell Cross library - an iconic listed building



Well maintained suburban homes at Seven Kings

SECTION 3

BOROUGH WIDE ANALYSIS

LAND

Topography

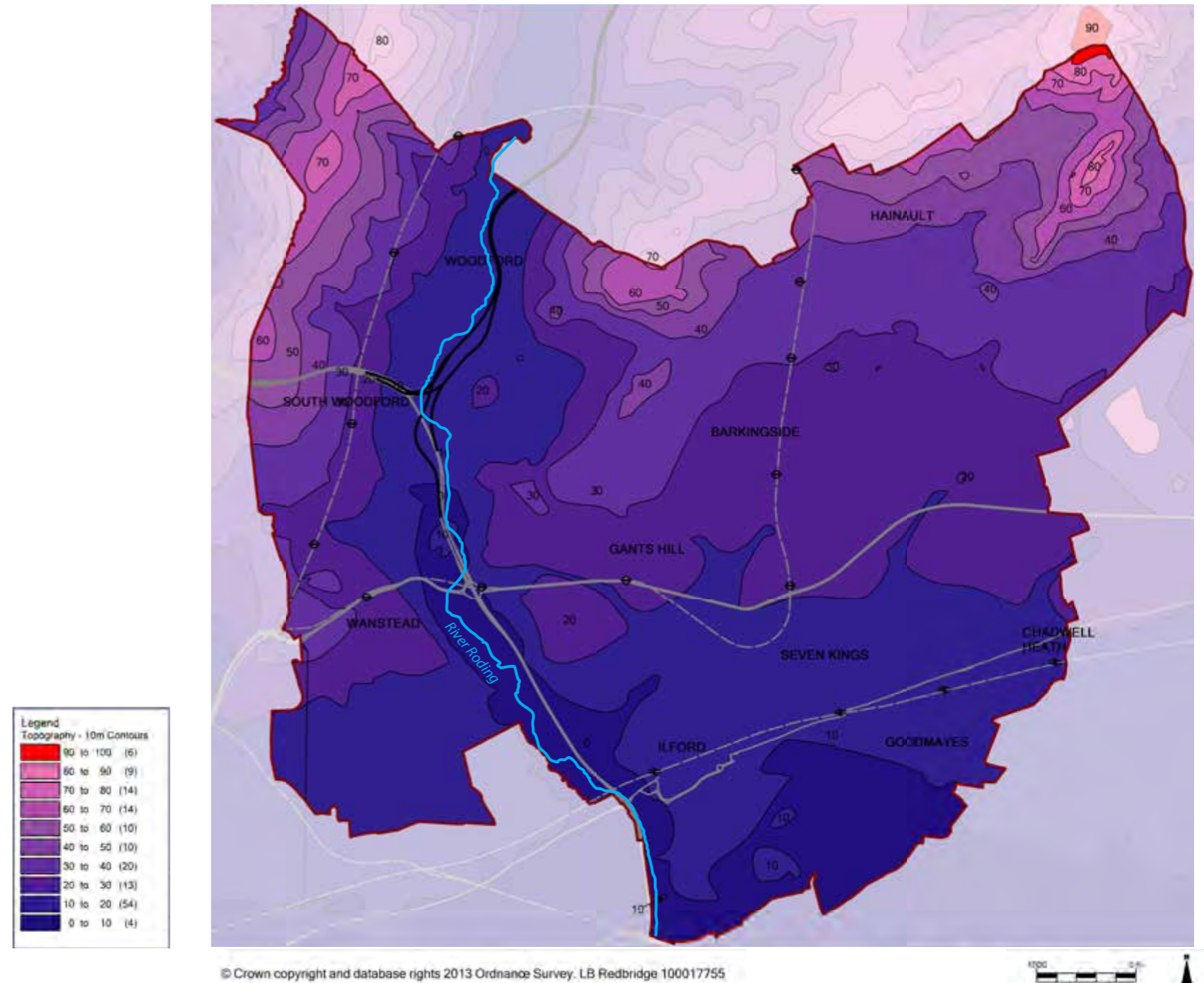
The broad impact of the Thames basin is felt within Redbridge with a gradual rise in levels across the Borough from south to north. High points exist in the north at Woodford Wells (70m AOD), Repton Park/Claybury (65m AOD), Redbridge Cycle Centre/Hog Hill (65m AOD), Dog Kennel Hill (80m AOD) and Hainault Forest (90m AOD).

The north of the Borough is generally gently undulating as compared to the south which is lower and flatter in comparison (typically below 20m AOD).

The main landscape feature defining topography within the Borough is the River Roding, a tributary of the Thames which runs north-south through the western half of the Borough running from Woodford to Ilford before joining the Thames at Barking Creek.

Elevation in the north combined with the presence of the Roding valley leads to the creation of some long views to West London, the City of London and Docklands from the north. These views are not, however, designated in the London Plan.

Topography



LAND (continued)

Flooding

Parts of Redbridge are liable to flood. The plan to the right is an extract from the Strategic Flood Risk Assessment showing the extent of flood zones 2 and 3 within the Borough.

Flood zone 2 indicates a medium probability of flood risk, flood zone 3a represents a high probability and flood zone 3b represents functional floodplain.

Flooding within Redbridge is most likely to occur from rivers, and parts of the Borough have a history of fluvial flooding. In addition, there are localised areas where there is high risk of flooding from surface water sewers. The risk of tidal flooding from the sea is low.

Main rivers within Redbridge are The Ching, The Roding, Ashton Brook, Cran Brook, Loxford Water and Wells Brook.

The Ching runs alongside the north-western boundary of the Borough and is not connected to the Roding; all other watercourses draining through the Borough are linked to the Roding.

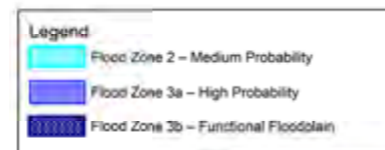
The River Roding starts 35 kilometres north of Redbridge within the Essex District of Uttlesford, before running through Epping Forest to reach Redbridge. The Roding joins the Thames just east of Beckton, 5 kilometres south of Ilford town centre.

The River Roding Valley is clearly evident running north-south through the west of the Borough. Its tributaries lie to the east. Long stretches of Cran Brook and Loxford Water are culverted through urban sections of the Borough.

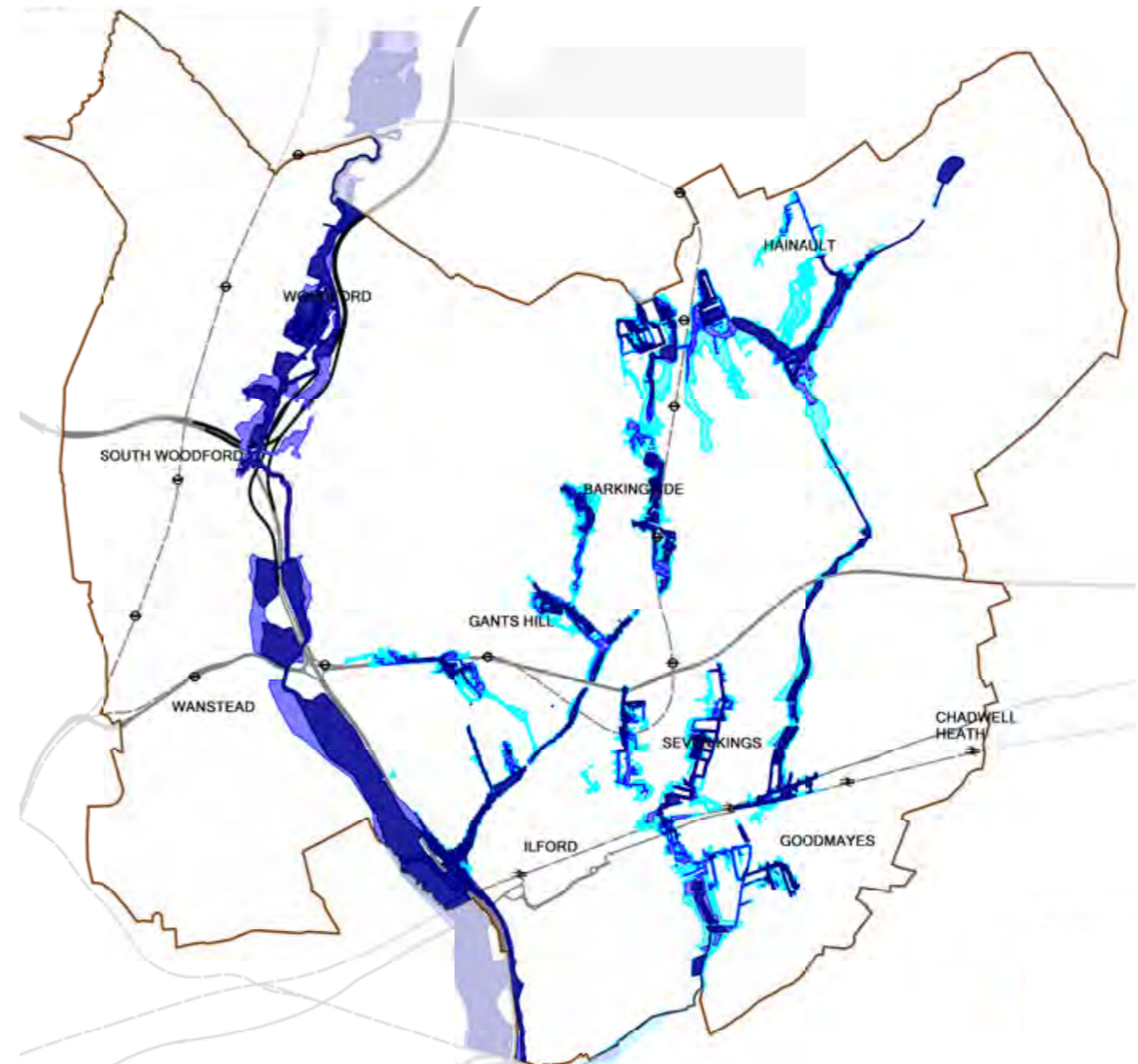
The rivers have affected the topography and development of the Borough. With early settlements forming at crossing points of the River Roding, such as at Woodford Bridge. The Borough is named over an early brick bridge that was located around 200 metres north of what is now the Redbridge Roundabout junction of the A12 Eastern Avenue and the A406 North Circular Road.

The valley of the River Roding remained undeveloped into the Twentieth Century, hence it became a logical alignment for elevated roadways (A406 and M11) and electricity infrastructure in the form of overhead power lines.

Flood risk still influences the development of Redbridge today. The Council's Strategic Flood Risk Assessment (May 2009) provides more information on flood risk within Redbridge.



Areas with potential to flood within Redbridge



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LAND (continued)

Geology

In common with much of London, most of Redbridge comprises London Clay. Lambeth Group is evident at the southern end of the Roding around Ilford and small areas of Claygate Member and Bagshot formation are apparent in the north of the Borough.

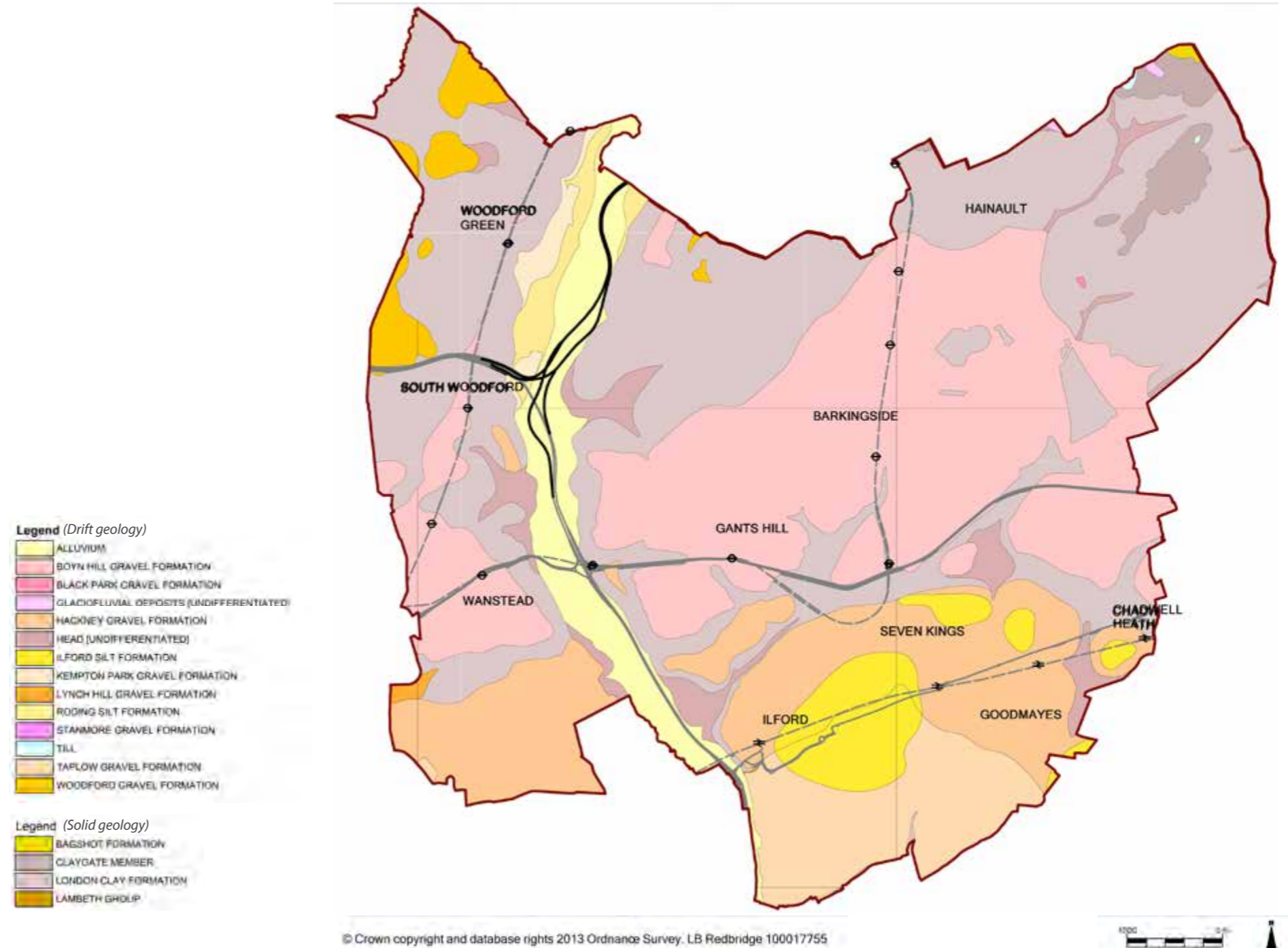
Clay is used in the production of buff London Stock bricks which are characteristic of the area. Clay drains poorly however meaning it can be difficult to cultivate and build off.

