

Redbridge Local Plan 2015 - 2030

Concept Masterplans Greenbelt Release Sites

Evidence Base | Investment and growth areas

February 2017

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Introduction

The Council's strategy for the development of Redbridge sets a strong vision and objectives to meet the pace of growth and change within the Borough. As part of this approach, the draft Redbridge Local Plan 2015-2030 seeks to bring forward significant growth of new housing and commercial development across a number of Investment and Growth Areas.

The Council considers that it has exceptional circumstances to amend the Green Belt; the evidence base to support the production of the Redbridge Local Plan, includes a Green Belt Review. This review concludes that a number of parcels no longer meet the functions of Green Belt as set out in the National Planning Policy Framework. These sites include Oakfield, the Ford Sports Ground, Goodmayes and King George Hospital sites and Billet Road.

The Council is proposing to allocate these sites as development Opportunity Sites in the Local Plan to meet the borough's development needs, particularly for housing and education uses.

The Local Plan has identified capacity to deliver 18,936 homes over plan period. To meet this target, development of brownfield land and proposed Green Belt release site is required. The Sustainability Appraisal (2017) accompanying the Local Plan supports this preferred strategy.

In order to inform the principles of development at these locations, there is a need to ensure that the scale and character of development can support and enhance the character of the borough overall.

Supporting this approach, the Council has prepared a series of high-level concept masterplans to provide an initial framework of design principles.

These masterplans demonstrate that the level of proposed development; with necessary community infrastructure can be accommodated on-site and is deliverable.

These principles should be developed further following the adoption of the Local Plan.



Background and key development assumptions

The Council considers that the proposed Green Belt release sites are appropriate for housing-led mixed use development based upon a number of factors including:

- 1. Accessibility to public transport** – particularly Oakfield is in close proximity to the Central Line, and the forthcoming enhancements offered by Crossrail make Ford Sport Ground, Goodmayes and King George Hospital and Billet Road sustainable locations
- 2. Accessibility to the strategic road network** – including the A12 (Eastern Avenue) and A406 (North Circular)
- 3. Proximity to existing commercial and community uses** – including local centres, schools, health provision and access to employment
- 4. Permeability to areas of open/public spaces** - including Fairlop Waters Country Park

Key development assumptions

In bringing forward key development principles for these sites, the Council will seek to ensure that improvements to pedestrian accessibility and permeability are encouraged to maximise the benefits of the development of these sites within their wider context.

Development principles will also seek to deliver the required quantum of housing on each site and enable future delivery of key infrastructure to support the quantum of development proposed and the Council's broader objectives of the Local Plan; including education, community and health uses alongside new/enhanced open space and playing pitches.

Development principles for the each of the sites will seek to enable the delivery of an appropriate density of development to ensure that the emerging design solutions can deliver the density range suggested by London Plan Policy 3.4.

These principles will also seek to encourage a mix of housing development which is consistent with draft Local Plan Policies:

LP1 - Spatial Development Strategy;
LP2 - Delivering Housing Growth;
LP6 – Dwelling Mix

At this stage, it is considered that there is no need to fix any of the development principles for these sites and instead it is envisioned that detailed masterplans or detailed planning applications will be prepared by the developers/land owners following the adoption of the Local Plan.

The current concept masterplans are provided to illustrate that the ambitions of the Local Plan for these sites are deliverable from the outset.

SITE 1 |
OAKFIELD

Oakfield - Site Constraints

Land use

Land uses across the Oakfield site currently focus around the provision of sports/leisure facilities, with the Redbridge Sports Centre occupying the central portion of the site.

The northern, western and southern aspects of the site are bound by residential developments comprising predominantly residential terraces. With more recent development of apartments to the south-western extent of the site.

Barkingside District Centre is located south-west of the site; this area provides a wide variety of uses including a significant retail offer, public library and leisure centre.

Recent development of the King Solomon High School campus can also be found situated to the south of Forest Road.

Topography and landscape

The topography of the site is generally flat, although there is a substantive embankment to the eastern boundary of the site, to accommodate the elevated section of the London Underground railway.

Considering the landscape value of the site, there are relatively few landscape features which would constrain the development potential of the site. Although a number of existing landscape features may be capable of retention or integration within a landscape strategy for future development

Ecology and archaeology

Oakfield is identified as part of a wider archaeological priority area and therefore issues of archaeological significance should be considered from the outset of developing detailed masterplans/ planning applications for the site.

The site does not have any formal designation as an area of ecological value.

Access and permeability

The Oakfield site is highly accessible to a range of public transport facilities. The site is bound to its eastern extent by the London Underground Line, offering frequent access to Central Line services throughout the day.

Fairlop station is situated to the southern boundary of the site and Hainault station is situated in close proximity to the northern boundary.

