Foreword

Planning policy is changing fast. The London Borough of Redbridge is working to a challenging timetable to prepare a new set of planning rules, known as the Local Development Framework.

The Local Development Framework is about how Redbridge looks and feels; it is about the future built, environmental, social and economic development of the Borough. As such, every citizen should take an interest in it.

The Core Strategy Development Plan Document sets out our vision for sustainable and responsible development within Redbridge. Its goal is that Redbridge retains its unique character, while also allowing for continued growth and development. It is a visionary plan and the strategic policies proposed in the Core Strategy provide the basis for all the other Local Development Framework documents.

This Borough-Wide Primary Policies Development Plan Document is an extension of the more general strategic policies of the Core Strategy. It provides a detailed and comprehensive set of planning rules, by which the Council will assess planning applications in future. The policies’ aim is that all new development contributes positively to the social, economic and environmental well-being of the Borough.

The Development Sites with Housing Capacity Development Plan Document identifies sites (mostly outside town centres), which the Council believes are suitable for new housing. However, in order to preserve our green and open spaces and the character of the residential areas, most new housing will be provided in the town centres. Sites for these homes will be identified in Area Action Plans for a number of town centres.

The Development Opportunity Sites Development Plan Document identifies sites for potential cultural, recreational and community facilities, as well as new transport improvements.

After extensive consultation with the local community and a close look at alternative approaches to policies and sites, these four documents were published in November 2005 as Preferred Options Reports.

Many local residents, community organisations and businesses provided comments on those reports and these have helped shape the final documents, which were submitted to the First Secretary of State in January 2007. A Planning Inspector was appointed to hold a public inquiry into each document, and the Borough Wide Primary Policies Development Plan Document has now been declared sound.

Councillors and professional planning officers have made a huge effort to ensure that the policies are based on sound evidence and are legally robust. I heartily thank all those involved for their input. The adoption of a modern, visionary Local Development Framework will help ensure that Redbridge remains a prosperous and attractive place to live for many years to come.

Councillor Peter Goody
Cabinet Member for Planning, Regeneration and Environment
LARGE PRINT

LONDON BOROUGH OF REDBRIDGE
BOROUGH WIDE PRIMARY POLICIES
The Borough Wide Primary Policies Development Plan Document is one of a number of documents forming the Local Development Framework for the London Borough of Redbridge. It sets out the main policies used to decide planning applications across the Borough.

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GEMEINDE DES BEZIRKS REDBRIDGE/LONDON
GEMEINDEWEITE HAUPTPOLITIK IN DER PLANUNG ÖRTLICHER ENTWICKLUNG (BOROUGH WIDE PRIMARY POLICIES)


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BOROUGH WIDE PRIMARY POLICIES

The Borough Wide Primary Policies (which include planning, housing, and environmental issues) are set out in the London Borough of Redbridge Primary Policies. These policies are developed in consultation with the local community and are regularly reviewed to ensure they meet the needs of the Borough.

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Dukumeentiga Qaynuunada Qorshaha Horumarinta ee Gobolka (The Borough Wide Primary Policies Development Plan Document) waxay ka mid tahay dukumeentiyada ee Lafiidhabarka u Horumarinta Xaafadda ee Gobolka London ee Rebridge. Waxay fasiiraad ka bixineysaa qaynuunada guud ee loo adeegsada arajjida qorsheynta ee Gobolka.

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Haddaad u bahan tahay qoraalka Farta waweyn ama telefoonka Baraylka: 020 8430 6291

Sera Muhimu za Jimbo za Mpango wa Ujenzi


Kwa makaratasi ya bure yaliyotafsiriwa simu ni: 020 8430 6291
Kwa Maandishi Makubwa au Breli simu ni: 020 8430 6291
LONDRA REDBRIDGE İLÇE BELEDİYESİ
İLÇE ÇAPINDAKİ ANA UYGULAMA PROGRAMLARI
(BOROUGH WIDE PRIMARY POLICIES)
Tüm İlçeler İçindeki Toplumun Gereksinimlerini Değerlendiren ve Redbridge Kültürel, Eğitim ve躺在 Redbridge Belediyesi'nin üstündeki Teşkilatla birlikte gerçekleştirilir. Bu program, tüm ilçelerdeki temel program ve ilkelere katkıda bulunmaktadır.

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Chapter 1: Introduction

1.1 Purpose of the Borough Wide Primary Policies

1.1.1 This Borough Wide Primary Policies Development Plan Document will be used by the Council for development control purposes. It translates the twelve strategic policies of the Core Strategy Development Plan Document into thirty-four policies to be applied in the detailed assessment of planning applications. The policies are grouped under chapter headings according to various themes. All relevant policies must be complied with.

1.1.2 The document has been prepared by the Council under the terms of the Planning and Compulsory Purchase Act 2004 in partnership with the local community and key stakeholders with an interest in Redbridge. An appraisal of the sustainability of the policies proposed in this Development Plan Document was also carried out and that report is available separately.

1.1.3 Government planning policy guidance contains criteria against which all Development Plan Documents will be assessed to ensure they are sound. Appendix A sets out the nine tests of soundness identified in Planning Policy Statement 12 (Local Development Frameworks) (2004) along with an explanation as to how they are met in the Borough Wide Primary Policies Development Plan Document.

1.2 Background

1.2.1 Work on the Borough Wide Primary Policies commenced in early 2005 with widespread community and stakeholder consultation. This culminated in November 2005 with the publication of the Borough Wide Primary Policies Preferred Options Report and accompanying Sustainability Appraisal which examined alternative approaches to various policies and set out the Council’s preferred options.

1.2.2 Some 91 representations were received to the Preferred Options Report in addition, the Council received 61 Questionnaires relating specifically to open space and housing density. A full summary of the responses which were received and how the Council dealt with them, is available in the Consultation Statement, which is published separately.

1.2.3 The revised document was submitted to the Secretary of State in January 2007. Some 132 responses were received to the Submission document and these were considered independently by a Planning Inspector appointed by the Secretary of State. The document was subsequently found sound by the Planning Inspector in March 2008, subject to a number of binding recommendations.

1.2.4 In preparing the Borough Wide Primary Policies, the Council also drew on an extensive evidence base that included a number of studies (e.g. Housing Requirements Study, Retail and Leisure Study, Urban Capacity Studies, etc.) and a Borough Profile setting out the economic, social and environmental state of Redbridge.

1.3 Relationship to Other Development Plan Documents

1.3.1 As set out in the Council’s Local Development Scheme, the Borough Wide Primary Policies Development Plan Document is one of a number of documents, (collectively known as the Local Development Framework) which the Council is committed to producing. The Local Development Scheme explains in detail the relationship between the Borough Wide Primary Policies and the other Development Documents prepared. This is reproduced at Appendix B.
1.3.2 Other Development Plan Documents include:

- The Core Strategy Development Plan Document which sets out the Council’s spatial vision, strategic objectives and twelve strategic policies. It paints the “big picture” for future planning of the Borough.
- The Development Sites with Housing Capacity Development Plan Document identifies sites considered to be suitable for housing and mixed-use development. In some town centres, additional housing sites will also be identified through Area Action Plans.
- The Development Opportunity Sites Development Plan Document identifies sites for development (other than housing and mixed-use) for a variety of uses, including transport network improvements, cultural and recreational facilities and community uses.
- The Proposals Map illustrates on a map base, the geographical extent of all policies and proposals identified in the various Local Development Documents.

1.3.3 A Development Plan Document dealing with waste is also being produced jointly with the London Boroughs of Havering, Newham and Barking and Dagenham. The Local Development Scheme schedules adoption of this document in 20010.

1.3.4 Area Action Plans for Ilford Town Centre and Gants Hill Town Centre are scheduled for adoption in 2008/2009. They are intended to provide a detailed policy framework for these localities and identify sites favoured for particular uses within them.

1.3.5 Appendix B also lists the Supplementary Planning Documents being produced. These documents do not set new policy, but give a more detailed explanation and elaboration of some of the policies contained in the Development Plan Documents. A number of Supplementary Planning Documents are referred to in the policies included in the Borough Wide Primary Policies Development Plan Document.

1.4 Structure of the Development Plan Document

1.4.1 In terms of the structure of this Development Plan Document:

- Chapter 1 (this Chapter) sets out the purpose of the Development Plan Document, a summary of how the Document has been prepared and its relationship with other Local Development Documents.
- Chapter 2 establishes the policy context within which the Development Plan Document has been prepared and confirms the Spatial Vision of the Document.
- Chapters 3 - 10 set out the detailed policies to guide the determination of planning applications. The policies are divided into eight topic areas and each policy is accompanied by a reasoned justification.
- Chapter 11 provides details on processes for monitoring this Development Plan Document.
- Appendix A explains how the Development Plan Document conforms with the test of soundness criteria.
- Appendix B sets out the Redbridge Local Development Framework in a diagram illustrating the relationship between each of the Local Development Documents.
- Appendix C lists superseded Unitary Development Plan Policies.
- Appendix D lists the references reviewed to inform the Development Plan Document.
- Appendix E sets out the Core Strategy Spatial Vision.
- Appendix F lists the Local Development Framework Core Indicators for the purpose of monitoring.
- Appendix G provides a Glossary of Terms.
Chapter 2: Policy Context and Spatial Vision

2.1 Introduction

2.1.1 The Core Strategy Development Plan Development sets out the overall Spatial Vision (see Appendix D) and Objectives of the Redbridge Local Development Framework. In seeking to advance this Vision, the Borough Wide Primary Policies Document Plan has been prepared within the context of relevant policy influences and local matters outlined below.

2.2 European Context for the Development Plan Document

2.2.1 Sustainable development is a cornerstone of policy and means that development required to meet the physical, social and economic needs of the present should not prejudice environmental, social and economic conditions in the future. This position was reaffirmed at the World Summit on Sustainable Development (2002) and should be the basis of any new policy formulation.

2.2.2 The United Kingdom has signed up to the European Spatial Declaration on Sustainable Development (1999) to promote a consistent approach to land-use development in the European Union, through:

- The development of more balanced metropolitan areas based upon a “polycentric region”, formed by a strong network of urban centres and the close integration of town and country;
- Improved transport links and parity of access to knowledge and opportunities;
- The wise management of the natural and cultural heritage, and water resources.

2.3 National Policy Context for the Development Plan Document

2.3.1 Planning for the Borough must take account of the Government’s overall approach to planning and sustainable development. To achieve sustainability, “The UK Government Sustainable Development Strategy” (2005) identifies five guiding principles:

- Living within environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly.

2.3.2 “Sustainable Communities in London – Building for the Future” (ODPM, February 2003) is part of a national programme of action setting out how the government intends to achieve sustainable communities for all. It identifies four growth areas in the South-East (Thames Gateway, Milton Keynes-South Midlands, Ashford and London-Stansted-Cambridge-Peterborough Corridor) with capacity to accommodate more homes.

2.3.3 Within the London-Stansted-Cambridge-Peterborough Corridor (which includes the London Borough of Redbridge) it is estimated that there is capacity for some 500,000 homes over the period to 2031. The London Borough of Redbridge is also on the edge of the Thames Gateway, where the Government is planning for an estimated 200,000 new homes.
2.3.4 Planning Policy Statements

The Government has also issued a series of policy documents to guide planning decisions. These Planning Policy Guidance (PPG) notes, which are now being replaced by Planning Policy Statements (PPS) to meet the requirements of new planning legislation, underpin Local Development Framework policy and, in summary, seek to:

Support and promote sustainable development by:
- Mitigating the effects of climate change.
- Protecting the Green Belt from inappropriate development;
- Promoting urban renewal and regeneration in preference to further urban expansion;
- Maintaining the vitality and viability of town centres;
- Locating new development where it is linked to sustainable transport; and
- Effecting the strategic management and development of the transport network.