Clay is overlain in much of the Borough with gravel or silt. Much of the early development in the Borough was founded clear of the clay. Today the presence of clay can affect foundation requirements for new development.

Alluvium follows the River Roding and a mix of Hackney and Taplow gravel together with Ilford Silt is apparent in the south of the Borough. Boyn Hill formation sand and gravel is evident in a broad band across the middle of the Borough stretching up as far as Hainault and including areas around Aldborough Hatch where it is extracted in minerals workings.

Pockets of made and filled ground exist around the Borough, most notably along the line of the M11 and in the vicinity of Fairlop Waters which has been restored following minerals extraction.

Geology



GREEN SPACE

Redbridge has around 2170 hectares of open space in total, and this accounts for a significant proportion of the Borough. This includes land that is publicly accessible and land that is not, and includes agricultural land, woodland, a variety of types of park, playing fields, play areas, allotments and cemeteries. Approximately 63% of the Borough's open space is used for formal recreation, 9% is used for informal recreation and 29% has no recreational use and is used, for example, as farmland.

The geographic location of Redbridge bordering inner London and the county of Essex means that the borough has a very varied range of green open space, from country parks and farmland in the north east as an extension of the rural Essex Green Belt to small, urban parks in the south east.

There are several areas of distinct open space character within Redbridge.

Epping Forest is an area of ancient woodland managed by the City of London Corporation. It is a 19km long tract of land occupying a ridge between the valleys of the Rivers Lea and Roding and includes areas of woodland, heath, rough grass and scattered ponds. For the most part it forms the western edge of the Borough however it runs inside the Borough boundary both in the north west of the Borough, in the vicinity of Woodford Green and Monkham's, and in the south west of the Borough where it includes much of Wanstead Park and Wanstead Flats.

The River Roding bisects the Borough as an important ecological corridor and linear green space, forming part of the East London Green Grid. The Roding Valley is based around the River and its flood plain. Parts of the valley are

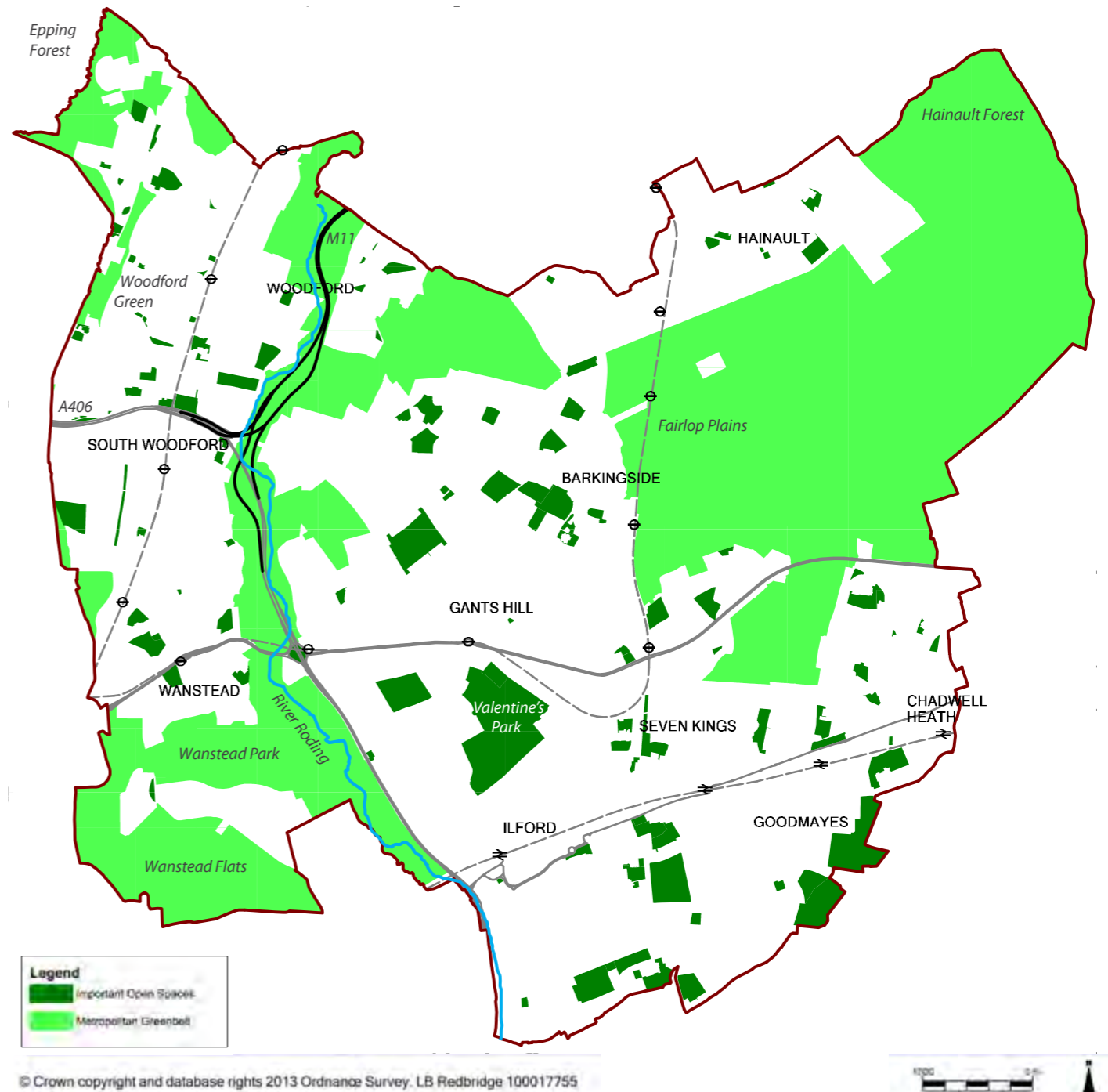
developed for outdoor sporting and recreational uses. Amenity grass is the dominant land cover and there is relatively little tree cover. The aesthetic quality of much of the valley is affected by major infrastructure including the M11, A406 North Circular and overhead power lines.

In addition to these large areas of green space; there are also smaller urban open spaces within the built up area; varying from District Parks such as the formally landscaped Valentines Park through to smaller areas of open spaces within residential neighbourhoods. The Borough has 23 allotment sites and 9 cemeteries/churchyards.

The Borough includes a variety of natural habitats that benefit from Local, National or European designations. This includes sections of the Mayor's Blue Ribbon Network, Special Conservation Areas, Sites of Special Scientific Interest, Sites of Nature Conservation Importance, Local Nature Reserves, Heritage Land and Green Corridors.

Nearly 40% of the area of the Borough is designated Green Belt. This is concentrated in the south-west corner of the Borough (Wanstead Park and Wanstead Flats), along the River Roding corridor, and in the north-east quadrant of the Borough encompassing Fairlop Plains and Hainault Forest. It includes areas of flood plain, agriculture, minerals extraction, playing fields and country parks.

Green belt and open space



GREEN SPACE (continued)

Whilst many enjoy access to a range of types of open space, parts of the Borough do not enjoy convenient access to usable open space. This includes parts of South Woodford, Woodford Green, Hainault, Gants Hill, Newbury Park, Goodmayes and Ilford.

New developments within these areas can help address identified deficits by providing appropriate open space as part of the development. Accessibility improvements like better bus and cycle links can be made where communities which are identified as being deficient in provision/ access to open space can be better linked to existing open spaces to help to redress the imbalance in open provision around the Borough.

Some of the Borough's most characterful and aspirational neighbourhoods exist in close proximity to the best parks. This includes areas such as Aldersbrook, Lakehouse estate, St Mary's Road Wanstead, North Cranbrook Park, Perth Road precinct, Valentine's precinct and Repton Park. In this sense open space can be viewed as a value driver as well as desirable amenities in themselves. Open space can be an integral part of the value of Conservation Areas and the setting of statutory and locally listed buildings.

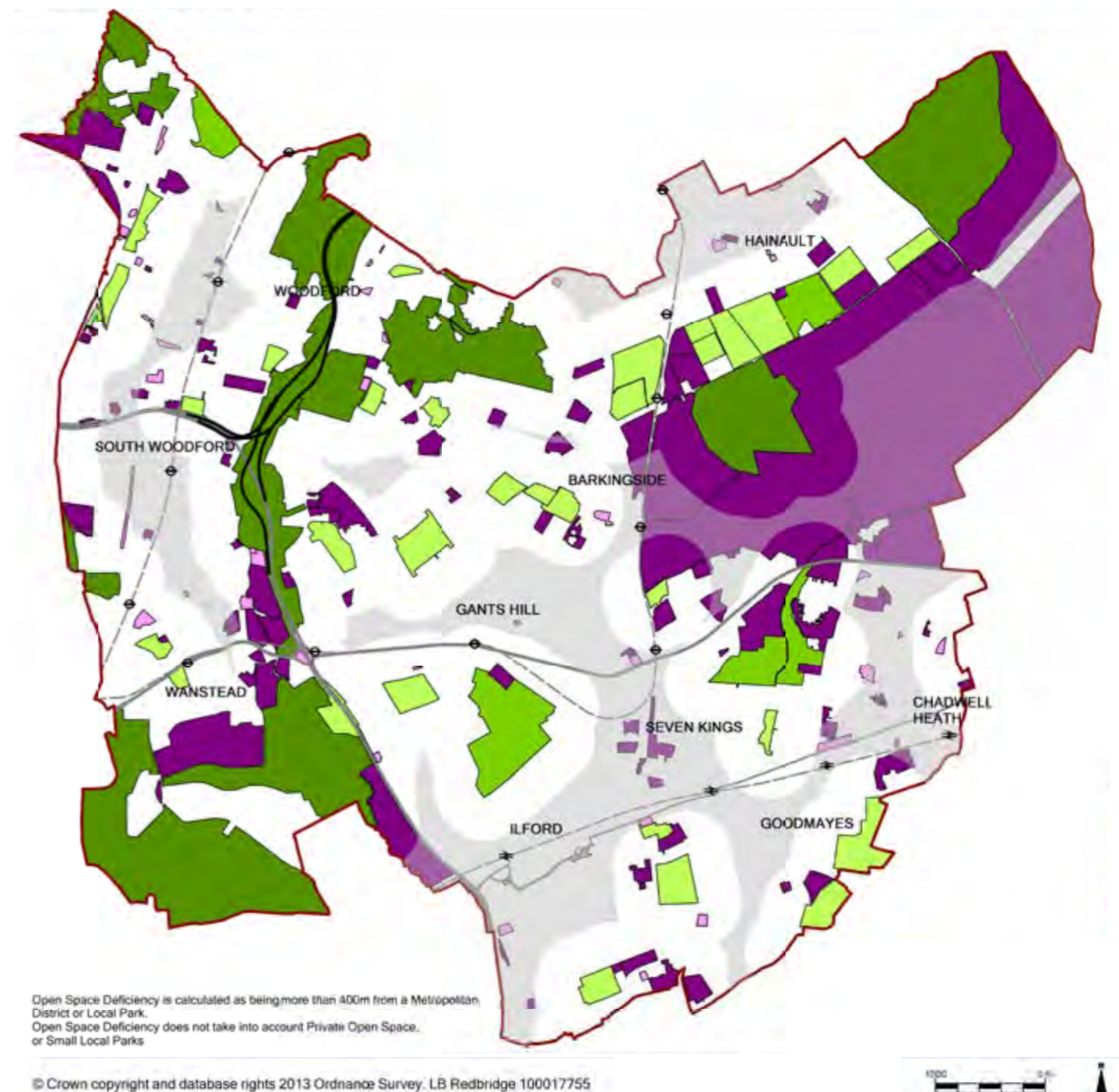
The majority of the Borough's green spaces are protected by planning and/or environmental designations which protect them as an amenity asset for the current and future generations. There is scope to enhance some areas through physical improvement or improved management to increase their amenity value or improve public access, particularly where public open space deficiencies exist.

London's Green Belt has changed little since it was first designated in the late 1940s/early 1950s. An independent review of the Green Belt within Redbridge has identified that some parts of the Green Belt no longer meet Green Belt criteria as set out in the National Planning Policy Framework and could be released from the Green Belt. Opportunities for alternative use include developing such sites for public open space and formal or informal recreation, for schools and other community facilities or in some cases for housing.

Note: The Redbridge Open Space Assessment 2010 (Updated 2012) provides a detailed assessment of the types, quantity, quality and accessibility of open space within the Borough.



Open space typologies and areas of public open space deficiency



HERITAGE

Redbridge includes many buildings and spaces of historic and or architectural interest. These represent important heritage assets that provide a sense of history and belonging.

The Borough contains:

- Over 200 individual statutory listed buildings
- Around 200 locally listed buildings
- 16 Conservation Areas (with additional areas being considered for designation),
- 10 Residential Precincts, and
- Two registered Historic Parks and Gardens (Wanstead Park and Valentine's Park)

A number of Conservation Areas benefit from a detailed Character Appraisal that explains the special character or appearance of the area in detail, The Council is seeking to ensure that all Conservation Areas within the Borough have up-to-date character appraisals and management proposals. This document provides overarching context for detailed appraisals but does not substitute or replace those important documents which should be referenced when development is proposed within Conservation Areas.

Residential Precincts are local neighbourhoods of character that do not quite warrant conservation area status but are distinctive nevertheless.

The Council's 'Redbridge i' website contains more on the significance of the various National and local designations including the various grades of statutory listed buildings and locally listed buildings (Search for Building Conservation under the Planning pages).

Protected heritage assets together with archaeological priority zones are indicated on the map to the right.

A comparison of this map and those illustrating the evolution of the Borough illustrates that heritage interest is unsurprisingly focussed on the older parts of the Borough.

The greatest concentration of heritage interest is in the west of the Borough within the Wanstead and Woodford Areas. Here there is significant area designation (Conservation Areas, Residential Precincts and Wanstead Historic Park) as well as a number of statutory listed and locally listed buildings.