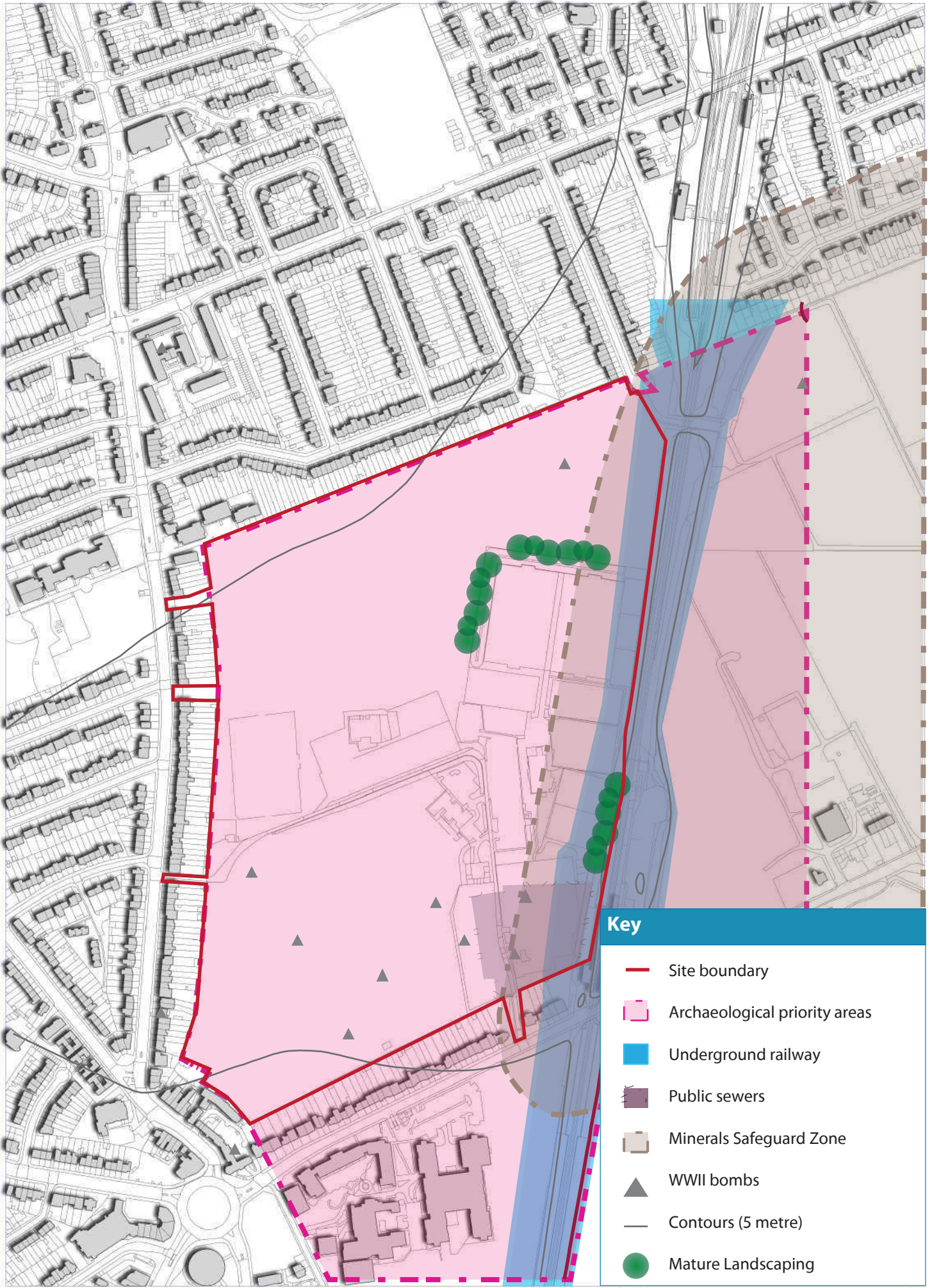
A number of frequent bus services operate around the periphery of the site.

Existing gated accesses, particularly to the northern extent of the site limit permeability by both pedestrian and cyclists. These barriers limit movement both within the site and between Hainault and Barkingside.

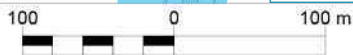
Character and context

Generally the context of the area surrounding the Oakfield site is typified by residential development of two storeys with a typical suburban character. To the core of the site, the Redbridge Sports Centre is of a more significant 'big box' commercial scale. Furthermore larger developments in excess of three storeys can be found to the north-western and south-western extents of the site; particularly within the Barkingside District Centre.

The Grade II Listed Building, Fullwell Cross Library is situated to the south of the Oakfield site. The setting of this building is largely screened by existing developments situated upon the south-western boundary of the site.



Scale 1: 5,000



Design Principles

Land use and amount

Development of Oakfield offers an opportunity to provide a choice of new homes; including a mix of houses and flats, whilst retaining and enhancing a number of existing uses of the site.

The indicative capacity of the site is to deliver approximately 600 new homes within a mixed-use development.

Infrastructure requirements

Illustrative options for development of the site, suggest that there is capacity to provide a new 8 Form Entry secondary school, a local health hub and an enhanced leisure offer as part of future investment in the Redbridge Sports Centre campus.

In addition, there is also capacity for additional development around Fairlop underground station to create a mixed-use hub; featuring both commercial and residential floorspace.

Scale and massing

Considering the character and context of the surrounding area, the site could accommodate a varied scale of development between 2-5 storeys overall.

The provision of taller buildings within this context would require further consideration as part of the development of detailed masterplans/planning applications for the site.

Access and circulation

Vehicular access to the Oakfield development as tested/assessed in the High Level Transport Report (Atkins, 2015), would be provided through upgrade of existing accesses from Forest Road, Hazelbrouck Gardens and Fencepiece Road.

An additional access point should also be considered to the north-western extent of the site.

Two discrete vehicular circulation routes are suggested within the site to facilitate future development.

Pedestrian/cycle permeability

Development of the Oakfield site, offers a number of opportunities to enhance pedestrian and cycle movement within the site and the wider area.

Provision of links between the site and existing residential development situated to north; to link with Barkingside District Centre and Hainault Country Park should be developed.