Encourage social, environmental and economic regeneration by:
- Identifying development opportunities to meet the needs of the area (for housing, retail and business development);
- Ensuring provision of community facilities (e.g. schools, doctors’ surgeries, etc);
- Establishing a framework for open space provision and the development of sports and recreational facilities; and
- Safeguarding mineral deposits for future extraction.

Maintain and enhance the quality of the natural heritage and built environment, including:
- Habitats and species of national and international significance;
- Landscapes of international, national and regional importance;
- The historic environment, including archaeology;
- Woodland and forest resources; and
- River catchments, including areas liable to flooding.

2.3.5 A full list of National and Government guidance (current at time of publication) may be found at Appendix C. Appropriate account has been taken of all this Government policy in formulating the Council’s Local Development Framework, including this Borough Wide Primary Policies Development Plan Document.

2.4 Regional Policy Context for the Development Plan Document

2.4.1 Section 24 of the Act requires that Local Development Documents must be in “general conformity” with the Spatial Development Strategy for London (London Plan). This document is prepared by the Mayor of London and is generally referred to as the “London Plan”. It provides the regional context for planning in all London boroughs, including Redbridge.

2.4.2 The London Plan was first adopted in February 2004 and includes key objectives to:

1. Accommodate London’s growth within its boundaries without encroaching on open spaces.
2. Make London a better city for people to live in.
3. Make London a more prosperous city with strong and diverse economic growth.
4. Promote social inclusion and tackle deprivation and discrimination.
5. Improve London’s accessibility.
6. Make London a more attractive, well-designed and green city.

2.4.3 The London Plan was subject to “Early Alterations”, which took effect in December 2006. These set a new housing target for Redbridge in the period 2007/08 to 2016/17. They also introduced new policies for the management of London’s waste.
2.4.4 In February 2008, “Further Alterations” to the London Plan were published. Alterations included placing increased emphasis on mitigating climate change, accommodated the housing targets and providing increased levels of affordable housing, amending the sub-regional boundaries and setting waste apportionment for each London Borough.

2.4.5 The London Plan (as consolidated with alterations since 2004) includes over 200 separate policies grouped under a number of chapter headings. Section 2.4 of the Core Strategy identified these requirements of the London Plan with which the Council’s LDF (including these Borough Wide Primary Policies) must generally confirm:

- Overall planning must link Redbridge to the wider regeneration goals for North East London and the Thames Gateway London Partnership and London-Stansted-Cambridge-Peterborough growth corridors.
- The Borough’s network of town centres should be identified and their key role in fostering sustainable development should be promoted.
- The role of Ilford as a Metropolitan Town Centre and Opportunity Area should be acknowledged and policies should aim to optimise housing-led regeneration efforts in the town centre.
- The Borough must plan for a minimum supply of new housing in accord with the London Plan target.
- Southend Road Business Area and Hainault Business Park should be protected as Strategic Industrial Locations.
- Policies should positively embrace improvements to the public transport system to promote sustainable development and minimise reliance of the private car. (This is based on an expectation that the Mayor will use his powers to deliver major network improvements such as the East London Transit and Crossrail).
- Policies should actively seek to address areas of disadvantage within the Borough.

2.4.6 Appropriate account has been taken of all the above requirements in formulating the Council’s Local Development Framework, including these Borough Wide Primary Policies.

2.5 Local Initiatives and Strategies

2.5.1 There are many local initiatives and strategies which have influenced the Borough Wide Primary Policies and the Core Strategy policies from which they are derived. The most important of these are:

- The Council’s Vision
- Community Strategy
- Progressive Ilford

2.5.2 Council’s Vision

In November 2004, the Council adopted a new Vision, “Our ambition is for Redbridge to be a better place to live”, which reflects the wide range of Council responsibilities and is based on the premise of accountable local government. In pursuit of this Vision, the Council also adopted six key aims:

- Redbridge: A safer place to live.
- Redbridge: A cleaner, greener place to live.
- Redbridge: A better place to learn.
- Redbridge: A better place for care.
- Redbridge: A better place for business.
- Redbridge: A better place to live together.

2.5.3 Community Strategy

“Making a Difference in Redbridge – A Community Strategy” aims to improve the quality of life for all of the people living in Redbridge over the period to 2013. It facilitates a collaborative
approach between the Council and key service providers to ensure that each is working towards complementary goals, reflecting local community priorities. It is based on five Ambitions:

**Ambition 1:** To make Redbridge safer
By increasing personal safety and reducing violent crime; creating safer streets and neighbourhoods; and working with young people.

**Ambition 2:** To promote a positive attitude to the environment and have a cleaner, greener Redbridge
By protecting the environment; enhancing green open spaces; minimising waste; and providing effective public transport and reducing traffic congestion.

**Ambition 3:** To improve peoples’ health, care and well-being
By delivering quality modern services to everyone, when and where they are needed; being healthy; giving children a healthy start to life; and promoting a culture of “feel good, feel better!”

**Ambition 4:** To give people the skills and opportunities to make the most of their lives
By providing quality education and chances for young people and adults; raising awareness that education and training are important in improving quality of life; overcoming barriers to taking part in learning and training; and promoting a culture of “feel good, feel better!”

**Ambition 5:** To develop and support the Redbridge economy
By fostering partnerships and enterprise; building on what we have; improving the image of Redbridge; maximising peoples’ potential; and providing suitable homes.

2.5.4 The Community Strategy is currently being updated, with a new Sustainable Community Strategy anticipated mid-2008. It is understood that this strategy will retain the same ambitions as outlined above.

2.5.5 To expand upon and implement the Community Strategy, detailed Action Plans have been prepared for each of the key ambitions.

2.5.6 **Progressive Ilford**
In February 2002 the Council published “Progressive Ilford”, which sets out a 30 year programme for the regeneration of the town centre, including construction of residential units to house between 11,000 and 13,000 additional people. The Ilford Town Centre Area Action Plan provides a detailed planning framework to guide regeneration in the town centre.

2.6 **Summary**
2.6.1 In summary, to reflect the Spatial Vision, national and regional planning policy, as well as local initiatives and strategies, this Development Plan Document:
- Translates the strategic vision of the Core Strategy into a number of realistic, measurable and enforceable detailed policies.
- Seeks to ensure that the spatial balance between competing land and building uses are sustainable and accessible.
• Promotes high quality, safe and inclusive development.
• Preserves and enhances the character and appearance of the Borough in particular those areas of architectural and historic interest.
• Recognises that Area Action Plans for Ilford Metropolitan Centre, Gants Hill District Centre and other locations will identify a number of sites for housing and or other land uses.
Chapter 3: Environment

3.1 Introduction

3.1.1 Redbridge is generally regarded as having a high quality environment in terms of both nature conservation interests and built heritage.

3.1.2 Sustainable development and environmental protection are overarching principles of spatial planning and must be addressed by the Local Development Framework. The issues involved are many and varied and are often inter-related. Many are dealt with under specific subject headings, such as transport and culture and recreation. This chapter seeks to address specific issues related to:

(a) The natural and built environment; and
(b) The Green Belt and wider rural resources and watercourses.

3.2 Green Belt and Metropolitan Open Land

**Policy E1 – Green Belt and Metropolitan Open Land**

Within the Green Belt and Metropolitan Open Land shown on the Proposals Map, and the Major Developed Sites set out in Schedule 1, the Council will apply national policy set out in Planning Policy Guidance 2 Green Belts and any successor.

**Justification**

3.2.1 Green Belt policy is fundamental to the success of land-use planning and in particular the uncontrolled spread of urban areas into the open countryside beyond. Policy E1 reflects PPG2 and the London Plan in restricting development in the Green Belt and Metropolitan Open Land to sympathetic uses. Non-conforming proposals will only be considered favourably in exceptional circumstances.

3.2.2 In accordance with PPG2, Policy E1 recognises that there are a number of existing Major Developed Sites in the Green Belt such as factories, hospitals and research and education establishments which may be in continuing use or redundant.

3.3 Nature Conservation

**Policy E2 – Nature Conservation**

The Council will protect and where appropriate enhance the Borough’s natural heritage, including the Blue Ribbon Network, and landscape features.

Planning permission will be refused for development having an adverse impact on Sites of Nature Conservation Importance, Heritage Land, Green Corridors (as identified on the Proposals Map), the Roding Valley, protected trees and on important species.

The Council will not normally grant planning permission where development on land within or outside a Site of Special Scientific Interest will have an adverse effect on the site (either individually or in combination with other development).

In considering adverse impact to Heritage Land, the Council will take into account the
following:

1. Epping Forest: protect the special character and quality of the open space.
2. Hainault Forest: protect vistas and skylines to and from the land from inappropriate development.
3. Wanstead Park: protect the special character and quality of the open space.
4. Wanstead Flats: protect the special character and quality of the open space.
5. Claybury Ridge: protect the skyline and ridge from inappropriate development and protect the special character and quality of the ancient woodland and associated open space.
6. Roding Valley Green Chain: preserve and enhance the open character and appearance of the Roding Valley. Particular emphasis will be placed on the promotion of outdoor leisure and recreation activities in the Valley and the creation, enhancement and protection of natural habitats.

The Supplementary Planning Documents on Nature Conservation, and Trees and Landscaping set out further guidance relevant to nature conservation.

**Justification**

3.3.1 To reflect Strategic Policy 2 (Green Environment), guidance contained in PPS9 and the London Plan, this policy seeks to protect the many Sites of Special Scientific Interest, Sites of Nature Conservation Importance (including sites of metropolitan, borough and local importance), Heritage Land, protected trees and the Blue Ribbon Network including the Roding Valley, in Redbridge. The Council’s Nature Conservation Strategy provides additional information on Sites of Special Scientific Interest and Sites of Nature Conservation Importance, Sites of Metropolitan Importance, Sites of Borough Importance and Sites of Local Importance. Supplementary Planning Documents explain in detail the Council’s requirements in respect of “Nature Conservation” (June 2006) and “Trees and Landscaping” (June 2006).

3.4 **Conservation of the Built Heritage**

**Policy E3 – Conservation of the Built Heritage**

The Council will only grant planning permission for development proposals that conserve the historic environment of the Borough (as identified on the Proposals Map), specifically:

- Within Conservation Areas, development proposals must preserve or enhance the character or appearance of the area,
- For Statutory Listed Buildings, development proposals must preserve the building or its setting or any features of special architectural or historic, interest it possesses
- Within Residential Precincts, development proposals must respect the intrinsic character of these areas
- For Locally Listed Buildings, development proposals must preserve the building or its setting or any features of value it possesses
- Within Historic Parks and Gardens, development proposals must respect the special historic character and quality of these areas, their settings or historic views or vistas.

Development likely to prejudice these aims will be refused. Any proposals for development will be required to comply with all other relevant policies and reflect any relevant appraisals or management proposals adopted by the Council.

The Council will encourage the reuse of vacant or underused listed buildings or buildings...
by approving proposals that contribute positively to Conservation Areas either individually or as part of wider strategies for regeneration. Where changes of use are proposed, the Council will consider these in a flexible way but will favour proposals which improve public access where these are not prejudicial to existing character or appearance.

Development proposals involving the demolition of listed buildings or adversely affecting a Conservation Area will not be permitted other than in exceptional circumstances where repair, reuse or community ownership are not practicable options and where replacement buildings and uses of exceptional quality are proposed. Proposals for enabling development to provide for the repair of listed buildings will be considered against criteria contained in English Heritage Policy Statement: Enabling Development and the Conservation of Heritage Assets 2001 and all other material considerations.

**Justification**

3.4.1 In keeping with Strategic Policy 3 (Built Environment), guidance contained in PPG 15 and the London Plan, this policy seeks to ensure that new development is not detrimental to important built heritage assets. Historic buildings are a finite resource valuable as a record of the past and in enhancing our present quality of life. Applicants should be prepared to justify proposals for development affecting heritage assets and to provide full details.

