

LBR 2.75.3



The Green at Woodford Bridge



New Welcome Centre on Green Lane, Ilford

SECTION 5

CHARACTER AREAS

CHARACTER AREAS

Overview

For the purpose of detailed assessment, Redbridge has been divided into eighteen 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.

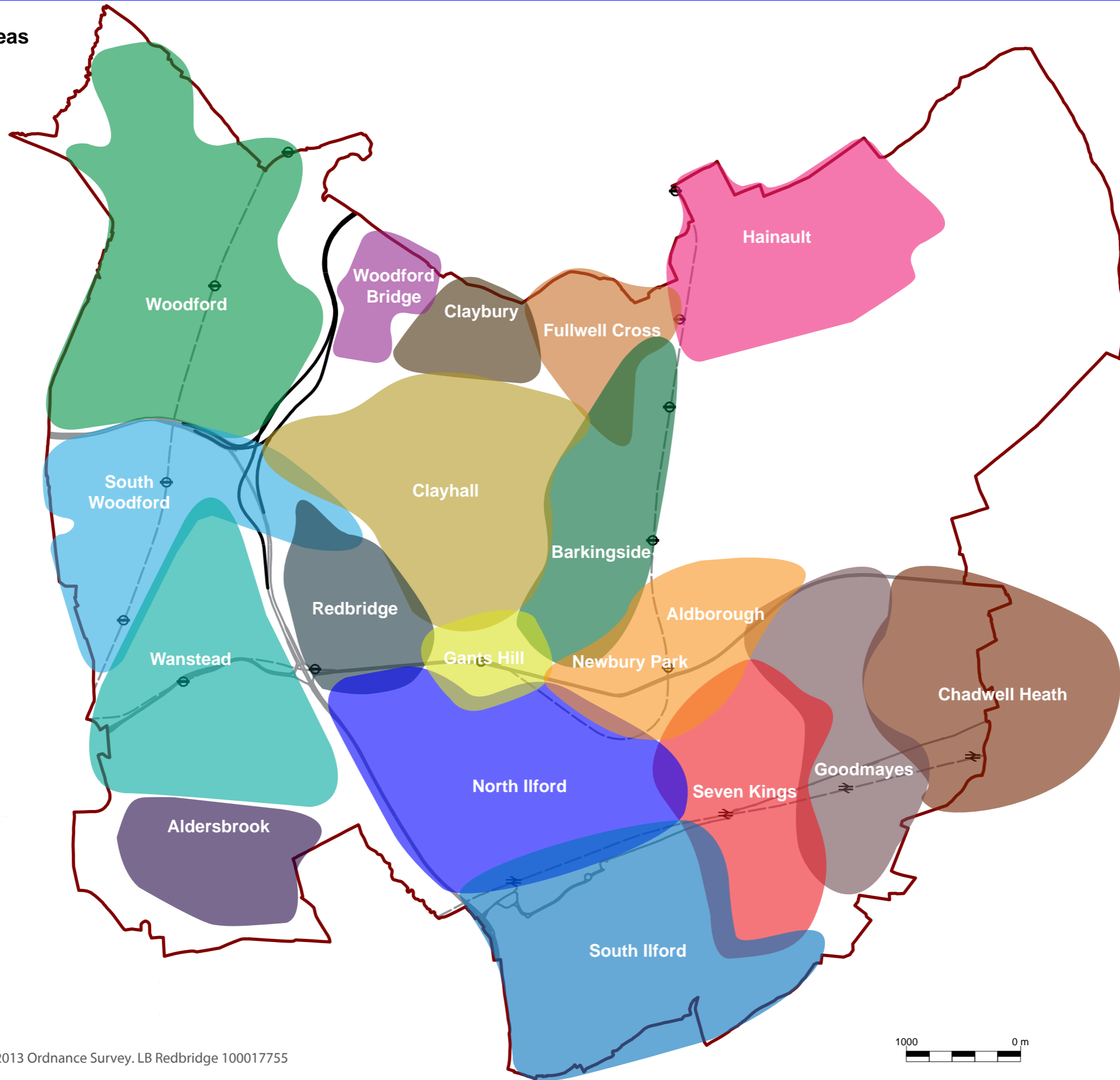
Precise boundaries between character areas can be difficult to define, may overlap and can depend on interpretation. They can change over time. For these reasons the areas are defined as 'fuzzy' overlapping blobs.

A provisional list of 20 character areas was reduced to 18 during the project, as Ilford Lane has been described as part of South Ilford and Newbury Park has been combined with Aldborough.

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

The 18 Character areas are illustrated in the map that follows.

Redbridge Character Areas



ALDERSBROOK



Extent

Aldersbrook lies in the far south-west corner of the Borough close to the boundaries with Waltham Forest and Newham. The Aldersbrook character area includes the Lake House estate on the western side of Blake Hall Road.

Aldersbrook and Lake House sit between Wanstead Park and Wanstead Flats; the latter is included within the Aldersbrook character area for the purposes of this study (Wanstead Park falling with the Wanstead character area).

Aldersbrook is a distinct and 'self-contained' residential neighbourhood encircled by open space. Other than the City of London Cemetery which sits just over the Borough boundary to the south-east, the open space that surrounds Aldersbrook is administered by the City of London Corporation and forms part of Epping Forest, this contributes to making Aldersbrook a desirable 'leafy' place to live.

The character area is approximately rectangular in shape measuring 2 kilometres west to east. The developed area of Aldersbrook in the north of the character area varies in width north-south from 200 metres at its narrowest to 800m at its widest.

Aldersbrook contains no defined centre. Although Ilford is in relative close proximity residents are likely to look to Wanstead for local facilities or outside the Borough to Stratford.

Evolution

The area now known as Aldersbrook was constructed on land purchased from the Wanstead Park Estate and the Corporation

of London in the late 19th century. Under the Epping Forest Act of 1882 the Flats were preserved for the use of the public forever.

The impetus for development was triggered by the reconstruction of Manor Park Station in the late nineteenth century. Aldersbrook Estate was created between 1899 and 1910, a period characterised by a huge boom in house building and the quick progression of house types and forms from the Victorian to the early modern of the 20th century. Aldersbrook is an excellent example of the social, economic and physical trend for the creation of planned middle class suburbs on the periphery of the Metropolis, served by the rapid expansion of public transport.

The Aldersbrook Estate was built to accommodate the growing middle classes seeking to both escape the inner suburbs and display their new wealth. These are large, purpose built, houses with generous gardens and attractive outlook. Built over 10 years it displays the entire eclectic characteristics and variety of evolving form and decoration of the fast moving architectural fashions of the late Victorian and Edwardian period. This is its historical distinction that makes it of particular interest.

Due to a restrictive covenant imposed by original Quaker owners the residential estate has no public houses, save for the bar of the Courtney Hotel, which is at the extreme south-eastern corner of the area.

The Lake House estate in the west of the character area was constructed just after the main area of Aldersbrook to the east. Lake House was laid out on a kidney shaped area of land

that was originally a lake associated with the Wanstead House estate to the north and was constructed between 1907 and 1916.

Whilst there are pockets of late twentieth century estate development at the fringes of the area in contrast to the original streets of Victorian houses, the safeguarding of the surrounding land which has been designated Green Belt and Green corridor amongst other categories has more recently helped maintain the character of the area.

Character

Heritage interest

The Aldersbrook character area is a very distinctive area of the Borough's built environment with the bulk of the character area designated within the Aldersbrook conservation area, designated a Conservation Area in 2002.

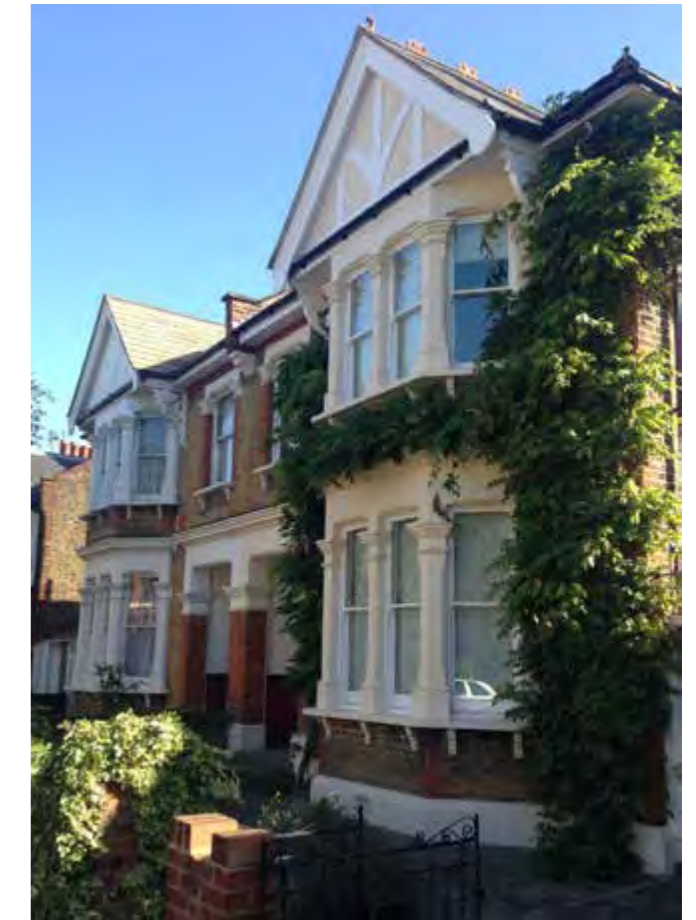
The Lake House estate is a residential area of its own unique character. It represents a good example of Edwardian suburban development and is designated locally as a Residential Precinct.

Due to its substantive development in the early twentieth century, the area contains few listed buildings.

The Church of St Gabriel on Aldersbrook Road is listed in the Statutory List of Buildings of Architectural or Historic Interest (Grade II). The Church is of red brick construction, dates from 1914 and was designed by Charles Spooner.

Aldersbrook Primary School is recognised as having local interest and is described in the

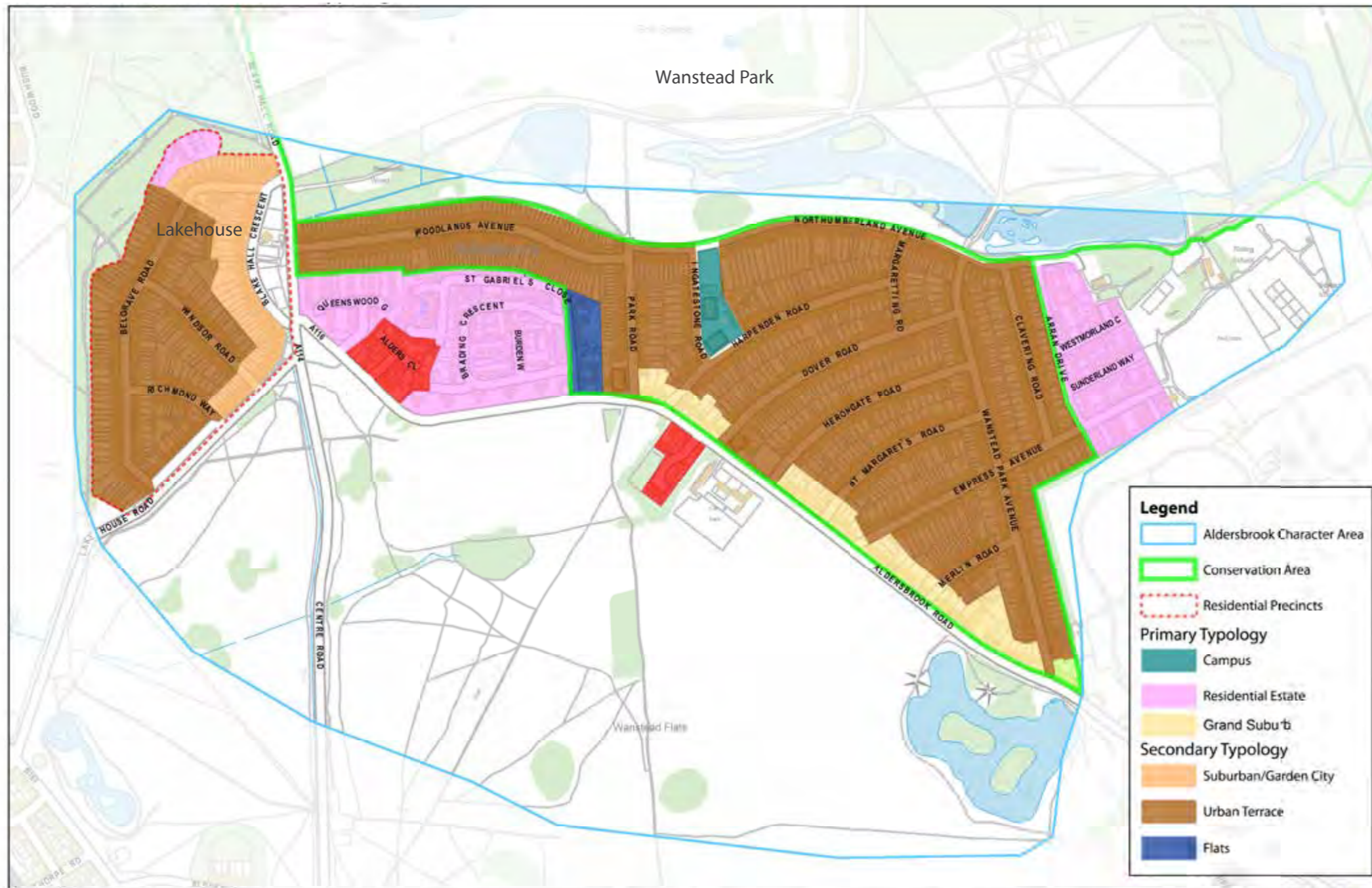
Borough's Local List of Buildings of Special Architectural or Historic Interest. The main building is of two storeys in yellow brick. It is symmetrical in composition with classical/neo-Georgian flourishes and distinctive dutch gables.



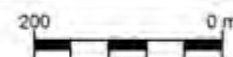
Well detailed homes within the Aldersbrook Conservation Area

ALDERSBROOK (continued)

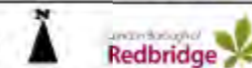
Aldersbrook typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755



Planning & Regeneration



Typologies and subareas

The built up area of the character area is dominated by a mix of late-Victorian/Edwardian terraces and semis; categorised as urban terraces for the purpose of this study primarily due to age and detailing.

The core of the Aldersbrook Character Area is the Edwardian style houses which were built prior to 1920.

The houses in the area are almost all two storeys in height and display classical period styles with protruding double bays, gable ended roof tops (with ornamentation and finials in place), bargeboards, cast iron and timber porches, sash windows & chimney stacks. Other features include:

- Refined ornamentation
- Front entrances asymmetrically placed to one side
- Slate roofing with clay ridge tile cresting;
- Dominance of red brick;
- Sliding sash windows having a 1 light over 1 light pattern

Homes at the eastern end of the area generally exhibit a finer level of ornamentation and detailing than those on the west, but architecture is strong almost throughout.

Set-backs are typically 4 metres. Parking typically occurs on-street. Whilst some front gardens have been lost to parking, most front boundary walls remain and shrubs and hedges in front gardens contribute to the greening of the streets.

Street trees contribute positively to the character of this neighbourhood. Large Plane

ALDERSBROOK (continued)

trees combined with the adjacent open space give Aldersbrook Road a semi-rural feel. The spires of the churches in the vicinity of Park Road and Dover Road (St Gabriel's and the Baptist Church) appear intermittently as one travels along the road.

Homes on Blake Hall Crescent are not dissimilar to others within Lake House but feel a little looser and are categorised as suburban for the purpose of this study. Larger detached and semi-detached properties line Aldersbrook Road and enjoy excellent views across Wanstead Flats. These are categorised as grand suburbs.

Beyond this relatively homogenous area of Edwardian housing some later insertions exist. Although contiguous in physical terms they do not share the age, architectural design, materials, scale and built form characteristics of the predominant historic buildings. Generally these are residential developments dating from the mid-late twentieth century.

Brading Crescent and the Queenswood estate are categorised as Residential Estate development. This area sits between Aldersbrook and Lake House. It was laid out as a mix of council housing styles in the 1950s comprising terraces, sheltered housing, and one high-rise block called Jackson Court (8 storeys).

Modern houses and flats, categorised as suburban terraces, were laid out in the mid-1980s on the site of the former maternity hospital to form Alders Close. This development is rather inward looking. The western end of St Gabriel's Close features three storey flatted development with a conventional relationship with the street.

Heatherwood Close is a small cul-de-sac of terraced houses and flats dating from the late 20th century. This is categorised as Suburban Terracing and forms the only substantive residential development on the south side of Aldersbrook Road.

A distinctive white ten storey tower block known as Belgrave Heights lies at the northern end of the Lake House estate, the block is reasonably tucked away and surrounded by trees such that it is surprisingly unobtrusive from within the adjacent neighbourhood.

At the extreme eastern edge of the character area, behind Clavering Road, is an estate of small courtyards of flat-roofed terraced houses laid out in estate form in the late 1960s.

A small area of campus development (Aldersbrook Primary School) defines the eastern side of Ingatestone Road and a single parade of shops forms a mixed use outlier in the south-east corner of the character area. This is a fine Edwardian building of three storey containing the Courtney Hotel and half a dozen modest shop units.

Development for the most part enjoys a positive relationship with adjacent open space with development fronting both Wanstead Park and Wanstead flats. This characteristic is stronger at the eastern end of the character area and Lake House is more inward looking than Aldersbrook.

The area is relatively flat and well treed.

A typical street within Aldersbrook. Note the on-street (rather than plot frontage) parking and the contribution of trees to the street



Estate development at Brading Crescent is in contrast to earlier development in Aldersbrook. Note Jackson Court in the centre of the photograph

Elegant houses in Wanstead Park Avenue. Note the degree of ornamentation and preservation of original features



Aldersbrook Road has a semi-rural feel due to the presence of trees and Wanstead Flats on the southern side. Large homes overlook the Flats.

ALDERSBROOK (continued)

Unique features

Much of the area could be said to be unique comprising two related, but distinct, examples of Edwardian aspirational suburbanisation.

The Lake House estate lacks the higher quality Edwardian detailing of properties that characterise the core of the Aldersbrook Conservation Area.

Both Aldersbrook and Lake House benefit from good access to high quality open space to the north (Wanstead Park) and south (Wanstead Flats). Wanstead Flats is a large area of open space comprising semi-natural wooded areas, water features and expanses of amenity grass; some laid out for organised sport. Groups of trees break up the space which overall has a large village green or 'common' feel. The openness offers amazing views south towards Canary Wharf, the Olympic Park and the Shard.

Summary

The Aldersbrook Character Area features two related but distinct areas of Edwardian housing that combine to form a distinctive neighbourhood. It is a good example of an aspirational Edwardian suburb. Tree planting and access to high quality green space benefit the area providing a high quality and leafy character.

The housing stock features good detailing and is well maintained, containing many original features.

Issues

The majority of the issues affecting the character area can be understood in greater detail by looking at the Aldersbrook conservation Supplementary document and the Lake House Estate Character Appraisal. Key issues may be summarised as follows:

- Need for rigorous control of demolition to prevent the loss of original buildings.
- The need for sympathetic and high standards of design applied to any extensions or new developments that take place.
- Although the area is well maintained overall there are some examples of unsympathetic alteration. An Article 4 direction could be considered to allow more control over front alterations (cladding etc), replacement windows and retention of boundary treatments to prevent plot frontage parking.

Much of Aldersbrook is of historic interest and worthy of conservation. There are two or three pockets of estate development but this appears to be reasonably well maintained and devoid of the social issues that can sometimes affect such areas. Overall therefore the character area could be said to have low capacity to accommodate change.

Further information

Aldersbrook Estate – Conservation Area Appraisal – February 2005, London Borough of Redbridge (LBR)

The Lake House Estate Character Appraisal – March 2010, LBR

BARKINGSIDE



Extent

Barkingside is clearly demarcated to its eastern edge by the Central Line, but on other sides, there is no clear definition in terms of style of housing or other tangible barriers or transitions and there is considerable overlap with adjoining character areas. Distance to each centre is an important factor in defining the extent of the character areas. For the purposes of this study, the boundaries are assumed to include properties as far south as Springfield Drive / Hamilton Avenue (with Newbury Park and Gants Hill taking over further south), west as far as Longwood Gardens / Mossford Lane (before going into Clayhall) and north as far Fullwell Cross roundabout except for the Redbridge Leisure Centre site (before giving way to Fullwell Cross).

Barkingside is an historic town with centres surrounding it, including Gants Hill, Newbury Park and Hainault becoming recognised centres later. In the north-west, Woodford Bridge is separated from Barkingside by Claybury Park and a significant rise in level, but is relatively close in distance. The town is situated on the A123, which is a well used connection extending to Epping Forest and south Essex in the north and Gants Hill to the south. It is around two miles from the A12. It benefits from two Central line stations and a regular bus service.

Barkingside provides a significant variety of daily and weekly needs, but given the relatively good access to neighbouring areas, centres popular for larger order requirements will include Stratford, Romford, Lakeside and West End.

The area is around 250 hectares at approximately 2.25 km north to south and 1.1 km east to west.

Evolution

Barkingside grew as a collection of farms and cottages and included a church, used by monks from Barking Abbey. In the 18th century it developed as a popular place for hunting and home for the popular Fairlop Fayre before significant growth took place in the late 19th century with the construction of the Holy Trinity Church in the 1840s, Barnardo's in 1866 and the construction of the railway in the early 1900s. The railway was constructed on a mainline railway connection (unlike the 'Gants Hill arm' of the Central line which was newly built in the 1930s) which helped to support the steady growth of the town's population extending along the current High Street in the early 20th century.

Barkingside was constituted in 1841 as a chapelry in Great Ilford parish and was part of the Essex Borough of Ilford until 1965, when the boundaries of Greater London were extended to include the new London Borough of Redbridge. At the time, its central location in the Borough was considered suitable for the civic centre and a new town hall, leaving the legacy of 'Civic Way' and the magistrates court and supporting the growth of its leisure activities in the north of the town.

At its peak, Barkingside was highly successful and competitive with South Woodford, although there is a perception of decline in the town centre over the last 30 years. It has a heritage of a strong Jewish population and culture with several signs of this in terms of commercial operations and religious buildings.

Character

Heritage interest

There are several statutory listed buildings in and around the town centre as indicated below.

- Barnardos Village (includes various Grade II and II* listed buildings)
- Sandringham Gardens (Grade II artisan cottages)
- Church of the Holy Trinity, Mossford Green (Grade II)
- Fullwell Cross Library (Grade II Gibberd designed)
- Barkingside Station (Grade II)

Fairlop Station and Forest Farm Cottages are locally listed.

Banardo's Conservation Areas lies at the southern end of the centre. Barnardos has a development brief, adopted January 2010, which includes reference to the proposed redevelopment of part of the estate.

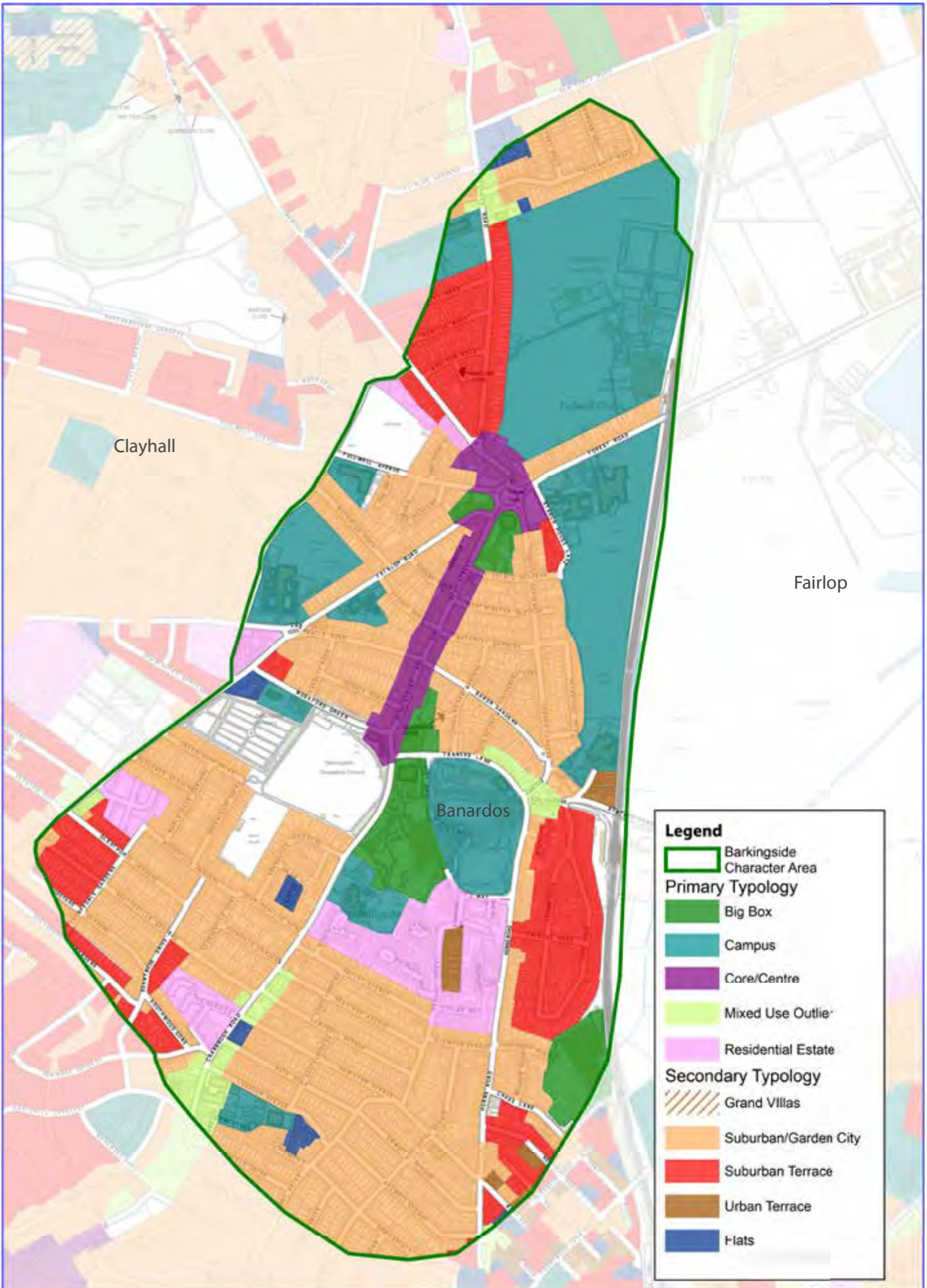
The town centre comprises attractive Victorian terraced parades



Positive features such as the listed library, Banardos and Pert Cottages (pictured below) help to make Barking a distinctive location.



Barkingside typologies map



BARKINGSIDE (continued)

Typologies and subareas

As well as having a vibrant town centre, Barkingside is noted for its extensive residential stock on all sides of the town centre. Housing is heavily dominated by large, high quality inter-war housing, with a high proportion of bungalows mixed with more traditional two storey housing. There are some remnants of its older historic past in the residential areas, with small terraces of Victorian housing located in several areas. The town centre is notable for the presence of Barnardo's and while the rest of the town is not striking, there are signs of the attractive neo-gothic architecture in the retail parades and modernist architecture in the form of the listed library and leisure centre and magistrates court which set Barkingside apart from other town centres.

Streets are usually straight and long and there is often a limited amount of diversity in terms of land uses, but accessibility is generally good, albeit that access to a major trunk road is not immediately available. The Central Line offers excellent accessibility to London and the railway building itself is one of the more attractive features of the town, albeit hidden away.

The area is also notable for the large areas of green space to the north east at Fairlop and Hainault Forest. Views are limited but Canary Wharf and Pioneer Point can be seen at various higher locations.

Barkingside has an 'average' demography in terms of age, ethnic mix, wealth and educational standards. The area has a higher than average (for Redbridge) population of working age people in the north (e.g. Tomswood Hill) and south (e.g. towards Gants Hill) parts of the Area with higher house prices reflecting this.

House ownership is above 60% and there is low unemployment at 4-5% rate of Job Seekers Allowance.

Core Area

Barkingside Centre is predominantly made up of a traditional 'Core typology' (two / three storey Victorian terraced parade), with limited 'Campus' buildings including Barnardo's, Magistrates Court, Trinity Church and the Library and Leisure Centre primarily at its northern and southern most boundaries. The Gala Bingo might be classified as a 'Big Box' unit, but not an unattractive one.

Mixed Use Outlier

There are four Mixed Use Outliers, one to the north on Fencepiece Road, around Trelawney and New North Roads, two to the south, one just south of Little Gearies on Cranbrook Road and the other on Horns Lane at the southern tip of the Area, and one between the station and Barnardo's. All appear to be operating relatively well and are made up of a diverse range of commercial and retail and community buildings such as religious buildings.

As well as the land use, these areas are typified by some or all of the characteristics of wider streets, larger buildings and limited vegetation in the property frontage.

Campus

The 22 Grade II 'cottage homes' found on the Barnardo's Conservation Area are outstanding examples of Victorian properties; formally arranged in horseshoe formation around a central green. These are difficult to categorise but perhaps best sit within the campus typology despite being residential in use, given its 'institutional' function.

Oakfields and the Redbridge Sports and Leisure Centre form the northern end of the character area. The site is surrounded by existing housing on three sides and the elevated Central Line railway on the fourth side. The western side of the site incorporates open sports fields, whilst the eastern side is built up with a variety of buildings used for different sports. This land benefits from excellent proximity to Barkingside Centre and Fullwell Cross station although the connection to the centre is not as direct as it could be. The site is reasonably tucked away and relatively inward looking. The existing leisure centre is an important local facility.

As well as units in the town centre, there are a number of schools, including Ilford County High and King Solomon High School which dominate the northern end of Barkingside Town Centre, nine Primary Schools and religious buildings such as St Augustine's Catholic Church which is a key landmark to the south of the area, St Laurence Church, which forms an important view as part of the more uniform southern residential part of Barkingside, St Francis of Assisi which forms an important view at the northern mixed use outlier and the Barnardo's Childrens Church which forms an important landmark approaching from Tanners Lane and the station.

Big Box

Tesco and Sainsbury are at the heart of the Barkingside Character Area with Sainsbury Newbury Park providing a de facto centre which attracts residential movement in the south east of the area towards it.

Residential estate:

Despite the general high quality of housing in Barkingside, there are also several examples of poor quality post war flatted development, which has little relationship to its surroundings,

poor orientation, layout and legibility and poor quality of architectural design. Examples include Gaysham Hall, which sits uneasily with its back to the Suburban housing on Woodville Gardens, the development south of Barnardo's on Burford Close, Mulberry Way and Asthall Gardens which is a contrast to the attractive interwar housing on Ashurst Drive and the large scheme at Little Gearies which is largely hidden from view and disconnected from the main public areas.

Residential Street: Urban Terrace

The Grade II listed artisan cottages on Sandringham Gardens are the best example of this typology within the area.

Pockets of 19th century urban terraces are present in various places across the Barkingside area within the wider inter-war stock. The main area is to the south-east in Birkbeck Road from Buntingbridge to Perkins Roads, where there are several lines of attractive traditional Victorian terrace, interspersed with homes and buildings from a wide variety of ages and types. It is clear that there was a degree of small industry in this location by virtue of the presence of former warehouses and other associated buildings in that area.

In addition to this, there is an attractive terrace hidden at the end of Meriden Close, a road which is primarily made up of bungalows. The Railway Cottages on Carlton Drive do not fit the traditional style of urban terrace, being larger detached and semi detached cottages, but are of a similar age and architectural provenance. This area has delightful views from the railway bridge to Fairlop Waters and to the picturesque train station and have the potential to provide an exclusive residential 'enclave', despite the surrounding flats and public buildings.

BARKINGSIDE (continued)

Residential Street: Suburban

This typology constitutes the vast majority of residential properties in the Barkingside area. Although constructed comprehensively over a relatively short period of time, there is no evidence to suggest that there was a single unified approach to the construction and it might be assumed that areas were developed piecemeal by individual housing companies. Houses predominate but there are a substantial number of bungalows. Although it is clear that there are similar features (particularly the distinctive bow windows) and materials (a red brick and a light brown brick) used across the area, there are also a wide range of styles of homes, and most buildings are rendered, either using pebbledash or smooth finish.

The current quality of these estates varies greatly, with generally better quality away from the town centre, which suffers from shorter front gardens and consequent problems of parking and external garage space, and with particularly exceptional examples found in the area between Queenborough and Woodville Gardens. The more attractive locations have larger front curtilages allowing parking space and trees and other vegetation.

Residential Street: Suburban 'Terrace'

The main area of suburban terracing is to the east of Horns Road on Crown Road and Duke Road. This is relatively successful post war housing with good orientation and layout, although the styling of much of the housing is lacking in ornamentation.

Residential Street: Grand Villas

There are no Grand Villas in Barkingside although properties occasionally reach 3 storeys on Tomswood Hill and the road is wider here, as well as Fullwell Avenue.

Residential Street: Flats

There are relatively few flatted developments in Barkingside (other than within the residential estates already identified). Examples include Barton Meadows which sits hidden in the middle of Brandville Gardens.

Flats also predominate as the above ground floor land use on the High Street. There is little evidence of any extensive flat conversions of family units in the area.

Unique features

Despite being a relatively modern and uniform area, Barkingside has much to distinguish it from other areas. A thriving market town, it contains the only publicly owned leisure centre in the Borough and is closely linked to extensive green space. Outstanding buildings include those in the Barnardo's Conservation Area, which largely defines the town, but there are also several attractive religious buildings and the library and station are also standout buildings.

Summary

Barkingside is a successful, although relatively unremarkable, town centre with an extensive and attractive residential catchment. The continuing physical presence of the important and renowned Barnardo's charity is a significant asset of the area. The area also benefits from proximity to a range of open space and leisure opportunities.

Issues

There are relatively few opportunities for redevelopment to accommodate the area's growing population with a low overall density made up of wide open spaces and single storey homes. Past solutions of providing poor quality, high density flatted development has done little to contribute to the positive evolution of the area. The cost of property is generally high in this area and there is a risk of migration of the area's younger people on reaching working age. The lack of people suited to lower paid jobs, could put pressure on providing a full range of workforce in the local economy and reduce the diversity of social, cultural and community opportunities.

- Any significant redevelopment in the area should be subject to a comprehensive masterplan. Large sites may be capable of accommodating some variety in character within a spatial structure tied together by strong landscape.
- Opportunities to enhance pedestrian/cycle connection between Oakfields and Barkingside Centre could be explored.
- There may be opportunities for managed growth in and around the town centre and Mixed Use Outlier areas.
- Homes above shops in the town centre would benefit from better access along the rear mews areas.
- Consideration could be given to encouraging managed conversion of larger properties for rental or subdivision to accommodate the broader diversity of the community. This would apply only to properties in the most

accessible locations and over-concentrations of such conversions would need to be avoided.

- There are several mews and back roads (e.g. Thorpedale Gardens) away from the centre which are untidy and would benefit from improved maintenance and management
- Accessibility and wayfinding is not as strong as it could be. Fairlop Waters and the stations in particular are disconnected from the main town and residential areas. There is an opportunity for expanding the Barnardo's area northeast to include the attractive homes and views around the station.

Despite a need for additional homes in the area, there are limited opportunities for change and migration from the area may need to be accepted, at least for the time being.

Whilst Barkingside has some positive elements that make it relatively distinctive; much of the area is relatively nondescript and there are some obvious opportunities for change. For this reason the area could be said to have medium/high capacity to accommodate change.

Further information

Barkingside Town Centre Health Check, July 2012, London Borough of Redbridge

Barnardo's Barkingside Development Brief, December 2009, Andrew Martin Associates

Barkingside is predominantly made up of good quality suburban housing incorporating a relatively high proportion of bungalows



Barkingside has good access to leisure and open space.



The area around Barkingside station is an enclosure of high quality Victorian architecture, which includes the listed station and good access to Fairlop Waters.



In contrast to the pleasant suburbs that make up the majority of the character area, Barkingside does incorporate some areas of flatted post-war development

CHADWELL HEATH



Extent

Chadwell Heath lies at the eastern end of the Borough and straddles the boundary with the London Borough of Barking and Dagenham. The Station and the western end of the District Centre lie within Redbridge but the majority of the centre extends eastwards into Barking and Dagenham. The northern boundary is clearly defined by the A12 Eastern Avenue. The western boundary is less well defined with Chadwell Heath bleeding into Goodmayes in the vicinity of Barkley Lane. Little Heath has been included in the Goodmayes character area for the purposes of this study. The southern extent of the character area is defined by late twentieth century development to the south of the railway. The character area measures around 2km north to south and that part within the Borough boundary measures around 800 metres east-west.

Evolution

Chadwell Heath developed as ribbon development along the High Road, a former Roman Road between London and Essex. The first real phase of growth related to the arrival of the main London/East Anglia railway in 1864. Chadwell Heath was the end of the line for both the London tram system and later the electric trolley bus service. Chadwell Heath expanded rapidly north-west of the station between the wars. Mid to late twentieth century development eventually extending up to the A12 Eastern Avenue and south of the railway on former railway land.

Character

Heritage interest

There are no significant heritage assets in the Chadwell Heath character area although the High Road lies on the line of the former Roman Road and is an archaeological priority zone. The Station, Eva Hart pub and Reynolds Court (1027-1033 High Road) are candidates for local listing.

Typologies and subareas

Chadwell Heath is relatively flat with few good views. The Core of Chadwell Heath is focussed on the junctions of Wangey Road/Station Road and stretches along the High Road, mainly eastwards out of the Borough, although a short section extends westward. Town Centre uses peter out in the vicinity of Mayesford Road/Reynolds Avenue although incidental non-residential uses are interspersed with residential frontages further west along the High Road.

The area including the High Road as far west as Reynolds Avenue, and Station Road as far south as far as Mayfield Road, is defined as the Chadwell Heath Character Area in the Crossrail Corridor Area Action Plan.

The Core is mixed use with apartments over retail and food and drink type uses. This area is characterised by retail parades, some of which are reasonably strong architecturally. The junctions of High Road with Wangey Road and Station Road are vehicle dominated and definition of space and continuity of frontage breaks down in places along both the feeder roads. This creates weak and unattractive connections between the High Road and station.

Much of the core is three storeys although two storey buildings are also present. There is a combination of pitched roofs and flat roofed infill. Whilst remnants of the historic core remain (including Chadwell Heath Parade with its stone detailing and dutch-gabled projections), the ages of buildings varies and there is a lot of infill much of which has eroded character and which fails to make efficient use of land. Shopfronts lack consistency and many are unsympathetic to host buildings; with overly large fascias and aggressive signage.

Much of the core is vehicle dominated; the carriageway of the High Road is relatively wide and the one way system around Wangey Road/Station Road encourages high vehicle speeds. There is little tree cover within the core, street furniture is inconsistent and materials are utilitarian.