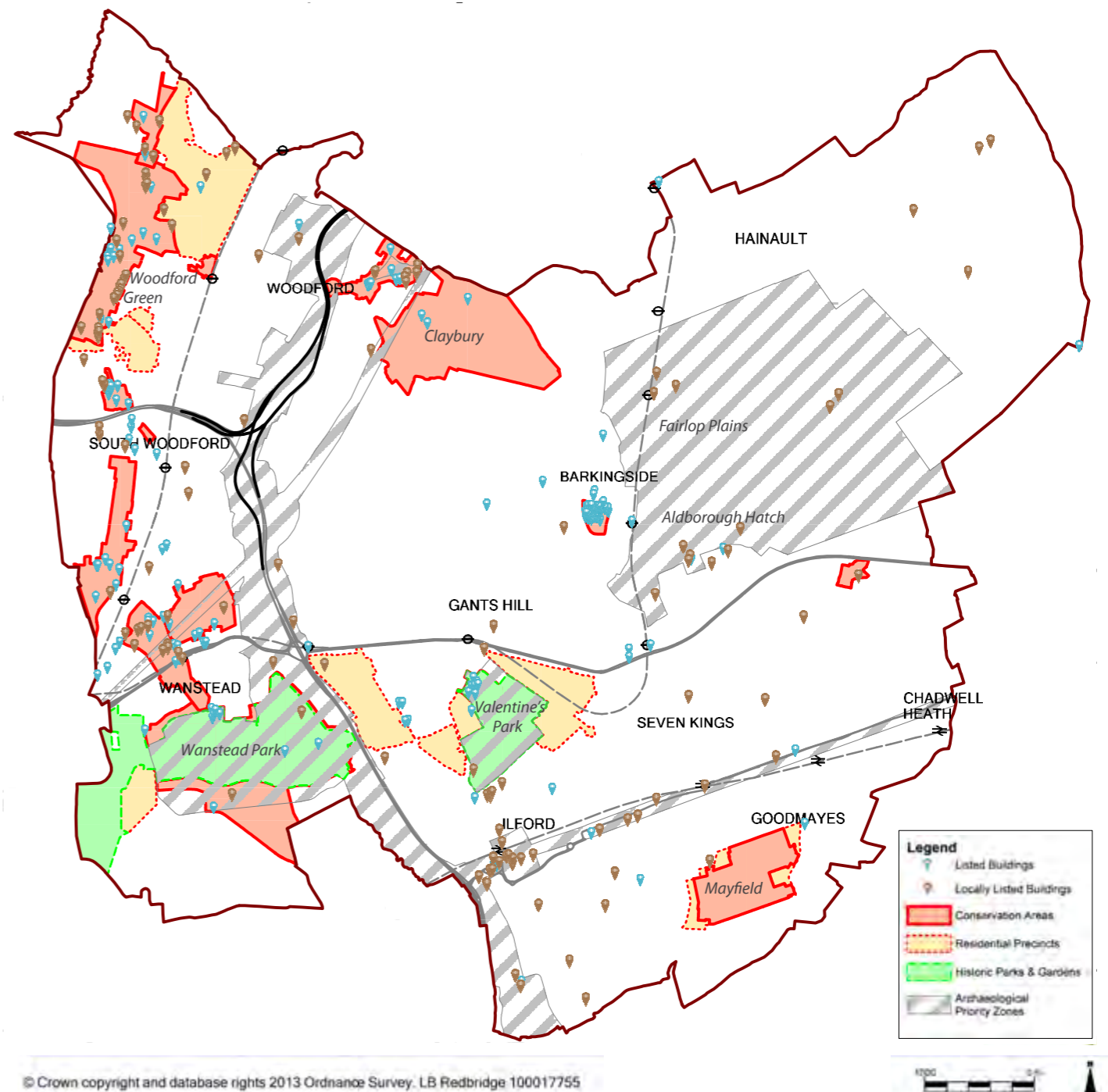
Lesser concentrations occur along the line of the old Roman Road (now High Road), in north Ilford, Barkingside and Woodford Bridge/Claybury.

There is a loose scattering of locally listed buildings across much of the Borough, again focussed primarily on older parts of the Borough.

The archaeological priority zone takes in the line of the River Roding and the Roman Road as well as Wanstead Park, Valentine's Park and an extensive area around Fairlop Plains/Aldborough Hatch.

In addition to these designated assets the National Planning Policy Framework recognises that non designated assets can have significance for an area. This study seeks to identify undesignated buildings and aspects of the urban environment of the Borough that have heritage/ streetscape value.

Heritage assets



LAND USE

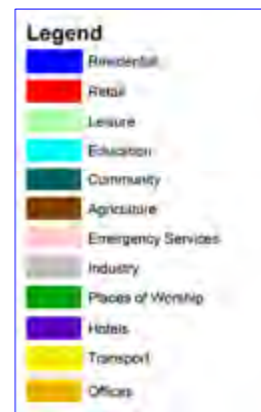
Land use

The adjacent map illustrates that the majority of the urban area of Redbridge comprises residential neighbourhoods (shown blue). This is without doubt the most prevalent land use within the Borough.

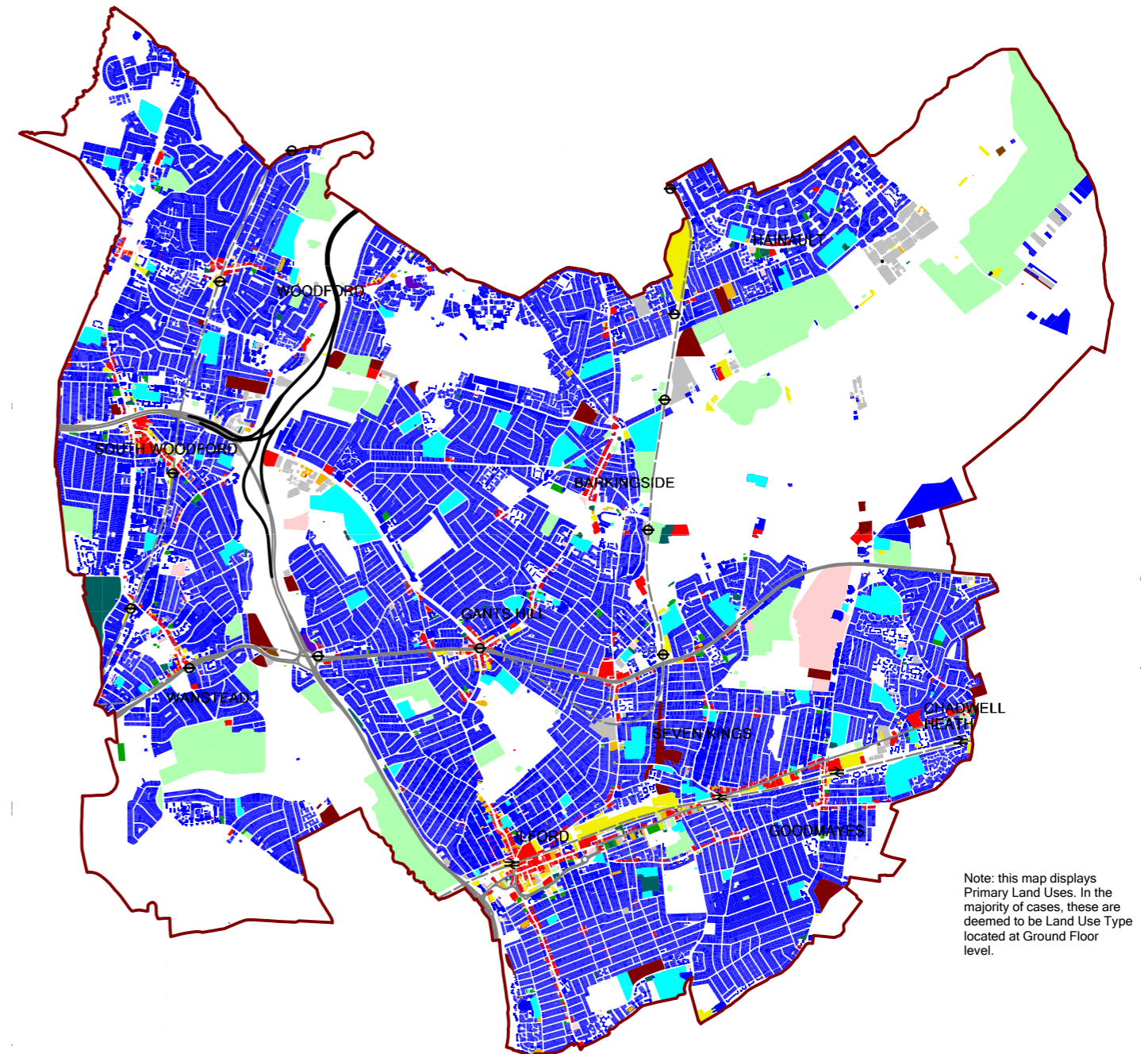
There are however areas where other land uses dominate; including town centres and industrial areas. The distribution of education facilities is also indicated on the map. Such uses are important to the liveability and sustainability of the Borough. Town centres in addition help to provide identity and a sense of belonging.

The plan shows primary land uses however it is important to note that there are areas where uses are mixed vertically as well as horizontally; town centres, for example. Here various important community, leisure, office, retail and food and drink type uses are apparent in numerous combinations often stacked one above another, often amidst homes. Such areas contribute to the vitality and richness of urban life and help to make centres desirable places.

Redbridge generally has few industrial areas and relatively little in the way of office space. The latter perhaps reflects the proximity of the Borough to Central London. Many residents travel outside of the Borough to work.



Primary land use



Note: this map displays Primary Land Uses. In the majority of cases, these are deemed to be Land Use Type located at Ground Floor level.

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LAND USE (continued)

Town Centres

Town centres provide a focus for residential communities. They provide jobs and places for people to meet and spend leisure time. Redbridge has a hierarchy of town centres that fits within the categorisation defined within the London Plan.

Iford is the largest and only Metropolitan Centre within the Borough. It has a good range of commercial and community facilities and services, excellent public transport and is well located for opportunities arising from the regeneration of East London. The Centre incorporates around 100,000 sqm of retail space and a further 25,000sqm of other A class floorspace and benefits from an Area Action Plan; an ambitious blueprint for growth and change.

The Borough contains five District Centres:

- Barkingside
- Chadwell Heath
- Gants Hill
- South Woodford, and
- Wanstead

The District Centres sit beneath Iford within the town centre hierarchy and contain between 10,000–50,000 sqm of retail floorspace; typically providing convenience goods and services for medium sized catchments of relatively local communities and are accessible by public transport, walking and cycling.

Redbridge has seven Local Centres:

- Goodmayes
- Iford Lane
- Manford Way

- Newbury Park
- Seven Kings
- Woodford Bridge, and
- Woodford Broadway/Snakes Lane

These typically offer convenient goods and other services (such as sub-post office, pharmacy and/or laundrette). Local Centres can include small supermarkets (of around 500sqm). They tend to serve a localised catchment often most accessible by walking and cycling.

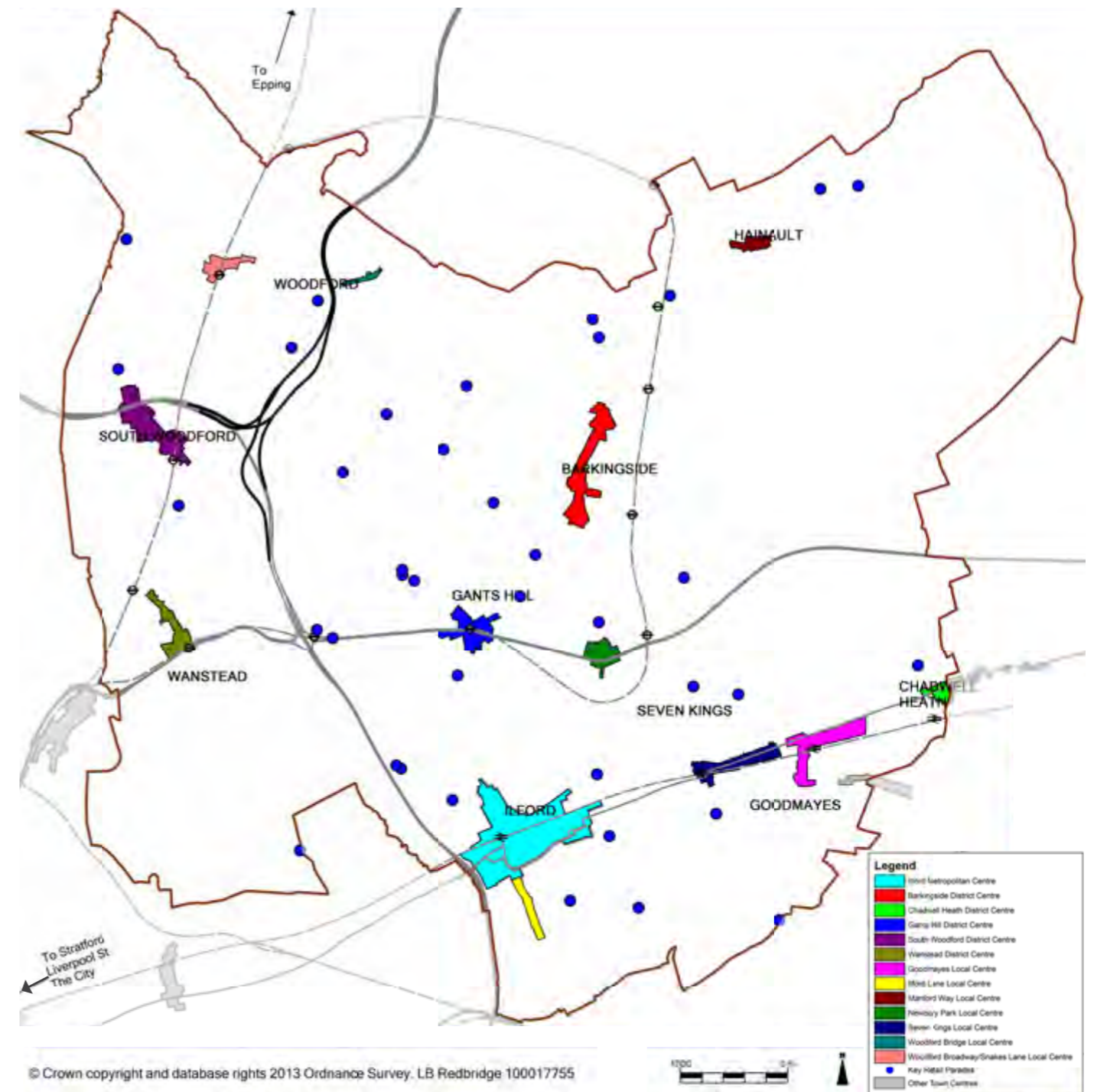
Worthy of particular mention is Iford Lane which has developed a particular niche and specialist shopping function (see explanation within South Iford Character Area section).

The Borough's Centres are reasonably well distributed within the urban area. Clayhall is perhaps least well served although residents have a choice of nearby centres and the void is perhaps filled to some extent by a number of retail parades. A total of 37 Key Retail Parades are identified within the Borough.

The hierarchy and extent of centres is being reviewed as part of the Redbridge Local Plan 2015-2030. The review of centres is being informed, to some extent by survey work and the findings of this Characterisation Study which has identified some valuable but previously unrecognised clusters or ribbons of local services which are defined as Mixed Use Outliers for the purposes of this study.

In discussing the hierarchy and distribution of centres within the Borough it is important to recognise that a number of the centres face competition; from changing shopping habits, the current prevailing difficult economic circumstances and centres outside of the Borough including the relatively recently constructed Stratford City.