3.4.2 The Council recognises the inherent sustainability of reusing historic buildings and their potential positive value for regeneration. The Buildings at Risk register, compiled by English Heritage, identifies individual listed buildings at risk. Other assets at risk will be identified through the preparation of appraisals and management proposals for new or existing areas of special character. Where no adopted guidance is in place reference will be made to criteria within English Heritage guidance notes for Conservation Area Practice to determine the contribution of individual buildings. Where significant change is proposed for heritage assets conservation plans or statements assessing the impact of the proposals will be required. Where substantial or total demolition is proposed the Council will consider the proposal against criteria in PPG 15.

3.4.3 Redbridge is part of the residential suburban outer ring of London largely developed over a formerly rural landscape in the twentieth century. The Council has recognised the special interest of areas and sites through a series of designations including Conservation Areas, Residential Precincts and Local List in addition to statutory designated Listed Buildings and Historic Parks/Gardens. Conservation Areas and Residential Precincts are identified in Schedule 2 of this Document and the Proposals Map. Meanwhile, the statutory and locally Listed Buildings within the Borough are listed in the Borough Profile, and are identified on the Proposals Map.

3.4.4 The Council will prepare a strategy for assessing future Built Heritage designations which will be preceded by appraisals in accordance with the strategy. Management proposals for areas of special character such as design guidance or enhancement schemes will be prepared where appropriate and as resources permit and will be adopted as Supplementary Planning Documents.
3.5 Archaeological Remains

**Policy E4 – Archaeological Remains**

Applications for development involving significant groundwork within the Archaeological Priority Zones (as identified on the Proposals Map) will only be granted if accompanied by an archaeological evaluation that proposes effective mitigation measures that protect the zones from adverse development.

**Justification**

3.5.1 To reflect Strategic Policy 2 (Green Environment), guidance contained in PPG16 (Archaeology and Planning) and the London Plan there is a presumption against development that would damage archaeological resources depending on their importance. Where development is allowed and preservation in situ is not feasible, the Council will require that adequate arrangements for a full investigation, including excavation and recording, are agreed prior to development taking place.

3.6 The Use of Energy

3.6.1 To contribute towards national and regional targets for reducing carbon dioxide emissions and support the Redbridge Climate Change Action Plan the Council aspires to achieve carbon free development. To this end the Council will apply Policy 4A.7 of the London Plan to all relevant development.

3.7 Flooding and Water Quality

**Policy E5 – Flooding and Water Quality**

Proposals for development in the flood plain will be refused where they increase flood risk or conflict with the sequential approach to flood risk as set out in any Strategic Flood Risk Assessment prepared for the Borough. Where development is proposed in an area at risk from flooding from any source, the applicant will be required to provide a Flood Risk Assessment, including the following:

1. An assessment of the potential impact on the development of flooding from any source.
2. An assessment of whether the development will increase flood risk elsewhere.
3. Measures to deal with the effects and risks.
4. Demonstrate that any flood risk can be successfully managed with minimum impact on the environment and that any flood mitigation works can be funded for the entire lifetime of the development.

Proposals which pose an unacceptable risk to the quality of the water catchment, groundwater or surface water will also be refused. Development adjoining water courses should maintain a minimum 8 metre wide (riparian) buffer free of development from the top of the bank of the water course.

**Justification**

3.7.1 To accord with Strategic Policy 2 (Green Environment), guidance contained in PPS25 (Development and Flood Risk) and the London Plan, a precautionary approach is adopted. Development proposals which could increase flood risk or adversely affect water quality and where satisfactory mitigation measures cannot be achieved, will be resisted. The assessment
of the potential flood risk areas is carried out by the Environment Agency, and their assessments will be adhered to by the Council.

3.8 Telecommunications

**Policy E6 – Telecommunications**

All telecommunications development should be sited and designed in such a way that it does not adversely affect the appearance of the surrounding area. Applications will only be permitted where:

1. The siting is not intrusive in the street scene.
2. The design is of a scale, height and appearance which does not disrupt the character of an area.
3. The equipment has been designed to keep the size of the installation to the technical minimum and sited, so far as practicable, to minimise the impact on the environment.
4. Screening of equipment housing and other visually intrusive development associated with the proposal is provided.
5. All alternative sites which fulfil the functional requirements of the equipment have been assessed.
6. It can be demonstrated that developers have considered using existing facilities or sharing with the equipment of other operators.
7. No existing facilities are available and applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators.
8. The applicant has certified that the development will operate within the International (ICNIRP) Guidelines for public exposure.

**Justification**

3.8.1 PPG8 (Telecommunications) recognises that the telecommunications industry is an essential and beneficial element of the economy. However, developments can have an impact on environmental and residential amenity. Negative impacts therefore need to be kept to a minimum while accommodating the needs of the industry. Accordingly, the proposals for new development will have to comply with all relevant Borough Wide policies and demonstrate that there are no alternative existing sites. Furthermore, the Council will consider the location of proposals within the context of its Telecommunications Register which is updated on an annual basis. The Register will include information provided to the Council by Telecommunication Operators through their roll-out plans.

3.9 Minerals

**Policy E7 – Minerals**

The Council will safeguard known Mineral Reserves (as shown on the Proposals Map) by refusing development that prejudices the extraction of resources.

Where excavation is proposed, high environmental standards for extraction will be expected. Planning permission will be granted where applications have an acceptable impact having regard to:

1. The extent of the total extraction area, the active extraction area and phasing of
development.
2. The nature of and phasing of restoration including details of fill material and after-use proposals.
3. The siting, design and impact of any plant or equipment.
4. The transport of extracted minerals.
5. Protection for and drainage of both ground and surface water.
6. For agricultural land, a comprehensive agricultural appraisal together with details of management and supervision of restoration and aftercare.
7. Hours and days of working.
8. A comprehensive nature conservation appraisal and strategy.
9. A comprehensive archaeological appraisal and strategy to provide mitigation of any adverse archaeological effects, appropriate to the importance of the archaeological remains.
10. No adverse effect on public safety.
11. The potential direct and indirect impact of all activities on any neighbouring land, buildings and use. In the case of neighbouring residential properties, the effect on amenity will be given particular consideration and where appropriate, an exclusion zone will be required between the site boundary and any activity therein.

Justification
3.9.1 All mineral applications need to be determined in light of both the need for the mineral concerned and the need to protect and respect the local environment. In order to safeguard the environment and public amenity and safety, applications for mineral working will be assessed against the criteria in Policy E7. The Council will contribute to joint studies on maintenance of a London wide land bank of mineral reserves.

3.10 Air Quality

Policy E8 – Air Quality

To complement the Air Quality Area Action Plan, the Council will:

1. Require air quality assessments for major development proposals considered likely to have a significant and harmful impact on air quality.
2. Refuse development proposals which could cause significant deterioration in air quality or expose members of the public to poor air quality, unless appropriate mitigating measures are put into place.
3. Require developers to use the most up to date Best Practice Guidance for all stages of development, with particular reference to dust, vapours, plant and vehicle emissions.

Justification
3.10.1 In accordance with Strategic Policy 2 (Green Environment), the National Air Quality Strategy, PPS23 (Planning and Pollution Control)and the Mayor’s Air Quality Strategy, Policy E8 seeks to minimise the emissions of key pollutants and to reduce concentrations to levels at which no, or minimal effects on human health are likely to occur.

3.10.2 The objectives of the Air Quality Area Action Plan will also be advanced by:
(a) Integrating land use and transport policy and reducing the need to travel, especially by car (Policy T1)
(b) Promoting sustainable design and construction (Policy BD1).
Schedule 1: Major Developed Sites in the Green Belt (E1)

- Claybury Hospital, Manor Road, Woodford Bridge
- Goodmayes Hospital, Barley Lane, Goodmayes
- Roding Hospital, Roding Lane South, Redbridge
- Beal High School, Woodford Bridge Road, Redbridge
- King Solomon High School, Forest Road, Barkingside
- Hainault Works, Hainault Road, Little Heath
- Gas Holder Station, Snakes Lane East, Woodford Green
Schedule 2: Conservation Areas and Residential Precincts (E3)

Conservation Areas in London Borough of Redbridge

1. Aldersbrook
2. Barnardo's Village Homes
3. Claybury
4. George Lane
5. Little Heath
6. Mayfield
7. Snaresbrook
8. South Woodford
9. Valentines Mansion
10. Wanstead Park
11. Wanstead Village
12. Woodford Bridge
13. Woodford Broadway
14. Woodford Green
15. Woodford Wells

Residential Precincts in London Borough of Redbridge

1. Cathedral Estate
2. Empress Avenue
3. Laings Estate
4. Mayfair Gardens
5. Mayfield
6. Monkhams
7. North Cranbrook Park
8. Perth Road
9. Valentines
Chapter 4: Transport

4.1 Introduction

4.1.1 Travel is an essential part of daily life in the modern world and is important to many people for a variety of different reasons. Within Redbridge, most people need to travel in order to reach places of work or education, to purchase goods and to take part in a range of leisure activities.

4.1.2 Historically, the growth of the economy has been linked closely to the growth in the movement of people and goods, particularly by road. Many individuals, including residents of Redbridge, have benefited from use of a private car, which is just one element in the increasing volume of traffic.

4.1.3 Current Government policy and guidance is now focused on providing a sustainable and integrated transport network, which promotes social inclusion and limits environmental impacts. The policies in this Chapter promote safe, effective and convenient movement of people and goods by a range of transport modes.

4.2 Sustainable Transport

**Policy T1 - Sustainable Transport**

New development will be granted planning permission in locations close to public transport nodes. Elsewhere new development will only be granted planning permission where it incorporates measures that demonstrate a reduced reliance on private vehicles. Planning permission will not be granted for development, which would increase trip generation excessively so as to result in an adverse impact on traffic congestion within the local and strategic road network (including motorways) or public transport system.

For all major developments a Green Travel Plan will be required to accompany the planning application. The Green Travel Plan must set out a package of measures to reduce reliance on private vehicles, reduce the need to travel, and promote travel to and from the development by walking, cycling and public transport. It should include details of the proposed development; its likely users; the current modal share; actions to reduce the need to travel by car and promote more sustainable forms of transport; details of targets and monitoring processes.

For all major development a Transport Impact Assessment will be required. The Transport Impact Assessment must evaluate the impact of the development on the existing transport network and provide for mitigation measures to alleviate any adverse effect. Where new development impacts unacceptably on public transport provision or the highway network, mitigation measures should include a planning obligation. Further guidance is given in the Planning Obligation Strategy Supplementary Planning Document.

**Justification**

4.2.1 The Council will seek to reduce the need to travel whilst promoting the use of public transport and reducing the need to rely on private vehicles. As a result new development will be approved in locations close to public transport nodes or where the proposal incorporates measures such as, car sharing, car clubs, provision for walking and facilities for cyclists that demonstrate a reduced reliance on private vehicles.

4.2.2 This policy reflects the central theme of sustainable development in the Local Development Framework and in particular Strategic Objective 1 and Strategy Policy 1 (Overall Growth). It also reflects Policy E8 which seeks to improve air quality in the Borough, by amongst other
things, improving the integration of land use and transport policy by reducing the need to travel, especially by car. It complies with guidance contained in PPG13 (Transport), PPS3 (Housing), PPS6 (Planning for Town Centres), the London Plan and the Transport Strategy. It also reinforces the need for careful consideration to be given to the impact of development proposals, particularly those with a potential to significantly increase local traffic and put pressure on local roads as well as the strategic road network (including motorways).

4.2.3 The requirement to produce Green Travel Plans and undertake Transport Impact Assessments reflects the importance of providing a safe, efficient and effective transport system. Where new development does result in a potentially negative impact on the transport network, contributions will be required to fund transport initiatives such as traffic calming and junction improvements. Green Travel Plans require the commitment of the developer to ensure continued monitoring and mitigation measures and allow users to make informed transport choices.