The area is generally characterised by residential streets although other primary typologies crop up occasionally. Streets are relatively long and mainly straight with changes in angle. They are mainly linked with occasional culs-de-sac. Chadwell Heath Lane is a significant route through the area linking the A12 Eastern Avenue with the High Road at the district centre and giving access to a large number of residential streets. It appears to have developed from an old rural lane and is very mixed in character and includes a small parade of shops in the vicinity of Hawkridge Close.

Beyond the Core, the Character Area is otherwise dominated by suburban and suburban terrace typologies. Development is mainly two storeys. Much of the suburban development is of interwar origin and has relatively simple detailing for development of the age and is arranged in short terraces rather than the more common semi-detached variant. Despite containing both

typologies, the area immediately north-west of the core feels relatively homogenous. Streets generally suffer from a lack of tree cover although a small number of streets, such as Flora Gardens and Havering Gardens, benefit from avenue planting which contributes to character and differentiates them from the rest of the area. A small area of bungalows exists at the southern end of Somerville Road and Bede Road.

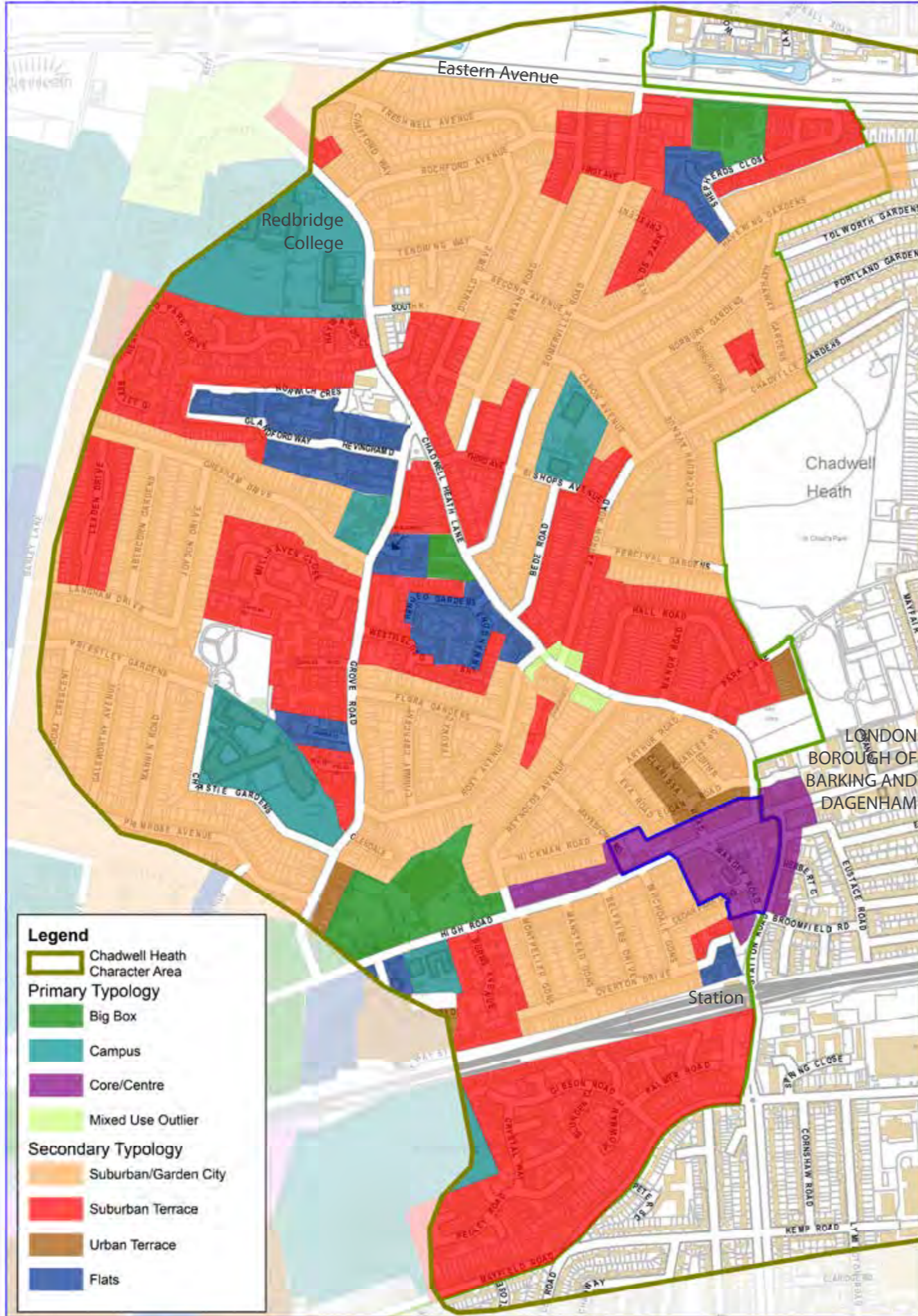
Intermittent flats dating from the late 20th Century are apparent in the west and north of the area close to the junction of Grove Lane/Chadwell Heath Road – generally within areas of urban terracing. This is an area that has changed significantly in the last few decades as residential development replaced redundant industry. Flats are three and four storey in scale in contrast to surrounding development. There are problems in places of legibility and some poor definitions of public and private space and promotion of active frontages. The public realm can feel vehicle dominated.

The area south-west of the station dates from the late twentieth century and is characterised by two and three storey homes in culs-de-sac in contrast with the area north of the railway. This area lacks legibility and permeability with no direct pedestrian connection to the station despite close proximity.

There are a few examples of campus development within the area, most notably Chadwell Heath Academy on Christie Gardens and Redbridge College in the north-west of the character area.

Big box development is apparent at the western end of the High Road and in small pockets on the A12 frontage and rear of Blacksmith Close.

Chadwell Heath typologies map



Chadwell Heath Parade - one of the grander blocks within Chadwell Heath Core



Percival Gardens - a typical street in Chadwell Heath

CHADWELL HEATH (continued)

Unique features

The main open space in the area is St Chad's Park which lies within Barking and Dagenham to the immediate east of the study area. This is an expansive park including areas of public gardens, amenity grass, children's play area, allotments, bowling green, tennis courts and semi natural areas. Development for the most part backs onto the park although a small urban terrace known as Park Villas fronts the southern end.

Chadwell Millennium Green is a small and attractive semi natural area Off Percival Gardens, created from disused allotments in 2000. Christie Gardens Park (aka Crucible Park) is a further modest open space in the west of the character area that feels rather barren despite recent additions of a youth shelter and play equipment.

Chadwell Heath Station, the Eva Hart Public House (a converted police station dating from 1892) and art deco Bingo Hall on the corner of Wangey Road are important local landmarks.

The Woodcraft building on Eastern Avenue is an art deco style factory that is something of a landmark along this main road amidst much nondescript development.

Summary

Whilst remnants of Old Chadwell Heath remain in the core along the High Road, the area suffers from insensitive infill. Residential areas beyond the core are generally suburban in character; buildings are generally arranged in short terraces with relatively simple detailing for housing of its time. Residential areas are relatively homogenous and are not particularly distinctive.

Issues

- Scope for improving the connection between the High Road and the Station.
- Importance of getting small infill sites right. Incorporating active frontage in the centre and putting-back the street.
- Ensuring development makes efficient use of land within the core but retains and does not overwhelm a small number of local landmark buildings.
- Parts of the Core are vehicle dominated due to the width of the High Road and amount of traffic and due to the one-way gyratory around Station Road/Wangey Road.
- The Core would benefit from coordination of street furniture and better quality surfacing. Much of the character area would benefit from additional tree planting.
- There is pressure on parking close to the centre with competition between on street parking and on plot parking.
- There are places close to the centre where footways are difficult to use due to parked cars intruding into pedestrian space (both from frontage parking in gardens of limited depth and on-street bumped-up parking).
- The quality of some streets of suburban terraced housing is compromised by the amount of plot frontage car parking undermining the relationship between buildings and the street. This is most problematic in streets without avenue planting to help break up and compartmentalise the street space.
- There are places where insensitive roof alterations (hip to gable and box dormers) affect the balance and symmetry of block compositions.
- There is a marked and stark contrast between new development (three storey flatted) and earlier forms of development (two storey suburban) which makes for poor integration of old and new and undermines the cohesion of the place.
- Housing south of the station does not make efficient use of well-connected land and lacks legibility and permeability.
- Much of the south and west of the area lacks access to usable open space.
- New development areas along Chadwell Heath Lane / Grove Road lack green and play space. While it is difficult to do anything about the overall infrastructure, initiatives might be promoted to mitigate this, including improvements to Christie Gardens Park (Crucible Park) and ensuring connectivity to leisure activities at Seven Kings Park and any other leisure improvements taking place as part of any future Goodmayes Garden Village development.

Overall Chadwell Heath has relatively high capacity to accommodate change. Character is relatively weak overall however there are some local landmarks of relatively subdued scale that should not be overwhelmed by the scale of new development.

Further information

Crossrail Corridor Area Action Plan, September 2011, LBR

Photos on next page:

Top left: Belfairs Drive to the south of the Core. One of the few streets with cohesive avenue planting.

Top right: The Eva Hart Public House at the junction of High Road and Station Road. An important local landmark.

Bottom left: The art deco Bingo Hall on the High Road. A building that contributes positively to the character of the area.

Bottom right: View towards the Core from the junction of Wangey Road/Station Road. Part of an important link between the Station and the Core but the area is currently highway dominated and lacks continuity of frontage.



CLAYBURY



Extent

Claybury lies in the north of the Borough close to the boundary with Epping Forest District. The area is very roughly lozenge shape; covering almost 100 hectares in area and being around 800 metres north to south and 1.5 kilometres west to east.

The boundaries of the character area are defined by the grounds of the historic Claybury estate. The area includes distinct building groups set within large areas of open landscape. The northern boundary of the character area is defined by the Borough boundary; the western boundary adjoins the built up area of Woodford Bridge (the nearest designated centre), Fullwell Cross sits to the east and the residential area of Clayhall adjoins the southern boundary.

Evolution

The first documentary reference to Claybury is contained in a survey dating from 1270 when Claybury was a 'free tenement' of 176 acres held by the local abbey at Barking. The name is thought to derive from the nature of the soil.

The current estate house (Claybury Hall) was constructed in 1796 although the extent of the estate remained constant until the early nineteenth century when it increased considerably to the south and east extending to 440 acres.

The next stage in the evolution of the character area relates to the construction of a lunatic asylum to the east of the Hall in the late Nineteenth Century. This was a massive Victorian institution built to accommodate between 2000 and 2500 patients and 500 staff.

Whilst attitudes to mental health and associated treatments changed over the next Century; the buildings of the asylum remained relatively intact until the hospital closed in 1996. Residential conversion with limited new-build followed between 1998 and 2004. Formal landscape to the south of the main building complex became an open space amenity as part of conversion works.

Character

Heritage interest:

This character area is centred on two grade II statutory listed buildings. Claybury Hall is a fine Georgian mansion-house dating from the late eighteenth century. The two storey house has been extended and converted to apartments and occupies a relatively detached position to the west of the character area. Landscape to the west and south of the Hall was laid out by renowned landscape architect Humphrey Repton.

The main historic grouping on the site is the former Claybury Hospital. A complex of red brick and slate buildings, it was the first to use the distinctive symmetrical 'echelon' plan where most wards are placed to benefit from southern aspect. The asylum was the first constructed for the London County Council and featured ornate and almost lavish detailing inside and out. It is described by English Heritage as the most important asylum built in England after 1875. The group features a hall, chapel and water tower; the latter acts as a focal point and landmark both within the complex and the wider surroundings.

The former asylum occupies an elevated and commanding position overlooking formal landscape to the south. Hospital use of the buildings ceased at the end of the twentieth century and buildings were redeveloped and converted to residential use.

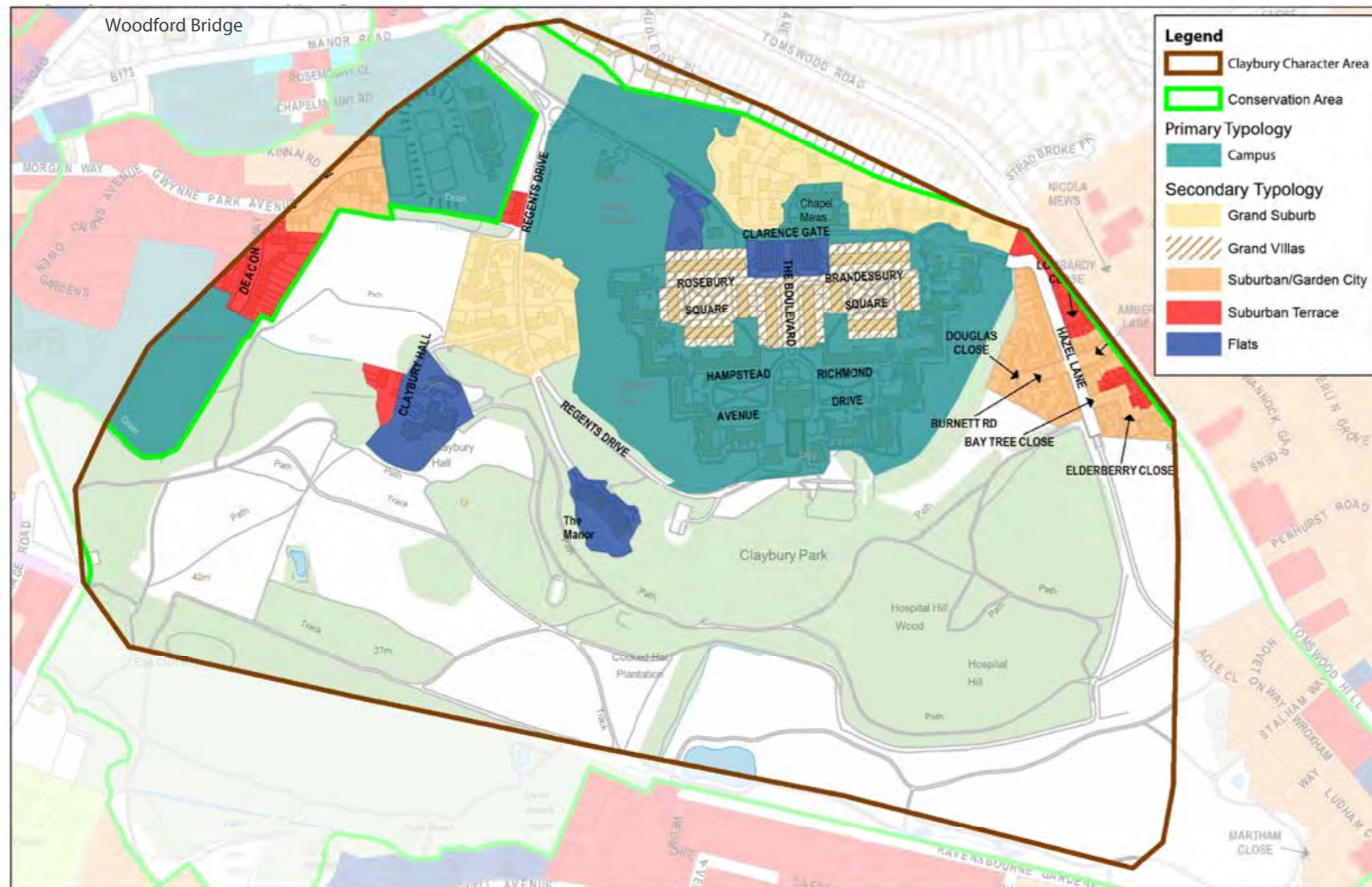
The entire area falls within the Claybury Conservation Area designated in December 2005.



The boulevard and water tower at Claybury Park

CLAYBURY (continued)

Claybury typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755



Planning & Regeneration



Typologies and subareas

Given that the character area evolved from a country house in an open landscaped setting and a Victorian institution, since converted to residential use, it is perhaps least suited of all the character areas to the application of the generic urban typologies. Given that the neighbourhood is gated and much of it is not based on conventional streets, the whole could be categorised as a residential estate; however it is considered that this might be misleading.

The main asylum complex is best characterised as a campus; albeit one now in residential use. Buildings are formal in composition and relatively uniform in appearance and are of two and three storeys with red brick walls and slated roofs. New squares on the northern side of the complex are defined by relatively newly constructed three storey townhouses built in a traditional style and are categorised as grand terraces.

Non-residential facilities have been incorporated into the scheme for conversion, including a health club and children's nursery, but the character area does not include a designated town centre.

Pockets of detached late twentieth century houses of 2 to 2 ½ storeys lie to the west and north of the original asylum complex and are best categorised as grand suburbs although they have been constructed only relatively recently. A number of distinct three storey apartment blocks are apparent including the extended and converted former Claybury Hall which is categorised as flats for the purposes of the study.

CLAYBURY (continued)

Areas of suburban/suburban terracing are apparent at the extreme west and east ends of the character area.

Whilst gated, the movement network within the site is relatively permeable. With additional paths linking internal streets. Permeability is undermined by security gates and fences in places. The public realm is of high quality with subdued engineering; pathways and carriageways comprise bound gravel with conservation kerb edging. Car parking occurs within landscaped spaces and in semi-basements so as to reduce its impact at street level. The former water tower acts as a vista stop/focal point to the main north-south boulevard within the site.

Unique features

In some ways the entirety of the site could be said to be unique given its historic, architectural and landscape significance.

The site benefits from outstanding landscape that contains and wraps around its buildings. The hospital complex retains a strong institutional feel that is reinforced by its elevated position, the massing of the blocks and the uniformity of architecture.

The site commands excellent views southwards towards the City and River Thames.

The water tower acts as a landmark on the skyline for some miles around the site.

Summary

This character area has strong character emanating from its core of fine and well detailed historic buildings and its well defined building groups contained within attractive formal landscape.

Buildings at the heart of the site have a tangible formality and uniformity. Buildings at the edges of the character area are less formal and more loosely grouped. Topography and tree cover are important aspects of the character of Claybury.

Issues

- The main issues for this area relate to the need to protect the character of the area. This involves maintenance of aging building and ongoing management of the formal landscape.
- Opportunities to increase permeability and enhance public access could be explored however this should not be at the expense of security or community safety.

This character area has low capacity to accommodate change due to the uniformity of building composition and the significance of its landscape setting including the exposed/elevated positioning of the main complex.

Further information

Claybury Special Character Appraisal, December 2005, LBR



Landscape surroundings are important to the character of Claybury Park



Converted hospital buildings at Claybury Park - note the formality and uniformity of architectures

CLAYHALL



Extent

Clayhall Character Area is located to the northern part of the Borough, set between the Roding Valley (in the west) and the District Centres of Gants Hill and Barkingside (in the east). The Character Area is split across four wards, Fullwell (48%), Clayhall (25%), Barkingside (18%) and Roding (9%). The area is broadly triangular in shape, approximately 377 hectares in size, measuring 2.5km (east to west) and 2.2km (north to south).

The Character Area has two well defined boundaries to the north, and south west. To the north, the area is bounded by Claybury Park, which forms part of the extensive grounds associated with Repton Park. Directly to the west is the Roding Valley, which is formed of the River Roding, the M11 motorway and the A406 North Circular. Further south the character area is bounded by Woodford Avenue (A1400), which runs from Charlie Browns roundabout in the northwest to Gants Hill roundabout in the southeast.

The Character Area's eastern boundary is rather less well defined. The area faces towards the Barkingside and Gants Hill Character Areas, which are made up of their respective District Centres. As a result, the character areas merge into a transitional zone of residential hinterland around each town centre.

The road network is clearly defined by three key east/west routes, Fullwell Avenue, Clayhall Avenue and Longwood Gardens, with all other residential roads emanating from these. These routes link with two major north/south routes, Woodford Avenue and Cranbrook Road.

The Character Area is predominantly residential in character as a hinterland around the cores of Barkingside and Gants Hill District Centres. Smaller retail parades exist along the main east/west routes at key junctions providing local services.

Evolution

Similarly to Fullwell Cross and Redbridge Character Areas, Clayhall did not begin to develop until the early to mid-20th century. The Ordnance Survey map for the period 1896-1912 clearly shows the area made up of farmland with a number of larger homes (including Gaysham Hall and Clayhall) along with a small settlement around Mossford Green. There are few established routes within the Character Area at this time.

The majority of development in this area occurred during the inter-war period with the provision of thousands of new homes, schools, parks and other community uses. The pattern of development shows some resemblance of the original field patterns.

Post-war development has continued northwards towards the southern boundary of Claybury Park with further infill development continuing to the present day. Similarly to adjoining Character Areas (Fullwell Cross, Redbridge) the infill development is made up of residential estates and flatted developments.

Character

Heritage interest

Although there are no Conservation Areas within the Character Area, there are two Statutory Listed Buildings, both located close to Longwood Gardens. The first is the Grade II listed Dr Johnson Public House and adjacent estate agents, located on the corner of Longwood and Rushden Gardens. The second is the Grade II listed Church of the Holy Trinity on Mossford Green, built in 1840.

The residential stock, albeit typical of the inter-war period shows expressions of art-deco styling, particularly the residential streets surrounding Parkhill Primary School (Herent Drive and Abbotswood Gardens). In addition, a number of properties along Abbotswood Gardens show references to the 'arts and crafts' movement with finely decorated gable fronts and bay window detailing.

Clayhall Park is also worthy of mention, with a range of sports facilities with formalised paths and planting, providing a significant amenity value to the surrounding residential area.

Typologies and subareas

Residential Streets

Clayhall Character Area is predominantly a residential hinterland to the centres of Barkingside, Gants Hill and Ilford beyond. As a result of much of the area being developed during the inter-war period, there is a general homogeneity of residential dwelling types, with suburban (semi-detached) dwellings predominant across the character area, punctuated by suburban terraces. The plots

and streets appear slightly larger than in other areas of the Borough. There are also a number of streets with pockets of bungalows, particularly off Mossford Lane and the area between Clayhall Avenue and Longwood Gardens.

Most of these dwellings are located on established residential streets with a mix of on-street and off street car parking. The slightly wider road type also allows many roads to accommodate significant street trees. Indeed, Clayhall Avenue and to an extent Fullwell Avenue create a boulevard effect with long sweeping vistas and a continuity of building form.

Residential Estate

There are four residential estates within this Character Area, all of which are formed of two to five storey flatted rectangular blocks, arranged in groups within soft landscaping and off street car parking. These estates are characterised by their inward looking nature, with little interaction with the surrounding road network. The twelve storey Owen Waters House (part of the Repton Court estate) is the only block in excess of six storeys within the character area. It forms a focus for views westwards along Fullwell Avenue.

Flats

There are a number of more recent (last 20 years) flatted developments, located on the periphery of the character area, particularly close to major junctions or on land previously undeveloped due to its difficult shape. These flatted developments are similar in style to those contained within the residential estates, but tend to have their focus on the street.

CLAYHALL (continued)

Campus

There are five campus developments throughout the Character Area, all of which are schools. Parkhill Primary School and Ilford County High School were built alongside much of the main development in the area during the interwar period. The remaining schools, Glade Primary School, Caterham High School and Gilbert Colvin Primary School were constructed in the immediate post-war period. The schools are all characterised by their setting, either forming a major part of or their own separate urban block. The buildings are generally arranged diagonally across the middle of the site, with play space all around. This makes further expansion of these schools challenging.

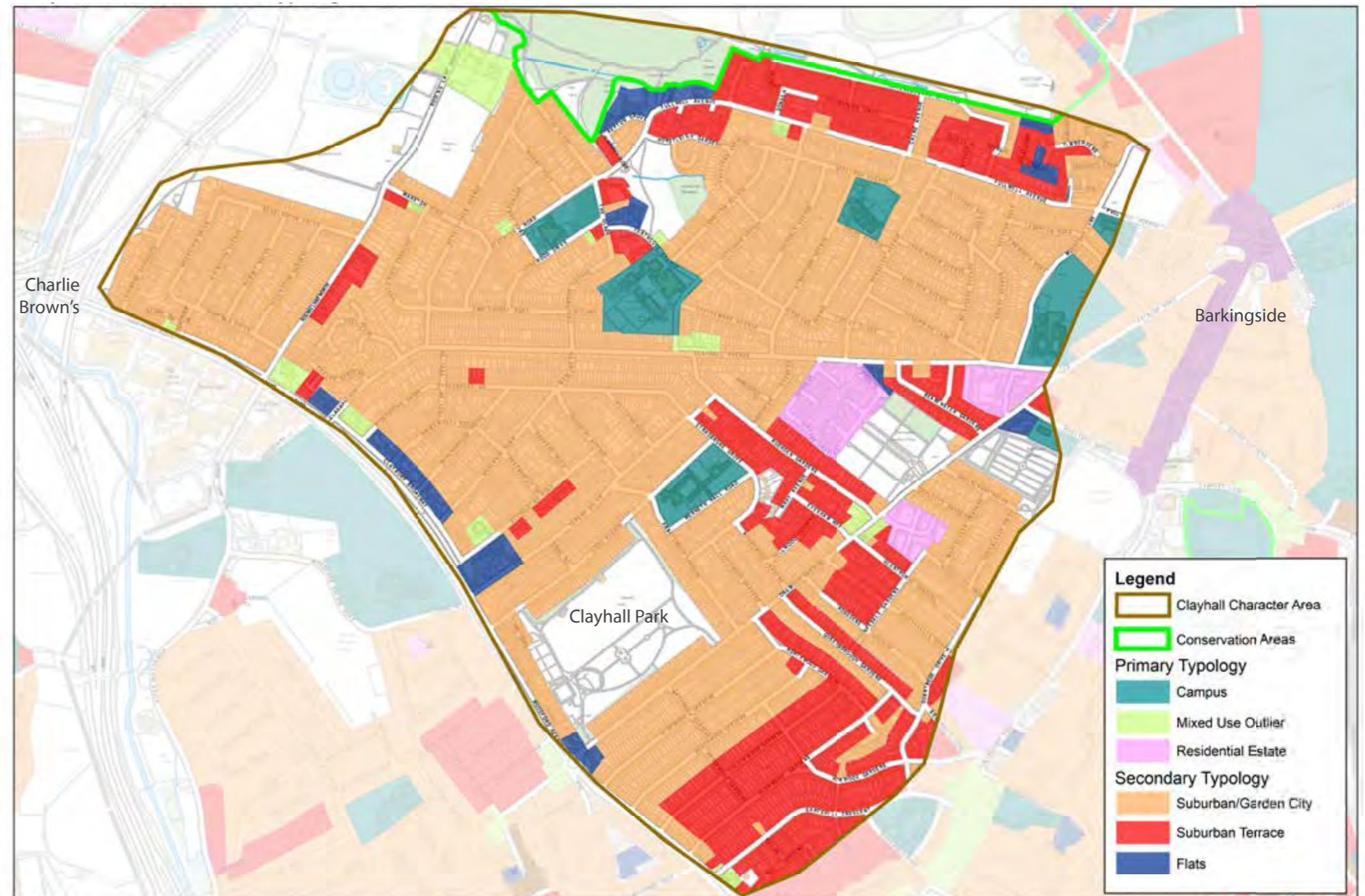
Mixed use outlier

There are a small number of mixed use outliers within this Character Area, predominantly located along the main roads. Retail parades with residential units above serving a local trade are located on Fullwell Avenue, Atherton Road, Claybury Broadway, Clayhall Avenue and Longwood Gardens. The parades at Claybury Broadway, Clayhall Avenue and Longwood Gardens also include a Public House as an end of block feature. There are also a number of places of worship spread throughout the area.

The following residential typologies do not appear in Fullwell Cross Character Area:

- Ribbon/Village
- Grand suburb
- Grand Villa
- Urban Terrace
- Core
- Big Box

Clayhall typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755

CLAYHALL (continued)

Unique features

Similarly to Redbridge and Fullwell Cross Character Area's the homogenous nature of the dwelling stock limits the number of unique features. The subtle variations in the housing types are noted as are the larger plots and the number of good quality street trees. Again, much like Fullwell Cross the most noteworthy aspect of the Character Area is the topography, which allows for a number of pleasant views across the area (from east to west) and beyond.

Summary

Clayhall Character Area is relatively homogenous comprising streets of interwar suburban housing fairly typical of the wider area (albeit with elements of noteworthy detailing). The main roads provide the main activity with peaceful tree-lined streets beyond. The area has a particular synergy with the Redbridge Character Area to the south and Fullwell Cross Character Area to the northeast.

Issues

The following issues have been identified for this Character Area:

- Changes to permitted development rights for householders may see the loss of landscaped rear gardens.
- The need for car parking on the streets closer to the main roads may also see the further loss of front gardens – particularly on some of the narrower roads.
- There is some limited scope for change in this area, mostly through small-scale infill development. The design of such development will need to consider the context of the area both in terms of design and scale.
- Potential challenges in expanding the existing schools as a result of their setting within urban blocks.
- Erosion of original art-deco features and other façade detailing as windows are replaced with UPVC and bay windows become part of an enlarged porch.

Whilst much of this area is relatively unremarkable, it is an established residential area. There is little strong character but few obvious opportunities for significant development. Overall therefore the area can be said to have medium capacity to accommodate change.

Further information

N/A



Clayhall Avenue - A long straight boulevard through Clayhall



View from the Corner of Highwood Gardens looking south-west along Northwood Gardens. Homes here include distinctive 'tudor' detailing.

Continuity of residential form in
Collinwood Gardens



Long vista - looking north-east along Kirkland Avenue.



FULLWELL CROSS



Extent

Fullwell Cross Character Area is located to the north of the Borough within the ward of Fairlop. The area is broadly triangular in shape, approximately 122 hectares in size (1.5km north to south and 1.2km east to west).

To its northern edge is the Redbridge (and Greater London) boundary with Epping Forest District. This edge is further defined topographically by the crest of Tomswood Hill, with Tomswood Road descending into Chigwell beyond. The Character Area slopes sharply upwards southeast to northwest to this point, with a rise of some 30m from Fullwell Cross roundabout.

Beyond the Character Area's western boundary along Tomswood Hill lies Claybury Park, which forms part of the extensive grounds associated with Repton Park - the former Claybury Hospital. To the east the Character Area is clearly demarcated by the London Underground Central Line and Oakfields (Redbridge Sports Centre, playing fields and other leisure uses), which has been recommended for release from the Green Belt as part of the Core Strategy Review and is discussed more in the Barkingside character area section.

The southern edge of the Character Area can be defined by Fullwell Cross roundabout itself. However, there is a clear transition in building typologies (larger blocks) within the last 150m of Fencepiece Road prior to the roundabout, as you move southwards into Barkingside District Centre.

The Character Area is clearly defined by the established road network. Fullwell Cross

roundabout forms the bottom point of the triangle with Tomswood Hill and Fencepiece Road forking northwest and northeast respectively. New North Road then provides a key east/west link from Fencepiece Road towards Hainault and beyond.

The Character Area is predominantly residential in character as a hinterland around the core of Barkingside District Centre (similar to Clayhall). Smaller retail parades exist along the main roads at key junctions providing local services.

Evolution

Fullwell Cross as an area did not begin to develop fully until the early 20th century. A map published in 1805 still shows much of the area wooded as part of Hainault Forest. A number of farms and cottages around Barkingside were beginning to develop, with the established village of Woodford Bridge and Claybury Hall to the northwest. The 1805 map does clearly show routes which were later to become Tomswood Hill and Fencepiece Road.

The establishment of the now former Claybury Hospital in the late 1800's triggered the clearance of much of the wooded areas, with the development of 'Asylum Farm' further along Tomswood Hill and the formal layout of New North Road linking up key farms to the northeast.

The arrival of the railway in the early 1900's provided a catalyst for significant growth in the north east of London. Indeed, by the beginning of World War II, much of the existing residential development in this area was constructed. Of particular note is the Tudor Estate located to north of the Character Area. Infill development

running north from Fullwell Cross Roundabout also began to take shape and includes the education campus at Fairlop Primary School. The areas to the north and south of New North Road were also beginning to establish, including an industrial works site (latterly to become Kelvin Hughes).

The post-war period up to the present day has seen infill development continue, albeit with a predominance of new flatted developments as developable land in London has become more scarce and valuable.

Character

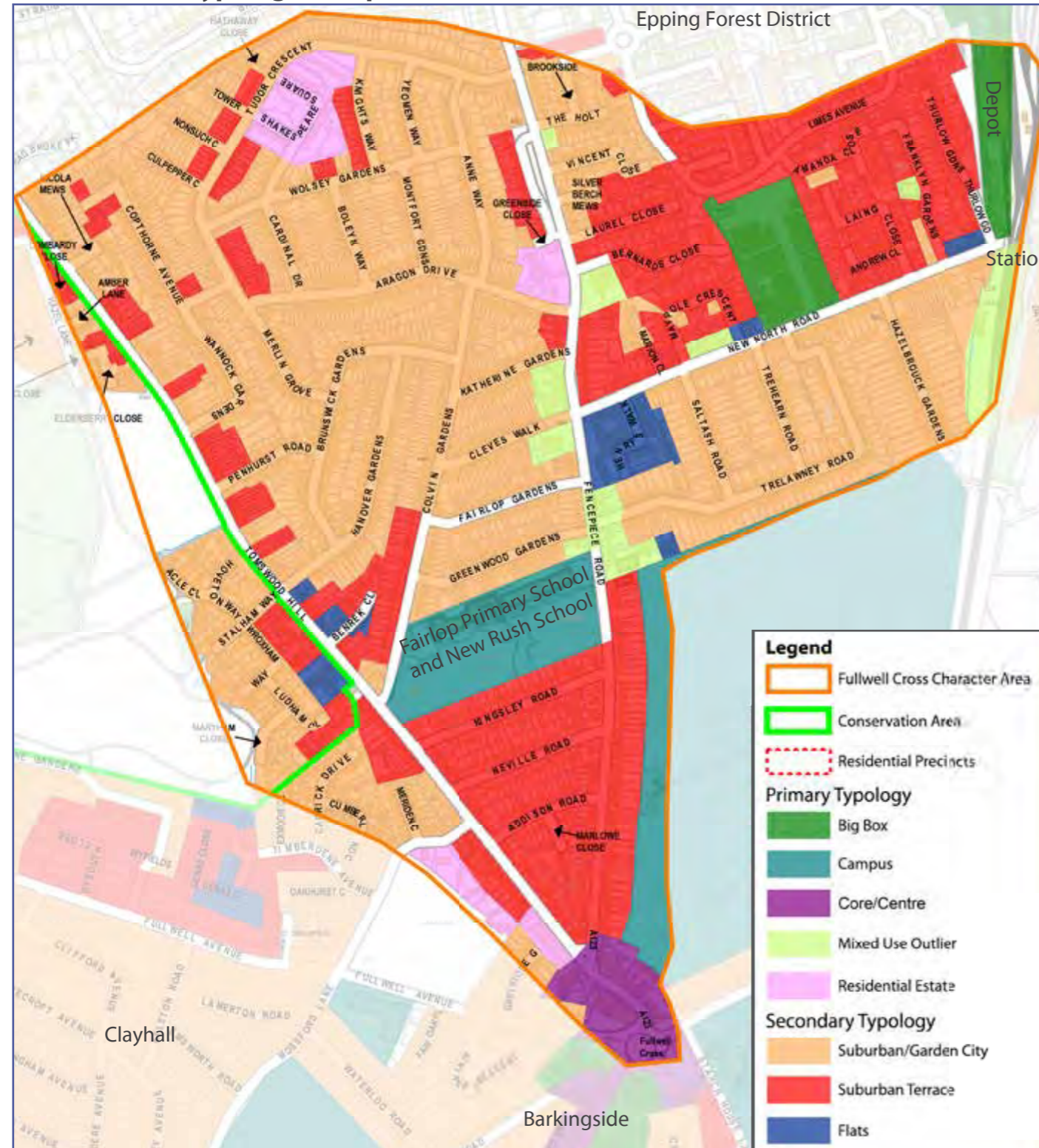
Heritage interest

There is limited heritage interest within this Character Area with no listed buildings (Local or Statutory). However, Claybury Conservation Area is located along the western boundary of the Character Area.

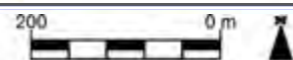
Notwithstanding the above, a number of individual buildings do merit a mention. These include two pairs of semi-detached railway cottages adjacent to Hainault Station on the southern side of New North Road. Although significantly extended, these Edwardian cottages are an interesting moment within the wider Street-scene.

FULLWELL CROSS (continued)

Fullwell Cross typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755



Typologies and subareas

The Character Area is predominantly a residential hinterland to the centres of Barkingside, Gants Hill, Woodford and Ilford beyond. As a result, there is a general homogeneity of residential dwelling types, with suburban dwellings predominant to the west and suburban terraces to the east and south. All non-residential development is located along one of the main roads running through the area (Tomswood Hill, Fencepiece Road and New North Road). Each typology found in this area is considered further below.

Big Box

There is little in the way of Big Box development in this area with this typology only present in the Kelvin Hughes Industrial Estate (now vacant) and London Underground Depot to the east of Thurlow Gardens. Both sites have been in situ in some form or another for more than 75 years.

Campus

This is a limited amount of campus development within this area, with Fairlop Primary School campus (now subdivided into Fairlop Primary and New Rush School) the only site of note. This site is made up of two symmetrical Edwardian school blocks, typical of the period, in red brick and significantly taller than the surrounding residential development. This is set in an area of playing fields. The school campus was developed alongside the residential dwellings and has seen little in the way of alterations to the main blocks.

Core

The southern point of the Character Area extends into Barkingside District Centre. Please refer to the Barkingside character area section.

Mixed use outlier

There are a small number of mixed use outliers within this Character Area, predominantly located along the main roads. Retail parades with residential units above are located either side of the Fencepiece Road/New North Road junction, along with the Maypole Public House. Two further parades are also located further along New North Road. There are two places of worship, one on Fencepiece Road and the other on a side street off New North Road.

Residential – Houses

The eastern and southern parts of the Character Area are characterised by two storey suburban terraces, punctured by suburban (semi-detached) properties. Conversely, the western part of the Character Area is characterised by suburban (semi-detached dwellings) with some suburban terraces.

Most of these dwellings are located on established residential streets with a mix of on-street and off street car parking. The majority of the properties in this area were built in the interwar period and are of typical 'Metro-land' design. Many of the wider streets (such as Brunswick and Colvin Gardens) also accommodate a mix of street trees.

Flats

A number of infill standalone flatted developments exist within the Character Area, clustered around New North Road and along Tomswood Hill (between Hanover Gardens and Colvin Gardens). Those flatted developments along Tomswood Hill are more recent (last 15 years) and are largely as a result of infill development and intensification of land following the demolition of a single dwelling.



Tomswood Hill (at junction with Wannock Gardens) looking south. This is the highest point in the character area

Different detailing on the main residential typology found within the character area. Wider streets allow for on-street parking and tree planting



FULLWELL CROSS (continued)

Residential Estate

There are five modest residential estates within this Character Area, all of which are formed of three and some four storey flatted rectangular blocks, arranged in groups within soft landscaping and off street car parking. The blocks within the Tudor Estate are set around a formalised square of open space fronting onto Tudor Crescent, whereas the other blocks are more internal looking with little regard to the wider street pattern.