Town centres



LAND USE (continued)

House type

A range of house-types are apparent within Redbridge's many and extensive residential neighbourhoods.

The map to the right shows the spatial distribution of various housetypes including detached, semi-detached and terraced houses as well as flats and houses in multiple occupation.

This simple categorisation is distinct from the detailed urban typologies defined elsewhere within this study for the purpose of characterisation. The plan is nevertheless quite revealing.

Terraced houses occupy the majority of the Borough's residential area. Semi detached houses are next most prevalent followed by detached houses.

The main concentration of terraced housing occurs in the south-east quadrant of the Borough; south of the A12 and east of the A406 North Circular.

Semi-detached properties are scattered throughout much of the Borough with particular concentrations around Clayhall and Hainault.

The greatest concentration of detached houses occurs in the west of the Borough inside the line of the River Roding, with Monkams area north-west of Woodford Station being of particular note.

The Mayfield bungalow estate of Seven Kings stands out on the map due to the presence of detached and semi-detached homes within an area otherwise dominated by terraced housing.

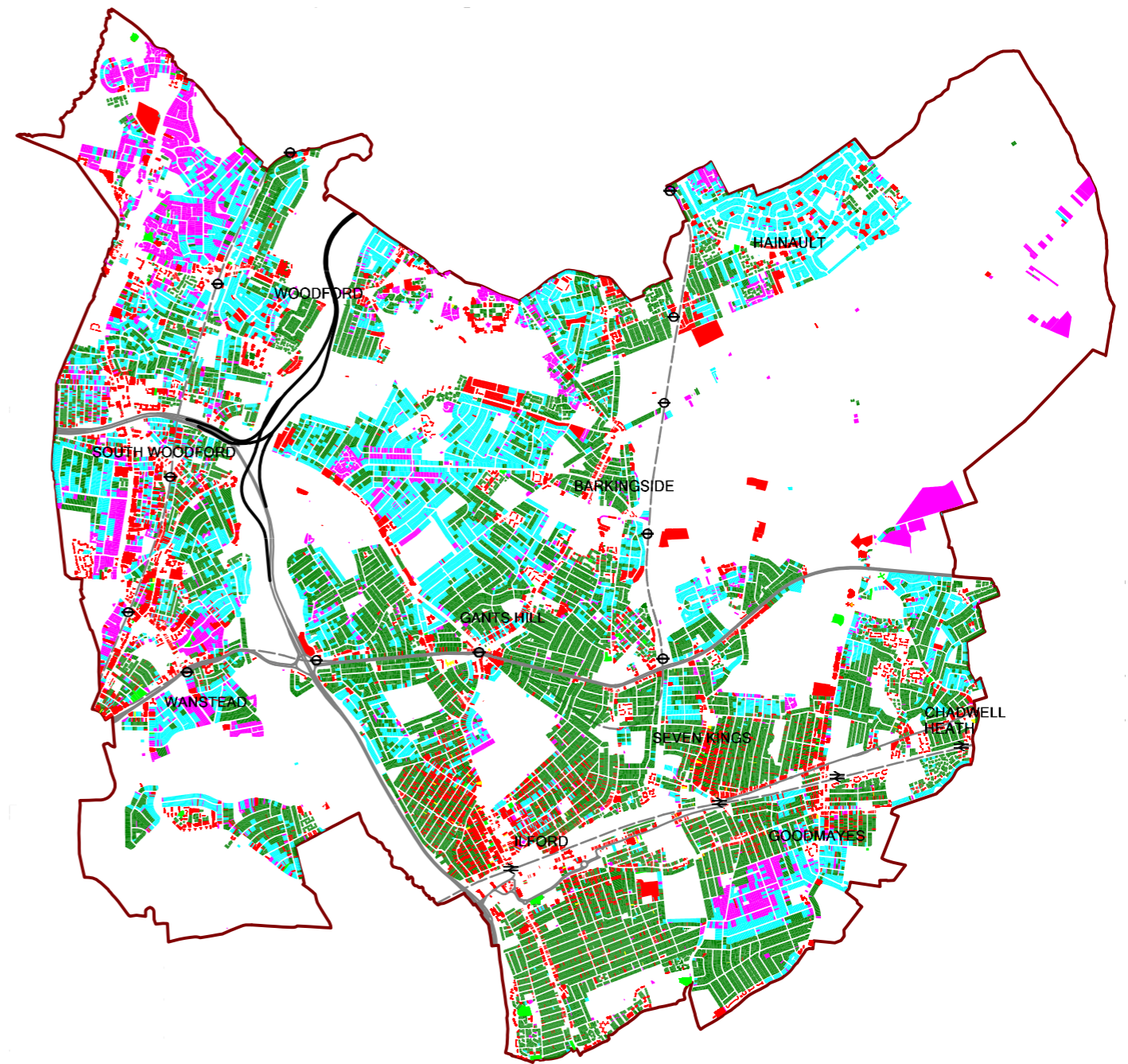
The map highlights concentrations of flatted development (shown in red). It is possible to make out larger areas of flatted estates, concentrations of flats within centres (presumably mostly on upper floors) and pepperings of flats in the form of conversions in the streets closest to defined centre.

Iford warrants particular mention in terms of the presence and distribution of flats. These are a relatively recent phenomenon within the defined centre, which explains the predominance of white along the railway line on the plan. However flats are very apparent in streets adjoining the centre within converted terraced housing, particularly to the north of the centre.

Overall the location of flats corresponds reasonably well with the presence of railway or underground stations although there are exceptions in the form of some remote estate development.



House type



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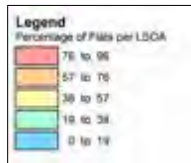
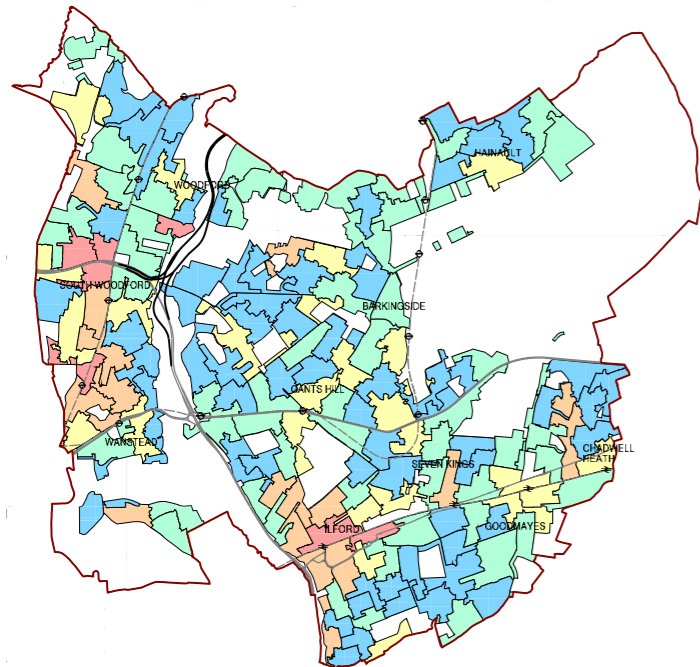


LAND USE (continued)

The map below shows the proportion of apartments with housing stock of each lower layer super output area (LSOA) - the LSOA being the finest grain level of detail for an area used by the Office of National Statistics.

The map confirms the highest proportions of flats as being within South Woodford/ Snaresbrook and Ilford. Apartments outnumber houses within these areas.

Percentage of flats within housing stock by LSOA



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Residential density

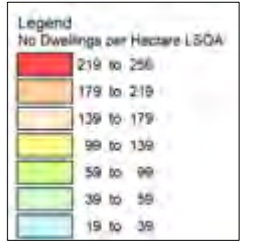
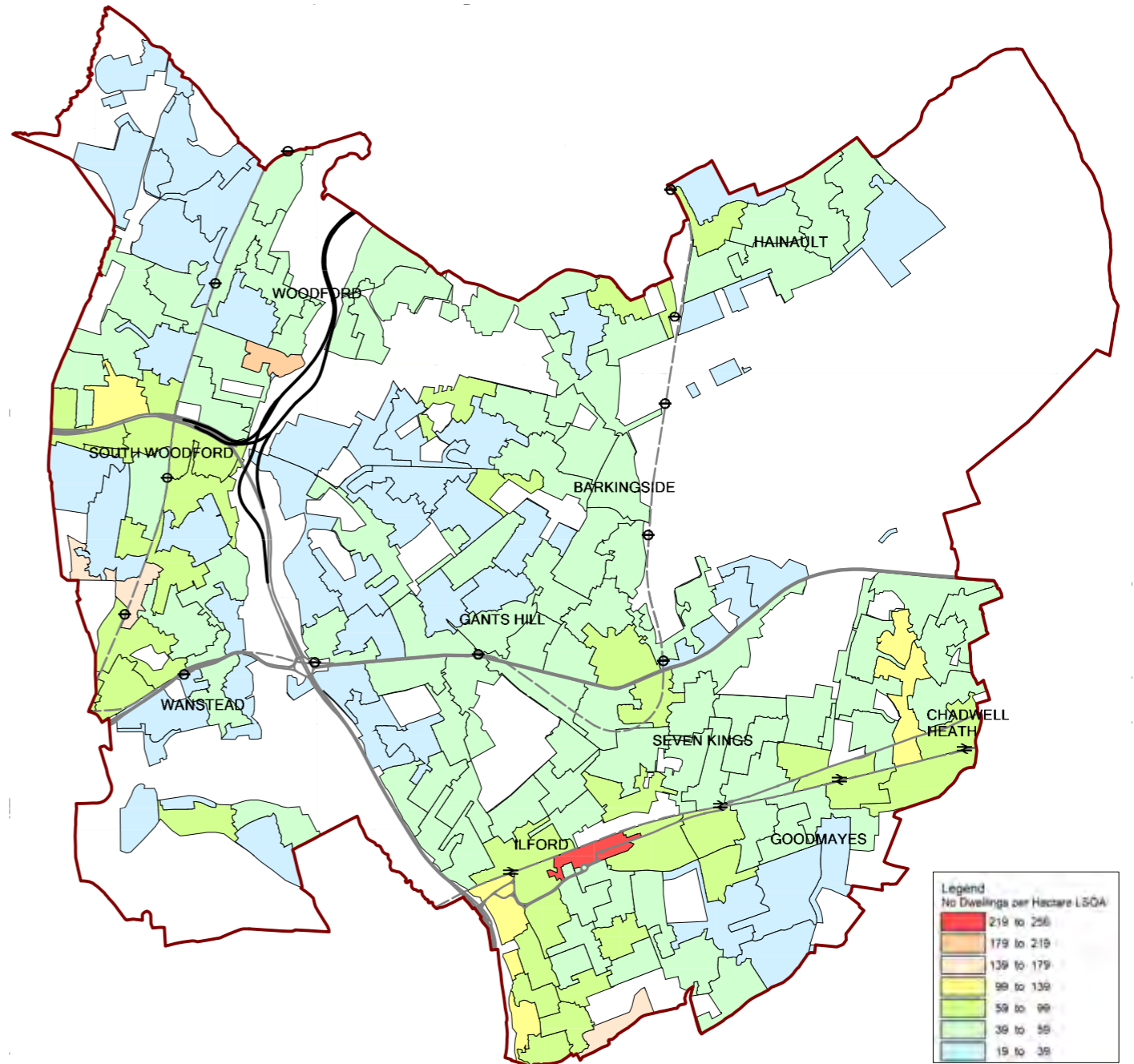
The map to the right shows that most of Redbridge's residential areas are relatively low density; falling within the 19-39 dwellings per hectare or 39 to 59 dwellings per hectare ranges. This is consistent with the prevalence of interwar suburban housing within the Borough.

The main areas with wide neighbourhoods comprising densities of over 60 dwellings per hectare exist in South Ilford, along the railway corridor (Ilford to Chadwell Heath) and in the west of the Borough around South Woodford and Snaresbrook.

The area of highest density exists along the High Road between Ilford and Seven Kings where there is a concentration of relatively new high rise apartment blocks. These apartments have been delivered as part of the Borough's strategy for accommodating growth on well connected sites in support of accessible centres.

The map shows some surprising pockets of high density development in seemingly remote areas. These correlate with the presence of some of the Borough's estate development, such as the Orchard Estate, Broadmead Road, Woodford.

Residential density - Dwellings per hectare by lower layer super output area



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MOVEMENT

Transport and character

The transport network in Redbridge is well established, forming a key contribution to its character and continued evolution and development. The Roman Road (now A118) has provided a link between London and Essex for more than two thousand years, with some of the earliest settlements in Redbridge established in close proximity.

Accessibility to the transport varies across the Borough, depending on the method of travel. This has also influenced the character of the Borough, with areas away from public transport more dependent on private transport. Indeed, elements of the transport system have also created severance between areas and barriers to movement.

Road network

Access to the road network is generally good throughout the Borough, with key routes such as the A12 and A118 that run east/west and the A406 (M11), A11 and A123 running north/south through the Borough.