4.3 Public Transport

**Policy T2 – Public Transport**

The Council will approve development proposals which improve levels of public transport availability, usage, quality, safety and attractiveness within the Borough. Improved public transport access to parks, open spaces and leisure facilities that will be of particular benefit to children and the elderly will be sought wherever possible.

Planning permission will be given for public transport interchange and improvement, including the proposals identified within the Development Opportunity Sites Development Plan Document. Developers must demonstrate in their Green Travel Plan how public transport usage will be promoted for all new major developments.

**Justification**

4.3.1 This policy reflects Policy T1, Strategic Policy 6 Movement and Transport and the Council’s Local Implementation Plan in seeking to improve the attractiveness of public transport in the area to provide a realistic alternative to the car. New and improved public transport facilities, the London Bus Priority Network and especially those listed in the Development Opportunity Sites Development Plan Document will be supported.

4.4 Walking and Cycling

**Policy T3 – Walking and Cycling**

Planning permission will be granted for proposals that improve access to local key destinations, including public transport nodes, through the provision of new walking and cycle routes. The Council will require the provision of safe and attractive new pedestrian footpaths and cycle routes, including those to/from and within new developments to be connected into the existing footpath and cycle network.

Cycle parking will also be required for all new developments, in accordance with the requirements set out in Policy T5 and Schedule 3.

Furthermore, proposals for traffic management and calming measures which improve safety for pedestrians and cyclists, such as Home Zones, will also be encouraged.
4.4.1. To comply with national and strategic policy, as well as the Local Implementation Plan and Strategic Policy 6 Movement and Transport, it is necessary to promote walking and cycling as alternative means of transport. Cycling provision should be integrated with the existing London Cycle Network Plus (LCN+). Government policy also seeks to make roads safer for pedestrians and cyclists, and there are a number of techniques for achieving this, including the creation of strategic routes, ‘Homezones’ and ‘Safer Routes to School’.

4.5 Enhancing the Transportation Network

**Policy T4 – Enhancing the Transportation Network**

The Council will safeguard land for proposed transport infrastructure, identified in the Development Opportunity Sites Development Plan Document by refusing planning permission for development that could prejudice its implementation. Proposals for development on land that is currently used for transport infrastructure, such as bus stands and railway sidings, will be refused unless the land is no longer required nor is likely to be required in the future for transport purposes.

Developers must contribute to enhancements and improvements to the transport network. Further guidance is in the Planning Obligation Strategy Supplementary Planning Document. In some cases these contributions will be pooled to address the cumulative impacts of a number of separate developments and may be identified in the Council’s Local Implementation Plan.

The Council will require enhancements and improvements to the transport network to incorporate good design and be sympathetic to the local environment, amenity and public safety. Where enhancements are for the public transport, walking or cycling networks, Policies T2 and T3 will also be considered. Where proposals include extensions to the existing road network, the benefits should very substantially outweigh the disbenefits.

**Justification**

4.5.1. In accordance with PPG13 (Transport), development that could threaten the functioning of existing or proposed transport facilities, including opportunities for walking, cycling and public transport will be opposed. In particular, the transport schemes listed in the Development Opportunity Sites Development Plan Document will be safeguarded.

4.6 Parking Standards

**Policy T5 – Parking Standards**

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

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

All car parking spaces shall be a minimum of 4.8m by 2.4m in size. When proposals for parking areas are devised, due consideration should be given to Policy T6.
Where development proposals involve a reduction of off-street car parking, the developer will be required either to demonstrate that sufficient parking will remain in the area to serve local needs, or to provide an appropriate temporary facility and to ensure that the development ultimately provides for existing local need, together with the resulting increase in demand arising from the development. In any other circumstances planning permission for temporary car parks will not be granted.

For non-residential development that includes over twenty spaces, at least 5% (or 2 car parking spaces—whichever is the greater) of all car parking must be reserved for use exclusively by people with disabilities and in possession of a blue badge. All spaces that are reserved for blue badge holders should be located as conveniently as reasonably practical and meet the relevant standard. For all other development, appropriate levels of disabled parking should be provided in line with the needs of the likely users.

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

**Justification**

4.6.1 Adopting appropriate location specific on- and off-street parking standards can help to encourage access by sustainable modes of transport, assist in limiting the use of the car and contribute towards minimising road traffic. The level of public transport accessibility throughout the Borough was a key consideration when the parking standards were set, and will be reviewed periodically.

4.7 **Service and Delivery Vehicles**

**Policy T6 – Service and Delivery Vehicles**

The Council will only grant planning permission for new development where there is adequate, safe and functional provision for:

1. Service and delivery vehicles (including lorries and articulated vehicles) required as part of the normal functioning of the development
2. Emergency services vehicles such as fire engines and ambulances
3. Visitor “drop off” and “pick up” areas (e.g. for parents at crèches and schools)

Such provision may include access to and from the public highway, as well as on site parking and manoeuvring areas.

**Justification**

4.7.1 Some types of development require delivery or service vehicles to visit the site. Such vehicles are often large and have specialised movement and parking requirements. Where these are not accommodated on the site, these vehicles may be forced to park in the street, where they can block the normal flow of traffic. In addition, there can be special traffic safety concerns with vehicle “drop off” and “pick up” points. This is especially an issue with children at schools and child care centres.

4.7.2 Exact standards for such situations cannot be specified in advance. However, the above policy provides the Council with the power to require these issues to be adequately addressed in the design of new development.
**Schedule 3: Maximum Parking Standards (T5)**

The following standards provide a starting point for determining maximum parking standards, taking account of local circumstances. Lower provision is likely to be appropriate in many cases, particularly where public transport provision and/or pedestrian/cycle access is good.

Table 1 – Maximum Parking Standards

<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
<th>Car Spaces</th>
<th>Cycle Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Shops</td>
<td>Smaller food store (up to 500 sq. metres gross floor area)</td>
<td>1 space per 35 sq. metres gross floor area</td>
<td>2 stands plus 1 per 350 sq. metres gross floor area</td>
</tr>
<tr>
<td></td>
<td>Food supermarket (up to 2500 sq. metres retail floor area/4000 sq. metres gross floor area)</td>
<td>1 space per 20 sq. metres gross floor area</td>
<td>2 stands plus 1 per 350 sq. metres gross floor area</td>
</tr>
<tr>
<td></td>
<td>Food superstore (over 2500 sq. metres retail floor area / 4000 sq. metres gross floor area)</td>
<td>1 space per 18 sq. metres gross floor area</td>
<td>2 stands plus 1 per 350 sq. metres gross floor area</td>
</tr>
<tr>
<td></td>
<td>Non food retail warehouse</td>
<td>1 space per 22 sq. metres gross floor area</td>
<td>2 stands plus 1 per 500 sq. metres gross floor area</td>
</tr>
<tr>
<td></td>
<td>Garden centre</td>
<td>1 space per 22 sq. metres gross floor area</td>
<td>2 stands plus 1 per 300 sq. metres gross floor area</td>
</tr>
<tr>
<td>A2 Financial &amp; Professional</td>
<td>Town centre / shopping mall</td>
<td>1 space per 20 sq. metres gross floor area</td>
<td>2 stands plus 1 per 350 sq. metres gross floor area</td>
</tr>
<tr>
<td></td>
<td>Headquarter style buildings</td>
<td>1 space per 200 sq. metres gross floor area</td>
<td>2 stands plus 1 per 125 sq. metres gross floor area</td>
</tr>
<tr>
<td></td>
<td>Branches of banks, building societies, estate agents, betting offices etc.</td>
<td>1 space per 300 sq. metres gross floor area</td>
<td>2 stands plus 1 per 350 sq. metres gross floor area</td>
</tr>
<tr>
<td>A3 – A5 Food &amp; Drink</td>
<td>Restaurants &amp; Cafes</td>
<td>Treat each application on its merits</td>
<td>1 stand per 20 staff plus 1 stand per 10 seats for visitors</td>
</tr>
<tr>
<td></td>
<td>Drinking Establishments</td>
<td>Treat each application on its merits</td>
<td>2 stands plus 1 per 100 sq. metres gross floor area</td>
</tr>
<tr>
<td></td>
<td>Hot Food Takeaways</td>
<td>Treat each application on its merits</td>
<td>2 stands plus 1 per 50 sq. metres gross floor area</td>
</tr>
<tr>
<td></td>
<td>Drive-through or takeaways without seating</td>
<td>Treat each application on its merits</td>
<td>1 stand per 20 staff plus 1 stand per 10 seats for visitors</td>
</tr>
<tr>
<td>Use</td>
<td>Description</td>
<td>Car Spaces</td>
<td>Cycle Spaces</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>--------------------------------------------------</td>
<td>-------------------------------------------------</td>
<td>------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>Food &amp; Drink on mixed-use sites</td>
<td>Treat each application on its merits</td>
<td>1 stand per 20 staff plus 1 stand per 10 seats for visitors</td>
</tr>
<tr>
<td>B1 Business</td>
<td>1 space per 100-600 sq. metres of gross floor area</td>
<td>2 stands plus 1 per 25 sq. metres gross floor area</td>
<td></td>
</tr>
<tr>
<td>B2 General Industrial</td>
<td>1 space per 100-600 sq. metres of gross floor area</td>
<td>2 stands plus 1 per 25 sq. metres gross floor area</td>
<td></td>
</tr>
<tr>
<td>B8 Storage or Distribution</td>
<td>Wholesale warehouses, distribution centres &amp; repositories</td>
<td>1 space per 100-600 sq. metres of gross floor area</td>
<td>2 stands plus 1 per 500 sq. metres gross floor area</td>
</tr>
</tbody>
</table>

1 Within this range the level should be informed by a Transport Assessment
2 Within this range the level should be informed by a Transport Assessment
3 Within this range the level should be informed by a Transport Assessment
<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
<th>Car Spaces</th>
<th>Cycle Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1 Hotels</td>
<td>All hotels including boarding houses and guest houses</td>
<td>Car parking will be assessed on an individual and guesthouses basis using a transport impact assessment. Small hotels should have no on-site parking provision. Hotels in town centres should generally not have on-site parking provision or coach parking beyond operational requirements. Outside town centres, relevant factors to consider in determining standards include public transport accessibility, target markets, the mix of domestic and international clients and the implications of any conference and sport facilities. Hotels on key arterial roads outside central locations tend to rely on car-borne trade and may require relatively unfettered parking provision. A benchmark maximum is up to 1 space per bedroom, though where there is good public transport, lower provision will be appropriate.</td>
<td>1 stand per 10 staff (1 stand per 4 beds for hostels)</td>
</tr>
<tr>
<td>C2 Residential Institutions</td>
<td>Hospitals, health centres, dentists and clinics</td>
<td>Car parking should generally be assessed on an individual basis using a transport assessment.</td>
<td>1 stand per 50 staff plus 1 stand per 5 staff for visitors</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
<th>Car Spaces</th>
<th>Cycle Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nursing homes</td>
<td>Car parking should generally be assessed on an individual basis using a transport assessment.</td>
<td>1 stand per 5 staff</td>
</tr>
<tr>
<td>C3 Dwelling houses 4</td>
<td>Predominant housing type</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>4+ bed units</td>
<td>2-1.5 spaces per unit</td>
<td>1 stand per unit</td>
</tr>
<tr>
<td>-</td>
<td>3 bed units</td>
<td>1.5-1 space per unit</td>
<td>1 stand per unit</td>
</tr>
<tr>
<td>-</td>
<td>1-2 bed units</td>
<td>1 to less than 1 per unit</td>
<td>1 stand per unit</td>
</tr>
<tr>
<td>D1 Non-residential Institutions</td>
<td>Places of worship</td>
<td>1 space per 6 seats. Additional parking may be required, based on individual merit.</td>
<td>1 stand per 20 seats for visitors</td>
</tr>
<tr>
<td></td>
<td>Educational establishments up to 2,500 sq. metres gross floor area</td>
<td>2 spaces for every 3 teaching and administrative staff, plus additional 50% for visitors and other staff (full time equivalent)</td>
<td>1 stand per 9 staff or students</td>
</tr>
<tr>
<td></td>
<td>Educational establishments over 2,500 sq. metres gross floor area</td>
<td>1 space per 2 teaching and administrative staff</td>
<td></td>
</tr>
<tr>
<td>D2 Assembly &amp; Leisure</td>
<td>Assembly</td>
<td>1 space per 6 seats</td>
<td>1 stand per 20 staff for staff plus 1 stand per 50 seats for visitors</td>
</tr>
<tr>
<td></td>
<td>Leisure</td>
<td>1 space per 25 sq. metres gross floor area</td>
<td>1 stand per 10 staff plus 1 stand per 20 peak period visitor</td>
</tr>
<tr>
<td>Mixed use and large multi unit developments</td>
<td>Retail and leisure parks</td>
<td>1 space per 20 sq. metres gross floor area</td>
<td>Upon own merit</td>
</tr>
<tr>
<td>Sui Generis</td>
<td>For example launderettes, petrol filling stations, taxi businesses, the selling &amp; displaying of motor vehicles, nightclubs, theatres, builders yards etc.</td>
<td>Parking provision usually required, based on a transport assessment.</td>
<td>Upon own merit</td>
</tr>
</tbody>
</table>