Unique features

The suburban nature of the area and the homogeneity of the dwelling stock results in very little in terms of unique features. There are some subtle variations in the types of housing, with mixes of gable fronted, mock Tudor properties and hipped roof render and patterned brick. The established urban form has allowed for a significant number of trees to mature throughout the area, predominantly in front and rear gardens.

The most noteworthy aspect of the Character Area is the topography, which allows for a number of pleasant views across the area and beyond, particularly from the top of Tomswood Hill.

Summary

Overall the Character Area is rather symbolic of suburban London. The main roads provide most of the activity, with new, higher density infill development. Away from the main roads are quiet and pleasant residential streets, which have a consistency of form and style. A number of larger sites particularly around Fencepiece Road and New North Road have the potential for future development, either as part of intensification or redevelopment of former uses.

Issues

The following issues have been identified for this Character Area:

- Changes to permitted development rights for householders may see the erosion of landscaped rear gardens.
- The need for car parking on the streets closer to the main roads may also see the further loss of front gardens – New North Road is a prime example here.
- There is some scope for change in this area, mostly through infill development. The design of such development will need to consider the context of the area both in terms of design and scale.

Whilst much of this area is relatively unremarkable, it is an established residential area. There are some opportunities to consolidate development along main arteries and redevelop vacant sites. Overall therefore the area can be said to have medium/high capacity to accommodate change.

Further information

Historic Maps - http://www.visionofbritain.org.uk/maps/sheet/first_edition/sheet1

GANTS HILL



Extent

Gants Hill is located centrally within the Borough. It is situated 9.5 miles (15.3 km) northeast of Charing Cross and straddles the A12 Eastern Avenue.

Gants Hill is a relatively small character area. It is roughly oval in shape measuring 1.2 kilometres west to east and 800 metres north to south. The town centre is based around the six spoke roads of the roundabout at its heart. Its residential hinterland merges into surrounding character areas of Redbridge, Clayhall, Barkingside, Newbury Park and North Ilford. For the purposes of this study the character area extends from Gants Hill Crescent in the north to Beehive Lane to the south, and from Wycombe Road in the west to Ashurst Drive to the east.

Gants Hill Underground Station is located beneath the central roundabout, accessed via a network of pedestrian subways. Gants Hill is on the Central Line.

Evolution

The name Gants Hill could have originated from the le Gant family, who are recorded as appearing in the area as early as 1291. Ralph le Gant was steward of Barking Abbey in 1321. The area was originally a swamp however wealthy local landowner Lord Parham had the area drained in 1803 and the village that sprung up in this area became known as Gnat's Cross (a name associated with the former swamp), which later became Gnat's Hill. 'Gnat's' may have become 'Gants' due to a printing error in the reproduction of local maps.

Gants Hill was originally a small settlement north of the main London to East Anglia road. Until the 1920s Cranbrook Road continued without interruption from Ilford to Barkingside and historically led directly to Epping Forest. When Eastern Avenue was constructed in the mid-1920s, the area at the junction gradually took on urban aspects to become a town centre with shops, offices, banks, a cinema and the tube station on the Central Line extension.

The famous Gants Hill roundabout first appeared around 1928 and later the Underground Station was built underneath in the 1930's. Work was suspended at the outbreak of World War II and the line was completed by London Underground in 1947.

The suburban development within the character area and around the core largely between the wars and is largely reflective of architectural design and urban layout of that period.

The Savoy Cinema was opened on 3rd September 1934 and originally seated 1,726 people. It was demolished in March 2003 to make way for the development of multi-storey apartments. A number of similar high rise blocks have arisen towards the end of the twentieth century as part of the urban renaissance of Gants Hill. These tend to be set-back from the roundabout itself.

Photos to right:

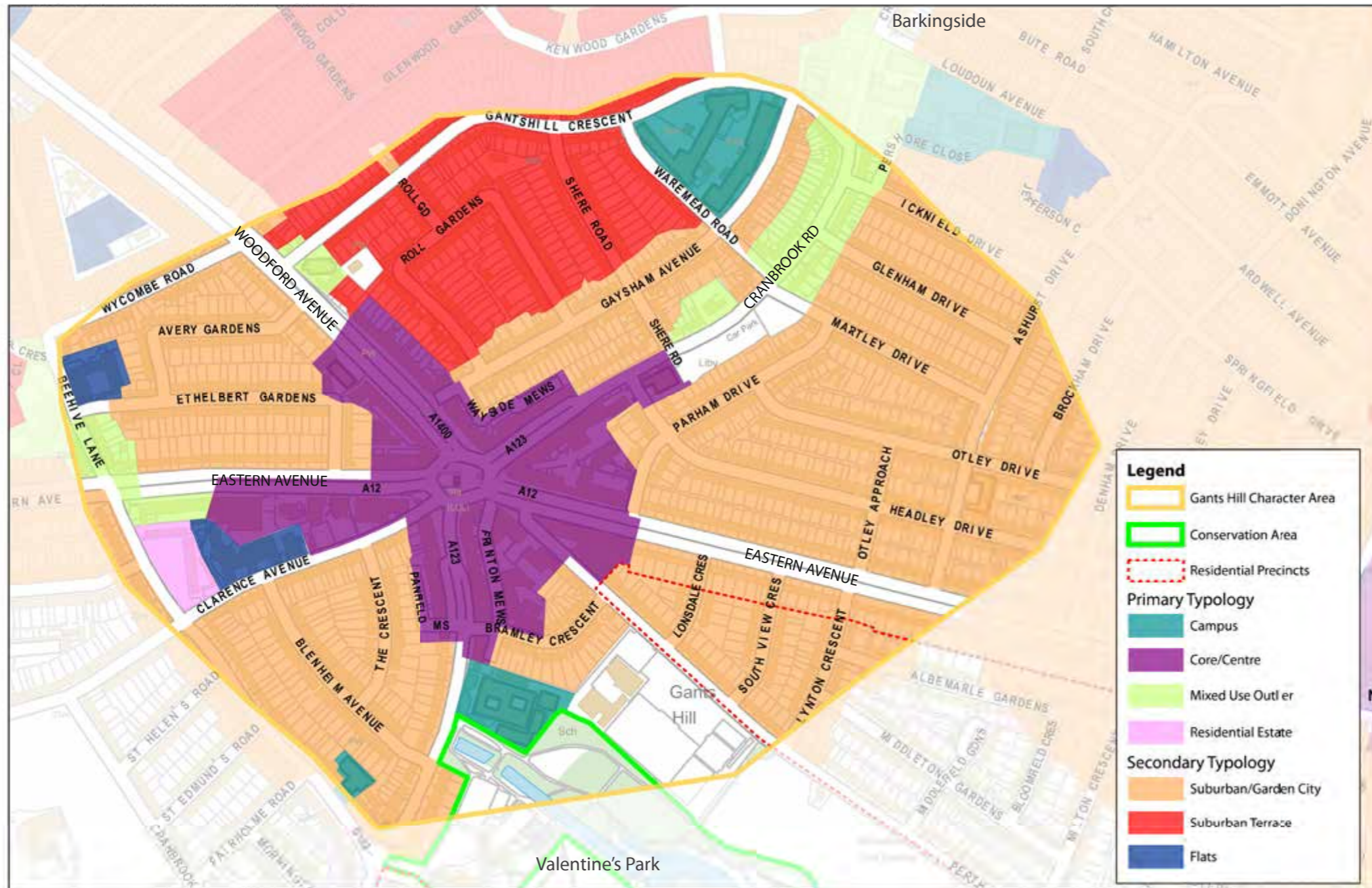
Top: Gants Hill centre. Note juxtaposition of original 1920s parade and later office blocks. Traffic restricts movement.

Bottom: The library. A low building given presence by its grand architecture.

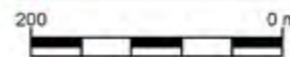


GANTS HILL (continued)

Gants Hill typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755



Planning & Regeneration



Character

Heritage interest

Whilst Gants Hill is not without historic significance there is relatively little in the way of designated assets.

Gants Hill Library on Cranbrook Road north is locally listed and is the only designated heritage asset within the character area. The library is a small, single storey but interesting and attractive structure. Architecturally it involves a mix of styles incorporating classical elements, particularly around the west and south facing entrances, as well as the plainer more restrained and functional approach of the styles that prevailed during the 1920s and 1930s when the library was built. There are good views onto it as it stands detached and free from the shadow of larger scale buildings. However it appears somewhat isolated and viewers may wonder about the necessity of guard rails at the entrances.

Typologies and subareas

The character of the Core and principal routes leading to it contrast with the residential hinterland. The very busy Gants Hill roundabout and A12 Eastern Avenue incorporate active business and retail areas, high volumes of traffic and some tall buildings. Beyond this area are the quiet, low rise residential streets. There is a dividing line or band of buildings along Eastern Avenue west between these two town centre characters, and this occurs elsewhere within the town centre, where there are a line of shops and businesses fronting the main, busy roads and quiet residential streets to their rear.

GANTS HILL (continued)

There is very little pedestrian movement or footfall on Eastern Avenue west, and this has an effect on the character immediately around the sites on this part of the core. From a land use perspective there is a strong sense that much of the true potential of this part of the district centre has been stunted by the type of development that has been allowed to become established there which includes anonymous office blocks and big box development. This part of Gants Hill feels disconnected from the rest of the core.

The core at Gants Hill naturally retains a number of different activities and is appropriate for a wide mix of uses. The district centre essentially remains a retail centre but still retains some office use, community facilities and has a strong evening economy, including restaurants, bars and night clubs. Office uses struggle to maintain a foothold in the centre and parts of the core appear to have a tired appearance.

Taller and larger scale buildings within the core are located primarily along Eastern Avenue. However this larger scale of buildings within the core is not particularly imposing on or damaging to the amenity of the neighbouring residential scale due to separation distances and a stepping down in height.

The older taller scale buildings within the core are relatively anonymous/bland. Buildings on Eastern Avenue west, including Wentworth House, Commercial House and Montrose House are 1960s office blocks, and their character has a jarring and negative effect on the area.

Within the core 543 to 551 Cranbrook Road south is a good building which is a very interesting building block consisting of five

retail units, including a café and hair stylist, in a very pleasing (at least above ground floor level), symmetrical and intact Art Deco style. The public realm in front of the building has recently been improved. On the opposite side of the street the architecture is a little older, still inter-war, but built during the 1920s and more influenced by the Edwardian style. This style continues uninterrupted from 392 Cranbrook Road south up to 428 Eastern Avenue east, and is completely intact above ground floor level. The parade consists of red brick facades, rendered stonework with some stonework in the gables in place of barge boards, original sash windows where they remain, chimney stacks, shallow front bays that imitate rather than replicate the classic Edwardian style. These buildings were designed as a parade of shops. These two different styles on opposite sides of Cranbrook Road have an architectural dialogue that is positive and important to the character area.

Further south on Cranbrook Road north towards the core again is the parade of shops that includes St Georgio Hotel above, and again this is of inter-war construction with a stripped down Georgian aesthetic. At ground floor level one the block incorporates Faces Night Club, which is a key attraction for a wide catchment and a strong element of the strong evening economy in Gants Hill.

A mixed use outlier extends north-east away from the core along Cranbrook Road.

The residential built form within the Gants Hill character area is relatively homogenised and consists of secondary typologies of Suburban and Suburban Terrace. These are very much inter and post-war built forms and are fairly typical of these typologies within the Borough.

However there are some good examples on Eastern Avenue east, generally beyond Ashurst Drive at the edge of the character area. These houses have paired, parapetted and curved bay windows producing an art deco-aesthetic. Character here is however eroded as almost all of the original green front garden areas and walls have been removed and replaced with driveways.

There is a pocket of residential estate development at Charlotte Court, on the corner of Clarence Avenue/Beehive Lane, which is an L-shaped multi-storey block of flats.

Campus development is also present outside the core within the character area in the form of Valentines School at Cranbrook Road south and Gearies Junior School at Gants Hill Crescent. Valentines School is another of the few attractive buildings within the character area, built in 1927 by Essex County Council, it has classical elements with projecting wings in brick and bath stone with a segmental pediment over the entrance.

The A12 Eastern Avenue is a major road and traffic volumes are very high in Gants Hill (approximately 60,000 vehicles each day). This creates major traffic issues and problems for the area. The Core is traffic dominated which makes it difficult to move around.

In recent years there have been some improvements to the public realm. Carriageways have been resurfaced; traffic flows have been made safer and more efficient with the closure of Clarence Avenue to two way traffic (exit only from the roundabout), road alignments have been adjusted around the roundabout; and pedestrian and cycle signal controlled crossing

facilities have been installed which are co-ordinated with the roundabout signals. Other improvements relate to the rationalisation and coordination of street furniture and provision of better quality surfacing.

Unique features

Gants Hill is notable, alongside Redbridge and Newbury Park, as a new centre constructed as part of the development of Eastern Avenue. Like the adjoining centres Gants Hill features an underground station on the Central Line. Other than this and the buildings identified above, the area is relatively unremarkable.

Summary

Gants Hill core consists of a relatively weak retail economy comprising three storey parades, a roundabout that is the hub for six very busy roads including the A12 Eastern Avenue, and a range of large scale building forms, including office blocks and high rise apartment blocks. The core accommodates huge traffic volumes and substantial road infrastructure affects the character of the core.

The residential hinterland is an inter war suburb, typical of Redbridge and relatively unremarkable in character. It comprises suburban and suburban terrace development that blurs into adjoining character areas of Redbridge, Clayhall, Barkingside, Newbury Park and North Ilford.



Martley Drive, a typical suburban street . Note the loss of front gardens and the impact of plot frontage parking



Cranbrook Road south. Note coordinated street furniture and high quality surfacing .

GANTS HILL (continued)

Issues

- Amongst the most significant issues affecting the area is the level of vehicular traffic that passes through which undermines the quality of the urban environment for other users. However as the A12 is a key strategic road for the region the likelihood of major alterations to traffic flows is low and there is little likelihood of any reduction in traffic volumes.
- Poor and nondescript architecture dominates the core. Some of these buildings (offices, car dealership etc) are under-used and represent opportunities for redevelopment that could enhance the character of the area.
- Whilst recent improvements have enhanced the quality of the pedestrian environment of the core there is scope for further improvement with measures including removal of railings and street clutter and tree planting etc.
- The strength of the night time economy results in some issues such as littering that need to be addressed through robust management.
- Personalisation and alteration of the existing dwelling stock has eroded the character of the area around the core. Like other neighbourhoods in the Borough; many properties have been substantially altered with replacement doors, windows, roofs, chimneys etc. that undermine the cohesiveness and unity of the neighbourhood. In an area such as Gants Hill this reinforces the sense of car dominance and produces a harsh stark urban environment lacking greenery. Opportunities for tree planting within the public realm and for the provision of new pocket parks should be explored.

Gants Hill has a great deal of capacity for change and this has been fully outlined in the Council's 'Gants Hill District Centre Area Action Plan' (May 2009), although this only covers the core. The document identifies opportunity sites and sets out policies for regeneration in the area, which includes environmental improvements. The AAP policies include a requirement for very high architectural standards within the area to improve its overall character.

Further information

Gants Hill District Centre Area Action Plan, May 2009, LBR

GOODMAYES



Extent

Of the three 'Crossrail Corridor' towns, Goodmayes is the one which is least well defined in terms of its boundaries, with Chadwell Heath encroaching on the town's north eastern side, by virtue of the dominance of the residential areas extending from Chadwell Heath Lane and Grove Road, and Seven Kings merging from the west. The A12 Eastern Avenue defines the northern extent of the character area where Goodmayes adjoins Newbury Park/Aldbrough and Goodmayes Park marks the southern extent where South Ilford wraps beneath Seven Kings. A section of the south-eastern boundary adjoins the London Borough of Barking and Dagenham.

Goodmayes measures around 3 kilometres north to south and varies in width from 0.5 to 1.5 km. The area is estimated at around 350-400 hectares.

Goodmayes is well connected on an east west axis by virtue of the A118 and railway line. Goodmayes is based on a local centre and part of a further centre (Green Lane) lies just to the south of the main core. In addition to walkable facilities at Seven Kings and Chadwell Heath; Ilford, Romford and Barking are within reach of the area and may provide centres for local and some higher order goods and services, with Stratford, West End and Lakeside also attracting some of this catchment. The A12 to the north provides access for people living in the north of the area to Essex in the east and London in the west.

Evolution

Goodmayes was largely undeveloped until the late nineteenth century. The area grew rapidly with the introduction of the railway in the late 1890s. Goodmayes station was constructed specifically for the purposes of promoting residential growth in the area. With the High Road to the north and Green Lane to the south, an 'I' form centre developed, with Victorian / Edwardian properties surrounding it and Interwar properties further afield. Earliest phases of development were constructed between 1898 and 1920 by A.C. Corbett who was also active in Seven Kings. There has been significant infilling in recent years with the closure of railway sidings and diminishing requirement of industrial areas and hospital sites.

Goodmayes Hospital in the north of the character area was constructed at the turn of the twentieth century as an asylum and comprised formal institutional building set in considerable open space, although this has been eroded by the A12 and King George Hospital to the north and pockets of new housing to the south and east.

Character

Heritage interest

There is a small number of historic buildings in the area, these include:

- All Saints Church (Grade II)
- 831 High Road, Goodmayes
- Goodmayes Hospital (locally listed)
- Stable Blocks, Farnham Road (locally listed)
- No. 9 Hainault House, Little Heath (locally listed)

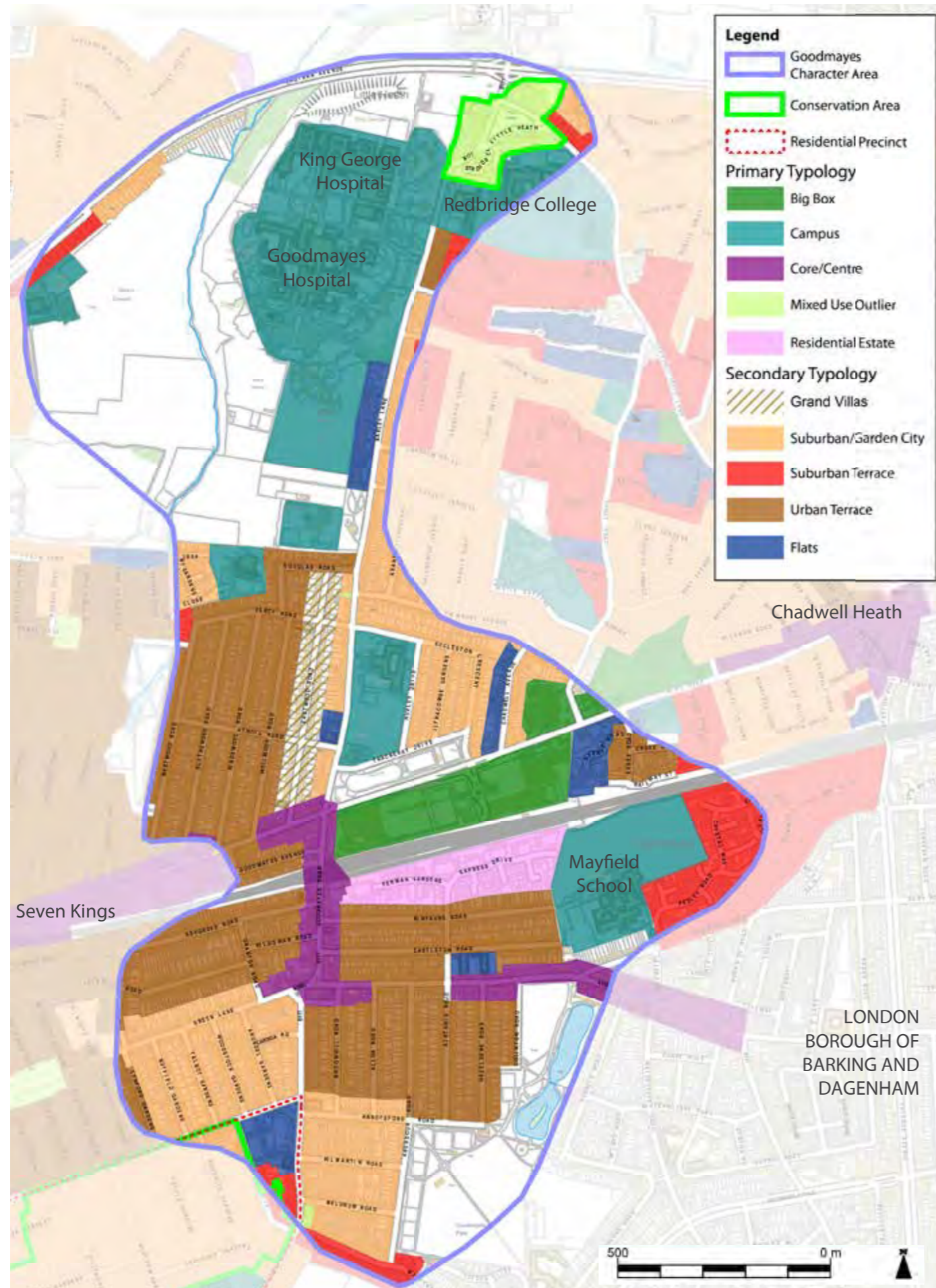
In addition to this, there are several other historic buildings of note including the former Goodmayes Hospital and Goodmayes Primary School.

Little Heath conservation area occupies the north-east corner of the character area. This is an area focussed on an historic green that may be considered part of Chadwell Heath for other purposes.



A typical original parade within Goodmayes core - modern shopfronts and street level clutter contrast with the uniformity and restrained ornamentation of the building above.

Goodmayes typologies map



Typologies and subareas

Goodmayes is a primarily residential area served by a relatively disconnected series of parades and centres which developed towards the start of the 20th century. It is an amorphous area whose form is shaped more by the encroachment of the catchments of neighbouring towns at Chadwell Heath and Seven Kings than as an even catchment around the main town centre. With most of the residential properties located to the south of Goodmayes town centre, the Area would be best considered as being centred on two roads, High Road and Green Lane .

The core feels urban and busy, it is rather disorganised and a little tired in places.

Immediately beyond the core, Victorian and Edwardian properties predominate, while inter war properties are predominate further south. Closure of railway sidings has resulted in new housing / flats and a retail park which forms the northern-eastern end of the Goodmayes Local Centre.

Goodmayes benefits from proximity to a range of centres. Architecture lacks variety in places, but generally the roads are legible and diverse. There are very limited views, although there are views to the parks and occasional views to Pioneer Point. Whilst the footbridge over the railway, east of the station, is not particularly pleasant as a piece of urban realm, it provides an important connection and there is a reasonable view from the footbridge.

Green space can sometimes feel a bit distant but there is usually a park or some kind of usable green space within walking distance. Some of the parks are uneventful and lacking in activities

while others are more successful. Housing around parks and schools tends to be of a higher quality than elsewhere within the character area.

Goodmayes is slightly above average compared to the rest of the Borough for younger people and working age people and has double the Borough average of Sikh people and a high proportion of Muslim people. There is a relatively high rate of Job Seeker Allowance at 8.4% and a correspondingly low average house price at under £200,000 (compared to the Borough average of £300,000).

Core Area

The Goodmayes Core is most successful at the northern High Road end, with a contiguous terrace of complementary buildings (of contrasting ages on each side of the road). The rest the core is more eclectic with a mix of one to three storey buildings and varying ages and styles. The clock tower at the junction of Goodmayes Road / Lane and Green Lane acts as a local landmark, of which there are otherwise few. The 'Big Box' section of Goodmayes centre, sandwiched between the High Road and the railway east of Goodmayes Road is undistinctive with poor levels of continuity and enclosure. In effect this area operates as a separate retail park due to the deficient levels of accessibility and integration into the urban layout.

A second core lies at the eastern end of Green Lane; extending eastwards into the adjoining Borough of Barking and Dagenham.

Mixed Use Outlier

There are two key Mixed Use Outliers, which portray the characteristics of larger scale buildings, wider roads and / or an increasing range in diversity of use, one at

GOODMAYES (continued)

each of the northern and southern edge of the Character Area. Little Heath has many of the characteristics of a small village and is predominantly made up of 'community buildings' including the College and two residential homes, while the small parade at the junction of Mayesbrook Road has a modest selection of retail units.

Campus

Campus buildings include a number of schools (such as Mayfield School, Newbridge School, Farnham Green Primary School and Barley Lane Primary School), Redbridge College and the hospital buildings of King George Hospital and Goodmayes Hospital.

Goodmayes Hospital is an important heritage asset but has a limited presence in the area due to the vegetation and new buildings which obstruct the view into the site. The former asylum is no longer required for hospital purposes following the construction of a new health facility on land to the immediate south.

The hospital appears capable of sensitive conversion to residential use. The site forms part of a wider parcel of land that is proposed to be removed from the Green Belt as part of the Redbridge Local Plan 2015-30 as it no longer meets Green Belt criteria.

This land, which includes the Ford Sports Ground, presents an opportunity to create a new green neighbourhood of good quality homes linked by well landscaped space; with good access to sports, recreation, education and community/health facilities. Existing neighbourhoods may be extended into the site and linked to form a cohesive whole.

Big Box

Goodmayes Retail Park includes Tesco at its western end and a series of smaller retail boxes at the eastern end. The development generates a reasonably high number of visits but accessibility is strained with Goodmayes Road and the junction with High Road often congested. Spaces around the buildings are vehicle dominated with poor pedestrian access. The pedestrian footbridge between Mayfield School and the eastern end of the retail park is unattractive and potentially unsafe, despite recent improvements.

Residential Street: Urban Terrace

Urban Terrace predominates south of the station either side of Goodmayes Road; extending eastwards to Mayfield School and Goodmayes Park. These terraces are generally of a good quality.

Urban terracing is also present north of the railway/High Road west of the Barley Lane frontage where roads primarily run north/south.

A small pocket of Urban Terracing is also present at the northern end of Barley Lane and is linked to the Little Heath settlement.

Residential Street: Suburban / Garden City
Suburban (inter-war) housing constitutes the majority of the housing to the southern and western ends of the Area as well as to the east of Barley Lane at the southern end of the road. Other typologies are interspersed to a greater degree here than in other parts of the Borough; perhaps reflecting the later development of infill site.

There are some excellent examples of the inter-war suburban genre and a very large house at the junction of Langham Drive which provides a landmark of sorts along Barley Lane.

Some other examples of high quality Suburban housing are (but not exclusively) around Aberdour Road, Kildowan / Ashgrove Road and Ilfracombe Gardens.

Residential Street: Suburban 'Terrace'

Suburban Terracing is not a dominant typology, occurring only at the fringes of the character area. To the south of the area, Mayesbrook Road has extensive 60s former Council housing which portrays interesting and largely successful styling and an interesting streetscape layout, with very narrow roadway and parking on designated parts of the pavement.

Residential Street: Grand Villas

Eastwood Road, west of Barley Lane, consists entirely of triple-fronted master and servant houses. A diverse range of uses now occupy these large properties including hotels, nurseries and flats (both converted family units and new infill). Where homes are retained as family units, these are usually subdivided into the master and servant elements. Two churches lie in the vicinity.

Residential Estate

The development at Express Drive / Fenman Gardens south of the railway is the only example of residential estate development in the area. This incorporates reasonable design infrastructure and incorporates a mix of houses and flats up to 4 storeys facing forward onto practical mounded green play space.

Residential Street: Flats

The recent Medici development on Barley Lane promotes sound principles of urban design and benefits from the extensive green space to the west.

There are a few excellent examples of older flats, for instance on Breamore Road which have clear curtilage wall to define the 'private' space and attractive green space at the front of the building, which avoid over-dominance of the built form and mitigates against the noise of the road.

Unique features

Goodmayes Hospital (and the neighbouring Little Heath area) is distant from the main part of Goodmayes but has the potential to provide a distinctive landmark and community and recreation space for people living in the northern part of the Area. There are some distinctive buildings including two schools and some high quality housing which complements an attractive park.

Summary

Goodmayes suffers from a lack of distinctiveness, to the point of having unclear neighbourhood/character area boundaries in relation to Seven Kings and Chadwell Heath.

The area has much in common with Seven Kings in terms of having a Core focussed on the High Road/Station, compact urban terracing immediately beyond the core and looser inter-war suburban housing beyond.

Goodmayes differs from Seven Kings in that the area feels less intact with more, later infilling apparent. This infilling has often been insensitive to earlier phases of development.



Junction of Green Lane and Airthrie Road. An area of urban terracing. Occasional trees help to soften and break up the street.



Distinctive early suburban housing - note the impact of plot frontage car parking.

GOODMAYES (continued)

Issues

- Goodmayes is generally made up of good quality housing but is undermined by an untidy and economically strained town centre area which creates a substantial barrier at the character area's centre. With the town centre having a number of vacancies, a number of buildings which are one or two storeys and a general sense of decline, there is justification to designate the area for concerted regeneration. Measures to make the centre more distinctive, including public art projects could be considered.
- 'Meanwhile' uses and flexibility of use could be considered for the town centre. Opportunities for redevelopment of disparate elements could be facilitated.
- Opportunities for rationalisation of commercial uses and intensification of residential use as part of a mixed use strategy could be explored for Goodmayes core and Green Lane centre.
- Green Lane could be promoted as a linear destination/corridor parallel to the Crossrail corridor.
- Conversion of Goodmayes Hospital to residential use should seek to protect the heritage value of the group and retain as much of the existing open setting (to the west and south) as practical. A conservation area designation would be appropriate.
- Any further development at Goodmayes hospital and adjoining land (including the Ford Sports Ground) should be subject to a masterplan. The combined sites are large enough to accommodate some variety in character within a spatial structure tied

together by strong landscape including an enhanced river valley. Strong linkages across Barley Lane and Aldborough Road South will enhance accessibility and legibility forming a more coherent neighbourhood.

- Opportunities to enhance pedestrian/cycle connection between development land in the north of the character area and the adjoining centres of Seven Kings, Goodmayes and Newbury Park should be investigated.
- There are opportunities for development or more efficient use of land within the retail park and to the east which is currently a disorganised mix of car related businesses and other residential and non-residential buildings. Access to the retail park is currently restricted and needs to be improved significantly for it to contribute to the health of the town centre.
- Access north south is limited by the presence of the railway. An additional safe bridge over the railway would benefit the area.

Goodmayes shares similar characteristics to Seven Kings but is more affected by modern infill and is perhaps less 'in-tact'. There are opportunities to use land more efficiently along the High Road and Green Lane to regenerate the area. Land in the north of the area presents an opportunity to create a distinctive new neighbourhood enhancing the quality and diversity of housing stock in the area. For this reason Goodmayes could be said to have high capacity to accommodate change.

Further information

Crossrail Corridor AAP, September 2011, LBR
Local Town Centres Health Check, July 2012, LBR

HAINAULT



Extent

The boundary of the Hainault Character Area is clearly demarcated by the Central Line to the west and open space and / or the Borough boundary on the other sides. With Hainault station at the western edge of the Area, householders beyond this boundary (in Fullwell Cross) may consider themselves part of Hainault. Properties on the northern edge are closely related to the areas of Chigwell and Grange Hill across the Borough boundary. It is likely that use of the name Chigwell is used in parts of Hainault due to its positive connotations.

Hainault is effectively based on two centres, the 'historic' centre which developed gradually around the station with the introduction of the railway in the late 19th century and the extensive estate to the north east of this, built after the war and centred around the long semi-circular Manford Way.

The Area is approximately 1.34km x 2.33km giving a total size of around 300 hectares and mirrors the political boundary for Hainault Ward almost exactly (excepting Hainault Forest).

Evolution

Although the name "Hainault" (or "Hyneholt") dates back to the 13th century, there were few buildings in the area until the start of the 20th century with the introduction of the railway. Victorian cottages survive in good condition near both Hainault and Grange Hill station.

Housing was slow to follow the railway station but eventually there was extensive inter-war suburban development to the south west of the character area which was followed after the

second world war by an extensive local authority housing estate including new commercial centre and industrial estate which took in farmland to the north east of the station.

There has been limited new development in the last 50 years although there are a few small estates of more recent housing.

Hainault was predominantly part of the Essex Borough of Ilford (with some of the forest in Dagenham Urban District) until 1965, when the boundaries of Greater London were extended to include the new London Borough of Redbridge.

Character

Heritage interest

Hainault has few buildings of heritage interest although the Grade II listed 195-209 Manor Road dating from the early to mid 19th century is worthy of note.

Other historic cottages that might be considered as representing the historic character of Hainault can be found on Hainault Road where two locally listed sets of cottages exist. In addition to this, while not listed, the station cottages at Hainault station are a fine and well preserved example of close boarded timber housing, typical of the late 19th century.

Typologies and subareas

Hainault is represented by its Centre on Manford Way with post war housing estate surrounding it, but there are also a number of other notable elements, which includes the Business Park to the south-east and the older element to the south west.

In many ways Hainault represents the tenets of the idealised garden suburb with ready access to open space, both within the Area and across its boundaries and attempts to provide a sustainable mix of residential and commercial land uses. But a combination of poor construction, architecture and urban design, including aspects of the Radburn layout approach and an unsympathetic approach during the 1960s to accommodating the new housing estate has left it with some of the highest rates of unemployment (8% JSA) and deprivation in the Borough. It has a high youth population combined with comparatively low educational standards and low house ownership with its 27% socially rented proportion stemming from its historic basis as a council estate.

Despite these issues however, Hainault shows signs of growth, with many of the houses being brought to proper standards of living, Hainault Business Park being one of the most successful Business Parks in the region, Manford Way Local Centre being one of the most popular small centres in Redbridge and its access to the improving areas of parks and open spaces being increasingly an asset as leisure activities such as the Cycling Centre, Redbridge Sports Centre and Fairlop Waters becomes more popular.

Hainault Forest, east of the built up area, has some of the most spectacular views in the Borough, stretching out across London to the south and there are also similar views from the residential streets on Brocket Way. Views around Manor Road are also attractive with the view at the end of Manford Way being impressive, despite the limited architecture. On Manor Road itself there are some impressive, higher value premises with an eclectic mix of ages, types and styles from early Victorian to modern. It is

isolated from the rest of Hainault with no direct access, despite its close proximity.

Forest Road enjoys an eclectic range of buildings and spaces, including the Borough's designated traveller site, cemeteries, reservoir (recently considered for redevelopment), sports facilities, light industry and historic cottages (extending into the Barkingside Character Area).

But the area is generally lacking in interest.

Core Area

The Core Area of Manford Way is primarily a single aspect, four storey continuous post war block of around 27 Council owned premises. It faces Staggart Green, which is a green open space, which portrays characteristics of a 'village square', surrounded by a range of uses including a clinic, pub and residential units. The Centre also includes a polyclinic, schools, community centre and play areas.

Mixed Use Outlier

Mixed Use Outliers are located at east and west ends of the Character Area on New North Road / Manford Way. On the western edge, there is a retail parade area around the station with an additional retail parade further west beyond the Area boundary. The latter is adjacent to the former Kelvin Hughes site although this is likely to change in the future. New North Road has a wide variety of different uses along its length from medical centres to fire stations. Although there is limited immediate opportunity for change, this diversity of uses may imply a potential for intensification of uses as a 'significant corridor' and may permit improvements to some of the poor residential frontages facing onto the road, such as the Radburn Estate at Kielder Close.

HAINAULT (continued)

Campus

Forest Academy is the main secondary school, located towards the south east of the Area, with three primary schools, Manford, Coppice and John Branston. They are all single storey and reflect their 1950s construction, albeit with more recent improvements providing a more modern appearance.

There are also a small number of churches, including St Paul's, an attractive modern building on Arrowsmith Road, and the more functional Hainault Evangelical church on Regarder Road.

Big Box

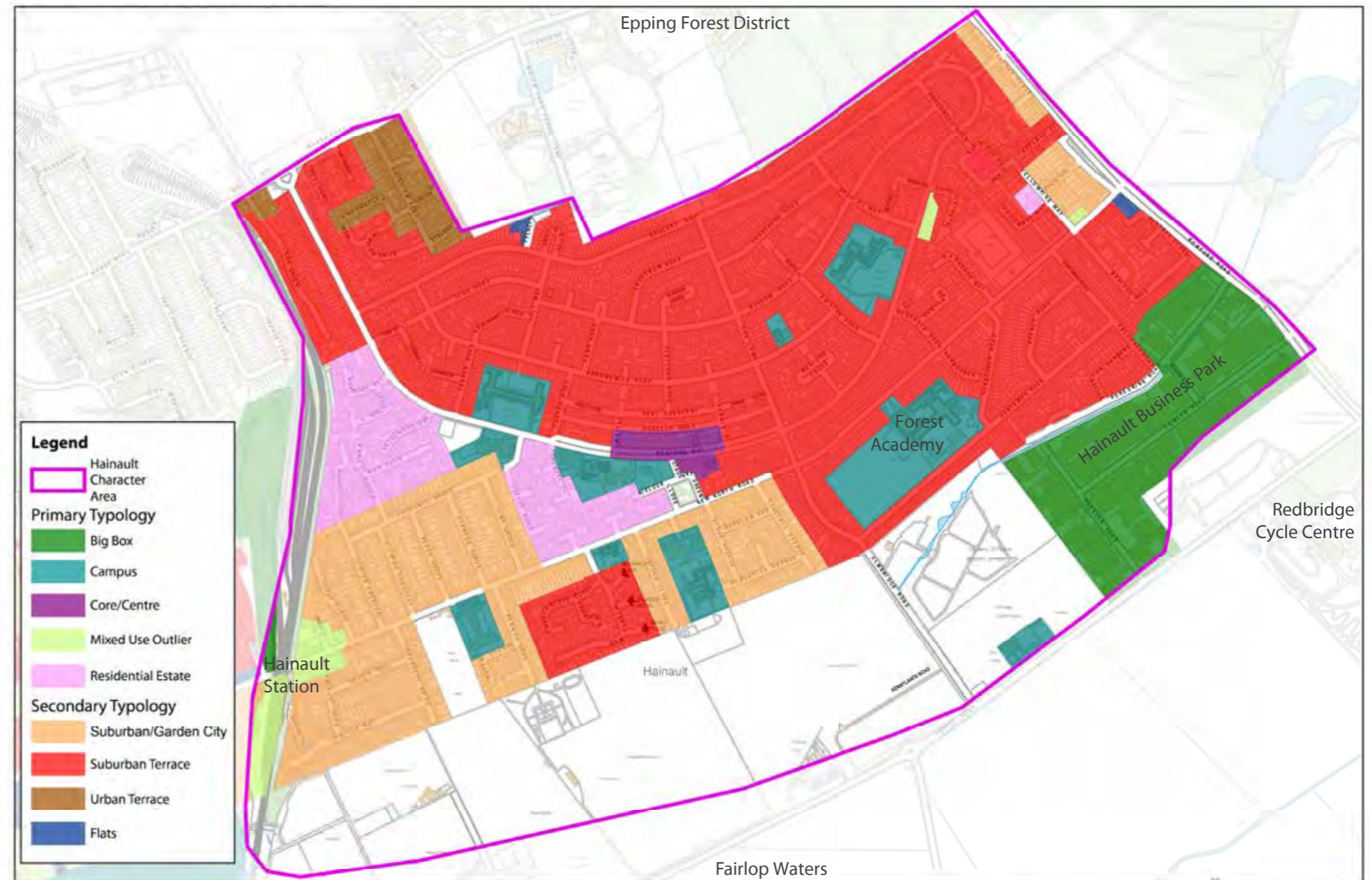
Hainault Business Park is a 'big box' site which includes some major manufacturing, distribution and other employment uses. There are a range of different types and styles of business, including brick and steel buildings, but recent improvements have done much to ensure that the site is tidy and operates well. There are a few vacant areas on the site.