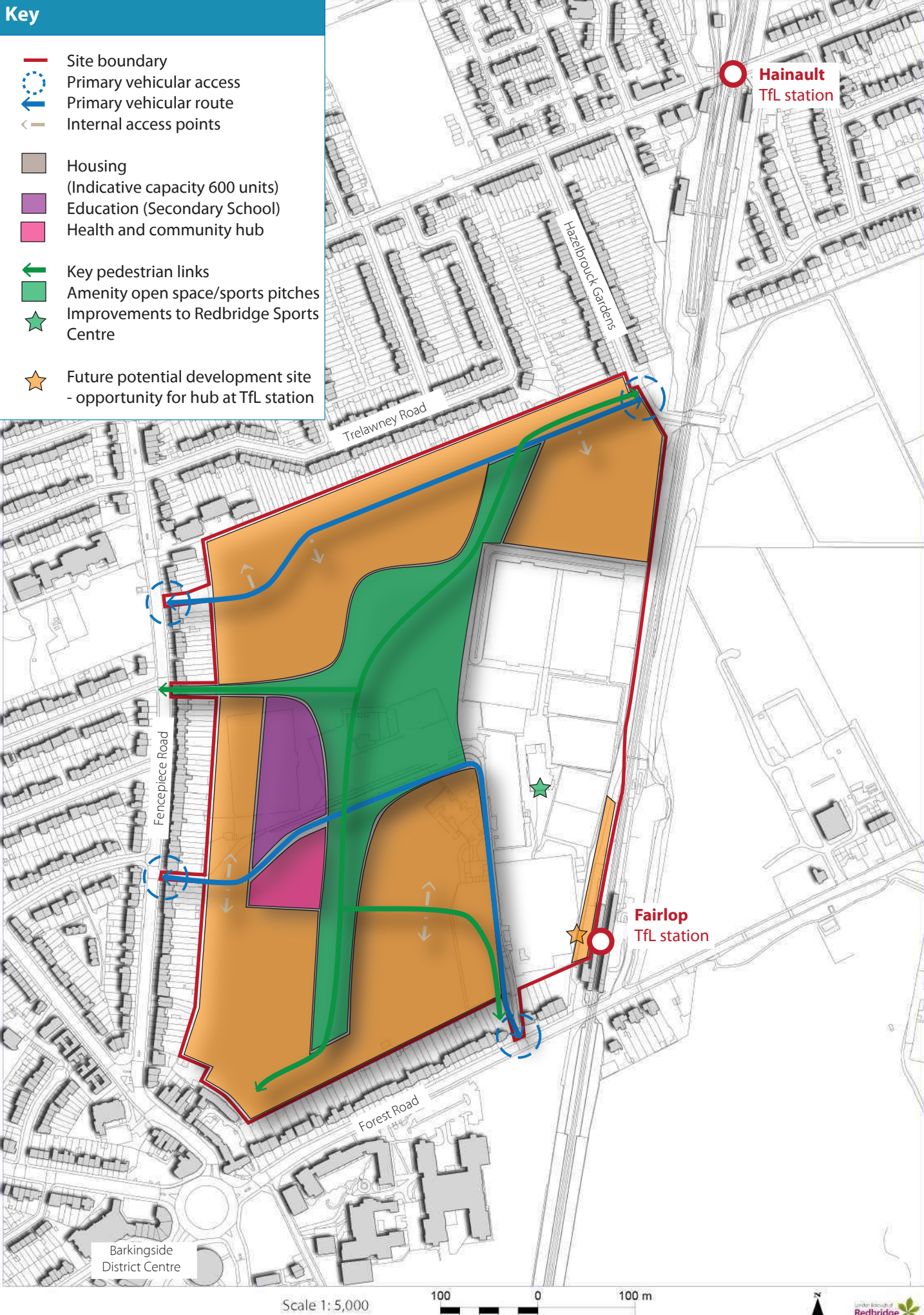
Landscaping/open space

In order to complement the existing offer of sports facilities at this location and to support new education uses; formal open space including provision of shared-use sports pitches would be encouraged at the heart of the scheme.

Any future landscaping strategy should seek to bring forward additional informal landscaped amenity spaces to complement these formal areas of open space.

Phasing

Oakfield is identified to core forward in Phase 3 of the Local Plan (2025 – 2030).



SITE 2 |
FORD SPORTS GROUND

Ford Sports Ground - Site Constraints

Land use

Currently the Ford Sports Ground site is relatively undeveloped, with only the north-western extent of the site featuring the developments of a clubhouse and East Area Headquarters of the London Ambulance Service.

The majority of the site is used as a sports ground.

Residential housing developments occupy the northern and western boundaries of the site.

Seven Kings Park is situated to the southern boundary of the site.

Ground condition

The eastern portion of the site, in close proximity to Seven Kings Water is identified as an area of significant flood risk within Flood Risk Zone 2-3b.

Furthermore a portion of this area is also identified within a Source Protection Zone. Consequently flood risk and ground conditions may therefore inhibit the scale of development achievable within this element of the site.

Topography and landscape

The Ford Sports Ground site is relatively flat, although there are some changes in ground level towards the northern extent of the site, adjacent to existing residential development.

Within the designated boundary of the opportunity site, there are relatively few landscape features which would constrain the development of the site.

However there are a significant number of trees featuring Tree Preservation Orders adjacent to the eastern boundary of the site.

Ecology and archaeology

The north-eastern extent of the site is identified as an area of Site of Importance for Nature Conservation.

The site is not situated in an area of archaeological importance.

Access and permeability

Given the private use of the Ford Sports Ground, the site is currently bound by a number of significant boundary treatments which limit pedestrian/cycle movement.

There are however a number of local pedestrian/cycle routes situated beyond the southern and eastern boundaries of the site.

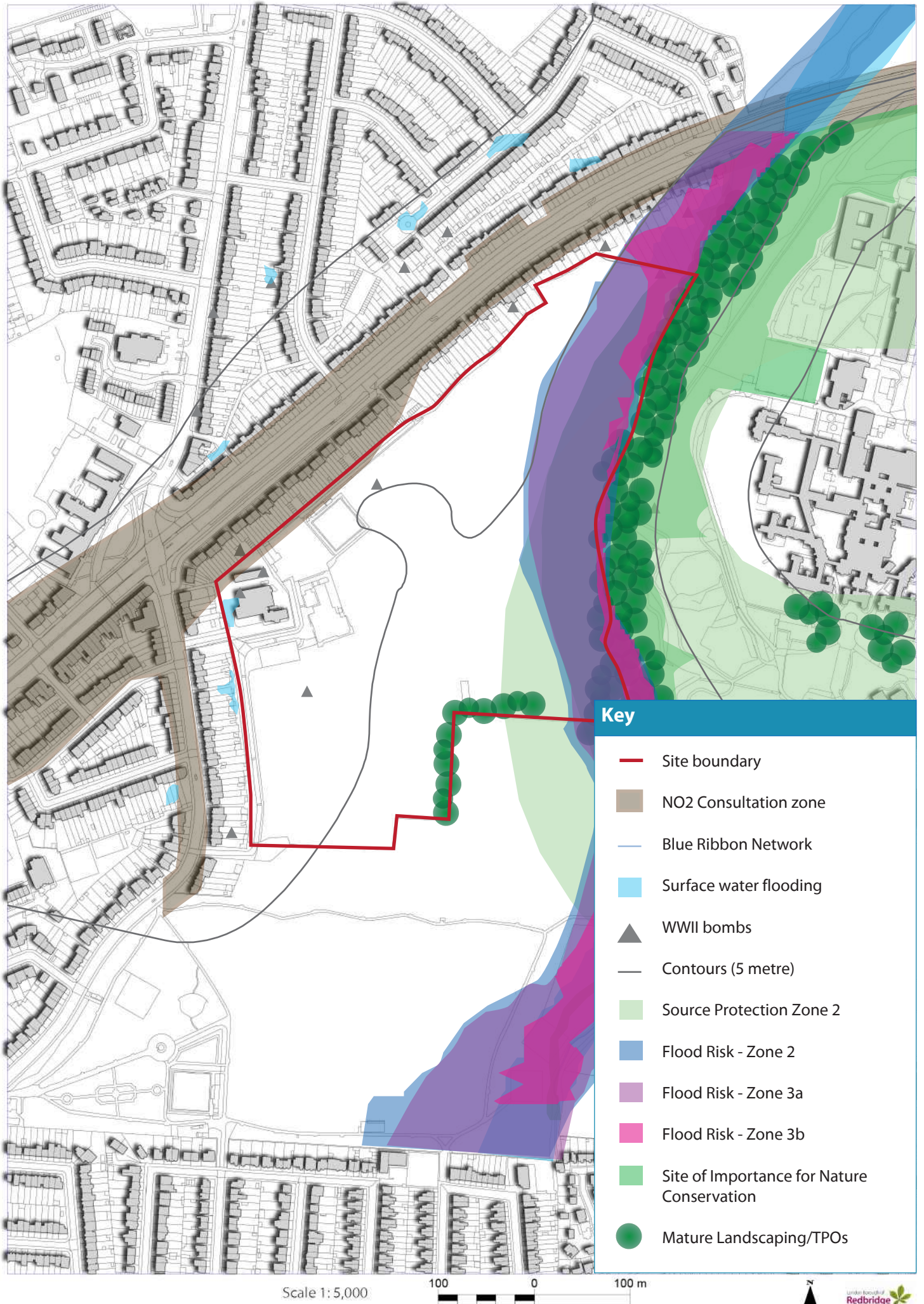
The site is situated approximately 700 metres from Newbury Park station, offering access to a range of public transport including Central Line London Underground and local bus services.