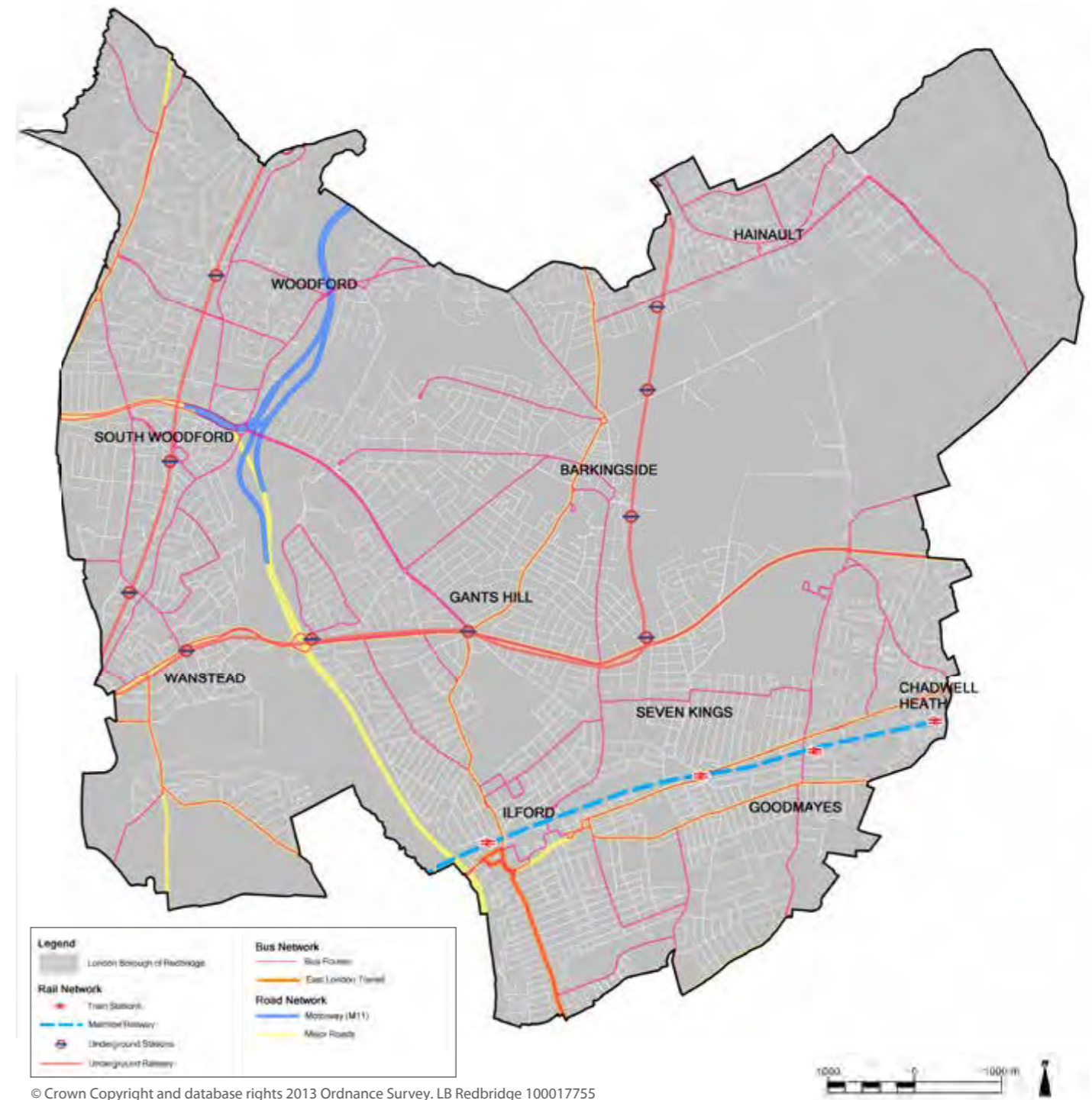
Rail network

The rail network however, shows a distinct north/south split. The Underground (Central Line) runs across the northern part of the Borough with ten stations providing links to Stratford, Central London and out into Essex. To the south of the borough the mainline rail network runs east/west from Ilford, through Seven Kings, Goodmayes and Chadwell Heath linking up with Central London and Essex. Rail links between the north and south of the Borough would require interchange at Stratford.

Bus network

The bus network (including the East London Transit) provides a varying level of service across the Borough. Bus routes tend to focus on key arterial routes with some areas to the northeast of the Borough poorly linked to the existing bus network. The town centres (Woodford, South Woodford and Wanstead) to the west of the Borough are well served by buses, whilst Ilford is a key bus terminus for East London.

Transport network

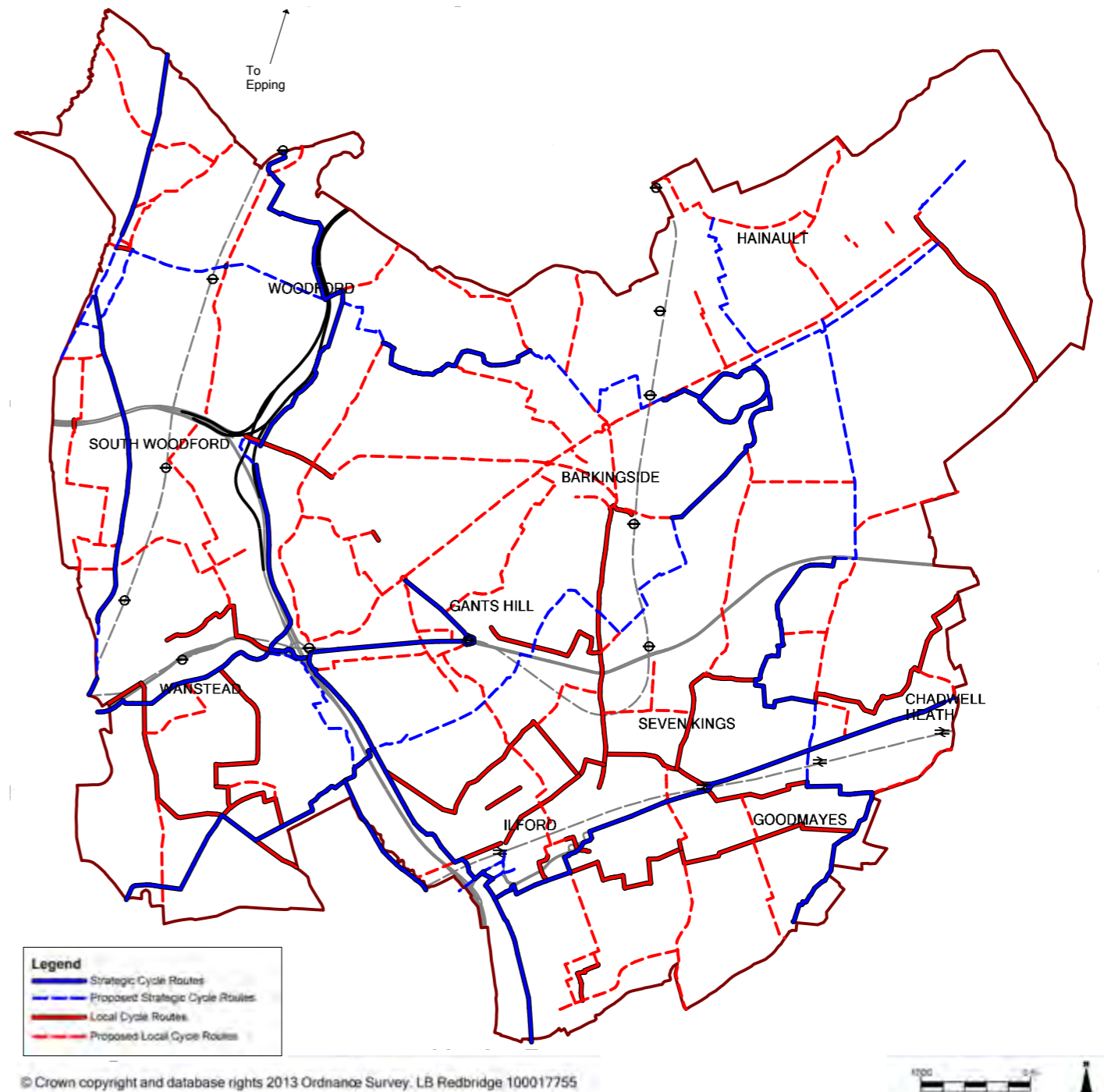


MOVEMENT (continued)

Walking and cycling

The walking and cycling network is continuing to be developed in accordance with the Council's Cycling Strategy (July 2010). Key north/south cycle routes such as the Roding Valley Way and Seven Kings Water are largely complete, whilst elements of the east/west strategic links (Hainault and Redbridge Greenway) are beginning to take shape. The London Cycle Network and other local routes form the foundation of a comprehensive and accessible cycle network for Redbridge.

Cycle network



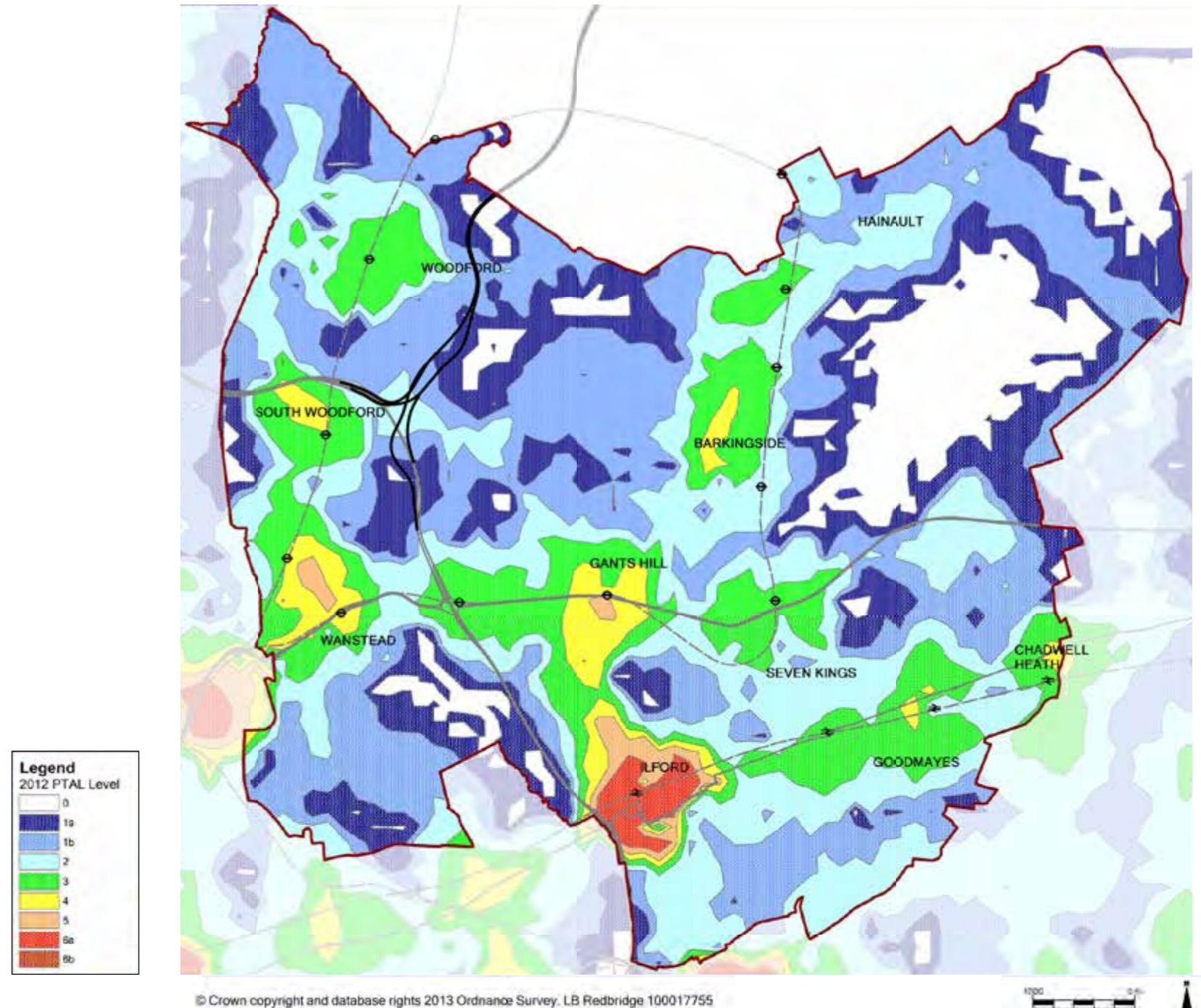
MOVEMENT (continued)

Public Transport Accessibility Level (PTAL)

Public Transport Accessibility Levels (PTAL) are used by Transport for London and local authorities to formulate car parking standards and identify appropriate development density ranges for different locations (refer to policies 3.4 and 6.13 in the London Plan).

Public Transport Accessibility Levels within Redbridge vary widely. Ilford has highest PTAL levels (6a/6b). Gants Hill and Wanstead are PTAL 5 whilst South Woodford and Barkingside have PTAL levels of 4, Other Centres are PTAL 3 whilst much of the rest of the Borough has relatively poor public transport accessibility (PTAL 0 to 2).

Redbridge PTAL levels



MOVEMENT (continued)

Public transport deficiency level

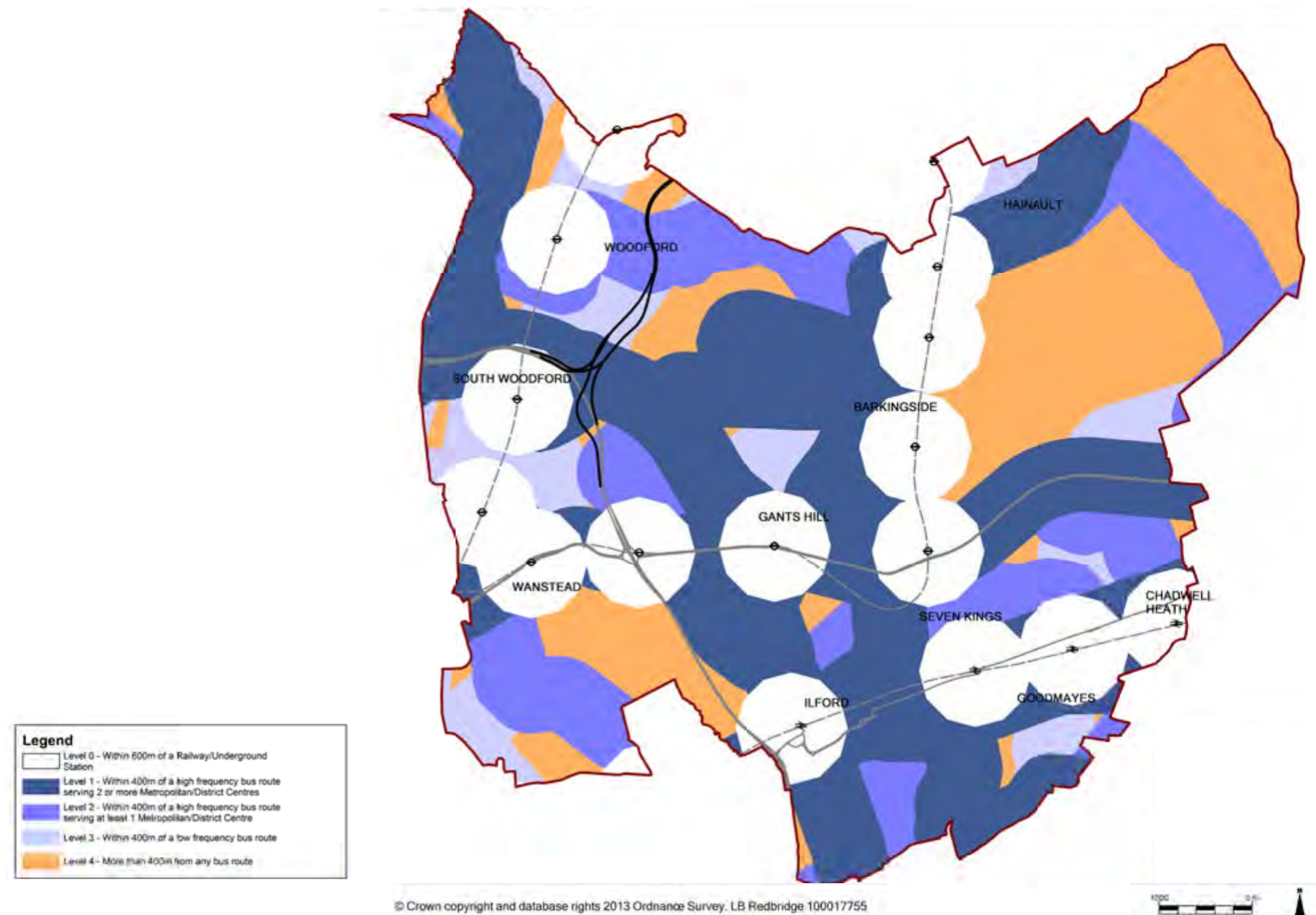
Redbridge has also identified its own tool for measuring levels of public transport deficiency. Using the current public transport network, including Underground, national rail, East London Transit and bus services it has been possible to assess which areas of the Borough currently fall within an area of Public Transport Deficiency (PTD).