Sports facilities along Forest Road also constitute big box and there are also large shed type buildings serving the railway, at the station and the maintenance depot on the west side of the railway line.

Residential Street: Urban Terrace

There is a small pocket of Urban Terrace along Fairview Road, with some very fine examples of Victorian terrace, which are complemented by some equally fine detached properties from a similar era.

Hainault typologies map



23/10/2013

© Crown copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755

Scale 1: 11,000

Planning & Regeneration



HAINAULT (continued)

Residential Street: Suburban / Garden City

The area around Hainault station is Suburban, made up of a mix of houses and bungalows, in the style found commonly across the rest of the Borough. There is an interesting mix of window styles with bays including some flat with curved ends and some entirely curved. Materials include pebble dash and brickwork. Due to the pace of development there are significant pockets of infill.

Residential Street: Suburban 'Terrace'

The post war parts of Hainault and the small pockets of new development are considered to be in this category. There are an eclectic range of styles, with the houses on Marlyon Road, Manford Cross and Coppice Path made up of 'grand' brick built residences based around central greens and central greens being the basis for other parts such Brocket Close and Boar Close. An alternative to the central greens are the bigger front gardens, and grass verges, the former typified by Brocket Way and the latter by the western end of Manford Way which includes an extensive distance between buildings which contrasts with the modestly sized houses on either side. More modestly sized properties, and possibly a typical Hainault style can be found on Branch Road, Huntsman Road or Agister Road, all these areas generally having space at the front to accommodate a car.

Houses on the eastern edge, towards Romford Road and along Manor Road represent a high degree of wealth and might be considered as Grand Villas.

Newer developments are found at Hannards Way, a functional 1980s development formed on a reclaimed part of Hainault Reservoir, and the smart housing development extending from Wickets Way, dating from the last decade.

Residential Estate

In effect the whole of Hainault represents one of a number of Residential Estates but in order to provide a better understanding of the grain of the Area, the constituent parts are generally considered separately as indicated in prior sections.

The exceptions to this include Robinia Close, the Radburn estate bounded by Manford Way, New North Road, Kielder Close and Covert Road, and the two towers accessed via Yellowpine Way.

Robinia Close is a particularly intense development of flats of up to 4 storeys, some of which suggest that they might contribute to problematic social interaction and linked to the north by a potentially unpleasant alleyway running between the Central Line and the backs of houses on Maple Close. To the east of Robinia Close, there are a series of cul-de-sacs based around greens with buildings from various post war periods of limited architectural quality. Properties here often present their backs to the public realm. To the north, 60s 'box shaped' flats extend along Long Green, although the quality noticeably improves towards the Grange Hill end of the street, demonstrating the rapid contrast between types of housing in Hainault.

The Radburn Estate off New North Road focusses frontages of homes and flats onto central pedestrian greens but the scheme has largely avoided backs of houses facing onto the public realm, with the noticeable exception of New North Road itself.

The two tower blocks are 11 storeys high and have poor relation to the public realm. But with relatively successful housing facing these blocks, active surveillance from these is likely to promote better safety in this area than might be expected from a block of this nature.

Summary

Hainault is relatively indistinct. It is primarily made up of large residential neighbourhoods dating from the second half of the twentieth century. It does however incorporate a popular Business Park and a reasonable mix of community and commercial uses on Manford Way.

Hainault benefits from close proximity to excellent leisure opportunities in the adjacent rural area.

Issues

- A number of under-used and remote garage courts.
- Significant areas of indeterminate public realm and routes and spaces suffering from poor levels of natural surveillance.
- Potential for significant estate enhancement scheme(s). Opportunity for new development to inject greater distinctiveness into the area.
- Architectural references can be drawn from the close boarded timber clad buildings but also the large houses based around greens such as on Marlyon Road and the steel clad buildings located on Arrowsmith Road.
- A long term aim could be to vary the 'hierarchy' of spaces and buildings across the Area, using the wider and more prominent boulevards of New North Road and Manford Way to permit more flexibility in terms of heights of buildings and range of uses. The Mixed Use Outliers in particular can be highlighted for particular attention in this respect.

- The area around Staggart Green has the potential to provide an attractive 'village centre' to Hainault with a concerted design and development strategy which looks at the scale and type of buildings surrounding the space.
- Potential for a design framework for Hainault Business Park to make better use of the area to optimise space and buildings to enhance its employment function.
- Scope for enhancing access for local people to employment and leisure opportunities.

Its relatively weak character means Hainault may be said to have high capacity to accommodate change.

Further information

Local Town Centres Health Check, July 2012, London Borough of Redbridge

Station cottages indicate the historic vernacular of the area and provide an attractive distinctive contribution to Hainault



Large brick built homes with distinctive central elements typically located around central green space.



Radburn estate at Kielder Close uses space poorly and has potential to create unsafe spaces due to lack of passive surveillance.



Typical remote garage court. Likely to be under used with potential for misuse.

ILFORD (NORTH ILFORD)



Extent

North Ilford comprises the northern section of Ilford. The boundary with South Ilford is defined approximately by the High road. The western extent of North Ilford is clearly defined by the A406 and the River Roding. The northern extent runs up to the A12 Eastern Avenue in places but otherwise falls just short as Ilford gives way to Gants Hill and Newbury Park. The eastern extent of the area is a line approximating the former 'Newbury railway loop' (now allotments) to the east where Ilford runs into Seven Kings.

The area predominantly makes up the northern catchment of Ilford, although centres at Redbridge, Gants Hill, Newbury Park and Seven Kings make up satellite centres on the northern and eastern edge whose catchment will overlap into this area. Given this, it is important that, when considering change within this Character Area, that characteristics of neighbouring Character Areas are taken into consideration, particularly around these satellite centres, which will particularly act as the focus for residents for more daily needs, but also in the case of Redbridge, Gants Hill and Newbury Park, due to their ready access to the Central Line.

The area is around 450 hectares at approximately 1.8km north to south by 2.5km east to west.

Evolution

Until the latter part of the 19th century, the area around Ilford was a rural mix of small farm holdings and grander buildings dating back to the 17th and 18th century, including Valentines Mansion, Highlands, Cranbrook Hall and Cranbrook Castle. While Valentines Mansion still

survives with much of its grounds still in tact in the guise of Valentines Park, remnants of other parts of history also survive, with the Drive now a public road and the grounds of Cranbrook still reflected in the modern residential layout and political boundaries.

The railways provided the opportunity for new houses to accommodate city workers and two individuals in particular, Sir Peter Griggs and Archibald Corbett (later Lord Rowallan) were responsible for considerable growth, initially in Ilford, and thereafter in Seven Kings and Goodmayes after making a deal with the railway companies. The quality of housing was good and affordable and the area's great popularity for people migrating from the east of London led to rapid house building, which ensured regular road layouts and continuity of design including bricks from the clay available from pits in the area which particularly identifies the large majority of this character area.

Development primarily moved northwards in this Character Area, with new housing towards what was to become the A12 on its completion in the late 1920s and Central Line in the late 1930s. There is a limited amount of infill, primarily around the railway lands.

Character

Heritage interest

Valentines Mansion is Grade 2* listed and is amongst the most important heritage assets within the Borough. The mansion sits within the Valentines Mansion Conservation Area which includes a number of other Grade 2 listed buildings and features.

Other Grade 2 buildings include the pavilion and cottage at the former Port of London Authority sports ground, the Church and vicarage at St Andrews (junction of The Drive and St Andrew's Road), Christchurch Primary School (Wellesley Road) and Wycliffe House (formerly Ilford Playhouse) on Cranbrook Road.

The town centre includes several locally listed buildings. Four Residential Precincts are designated within the area:

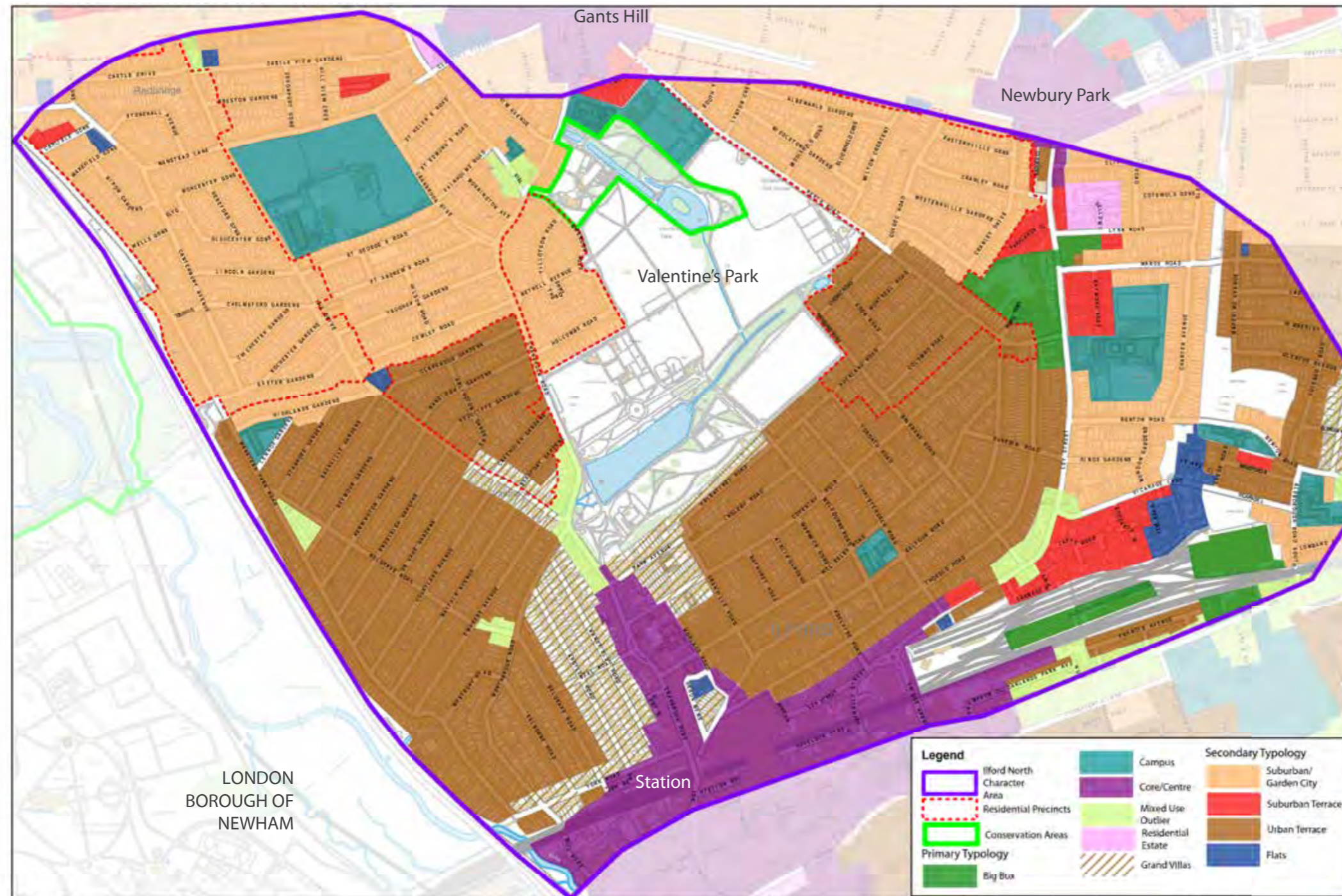
- Cathedral Estate Residential Precinct
- North Cranbrook Park Residential Precinct
- Perth Road Residential Precinct
- Valentine's Residential Precinct



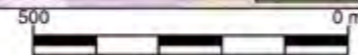
Valentine's Park and Mansion are an important asset within north Ilford

ILFORD (NORTH ILFORD) (continued)

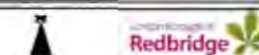
Ilford (North Ilford) typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755



Planning & Regeneration



Typologies and subareas

Generally, north Ilford is a residential area made up of large, good quality Victorian / Edwardian houses, which rarely extend beyond two storeys. The streets are often long and straight with limited diversity in land use and limited 'intimacy'. Connectivity into the Core area can be awkward given a limited number of railway crossings and a poor transition from the High Road along much of the northern edge of the town centre. There are limited views, but Pioneer Point is visible from several locations, while from the western side of the Area, the Ilford Hill towers (Icon and BT) and Little Ilford flats are visible.

Ilford Station does much to characterise the demography and demands for residential and commercial properties, with quick access to Liverpool Street and Stratford. North Ilford has a broad range of demographic categories, with higher IMD scores and higher number of people of working age optimising the proximity to public transport, jobs and other facilities including schools. Although the town centre might be described as a little 'tired' in places, the residential neighbourhoods to the north are generally attractive and highly sought after in comparison to many other parts of the Borough.

Core Area

Ilford Town Centre is a diverse mix of typologies, together making up the Core area. In particular, there is a traditional Core (two / three storey Victorian terraced parade) along much of the High Road and Cranbrook Road, while at the eastern end, this is interspersed with 'Big Box' retail park units. The Exchange shopping mall is a Big Box at the centre of the town, albeit with some internal characteristics of a traditional Core.

ILFORD (NORTH ILFORD) (continued)

The listed Town Hall provides a civic presence mid-way along the High Road. At the western end, the centre comprises large office buildings. There are several blocks of high rise apartments within the Core, these are clustered at either end of the High Road.

Mixed Use Outlier

Given the comparatively high density of population in this area, several outlier centres have managed to thrive, including the cluster of commercial units halfway along Ley Street, Beehive Lane and two retail parades on Belgrave Road. A broad range of commercial and other non-residential development stretching north and east from Ilford Town Centre along Cranbrook Road and Ley Street; these areas are typified by some or all of the characteristics of wider streets, larger buildings and limited vegetation in the property frontage.

Big Box development

This typology is apparent within the town centre/core as well in the east (railway depot and Council depot).

Campus

There are several schools within the character area including Primary Schools; Highlands, Christchurch (together with the Frenford Club), Cranbrook and St Aidens, and Secondary Schools; Palmer Academy and Seven Kings. Sports fields along the Drive and Wanstead Lane are categorised within the campus typology.

Residential Street: Urban Terrace

Urban Terracing is the dominant typology to the immediate north of the core. This is the high density Victorian / Edwardian housing that constitutes most of the Griggs / Corbett layout which covers much of this Character

Area. Within this category, there are older highly articulated frontages with a range of iron work, architectural details to the fenestration and porches and prominent bay windows, often double fronted, which are in the majority of roads extending from Cranbrook Road and the Drive and south of Valentines Park, mixed with more modest sized properties, single fronted, often built nearer the first World War, which are at the western end transitioning into the interwar properties to the north and east.

Residential Street: Suburban / Garden City Properties to the north (the Cathedral Estate and northern section of the Perth Road Precinct) and to the east of Ley Street are interwar, often semi-detached or in shorter terraces and have rounded (rather than squared or tapered) front bays. The Cathedral Estate is an interesting mix of styles, with some grand triangular forms in several locations as well as flatted infill.

The most expensive properties in the Character Area are in the Valentines Residential Precinct, which site somewhere between Suburban and Grand Villas within the typologies used for this study. These are relatively diverse in style with attributes associated with the Garden Suburb movement. These are separated from the main vehicular thoroughfares with a pedestrian friendly aspect which faces onto Valentines Mansion and Park.

Residential Street: Suburban 'Terrace'

The infill on railway land for instance at Jaffe Road, Carriage Mews and Parklands Close constitutes 'suburban terrace', although it is primarily uncoordinated in its layout rather than terraced and has poor relationship between buildings and public space, with an emphasis on car usage.

Residential Street: Grand Villas

Some of the streets off the southern end of Cranbrook Road have a high proportion of larger premises, including 'triple fronted' or 'master and servant' properties. In many instances these have become uneconomical as single family homes and have been subdivided or used for non-residential and commercial use,

Residential Street: Flats

Purpose built flats occur rarely outside the core. There is an area of predominately flatted development to the east of the area along Vicarage Lane.

Its supply of large, older family housing, has resulted in North Ilford becoming popular for flat conversions and the area has a high proportion particularly around the town centre.

Unique features

Given the inclusion of much of the town centre area, much of the area's uniqueness is made up of its range of shops, services and cultural and leisure activities there. The area has a diverse ethnic mix, which often manifests itself in types of businesses, such as the good range of restaurants, cafés and grocers shops and activities.

In terms of outstanding heritage, in addition to Valentines Mansion and Park, the schools, particularly Highlands and Christchurch are distinctive and form an important landmark, as do churches such as the St John the Baptist Church.

Summary

This character area comprises a core that has evolved along the old Roman road (High Road) and north along Cranbrook Road. Tight streets of Victorian/Edwardian urban terracing occur to the immediate north and define much of the area. These areas include streets of larger homes in the form of grand villas.

The northern and eastern areas of the area are characterised by interwar suburban development related to the construction of the A12 Eastern Avenue.

Valentine's Park is both an important heritage asset and open space amenity in the area.

Issues

The rapid introduction of high quality housing across north Ilford at the turn of the 19th century has generally provided attractive and fit for purpose residential accommodation for residents in Redbridge.

- Conversion of larger properties to flats close to the town centre provides challenges for management in terms of car parking, refuse storage and property maintenance.
- The limited space for infill, which is a symptom of its robust layout, means that intensification at this location of high demand is difficult to accommodate.
- Intensification of mixed use outliers may provide

ILFORD (NORTH ILFORD) (continued)

- Opportunities for much needed residential and non-residential land use and reduce problems of accessibility for people without access to a car. It may also help to provide diversity and a sense of identity.
- Accessibility and wayfinding is currently weak and can be improved. Valentines Park is relatively easy to reach from Cranbrook Road but is not well signed from the town centre and other accesses to Valentines Park are difficult to find. In addition to this, Wanstead Park could potentially be within very easy reach of the town centre, but lack of means of crossing the railway and river near the town centre mean that the park is largely impractical for Ilford Town Centre visitors.
- Access into the town centre is potentially a significant disincentive to visiting the town and potentially even choosing to live in the catchment, as pedestrian links can be tortuous and potentially dangerous given the lack of active frontage at many locations. Additional railway crossings would help and consideration might be given to making Griggs Approach an additional pedestrian link, particularly given its attractive aspect over the town.
- General improvements to pedestrian and cycle accessibility would benefit the centre.
- The town centre faces challenges from difficult economic circumstances, changing shopping habits and increased competition ,for example from Stratford City. Measures to retain the vitality and viability of the centre will help to maintain the competitiveness of the centre. This could include flexibility of town centre use at the edge of the centre, public realm enhancement, 'meanwhile' uses as well as branding etc.

- The residential properties are often of a high quality and there are signs of many of the older, more tired properties being invested in for repair and renewal. Care will be needed in doing this to preserve the qualities of the buildings which define the areas, and recognise the subtle qualities between different parts of the Area, ranging from grand to more modest urban terrace properties.
- Residential Precincts could be resurveyed to ensure boundaries and designations remain relevant.

Whilst much of the area is already 'set' there are many parts of north Ilford which could accommodate significant change. Care will be needed to ensure that this does not undermine the positive character of the area which includes some good established neighbourhoods. The area could be said to have medium capacity to accommodate change.

Further information

Ilford Town Centre Area Action Plan, May 2008, LBR
Ilford Town Centre Health Check

Photos to right:

Top: A typical street of urban terracing within north Ilford. Note the impact of plot frontage car parking.

Bottom: Typical detailing, there is a risk however of such features being lost to insensitive alteration.



ILFORD (SOUTH ILFORD)



Extent

South Ilford extends southwards from Ilford Metropolitan Centre to the Borough boundary with Barking and Dagenham at Barking Park. The western boundary is defined by the River Roding/North Circular Road. The eastern boundary is more difficult to define as Ilford runs into Seven Kings in the approximate vicinity of the Mayfield bungalow estate.

Ilford Lane is a defined Local Centre within the west of the area. Whilst it is contiguous with the Metropolitan Centre this area has its own distinct character and patronage.

Residents in the north-east of the area may use Seven Kings for convenience shopping and parts of the south-east of the area around Longbridge Road probably look towards Barking for facilities and services.

The area extends to around 420 hectares and measures around 2km north/south and 3km east/west.

Evolution

Early occupation in the area is known to have occurred in the form of an Iron Age settlement at Uphall, close to the River Roding in the vicinity of what is now Uphall Road.

The early development of Ilford is described in the North Ilford character area description. Ilford has medieval origins and was part of the Parish of Barking until the nineteenth century. Early development centred on the junctions of High Road, Cranbrook Road and Ilford Lane but expansion of Ilford was slow. The railway came in 1839 but significant housing did not follow

until 1879 when the Clements estate, south of the High Road was sold off and developed by local builders A. Cameron Corbett. Development of land at Loxford Hall soon followed with development extending down to a chemical works at the southern end of Uphall road (since redeveloped for housing). Residential expansion gained pace after the First World War with development further south and east towards Seven Kings.

Character

Heritage interest

A rare survivor of the medieval origins of Ilford is the Hospital Chapel on Ilford Hill. The building is of fourteenth century origin and is grade II* listed. It forms part of a complex of historic buildings at the western end of the High Road bounded by Ilford Hill and Chapel Road. The Town Hall at the junction of High Road and Oakfield Road is an impressive grade II structure of the eclectic renaissance style dating from 1901 with later additions. Further eastwards along the High Road, the Edwardian Baptist Church and institute are also Grade II listed.

South Ilford includes further listed buildings in the form of the Edwardian Temperance Society rest homes in Golfe Road and the Modern Movement former Domestic Science building in the grounds of Uphall Primary School. Both are listed grade II. The area includes a handful of interspersed locally listed buildings including school buildings, a former pub and a couple of residences.

Mayfield Conservation Area lies just beyond the eastern boundary of the character area.

Typologies and subareas

Pevsner said of South Ilford 'South of the High Road there is little of interest'. This is perhaps a little unfair; there are a small number of jewels amidst reasonable housing stock that has stood the test of time.

Main east/west routes include the High Road, Green Lane and Loxford Lane. North/south routes include Ilford Lane and South Park Drive. The core of Ilford is described in detail in relation to the North Ilford Character Area. The area is broken down into four character area in the Ilford Metropolitan Centre Area Action Plan which contains guidance for these areas including Cranbrook Road/Ilford Lane, Ilford Hill, Town Centre and High Road East.

A group of community uses is clustered to the south of the core in the vicinity of Mildmay road.

The High Road east of the Metropolitan Centre maintains a mixed use feel but is lower in intensity, more peripheral in terms of retailing and includes a number of community uses including three good churches. The area falls within the East of Ilford character area as described in the Crossrail Corridor Area Action Plan. Behind the High Road frontage to the south of this area there lies the cemetery gardens of St Mary the Virgin Parish Church and the Cricklefields athletics club.

A large area of urban terracing built as workers housing lies to the immediate south of the core. This is the Loxford Hall estate dating from the late nineteenth century and is a compact and homogenous area of robust but generally modest two homes comprising brick elevations, canted bay windows (mostly two storey) with

ornamented masonry surrounds, parapetted party walls and large chimney stacks. Eaves and rooflines are consistent. Long terraces are laid out on long straight streets in a grid formation; the area is highly urban with few street trees. Plots are relatively narrow at around 5.5m in width. Homes at the northern end of this area, around Grosvenor Road and Albert Road, are somewhat grander, utilises increased setbacks of 6 or 7 metres and are double fronted.

The large area of urban terracing to the immediate south of Ilford centre includes occasional groups of shops at cross roads such as at the junction of Woodlands Road/Hampton Road and Richmond Road/Henley Road.

The relationship between this neighbourhood and the centre has been undermined by the construction of Winston Way in the 1980s. This inner relief road literally severed a number of north-south streets; and whilst at-grade crossings and a number of underpasses provide pedestrian connection, the area has perhaps lost its sense of belonging to the centre.

Ilford Lane is an important thriving local centre with its own distinct identity. It contains a high proportion of independent businesses and has a vibrant multi-cultural character. Services available include clothing shops, jewellers, halal butchers, grocers, Asian eateries and take-aways. Its unique character derives from its diversity of use.

Mixed use outliers exist in Green Lane, along the High road (between the Winston Way gyratory and Seven Kings), at the junction of Ilford Lane/Loxford Lane, on Gordon Road (between Henley Road and Mortlake Road) and on Woodlands Road in the vicinity of Windsor Road.

ILFORD (SOUTH ILFORD) (continued)

Development at the western end of this character area generally turns its back on the River Roding. Whilst environmental quality here is undermined by the presence of the parallel North Circular Road, the river remains an asset and the absence of any public pedestrian or cycle access to or along the river is unfortunate.

Urban terraces give way to suburban terraces in the vicinity of Gordon Road and suburban development around South Park and east of South Park Drive (South of Frimley Road).

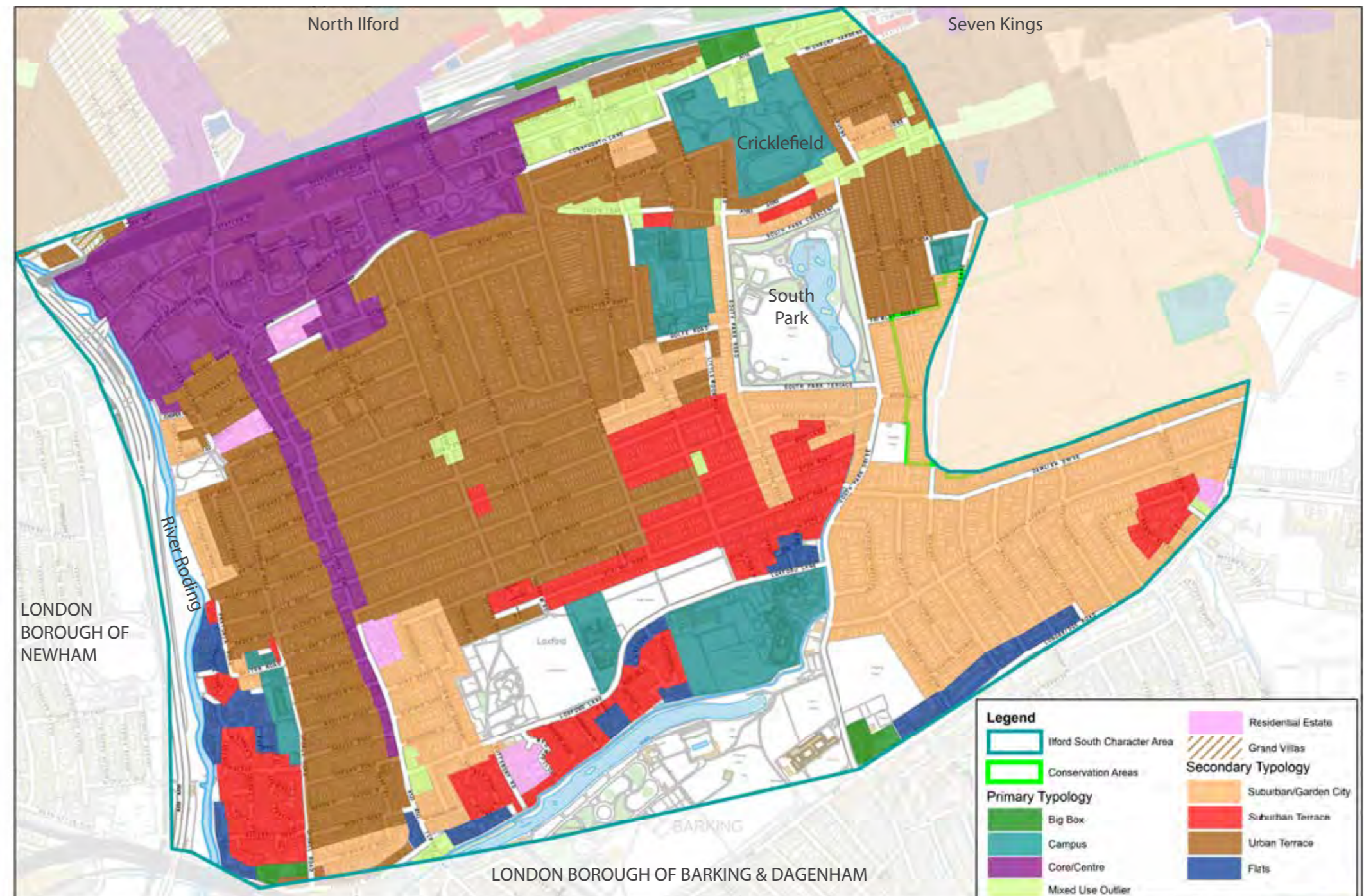
Another pocket of interwar suburban development is present west of Loxford Park.

Post war development in the form of flats and urban terraces is present in the extreme south and south-west of the Borough between the Roding and Uphall Road, along sections of Loxford Lane and along Longbridge Road. Much of this development is based on informal layouts and is 3 and 4 storey in contrast to earlier urban terrace/suburban development. Longbridge Road comprises a grand boulevard lined by 3 storey flat roofed apartment blocks.

Loxford Lane in the south of the Borough has a distinct character. There are pockets of modern development however much of the Lane is undeveloped (bounded by park, allotments or school grounds) and is lined with trees producing a semi-rural character.

Overall this area is relatively flat and long views are limited. Pioneer Point and Raphael Court are visible in intermittent views from much of the area; these help to mark the centre and define the ends of Ilford High Road.

Ilford (South Ilford) typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755

500 0 m

ILFORD (SOUTH ILFORD)



ILFORD (SOUTH ILFORD) (continued)

Unique features

The area benefits from two local parks (South Park and Loxford Park) and the south of the area benefits from proximity to Barking Park. South Park was opened in 1902; it is a typical Edwardian park with a long lake, varied landscaping and specimen trees. Loxford Park is similar although smaller and rather less grand.

A small but pleasant urban green-space lined by Plane trees lies to the immediate south of Kenneth Avenue in the west of this character area.

Summary

This character area relates closely to Ilford Metropolitan Centre and contains an important and distinct contiguous local centre at Ilford Lane. Linear urban terraces make up much of the housing stock within this area. Residential neighbourhoods directly adjoin the core but connectivity has been reduced by the construction of Winston Way. Much of the housing is relatively dense but large well laid out parks provide some relief. Suburban and suburban terrace typologies are found to the south and east of the character area in peripheral locations. Modern flatted development is found at the extreme south-west and south.

Issues

- Whether strung out mixed use development weakens defined centre or contributes to diversity. How to manage retailing in peripheral areas such as East of Ilford, Green Lane and south of the Ilford Lane Centre.

- Frontage parking is a problem especially in areas of urban terracing with narrow frontages and no street planting to soften and break up the street-space. There is conflict between plot frontage and street edge parking in places.

- Insensitive personalisation can work against unity and uniformity of building groups; this includes replacement roof coverings, cladding of front elevations, replacement windows, replacement front doors and construction of porches. Consideration could be given to an article 4 direction to remove some permitted development rights.

- The area of double fronted houses at the eastern end of Albert Road could be considered for designation as a residential precinct.

- Opportunity to reinforce Ilford Lane centre through development of gap sites.

- Lack of permeability and legibility is an issue in some more recent development in the south of this character area.

- Whether there is scope to make more use of the River Roding as a visual asset and for informal recreation.

- Potential to consider whether Green Lane justifies designation within the Town Centre hierarchy.

Capacity to accommodate change is medium to low within the area of urban terracing including Woodlands Road and Richmond Road. There are relatively few opportunities for infilling and the area has retained strong characteristics of uniformity and consistency (building lines/roof lines/repeated bays etc).

Outside this area character is generally weaker and capacity to accommodate change may be said to be medium/high.

Further information

Ilford Metropolitan Centre Area Action Plan, May 2008, LBR

Crossrail Corridor Area Action Plan, September 2011, LBR

Photos on previous page:

Top left: A busy Ilford Lane with Pioneer Point towers in the background.

Top right: Kingston Road. A long straight street lined with urban terraces - typical of the character area.

Bottom left: Grosvenor Road close to the Albert Road junction. Urban terraces here are double fronted and grander than those to the south.

Bottom right: View across south Park land lake looking north-west from eastern side of the lake.

NEWBURY PARK / ALDBOROUGH



Extent

Newbury Park lies close to the geographical centre of the Borough. It straddles Eastern Avenue with most of the character area on the northern side of the road. The area extends to around 170 hectares and is irregular in shape, measuring approximately 2.2km east-west and 1.5 km north-south.

The boundaries of this character area are less well defined in the west than they are in the east. Newbury Park variously merges into Gants Hill, Barkingside, Seven Kings and North Ilford. Towards the north-east of this area, Newbury Park gives way to Aldborough and runs into a number of small, historic rural farmsteads known as Aldborough Hatch.

The southern extent of the area is broadly defined by Wards Road. North of Eastern Avenue, the Farm View Court flats on Bawdsey Avenue define the eastern extent of the area; whilst Aldborough Road South does the same south of Eastern Avenue. The Sainsbury's store marks the northern extent of the area west of the railway line, whilst development along Oaks Lane does this to the east. Denham Drive marks the approximate western extent of the area. Newbury Park today is focussed on the crossroads of Ley Street and Eastern Avenue.

Evolution

Newbury Park was originally a small linear hamlet called Ley Street, to the north of what is now the core, on a road running north-south connecting Hainault Forest and the Roman Road (now High Road).

At the same time Aldborough Hatch existed as a manorial estate comprising two farms at the southern entrance to what was then Hainault Forest. The Forest then being much larger in area than it is today and encompassing much of Fairlop.

In the late-nineteenth/early twentieth century Newbury Park was expanded to the east of Ley Street (now Horns Road) with the coming of the Great Eastern Railway. Newbury Park became a small self-contained settlement including terraced housing on a grid rotated 45 degrees. Development included churches, schools and a hospital.

At this time the railway continued south beyond Newbury Park to Ilford. In the mid/late twentieth Century Eastern Avenue was created using a combination of improved existing routes and new sections. There was a rapid expansion of interwar housing at this time; on both sides of the Avenue and both sides of the railway.

The railway altered around the time of the Second World War to deflect westwards underground as part of the expansion of the Central Line.

Post war, the area has seen relatively minor infilling. Aldborough was expanded in the vicinity of Oaks Lane and there has been significant change around the core with a combination of big box and flatted development. A multi-storey budget hotel has also been constructed.

Character

Heritage interest

Heritage interest in Newbury Park (the west of the character area) is relatively limited. The war memorial and hall on the northern side of Ilford Hill are statutory listed buildings (Grade II). The First World War Memorial is a centre piece to small public gardens opened in 1922. The associated hall was constructed in 1927 and was originally attached to the children's wing of the King George V Hospital which once encircled the gardens but was demolished in 2002 and has not been replaced by new flatted development.

The bus station shelter is also grade II listed. This is a high arched structure constructed when the railway station was incorporated into the Central Line. It is a large open concrete structure with a copper roof. The building won a Festival of Britain architectural award in 1951.

Newbury Park includes the north-eastern section of the Perth Road Residential precinct at its south-western extremity.

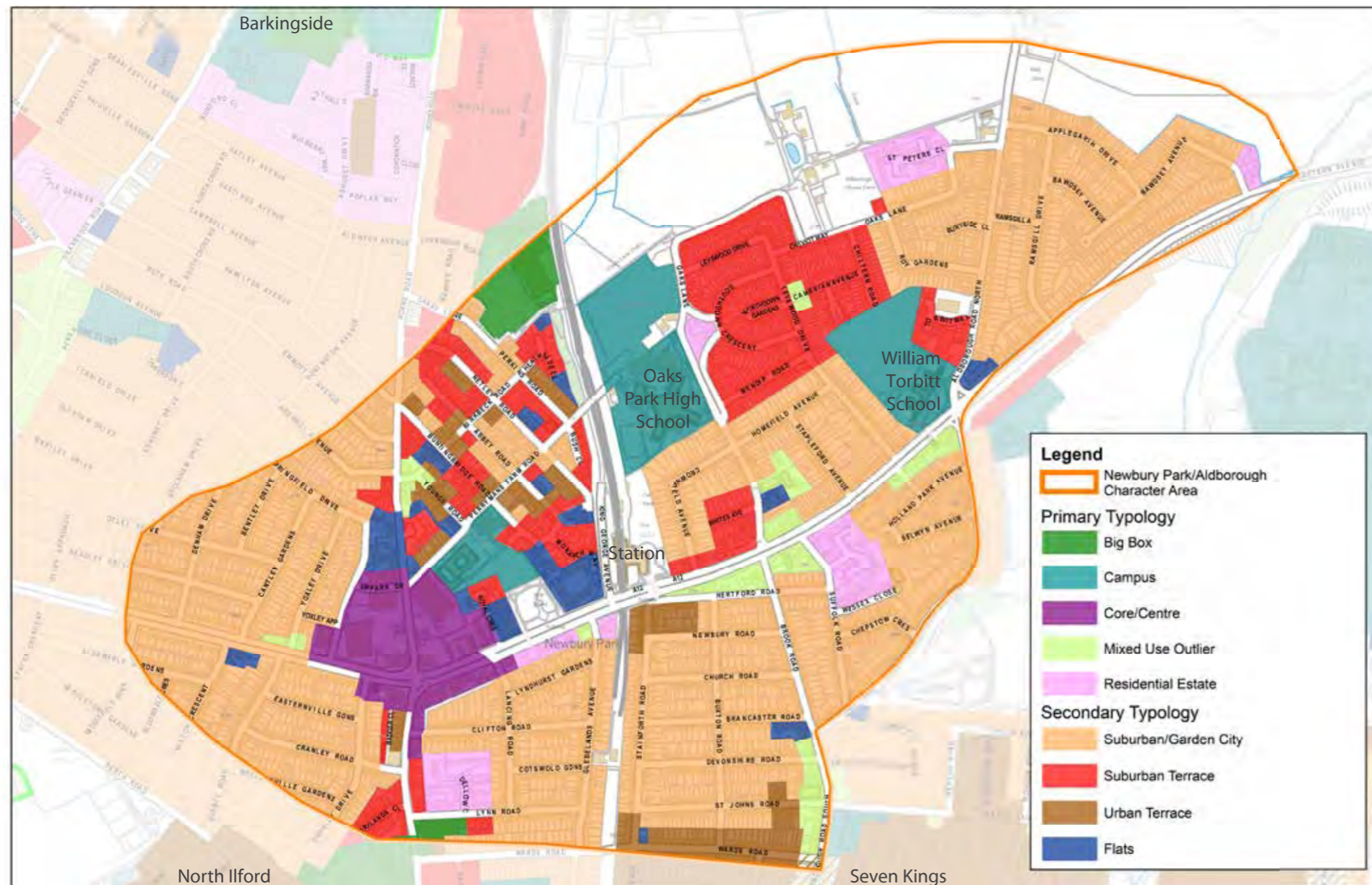
There is further heritage interest to the north-east of the area where Newbury Park adjoins Aldborough Hatch. The Church of St Peter is a modest but fine grade II listed structure in the Gothic style. The former school building to the south is much altered but locally listed nevertheless.