The site is also a short walk from Goodmayes Local Centre and rail station, (a future Crossrail Station).

Character and context

Development adjacent to the site is generally typified by two storey residential development of a suburban character. The existing Ford clubhouse and ambulance headquarters are also of a modest two storey scale.

Within the wider context of the site, a number of larger developments including the Goodmayes and King George Hospital campuses; alongside Suffolk Court/Wessex Close estates are of a three storey scale.



Design Principles

Land use and amount

Development of the Ford Sports Ground site offers an opportunity to complement the redevelopment of the Goodmayes and King George Hospital campuses. Development of the site would provide a choice of new homes; including a mix of houses and flats, alongside other uses to support the creation of a thriving community.

The indicative capacity of the site is to deliver approximately 850 new homes within a mixed-use development.

Infrastructure requirements

Illustrative options for development of the site, suggest that there is capacity to provide a new 8 Form Entry secondary school alongside enhanced connections and uses within Seven Kings Park.

Scale and massing

Considering the character and context of the surrounding area, the site could accommodate a varied scale of development between 2-4 storeys overall.

The provision of additional buildings exceeding this range could be encouraged where these developments aid legibility and wayfinding.

Access and circulation

Vehicular access to the site as tested/assessed in the High Level Transport Report (Atkins, 2015), would be primarily taken from Aldborough Road South, via the upgrade of the existing junction serving the Ford Sports Ground site.

Detailed masterplanning for the site should also explore options to bring forward direct access from Eastern Avenue (A12), where agreement to such an approach can be achieved from Transport for London.

Pedestrian/cycle permeability

Development of the Ford Sports Ground site, offers a number of opportunities to enhance pedestrian and cycle movement within the site and the wider area.

Provision of enhanced pedestrian links between the site and Newbury Park Local Centre should be encouraged to support movement between the site and access to public transport facilities including Newbury Park Central Line Station.

Provision of upgraded internal and external links between the site which complement links to the Goodmayes and King George Hospital campuses and the wider locality should be explored as part of detailed masterplanning options.

Integration with upgraded links to Goodmayes Crossrail station and enhanced cycle routes will be encouraged as part of this approach.

Landscaping/open space

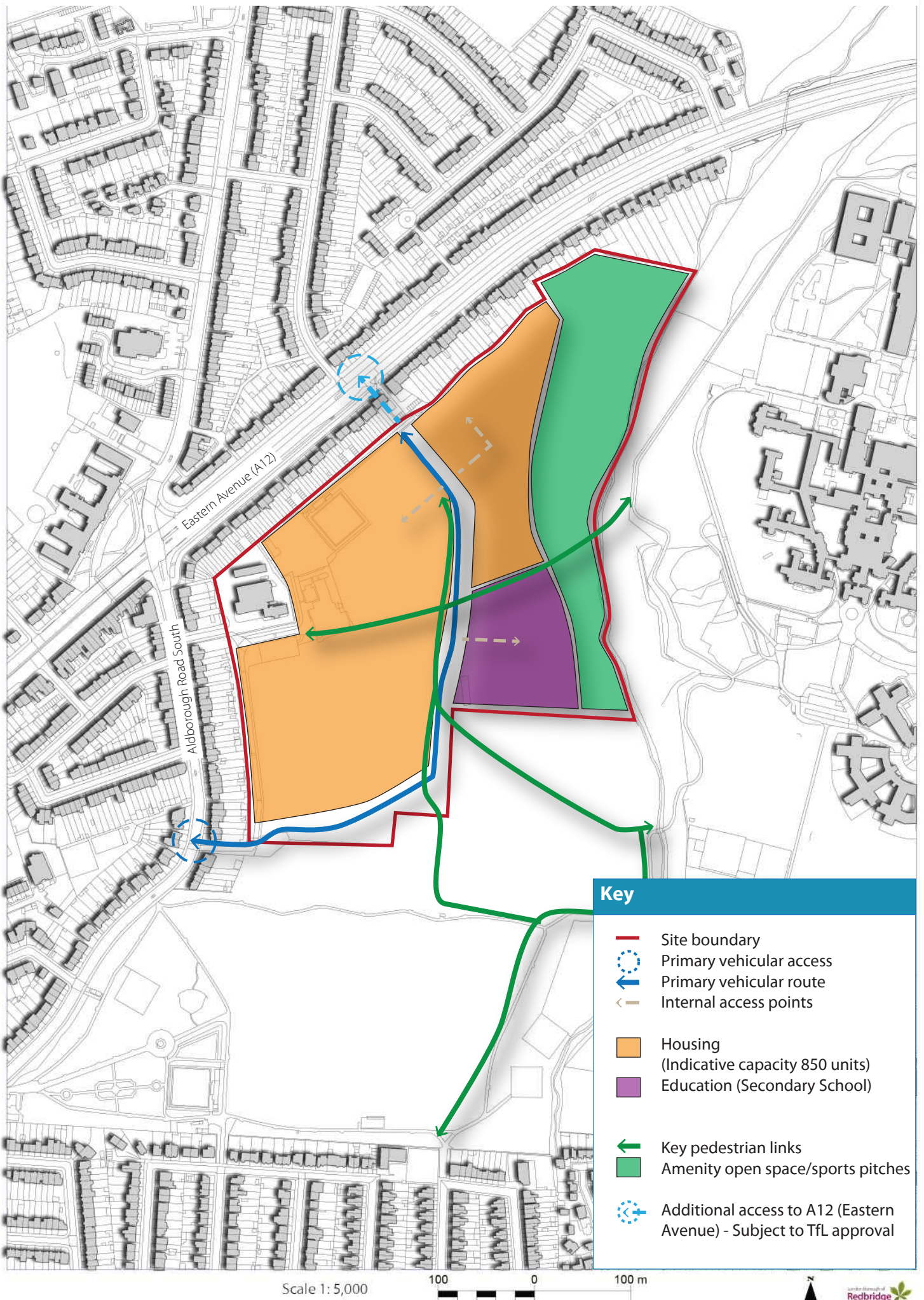
Development of the Ford Sport Ground site should be supported by a comprehensive landscape strategy. Considering the existing setting of the site; towards the eastern extent of the site, where a significant element of the site is situated within an area of high Flood Risk; landscaping proposals should seek to bring forward new areas of formal public space including playing pitches.