4 In all the above C3 dwelling cases, when a garage is to be built, space in front large enough to station a vehicle clear of the public highway shall be provided where possible. Such space counts as a parking space.
Chapter 5: Housing

5.1 Introduction

5.1.1 In recent years, the Government has stepped up its drive to address housing shortages and launched “Sustainable Communities: Building for the Future”, which identifies a number of major growth areas, including the Thames Gateway and the London-Stansted-Cambridge-Peterborough Corridor. Furthermore, the Early Alterations to the Mayor’s London Plan (published in December 2006) give Redbridge a target to supply a minimum of 9,050 new homes between 2007/08 and 2016/17. The policies in this chapter aim to provide a range of housing types and sizes to meet the needs and requirements of existing and future households in the Borough.

5.2 Housing Provision

Policy H1 – Housing Provision

The Council will provide a minimum target of 9,050 new dwellings in Redbridge in the period 2007 to 2017, through:

1. The Development Sites with Housing Capacity Development Plan Document and on the Proposals Map.
2. Encouraging efficient use of the existing stock by seeking a reduction in the number of vacant, unfit and unsatisfactory dwellings.
4. Opportunities in the Ilford Opportunity Area as part of mixed use developments.
5. Opportunities in the District Centres and where in close proximity to public transport nodes as part of mixed use developments.
6. Opportunities in the retail parks as part of mixed use developments.
7. Major Developed Sites in the Green Belt (see Policy E1).
8. Conversions and small scale infill development (see Policy H2).
9. Opportunities in Business Areas (see Policy B1).

Loss of existing housing (including affordable housing) will be refused unless it is for essential community facilities in the areas surrounding the Metropolitan and District Centres (see Schedule 4).

Justification

5.2.1 To reflect Strategic Policies 1 (Overall Growth) and 7 (Housing), guidance contained in PPS3 (Housing) and the London Plan new housing development is required to accommodate increasing numbers of households. Specific sites for housing development are identified in the Development Sites with Housing Capacity Development Plan Document. In accordance with Policies R1 (Sustainable Centres) and T1 (Sustainable Transport), proposals for new housing development not identified in the Development Sites with Housing Capacity Development Plan Document are preferred in the town centres and where in close proximity to public transport nodes.

5.2.2 The Core Strategy makes clear that on the basis of land for housing identified in the other DPDs the housing requirement of 9,050 dwellings between 2007 and 2017 can only be met in
the first five years. The Council is therefore committed to reviewing the housing land supply within that time to meet the full provision by 2017.

5.3 Housing Choice

**Policy H2 – Housing Choice**

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

2. The conversion of single family occupied dwelling houses into smaller units will only be permitted where it is located in one of the following locations:

   (a) In a Metropolitan or District Centre (identified in Schedule 4);
   
   (b) Where the surrounding area comprises predominantly converted properties;

And where

   (i) The gross floor area of the property exceeds 125 sq. metres where two units are proposed and exceeds 150 sq. metres where three or more units are proposed; and
   
   (ii) The proposal satisfies all other relevant policies, including provision of satisfactory levels of amenity space; and

   (iii) Proposals result in a reasonable balance in the size of subdivided units (i.e. proposals which seek to maximise the number of one bed or studio units will not be approved where an alternative mix including larger units could be practically provided).

3. Furthermore, all new housing shall be built to Lifetime Homes standard and ten per cent should be wheelchair accessible.

**Justification**

5.3.1 To reflect Strategic Policy 7 (Housing), PPS3 (Housing) and the London Plan, Policy H2 sets out the Council’s requirements for a range of housing types and sizes to be provided in the Borough. To ensure larger family housing is retained in residential neighbourhoods, conversions need to be carefully controlled. Provision of Lifetime Homes and wheelchair accessible housing needs to be taken into account in all new development.

5.3.2 The Redbridge Housing Needs and Requirements Study (January 2006) shows that there is a total requirement of 4,995 affordable homes over the next five years. Of this total, 2,037 households aspire to intermediate housing whilst 2,958 require affordable rented accommodation. There is a shortfall of small housing units across tenures, with 55% of identified housing need for one bedroom units. A substantial need also exists for three bedroom social dwellings and four bedroom units across all tenures.

5.3.3 Affordable housing will be required in accordance with Strategic Policy 8 (Affordable Housing). It encompasses social housing and intermediate housing. *Social housing* is subsidised housing provided as secure or assured tenancies, with access on the basis of need. *Intermediate
housing comprises low cost market housing, shared equity schemes, discounted home ownership, or secure or assured tenancies. It is proposed that an Affordable Housing Supplementary Planning Document (SPD) be included in the 2007-10 Local Development Scheme to replace Supplementary Planning Guidance (SPG) already adopted.

5.3.4 Supplementary Planning Guidance 2004 explains that affordable housing should be included on the development site. However, it is recognised that in pursuing the Spatial Vision, new residential development will often take the form of one and two bedroom flats in town centre locations. Whilst this form of development meets the overall need for smaller units (of which there is currently a significant under-supply in the Borough) it does not meet the need for larger sized affordable family housing as highlighted in the Housing Needs and Requirements Study 2006. Accordingly, for development in town centre locations, ‘cash-in-lieu’ payments will be considered acceptable as a means of providing all or part of the affordable housing requirement as off-site accommodation in locations that are appropriate for family housing.

5.3.5 Additionally, guidance suggests that it will generally be expected that the affordable housing element of any new housing scheme will be spread throughout the development. Affordable housing grouped in one part of the site with separate access will not be encouraged. “Pepper potting” (scattering affordable housing in clusters) throughout the development is in line with the aims of PPG3 to create mixed and balanced communities. An exception may be made to this approach if it can be shown that it would create management difficulties for the Registered Social Landlord.

5.3.6 It is also important that affordable homes are indistinguishable from private homes for sale in terms of building form and external appearance.

5.4 Travellers & Gypsy Sites

Policy H3 – Travellers & Gypsy Sites

The Council will give careful consideration to the needs of travellers and gypsies and will retain the existing facilities at Forest Road, Fairlop. Further sites, for temporary or permanent use, will only be permitted when a site would meet an identified need, which cannot be met in any other way and would meet the following criteria:

1. The site provides for an appropriate layout, in terms of pitches, amenity buildings, hardstandings and open spaces;
2. The site has an appropriate means of enclosure and comprehensive landscaping;
3. The use of the site would have no adverse effect on the amenity of occupiers of adjoining land;
4. The use of the site would have no adverse effect on the visual amenity of the locality; and
5. The use can be supported by adequate social infrastructure in the locality.

Justification

5.4.1 For the purpose of determining planning applications the Council will use the definition of gypsies and travellers as defined in the ODPM Circular 01/2006 “Planning for Gypsies and Traveller Caravan Sites”.

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Chapter 6: Retail

6.1 Introduction

6.1.1 In Redbridge there is one Metropolitan Centre (Ilford) and five District Centres (Barkingside, Chadwell Heath, Gants Hill, South Woodford and Wanstead). These centres provide a range of convenience (food and other goods for everyday needs) and comparison (durable) goods. More localised centres and retail parades are distributed throughout the Borough and these centres provide predominantly convenience goods.

6.1.2 Town centres tend to be more accessible by a range of transport modes than other parts of Redbridge, and they are important for the social, economic and environmental well being of the Borough. Government policy advocates that town centres should provide a range of uses, including but not limited to shopping, leisure, community and housing, however, retail should constitute the main use. This chapter sets out the policies for ensuring that centres in Redbridge retain vitality and vibrancy.

6.2 Sustainable Centres

Policy R1 – Sustainable Centres

1. Within the shopping centres listed in Schedule 4, providing the proposal is appropriate to the scale, character and function of the centre, planning permission will be granted for proposals which contribute towards an appropriate mix of uses. In particular:

   a) In the Local Centres, Key Retail Parades and Retail Parks and in the primary shopping area of the Metropolitan and District Centres (as identified on the Proposals Map), the Council seeks to protect the predominantly retail function at ground floor level and additional retail use will be granted. Change of use away from A1 retail within these areas will be required to comply with Policy R3.
   b) In the secondary areas of the Metropolitan and District centres (as identified on the Proposals Map), a range of new development including, housing, retail, office and commercial, culture, leisure and community facilities will be granted provided it complies with criteria 2–10 of Policy R3.
   c) Above ground floor commercial uses in the identified shopping centres, loss of existing housing will be refused and new housing granted.

2. Throughout the Borough, proposals for late night uses will only receive planning permission if:

   (a) There is no individual or cumulative adverse effect on the amenity of nearby residential properties because of unreasonable levels of noise, parking or general disturbance; and
   (b) Adequate and suitable off-street parking facilities, together with adequate provision for short stay and car borne disabled customers is available at all late night and evening activities where the proposal is not located adjacent to a public transport node or on a public transport route.
6.2.1 This policy reflects the overall vision of the Core Strategy to direct growth towards the town centres, as well as guidance contained in PPS6 (Planning for Town Centres) and the London Plan. Also, in keeping with PPG13 (Transport) and Policy T1 (Sustainable Transport), which seeks to reduce the need to travel, it is essential that local shopping facilities are available.

6.2.2 Activities that predominantly operate in the evenings contribute to the local economy and are a valuable source of employment. Careful consideration needs to be given regarding their location to ensure that they do not adversely affect the amenity of surrounding uses, and that they complement rather than replace or supersede the daytime economy of the area where they are located. Where appropriate, further guidance regarding the future roles and direction for individual centres including issues relating to the evening economy may be addressed in Area Action Plans.

6.2.3 Evening uses may be affected by other regulatory regimes beyond planning. Particular attention should be paid to the Council’s Licensing Policy (January 2005) which covers licenses and permissions relating to public entertainment, performance, dancing and sale and consumption of alcohol.

6.3 New Shopping Development

**Policy R2 – New Shopping Development**

1. Planning permission will be granted for new retail development within the Metropolitan, District and Local Centres as identified at Schedule 4.

2. Planning permission for new retail development outside the Metropolitan, District and Local Centres will only be granted if it can be demonstrated that:
   
   (a) There is a need and the sequential approach as advocated by Government guidance has been appropriately applied.
   
   (b) There is not an adverse impact on the vitality and viability of any nearby centre.

3. Proposals which adversely affect nearby centres will be refused, or conditions imposed to control:
   
   (a) The range of goods sold and services within any proposed unit.
   
   (b) Hours of operation.
   
   (c) Any sub division or merger of proposed unit(s).

**Justification**

6.3.1 To meet the need and sequential tests advocated in PPS6, proposals for new retail development will only be considered favourably within or adjoining the Metropolitan, District and where appropriate Local Centres provided they comply with all relevant policies.