A brick barn at Aldborough House Farm was built as a chapel in 1730 and is grade two listed. Two further barns and farm cottages are locally listed. As is White's Farm to the west.

William Torbitt School is a fine interwar structure with a long symmetrical façade in the simplified art-deco style.

NEWBURY PARK / ALDBOROUGH (continued)

Newbury Park/Aldborough typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755



Typologies and subareas

Newbury Park has a rather disjointed core comprising a mix of big box development with retail park feel on the northern side of Eastern Avenue and traditional retail parades more akin to a local centre on the southern side. The core lacks a sense of place and feels traffic dominated. The A12 Eastern Avenue causes severance by restricting movement across the core.

Eastern Avenue is a busy and important traffic corridor but is an unpleasant environment for pedestrians. Its impact is relatively limited however with residential streets only a block away feeling reasonably quiet and tranquil.

Main routes within this character area include the A12 Eastern Avenue which runs east-west. The next most significant east-west route is probably Wards Close to the south which represents the next bridging point over the railway but generally carries only local traffic. North-south routes include Ley Street/Horns Road, Oaks Lane/Brook Road and Aldborough Road South-North.

The area between Horns Road and the railway, north of Eastern Avenue, accommodates the original core of Newbury Park although there has been much infilling. The area now feels mixed and a little disparate with no overriding character. Occasional urban terraces still exist within this area but sit amidst suburban, suburban terrace and flatted development.

The extreme west and south of the character area, together with the east of Aldborough, are fairly homogenous – comprising suburban development contemporary with eastern avenue. Some modern movement detailing is apparent (namely in the form of paired and

NEWBURY PARK / ALDBOROUGH (continued)

curved, parapetted two-storey bay windows) but otherwise this development is fairly typical of the wider area; featuring short terraces of semi-detached type housing set back from the street. Full height canted bay windows beneath gabled projections are common and elevations are generally of pebble-dash. Building lines are consistent and planting is apparent within most streets. The north-east quadrant of the character area (Aldborough) is generally looser and quieter than the areas west of the railway or south of Eastern Avenue. The eastern end of Oaks Lane contains a section of interwar bungalows.

The plainest part of Perth Road residential precinct runs into the south-west corner of the character area.

Post twentieth century infill development is apparent in the form of parcels of estate development, flatted blocks and suburban terracing.

New flats on the site of the former King George Hospital sit outside the core but provide a sense of focus due to their 4-8 storey scale. This development features undercroft car parking with semi-private public realm over. Elsewhere flats occur in occasional blocks and are predominantly three storeys in height.

The most significant area of post-war development lies towards the northern end of Leyswood Drive. Development here conforms to a grand plan with a couple of crescents and avenues present; although housing for the most part draws from earlier interwar models and is mainly semi-detached. There is a 12 storey tower block at the western end of Southdown Crescent. Estate development is otherwise of a modest scale occurring in pockets.

Oaks Lane marks the interface between twentieth century suburban/estate development and the rural area in the vicinity of Aldborough Hatch. Streets here feature hedging on the undeveloped side and there are some long views to higher ground to the north and north-west (Barkingside and Claybury). North of the built up area and the historic farmsteads/church lies an area of current and former minerals workings. Fairlop Plains to the west includes a country park, golf course and leisure lake on a former military airfield.

There are three areas of campus development within the area based on Newbury Park Primary, Oaks Park High and William Torbitt schools.

Mixed use outliers exist at the junction of Horns Road/Tring Close, along Eastern Avenue, at the junction of Wards Road/Aldborough Road South and along Leyswood Drive west of Cambrian Avenue. That on Aldborough Road South is the most significant, diverse and cohesive, that on Leyswood Drive contains a small number of units, with only one or two shops seemingly active.

Other than the war memorial gardens, the area includes a small park adjacent to the playing fields of Oaks Park High School. The area north of the railway benefits from proximity to open space on Fairlop Plains. South of the railway the west of the area benefits from proximity to Valentine's Park, the east is close to Seven Kings Park.

Unique features

The war memorial, its hall and gardens represent a special place within Newbury Park. The gardens are contained by railings and lines of Lime Trees. It is a place for quiet contemplation and reflection in contrast to noise and activity along Eastern Avenue.

Other interest is apparent at Aldborough Hatch with a collection of rural buildings abutting what is now the built up area – this area's associations with infamous highwayman Dick Turpin are recognised in the name of the public house along Aldborough Road North.

Summary

Newbury Park has a poorly defined core that lacks cohesion. It is an awkward mixture of big box retail and local parades separated by the A12 Eastern Avenue. Older development, to the north of the Core contains some pleasant terraces but overall feels rather disparate with no overriding character. Opportunities to link the core and station are affected by the presence of the important war memorial gardens and are more limited since the former hospital has been redeveloped. Beyond these areas the area is suburban in character and interwar housing is fairly typical of the period.

Issues

- Consider revising the boundary of Perth Road residential precinct to omit the area of Interwar housing east of Milton Crescent.
- William Torbitt School is potentially worthy of heritage designation – most likely local listing.

- Opportunities to reinforce the cohesiveness of the core should be explored. This could include replacement of big box development with finer grain mixed use development with more active frontage, better continuity of frontage and clearer and more pleasant pedestrian routes.
- Potential for extension of core around existing peripheries north of Eastern Avenue.
- Opportunity for consolidation of car parking at Station and release of well-connected land for high density development.

Whilst there are some buildings and spaces of interest within the wider area, the lack of cohesion in the core of Newbury Park, and the disparate feel of development to the north, mean the area has relatively high capacity to accommodate change. This may help address some of the issues apparent in the character area.

Further information

Aldborough Hatch: The village in the suburbs, 2012, Ron Jeffries

Photos on next page:

Top left: The Church of St Peter at Aldborough Hatch

Top right: Newbury Park underground station and the listed bus garage shelter.

Bottom left: Lancing Road, a typical residential street south of Eastern Avenue.

Bottom right: Ilford War Memorial Gardens. A tranquil space for contemplation and reflection.

NEWBURY PARK / ALDBOROUGH



REDBRIDGE



Extent

The Redbridge Character Area lies in the centre-west of the Borough just outside the A406 North Circular Road and north of the A12 Eastern Avenue. Wanstead lies to the west, Clayhall/Gants Hill lie to the east and Ilford (north) lies to the south.

The area is lozenge shaped and is around a kilometre from east to west and 1.5 kilometres north to south.

The Redbridge Character Area has no core; residents can look to a choice of nearby centres for services and facilities including Gants Hill District Centre and Ilford Metropolitan Centre. The area is predominantly residential and has much in common with the contiguous areas of Clayhall and North Ilford.

The Western boundary is clearly defined by the valley of the River Roding. It is debatable whether the southern extend of the area ends at the A12 Eastern Avenue or straddles the road. The eastern boundary is less well defined generally being taken as Woodford Avenue and Beehive Lane. Loose Campus development lies to the north of the area and has been considered as part of the South Woodford Character Area for consistency with other Core Strategy documents.

Evolution

The Red Bridge was an ancient crossing over the River Roding to the north of what is now the Redbridge roundabout (junction of A12 and North Circular).

Earliest roads in the area follow the lines of what are now Roding Lane South, Redbridge Lane East, Woodford Bridge Road/Woodford Avenue and

Beehive Lane. These routes were apparent on the Chapman and Andre Map of 1777 which otherwise illustrated a couple of large homes and farmsteads set within a rural landscape.

The area remained largely undeveloped; save for a pocket of terraced housing within the hamlet of Beehive in the vicinity of what is now Inglehurst Gardens until the Twentieth Century. Most of the area was developed between the wars to serve emerging light industries and can be related to the construction of the A12 Eastern Avenue in 1925 and the subsequent extension of the Central line from the late 1930s. There have been occasional pockets of mid/late twentieth century infilling.

Character

Heritage interest

Heritage interest in the area is relatively limited. Redbridge Underground Station is the only statutory listed building within the character area. The station is grade II listed and was designed by Charles Holden between 1935 and 1938 but was not opened until 1947; part completed tunnels being used as an armaments factory during the Second World War.

There are two locally listed buildings in the study area; these are both early Victorian buildings located on Roding Lane South and comprise a large yellow brick pumping station and a residence know as Redbridge House which sits on the River Roding alongside the site of the original 'Red Bridge'.

The Cathedral Estate Residential precinct extends into the south-west of the character area and is an area of inter-war suburban housing within North Ilford.

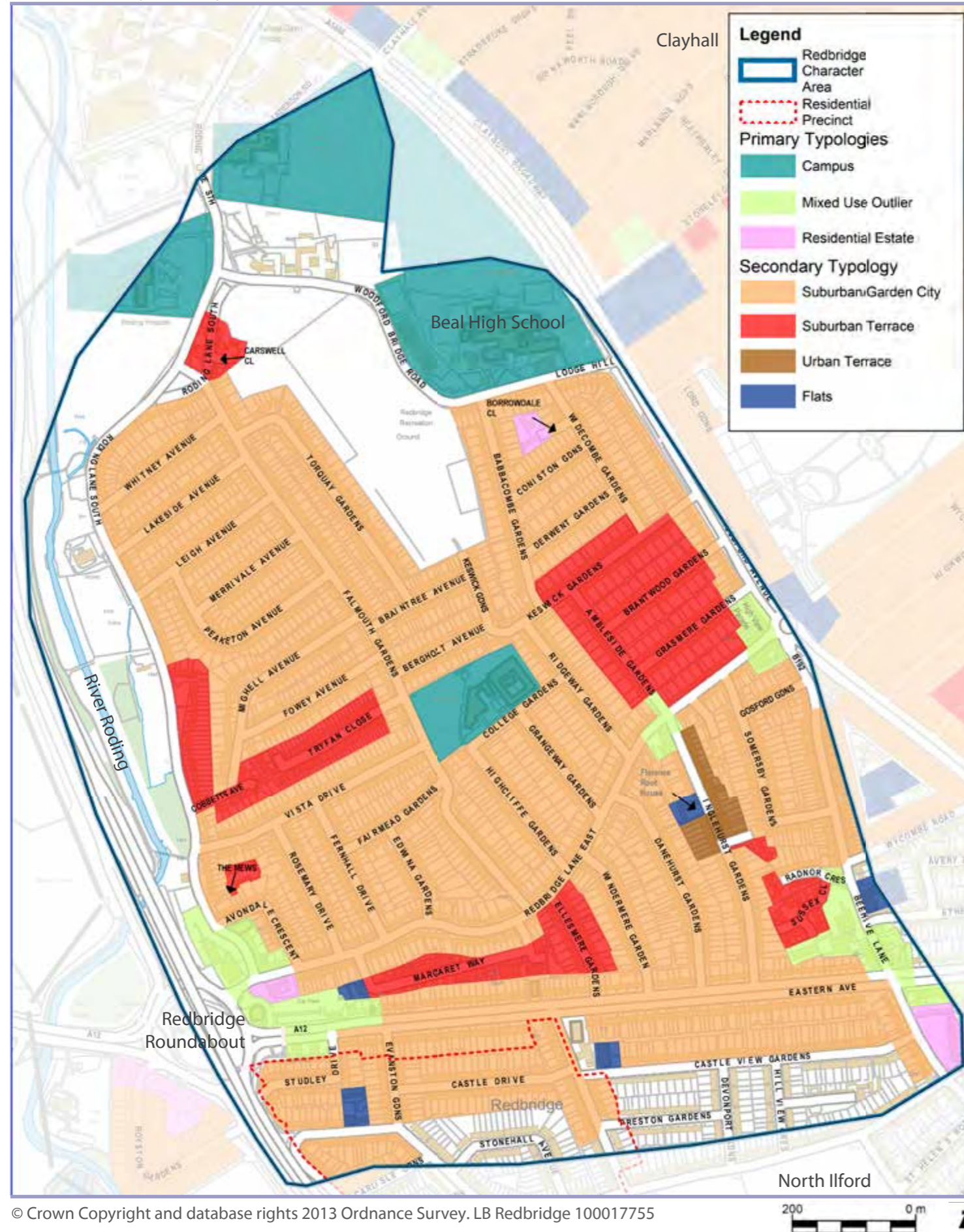


View north along Roding Lane South with open space and pumping station to left and housing looking out over open space on the right



Redbridge Station - a good example of mid twentieth Century underground architecture

Redbridge typology map



Typologies and subareas

Redbridge Character Area was substantially developed between the wars and comprises relatively homogenous suburban housing developed in phases on open land contained by existing lanes. Homes are typically arranged in short terraces set back around 6 metres from the street edge. Repeated full height front projections are common. Pitched roofs of plain clay tiles sit over elevations of render, pebble-dash or brick. Parking occurs both on plot and on street and appears relatively abundant but tends not to overwhelm street-scene. Most streets incorporate avenue planting; this is heavier and more abundant in the east of the character area where uniform tree planting at close and regular intervals contributes significantly to character.

Most development is two storey in height but bungalows are common towards the west of the character area and some streets such as Leigh Avenue and Merrivale Avenue are entirely single storey.

Suburban terracing is the next most prevalent typology in this area. In the east around Brantwood Gardens this is interwar housing with sparse detailing; there is later infilling elsewhere including Tryfan Close and Margaret Way. One pocket of urban terracing is present along Inglehurst Gardens.

Flats and estate development occur rarely in small pockets. Most notably the nine storey tower block of Redbridge Court immediately adjacent to Redbridge Station.

Mixed use outliers exist in the vicinity of the Redbridge roundabout, at the junction of

Beehive Lane/Eastern Avenue and at High View Parade (junction of Woodford Avenue and Redbridge Lane East). These areas include parades of two and three storey local shops with apartments over.

Save for a small number of principal routes; streets within the character area are relatively short and tend to be connected at both ends producing a permeable movement network.

Topography in the area is gently undulating. The presence of higher land to the north and the Roding Valley to the west produces occasional long views to Claybury, Wanstead and the City of London.

Housing on the east side of Roding Lane South has a more positive relationship with the River Roding than development to the south in Ilford. Homes here front the River Valley which includes allotments, a park and a riverside walk.

Redbridge Recreation Ground to the north of the area is a relatively sparse area of amenity grass.

Unique features

There is relatively little that is unique about this character area. The river valley on the eastern side of the Roding is an important nature conservation/open space asset and contains the area's best buildings.

Summary

Redbridge Character Area is relatively homogenous comprising streets of interwar suburban housing fairly typical of the wider area. The area has a particular synergy with the Clayhall Character Area to the north/east.

REDBRIDGE (continued)

Issues

- Scope for enhancement of Redbridge Recreation Ground.
- Management of the river valley and street trees is important in terms of maintaining the character of this area into the future.
- There is a need to avoid insensitive roof alterations and ensure any infilling is sympathetic to character of the area in terms of scale, building form and detailing.
- Potential benefit in revisiting boundaries of the Cathedral Estate Residential Precinct which now appear to cover some areas of nondescript housing.

Whilst much of this area is relatively unremarkable, it is an established residential area. There is little strong character but few obvious opportunities for significant development. Overall therefore the area can be said to have medium capacity to accommodate change.

Further information

N/A



Suburban development in Derwent Gardens with good avenue tree planting



Redbridge Recreation Ground - a rather stark and sparse space



SEVEN KINGS



Extent

Seven Kings lies in the south of the Borough between Ilford and Goodmayes and south of Newbury Park/Aldborough. It straddles the High Road and mainline railway. Seven Kings character area extends from Seven Kings Park in the north to Dawlish Drive and Mayfield bungalow estate in the south, and from Charter Avenue in the west to Westwood Road / Budock Drive in the east.

The Area is around a kilometre west to east and 2.8km north to south with a total area which is estimated as just under 300 hectares.

The Seven Kings Character Area bears little resemblance to any political boundary, being primarily in Mayfield but taking in parts of Goodmayes, Seven Kings and Newbury Wards.

As with Goodmayes, Seven Kings is well connected on an east west axis by virtue of the A118 and railway line but to the south it is more residential and served more by neighbourhood centres. As well as Ilford, Romford and Barking are both within reach of the area and may provide centres for local and some higher order goods and services. Stratford, West End and Lakeside also attract some of this catchment. The A12 to the north provides access for people living in the north of the area, to Essex in the east and London in the west.

Evolution

Seven Kings evolved in a similar way to Goodmayes. As with Goodmayes, although the High Road has the more prestigious centre (Seven Kings Local Centre), a parallel and diverse local centre has developed a short distance to the south on Green Lane.

Seven Kings straddles the High Road; a road of Roman origin connecting London and East Anglia. Seven Kings as a place name has medieval origins although the area did not develop rapidly until the 19th Century with the construction of the railway.

The progression of housebuilding is relatively well defined with the extent reaching Meads Lane to the north and Breamore Road to the south by the time of the first world war. Most of the rest of the area was completed between the wars with 'Suburban' housing, including the Mayfield Estate.

There is little significant development dating from after the Second World War.

Character

Heritage interest

Mayfield Conservation Area (the 'Bungalow Estate') is the key heritage interest in this Character Area. A slightly wider Residential Precinct designation also applies covering areas immediately beyond the boundaries of the Conservation Area.

There are no statutory listed buildings in the Character Area. The following are local listings in and around the Character Area.

- Ilford Preparatory School and Ilford Grammar School, 785 High Road (1908)
- Seven Kings Station
- Church of St John the Evangelist, Aldborough Road South
- Cauliflower PH, 553 High Road
- South Park Junior School, Water Lane

In addition to this, there are other buildings of note, including South Park Chapel on Water Lane, Seven Kings Methodist Church on Seven Kings Road, commercial properties on Cameron Road and new buildings such as the Newton Academy and Ilford Recorder building on the High Road.

Typologies and subareas

Seven Kings is a primarily residential area served by two parallel centres on High Road and Green Lane. Seven Kings runs into Goodmayes but feels a little less built up with wider primary streets.

Seven Kings maintains its integrity in terms of block structure, combined with regularly spaced 'neighbourhood centres' and largely has attractive, well maintained housing extending from its centre but there are areas of neglect. Although the railway creates a major barrier to accessibility (to the High Road) in the south, lack of accessibility in the north was caused as a result of the original development form comprising long blocks of Urban Terrace which serve to undermine their character. The area south of the High Road generally appears to have better quality / maintained properties than the north.

The area is relatively flat. Views are limited although there are attractive views to the parks and across the allotments. There are also views along Seven Kings Road, initially to the Methodist Church and then to the domed corner building which can also be seen from the High Road.

Where parks are provided, they are attractive and provide a range of activities.

Seven Kings is slightly above average compared to the rest of the Borough in terms of its proportion of younger people but with a low rate of working age people in Mayfield, this sector is nearer the Borough average. There appears to be a significant increase in the rates of people private renting over recent years with a corresponding reduction in house ownership. Seven Kings has double the Borough average of Sikh people and a high proportion of Muslim people. There is a relatively high rate of Job Seeker Allowance at around 7.5% and a low average house price at under £230,000 - £250,000 (compared to the Borough average of £300,000), with Mayfield having lower values.

Core Area

Seven Kings Local Centre represents the Core Area, which occupies a strategically important location where the High Road crosses the mainline railway. The core is made up of a cluster of historic buildings around the station and junction of the High Road and Cameron Road, with the centre extending eastwards, made up of a contiguous terrace of premises of a similar (Edwardian period) on the north side and a fragmented collection of box units and car parking on the south side. The town suffers from being single sided, with limited activity facing on to the High Road on the south side.

Seven Kings has a long history of providing car showrooms which largely survive to this day. This is an asset as a contribution to the local economy, but creates issues in visual terms and in terms of levels of activity on the north side of the High Road.

Buildings are up to three storeys at the western end and step down to two storeys in the east side of the centre. The wide road suggests that

SEVEN KINGS (continued)

taller buildings might be appropriate as has been reflected by the Development Brief for proposals on the 'Lorry and Car Park Site' on the south side of the road.

The collection of commercial and other non-residential uses on Green Lane are primarily designated as 'Key Retail Parades' but taking in additional shops, commercial and non-commercial premises the total number of premises amounts to around 75 and, although interspersed with significant stretches of housing, forms part of a corridor which stretches from Ilford to Chadwell Heath, mirroring that of the 'Crossrail Corridor' on the High Road. This may be considered a second core but is of a lower scale, with buildings typically of 2 storey and narrower roads which are less heavily trafficked.

Mixed Use Outlier

In addition to Green Lane, mixed Use Outliers exist along Cameron Road, on Aldborough Road South (at the junction of Meads Lane) and Meads Lane itself.

Campus

Seven Kings includes the anticipated collection of schools and religious buildings, with secondary schools including the Ilford Grammar (and Ilford Prep), Newton Academy, Seven Kings High School and Palmer Academy (with Warren just beyond the borough boundary) and primary schools including South Park, St Aidens and Downshall. As well as the churches mentioned above, there is also a Gurdwara, NHS Medical Centre and BT Office in this category on the High Road and a medical centre on Green Lane.

Big Box

Big box units are found in Seven Kings Local Centre. They generally do not face onto the main road and have very limited visual or architectural merit. However, they are popular and an important part of the local economy. There may be opportunities to better integrate big boxes into the urban realm of the core in the future.

Residential Street: Urban Terrace

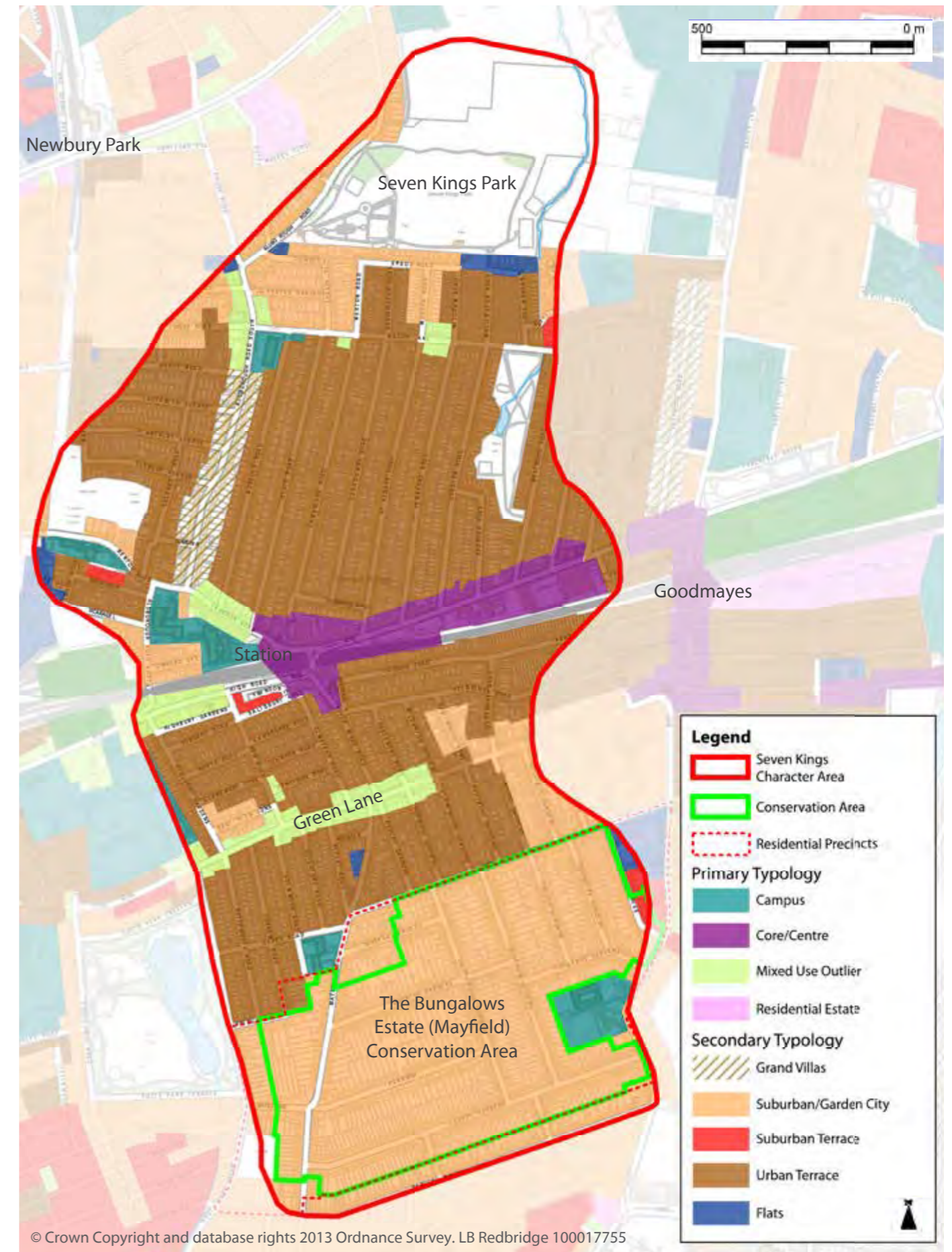
Urban Terrace grew both north and south of the High Road (and particularly from the station) reaching up to Meads Lane to the north and Breamore Road in the south. The growth was not always 'linear' and there are examples of 'infilling' with newer housing. There are numerous variations regarding styles, ranging from double fronted 'square bay' homes, to one storey or two storey double or single fronted diagonal bay frontages and some with no bay at all. Generally speaking, the larger premises are away from the 'centre'.

The roads to the north of the High Road are generally longer than those on the south and suffer from this in terms of diversity and lateral accessibility. Vernon Road / Ashgrove Road and Felbrigg Road to the south of the railway are very attractive despite their length; they do however suffer from restricted access to Seven Kings Local Centre caused by the railway and feel a significant distance away from shops, services and open spaces.

Grand Villas

Triple fronted 'Master and Servant' homes are located along the extent of Aldborough Road South between Cameron Road and Wards Road.

Seven Kings typology map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755



Green Lane functions as a second core serving the south of the area



Distinctive bungalows in the Mayfields (Bungalow Estate) Conservation Area

SEVEN KINGS (continued)

Residential Street: Suburban / Garden City

The suburban housing to the south is primarily made up of bungalows in the Mayfield Conservation Area. These are distinctive bungalows with prominent gables and an unusual 'seaside' aesthetic. The nicer examples are found to the western side of the Conservation Area.

Some of the properties on and around Meads Lane are 'Suburban' including several stretches of bungalows to the north of this area. Corner spaces here are typically designed with greater seclusion and exclusivity supported by planting, which also provides diversity to the street-scene; this is exemplified in the corner house on Downhall Avenue.

Residential Street: Flats

Flats occur only in relatively small pockets. They also occur within the core and along Green Lane.

Unique features

Seven Kings has a more defined centre compared to Goodmayes although this disperses out to the east. The central buildings are a key feature of the area, particularly the landmarks of the station, the church and various commercial buildings surrounding the junction. The Mayfield Conservation Area is a unique and distinctive area and the parks are attractive and well served.

Seven Kings Park at the northern end of the area incorporates good trees and pitches. Westwood Recreation Ground, also in the north, is the other principal open space. Residents in the South of the character area have reasonable access to the nearby South Park (to the west) and Goodmayes Park (to the east).

Summary

Seven Kings has a linear Core based on the alignment of the High Road and the mainline railway. There is only one bridging point over the railway in the character area and this creates a busy junction in the vicinity of Seven Kings Station. The Core is otherwise largely single sided; lacking continuity and enclosure on its southern side.

Urban terraces lie immediately north and south and Green Lane forms a second parallel core 400 metres south of the High Road. Inter-war suburban development lies at the extreme north and south of the character area; including the distinctive Mayfield bungalow estate.

The area contains some good quality open space, reasonable accessibility and relatively little in the way of recent/insensitive interventions.

Issues

- Seven Kings suffers from issues of a lack of presence. This relates to the scale of buildings in relation to space within the core and also the lack of profile and gravitas of the centre. The Area is largely unexceptional and there is a general feeling of the area needing a facelift. Interventions which would enhance the areas legibility and uniqueness would help to make the Area more attractive. The town centre needs to be better defined and integrated and active development to the south side of the High Road would support a more successful town centre.

SEVEN KINGS (continued)

- Green Lane functions as an additional centre serving neighbourhoods to the south of the railway. New Road and Seven Kings Road essentially forms the boundary between areas that look to Seven Kings core and areas that look to Green Lane. Recognition in policy of the role of Green Lane may offer opportunities for intensification as part of a wider strategy for reinforcing cores and mixed use outliers to ensure new development is well located relative to existing facilities and public transport.
- The core is significantly affected by traffic as a result of the single bridging point over the railway line. An additional bridge extending across the railway between Seven Kings and Goodmayes stations would help legibility although providing the opportunity for a suitable access may prove impossible. Additionally or alternatively, a public realm scheme in the vicinity of the station may help make the core more comfortable and distinctive although this will need to be achieved without aggravating existing traffic problems.
- Modern/replacement shopfronts are not sensitive to the historic (although non-designated) buildings on which they are placed.
- There are parts of Seven Kings which feel distant from open space and opportunities for pocket parks for play and congregation should be investigated. In addition to this, other community focuses would also be beneficial and protection of places such as pubs (particularly following the current closure of the Cauliflower and the potential redevelopment of the Joker) or provision of new sports or leisure centre would add greatly to providing a focus for the Area.
- Housing and planting to the south of the Area is often of a high quality that should be preserved if possible, notably at Morrab Gardens which is not currently subject to protection at its western end. A reflection of the various styles of Urban Terrace which make up most of the Area, including styles of bay window should also be incorporated into any design statements related to the Area.
- There has been notable erosion of the character of the Mayfield Conservation Area. A fresh appraisal of character and a management plan would provide the basis for future protection and enhancement. An article 4 designation could also be considered.

Whilst Seven Kings is not an area of designated heritage value (save for the Mayfield bungalow estate), the area has an established character. Whilst the residential hinterlands are reasonably established and 'set', there are opportunities for regeneration and enhancement in the core; for example in relation to the arrival of Crossrail. The area could be said to have medium/high capacity to accommodate change.

Further information

Bungalow Estate (Mayfield) Conservation Area Character Appraisal, July 2014, LBR

Crossrail Corridor AAP, September 2011, LBR

Seven Kings Lorry Park & Car Park Planning Brief, April 2006, LBR

Local Town Centres Health Check, July 2012, LBR



Urban terracing in a long straight street close to the core



Distinctive buildings at South Park Primary School

SOUTH WOODFORD



Extent

South Woodford is located in the west of the Borough, close to the Borough boundary with Waltham Forest, and is around 9 miles north-east of the City of London. Woodford lies to the north and Wanstead lies to the south. The Redbridge and Clayhall character areas are to the east.

The South Woodford Character Area extends from the western Borough boundary eastwards to the 'Charlie Brown's' intersection that includes the North Circular/A406, the M11, Southend Road and Chigwell Road, taking in Woodford Trading Estate and Beal School.

The northern extent of the area is clearly defined for the purposes of this study by the Southend Road/A406 North Circular Road. The South Woodford Conservation Area that includes Church End is located to the north of the A406 and is described as part of the Woodford Character Area as the A406 is considered to form a readily identifiable boundary between character areas.

The A113 Chigwell Road/Herman Hill defines the boundary with the Wanstead Character Area. The South Woodford character area extends southwards to the junction of the A113 New Wanstead Road and Holybush Hill and includes the Snaresbrook estate.

The area is irregular in shape; being far wider at its northern end than its southern. It measures almost 3 kilometres east to west and 2.5 km north to south.

Evolution

The development of South Woodford is linked to the development and evolution of the wider area of Woodford (which also includes Woodford Green/Woodford Wells and Woodford Bridge). The earliest recorded use of *Woodford* appeared in 1062 as *Wudeford*. The name meaning 'ford in or by the wood'. The ford refers to a crossing of the River Roding which was replaced with a bridge in the 13th century. The principal manor house and parish church were relocated to higher ground on the west side of the Roding valley at this time, in the area known today as Church End. In the Middle-Ages the area was a string of agrarian villages surrounded by Epping Forest in the county of Essex.

In the period following the establishment of the Tudor dynasty, much afforestation took place in the area although Woodford retained a suitably leafy, unpolluted environment and the seventeenth and eighteenth centuries witnessed the building of several large houses or Manors at Church End (at the southern end of the Woodford character area just north of what is now the A406). The area became a place of residence for affluent people who had business in London.

Historically there were two roads to Woodford, the 'lower road' now Chigwell Road A113, and the 'upper road' now Woodford New Road A1199, both of which are key roads in South Woodford. The lower road was often flooded by the Roding River, and often needed to be repaired. The upper road became a turnpike in 1721 and ribbon development occurred along its course with coaching inns and posting houses becoming important punctuation marks.

During the early nineteenth century the area still comprised a series of small linked settlements. The rapid development of the Victorian age saw road improvements and the railway arrived in 1856. The sale of Woodford Hall in 1869 inaugurated the building of middle class suburban housing in the area.

Southend Road opened in 1925 linking Woodford with new housing around Gants Hill. The new road split South Woodford with Church End sitting to the north of the road. George Lane became a focus for the area to the south.

The railway was converted to become part of the Central Line in 1947.

Church End remained relatively in tact until the 1950s. The 1960s and 70s witnessed the loss of several eighteenth century houses between Elmhurst and Holmleigh.

Suburban development occurred on the fringe of what was an enclave of large villas. That suburbanisation is evident over much of South Woodford. The suburbanisation of the area occurred rather earlier than the mass inter-war suburbanisation that occurred across much of the rest of the Borough.

Whilst the old villages at the heart of Woodford/South Woodford have become enveloped by the suburbanisation of outer London, the historic cores remain to give this part of the Borough special historic interest. The area includes some aspirational neighbourhoods with good quality homes.

As part of the suburban growth of London at the turn of the 20th century, the greater Woodford area significantly increased in population, becoming an urban district along with Wanstead, and then a municipal borough, again with neighbouring Wanstead in 1937. However this was swept away in 1965 and was joined with Ilford becoming the London Borough of Redbridge and has been part of Greater London since that time.

By the 1970s the massive proliferation of car ownership as the key mode of transport instigated the spreading of more motorways across the country and in the mid-1970s the A406 and M11 were built, both of which generally followed the route of the existing Southend Road.



SOUTH WOODFORD (continued)

Character

Heritage interest

The South Woodford Character Area includes conservation areas at George Lane (The Shrubberies) and Snaresbrook

There are 12 buildings within the South Woodford Character Area that are included in the Statutory List of Buildings of Architectural or Historic Interest.

Snaresbrook Crown Court is a Grade II listed U-shaped range of buildings built by Sir Gilbert Scott between 1841 and 1843 in the Jacobean architectural style

There is a cluster of key Grade II listed buildings nearby off Snaresbrook Road, including:

- The Coach House (No. 57) – late 18th century two storey stock brick coach house, old tile roof with coach house doors at the ground floor
- Willow Holme (No. 59) – late 18th century building linked to coach house
- White Lodge – early 19th century two storey stucco with doric column porch
- Snaresbrook House (entrance on Woodford Road) – late 18th century mansard slate roof, altered with various additions
- Toby Carvery (on Woodford Road) – early 18th century three storey hipped tiled roof. Formerly the Eagle Public House.

There are five locally listed buildings within the character area.

Typologies and subareas

Woodford as a whole has retained its mixed, multi-use character. South Woodford is a district centre that straddles both the A406 and the Central Line railway. The primary shopping area is situated south of the A406,

The South Woodford core is focussed on George Lane. This is a busy retail high street with good convenience shopping and a range of comparison goods. The footfall and traffic volumes are high with good public transport. Wide pavements along most of George Lane create comfortable conditions for pedestrians. Illuminated signage, glazed shopfronts and large canopies help create the sense of a vibrant centre. There are few traditionally designed shop fronts.

The Shrubberies Conservation Area, the smallest Conservation Area in the Borough, consists of a row of six identical pairs of late Victorian/Edwardian dwellings, and a detached house. The group offers a break from the otherwise busy street, and is visually calm and harmonious. The landscaped central greensward to the front of the buildings acts as an effective buffer between the Conservation Area and the busier retail element of George Lane.

Electric Parade at the north-western end of the core provides setting of the Conservation Area. Pevsner's describes this as a parade of buildings erected in '... 1925 by H.H Dartnell, a predictable faintly Georgian Terrace with shops curving round to the High Road.' Parts of Electric Parade have been retained intact above ground floor level and show some interesting architectural qualities that are sympathetic to design motifs found at The Shrubberies.

Grand buildings at the southern end of George Lane



SOUTH WOODFORD (continued)

Elsewhere on George Lane some attractive upper floor features have been retained amid more varied ground floors. There are still many original dormers, barge-boards, ridge cresting on roof tops, chimney stacks and original stonework, although few windows are now original. In contrast there are also much newer structures built specifically as shopping space that are both out of scale and character. Overall however the core retains its charm as an attractive, older London suburb and shopping centre.

This charm becomes more evident further down George Lane, from the former Woolworths store and beyond Glebelands Avenue, and towards the Central Line railway. The views become more interesting and the roof-scape of the buildings begin to become more coherent and consistent in design and scale.

The Natwest bank at the corner of Marlborough Road is of note, this is an ornate three storey listed building in the Edwardian neo-Georgian style.

Between numbers 98 to 137 on the southern part of George Lane, closer to South Woodford Station, there are some very good examples of Edwardian architecture that exhibits classic and varied motifs and themes of the architectural style of that period. Among these buildings there is an architectural pattern that is repeated but which varies in an appealing manner. On this section of George Lane the Victorian and Edwardian architectural imprint is stronger than further up George Lane closer to The Shrubberies. The buildings here illustrate elaborate detailing that helps to make this section of the street distinctive and characterful despite the lack of heritage designation.

George Lane slopes noticeably downwards towards the south east as building heights generally increase. This produces a consistency in relation to the evenness of the overall roof scape. At the north west of George Lane heights tend to be no more than two to three storeys, but towards the south eastern end of George Lane heights increase by around a storey and a half, although the finer Edwardian grain is maintained.

The street widths at George Lane vary dramatically, with the much wider widths at the north-west around The Shrubberies and Electric Parade, and far narrower widths closer to South Woodford station. As might be expected as the street widths narrow, building frontages and pavement widths tend to shrink. Narrower street widths and taller buildings create much greater levels of enclosure in the south-east of the core.

The building grain in the core tends to be finer in the older parts of the centre, especially the south eastern section of George Lane where historic development is better preserved.

There are a number of Big Box developments within the centre in the form of Sainsbury's and Waitrose supermarkets, and the Odeon Cinema, but these are situated behind the existing form of the street enclosure represented by the older buildings overlooking the street, and are therefore not a major intrusion on the character of the core.