Towards the southern edge of the site, landscaping proposals should seek to upgrade the setting and function of Seven Kings park.

Any future landscaping strategy should seek to bring forward additional informal landscaped amenity spaces to complement these formal areas of open space.

Phasing

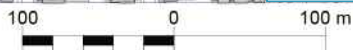
Ford Sport Ground is identified to core forward in Phase 2/3 of the Local Plan (2020-2025 and 2025 – 2030).



Key

- Site boundary
- ⊙ Primary vehicular access
- Primary vehicular route
- Internal access points
- Housing
(Indicative capacity 850 units)
- Education (Secondary School)
- Key pedestrian links
- Amenity open space/sports pitches
- ⊙ Additional access to A12 (Eastern Avenue) - Subject to TfL approval

Scale 1: 5,000



SITE 3 |
GOODMAYES AND
KING GEORGE HOSPITALS

Goodmayes and King George - Site Constraints

Land uses

The Goodmayes and King George hospital campuses accommodate a range of health uses and ancillary accommodation, including dedicated care homes/specialist accommodation, offices and day nurseries. However the original mental health asylum buildings are largely vacant following re-provision of these uses elsewhere within the campus.

Towards the southern extent of the site, uses include Barley Lane Allotments and Goodmayes Hospital Sports Ground.

Farnham Green Primary School an education use is also situated to the southern boundary of the site.

Within and surrounding both the eastern and southern boundaries of the site, developments feature predominantly residential uses, including houses and flatted developments.

Ground condition

The western portion of the site, in close proximity to Seven Kings water is identified as an area of significant flood risk within Flood Risk Zone 2-3b.

A significant portion of the site is also identified within a Source Protection Zone/ Waste safeguard zone.

Consequently flood risk and ground conditions may influence the scale of development achievable within this element of the site.

Topography and landscape

The topography of the site varies significantly. From the western extent of the site the ground level grades up towards the core of the site, (where the historic Goodmayes hospital buildings are situated). Here the ground level reaches a plateau to give the existing building prominence within their wider landscape setting.

Towards the north-western extent of the site, a significant landscape bund serves to create a buffer with the A12, (Eastern Avenue).

The site features a significant level of landscape features including a significant number of trees featuring Tree Preservation Orders to the eastern and western edges and at the core of the site.

Ecology and Archaeology

The north-western extent of the site is identified as an area of Site of Importance for Nature Conservation.

The site is not located in an area of archaeological importance. However the site is located in close proximity to the Little Heath Conservation Area.

Access and permeability

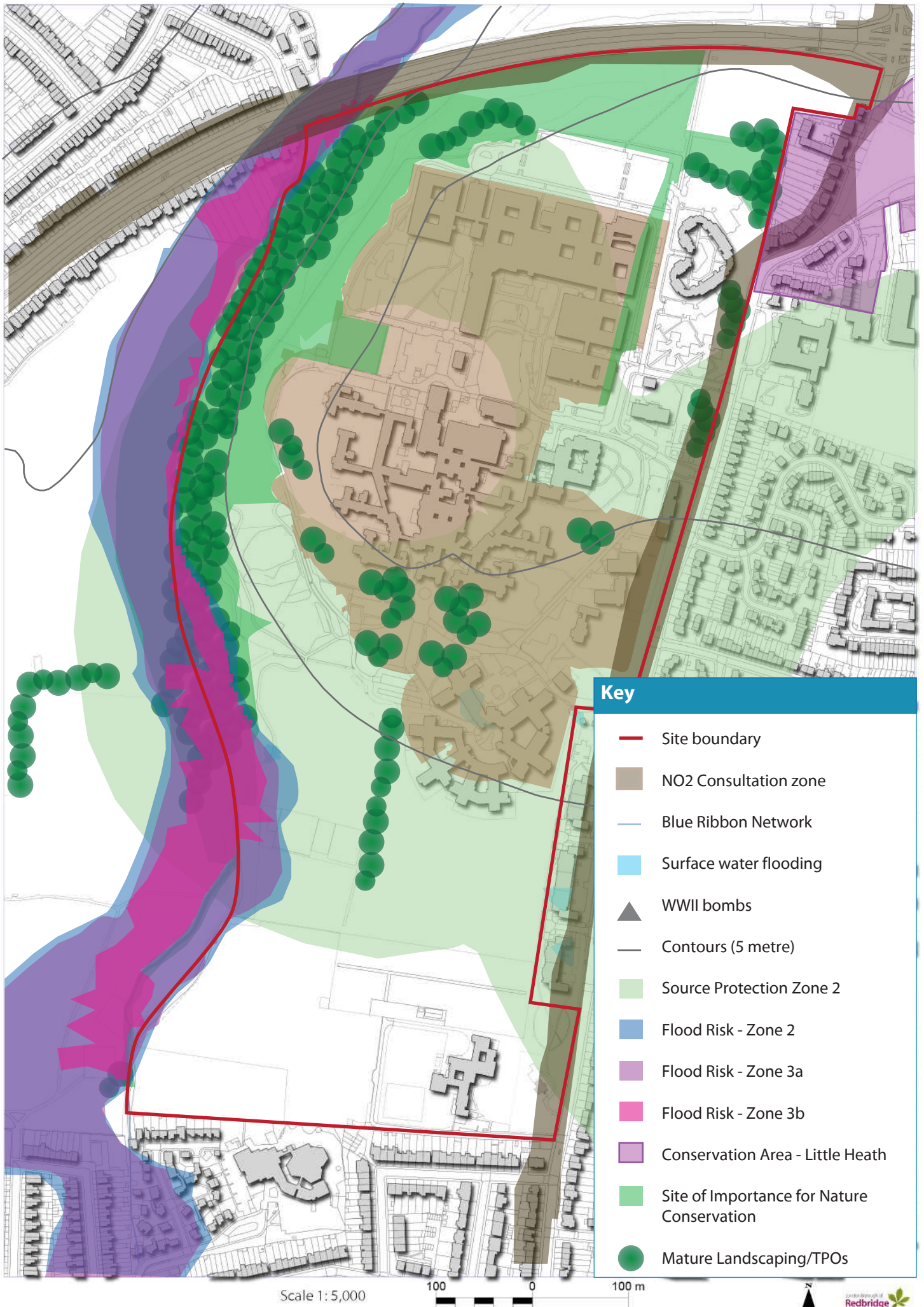
The existing arrangement of the site, offers significant access to the strategic road network including the A12, (Eastern Avenue). The site benefits from frequent bus services offering access to public transport interchanges such as Goodmayes station, (a future Crossrail Station) and Newbury Park London Underground station.