For the purposes of this assessment it is considered that areas within 600m of an Underground or rail station (approximately 8-10 minutes walk) are accessible locations. These areas broadly cover the designated hierarchy of town centres in the Borough, except for Hainault and Woodford Bridge Local Centres

Outside of this area it is considered to be within an area of Public Transport Deficiency. The scale of deficiency is based on access to bus services and connectivity to the Borough's town centres. Areas outside the 600m radius of an Underground or rail station and more than 400 metres of a bus route are considered to be the most public transport deficient (Level 4). The scales are split into four levels as set out below:

- Level 1 – Within 400m of a high frequency bus route serving 2 or more Metropolitan/District Centres.
- Level 2 - Within 400m of a high frequency bus route serving at least 1 Metropolitan/District Centre.
- Level 3 - Within 400m of a low frequency bus route.

Public transport deficiency level



COMMUNITY AND SOCIETY

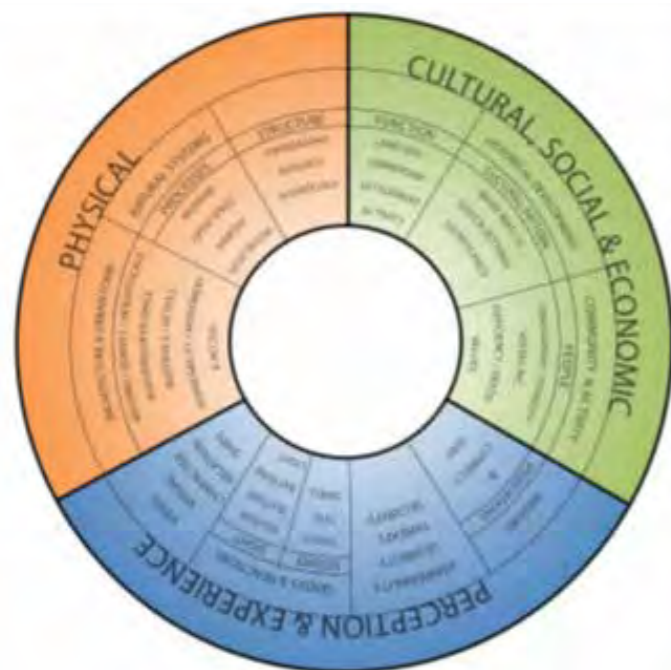
Introduction

The GLA's Shaping Neighbourhoods: Character and Context Draft SPG refers to the 'Elements of Place' under three headings: 'Physical', 'Cultural, Social and Economic' and 'Perception and Experience'. See diagram below.

The demography and community activity of a population does much to influence the nature of change and development in an area.

Issues of faith, wealth, mobility, social groupings etc can influence the need for and types of space required or the desire or acceptability for levels of change which need to be managed or facilitated.

The elements of place



Extract from *Shaping Neighbourhoods: Character and Context draft SPG* produced by GLA 2013.

Perception

The definition of boundaries in relation to community areas requires a qualitative appraisal and recognition that, particularly in a complex metropolis such as London, different people in the same area will have different catchments depending on factors such as age, social grouping, mobility, workplace / school, lifestyle and wealth. In order to ascertain an estimation of a typical layout of community areas, an exercise was undertaken which aimed to identify neighbourhood areas in Redbridge.

The map to the right essentially identifies local residents' perceptions of the neighbourhoods they live within.

This plan can be contrasted with the ward map that follows which represents boundaries from an administrative and legal perspective.

The perception map, together with physical boundaries and urban form, have influenced the character area boundaries used in this study - rather than hard and fast administrative boundaries.

Perception map of Redbridge neighbourhoods - where people think they live



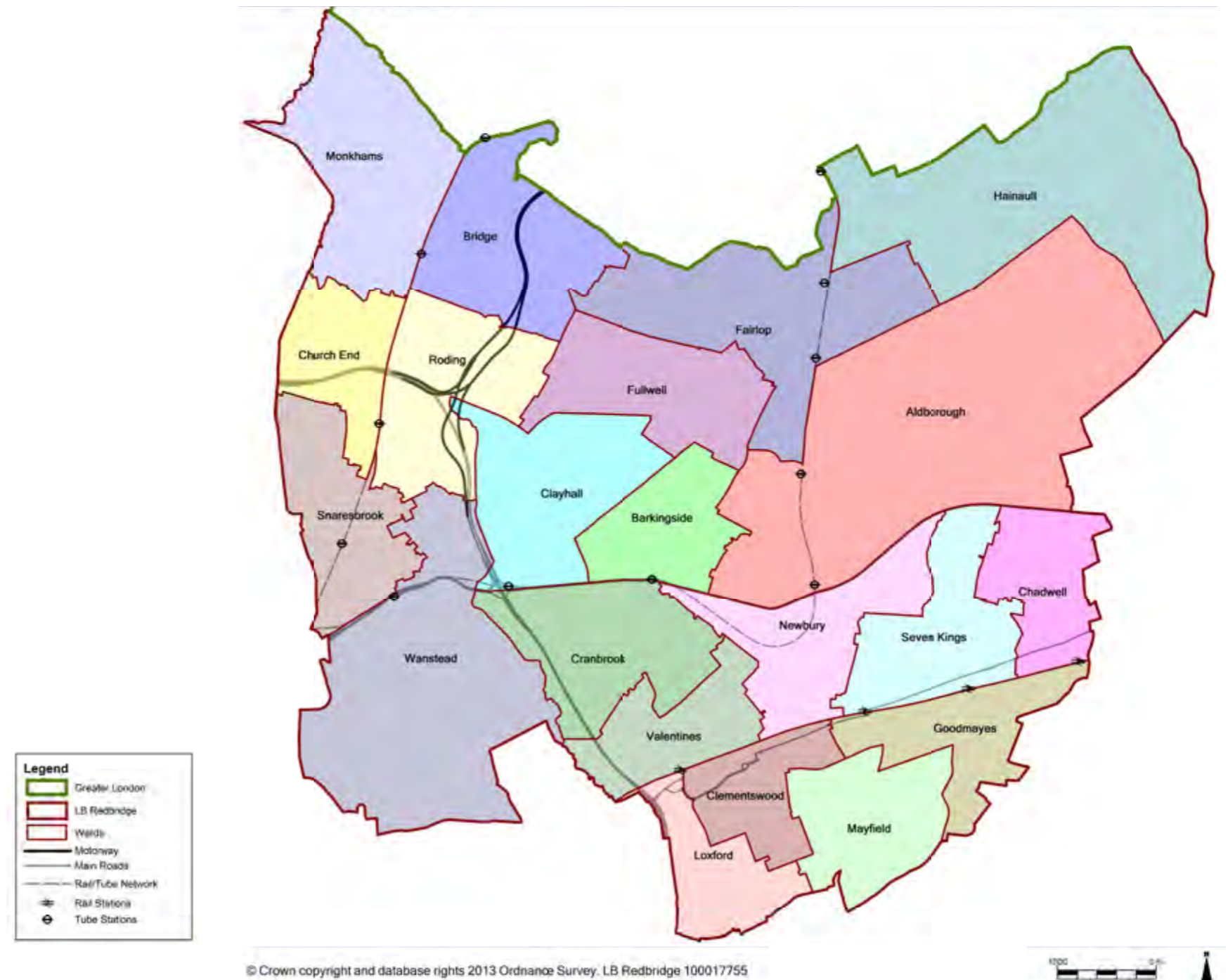
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COMMUNITY AND SOCIETY (continued)

This map of administrative ward boundaries is included primarily to allow comparison with the neighbourhood perception map illustrated on the previous page.

The ward map has had relatively little influence on the identification of character areas for the purposes of this study.

Map of administrative wards



COMMUNITY AND SOCIETY (continued)

Demography

In general the population in the east of the Borough is growing more rapidly (20-30% in between 2001 and 2011) than in the west (0-15%).

Cultural background is a personal thing and no one indicator can define or generalise a cultural type. For the purposes of this document, faith has been used as diversity of faith is a feature of the Borough and has tangible influences on activity of people within that faith.

The table to the right shows the proportions of various faith groups within the various wards of the Borough and shows changes in proportion in the last 10 years.

No faith is predominant, with the largest group being Christians (36.8%) and in highest proportions in Wanstead and Woodford, Hainault and Chadwell Heath, there is a fast rising proportion of Muslims (23.3%), with highest proportions in South Ilford, particularly in Loxford and Clementwood and in LSOA along the High Road and up to Cranbrook and Clayhall, with 'No religion', Hindu and Sikh making up the next highest proportions. Hindus and Sikhs generally live in the centre of the Borough (Clayhall, Barkingside, Valentines and Newbury) with Sikhs following a roughly similar pattern but more predominant in Seven Kings and Goodmayes. No religion follows a similar pattern to Christians. Jews are a long heritage in the Borough, particularly at the centre of the Borough, with notable influences such as Synagogues and Jewish businesses, but proportions are relatively low (3.7%). Proportions of Hindus, Jews and Muslims are approximately double the London average, with the Sikh population being over four times the London average.

As well as faith, it is worth noting that the GLA Intelligence Borough Profiles indicate that Redbridge has the highest migrant population in London by country of birth.

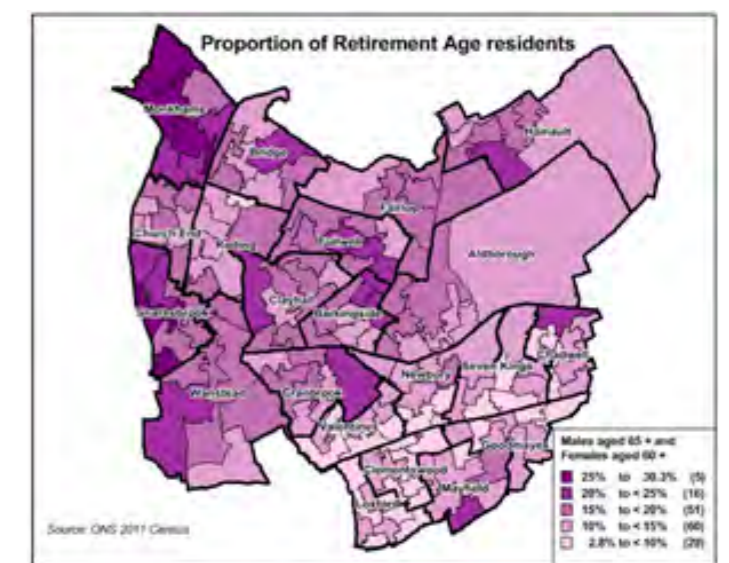
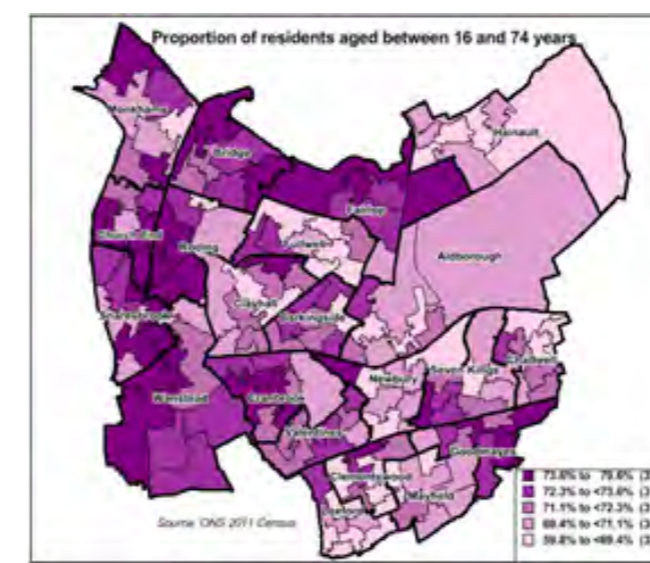
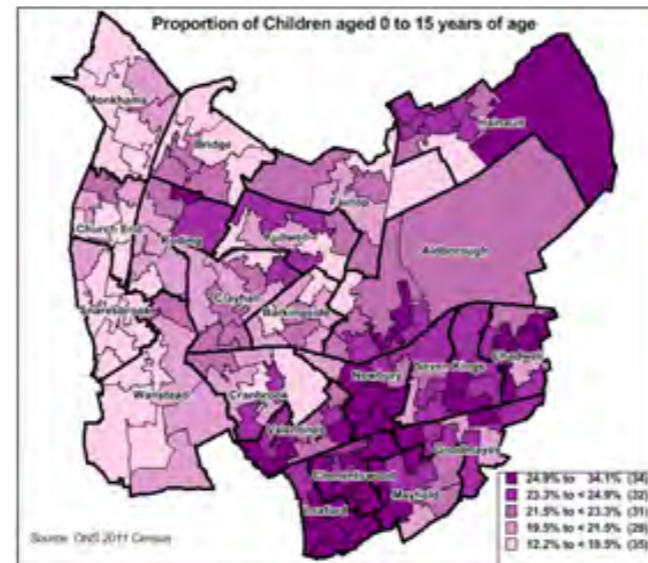
The three maps below show the proportions of residents aged 0- 15 years, 16-74 years and of retirement age across the Borough.

The areas north (notably Cranbrook) and south of Ilford have been consistent as having high proportions of young people. Numbers of working age people are low compared to the UK average, with exceptions being notable around towns in Wanstead and Woodford, Chadwell Heath and small pockets in Ilford, Barkingside, Redbridge (station) and Gants Hill. It is also worth noting that there is a high and rapidly growing working age population across the borders in Waltham Forest and Newham. Redbridge has a low proportion of older people in comparison to the UK average with highest proportions in Woodford Green and Chigwell (extending over the boundary). Rates are particularly low along Ilford and the Crossrail Corridor.

The table below shows the religious proportions within each ward at the time of both the 2001 and 2011 censuses.