6.3.2 In addition to the centres identified under Schedule 4, there is one out of centre retail park, 37 identified key retail parades and a number of other parades and individual retail units in the Borough. Outside of the main centres, retail may be appropriate where it serves the day to day needs of local communities, complements the provisions within the centres and contributes to social inclusion. Proposals for new retail should be flexible in terms of format, design and
scale to accommodate locations within or on the edge of centres, where appropriate. In mixed-use developments, a proportion of retail will be encouraged if the location is appropriate. Under all circumstances the scale and size of any new retail will be important, especially when considering the impact on existing provisions and highways etc. Specific guidance regarding the scale and location of new development will be progressed in Area Action Plans and Development Briefs.

6.4 Protection of Shopping Uses

Policy R3 – Protection of Shopping Uses

Within the Primary Shopping Area of the Metropolitan Centre and District Centres, and within Local Centres and Key Retail Parades (listed in Schedule 4 and identified on the Proposals Map), planning permission will only be granted for change of use from Class A1 (shop) to another use where the following criteria are satisfied:

1. The retail role remains predominant. As a general guideline, the proportion of A1 units shall be no less than 70 per cent of the total number of units within those identified areas.
2. The proposed use can demonstrably add vitality and viability to the role of the centre.
3. The use achieves an active street frontage at ground floor.
4. The use achieves a high degree of street activity and generates a high degree of pedestrian movement.
5. The use promotes a service compatible with and appropriate to a retail area.
6. The use can demonstrably assist in the regeneration and revitalisation aims of the community.
7. The use neither over-dominates nor detracts from the primary retail role of the centre.
8. There is not an over-proliferation of specific Use Class categories outside Class A1. In all centres A3 – A5 uses serving mainly an evening trade should be limited to a maximum of 20 per cent of the total number of units.
9. The use does not result in an adverse impact on the amenities of nearby occupiers, including through litter or fumes.
10. The proposal will not have an adverse effect on safety and traffic flows.

Outside designated shopping centres (listed in Schedule 4), planning permission will only be granted for the loss of an A1 retail unit if there are other retail facilities easily accessible nearby.

Justification

6.4.1 The Local Centres, Key Retail Parades, Retail Parks and the primary shopping areas of the Metropolitan and District Centres are considered to be appropriate locations for a range of non-retail uses including banking, insurance, food and drink. These uses are complementary to the retail role of the centres, adding to their attraction, and encouraging multi purpose journeys. However, an over-concentration of non-retail uses within a centre, or part of a centre, can detract from its shopping function and may prejudice the vitality and viability of the centre as a whole. It is therefore necessary to protect the shopping function of centres by controlling the balance of retail and non-retail uses. A3 (restaurants and cafes), A4 (drinking establishments) and other uses will be permitted where these assist the Council’s
regeneration objectives as identified in any Area Action Plan. Particular attention will be given to the numbers and effect of A5 uses (take-aways) on a centre/area.

6.4.2. The Council recognises that the role and function of centres may change over time. Therefore it will endeavour to monitor the health of the centres through regular surveys to ascertain the range of goods and services available to shoppers and visitors, and to identify any significant and long term trends.

6.4.3 It is important that existing retail units outside the identified shopping centres are retained because they provide a vital service, meeting the day-to-day needs of local communities, especially those who are less mobile. This includes the elderly, those without access to a car, those living in areas where there is a lack of public transport and those unable to afford it.
Schedule 4: Metropolitan, District, Local Centres, Key Retail Parades and Retail Park (R1, R2 and R3)

Metropolitan Centre: Ilford

District Centres: Barkingside
Chadwell Heath (part)
Gants Hill
South Woodford
Wanstead

Local Centres: Goodmayes
Ilford Lane
Manford Way
Newbury Park
Seven Kings
Woodford Bridge
Woodford Broadway / Snakes Lane

Key Retail Parades: Aldborough
114-132 Horns Road

Barkingside
1-3 Beattyville Gardens/ 779-793 Cranbrook Road
552-586, 685-713 Cranbrook Road
165-173 Longwood Gardens/ 1-15 Longwood Parade

Chadwell Heath
64-70, 65-77, 105 Chadwell Heath Lane

Clayhall
45-55 Atherton Road
1-14 Claybury Broadway
227-239 Clayhall Avenue
1-6 Fullwell Parade

Gants Hill
1-35, 2-18 Beehive Lane, 439 – 461 Cranbrook Road
243 –251 Beehive Lane – 1- 11 Redbridge Lane East
1-14 Highview Parade, Woodford Avenue/Redbridge Lane East
1-8 Spurway Parade, Woodford Avenue

Goodmayes
561- 567 Longbridge Road

Hainault
109-127, Fencepiece Road
158-168 Fencepiece Road
358-368 Manford Way
194-204, 206-218New North Road
593-603 New North Road
Ilford
76-94, 73-89b, Belgrave Road
103-127 Belgrave Road
123-143 Gordon Road
19-59, 96-98 Green Lane
309-365 Ley Street
119-141, 122-132 Woodlands Road

Newbury Park
80-90 Leyswood Drive

Redbridge
115-129 Eastern Avenue
214-226 Redbridge Lane East/ 2-6 Roding Lane South

Seven Kings
110-122, 217-229, 249-261, 265-273 Aldborough Road South
323-353, 357-371, 390-430 Green Lane
37-59, 74-74a, 98-100 Meads Lane

South Woodford
126-140 Hermon Hill
211-249, 168-218 High Road

Wanstead
89-95 Aldersbrook Road

Woodford Bridge
341-347, Chigwell Road
524-542 Chigwell Road

Woodford Green
352-384, 397-401, 405-475 High Road

Retail Parks: Chadwell Heath
(As identified on Proposals Map)
Chapter 7: Business, Industry and Warehousing

7.1 Introduction

7.1.1 In Redbridge, the majority of employment opportunities are located in the town centres (see Chapter 6) and at safeguarded business areas. The majority of activity in these businesses areas is generally of a business, industrial, manufacturing, storage and distribution nature. Additionally, there are a number of employment areas located throughout the Borough (i.e. Ley Street Depot, and Redbridge Enterprise Centre, Thompson Close), which are not specifically identified as Business Areas.

7.1.2 The policies in this Chapter attempt to create an economic environment which is conducive to the local economy in terms of both business prosperity and sustainable employment. The policies seek to reconcile the need for business and industrial development with social and environmental considerations.

7.2 Promoting Employment

Policy B1 – Promoting Employment

The Council will safeguard Hainault Business Park and Southend Road Business Area (listed in Schedule 5 and identified on the Proposals Map as Strategic Industrial Locations) as the prime locations for Class B1 (business), Class B2 (general industry) and Class B8 (storage or distribution) development, or those of a similar nature. Proposals for uses falling outside these categories will only be permitted in Hainault Business Park and Southend Road Business Area where they do not compromise the employment status of the area and are complementary uses needed for the area to function effectively for employment purposes.

In the other identified Business Areas proposals for intensification of B Use Classes will be approved. Proposals for mixed use including residential will only be granted if the scheme includes premises that can accommodate micro and small to medium enterprises (SME) falling within Class B1 forming the primary element. Community facilities and/or other employment activities will be permitted if they contribute positively to the sustainability of the area either for business purposes or mixed use business and residential.

Outside the Business Areas listed in Schedule 5, development proposals resulting in the loss of established business premises and land will be refused unless it can be demonstrated that continued business activity will conflict with the character, appearance and amenity of the locality and its surrounding land uses.

Justification

7.2.1 This policy reflects Strategic Policy 5 (Employment) and complies with the policy guidance contained in PPG4 (Industrial, Commercial Development and Small Firms). Significant business development outside the designated areas is likely to conflict with Strategic Policy 1 (Overall Growth) and Policy BD1 (All Development) although it is imperative that there are local employment opportunities available outside the designated areas. Also, in keeping with PPG13 (Transport) and Policy T1 (Sustainable Transport), the provision of local employment opportunities will help to reduce distances to travel to work.
7.2.2 Hainault Business Park and Southend Road Business Area are identified in the Mayor’s London Plan as being of strategic importance contributing to the capital’s land bank of quality sites in appropriate locations suitable for light, general industrial and warehousing. The Council wishes to protect these sites for activities, which elsewhere could have a detrimental impact on the amenity of neighbouring uses and the environment. In the other Business Areas, it is recognised that the changing nature of the work environment means that many employment activities may not fit into the boundaries of the defined classification. Therefore, other uses, including opportunities for housing provision (see Policy H1) may be acceptable in these areas provided that they do not compromise the overall nature and viability of existing and future activities.

7.3 **Office Accommodation**

**Policy B2 – Office Accommodation**

The Council will safeguard employment opportunities in existing office accommodation by refusing proposals for alternative uses unless such proposals:

(a) Form part of a mixed-use re-development scheme that includes employment opportunities where the level of employment floorspace is maintained or exceeded; or

(b) Are located in areas where there is an over-supply of outdated accommodation and where rationalisation and modernisation is appropriate.

**Justification**

7.3.1 The majority of office accommodation (much of which is vacant) is located in Ilford and Gants Hill. Higher than average unemployment rates for the Borough are also prevalent in these areas.

7.3.2 Where appropriate Area Action Plans will identify sites appropriate for new office floorspace.
Schedule 5: Business Areas (B1)

- Chadwell Heath Business Park
- Forest Road
- Hainault Business Park (Strategic Industrial Location)
- New North Road
- Hainault Works
- Newton Industrial Estate
- Raven Road
- Southend Road (Strategic Industrial Location)
Chapter 8: Culture and Recreation

8.1 Introduction

8.1.1 Culture and recreation covers many different aspects of life, including leisure, recreation, open space and tourism. Therefore, a wide range of diverse activities and facilities is required to enrich the cultural experience of the Borough. The policies in this chapter balance the increasing demand for cultural and recreation facilities against environmental considerations.

8.2 Protection of Important Urban Open Space

Policy CR1 – Protection of Important Urban Open Space

The Council will safeguard Open Space identified on the Proposals Map and listed in Schedule 6 by refusing development proposals on such open space, other than where supportive of and ancillary to the purpose of that open space.

Justification

8.2.1 In keeping with Strategic Policy 9 (Culture and Recreation) and policy guidance contained in PPG17 (Planning for Open Space, Sport and Recreation) and the London Plan, there is a presumption against development on identified open spaces, whether they are in public or private ownership. In some instances the open space designation is reinforced by other policy designations, particularly if it comprises a significant natural heritage or landscape feature (Policy E2 – Nature Conservation). Ancillary uses are subservient to the main use of the site as open space and might include changing rooms. All of the sites protected by Policy CR1 are listed in Schedule 6.

8.3 Allotments

Policy CR2 – Allotments

The release of allotment land will only be permitted where it can be demonstrated that there is no longer any local demand or where existing allotment users can be relocated to a new or existing allotment site within a reasonable distance of their homes. Where allotments are no longer required to meet demand, other uses compatible with the character and amenity of the area may be acceptable.

Justification

8.3.1 It is recognised that allotment sites are an important component of open space provision, providing recreational value and the opportunity to enjoy healthy outdoor exercise, supporting biodiversity and the chance to grow produce. To this end, the Council will maintain a network of allotment sites. However, where allotment sites are not fulfilling their role it may be appropriate to consider alternative uses. Furthermore, a number of allotments are in the Green Belt or listed in Schedule 6, and thus in such situations Policies E1, or CR1 will also be applicable. The Council’s Allotment Strategy identifies the level of supply and demand for allotments in Redbridge and is consistent with PPG17.
8.4  **Sport, Leisure and Cultural Facilities**

**Policy CR3 – Sport, Leisure and Cultural Facilities**

Planning permission will be granted for proposals for new sports, leisure and cultural facilities and replacement or enhancement of existing facilities, especially in or near to town centres and in areas where there is an identified shortfall or where facilities are provided as part of joint-use community proposals.