Existing pedestrian/cycle routes connect the site to Seven Kings Park and Goodmayes Local Centre. Towards the south-eastern extent of the site, the existing allotment site and other uses serve a barrier to pedestrian movement.

Character and context

The character of the hospital campuses varies between the high quality, original Hospital asylum buildings to a variety of more recent developments to both Goodmayes and King George sites. The character of these development varies between one to four storeys overall.

Towards the eastern extent of the site, the context of area is typified by residential uses; two storey semi-detached and terraced properties of a suburban character. More recently flatted developments along Barley Lane have a more modern architectural character and to a three storey scale.



Design Principles

Land use and amount

Development options will support opportunities to regenerate the Goodmayes and King George Hospital campuses; offering enhanced health services and enabling delivery of a choice of new homes; including a mix of houses and flats.

The indicative capacity of the site is to deliver approximately 500 new homes within a mixed use development; this would include the conversion of the original Goodmayes hospital buildings.

Infrastructure requirements

Illustrative options for development of the site, suggest that there is capacity to provide additional health uses and a new secondary school to support the growth of this area.

Considering the situation of these facilities, particularly education uses it is strongly encouraged to co-locate facilities adjacent to the existing Farnham Green Primary School, to enable shared provision of facilities.

Scale and massing

Considering the varied character and context of the surrounding area, the site could accommodate development between 2-5 storeys overall.

The provision of buildings towards the upper range of the scale should be encouraged to aid legibility and wayfinding within the development. Proposals should complement the character existing/retained buildings across the site.

Access and circulation

Primary vehicular access to the Goodmayes and King George hospital sites, as tested/assessed in the High Level Transport Report (Atkins, 2015), should seek to retain and upgrade existing accesses.

A number of new/enhanced accesses will be required to maximise the development of this site:

Upgraded access from Medici Close - to facilitate development of the southern portion of the site.

Access from Barley Lane, due south of Heathfield Park Drive - enabling residential conversion of the existing hospital building.

Access from Barley Lane (due west of Strouds Close) - enabling development of the northern portion of the King George site.

Furthermore detailed masterplanning for the site should also explore options to bring forward a direct access to Eastern Avenue (A12), where such an approach can be agreed by Transport for London.

Pedestrian/cycle permeability

Development of these sites, offers a number of opportunities to enhance pedestrian and cycle movement within the site and the wider area. Provision of upgraded internal and external links between the site, Seven Kings Park and Goodmayes Local Centre.

Enhanced routes between the site and Goodmayes Crossrail Station will be encouraged and should be explored as part of detailed masterplanning options.

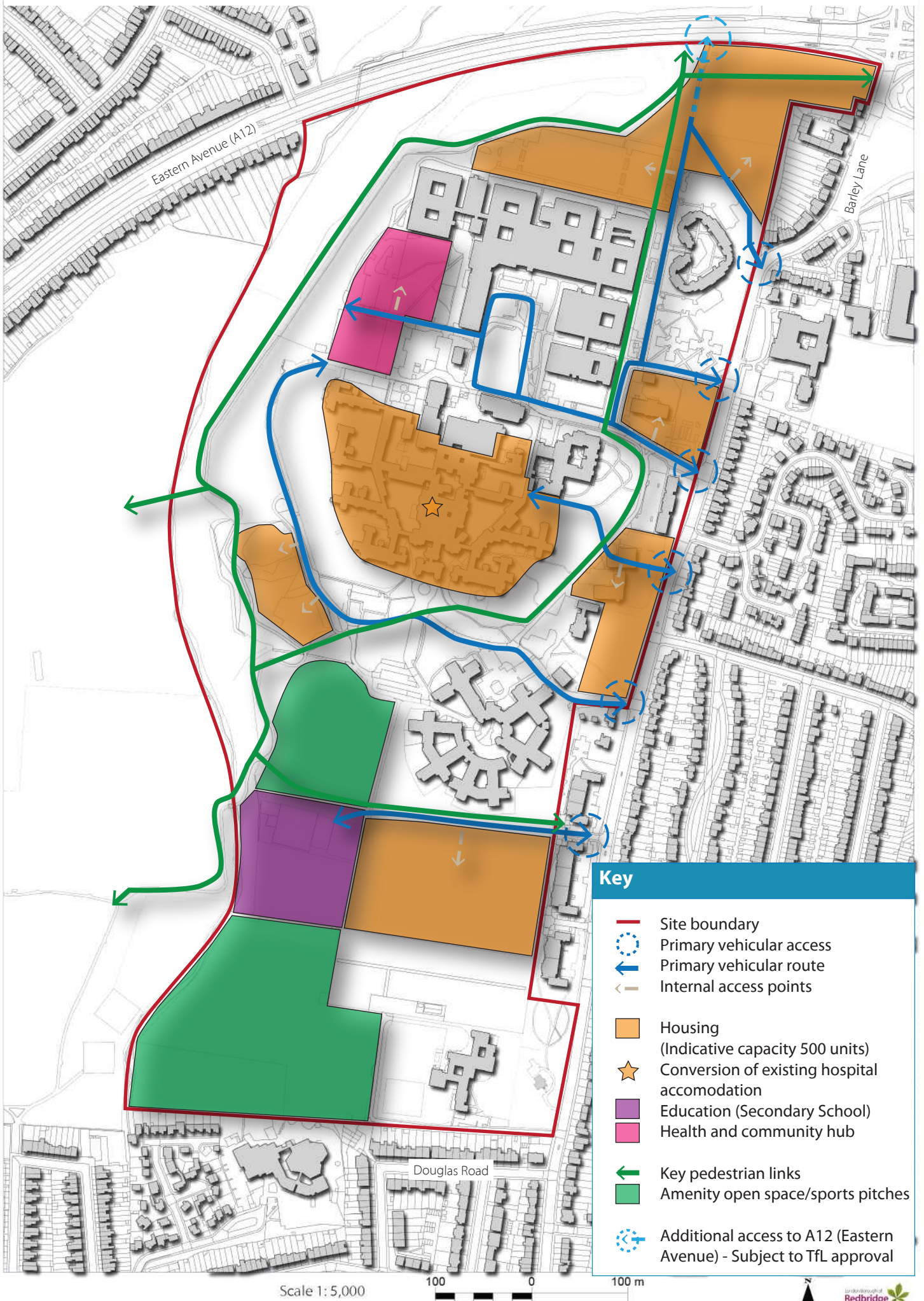
Landscaping/open space

Development of these sites should be supported by a comprehensive landscape strategy. A formal area of open space, incorporating playing pitches should be retained and upgraded to offer opportunities for sport and recreation.