Public realm enhancements at South Woodford Centre were undertaken between 2009 and 2011 and there is now consistency in the street palette: surfacing materials are not of the highest quality but at least have a uniformity; lamp columns were replaced with uniform black

posts, and these were matched with black street furniture; much of the previous mismatching street clutter has also been removed. The overall appearance is improved.

There are a variety of trees within the Shrubberies Conservation Area and on George Lane including Limes, Yews, Silver Birch, Horse Chestnut trees and Cypress. There is a row of Limes on the grassy area fronting The Shrubberies. Silver Birch trees can be found in many parts of George Lane and within the footways. The roundabout between George Lane, Eastwood Close and The Viaduct also has a mature Horse Chestnut tree, and there are Silver Birch and a Cypress tree on Eastwood Road. These are all important trees.

The most important views within the core are those views directly onto The Shrubberies and vistas along George Lane north to south and south to north. It is important that direct views onto the Conservation Area are not obscured, and there is no intrusion on the current panoramic view of the buildings. The important vistas on George Lane consist of attractive views of the roof-scape, and a variety of interesting short views and glimpses experienced by pedestrians as they walk further down George Lane towards South Woodford Station.

The Core is bisected by the railway which severs George Lane despite the presence of a pedestrian over-bridge and subway.

On the eastern side of the railway the traditional character continues, and there is a prevalence of Victorian/Edwardian buildings. Traffic is slower here with less frequency than on the north western side of George Lane. Street-space is relatively narrow. The public realm

has been given the same treatment as at north west George Lane however street-scene in close proximity to the station is undermined by clutter.

Beyond the core there are a number of additional shopping parades developed side-by-side with housing. The housing stock itself is very mixed, with a very broad, wide variety of housing types, tenures and levels of development intensity/density.

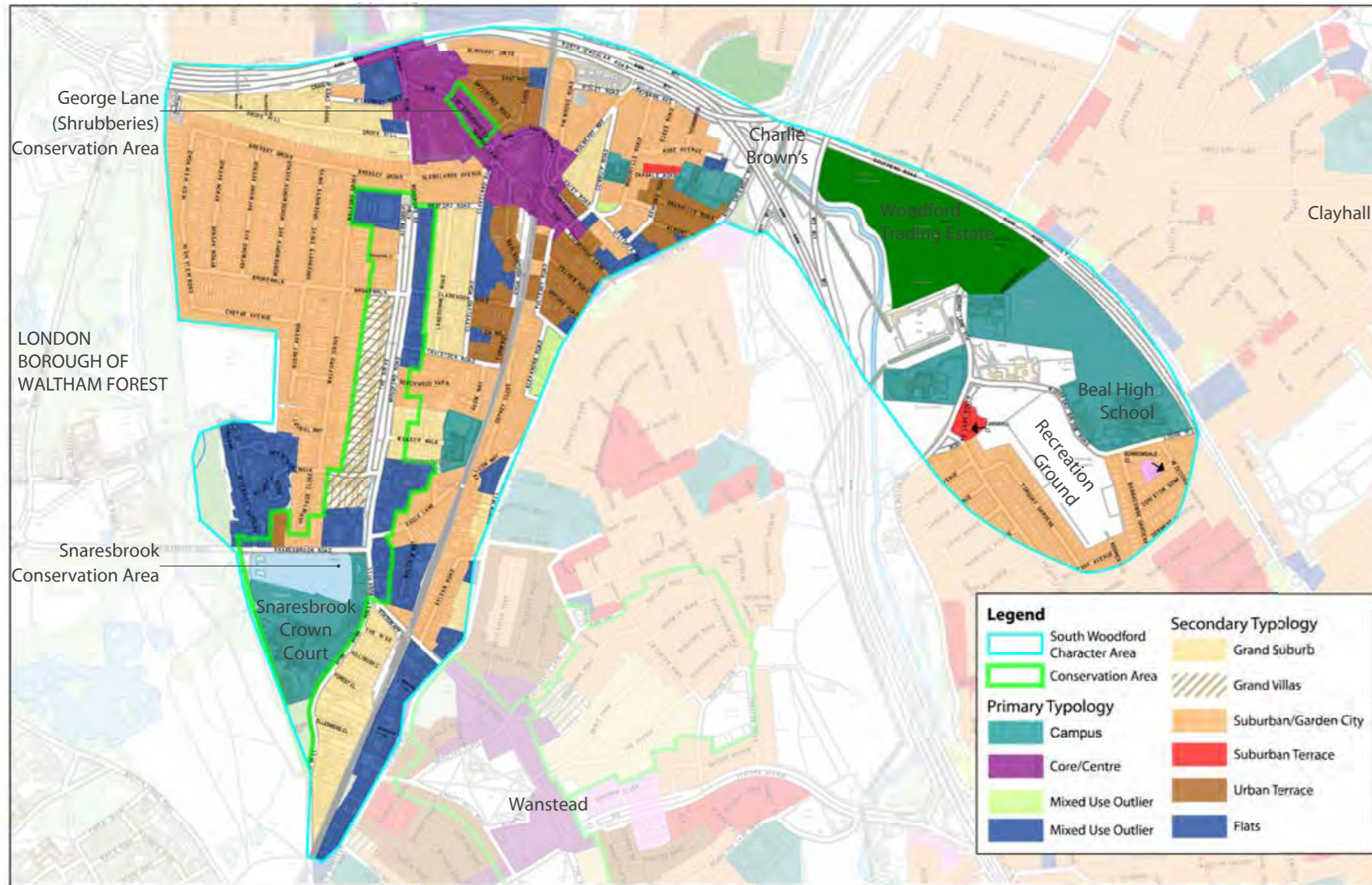
Immediately around the core, close to the railway, much of the housing is urban terracing from the Victorian/Edwardian period, although flats and/or inter war suburban development appear as infill. Streets close to the core are very urban in character, with much on street parking; there is a strong, coherent architectural style and character with standardised building scale, form and plot size; limited building set-backs, and often straight roads with narrow widths.

Occasional wider streets accommodate larger plots. Some terraces have a fine grain with narrow plots, whilst others have slightly wider more generous plots. These larger properties are generally more ornate in architectural design. Streets at Waverly Road, Marlborough Road, Mulberry Way, Cleveland Avenue and Clarendon Road are typical of this variation in the urban terrace typology.

Among these terraces; flats and suburban typologies occur and tend to increase in volume further away from the immediate area of the core. On the east side of the Central Line railway, between the North Circular and the High Street, the occurrences of suburban and flat typologies are very regular to the extent that they outnumber the older urban terraces.

SOUTH WOODFORD (continued)

South Woodford typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755

Chigwell Road comprises a mix of urban terraces and flats. Further south, grand suburban development is mixed with flats along much of the very busy Hermon Hill. The older typologies are present on Hermon Hill, whereas the newer suburban and flat typologies are generally located on roads behind the west side of Hermon Hill.

A mixed use outlier exists along Herman Hill, south of Pulteney Road.

The overall character to the east of the Central Line is very mixed, although a common factor is that the housing stock is in very good condition. Urban terracing is relatively ornate and is complemented by later inter war suburban development. A further reason for the intact overall character is the presence of trees and vegetation.

That part of the South Woodford Character area to the east of Charlie Brown's roundabout feels distinctly different from the rest of the character area. Character here is generally weak and the area feels relatively detached; being between South Woodford and Gants Hill centres. The area includes an area of big box industrial development and there are areas of campus development to the south. There are opportunities for rationalisation of development to create more coherent building groups. There is scope for enhancement of Redbridge Recreation Ground (as is described in the Redbridge Character Area).

To the west of the Central Line away from the core a mix of typologies is also apparent but is more legible, with single typologies developed in large blocks.

SOUTH WOODFORD (continued)

At the southern tip of the character area where New Wanstead Road (A113) meets Holy Bush Hill (A1199), up to the High Street which cuts through from Wanstead, there are only grand suburbs east of Snaresbrook Crown Court. Properties here are sumptuous mansions, with very deep frontages containing mature trees and driveways; bordered by large walls or gates. The west side of the road is defined by thick foliage marking the boundary of Snaresbrook Crown Court.

The area around Snaresbrook Underground Station contains a mixture of uses, including a small scale modern block of offices/residential and retail development.

Snaresbrook Crown Court forms the southern end of Snaresbrook Conservation Area. The main building is a former school (originally an infant orphan asylum) constructed in 1841-43 in the Elizabethan style. It is grade II listed, sits in extensive grounds and comprises a large complex of buildings with an impressive, symmetrical range facing north towards Eagle Pond.

Opposite Eagle Pond is the Toby Carvery (formerly the Eagle Public House), a statutory listed building, originally a coaching inn from the 18th century. It has a nice early 19th century tented balcony across the front and is a key building within the character area. The space around this building and the pond is important to the character of the area and there are some good views. The panoramic view from Snaresbrook Road overlooking Eagle Pond is perhaps the most significant within the conservation area.

Other buildings of note on Snaresbrook Road include the Coach House (No. 57), Willow Holme (No. 59), White Lodge and Snaresbrook House. These are all important buildings of great character, trees enhance the general setting, however road traffic has some impact on character.

To the north of Snaresbrook Road the high quality but mixed nature of the character area continues. There are flats, some of which are inter-war and others which are newer, but they do not detract from the older parts of Woodford Road or the Drive. The most attractive building typologies include the Grand Suburbs on The Drive and the Hermitage Court Flats on Woodford Road.

Hermitage Court is a large, inter-war three storey block of flats, in the Art Deco style. The predominant features are red brick, white render, Crittall windows and curved edges to the building. James Hilton House at 23-25 Woodford Road is also of note, it is a late 18th century building with three storeys and a basement, sash windows with painted stucco heads and central Doric door cases with columns and individual entablatures. Tree cover enhances the setting of the building.

The Drive runs parallel with Woodford Road, separated by a wide landscaped verge, which has the feel of a broad boulevard. The houses along The Drive are amongst the grandest of all the domestic scale buildings in the character area, these are large properties of two-and-a-half to three-storeys, on large plots. Some have conical towers with spires to one side or large central bell towers in the roof. These grand houses are ornate and typically Edwardian in their styling with gables and dormers breaking the roofs.

The Drive and Woodford Road forms the spine of the Snaresbrook Conservation Area, There is a mix of street typologies – grand suburbs, flats, with some suburban houses – from Georgian, Edwardian, Inter-war and later periods all of a good to excellent standard.

The smaller residential streets behind these key roads, to the west and east, consist of inter-war suburban street typologies. At the furthest west of the character area is a large area of inter-war and later suburban housing, very typical in typology, consisting of low densities with houses built to very similar specifications and benefiting from generous street widths. The streets are lined with both detached and semi-detached houses, and building heights are predominantly two storeys. The streets to the west however, behind Woodford Road, tend to be older, narrower with a great deal of Edwardian and older housing stock remaining. Here there is again a mix of suburban, urban terrace, urban villa and flat street typologies, but with the older and finer grain stock closest to the core.

To the northern most part of the character area where George Lane meets the High Road and to the north of Bressey Grove the traffic and pace is at its most rapid and the clash of old and new styles the greatest. This very busy signalled junction of the A1199 and the B168, is dominated by newer flats however the top of George Lane features The George Inn, a fine Georgian (18th century) red brick construction that remains in good condition and retains a great deal of character.

In terms of the housing in this northern section of the character area the Grove Hill contains Edwardian terraces that are of a rather unique design and character. Architecturally they

exhibit an unusual mix of elements, materials and motifs, and in some cases the scale and plot sizes are enlarged. Frontages are not generous and only just large enough to be adaptable to parking spaces. There are also some flats and suburban typologies on the street that blend well with older parts, but the street predominantly consists of Edwardian terraces. Overall the street may be best characterised as grand suburbs.

To the south of Grove Hill the roads between Bressey Grove and Malford Grove is a large area of inter war suburban development.

Unique features

- Outstanding group of historic buildings and green setting around Snaresbrook Crown Court and Eagle Pond.
- Abundant mature tree cover across the character area.
- Outstanding properties at The Drive Snaresbrook Conservation Area.
- Eclectic mix of architectural styles but consistent quality.
- Remnants of Edwardian residential and retail parades along George Lane.

SOUTH WOODFORD (continued)

Summary

South Woodford character area has a broad mix of uses within it, particularly within its core, but overall the area is predominantly residential. Much of the area is diverse, mixed and eclectic. The quality of buildings, trees and space makes South Woodford one of the more prestigious parts of the Borough in which to live. The core provides a broad range of shopping needs. Traffic levels are high in places but this does not detract significantly from the character of the area.

Heritage interests exist throughout, both designated and non-designated. The most outstanding part of the character area lies to the south west and west within Snaresbrook conservation area. There is a particularly strong group of listed buildings in the vicinity of Snaresbrook Crown Court and George Pond. The presence of mature trees, and the variety of spaces, contributes to the character of the area.

Issues

- Protection and enhancement of the two Conservation Areas is justified. This includes maintaining views and open, landscaped setting.
- Sections of George Lane, in-particular the southern end, have character and historic merit. An extension to the existing conservation area could be considered.
- One of the key issues for the core is the proliferation of inappropriate shop fronts that jar with the upper floors of the historic buildings within which they sit. Proposals to encourage traditional shop-fronts should be explored and adherence to guidance on shop-front design and signage should be required.
- Many of the residential properties within the character area face common pressures from permitted development rights which involve the general erosion of the character of properties that contribute positively to the character area. The loss of front gardens, original windows and doors and other key features to important buildings should again be addressed through good development management and perhaps other regulatory measures such as article 4 directions.
- The buildings south of the core at the eastern side of South Woodford Station, around George Lane/Station Passage and Mulberry Way, have character and retain many of their original features but the pressures of vehicular traffic and retail use is affecting character. There is scope for positive change here – clutter (guardrail) could be removed, landscaping could be enhanced with

additional tree planting, shop fronts could be improved, building facades could be sympathetically renovated, and large recycling bins could be better placed.

- Areas of insensitive 1960s infill along Chigwell Road/Hermon Hill could be replaced as opportunities arise. Any further infilling should be more respectful of the form, scale and architecture of older buildings in the vicinity.
- There are opportunities to rationalise development east of Charlie Brown's roundabout to form more coherent building groups. Disparate sites can be tied together with enhanced landscaping. More significant development here would be dependent upon relaxation of the Green belt designation and would necessitate enhanced connections between this land and defined centres; potentially including improved pedestrian/cycle connection across Charlie Brown's towards South Woodford centre.

South Woodford is a District Centre, with reasonably good public transport levels (PTAL 4 and Central Line Station). There is character within the core however there is some scope for new development; for example, sites CE01 and CE08 in the Development Sites with Housing Capacity Development Plan Document (May 2008). This area could be said to have low/medium capacity to accommodate change.

Much of Snaresbrook is an area of strong character and high heritage value where policies seek to protect (and enhance) character and there is limit/low capacity to accommodate change.

East of the Central Line on Chigwell Road close to the North Circular, site RO09 (120, 120a Chigwell Road), as identified in the Development Sites with Housing Capacity Development Plan Document (May 2008), has some potential for housing development and there is an adopted planning brief. In addition, much of the Green Belt east of Charlie Brown's roundabout has been identified in an independent study as no longer serving Green Belt purposes. Character here is less strong than elsewhere in the character area in terms of built development, and the river valley is compromised by road infrastructure. This area could be said to have medium capacity to accommodate change.

Further information

George Lane Character Appraisal, Draft 2008, LBR

120 Chigwell Road Planning Brief, LBR

Public House and space on the east side of South Woodford Station.
There remains scope for public realm enhancement here.



Early suburban development in Grove Hill an architecturally mixed street.



A well proportioned villa on the junction of George Lane and
Chigwell Road



Urban terracing in Pelham Road, east of the railway line

WANSTEAD



Extent

Wanstead lies within the west of the Borough close to the boundary with Waltham Forest. The area is approximately triangular in shape; being just over 2 kilometres in width at its base and around 2.5 kilometres from top to bottom. The eastern boundary is clearly defined in the form of open space within the River Roding Valley and the A406 North Circular road. The southern boundary is defined by the extent of Wanstead Park which has been included within the character area in order that the interface of the urban area and the park can be described. The western boundary of the area is perhaps less well defined. For the purpose of this study the line of the A113 New Wanstead/Chigwell Road is used, to enable the adjoining character of South Woodford to straddle the Central Line railway which could otherwise be considered an alternative boundary.

Evolution

Wanstead most likely developed as an early settlement along the Roman Road from Stratford to Dunmow. The name Wanstead is thought to be of Saxon origin. In the Medieval period, Wanstead was a small sparsely populated rural parish on the edge of Epping Forest. Number 32 Wanstead High Street is of 16th Century origin; and whilst substantially altered, is the earliest extant building in the area.

Wanstead House was a grand Palladian mansion erected in 1722. Whilst the building was lost in the early 19th century its fine landscaped grounds remain in the form of Wanstead Park; a large area of attractive, accessible parkland to the south of the settlement.

Wanstead saw significant growth in the eighteenth century. Grand houses were concentrated in the vicinity of the present day High Street, Eastern Avenue and Nutter Lane. Development of Wanstead accelerated in the 19th Century with a large number of cottages being constructed on former forest land.

The next significant phase of development is related to the construction of the Loughton branch of the Eastern Counties Railway and the opening of the nearby Snaresbrook station in the late nineteenth century. The opening of the railway and the outward spread of London led to the population of Wanstead almost doubling from 2,742 to 5,119 between 1861 and 1871. Much of Wanstead, including the Grove Park Estate, was developed in the second half of the nineteenth century.

Wanstead was expanded to the south and north with suburban development in the early to mid-twentieth century. Development at this time included the planned Counties Estate. Wanstead Station was opened in 1947 as part of an electrified Hainault branch of the Central line.

The A12 Eastern Avenue bisects Wanstead east-west at the northern end of George Green however its impact is dramatically decreased by virtue of being run in a tunnel beneath the Green.

Character

Heritage interest

Three Conservation Areas exist within the Character Area;

- Wanstead Village,
- Grove Park and Counties Estates, and
- Wanstead Park.

Thirty-one buildings within the Wanstead Character Area are designated listed buildings and included in the Statutory List of Buildings of Architectural or Historic Interest. This includes a concentration of buildings along and close to the High Street and elements within Wanstead Park including St Mary's Church which is the only Grade 1 listed building in Redbridge.

A further fifteen buildings are recognised as having local interest and are described in the Borough's Local List of Buildings of Special Architectural or Historic Interest.

Wanstead Park is included in the National Register of Parks and Gardens of Special Architectural or Historic Interest Grade II*.

Photos on next page:

Top left: The Core of Wanstead. Note the presence of trees but otherwise unremarkable public realm.

Top right: A fine group of former Institutional buildings off Hermon Hill.

Bottom left: The Shrubberies. Listed Art Deco apartments on the south side of Grosvenor Road.

Bottom right: Estate development on the eastern side of the Core.



WANSTEAD



WANSTEAD (continued)

Typologies and subareas

The Core of Wanstead extends along the High Street from Cambridge Park (Eastern Avenue) to Herman Hill; extending in depth towards Spratt Hall Road to the south of Woodbine Place. Two areas to the north of the High Street (eastern end of Wanstead Place and southern end Nightingale Lane) are considered part of the Core in terms of their character but are not part of the designated District Centre in terms of planning hierarchy.

Wanstead has a thriving High Street containing a good range of facilities including a relatively high proportion of boutique/independent shops. Buildings range from one to four storeys. The southern end of the street is gently sloping (up from the south) and has more variety in terms of building height and alignment than the rest of the street. North of Grove Park buildings along the High Street are more uniformly three storey and of red or buff brick construction. The road alignment is gently sinuous. The street width is relatively wide (22-31 metres between facing buildings, although much of the High Street north of Woodbine Place is single sided). Footways are generally wide containing intermittent trees and uniform unobtrusive street furniture. These factors combine to provide a sense of high quality public realm although paving material are generally unremarkable (concrete slabs, concrete pavements and black-top) and do not complement the quality of the buildings and spaces.

Christchurch Green on the western side of the High Street is a high quality open space that enhances the sense of openness and rurality along the High Street. The Green contains lines and mature trees that provide a positive setting for the fine listed Church. The Church steeple helps legibility of the Core.

The ornate red-brick 3 ½ storey George public house and locally listed utilitarian station building define the southern end of the Core whilst Tarzy Wood/Memorial Garden marks the northern end.

Grand suburbs lie to the east and south of the High Street centred on the Grove Park estate and George Green/St Mary's Avenue. These are low density areas of large Edwardian homes on expansive plots. Planting both within the highway and adjoining gardens produces a leafy character and these areas have a quiet and spacious feel.

Individual homes are detached and generally two or two and half storeys in height. Plots are typically 14-17m wide and 50-75 m deep. Buildings are generally robustly detailed and architecturally diverse with a mix of hipped and gabled roofs generally covered in clay plain tiles. Buildings are broken down into a series of smaller well-proportioned elements.

Deep front gardens of 7-12 metres and gaps between buildings enable on plot parking to be accommodated without detriment to the street-scene. Additional parking occurs on street parallel to the street edge and is generally unobtrusive.

George Green contains avenues and groups of mature trees including Chestnut and Lime but otherwise has a very rural village-green character, there are great views across the green from all directions. The southern side of the green is not defined by built form; buildings front other edges but are generally set back and subordinate to the landscape.

Urban terraces dating from the latter half of the nineteenth century exist to the west, south-east and north of the core. These are relatively tight streets of two storey uniform terraces with relatively high degrees of enclosure. Terraced dwellings sit on relatively narrow plots of approximately 5 metres in width. Streets are 12 or 13 metres in width with modest planted front gardens of 4 metres on either side defined by low walls. Car parking typically occurs on street parallel to the kerb edge and there appears to be pressure on spaces in places. Modest, intermittent street trees provide some relief to the urban feel of these streets.

Gabled bays are repeated along the terrace and help to break down the mass of the blocks. Orange-red and gault bricks are used but are rarely mixed. Slate roofs and stone window surrounds are common. Slightly grander double fronted terraces are evident along Spratt Hall Road fronting Christ Church Green.

Expansive areas of early twentieth century/interwar suburban development exist towards the periphery of the urban area. Streets are often gently curving and generally connect to form a loose grid. Streets of both semi-detached and terraced housing are apparent. These areas are relatively quiet. Homes are set back 5 to 8 metres from the street edge and street trees are more apparent than in areas of urban terracing.

Uniformity and consistency tend to characterise these streets. Uniformity of building alignment and formality of composition ties the area together. Two storey gabled/canted bays are common. Roofs are often hipped. Most streets have a well maintained feel and those within the Counties Estate have a semi-grand feel with consistently fine elevations; development is not

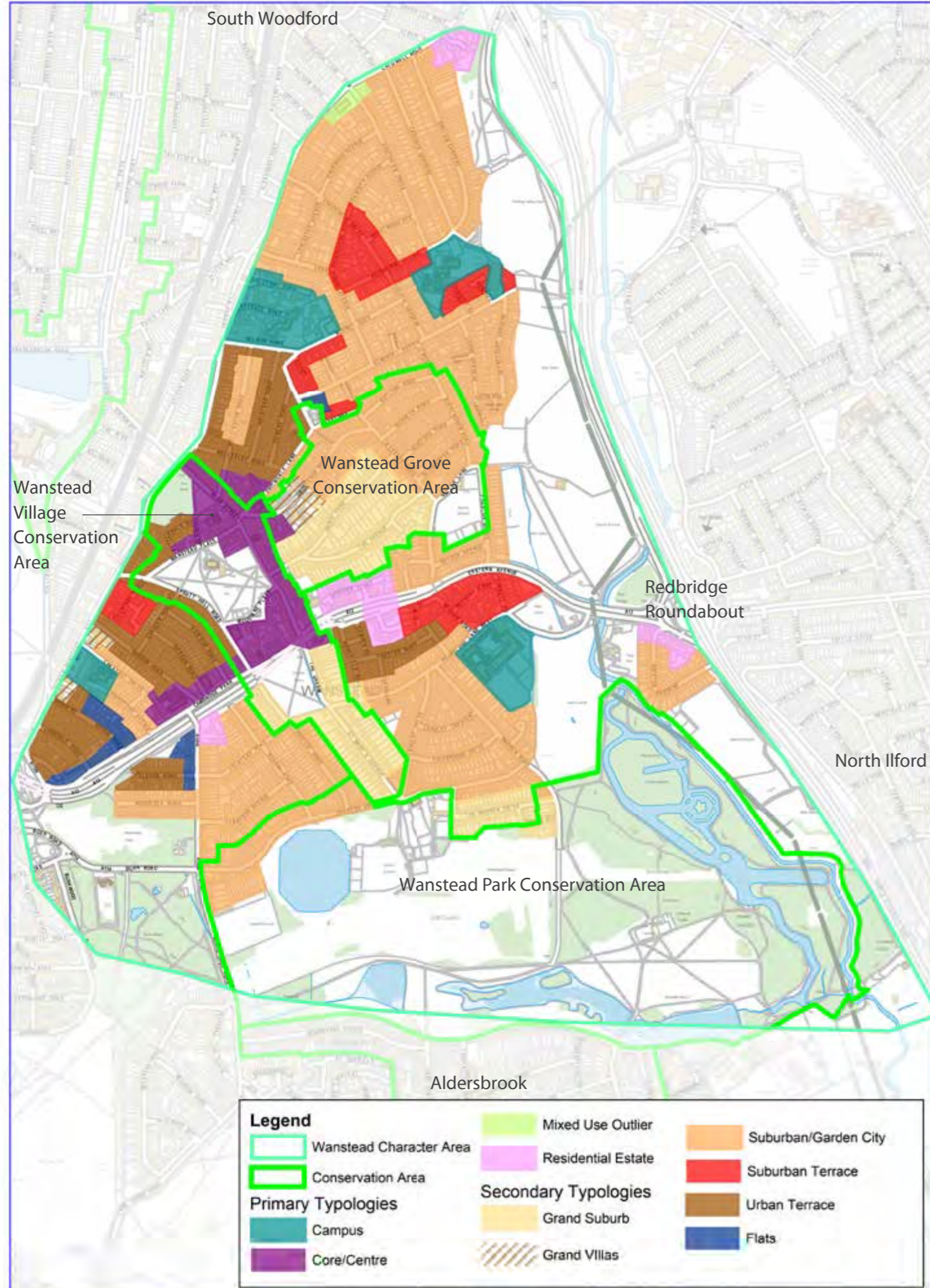
otherwise dissimilar to that found throughout much of Redbridge.

A few pockets of residential estate development are apparent both at the edges of the character area and, in the case of Gardner Close, close to the Core. Slab and tower blocks are apparent with the latter reaching 11 storeys in height in contrast to the otherwise modest scale of the character area.

Blocks of apartments occur as incidents, generally amidst areas defined by other typologies. There are three areas of campus development; two modern school complexes and a series of institutional buildings around Wanstead Hospital. Whilst these areas are modest the latter is of particular note and is described in more detail below.

Two small 'non-residential outliers' are apparent at the western end of New Wanstead close to the Green Man roundabout and at the northern end of Chigwell Road; the latter area represents the petering out of secondary retailing related to South Woodford District Centre to the north.

Wanstead typologies map



Grand Suburban homes fronting George Green, Wanstead



Urban Terraces in Addison Road (Rear of Spratt Hall Road)

WANSTEAD (continued)

Unique features

A number of important features and elements within the character area are described above. In addition the following warrant mention in helping to make the area more distinctive.

Nightingale Green is a small landscaped space at the northern end of the Grove Park and Counties Estates Conservation Area. It is an unassuming, intimate space defined on one side by a Victorian terrace with commercial units on the ground floor. The grade two listed Nightingale public house occupies another corner of the green, which is otherwise defined by later unremarkable apartment buildings. Lines of trees edge the green, compartmentalise the space and contribute to character.

Just north of Nightingale Green lies a complex of institutional buildings based around the Former Merchant Seamen's Orphans Asylum building on Herman Hill. This is a fine three storey Victorian building in the modified Venetian gothic style; its tower forms a prominent local landmark appearing in a number of views as one moves around the area.

The Western end of Grosvenor Road, immediately adjacent to the core, incorporates a collection of historic buildings including the art-deco Shrubbery apartment complex, a series of early Victorian four storey semi-detached townhouses (grand villas) and the United Reform Church, originally constructed at St Pancras and relocated to Wanstead in 1866-7.

Nutter Lane is a modest recreation ground bounded on its northern side by the remnants of an old lane that maintains a rural feel. A listed Georgian house (Applegarth) and a couple of

arts and craft cottages front the northern side of the Lane.

Wanstead Park defines the southern end of the Wanstead Character Area. The park was once the formal landscaped gardens of Wanstead House (now demolished), it contains a series of walks, water features, forested areas and follies including a temple and grotto. Although there are a number of clear access points the Park is relatively inward looking as a result of its evolution from the private grounds of a mansion house. A small number of properties in Overton Drive front the park but face a heavily planted boundary; other properties in The Warren Drive back onto the boundary. The Park is of undoubted National interest as a rare example, so close to London, of English landscape architecture of the eighteenth century. The park is a fantastic amenity and asset both for Wanstead and the Borough as a whole.

Summary

Overall Wanstead is characterised by its high quality buildings and spaces and by its diversity which results from its organic evolution over a significant period of time. The core is vibrant and retains a village character. Residential neighbourhoods are relatively quiet and well-maintained although varied in character.

Significant green spaces in the form of parks and green add greatly to the character of the area. The area is gently undulating in places but otherwise relatively flat. Views out of the area are limited although there are a number of good views of building groups, elements and spaces within the character area.

Despite being in close proximity to the A406 North Circular, this elevated main road has limited impact on the character of the area due to the inward looking nature of the residential boundary and presence of playing fields and allotments to provide a sense of separation. Likewise the A12 Eastern Avenue which literally bisects the neighbourhood but avoids severance by virtue of a relatively short underground section.

Issues

- Protection and maintenance of character of listed buildings and conservation areas.
- Need to maintain the vibrancy of the centre in the face of changing shopping habits.
- Uncertainty over the future of the private 'Evergreen Field' adjacent to Christ Church Green is a known issue and concern for local people.
- Threat of insensitive shopfront alterations within the core is an issue despite the conservation area designation.
- The quality of the built form and distinctive spaces is not reflected in the materiality of some of the public realm. Despite generous footway widths and the presence of tree planting, areas like the main High Street are let down by the use of standard concrete and black-top surfacing materials. There is scope for significant enhancement.
- The quality of infill development is an issue both within the historic core and the grand suburbs. In relation to the latter there is

a risk of excessively large and monolithic replacement buildings filling plots, eroding the space between buildings and lacking refinement of original buildings.

- Roof alterations are an issue throughout the area, particularly within the suburban areas characterised by semi-detached houses with hipped roofs where roof alterations undermine form and symmetry.
- Pressure to accommodate renewable technologies on historically sensitive buildings can be difficult to accommodate.

Overall Wanstead has low to medium capacity to accommodate change. The strong character of buildings and spaces require protection, however the diversity of the area and its architecture mean that modern approaches to architecture can be assimilated where infill opportunities arise subject to neighbourliness, context and quality.

Further information

Wanstead Village Conservation Area Character Appraisal, March 2006, LBR

Wanstead Park Conservation Area Character Appraisal, March 2006, LBR

The Grove Park and Counties Estates Conservation Area Character Appraisal (Draft), January 2009, LBR



WOODFORD



Extent

The Woodford character area is located in the north west corner of Redbridge Borough. It is a large area with well defined boundaries. The Borough boundary forms the western and northern boundaries of the character area; the London Borough of Waltham Forest lying to the west and Essex District of Epping Forest lying to the north.

The southern extent of the character area is defined by the A406 North Circular; the South Woodford character area lies to the south. The eastern extent of the character area is defined by the M11/River Roding; the Woodford Bridge character area lies to the east.

The Woodford Character Area includes the following neighbourhoods:

- Woodford Green
- Woodford Wells
- Monkams, and
- Woodford Broadway

In addition the Woodford character area includes that part of South Woodford north of the A406, including the South Woodford Conservation Area around Church End. This is because the A406 is considered to be a readily identifiable boundary between character areas.

The Central Line railway runs north-south through the character area and Woodford Station lies at the geographic centre of the area.

The character area measures 3.5 kilometres north to south and is around 2 kilometres west to east.

Evolution

The earliest recorded use of *Woodford* appeared in 1062 as *Wudeford*. The name meaning 'ford in or by the wood'. The ford refers to a crossing of the River Roding.

The parish of Woodford at one time fell within the ancient Forest of Essex. The Domesday survey suggests that the area was densely wooded in the eleventh century.

The growth of the present-day Woodford Green and Woodford Wells was slow until the end of the late fifteenth century when Londoners, attracted by the wooded surroundings, began to purchase houses in the area. From the late sixteenth century, the emerging class of wealthy merchants in London began to build large, elaborate houses in Woodford.

The early hamlets of Woodford Row (Woodford Green) and Woodford Wells were most likely self-sufficient with established gentry, farm labourers, craftsmen, a few tradesmen and newly-established wealthy merchants. The route that the High Road (A104) follows today was known as "upper road" in early times and consisted of a forest track until the seventeenth century.

Substantial mansions became characteristic of Woodford in the seventeenth century, and by 1670, 70 families lived in the parish.

Woodford Wells was briefly fashionable as a spa in the eighteenth century, the spring which gives the area its name was said to have medicinal properties, though it had fallen into neglect before 1768.

The eighteenth century saw several new buildings in Woodford Green including Harts House (demolished and rebuilt in 1816), Hurst House (1714), The Roses (1734), Highams (1768), Prospect House (1772), Ivy House, Salway Hall and The Oaks.

In the late eighteenth and early nineteenth century, the upper (High Road) and lower (Chigwell Road) roads, Snakes Lane and George Lane were the only thoroughfares through the parish. The turnpike trust improved the quality of the roads that they managed and this improvement encouraged further residential development along the High Road and other turnpike roads. In 1828, the turnpike trust built the Woodford New Road from Walthamstow to Woodford Wells.

An improving road network was followed by the extension of the railways to Woodford in 1856; a station was constructed at Snakes Lane (Woodford Station). Following the coming of the railway, the Crown sold its forest rights and many more enclosures of the land were made.

In the second half of the C19, development was spreading along Snakes Lane, with ribbon development along the northern side and more extensive development to the south with the construction of Glengall Road and Charteris Road. These were substantial detached properties set in generous plots.

Victorian suburban development looked set to engulf Woodford, however the Epping Forest Act (1878) ensured 209 acres of land at Woodford were preserved as part of the forest. This consisted mainly of the two large greens in Woodford Green Conservation Area, smaller greens and strips on either side of High Road, as well as strips along the River Roding, Reed's Forest and a large parcel of land east of the Conservation Areas.

In the 1870s development accelerated when suburban trains became more frequent. The population increased from 4,609 in 1871 to 7,154 by 1881; and a number of churches were constructed to serve the expanding population.

In the nineteenth century, middle-class city workers were attracted to the area and as a result large numbers of houses served by new residential roads were built.

In the late nineteenth and early twentieth century, some large residences were demolished and housing estates were laid out in their place.

The Monkams estate was developed after initial approvals in 1904 and initially comprised 12 villas numbered 2-24 Monkham's Drive. The area expanded and in 1928 remaining plots were sold for development. Monkams House survived until 1930 when it was demolished to make way for Park Avenue.

Woodford Broadway developed at a similar time to south Monkams (first decade of the Twentieth Century) in order to service the growing number of people living in the area. The two parades of shops on either side of the road were constructed circa 1905.

During the large inter-war and post-war building campaign the full extent of the road network became largely realised. Building continued, with the infilling of remaining development sites through the 1960s and 1970s. Small amounts of infill have continued, but their impacts are minimal with the main structure and components of the estate in place by the 1930s.

WOODFORD (continued)

Character

Heritage interest

The following Conservation Areas exist within Woodford Character Area:

- Woodford Green,
- Woodford Wells,
- Woodford Broadway (designated 1981 and updated 2013 to include the southern part of the Monkham's estate) and
- South Woodford

All except Woodford Broadway were designated in 1970.

Residential Precincts exist within Woodford Character Area at:

- Monkams (designated 1971, reviewed 2013),
- Empress Avenue (1986),
- Mayfair Gardens (1988) and
- The Laing Estate (2005)

Most of the heritage interest within the character area lies to the west of the Central Line along the line of the A1199 High Road. There are 36 locally listed and 27 statutory listed buildings in the character area, only one of which lies to the east of the railway line (this being grade II listed walls at Ray House).

Key listed buildings include:

- Church of All Saints, Inmans Row, Woodford Green (Grade 2 listed)
- No. 8 Johnston Road, Woodford Green (Grade 2 listed)
- No. 9 Princes Avenue, Woodford Green (Grade 2 listed)
- No. 1 Hurts House, Broomhill Walk, Woodford Green (Grade 2)
- United Free Church, Hugh Elms, Woodford Green (Grade 2)
- Harts Grove (and associated buildings), High Road, Woodford Green (Grade 2 listed)
- Anti-Abyssinian war memorial, High Road (outside No.587) Woodford Green
- No.403 High Road, Woodford Green (Grade 2 listed)
- No. 159 & 161 High Road, South Woodford (the former White Hart Public House).