Planning permission for the change of use involving the loss of existing indoor and outdoor sport, leisure and cultural facilities will only be granted where the applicant clearly demonstrates that there is no longer a need for that facility and that there are sufficient similar facilities in the nearby area.

**Justification**

8.4.1  To reflect Strategic Policy 9 (Culture and Recreation) and policy guidance contained in PPG17 (Planning for Open Space, Sport and Recreation) and the London Plan, the Council seeks to safeguard existing indoor and outdoor sport, leisure and cultural facilities to meet the needs of visitors and the local population. The Council will also give general support for new proposals including the joint use of facilities, provided they comply with all other relevant policies. Potential sites for sport, leisure and cultural facilities are identified in the Development Opportunity Sites Development Plan Document.

8.5  **Provision of Open Space**

**Policy CR4 – Provision of Open Space**

Planning permission will be granted for new development where it incorporates appropriate open space and landscaping. This may include other leisure and recreation facilities, including play space for children, appropriate to the scale and nature of the proposal. Where this cannot be achieved within the site, developers will be required to make a contribution towards off-site provision. Guidance is set out in the Planning Obligation Strategy Supplementary Planning Document regarding the provision or enhancement of nearby facilities.

**Justification**

8.5.1  In keeping with Strategic Policy 9 (Culture and Recreation) and PPG17 (Planning for Open Space, Sport and Recreation) and the London Plan, and to ensure that all new development complements the amenity of the surrounding area and that the open space network is augmented, open space and garden provision is required to form an integral element of any proposal. In terms of residential development, Policy BD4 (Amenity Space in New Residential Development) outlines the Council’s guidelines.
Schedule 6: Important Open Space (CR1)

Aldborough
1. War Memorial Gardens
2. William Torbitt Primary School Playing Field
3. Fullwood Primary School Playing Field
4. St. Peters Churchyard
5. Queen Victoria House Grounds
6. Barley Mow Sports Ground
131. Newbury Park Primary School Playing Field
188. Barnardo’s Village Gardens, Horns Road

Barkingside
7. Parham Drive Playground
8. Stratford Newtown Wesleyan Sports Ground

Bridge
9. Upper Green
10. Latchingdon Gardens Open Space
11. Woodford Town Football Ground
12. Vicarage Road Open Space
13. Stanford Close
102. Lower Green

Chadwell
14. The Green, Little Heath
15. Grove Road Gardens
16. Redbridge College of Further Education Playing Field
17. Open Space at Corner of Essex Road/Cross Road
18. Grove Primary School Playing Field
19. Percival Gardens
119. St Bedes Primary School Field

Church End
20. Churchfield Gardens
21. Open Space at Grove Road & Buckingham Road
22. Churchfields Junior and Infants School
23. Open Space at Grove Road & Lincoln Road
24. Open Space at Grove Road & Stanley Road
27. Queen Mary & Westfield College Playing Field
93. Salway Gardens Open Space

Clayhall
25. Clayhall Park
26. Parkhill Primary School Playing Field
30. Redbridge Junior & Infants School Playing Field
135. Redbridge Roundabout

Clementswood
28. Open Space and car park, Off Winston Way
29. Buckingham Road Cemetery
60. T. A. Centre
77. St. Mary’s Churchyard
105. Cricklefields Athletic Ground

**Cranbrook**
31. Valentines Park
32. Entrance to Wanstead Park Recreation Ground
33. Valentines High School Playing Fields
34. PLA Sports Ground

**Fairlop**
36. The Square, Tudor Square
66. Fairlop School Playing Field

**Fullwell**
37. Gilbert Colvin Primary School
38. Barkingside Garden of Rest
39. Glade Primary School Playing Field
40. Barkingside Cemetery
41. Ilford CH Boys School Playing Field
43. Caterham High School Playing Field
89. Cocked Hat Plantation (including Hurstleigh Gardens)
103. Barkingside Recreation Ground
120. Mossford Lane Allotments

**Goodmayes**
42. Goodmayes Park
44. Goodmayes Park Extension
99. Mayfield High School Playing Field
111. Goodmayes Allotments

**Hainault**
45. Woodman Path Open Space
46. Staggart Green North
47. Hainault Forest High School Playing Fields
48. Brocket Way Open Space
49. Staggart Green South
86. Coppice Primary School Playing Field
151. Manford School Playing Field

**Loxford**
50. Loxford Park
52. Land by Sainsbury’s facing Roden Street
53. Uphall School Playing Field
54. Woodlands Infants & Junior School Playing Field

**Mayfield**
56. South Park
57. Knox Sports Field
58. St. Peter & St. Paul’s RC Primary School Field
59. Goodmayes College Playing Field
61. Loxford High School Playing Field
107. Loxford Lane Allotments
108. Open Space, Loxford Lane
110. Gordon School Playground
127. South Park Drive Playing Field

Monkham
62. Woodford Wells (Croestyx) Sports Ground  
63. Pankhurst Green  
64. Worcester Crescent Open Space  
65. Bancroft’s School Playing Field  
67. Woodford Green Bowls Club  
68. Woodford Green Preparatory School Playing Field  
69. Links Road Green  
70. Trinity Catholic School (Upper) Playing Field  
71. Mayfair Gardens Green  
72. Chestnut Walk Pond  
95. Upper Green, High Road  
101. Trinity Catholic High School (Lower) Playing Field  
106. St. Aubyn’s Preparatory School Playing Field  
155. Allotment Gardens, Broadmead Road  
156. Broomhill Court

Newbury
73. Seven Kings High School Playing Field  
74. Athenaeum Lawn Tennis Club  
112. Benton Road Allotments  
113. Seven Kings High Sports Ground  
132. CRLS27 Land between Vicarage Lane & Benton Road

Roding
75. Woodbridge High School Playing Field  
76. Rose Avenue Play Area  
85. Playing Field, Broadmead Road  
92. Elmhurst Gardens  
98. Oakdale Junior School  
147. Allotment Gardens, Chigwell Road

Seven Kings
78. Crucible Park  
79. Barley Lane Recreation Ground  
80. Barley Lane Primary School Playing Field  
81. Westwood Road Recreation Ground  
82. Chadwell Heath High School Playing Field

Snaresbrook
83. Open Space, 28-30 High Street, Wanstead  
84. Open Space, The Drive, Snaresbrook  
87. Snaresbrook Primary School Playing Field  
97. Sports Ground, Bradwell Close  
104. Christchurch Green  
121. Open Space (Memorial) High Street, Wanstead

Wanstead
88. Wanstead High School Playing Field  
90. Aldersbrook Tennis Courts  
91. Nightingale Lane Green
94. Nutter Lane Sports Ground
96. George Green
100. Nightingale Infants & Junior School Playing Field
Chapter 9: Community Facilities

9.1 Introduction

9.1.1 Community facilities cover a wide range of topics such as the provision of education, health, public halls and places of worship. Redbridge is an area of population growth and it is therefore important that the provision of community and social facilities keeps pace with development and that new residential areas are not disadvantaged by being relatively remote from such facilities.

9.1.2 The Local Development Framework process seeks to ensure that the aims and objectives of all those organisations with an interest in the planning authority area are considered. This chapter outlines the policy direction for the provision of community facilities.

9.2 Existing Community Facilities

Policy C1 – Existing Community Facilities

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

Where a particular community use ceases, the Council will encourage an alternative community use.

Justification

9.2.1 The Council values existing community facilities and in support of Strategic Policy 10 (Community Facilities), the loss of these will generally be resisted. However, in some cases change might be inevitable or desirable. In such circumstances the preferred option will be redevelopment for another community purpose. Only where this is not feasible or practical, will an alternative use be considered. The Council will also give general support for new proposals, including the joint use of facilities, provided they comply with all other relevant policies. Potential sites for sport, leisure and cultural facilities are identified in the Development Opportunity Sites Development Plan Document.

9.3 Access to Community Facilities

Policy C2 – Access to Community Facilities

The Council will promote access to community facilities by granting planning permission where:

(a) Community facilities are provided within mixed use developments in accessible locations and where there is an identified need
(b) Major development proposals include community facilities as an integral part of the development
(c) Community facilities are located on upper floors of Key Retail Parades, provided they are accessible to people with disabilities.
Planning permission will only be granted for development which imposes additional demand on community facilities, where that demand can be met by current provision or where it can be offset by contributions towards the provision of new or enhanced facilities. Guidance is set out in the Planning Obligation Strategy Supplementary Planning Document (June 2006).

**Justification**

9.3.1 To reflect the overall strategic vision of the Core Strategy, Policy C2 seeks to ensure that all residents have access to a range of community facilities in accessible locations. Town centres and locations on the main road network are likely to be favoured. The Council will audit existing facilities and make an assessment of future need. The Council will also work with provider organisations to ensure that Redbridge residents have access to a range of facilities, reflecting the diverse needs of the borough. Where shortfalls are identified the Council will assist in identifying suitable sites.
Chapter 10: Building Design

10.1 Introduction

10.1.1 Where the principle of development is sustainable and appropriate, it is necessary to provide a policy framework within which development proposals can be further assessed and determined.

10.1.2 Building design guidelines are intended to address two important and overlapping sets of issues:

1. The siting and appearance of buildings to ensure that they have an attractive appearance, make a positive contribution to the character of the locality and sense of place and do not adversely impact on the amenity of neighbouring occupiers.
2. The functionality of buildings and their curtilage to ensure that they are safe and healthy places and are provided with adequate access and use of space for their intended purpose.

10.1.3 This chapter sets out the Council’s Building Design policies and provides the basis upon which all detailed development proposals will be assessed.

10.2 All Development

Policy BD1 – All Development

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

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

**Justification**

10.2.1 In keeping with Strategic Policy 3 (Built Environment), the determining criteria in this policy provide design guidance with which all forms of development are required to comply. This ensures that all development is of a high quality and respects the character and amenity of the area within which it is located.

10.2.2 The Council seeks to ensure that developments should operate in a sustainable and environmentally friendly manner, which optimises resources and limits environmental damage. Therefore it is keen to promote sustainable practices in design and construction, through its Sustainable Design and Construction Supplementary Planning Guidance (May 2005). The Supplementary Planning Guidance provides advice about maximising the use of land and buildings, reusing material, energy efficiency, waste management and transportation.

**10.3 Tall Buildings**

**Policy BD2 – Tall Buildings**

Planning permission for tall buildings, usually considered as over 30 metres, will be granted in Ilford Town Centre to reinforce its role as a Metropolitan Centre and an Opportunity Area. The Ilford Town Centre Area Action Plan identifies key sites and provides detailed guidance on building heights.

Subject to criteria set out below, planning permission for other tall buildings will also be granted in areas shown on the Proposals Map. Their heights and siting will be determined in accordance with the design qualities of the building, their transport accessibility and the character of development in the centre and its surrounding area. Where appropriate, Area Action Plans will be progressed to identify key sites and provide detailed guidance on buildings heights.

In all cases tall buildings should:

1. Make a positive contribution to the skyline.
2. Not adversely affect views of importance.
3. Be of outstanding architectural quality.
4. Not impact adversely upon the setting and character of Conservation Areas, Listed Buildings (Statutory and Local), Residential Precincts, and historic parks and gardens.
5. Be sensitive to their impact on micro-climates in terms of wind, sun, reflection and overshadowing.
6. Take account of functional constraints including air navigation corridors, communication links (including television) and underground services and facilities.
7. Where appropriate, contain a mix of uses with public access, such as lower floor retail and leisure facilities with an active street frontage.

**Justification**

10.3.1 Tall buildings can be a very efficient way of using land and can make an important contribution to creating sustainable communities. They can support the strategic vision of the
Core Strategy by creating the highest levels of activity at locations with the greatest transport capacity. However, tall buildings are likely to have greater impact than other building types because they tend to be more visible and generate a lot of movement and activity. They therefore need to be of exemplary design, in line with the above policy.