WARD	Christian		Buddhist		Hindu		Jewish		Muslim		Sikh		Other religion		No religion		Religion not stated	
	2001	2011	2001	2011	2001	2011	2001	2011	2001	2011	2001	2011	2001	2011	2001	2011	2001	2011
Aldborough	50.2%	34.9%	0.5%	0.6%	10.5%	20.1%	12.6%	6.0%	7.5%	18.0%	3.2%	4.9%	0.3%	0.4%	7.5%	8.3%	7.7%	6.8%
Barkingside	36.2%	25.9%	0.5%	0.9%	12.0%	20.4%	21.1%	10.5%	9.4%	22.2%	5.2%	6.1%	0.5%	0.6%	6.0%	6.5%	9.0%	7.0%
Bridge	69.6%	59.3%	0.4%	0.6%	2.0%	3.5%	2.3%	2.2%	3.6%	7.7%	0.4%	0.7%	0.3%	0.3%	13.8%	18.7%	7.6%	7.0%
Chadwell	68.5%	47.3%	0.2%	0.3%	3.2%	8.1%	1.7%	1.1%	4.5%	19.4%	3.2%	5.6%	0.3%	0.5%	10.6%	11.3%	7.7%	6.4%
Church End	61.6%	50.5%	0.5%	0.6%	3.4%	4.1%	5.5%	4.7%	3.8%	7.4%	0.7%	1.1%	0.3%	0.5%	17.3%	23.4%	7.0%	7.6%
Clayhall	32.1%	20.7%	0.4%	0.6%	13.9%	21.5%	19.9%	9.2%	11.1%	25.7%	7.6%	10.0%	0.3%	0.6%	5.6%	5.4%	9.1%	6.4%
Clementwood	32.2%	20.7%	0.3%	0.4%	13.0%	16.3%	0.3%	0.2%	31.4%	42.7%	11.5%	9.8%	0.9%	0.5%	5.0%	4.4%	5.5%	5.0%
Cranbrook	31.9%	22.3%	0.6%	0.7%	11.4%	12.6%	10.9%	4.8%	20.4%	36.6%	10.7%	9.4%	0.7%	0.7%	5.8%	6.6%	7.6%	6.3%
Fairlop	63.8%	47.9%	0.4%	0.7%	4.0%	8.2%	7.1%	8.2%	3.9%	9.8%	1.1%	2.9%	0.2%	0.3%	11.9%	15.0%	7.7%	7.0%
Fullwell	57.2%	40.0%	0.5%	0.8%	6.1%	11.8%	11.5%	8.9%	6.2%	15.6%	2.3%	5.3%	0.4%	0.4%	9.0%	10.7%	6.9%	6.4%
Goodmayes	44.9%	28.5%	0.6%	0.6%	11.1%	11.7%	1.0%	0.5%	16.2%	33.5%	12.4%	13.0%	0.2%	0.5%	7.8%	6.4%	5.8%	5.3%
Hainault	70.2%	55.9%	0.1%	0.5%	1.4%	3.7%	3.5%	3.7%	2.7%	8.6%	0.7%	1.3%	0.2%	0.2%	12.4%	18.9%	8.8%	7.0%
Loxford	34.3%	24.5%	0.3%	0.6%	12.1%	12.2%	0.9%	0.4%	31.2%	46.0%	7.6%	5.6%	0.4%	0.4%	6.8%	5.1%	6.5%	5.2%
Mayfield	53.5%	30.4%	0.5%	0.4%	10.3%	11.3%	0.9%	0.4%	14.0%	34.6%	9.2%	12.1%	0.4%	0.2%	6.0%	4.8%	5.2%	5.9%
Monkhams	66.4%	57.3%	0.3%	0.6%	2.9%	4.5%	8.3%	6.7%	2.5%	4.8%	0.9%	1.7%	0.3%	0.4%	12.1%	16.3%	6.3%	7.6%
Newbury	39.8%	26.9%	0.6%	1.1%	14.1%	19.5%	6.4%	2.5%	14.8%	29.4%	8.8%	8.8%	0.7%	0.7%	6.1%	5.6%	8.8%	5.4%
Roding	63.7%	51.0%	0.4%	0.9%	2.5%	3.8%	3.4%	2.5%	6.5%	13.2%	1.0%	1.8%	0.4%	0.3%	14.0%	19.2%	8.2%	7.3%
Seven Kings	45.4%	28.5%	0.4%	0.6%	9.6%	12.5%	1.1%	0.8%	14.9%	31.3%	13.5%	13.6%	0.9%	0.7%	7.6%	6.4%	6.7%	5.6%
Snarbrook	58.2%	48.6%	0.6%	0.9%	4.0%	5.9%	7.4%	4.4%	5.8%	8.9%	1.5%	2.2%	0.4%	0.5%	15.3%	20.8%	6.9%	7.8%
Valentines	35.8%	23.0%	0.6%	0.7%	9.2%	13.9%	2.3%	0.9%	26.7%	40.0%	8.2%	7.1%	0.9%	0.8%	8.9%	6.9%	7.4%	6.7%
Wanstead	62.8%	51.8%	0.8%	0.5%	3.3%	3.5%	2.4%	1.6%	5.2%	10.0%	1.6%	2.0%	0.4%	0.5%	15.9%	22.0%	7.6%	8.0%
REDBRIDGE AVERAGE	50.7%	36.8%	0.4%	0.7%	7.8%	11.4%	6.2%	3.7%	11.9%	23.3%	5.5%	6.2%	0.4%	0.5%	9.6%	11.0%	7.4%	6.5%
LONDON AVERAGE	58.2%	48.4%	0.8%	1.0%	4.1%	5.0%	2.1%	1.8%	8.5%	12.4%	1.5%	1.5%	0.5%	0.6%	15.8%	20.7%	8.7%	8.5%

Source: Corporate Policy and Performance Team briefing, '2011 Census: POPULATION'



Source: Office of National Statistics. Images: The Corporate Policy and Performance Team briefing, '2011 Census: POPULATION' / 'ECONOMY'

COMMUNITY AND SOCIETY (continued)

Wealth and deprivation

The English Indices of Deprivation is made up of seven distinct domains of deprivation: Income; Employment; Health and Disability; Education Skills and Training; Barriers to Housing and Other Services; Crime; and Living Environment.

The map to the right covers indices of multiple deprivation and shows percentile ranking for LSOAs in Redbridge as compared to the whole of England and Wales. Very broadly the map illustrates disparity in wealth across the borough; with the north/west generally better-off than the south/east.

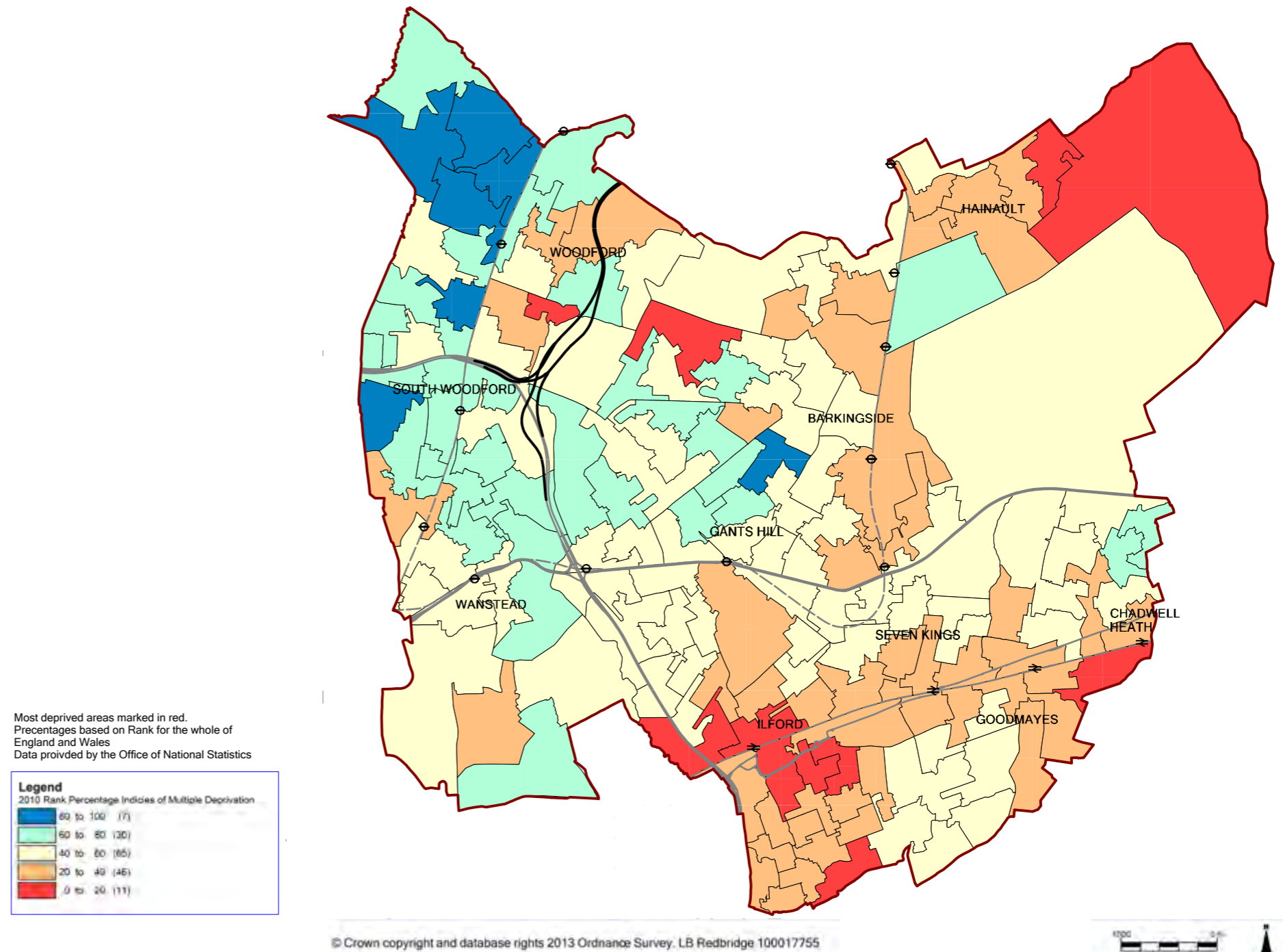
All the LSOAs in Clementswood and Loxford are ranked within the 40% most deprived areas in England. Church End, Clayhall and Monkams have no areas in the 40% most deprived.

Four of the LSOAs persistently remain in the 20% most deprived areas from 2004 to 2010. These LSOAs are at the most southern end of Loxford ward, the Orchard Estate in Roding and the two areas in Valentines ward, just north of Ilford High Road.

Only one LSOA in the Borough is in the highest 10% band of deprivation, situated in Valentines ward containing Ilford Station and the main shopping area of Ilford High Road.

Variations across the different domains occur, for instance, due to accessibility (Ilford score better for employment and education than income, whereas Hainault suffers on all three counts

2010 Rank percent indices of multiple deprivation



COMMUNITY AND SOCIETY (continued)

House prices

Relative house prices can give an indication of the desirability of an area, albeit many other factors influence desirability and quality of life.

House Prices indicate that Wanstead and Woodford extending along Manor Road in the north of the Borough are the most attractive places to live but high prices (average greater than £250k) extend across the Roding into Cranbrook and into Ilford. The east is noticeably lower (£170k - £250k) and only rises again into Havering at Collier Row and Romford. The ward atlas indicates house prices rising to an average of £400k plus in Wanstead and Monkams, with Hainault and the Crossrail Corridor below £250k and the rest of the borough between these levels.

Housing tenure

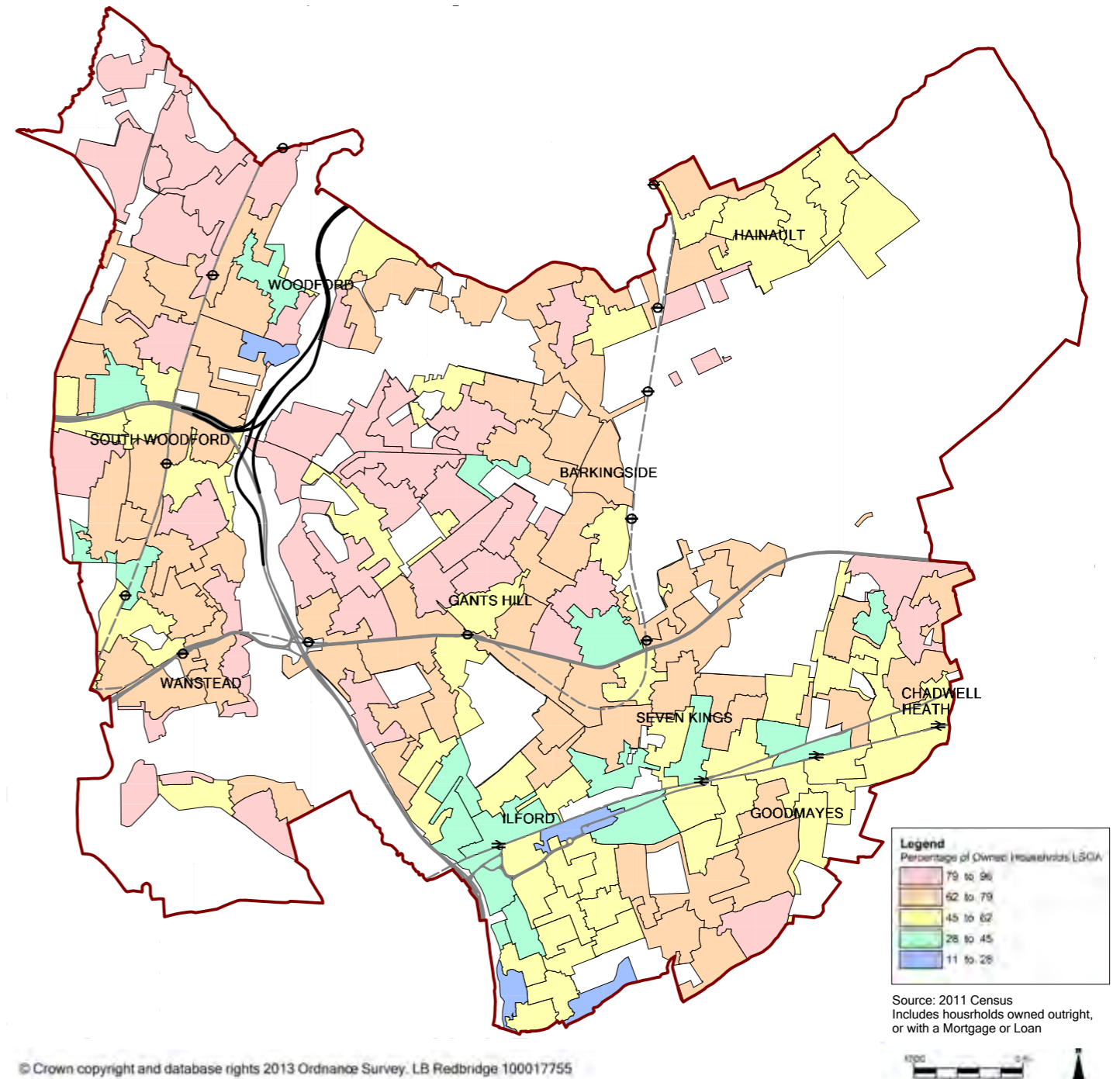
The map to the right and those on the following page illustrate the percentage of owned, privately rented and social rented households by sub-area across the Borough.