Any future landscaping strategy should seek to retain existing landscape features.

Phasing

Goodmayes and King George are identified to core forward in Phase 1 of the Local Plan (2015 – 2020).



Key

- Site boundary
- ⊕ Primary vehicular access
- Primary vehicular route
- ↔ Internal access points
- Housing (Indicative capacity 500 units)
- ★ Conversion of existing hospital accommodation
- Education (Secondary School)
- Health and community hub
- Key pedestrian links
- Amenity open space/sports pitches
- ⊕ Additional access to A12 (Eastern Avenue) - Subject to TfL approval

**SITE 4 |
LAND AT
BILLET ROAD**

Billet Road - Site Constraints

Land use

Currently the Billet Road site is largely undeveloped as green space. However a number of small-scale commercial uses occupy the northern extent of the site.

A significant residential development, the Marks Gate Estate, is situated to the eastern boundary of the site. Additional residential development also occupies the north-western boundary.

Education and recreation uses, comprising Little Heath Primary School and West Ham Training Ground are situated to the western boundary.

Topography and landscape

The topography of the Billet Road site is generally flat, although there are a number of landscaped bunds situated towards the southern boundary of the site.

There are relatively few landscaping features which would constrain the development potential of the site.

However existing landscape features, particularly mature trees and landscape bunds to south of site should be retained to create a buffer with the A12 (Eastern Avenue) and to complement existing landscape features of the Marks Gate Estate

Ecology and Archaeology

The site is not situated in an area of ecological or archaeological importance.

Access and permeability

Access to the site is currently limited to three independent vehicular access points serving each of commercial developments to the northern element of the site, each of these junctions take access from Billet Road.

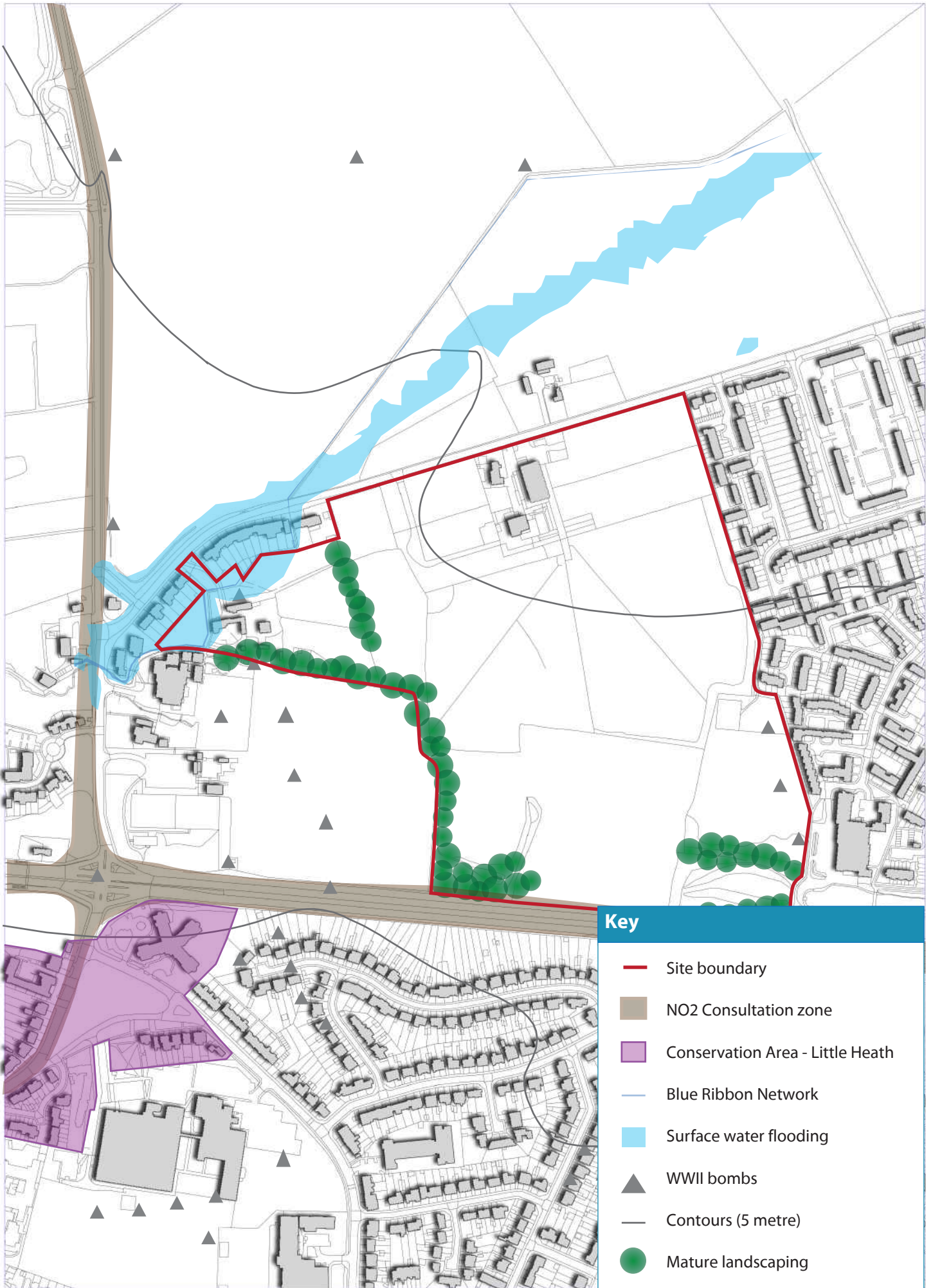
There are a number of footpath connections around the periphery of the site. The layout of the Marks Gate Estate provides a number of opportunities to create and reinforce links between these sites.

The situation of the A12 (Eastern Avenue) represents a significant barrier to pedestrian/cycle movement.

Character and context

Existing buildings occupying the site and the western boundary are of a limited one to two storey character overall.

However the Marks Gate Estate situated to the eastern boundary of the site, represents a more dense character of development. In this context, development varies from a scale of one to five storeys overall.



Scale 1: 5,000

100 0 100 m



Design Principles

Land use and amount

Development of the Billet Road site offers an opportunity to provide a choice of new homes; including a mix of houses and flats, alongside other uses. Development of this site would complement the regeneration of the adjacent Marks Gate Estate.