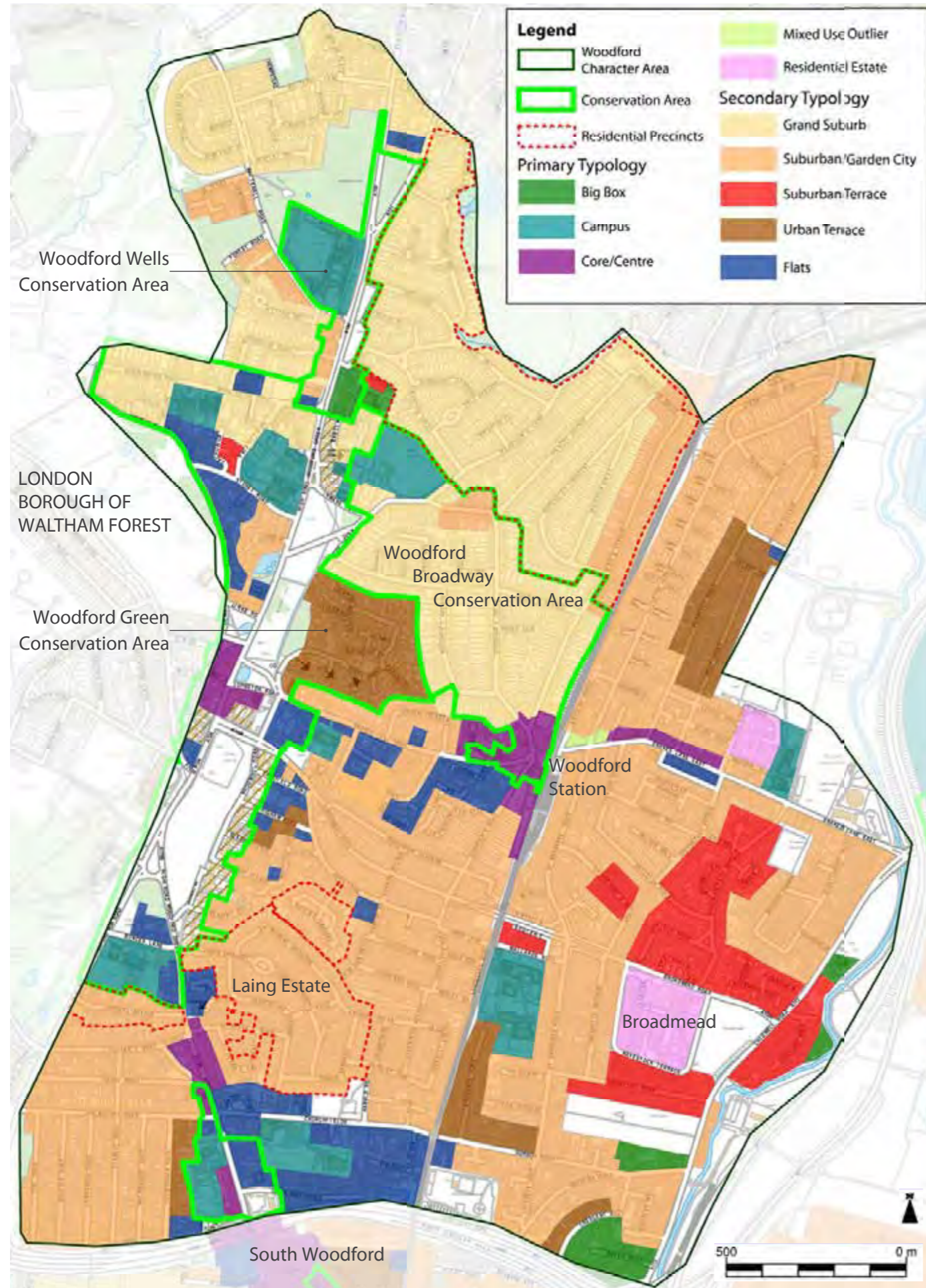


Woodford Broadway



Broomhill Walk and the Lower Green an important green-space with good trees

Woodford typologies map



© Crown Copyright and database rights 2013 Ordnance Survey. LB Redbridge 100017755

WOODFORD (continued)

Typologies and subareas

Given the extent and diversity of the Woodford character area, the area is described in three sections; the south, the north and the east.

SOUTH; including South Woodford Conservation Area, Mayfair Gardens, Empress Avenue and Laing Estate Residential Precincts.

To the south (west of the railway) the character area begins with South Woodford Conservation Area, which is centred on the very busy High Road Woodford Green/A1199. The conservation area, is sometimes referred to as Church End, and is very mixed in building styles with a large proportion being made up of Victorian/Edwardian style shopping parades, with its southern most point making up the north part of South Woodford District Centre/core. South Woodford conservation area consists of a cluster of statutory listed buildings (11) in close proximity. The best of these include:

- No. 98 Elmhurst (formerly listed as Queen Mary College), a beautiful 18th century three storey stock brick building, set in large grounds with numerous mature tree cover;
- No. 159 & 161 (the former White Hart Public House), a wonderful three storey, five bay early 19th century building in yellow stock brick.
- Nos. 177 – 191 Magistrates Court (also known as old rectory). Late 18th century three storey brown brick building with seven sash windows.

The conservation area follows the High Road between Grove Road and Derby Road taking in land either side. The High Road itself is a broad, busy road with high traffic volumes.

The building form along the High Road is not continuous. Rows of properties on the street edge are punctuated by open space. Most of the buildings are shops that retain a fine grain dating from the late Victorian early Edwardian period. However there are larger, older 18th century buildings with large plots or grounds surrounding them; churches with church yards; blocks of flats of varying scale, some with active retail frontages at ground floor overlooking the High Road.

To the south east of the High Road from Queen Mary Avenue there is a large area of flatted development.

To the west of the Conservation Area between Grove Road and Chelmsford Road lies an area of relatively unremarkable/typical suburban development. At Chelmsford Road and further north up to Empress Avenue Residential Precinct the building form changes and the character improves; with a rather grander form of suburban development apparent.

Empress Avenue incorporates buildings of some architectural interest in the late Edwardian style, with some fine detailing particularly front porches. However street widths, grain and enclosure are typically suburban.

NORTH - including Woodford Green and Woodford Wells, Woodford Broadway, and Monkams

Woodford Green and Woodford Wells

Woodford Green and Woodford Wells conservation areas have a special quality that resides in the long, semi-natural open spaces which form the heart of the area; smaller open

WOODFORD (continued)

spaces; lines and clusters of mature trees; ponds; related buildings; narrow roads with mature hedgerows away from the High Road; a grouping of short shopping parades with small units and a pleasing building composition;. There is a village feel to the centre of the conservation areas and a semi-rural feel outside it. Architecture is heterogeneous with buildings representing the eighteenth, nineteenth and twentieth centuries that impart a sense of historical continuity. There are some individual buildings of particular quality.

Historically Woodford Green and Woodford Wells consisted of clusters of development in forest clearings along a forest track. Together the two conservation areas stretch north-south from St Aubyn's School in the south to Reed's Forest in the north. The conservation areas can be split by character into zones highlighting their various special features:

- **The Historic Hamlet (Woodford Green Village; Western Side of the High Street Mill Lane & The Square, Island of development between Broadmead Road and Johnston Road, Northern section of Broomhill Road).**

This area functions as a small urban village or hamlet contains a broad variety of uses and municipal buildings including a fire station, police station, post office and Sir James Hawkey Hall in or close to the village area. The urban grain is fine with streetscape human in scale. There are some fine individual buildings and groups of buildings, including yellow stock Georgian and fine redbrick Victorian, as well as some inter-war suburban development. Broomhill Court is an early block of purpose built apartments.

- **Upper Green, Links Road Green, Harts House and related buildings (The North Green, Inmans Road and the High Road, High Elms Green, Harts House, The Green and Monkams Lane).**

There are a number of churches and the Church of All Saints with its tall spire dominates the North Green. The green has a very open character with panoramic views in all directions, and is cut through by Monkams Lane. There are a number of mature trees around the green which has a very rural feel.

- **The Lower Green, related buildings and spaces (The Lower Green, Broomhill Walk and Broomhill Road, Western side of the High Street, Woodford New Road, Bunces Lane).**

The Lower Green has a distinctive long shape with small areas of open space to the south and the east. The open space has a heath-like appearance with areas of long grass and scrub. There are chestnut trees that enclose the green separating it from the noisy High Road. There is a bronze statue of Winston Churchill (1959) who was MP for Wanstead and Woodford for forty years. The Roses are an example of early, flatted development within the Borough.

- **The area around Mornington Road, Mornington Close, Sunset Avenue, Sydney Rd, Friary Lane, Oak Lane and Chestnut Walk.**

This area contains a variety of residential building types and is indicative of the incremental development of the Conservation Area. Mornington Road is composed of large, detached houses, set in sizable gardens. The building styles of the houses are varied and include well-executed and maintained examples of late Victorian, Edwardian, Arts and Crafts and interwar styles. Further west along Mornington Road, the road changes from suburban to semi-rural in character.

- **Woodford Wells Conservation Area.**

This lies at the northern end of the character area and comprises semi-wild open spaces, a line of mature chestnuts fringing the High Road and other dense, mature vegetation. The area's buildings are not as interesting as those found at Woodford Green conservation area, although Bancroft's School is an outstanding building and has a strong presence consisting of a large quadrangular group of buildings built in the Victorian Tudorbethan style. On the other side to the High Road, the Horse and Well is one of the area's more historic buildings, and the views across the open space on Inman's Row to the church of All Saints is of particular note.

The Woodford Green and Wells conservation areas are the oldest parts of the Woodford character area and the original ribbon village formation is still apparent. There are a variety of different typologies within this sub area, particularly overlooking the High Road Woodford Green where development is spread out, with large spaces between building, plot sizes vary from domestic grand suburbs to larger grand villas, and larger hotel buildings set on the Woodford Green shopping parades on the busy High Road. This area could be considered as a core given the variety of use and activity on the High Road. The age of the buildings here varies significantly with Georgian, Victorian, Edwardian, including urban terraces, inter-war suburban and post-war flats all represented, facing the wide and busy High Road.

To the west of this sub area and straddling parts of the borough boundary to the west is Epping Forest, which runs north along the Woodford New Road/A104, beginning adjacent to Peel Road in the south west of the character area, up

to the point at which the Woodford New Road/A104 and the High Road Woodford Green/A1199 converge. The forest provides a green edge/backdrop to the character area. This feel of the natural forest environment is picked up at Broomhill Road where there are very large open green spaces lined with Chestnut, Poplar and London Plains trees to dramatic effect. There is no doubt that for local residents Epping Forest contributes immeasurably to local amenity and quality of life.

North-west of the Woodford Wells conservation area the predominant typology is grand suburban – these are houses of rather typical suburban design but on larger plots, with generous set-back areas from the fairly legible streets and good permeability. There is a mixed palate of materials and no consistency of architectural design. Scale is consistent at two storeys and buildings are set in a green verdant environment although many front garden areas have been lost to provide car parking.

Woodford Broadway and Monkams

Woodford Broadway, is both a core and a conservation area which includes the core and extends northwards to include part of the contemporary Monkams residential estate .

The core area, known as The Broadway, has a fine grain and buildings and shop fronts display a particularly rich concentration of interesting Edwardian architectural detailing.

Despite its broadly commercial appearance, the core has a diverse range of services including a library, doctors surgery, dentists and recreation facilities in the form of the bowling green immediately north-east of The Broadway.

WOODFORD (continued)

The buildings of The Broadway were constructed with high levels of grandeur and ornamentation. The curved shopping parades were built in one period and share common architectural features including oriel windows, decorated plasterwork, modillion cornices, upper floor balconies with iron railings and parapets of varying styles. Elements of the historic Edwardian shop fronts survive with marble pilasters and corbelled console brackets, stall risers, fanlights and fascia boards.

The land to the rear of the eastern parade of shops and the Bowling Green, has a rear service back of house function and feel but is screened from The Broadway by intervening development, high fencing and trees.

Particularly notable examples of properties within the core/conservation area include the original C19 Woodford Station building, the taxi office, No.6 The Broadway (HSBC Bank) and No.33 The Broadway (Barclays Bank). The Broadway, is wide and enclosed by curved facades; taking a sharp hair pin route in front of Woodford Station.

Woodford Station, built c.1858, forms the transport hub for the area and is relatively plain in contrast to surrounding buildings. It has sash windows, overhanging eaves with moulded brackets and shallow pitched roof all in the Italianate style. Unfortunately the original station building is not easily visible in the street-scene due to a modern single storey extension built on the building's northern elevation and later development on Charteris Road.

A car park lies to the west of Woodford Station, the poor quality of the public realm here (including high modern metal fencing, bollards and vehicle barriers) detracts from the quality of the space.

The buildings and spaces in and around the southern and western sections of the core/conservation area have a separate, distinct appearance and character from the other buildings of character which mostly reflects their late C20 development. A pleasant triangular green exists here however character is undermined by three relatively large modern buildings in the form of the library (built in 1961), the Tamar Square tower and the government tax office building (now vacant) in front of the station. These buildings are negative elements within the conservation area.

Woodford Broadway has a close association with contemporary residential development to the north, this being the southern part of the Monkams estate. The Woodford Broadway Conservation Area was extended in 2013 to include this area. The quality of the housing stock here is very high, dominated by large, well detailed houses.

Monkams illustrates many of the physical characteristics of the Garden City movement; comprising Edwardian homes of the grand suburb typology with well-spaced detached houses with generous set backs.

Off street parking is common as front gardens have ample room for more than one private vehicle in many cases. A characteristic across the Monkams estate is the way in which the housing forms neat clusters that share similar details, creating comfortable compositions with variation across the area. One such group is the houses with corner entrances at the southern end of Monkham's Drive. No. 27 Monkham's Drive is a particularly fine example of the detached Edwardian properties, with its corner turret, canted bay window and decorative window.

The Monkams Estate comprises detached homes on large plots



The Orchard Estate as viewed from junction of Broadmead Road and Chigwell Road



WOODFORD (continued)

One of the most notable parts of Monkham's is the northern side of Queen's Avenue, which has a particularly homogenous group of elegant properties. The road is unusual in comprising semi-detached properties. The majority of the houses have strong gable ends fronting on to the road creating a rhythmical roof-scape, the effect of which is accentuated by the rise and fall in the topography. The predominant characteristic is of mock half-timbered gables, with exposed red brick and occasional rendering. The window joinery is particularly distinctive along this road, with decorative mullions and transoms.

The houses at the southern end of Monkham's Drive and Monkham's Avenue, towards The Broadway, are some of the earliest on the estate as well as some of the most attractive. The southern end of Monkham's Drive is particularly homogenous, with clusters of corner entry houses with bay windows, porches and especially attractive glazing details. Houses on the southern side of Monkham's Avenue display different detailing again, with some houses enjoying the unusual effect of battered walls. A particularly attractive and well preserved example of these Edwardian properties is Nordon's House, No. 4 Monkham's Avenue, which is a candidate for local listing.

The northern end of Monkham's is the least coherent architecturally, with rather disparate elements. It is unified by its rolling topography, and the way in which the road layout makes use of these contours to create distinctive streets, spaces and views.

Monkham's Lane has a different quality to the more intimate nature of other roads in the character area owing to its generous proportions

with wide verges, mature trees and longer views along the length of the road. There are some properties here (85-97) that date from the late nineteenth century and were originally part of the Monkham's House estate, these utilise the 'Old English' style with use of red brick, mock half timbering and strong gables and sit comfortably with adjacent later development. The character of Monkham's Lane has been compromised by significant levels of later infill and incremental change. There is also loss of front gardens to car parking.

The long stretches of King's Avenue, Princes Avenue, Worcester Crescent and Malvern Drive give this area a very different character. The straight nature of the roads traverse the rolling topography and accentuate these long views, particularly those along Princes Avenue in which the entire stretch of the road can be seen from either end as the road dips in the middle. The twentieth century residential tower to the south of the estate is again prominent in views towards Woodford Broadway along the road.

The houses on King's Avenue are inter war and suburban in typology, and the housing stock becomes more standardised with fewer decorative features.

Housing south of Snakes Lane West, between the High Road and Central Line is predominantly from the suburban typology, and dates from the inter-war period. Areas of flatted development are interspersed.

The residential precincts of Mayfair Gardens and Laing's Estate consist of long streets that curve dramatically, chicane and snake back on themselves with rather contrived planted areas. Housing here feels relatively secluded

but legibility is poor. This area comprises unremarkable though salubrious suburban street typologies,

The Mayfair Gardens Residential Precinct features a generous space, designed as a large ergonomic rectangle, with spacious grass verges at its centre, built up on a platform of two rubble steps, and very generously planted with tall mature trees that compartmentalise the space.

EAST - area east of the Central Line

Broadmead Road (A1009) is the only vehicular connection between west and east Woodford within the character area. The suburban typology dominates east of the railway' albeit with discernible pockets of urban terracing, suburban terracing and residential estate development.

This area lacks the history, architectural quality and quality of space of the area to the west of the railway line.

Development immediately east of Woodford Train station is less salubrious and less active than the Broadway. There are some interesting upper floors to the core that remain from its Edwardian past, and Jubilee Parade is an interesting parade building of early art deco design. At ground floor however many of the original traditional shopfronts have been destroyed. Overall the core here feels less vibrant and is architecturally and environmentally weaker than development to the west.

Continuing away from the centre along Snakes Lane East the older architecture vanishes and post war typologies dominate, in the form of flats and residential estates. The Ray Lodge

residential estate lies to the west of Ray Lodge School and is a large complex of post war flats, two to three storeys in height. The area is not particularly legible and has an ad hoc squeezed appearance. There is very little tree cover and the character overall is rather run down.

Between Snakes Lane East and Wansford Road the suburban terrace typology predominates, punctuated by the multi-storey flats at the Orchard Estate. The tall blocks of the Orchard Estate on Broadmead Road dominates the skyline. This is post war estate development with little meaningful tree cover and few if any uplifting elements.

The very busy Chigwell Road/A113 skirts the eastern edge of Woodford running south to north and features its street clutter, large areas of guard rails at crossings, open areas of scrub and grass waste lands that attract fly tipping, and intermittent run down terraces in various states of disrepair, neglect and vacancy.

Despite its prevalence east of the railway, inoffensive suburban development struggles to humanise the more dominant negative character of the estates and areas of suburban terrace housing. St Barnabas Road, north of Broadmead Road, accommodates some of the more characterful housing within the suburban typology.

Prospect Road, which runs parallel to and to the east of Hillside Avenue comprises urban terraces along a straight very legible road. There is little or no spaces between properties, consistent design details, fine grain plots with very little set back to frontages and parking occurs on street parking.

WOODFORD (continued)

Urban terracing is also apparent within Wynndale Road, Gordon Road, Maybank Road and Crescent Road. Gordon Road is particularly interesting partly for what it has retained and also for what has been lost. Large Edwardian terraces of particularly ornate design remain, but there are gaps in the road and infill with suburban housing. The secluded Crescent Road also retains some fine Victorian and Edwardian urban terraces, some in excellent condition, and is one of the most interesting and intact streets within east Woodford. The street is very narrow, is a classic crescent shape, but for the most part has housing only on one side of the street, with the other side taken up by Raven Road industrial estate; an area of big box development in the south-eastern corner of the character area.

Unique features

- The Woodford Character Area benefits from a wealth of statutory and locally listed buildings and undesignated buildings of character. A wide spectrum of English suburban development over the last 250 years is represented with interest focussed at the western end of the area.
- The open and verdant appearance of the character area is also of note, particularly at Woodford Green with its great open spaces, ponds and views.
- The proximity of Epping Forest benefits the area.
- The changing/undulating topography throughout the character area is also a distinctive feature, particularly at Monkams.

Summary

Woodford is a very large character area split by the presence of the surface level Central Line railway. There is a contrast between the areas west and east of the railway. To the west there is a great deal of architectural and historic interest; to the east the area ranges in character from the typical (suburban) to some of the least distinctive neighbourhoods.

Development to the west of the railway has an organic varied character; whereas the area to the east is much more homogenous.

Parts of the west side of Woodford retain their linear village character (Woodford Green and Woodford Wells) and remain very green and open. Tree cover contributes significantly to the character of spaces and many of the oldest and most important buildings in the character area reside here.

Woodford Broadway is an area of distinctive and well preserved Edwardian shopping parades contemporary with the spacious residential neighbourhood of Monkams to the north.

Issues

- The Core east of Woodford station feels less vibrant than the Broadway to the west. Measures to increase footfall and to promote viability could be investigated.
- Public realm west of the station does not complement the built form. There is an opportunity to rationalise the space and secure enhancement as part of proposals to redevelop the station car park, adjoining public car park and the nearby office block which together form a Housing Development Opportunity site (site MO01 as designated in the 'Development Site with Housing Capacity document, May 2008, LBR)
- There are areas of low quality estate development to the east of the railway line including the Orchard Estate and Ray Lodge Estate. The internal quality of some of the accommodation has been enhanced in recent years with improved insulation to reduce heat loss however a wider regeneration strategy or estate renewal programme could be considered.
- Poor public realm and over-engineering is apparent in the roads in east Woodford. A scheme of tree planting would raise quality.
- Insensitive personalisation (replacement windows and doors and creation of hard-standings at plot frontages) and inappropriate extensions undertaken under 'permitted development' rights has begun to erode character in places. An article 4 direction could be considered to limit such interventions within areas of character (Conservation Areas and Residential Precincts).

The western half of this character area contains some of the Borough's most important heritage assets. Open space and generous tree cover contribute to the character of the area. Scope to accommodate change is low here.

In contrast the area to the east of the station contains areas that would benefit from positive intervention. Capacity to accommodate change here could be said to be medium/high.

Further information

Woodford Green and Woodford Wells Conservation Areas - Special Character Appraisal, March 2007, LBR

Woodford Broadway Conservation Area Character Appraisal, November 2013, LBR

Development Site with Housing Capacity document, May 2008, LBR

WOODFORD BRIDGE



Extent

Woodford Bridge is located in the north-west quadrant of the Borough and the northern extent borders on the administrative boundary with the District of Epping Forest in Essex. It is part of the wider area of Woodford which is a large suburban town divided into South Woodford, Woodford Green and Woodford Bridge.

The western boundary is defined by the Green Belt designation which includes the Ashton Playing Fields to the north of Manor Road and to the south the M11 flyover and Roding Valley Park. The southern boundary is defined by the Green Belt including allotments and South Woodford Cricket Club. The Green Belt designation extends to the east and separates Woodford Bridge from Claybury.

The Character Area extends north- south by approximately 1.2km and 0.8km east- west at its widest point.

Evolution

The medieval settlement of 'Wudeford' is mentioned in the 11th Century Domesday Book. Woodford Bridge is the oldest part of Woodford sitting on the old road between Leytonstone and Chigwell and was originally surrounded by Epping Forest. It is the Green itself which is the oldest element of this Character Area surviving from the medieval period, albeit in modified form.

Woodford Bridge was strategically placed on a bridging point over the River Roding.

Woodford Bridge was first shown on the on a map (by Chapman and Andre) in 1777. This showed the White Hart coaching inn (since rebuilt), the Crown and Crooked Billet (still existing and now locally listed) and around five mansions of which Thurlby House and Gwynne House still remain albeit the latter was rebuilt in 1816.

In 1856 the Eastern Railway Line was opened from Stratford to Loughton on which Woodford Bridge became accessible via a station at Snakes Lane. This led to expansion of the settlement in the late Victorian period.

In 1860, the Church of St. Paul was built on the upper green. It was subsequently damaged by fire and restored in 1886. The Victorian shopping parade of Elizabeth Villas were built in 1868, and at the turn of the century, further house building took place in the area, with the police station being built in 1900 in a prominent position near the church. During this period, Dr Barnado purchased land around Roding House and Gwynne House to establish one of his children's homes, the layout of which was influenced by the Garden City Movement. Between the wars, further homes and ancillary buildings, including a chapel (still remaining and locally listed) were added to what became known as the Boy's Garden City.

Areas of suburban housing were constructed between the wars and the Art Deco pavilion building which now forms part of the Ashton Playing Fields was developed during this period. The majority of the housing development in the Character Area took place between the Second World War up and the 1960s and is characterised by ribbon form development and cul-de-sacs. Additionally the 1771 bridge giving the settlement its current name was demolished to make way for road widening in the 1960s.

From the 1970s up to the present day there has been both continued infill development and some significant changes to the Character Area. The Boy's Garden City was demolished (leaving nothing but the Chapel in place) and replaced with the modern housing estate Gwynne Park Estate in the 1980s.

The construction of the M11 in the 1980s resulted in the re- routing of the course of the river further to the west and increased traffic flows and noise in the area.

Character

Heritage interest

The Woodford Bridge Conservation Area at the heart of the Character Area was designated in 1970.

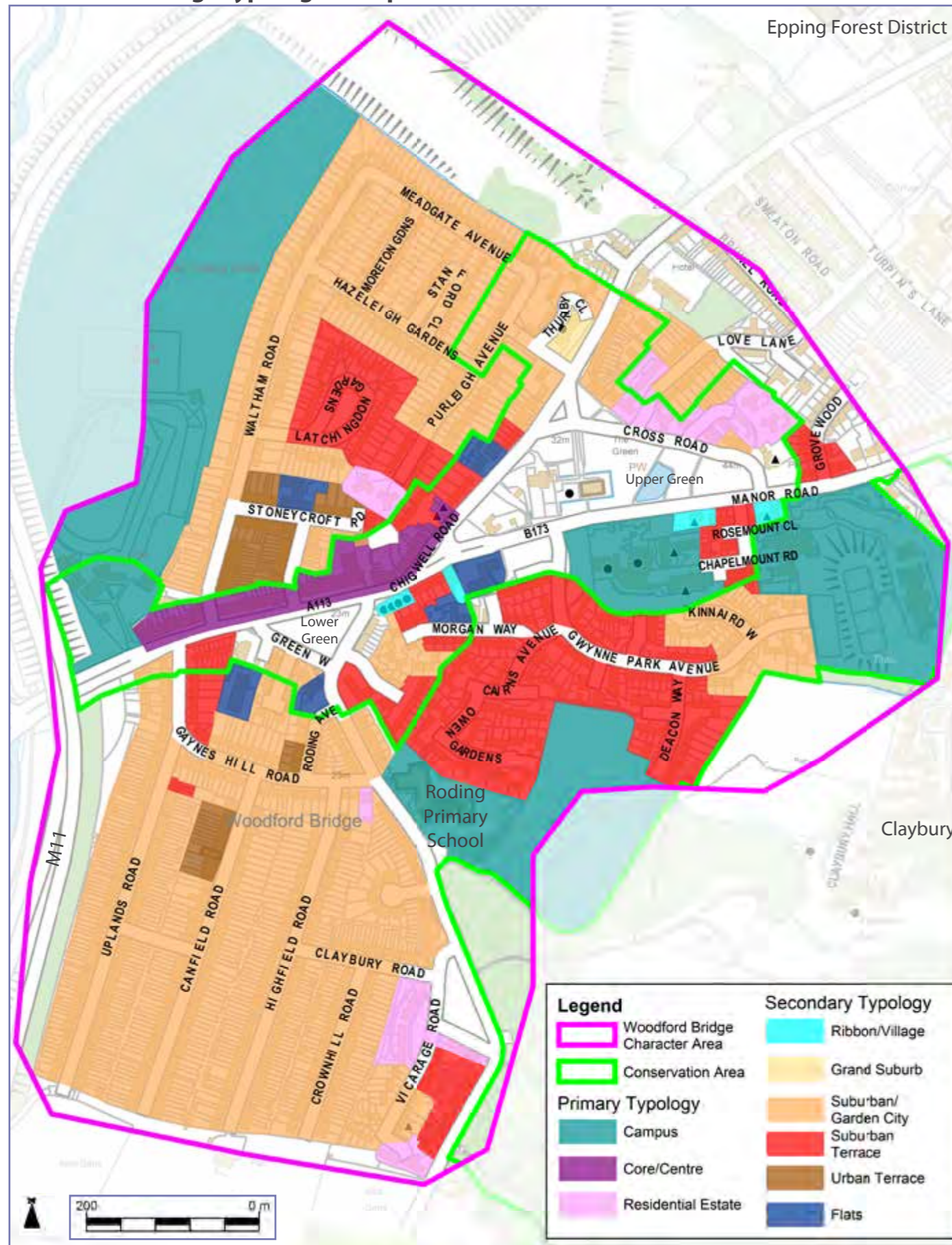
There are eight listed building entries included in the Statutory List of Buildings of Architectural or Historic Interest within the Woodford Bridge Character Area, mainly situated in and around the Upper and Lower Greens; including the Grade II Listed St Paul's Church with its tall, steep spire which is located on the Upper Green and originally built in 1860. There is also a terrace of Grade II listed two storey cottages with one shop along Chigwell Road close to where the Manor Road forks off from the old Roman route to Chigwell, along which the modern A113 is more or less aligned.

A further seven buildings are recognised as having local interest and are described in the Borough's Local List of Buildings of Special Architectural or Historic Interest. Including the prominent eighteenth century Crown and Crooked Billet Public House and Fairlawn

a residential property close to the southern boundary of the Character Area which was built circa 1903 as a large Edwardian House.

WOODFORD BRIDGE (continued)

Woodford Bridge typologies map



Typologies and subareas

Core

The Woodford Bridge Local Centre is a linear parade of shops and restaurants which fronts onto Chigwell Road; a very busy road running east-west and this boundary has been used to classify the Core.

The architectural style of the buildings varies within the Core; the most westerly parade of shops are two storey with shops on the ground floor and flats above. There is a modern distinctive three storey block of flats with ground floor commercial unit at the end of the parade with the corner of Waltham Road which is finished in white render and has a zinc flat roof. The one storey flatted roof garage premises is opposite and forms another corner plot. Further along there is a row of terraced 2.5 storey Victorian villas which front onto the Lower Green, and the imposing 2.5 storey former White Hart public house where Chigwell Road branches into Manor Road. Building heights then reduce to two storeys and eventually one storey at the most easterly point of the Core.

The Core slopes upwards to the east and the quality of the public realm and the shop fronts have been identified for improvement.

Campus

There are several campus developments at the fringes of the Character Area including Ashton Playing Fields to the west which have an entrance off Chigwell Road. The main pavilion buildings are set back from the main road along a tree lined street. The main Pavilion Building is of an art deco style, however, has had some unsympathetic alterations over later years and is surrounded by later buildings.

The Guide Dogs for the Blind centre forms the eastern boundary of the Character Area. The main buildings and kennels are set in landscaped grounds and were constructed within the late twentieth century.

Roding Primary School is located at the bottom of Roding Lane North, which is at the topographical low point of the Area. The School has a large playing field associated with it which backs onto the housing estate to the north and Claybury Park to the east. The building is predominantly one/ two storeys but increases to three storeys at the front elevation to Roding Lane North including a circular glass-brick stairwells and porthole windows which form distinctive features.

The Prince Regent Hotel is located in the former Gwynne House and stable block which front onto Manor Road and the Green. These buildings (now Grade II listed) date from the early nineteenth century displaying a restrained neo-classical style. There have since been modern additions and the former Dr Barnardo's Chapel, constructed in 1932, forms part of the hotel complex. The frontage is open but dominated by car parking and signage associated with the hotel.

Residential

Outside of the defined Core and Campuses there are some isolated commercial premises; such as the Crown and Billet Public House; Café, Opticians and Upton Social Club. Aside from these land uses the remainder of the built land-use of the area is primarily residential. In general the Area is permeable to pedestrians and cyclists but less so for cars. It is made up of a variety of sub typologies as set out below.

WOODFORD BRIDGE (continued)

There are a number of pockets of estate development, most notably the detached apartment blocks on the north side of the upper green. These vary in quality but most do not relate positively to the street and are out of scale with lower buildings within the Conservation Area. There are blocks of garages associated with these flats which could be the subject of future development pressure.

There are some examples of Ribbon development facing onto Manor Road where the oldest buildings of the Character Area are located. This includes the row of two storey statutory listed cottages and the locally listed 18th century Greyhound Cottage. These buildings form attractive frontages to the upper and lower Greens. There is further ribbon development facing onto Chigwell Road which fronts the Upper Green. These dwellings have been classified within the suburban and suburban terracing sub typologies due to the presence of development to the rear, and are all two storey and set back from the footway behind front garden areas, most of which are enclosed by boundary walls, fences and/or hedging. Parking in this area for the houses is either on driveways/hardstandings or on-street. Where off-road parking has been created, this has tended to detract from the overall character of this area

Thurlby House to the north of the Upper Green was constructed during the later eighteenth century as a nobleman's residence; and has since been extended and converted into flats. The semi-detached houses surrounding Thurlby House are all constructed in the Arts & Crafts idiom typical of development found in the Garden Cities.

There are rows of two storey Victorian urban terraces around Stoneycroft Road to the north of the Core which are characterised by shallow front gardens and low boundary walls; approximately 4.5 metres deep and the plots are relatively narrow at around 4.3 metres wide. Additionally, to the south of the Core, Canfield Road and Roding Avenue have short urban terraces of Victorian housing which have now been surrounded by other later residential development.

The row of properties 5- 12 Wallers Close in the north eastern part of the Character Area were built to house workers in the latter part of the 19th century and are a group of buildings of positive townscape importance. These buildings have been classified as Suburban as they are semi-detached cottages with deeper front gardens characterised by distinctive shallow pitched roofs and attractive contrasting brick work.

Suburban development occurs to the north and south of Chigwell Road and is the predominant sub typology of the Character Area. The earlier (pre-war) roads such as Waltham and Uplands Road are typically through roads and are generally straighter than the later roads. The straight roads of inter war housing off Gaynes Hill Road allow views down to the south. The development here is mainly two storeys with a uniform building line. The suburban development which is of interwar origin has relatively simple detailing for development of the age and the majority is arranged in short terraces alongside the common semi-detached variant. There are also areas of the suburban development constructed post war. The road layouts of these later developments tend to be dominated by crescents, loop roads and/ or cul

de-sacs, such as Latchingdon Gardens. The plots are wider at approximately 9 metres across, with deeper front gardens at approximately 5 metres deep.

The wide scale demolition of the Boy's Garden City (leaving nothing but the Chapel in its place), and the replacement with the modern housing estate now known as Gwynne Park Estate took place in the late 1980s. This area of housing lies mainly to the south of the two Greens, it is made up of a combination of suburban terracing; semi-detached and detached housing of 2- 2.5 storeys arranged in gently curving roads to form a loose grid structure with no uniform building line and open frontages. The streets are quiet and there are areas of landscaped small pocket areas of green with some protected trees. The suburban terraced housing leading off from Manor Road does not face the road and is in a cul de sac formation.

There is some street facing flatted development which faces onto the Lower Green and towards to south of the Character Area and close to Claybury Park there are three blocks of flats on Vicarage Road set back from the road by landscaped areas. Along Stoneycroft Road the row of Victorian urban terraces is broken by the four storey Kenneth Chambers Court; another unsympathetic modern addition to the street-scene.

Unique features

The topography of Woodford Bridge can be considered to be a unique feature of the Character Area. The land rises/ falls by approximately 30 metres on the east- west axis along Manor Road. The degree of sloping landform is just sufficient to help create

attractive stepped roof-scape views. Land rises significantly from Roding Primary School up to the junction of Roding Lane North with Vicarage Road. It then falls away again to the south. The topography of the Area allows long distance views towards the west.

The historic greens provide a setting for and important visual separation between the different groups of buildings and are at the heart of the Woodford Bridge Conservation Area. They are both protected as Important Urban Open Space by Redbridge's local planning policies and are enhanced by historic and new tree planting; which add to the views in and around the green, including the tree lined avenue which leading up to St Paul's Church. The pond on the upper green is a key feature and a pond in this position was shown on the Chapman & Andre map of 1777.

The church and the former school and school masters house form a very distinctive group of Victorian buildings at the heart of the Green, all with steeply pitched roof forms, and the tall spire of the church acting as a focal point. The former police station with its combination of red-brick, render, stone dressings, half-timbering and striking chimneys (partially surrounded by hedgerow) visually acts as a gateway to The Green when approaching it from lower ground to the west.

WOODFORD BRIDGE



WOODFORD BRIDGE (continued)

Summary

Woodford Bridge has an organic, eclectic character. The two greens are important local features as the historical and physical centre of the settlement. The greens are enhanced by the close proximity to historic buildings, including listed cottages and St Paul's Church on the Upper Green itself. There has been some unsympathetic development to the north of the Green which detracts from the semi-rural feel of the area. The Core area is dominated by the busy Chigwell Road and proximity to the M11, which detracts from the shopping environment.

Away from the Core the streets are quieter and are mainly made up of suburban development with some suburban terracing and flats/estates. The characteristic height of the Area is two to two and a half storeys, with some three or four-storey buildings.

Issues

Throughout the years there has been a gradual erosion of the character and features that make the Conservation Area special and afforded the area its initial designation. English Heritage has placed it on the Heritage "At Risk" register. Issues identified in The Draft Conservation Area Appraisal for Woodford Bridge (May 2013) include;

- Poorly designed and/ or maintained shop fronts which are to the detriment of the more traditional and attractive upper floor Victorian architecture.
- The continued protection of the identified listed buildings and historic greens is very important to maintain the Conservation Area

part of the Character Area. It is recognised that there have been some unsympathetic additions to the area surrounding the Upper Green in the form of the three/ four story blocks of flats which are incompatible with the village feel. Therefore, any future development in this area should be carefully controlled to ensure it is more sympathetic to elements that contribute positively to the character of the area.

- The success of the Core area is important to ensuring the long-term vitality of Woodford Bridge as a designated local centre as identified by the Local Centres Health Check (June 2012).
- There is one allocated Opportunity Site BR05 yet to be developed in the Character Area which is located to the rear of the former White House public house.

Woodford Bridge has been identified by the Local Implementation Plan (April 2011) as an area where major public realm works were required to uplift and regenerate the area. An interim scheme is underway to make improvements and a funding bid has been made to TfL to supplement the interim which if successful would be implemented in 2014. It is important that the scheme secures and appropriate quality and reinforces the character of the area. Key elements of the scheme include:

- Renovate the area around the M11 flyover making it more pedestrian friendly with better lighting and streetscape materials;
- Improve crossing facilities along Chigwell Road;

- Upgrade lighting in the town centre, and in the vicinity of Roding Primary School;
- Install cycle parking at appropriate locations;
- Remove redundant signage and street furniture and coordinate new pedestrian signage to enhance legibility.

Away from the historic core of the Conservation Area surrounding the Upper and Lower Greens there is low- medium capacity for change in Woodford Bridge. There has already been modern infill development from single houses through to blocks of flats. There is currently one opportunity site yet to be developed and there are a number of blocks of single storey blocks of garages associated with blocks of flats which may be subject to future development pressure.

Further information

Woodford Bridge Conservation Area Character Appraisal (July 2014), LBR

Redbridge Local Implementation Plan (April 2011), LBR

Local Town Centres Health Check (June 2012), LBR

Photos on previous page:

Top left: The Core of Woodford Bridge. Attractive Victorian terrace with unsympathetic shopfronts and public realm in need of enhancement.

Top right: Inter War suburban housing that is typical of housing away from the core within the Character Area.

Bottom left: Apartments on the north side of the Upper Green are unsympathetic to the form and scale of older buildings within the Conservation Area.

Bottom right: View across the Upper Green to the Church of St Paul.





Modern Movement building at Uphall Primary School



Rural character of Loxford Lane

SECTION 6
KEY FINDINGS

FINDINGS

Distribution of urban typologies across the Borough

The table to the right shows that residential typologies make up 80.5% of the built up area of the Borough, confirming that the Borough is primarily residential in character. Residential streets (secondary typologies) cover 78% of the built up area.

The map that follows, illustrates the spatial distribution of the various urban typologies across the Borough.

The table and map reveal the expected predominance of inter-war suburban development, which has a strong presence within almost all character areas. Suburban development accounts for almost 43% of the built up area and entire neighbourhoods exist based on this single typology within the west, centre and south of the Borough.

Suburban terracing makes up 12.6% of the built up area and exists in pockets of varying size within and adjacent to areas of suburban development. There is a concentration of urban terracing within Hainault.

Residential estates appear in relatively small pockets throughout the Borough, and cover just 2.5% of the built up area. In the west these tend to occur on the edge of settlements. This is not a dominant typology within Redbridge and estates are modest in area compared to other parts of the Capital.

Urban terracing, perhaps surprisingly, is the second most prevalent typology within the Borough. There is a concentration of urban terracing, dating from the end of the late nineteenth/early twentieth century, within the south of the Borough that broadly follows the line of the High Road/railway and occupies land immediately adjacent to the cores of Ilford, Seven Kings and Goodmayes. Within and adjacent to these areas are occasional streets of grand villas; these are contemporary with urban terraces in terms of age but feature grander, more ornate properties. Grand villas cover only 1.3% of the built up area.