Housing tenure can be a useful indication of affluence. An understanding of tenure is also useful in helping to shape management and regeneration strategies in response to any physical issues within an area.

Home ownership across the Borough is well above the London average at around 63% for outright and mortgage combined, as might be expected from a relatively affluent outer London Borough with a limited history of social rented housing. However, the figure for mortgaged properties is decreasing with the difference particularly made up by private rented housing.

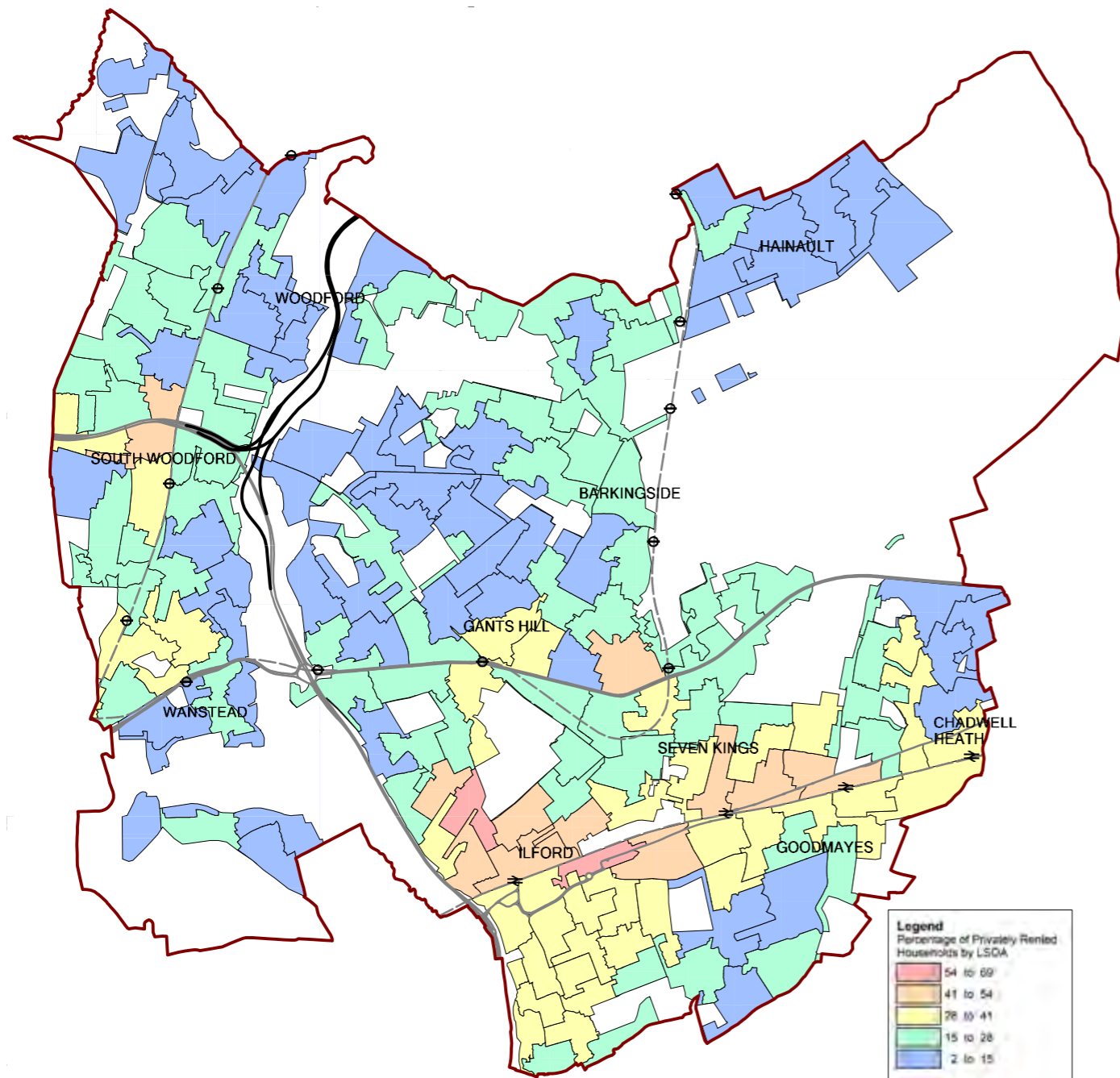
The west of the Borough is most likely to own their property (at around 80% for Monkams) with proportions above 60% extending through Clayhall and Barkingside and Mayfield bucking the trend in the south of the Borough with over 70%. South Ilford (Loxford and Clementswood) and Valentines are below 50% with a correspondingly high rate of private rented in Clementswood and Valentines at above 40% (Loxford has over 20% social rented). Other areas below 60% owned include Hainault which has a high level of social rented (27%).

Percentage of owned households



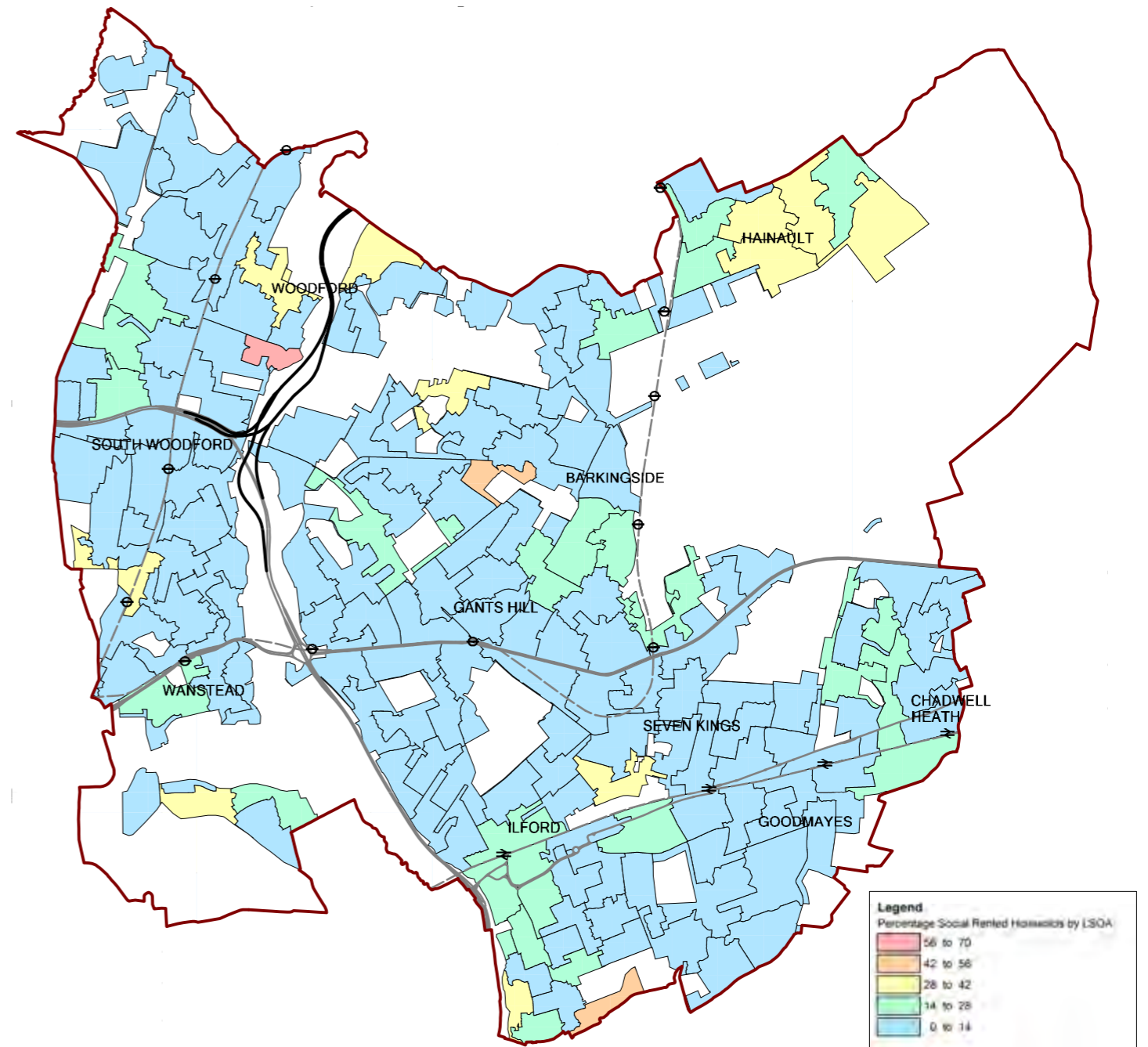
COMMUNITY AND SOCIETY (continued)

Percentage of privately rented properties



Source: 2011 Census
Includes Privately Rented through a Landlord, Letting Agent, or other.

Percentage of socially rented properties



Source: 2011 Census
Includes Rented from Local Authority and other Socially Rented Housing



COMMUNITY AND SOCIETY (continued)

Car Ownership

At 1.07, Redbridge ranked the eighth highest of all London Boroughs for the average number of cars or vans per household. This is a reflection of its Outer London location and amount of residential areas in low density protected areas of heritage or green open space.

Generally trends follow other indicators related to wealth, with car ownership highest along the western and northern side of the Borough and lowest immediately along the High Road. But there also appears to be a variation towards lower car ownership following the Central Line loop.

Accommodating a car near the home can present problems to street-scene. This is a particular issue in areas of more compact terracing where front gardens are lost to car parking.

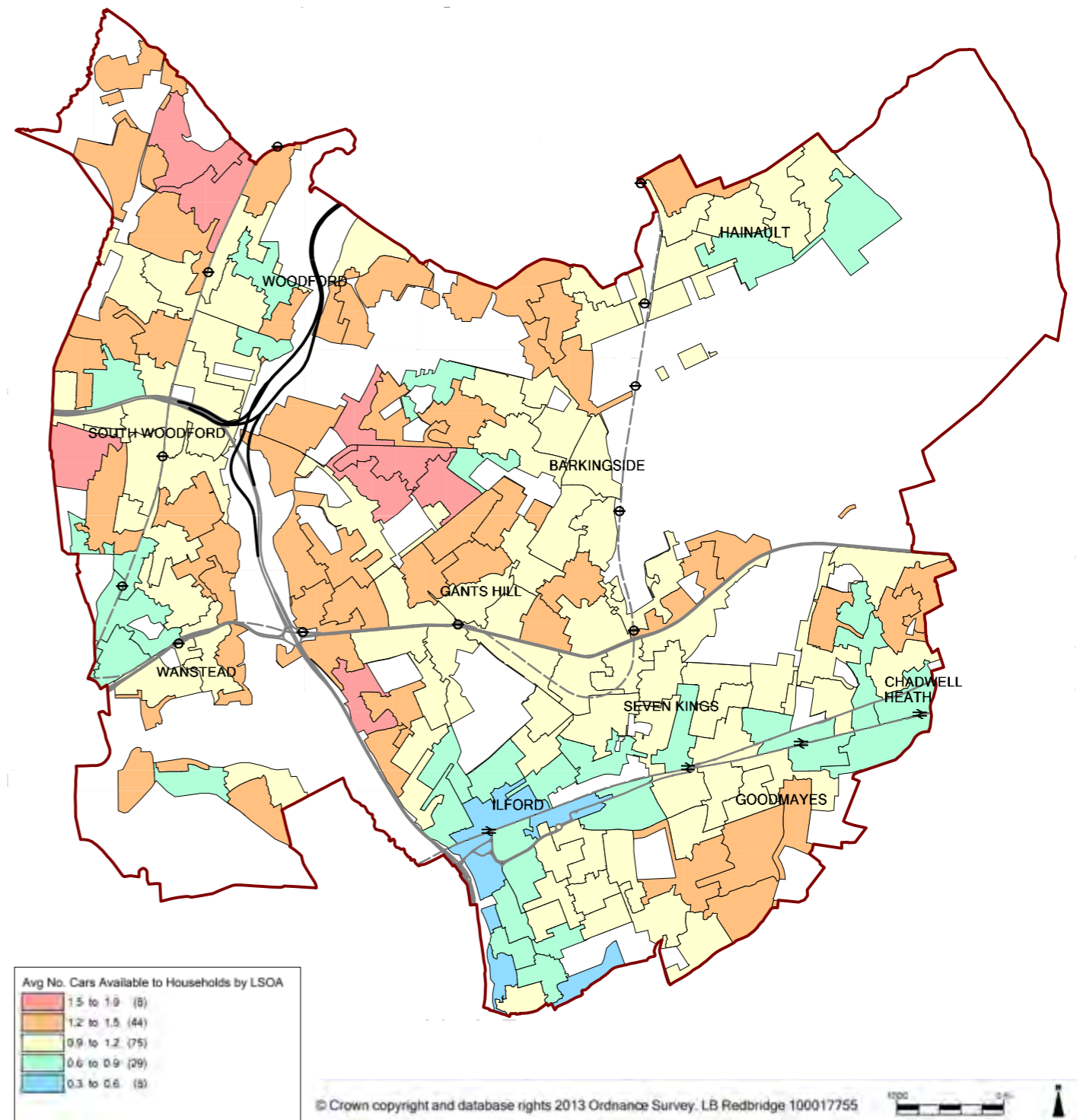
Car ownership is not necessarily related to car use and patterns of wealth may dictate distribution of both as much as accessibility (i.e. wealthy people own more cars but not proportionate to their level of use). However, it is assumed that car ownership is mainly highest where access is least good and development in 'car dense' areas will need to consider this, either through introduction of more accessible services (particularly where high car ownership is in poorer areas).

Summary

Throughout the community and society indicators, general patterns often repeat themselves with four very generalised areas:

- West (Wanstead and Woodford) – tends to be wealthier, more desirable, more likely to be a homeowner, more people of working age and mobile (with availability of a car subject to distance from the Central Line).
- Central (A12 Corridor) – similar trends to the Western side of the Borough but significant reductions in wealth.
- South / west (Ilford to Goodmayes) – high proportion of young people and working age people extends along Crossrail Corridor with low rates of home ownership. Accommodates widest range of faiths with proportions of Muslims highest in Ilford and Sikhs / Hindus more likely to live to the east. Housing value reduces from high demand in Ilford to lower value to the east.
- North East (Hainault to Chadwell Heath) – higher rates of deprivation, older population living in lower value property.

Average number of cars per households



Source: 2011 Census