The indicative capacity of the site is to deliver approximately 800 new homes within a mixed use development.

Infrastructure requirements

Illustrative options for development of the site, suggest that there is capacity to provide a new secondary school and a local health/community hub to support the creation of a thriving community.

Considering the situation of these facilities, particularly education uses within any development scheme, it is strongly encouraged to collocate facilities adjacent to the existing Little Heath School, to enable shared provision of facilities; including playing pitches.

Scale and massing

Considering the scale of development of the Marks Gate Estate, the site could accommodate a varied scale of development between 2-5 storeys overall.

The provision of buildings towards the upper range of the scale should be encouraged where this aids legibility and wayfinding within the development.

Access and circulation

Vehicular access to the Billet Road development would as tested/assessed in the High Level Transport Report (Atkins, 2015), primarily be taken from the northern aspect of the site. The upgrade of existing junctions to facilitate access to the site would be encouraged.

Additional access to the site should be explored through the upgrade of an existing access to the north-western extent of the site.

Opportunities to provide a vehicular link with the Marks Gate Estate, (to the east of the site), should also be explored through provision of a through-route to Coral Close.

Detailed masterplanning for the site should also explore options to bring forward direct access to Eastern Avenue (A12), where agreement to such an approach can be achieved from Transport for London.

Pedestrian/cycle Permeability

Development of this site, offers a number of opportunities to enhance pedestrian and cycle movement within the site and the wider area.

Provision of upgraded internal/external links to the Marks Gate Estate and the wider locality should be explored as part of detailed masterplanning options.

Provision of enhanced pedestrian links between Billet Road and Barley Lane are encouraged to support movement between the site and Goodmayes Local Centre and Crossrail station.

Landscaping/Open space

Development of the Billet Road site should be supported by a comprehensive landscape strategy. Considering the existing setting of the site, landscaping proposals should seek to link with and enhance the landscape setting, (to the Southern extent) of the Marks Gate Estate.

Towards the core of the site, a formal area of open space, incorporating playing pitches should be provided to offer opportunities for sport and recreation.

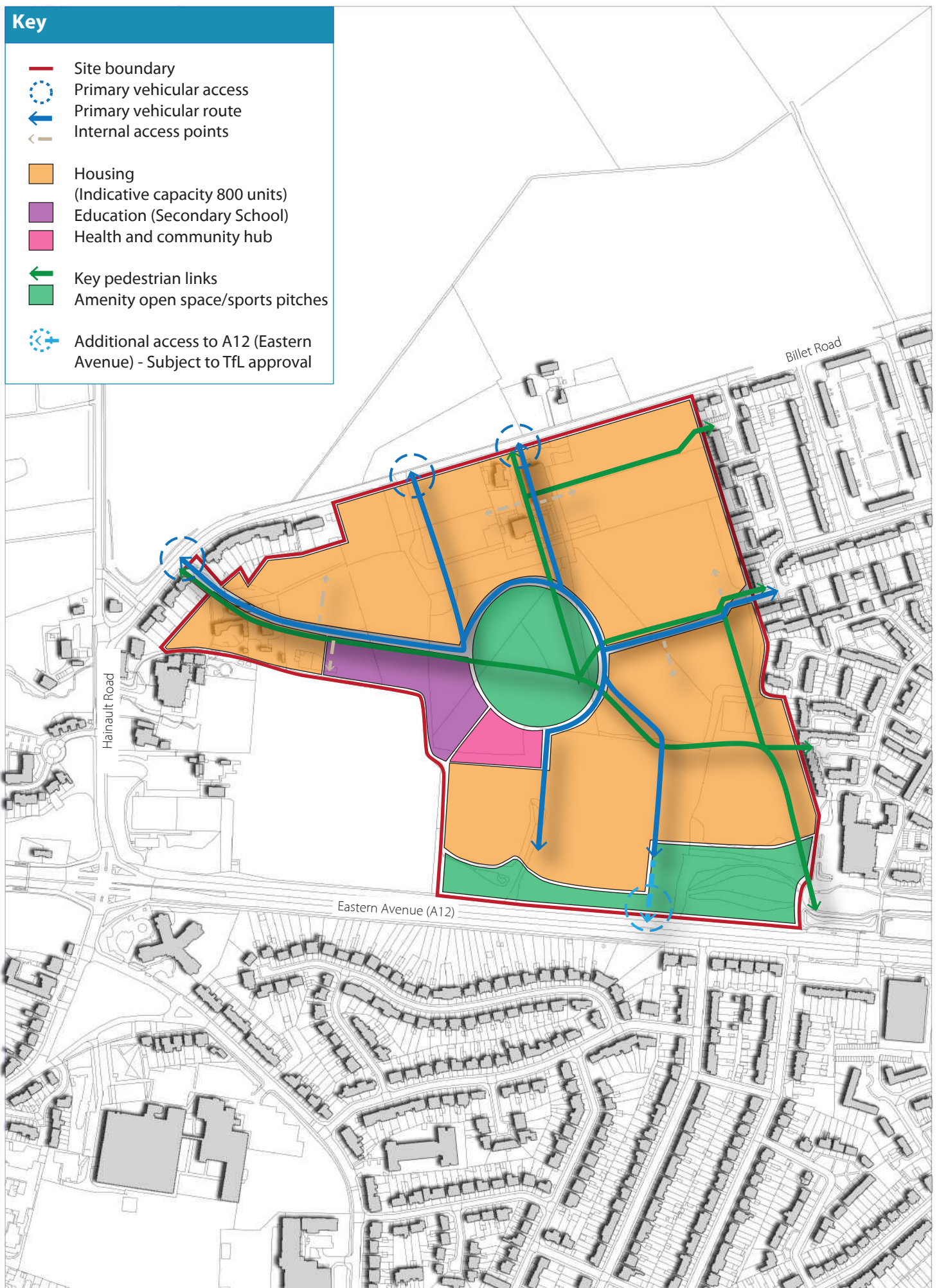
Any future landscaping strategy should seek to bring forward additional informal landscaped amenity spaces to complement these formal areas of open space.

Phasing

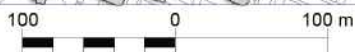
Billet Road is identified to core forward in Phase 2/3 of the Local Plan (2020-2025 and 2025 – 2030).

Key

- Site boundary
- ⊙ Primary vehicular access
- ← Primary vehicular route
- ← Internal access points
- Housing
(Indicative capacity 800 units)
- Education (Secondary School)
- Health and community hub
- ← Key pedestrian links
- Amenity open space/sports pitches
- ⊙ Additional access to A12 (Eastern Avenue) - Subject to TfL approval



Scale 1: 5,000



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