The plan reveals that development in the west of the Borough is mixed and varied; this is consistent with the organic evolution of the area over a significant period of time. The grand suburban typology is present here whereas it occurs very rarely east of the River Roding corridor.

Non residential typologies make up only 19.5% of the built up area of the Redbridge. Campus development is the most common non-residential typology.

The 'mixed-use outlier' typology warrants particular mention. This typology was not identified at project conception and evolved during trial survey work. Once identified and defined as a typology, detailed site survey work has revealed that this typology is relatively proliferate, occurring fairly frequently although in relatively small pockets. The uses contained in these areas help provide for local need; enhancing convenience for residents, reducing the need to travel and supplementing identified town centres.

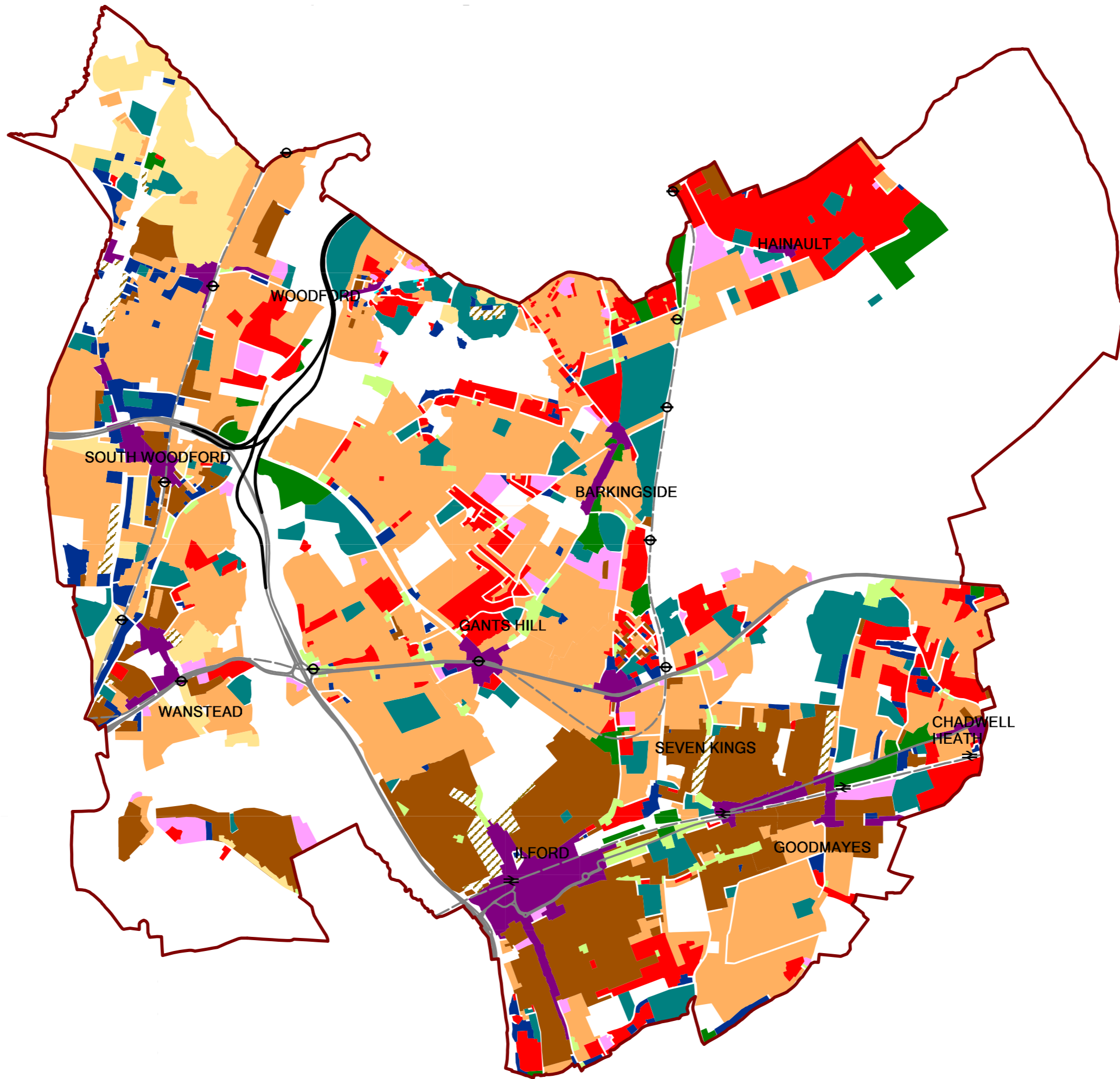
The mixed-use outliers include both Key Retail Parades, designated as part of the Local Development Framework, and other areas which have not been recognised to date. They tend to occur along principal roads and at major intersections between centres at the edge of character areas and provide opportunities for sustainable growth in the borough.

Table: Area covered by typologies

	Typology	Area (ha)	%
PRIMARY TYPOLOGIES	Big Box	83.0	2.65
	Campus	316.9	10.12
	Core	153.4	4.90
	Mixed use outlier	57.0	1.82
	Residential estate	76.7	2.45
	SECONDARY (STREET) TYPOLOGIES	Ribbon/village	0.3
Grand suburb		158.6	5.06
Grand villas		39.25	1.25
Suburban		1334.0	42.60
Suburban terrace		394.2	12.59
Urban terrace		507.7	16.21
Flats		10.7	0.34

Nb. Percentage figures relate to the percentage relative to the area occupied by all typologies (equivalent to the extent of the built up area).

Spatial distribution of urban typologies across the Borough



FINDINGS (continued)

Perimeter blocks

Survey work undertaken as part of this study has confirmed the most coherent and legible neighbourhoods within Redbridge comprise perimeter block development where fronts of new building face adjoining streets and a private/secure core is created in the middle of the block which accommodates garden space.

These perimeter blocks are apparent within all secondary/street typologies.

Where other forms of development occur, such as within big box or residential estate development, legibility suffers and indeterminate space is apparent. This space lacks a sense of ownership and responsibility; it does not provide privacy nor function well as part of the public realm. Such space can be difficult to manage and feels insecure as it does not benefit from direct surveillance from adjoining housing.

Perimeter blocks work on a variety of scale. Becoming more compact closer to centres where frequency of routes increases. New developments based on perimeter block principles work better than those that are not. Compact blocks, with undercroft car parking, enable very efficient use of land in accessible locations without compromising urban form.

Enclosure and streetscape

Much of Redbridge is based on suburban principles of composition; rather than urban form of spatial arrangement. This means that levels of enclosure on most streets are relatively low. Character is derived from modulation, rhythm, repetition of architectural elements (such as full height bay windows) and the

contribution of planting; in particular planted fronted gardens, hedges at plot boundaries and most importantly avenue tree planting within the street.

Corridors

Work undertaken to inform this study indicates that infrastructure/movement corridors (railways, rivers and principal roads) act as boundaries to lateral movement and form the edges of character areas.

Main roads tend to incorporate mixed use development; that contributes to convenience and sustainability and supplements the Borough's Town Centre hierarchy. Character along these corridors is often weaker, or notably different, from the neighbourhoods that lie behind or within.

Development along such corridors is frequently higher than the *field-height* of the adjacent neighbourhood but is nevertheless in scale with the wider street spaces that characterise such corridors. Principal and secondary corridors within Redbridge are illustrated in the map on page 167.

Quality of new development

Survey work undertaken as part of this study has revealed that the quality of new development within the Borough is variable.

The best examples of new development respond positively to their context; and are informed by design cues that characterise existing development. This may mean that important building alignments are followed, modulation is informed by the surrounding urban form,

materials enhance local distinctiveness and key architectural details, such as bay windows, are reinterpreted. It does not mean however that all aspects of the surrounds are replicated within the development proposal.

Below: Double height bay windows are common in Redbridge. Suburban homes incorporate canted (angled) and curved variants and are relatively lightweight. Urban terraces have canted or square bays with solid, masonry corners.



FINDINGS

Issues

Area-specific issues have been identified within the various character area sections.

In undertaking survey work however common issues have been identified relating to each of the urban typologies.

Issues identified for each primary and secondary typology are summarised below.



Big Box developments can be car dominated and difficult to walk around

Primary Typologies

Big box

- Difficulty assimilating into finer grain urban form (such as within Cores).
- Limit permeability due to coarse grain.
- Vehicles dominate spaces with poorly defined pedestrian routes and low quality public realm.
- Minimal active frontage.
- Wider impact on transport network caused by traffic generation often leading to contrived or over-engineered routing measures.
- Fulfil a need but difficult to locate. Market resistance to provision as part of apace efficient mixed use development.

Campus

- Encroachment of car parking into landscaped space.
- Orientation of buildings on school sites can make necessary expansion difficult to achieve.

Core/Centre

- Public realm can disappoint and traffic and vehicle domination can be an issue in some cores.
- Need to remain healthy and viable despite competition from other centres, changing shopping habits and difficult economic conditions generally.

- Desire to retain active frontages.

- Need to consider use throughout the day - aspirations for 24 hour cities.

- Need to refine identified boundaries to reflect both what is currently on the ground and the potential of each centre.

Mixed use outlier

- Largely unrecognised within existing planning policy framework. Opportunity to review existing Retail Parade policy and consider a level of protection.
- Opportunity for intensification as part of sustainable and Lifetime Neighbourhoods-justified by facilities offered and increased scale within these areas.

Residential estate

- Insular areas of development often poorly integrated with their surroundings.
- Lack of passive surveillance causes issues of safety and security.
- General lack of character. Little sense of ownership of spaces results in them feeling indeterminate and unloved.
- Issues of deprivation and lack of access to services and facilities including usable open space.
- Adequacy of management can vary greatly.
- Quality of public realm undermined by expansive car parking courts.

FINDINGS (continued)

Secondary Typologies

Ribbon/village

- Need for protection from insensitive infilling.

Grand Suburb

- Control of replacement dwellings where new dwellings fill plots resulting in incremental loss of spaciousness.

Grand villas

- Subdivision of units putting pressure on car parking, resulting in loss of front gardens. Also adequacy of management measures including maintenance of property and provision of suitable refuse storage/cycle parking etc.

Suburban

- Prevalent typology. Significant variation in detailing between neighbourhoods.
- Insensitive hip to gable extensions on otherwise symmetrical semi detached properties. Also excessively large dormer windows.
- Variation in tree cover. Streets with trees feel much more distinctive and comfortable than those without.
- Accommodating car parking is an issue in tighter suburbs close to centre (Less problematic away from centre in areas with large plots).

Suburban terrace

- Often poor-build quality creates problems for residents (heating/maintenance).
- General over-simplicity of elevational detailing fails to generate character.
- Residents' personalisation over time can work against unity of composition.

Urban terrace

- Plot frontage car parking can undermine the relationship between the built form and the street due to narrow plot widths. Removal of boundary treatments and planting and substitution of long runs of stark hard surfacing.

- Residents' personalisation over time can work against unity of composition (recladding/ replacement windows, replacement roofing materials, porches etc).

Flats

- Difficulty with integration into surrounding area in some cases. Work better on corners rather than in middle of linear run of other typology.
- Lack of doorways to street can result in dead or inactive frontage.
- Car parking and refuse storage can undermine street-scene if not given adequate consideration.



Parking issues on a street close to Chadwell Heath Centre



Insensitive roof alterations can undermine the character of otherwise pleasant suburbs

RECOMMENDATIONS

The character area write ups includes area-specific recommendations relating to each character area.

The following pages set out key Borough-wide recommendations for Redbridge.

Land use planning

- Future planning strategies for accommodating growth within Redbridge should be informed by findings of this study. In particular, the capacity of various character areas to accommodate growth has been identified and this is visualised on the map that follows. It should be noted that the diagram identifies capacity based solely on character - determined by factors such as density, urban form and quality; it does not for example take account of accessibility and should not be taken as the only determining factor in directing growth.
- It is recommended that the presence and importance of mixed-use outliers identified within this study is recognised within land use planning policy; potentially as a new category at the bottom of the town centre hierarchy.
- Survey work has revealed that the boundaries of town centres are occasionally outdated and do not always correspond with what is now on the ground. Boundaries should be reassessed as part of work to prepare the Redbridge Local Plan 2015-2030
- The presence of movement corridors between character area has been identified in this study. These corridors accommodate mixed use development and development of a greater scale than that within the neighbourhoods beyond. It is suggested that these corridors could be a focus for development in order to protect the character of neighbourhoods beyond (see diagrams on pages 167/168). A hierarchical approach is suggested:
 - Main focus for growth within Investment Areas.
 - Growth within other defined centres.
 - Development also promoted along principal corridors.
 - Neutral approach within existing neighbourhoods unless identified for estate regeneration.
 - Protection and preservation within Conservation Areas and Residential Precincts.

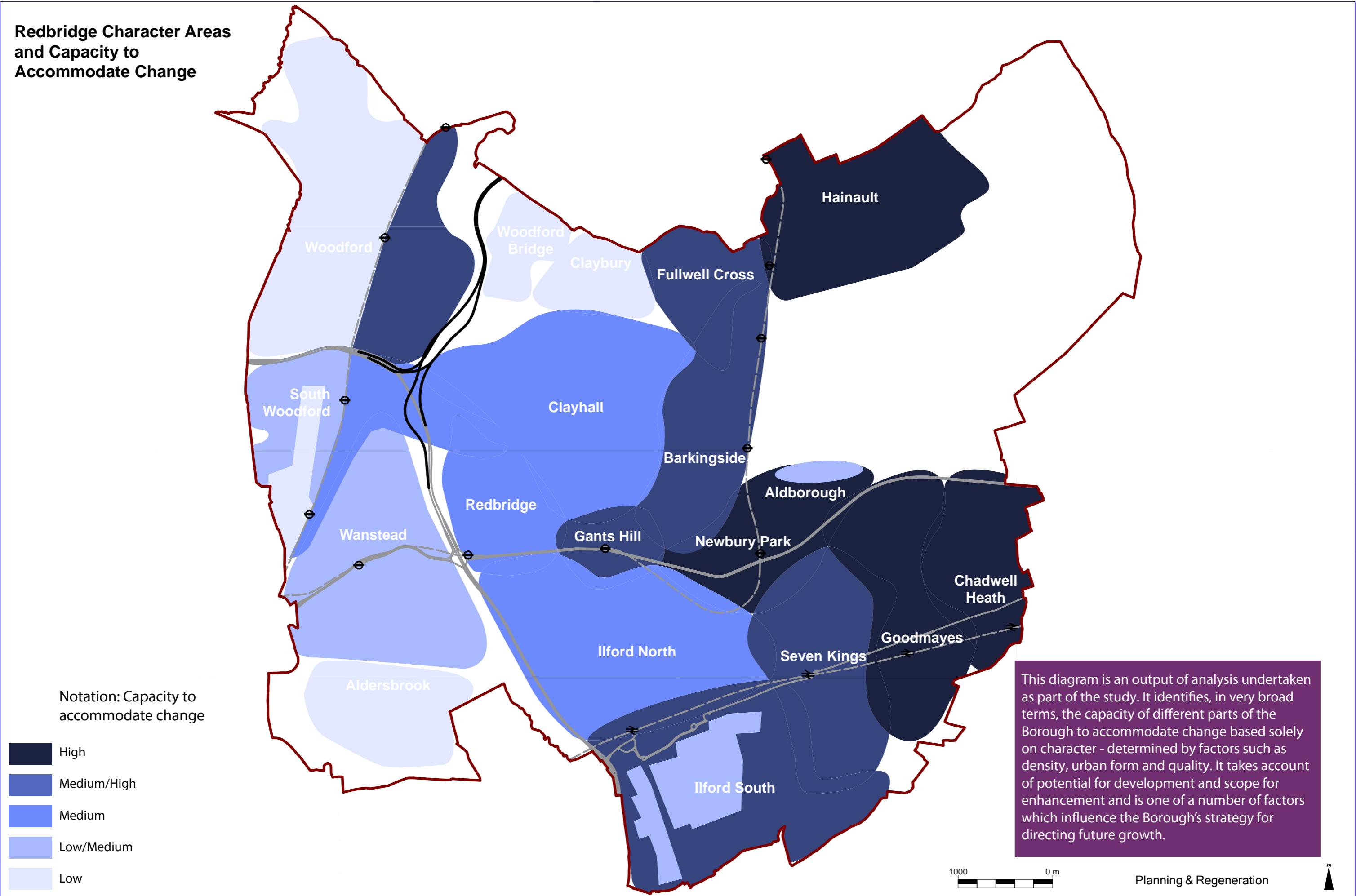
Heritage

- Preservation of the Borough's heritage assets is variable. Two of the Borough's Conservation Areas are on English Heritage's 'at-risk' register. It is recommended that an overarching Heritage Strategy is produced for the Borough in accordance with the requirement of the National Planning Policy Framework.
- Survey work has indicated that some existing designations are outdated. There is a case for designating a new Conservation Area at Goodmayes and redefining and extending the boundaries of other Conservation Areas including George Lane, South Woodford. Some parts of areas designated as Residential Precincts no longer justify designation, whilst other neighbourhoods are now better preserved and could be considered for designation. A significant number of buildings of interest are undesignated and could be considered for local listing. A review of designation of heritage assets including Conservation Areas, Residential Precincts and Locally Listed Buildings is recommended. Designation of the latter should be based on a clear set of criteria for designation.
- There are a number of management issues that are common across all of the Borough's Conservation Areas. A set of Borough-wide management proposals is advocated. This can be used as a basis for more detailed area-specific proposals including the designation of further article 4 directions to prevent erosion of character from cumulative minor work.

Public realm

- Redbridge celebrates its proliferate tree-population and has a good track record for tree planting within the public realm. Trees are inherently good and the character of suburban neighbourhoods is greatly dependent upon the presence of trees and planting to soften the space between buildings. Neighbourhoods that lack such planting suffer in consequence and lack character. Tree planting schemes should target streets and neighbourhoods that currently lack tree cover.
- Public realm works best where good quality and enduring materials are used and engineering requirements are accommodated without dominating the space between buildings. Multi-disciplinary teams; including landscape designers, arboriculturalists, urban designers and engineers should be formed at project conception when improvement works are being considered.
- There is a general lack of quality and consistency within the public realm. A common palette of materials, street furniture and planting species should be devised identifying good quality and distinctive, yet affordable and robust, options for use in the public realm. These should be set out in updated Streetscape Guidance for the public realm.

Redbridge Character Areas and Capacity to Accommodate Change

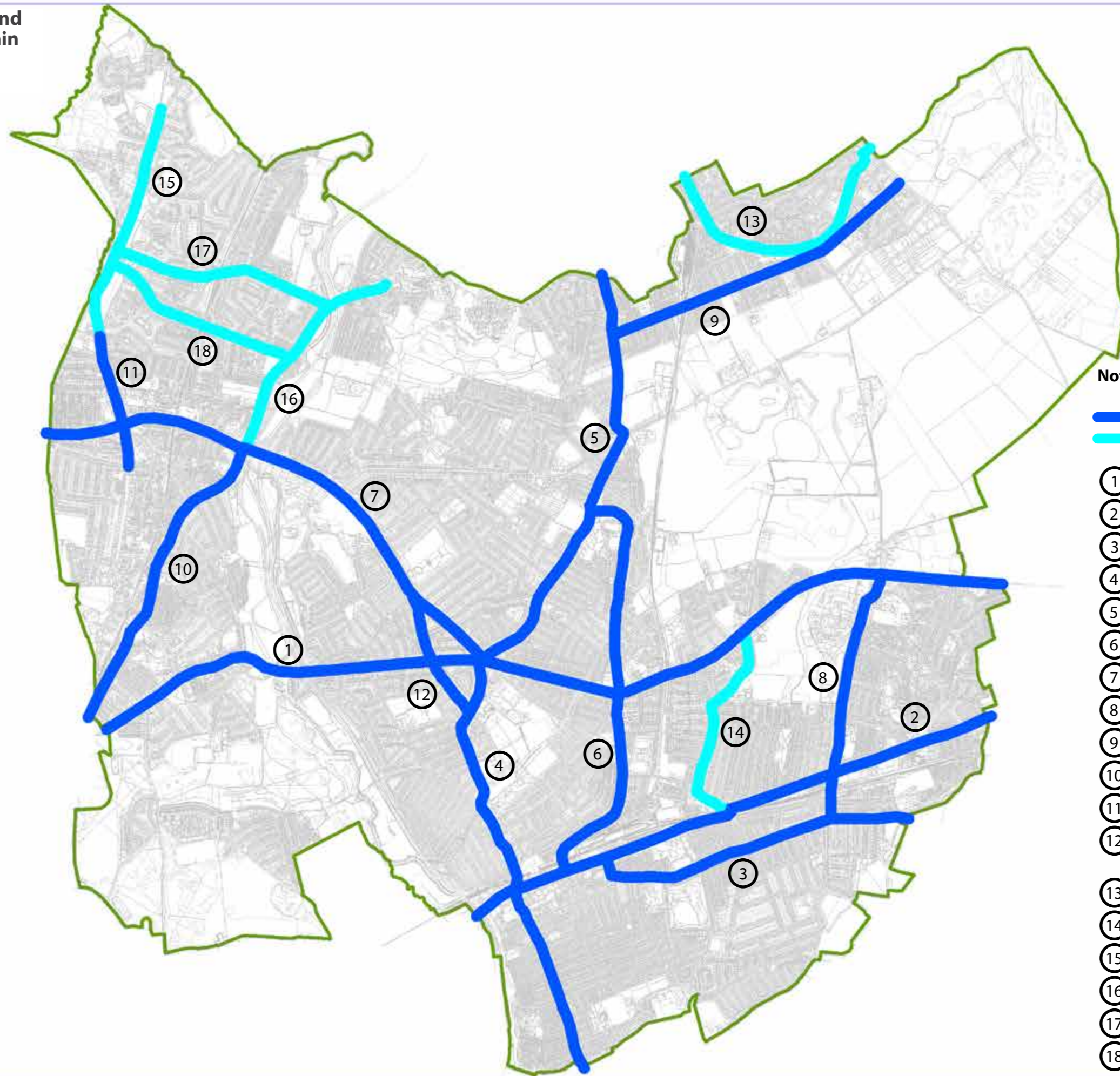


Notation: Capacity to accommodate change

- High
- Medium/High
- Medium
- Low/Medium
- Low

This diagram is an output of analysis undertaken as part of the study. It identifies, in very broad terms, the capacity of different parts of the Borough to accommodate change based solely on character - determined by factors such as density, urban form and quality. It takes account of potential for development and scope for enhancement and is one of a number of factors which influence the Borough's strategy for directing future growth.

Plan showing principal and secondary corridors within Redbridge as identified within this Study



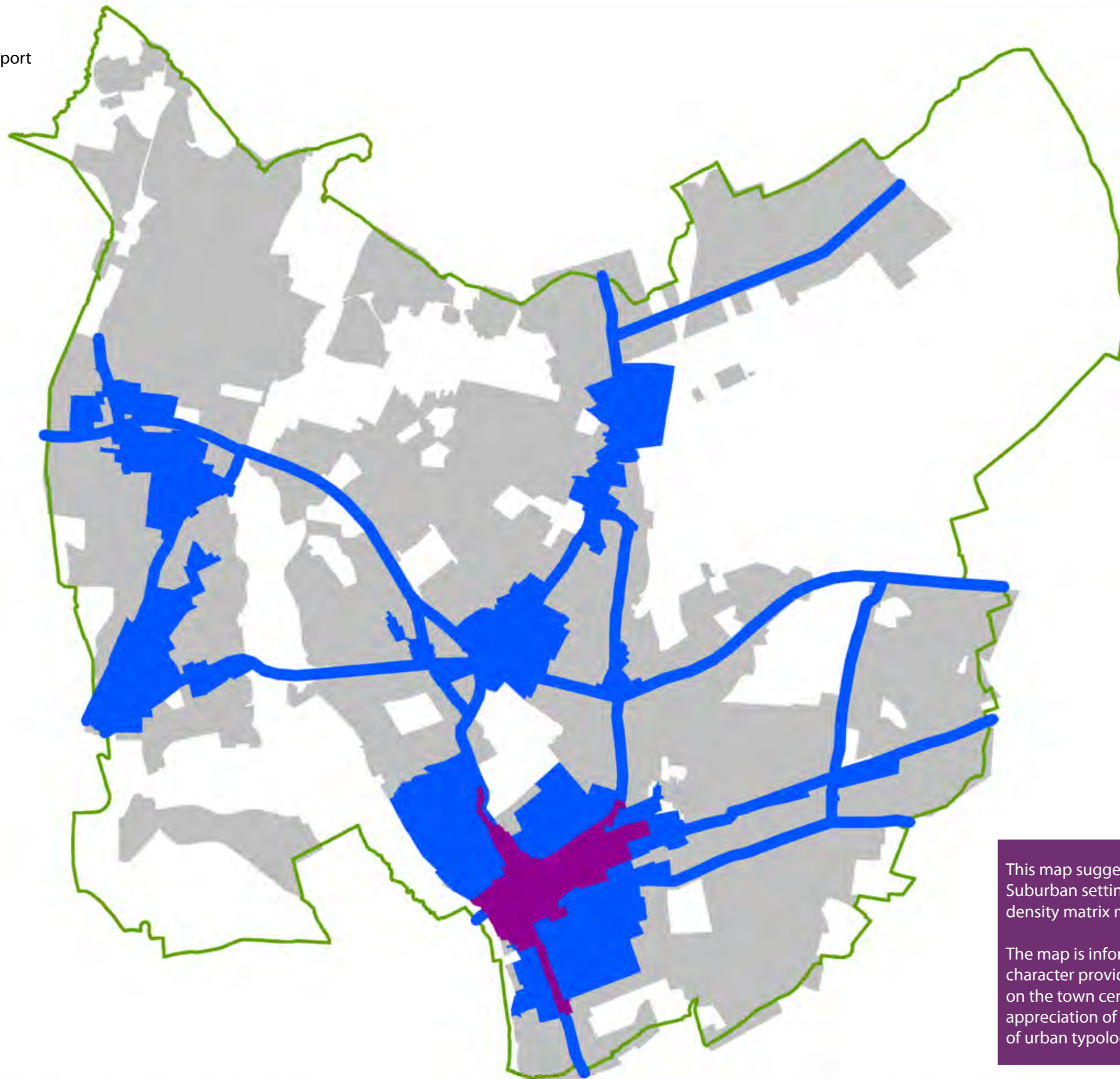
Notation

- █ Primary corridor
- █ Secondary corridor
- ① Eastern Avenue
- ② High Road / Crossrail
- ③ Green Lane
- ④ Ilford Lane / Cranbrook Rd south
- ⑤ Cranbrook Rd north / Fencepiece Rd
- ⑥ Ley Street / Horns Road
- ⑦ Woodford Avenue / Southend Road
- ⑧ Barley Lane
- ⑨ New North Road
- ⑩ Hermon Hill / Chigwell Road south
- ⑪ Woodford High Road south
- ⑫ Beehive Lane
- ⑬ Manford Way
- ⑭ Aldborough Road South
- ⑮ Woodford High Road north
- ⑯ Chigwell Road north
- ⑰ Snakes Lane
- ⑱ Broadmead Road



Density Map

Subject to Preferred Options Report
Extension consultation.



Notation

- Central
- Urban
- Suburban

This map suggests how the Central, Urban and Suburban settings described in the London Plan density matrix may be applied to Redbridge.

The map is informed by the understanding of character provided by this study and draws on the town centre hierarchy as well as an appreciation of corridors and spatial distribution of urban typologies.



RECOMMENDATIONS (continued)

Design guidance

- The release of any large greenfield sites for development offer a unique opportunity to reinforce the character of the Borough. Garden Suburb principles have an historic association within Redbridge and could be reinterpreted for the 21st Century. It is recommended that research should be undertaken in relation to contemporary garden city/suburb development and key sites for release in the Borough's Local Plan Review should be subject of masterplans.
- The Borough's Urban Design Framework provides a useful basis for negotiating new development and raising quality, however the document is nearly a decade out of date and does not benefit from the understanding of the Borough's character provided by this study. There is an opportunity to explore how traditional building typologies can be reinterpreted for the 21st Century. It is recommended that the Urban Design Framework is updated.
- Additional or updated guidance on shop-fronts, domestic extensions and infill development is also recommended. The latter should set out how positive design cues derived from an understanding of an area should inform proposals for new development.
- Plot-frontage car parking is an issue across the Borough. It is convenient for residents but undermines character and generate highways issues. Guidance could be produced directing residents to best practice in terms of minimising areas of hardstanding, using good quality permeable surfacing and ensuring adequate soft planting remains or is supplemented.

Planning process

- Plot frontage car parking has eroded character in many areas of urban terrace and suburban housing. In many instances this is so proliferate that it would not be practical to seek to revert the trend to re-establish front gardens. Plot frontage parking is most harmful in areas of urban terracing where:
 - plots are narrow (leaving little room for residual planting alongside parking space),
 - gardens are of limited depth resulting in vehicles overhanging footways, and
 - tree planting within the public is rare due to confined space.A survey of areas of urban terracing, as identified in this study, could be undertaken with a view to establishing a targeted (rather than blanket) article 4 direction covering any areas where plot frontage parking is potentially problematic but front gardens and on-street parking remain. The direction would be subject of dialogue and consultation but would ultimately prevent the removal of boundary walls/fences and creation of hardstanding. At the same time it could afford control over works of alteration to front elevations to prevent excessive personalisation which can erode units of composition.
- Some of the Borough's looser suburban areas are characterised by semi-detached homes with simple hipped roofs. Insensitive roof alterations in the form of large dormers, or where the hipped roof is converted to a gable, serve to erode character and unbalance pairs of properties. An article 4 direction could be considered to remove permitted development rights for roof alterations in such areas.

- Large proposals can have the most significant impact on neighbourhood character. Such proposals should be considered for external design review.
- Design and access statement can assist the iterative design process. Borough guidance on validation requirements should clearly identify requirements for design and access statements.

Positive intervention

- A scheme of 'meanwhile' uses, including community/arts projects and small business incubator space, could be considered to help reduce the impact of empty premises on the various town centres and ensure they contribute positively to the locality.
- Estate renewal should focus on some of the larger residential estates where there are particular social issues. More conventional built form and enhanced quality may help complement management measures to provide a better sense of place and cohesion. Left over and forgotten spaces could contribute more positively to the area by being sensitively developed or adapted for community use.

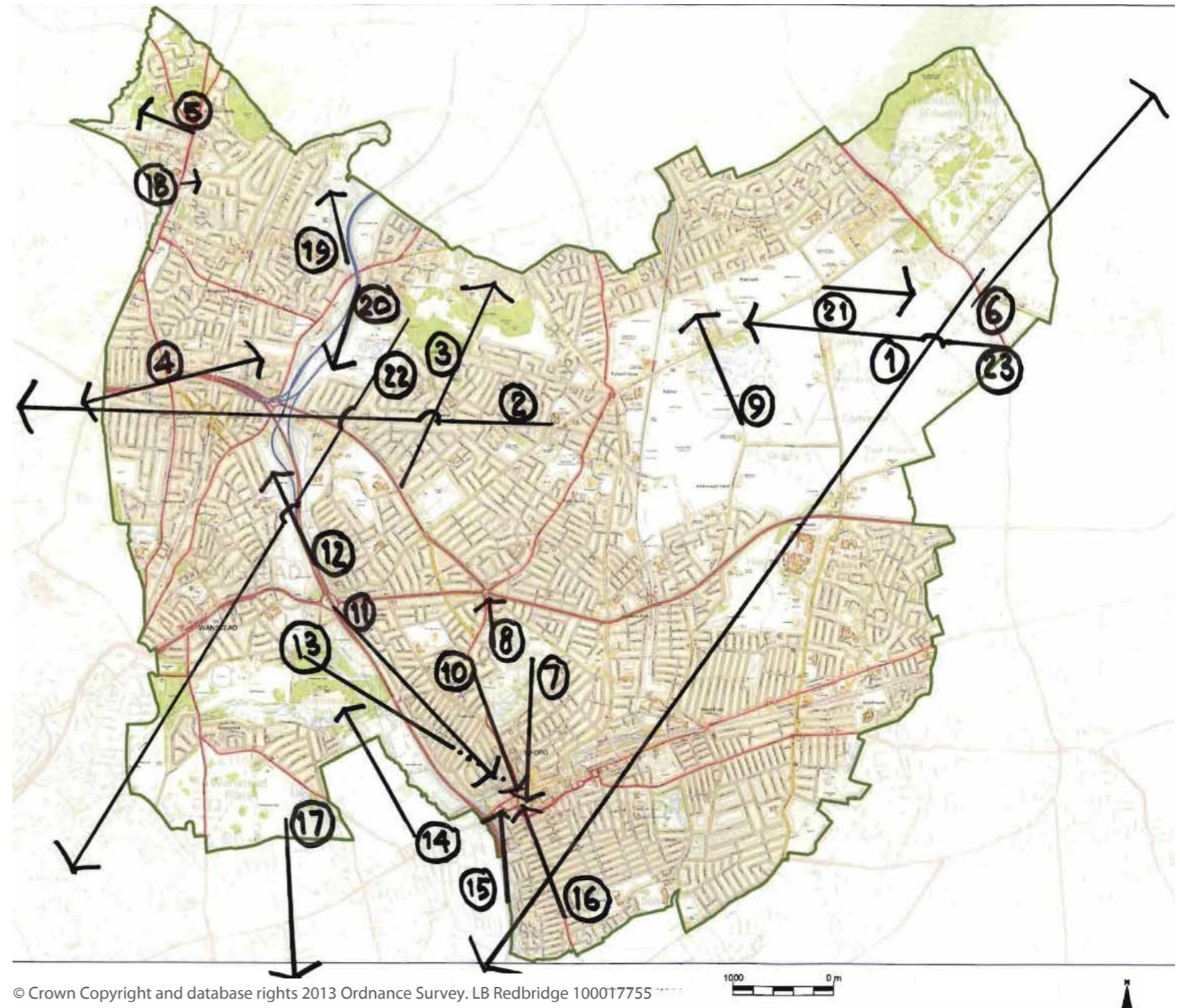
Future review

- The urban character study should be reviewed and updated periodically. The review process should take the form of a relatively quick refresh/update and may be undertaken alongside, or immediately preceding, future reviews of the Borough's Local Plan.
- In undertaking any review the following refinement of typologies could be considered:
 - (i) Adjust definition of 'ribbon village' typology to cover organic/historic (pre-Victorian) linear village development in the west of the Borough (including development around Woodford Green etc).
 - (ii) Introducing a new typology to cover 1980s suburban development comprising loosely grouped detached houses. Survey work revealed this to be more prevalent than anticipated. Depending on grain this is variously identified as grand suburb, suburban or suburban terracing within this study.

RECOMMENDATIONS (continued)

View Management

- This study has identified a number of good views, from and of, various parts of the Borough. - key local views are visualised on a diagram to the right. A management framework could be produced to build on this understanding and protect/manage key local views to enhance the legibility and distinctiveness of the Borough. This could form part of an updated Urban Design Framework.



BIBLIOGRAPHY / SOURCES

Aldborough Hatch: The Village in the Suburbs - A history,
2012, Ron Jefferies

Aldersbrook Estate Conservation Area Appraisal,
February 2005, Bennett Urban Planning/ London Borough of Redbridge

The Archive Photographs Series: The Great Eastern Railway,
1996, Gavin Smith

The Archive Photographs Series: Ilford - A second series,
1995, Ian Dowling and Nick Harris

Barnardo's Barkingside Development Brief,
December 2009, Andrew Martin Associates

Barkingside Town Centre Health Check, July 2012, London Borough of Redbridge

The Bungalow Estate (Mayfield) Conservation Area Character Appraisal,
2014, London Borough of Redbridge

Bygone Ilford,
1989, Brian Evans

A Century of Ilford - Events, People and Places over the 20th Century,
2012, Brian Evans

120 Chigwell Road Planning Brief,
London Borough of Redbridge

Claybury: A special character appraisal,
The Design Studio/London Borough of Redbridge

Crossrail Corridor Area Action Plan: Development Plan Document,
September 2011, London Borough of Redbridge

Gants Hill District Centre Area Action Plan: Development Plan Document,
May 2009, London Borough of Redbridge

George Lane Conservation area - Draft Conservation Area Appraisal,
March 2008, London Borough of Redbridge

The Grove Park and Counties Estates Conservation Area Character Appraisal (Draft),
January 2009, London Borough of Redbridge

Heritage at Risk 2013 - London,
2013, English Heritage

Ilford Metropolitan Centre Area Action Plan: Development Plan Document,
May 2008, London Borough of Redbridge

Ilford Town Centre Health Check,
December 2011, London Borough of Redbridge

The Lake House Estate Character Appraisal,
March 2010, London Borough of Redbridge

Local Town Centres Health Check,
June 2012, London Borough of Redbridge

The London Plan,
July 2011 (and subsequent alterations), Mayor of London

Newham 2027: Newham Character Study,
September 2011, London Borough of Newham

The Old Photographs Series - Ilford,
1994, Ian Dowling and Nick Harris

Redbridge Development Sites with Housing Capacity document,
May 2008, London Borough of Redbridge

Redbridge Borough Wide Primary Policies,
May 2008, London Borough of Redbridge

Redbridge Core Strategy,
March 2008, London Borough of Redbridge

Redbridge 2028: Core Strategy Review - Preferred options report,
January 2013, London Borough of Redbridge

Redbridge Local Implementation Plan,
April 2011, London Borough of Redbridge

The Redbridge Open Space Assessment,
2010 (Updated 2012), London Borough of Redbridge

Redbridge Strategic Flood Risk Assessment,
May 2009, AECOM/London Borough of Redbridge

Redbridge Urban Design Framework,
March 2004, London Borough of Redbridge

Seven Kings Lorry Park & Car Park Planning Brief,
April 2006, London Borough of Redbridge

Shaping Neighbourhoods: Character and Context, Greater London Authority: Draft SPG,
2013, Greater London Authority

Waltham Forest Characterisation Study,
July 2009, Urban Practitioners/Waltham Forest

Wanstead Village Conservation Area Character Appraisal,
March 2006, London Borough of Redbridge

Wanstead Park Conservation Area Character Appraisal,
March 2006, London Borough of Redbridge

Woodford Bridge Conservation Area Character Appraisal,
2014, London Borough of Redbridge

Woodford Broadway Conservation Area Character Appraisal,
November 2013, Beacon Planning Ltd/London Borough of Redbridge

Woodford Green and Woodford Wells Conservation Areas: A special character appraisal,
March 2007, London Borough of Redbridge

Note: Every attempt has been made to identify, acknowledge and observe copyright permissions. However if anyone has any cause to believe that this is not the case then the Council would be happy to remedy this in future versions of the document.

Map on page 74: This work incorporates historical material provided by the Great Britain Historical GIS Project and the University of Portsmouth through their web site A Vision of Britain through Time (<http://www.VisionofBritain.org.uk>).

London Borough of Redbridge

Planning and Regeneration

www.redbridge.gov.uk