10.4 Density in New Residential Development

**Policy BD3 – Density in New Residential Development**

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

1. In Ilford Metropolitan Centre, a density in the range of 240-435 units per hectare (650-1100 habitable rooms per hectare).
2. In the Gants Hill District Centre, a density in the range of 165-275 units per hectare (450-700 habitable rooms per hectare).
3. In the Barkingside, South Woodford and Wanstead District Centres, a density in the range of 80-120 units per hectare (250-350 habitable rooms per hectare).
4. In areas close to the Metropolitan and District Centres (listed in Schedule 4) and along main roads, residential and mixed-use densities should range from 30-65 units per hectare (150-200 habitable rooms per hectare) for detached and linked houses, to 50-80 units per hectare (200-250 habitable rooms per hectare) for terraced houses and flats and where it is mostly flats, from 80-120 units per hectare (250-350 habitable rooms per hectare).
5. In the established residential areas not covered above, a residential density in the range of 30-50 units per hectare (150-200 habitable rooms per hectare).

Lower densities may be permitted in areas of special character in order to protect their character and in places where protected trees have to be retained.

**Justification**

10.4.1 The above policy allows for higher densities in Ilford Town Centre and maintains low densities in the established residential areas. However, it also provides for intermediate densities in areas close to Ilford and in and near the District Centres and along main roads. The densities are generally in line with the London Plan and should allow for new housing to be accommodated, while protecting the amenity of the existing residential areas.

10.5 Amenity in New Residential Development

**Policy BD4 – Amenity Space in New Residential Development**

1. In town centres, new or converted dwellings may be permitted without amenity space if they are non family units. Elsewhere, the Council will grant planning permission where new development provides amenity space in accordance with the following minimum standards:

   (a) New converted or extended residential development – 20 sq. metres amenity space per habitable room.
   (b) Sheltered housing – 12 sq. metres amenity space per habitable room.
   (c) Residential institutions – 6 sq. metres amenity space per resident.
   (d) Residential development of flats – When a habitable flat is provided with balcony in
excess of 4 sq. metres, then the amenity space requirement for that room shall be reduced to 15 sq. metres.

2. In all cases, amenity space in new residential development should:

(a) Be compatible with the prevailing pattern in the surrounding area.
(b) Be of a usable and practical configuration.
(c) Be of an appropriate scale to ensure usability.
(d) Be ‘fit for purpose’ in terms of the particular building it serves.
(e) Incorporate high quality landscaping.
(f) Achieve freedom from overlooking, and privacy, between the rooms of one house and those of another.
(g) Where open space is provided for flatted development and sheltered housing, the needs of the likely occupants of the dwellings and the character of the surroundings should be taken into account.
(h) Result in an acceptable relationship between buildings.

The Council will calculate amenity space by excluding areas used for parking (such as driveways) and buffer strips less than 1.5 metres wide.

The Supplementary Planning Guidance on Amenity Space and Residential Development (October 2005) sets out further guidance on amenity space in new residential development.

Justification

10.5.1 Policy BD4 provides developers with clear quantitative and qualitative requirements for provision of amenity/open space in new residential development. This is essential to help maintain the quality of the Redbridge environment. The Council will encourage innovative ways of providing amenity space including roof gardens / green roofs. Such use of space can provide functional amenity space and wildlife habitat, as well as reducing urban run off and providing insulation.

10.6 Extensions to Existing Dwellings

Policy BD5 – Extensions to Existing Dwellings

Planning permission will only be granted for extensions to existing residential properties where:

1. They complement the character of the building, particularly in terms of scale, style, form and materials.
2. They do not dominate the existing building in terms of size, scale or height.
3. They incorporate a roof profile and materials sympathetic to the existing dwelling.
4. Side extensions of detached or semi-detached dwellings do not create an unbroken or terraced appearance along the street frontage.
5. Sufficient amenity space is provided in accordance with Policy BD4.
6. Dormer windows do not dominate the existing roof profile (rear dormers do not occupy more than 40% and side dormers 25% of the roof face), nor rise above or break the existing ridgeline or hip of the roof, are set in approximately one metre from each boundary and the eaves are finished in materials to match the existing roof. Front dormers will not generally be permitted.
10.6.1 In support of Strategic Policy 3 (Built Environment) and to supplement the criteria contained in Policy BD1, this policy provides more detailed design guidance for particular types of development. The Council is considering producing design guidance to assist in the interpretation and application of Policy BD5.

10.7 Advertisements

Policy BD6 – Advertisements

Consent will be granted for the display of advertisements which meet the following amenity and public safety considerations:

1. Amenity

(a) Advertisements must respect the design of the building on which they are erected and the character and amenity of the surrounding area.

(b) Subject to the criteria set out below, advertisements in Ilford Town Centre and District Centres are acceptable, where the premises concerned are not in a Conservation Area. In Conservation Areas, Residential Precincts, and other predominately residential areas covered by Policy E1 and open areas, advertisements are not acceptable, unless it can be demonstrated that the sign is necessary for the use of the premises.

(c) Where proposals are acceptable in principle, the following matters will be taken into consideration:

   (i) Fascia signs and projecting signs shall respect the architectural and design features of the host building. Projecting signs should be fixed at fascia level.
   (ii) Large poster hoardings will only be acceptable where they screen a vacant site, a temporary use or an unsightly building or feature. Their design, means of support and illumination (if provided) should not detract from the building, or site or character of an area.
   (iii) Small poster panels will only be acceptable where:
        1) Their position clearly relates to an existing building or its forecourt and does not detract from the appearance of a street;
        2) Their size is proportionate to the site and surrounding area; and
        3) Their design and appearance does not detract from the character and amenity of the surrounding area.

2. Public Safety

(a) Public safety is a paramount consideration and advertisements must not:

   (i) Obscure or are likely to be confused with traffic signs or signals.
   (ii) Impede the visibility or distract the attention of drivers or pedestrians at any access road, junction or point where special care is needed.

Justification

10.7.1 Inappropriately located advertising signs, or a proliferation of such signs can have a detrimental effect on the design of a building, the amenity of an area, or public safety. In keeping with Strategic Policy 3 (Built Environment), this policy introduces controls over the provision and siting of advertisements, where consent is required. Proposals located within Conservation Areas and Residential Precincts should have regard to the special character and appearance of these areas.
10.8 Internal Space

Policy BD7 – Internal Space

For new dwellings, the Council will grant planning permission where a minimum level of internal space is provided as below:

<table>
<thead>
<tr>
<th>No of habitable rooms</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum space (sqm)</td>
<td>35</td>
<td>43</td>
<td>53</td>
<td>70</td>
<td>85</td>
</tr>
</tbody>
</table>

Justification

10.8.1 To ensure that dwellings have adequate internal space to make them functional and sustainable
Chapter 11: Delivering the Development Plan Document

11.1 Monitoring

11.1.1 A key requirement of the Planning and Compulsory Purchase Act 2004 is for Planning Authorities to produce Annual Monitoring Reports (AMR). The London Borough of Redbridge submitted its first Annual Monitoring Report to the Secretary of State in December 2005 (based on the monitoring year 1 April 2004 to 31 March 2005) and now does so on an annual basis.

11.1.2 The AMR monitors in detail policies in each of the Council’s DPDs and sets out how they relate to the Development Plan Objectives as well as their relationship with the relevant Community Strategy Ambition and Local Area Agreement Block, with performance measures and targets for delivery.

11.1.3 Strategic targets are set out in the Core Strategy DPD and this chapter identifies the specific Key Aims which policies in this DPD seek to achieve.

<table>
<thead>
<tr>
<th>Key Aim: To achieve high quality sustainable design</th>
<th></th>
</tr>
</thead>
</table>
| **Targets** | • All schemes to meet on-site energy targets  
• All housing schemes to meet density policies  
• All new buildings to be sustainably constructed in accordance with guidance  
• All new homes to be built to lifetime homes standards |
| **Monitoring** | Annually through the AMR |
| **Implementation** | • LBR through development control  
• The development industry |

<table>
<thead>
<tr>
<th>Key Aim: To protect jobs and achieve prosperity</th>
<th></th>
</tr>
</thead>
</table>
| **Targets** | • No loss of current floor space levels in Strategic Industrial Locations  
• Employment floor space to be the primary element in mixed use schemes in defined Business Area  
• Meet the London Plan targets for primary land-won aggregates |
| **Monitoring** | Annually through the AMR |
| **Implementation** | • LBR through development control  
• The development and aggregates industries |

<table>
<thead>
<tr>
<th>Key Aim: To achieve development which is accessible to all</th>
<th></th>
</tr>
</thead>
</table>
| **Targets** | • Cycle facilities at all major developments  
• All major development to be accompanied by Transport Impact Assessment and Green Travel Plans |
| **Monitoring** | Annually through the AMR |
| **Implementation** | • LBR through development control  
• The development and aggregates industries |
11.2 Delivery Organisations

11.2.1 It is anticipated that a number of organisations will work in partnership to deliver each of the Strategic Objectives flowing from the Spatial Vision. The Schedule below outlines the delivery organisation for each Objective and the actions required. All of the organisations listed below have contributed to preparation of the Development Plan Document and the actions required stem from Strategies and Plans they already have in place. All bodies therefore recognise their contribution to achieving delivery of the Development Plan Objectives and the constituent Policies and Proposals.

11.2.2 As implementation of the Development Plan progresses, it is anticipated that more delivery organisations will become involved. The Schedule below is therefore expected to expand and contract as implementation is completed throughout the Plan period.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Principle Delivery Organisation(s)</th>
<th>Actions Required</th>
</tr>
</thead>
</table>
| SO1; SO2; SO3; SO4; SO5; SO6; SO7; SO8; SO9 | LBR Planning & Regeneration Service | • In assessing planning applications for new development, ensure focus of growth remains on Metropolitan, District and Local Centres and comply with other relevant Local Development Framework policies.  
• Through development control powers.  
• Seek planning obligations across developments appropriately and consistently to ensure funding is available for supporting infrastructure (Planning Obligations Supplementary Planning Document, adopted June 2006).  
• Prepare Joint Waste DPD with London Boroughs of Barking & Dagenham, Havering and Newham.  
• Implement Trees and Landscaping Supplementary Planning Document (adopted June 2006)  
• Implement Nature Conservation Supplementary Planning Document (adopted June 2006)  
• Implement Urban Design SPG (2004)  
• Streetscape and Urban Design Guide produced.  
• Implement Redbridge Biodiversity Action Plan.  
• Implement Air Quality Action Plan (2006)  
• Access Officer to ensure building accessibility. |
| SO1; SO5; SO6; SO7 | LBR Planning & Regeneration Service / LBR Property Service | • Assemble sites for development and promote / facilitate opportunities. |
| SO2; SO8 | LBR Strategic Services | • Develop the Roding Valley open space corridor. |
| SO6 | LBR Engineering and Building Service | • Through implementation of LIP. |
| SO7 | LBR Housing Service / RSLs | • Work in partnership to provide housing for all. |
| SO8          | LBR Leisure Service | • Manage existing and plan new cultural and recreational assets in accordance with the Cultural Strategy.  
• Eastway Cycleway  
• Deliver leisure complex  
• Public access to Claybury Park open space.  
• Implement forthcoming Allotment Strategy. |
|-------------|---------------------|---|
| SO8; SO9    | LBR Education Service | • Deliver sporting and leisure facilities in schools in such a way that their use can be shared with the wider community.  
• Deliver new educational facilities in accordance with the School Organisation Plan. |
| SO7         | Housing Corporation | • Fund new affordable housing and regulate housing associations. |
| SO1; SO3; SO4; SO5; SO7 | Development industry. | • Bring forward proposals for new development which comply with LDF policies and implement. |
| SO7         | Land Owners         | • Make land available for development. |
| SO1; SO5; SO7 | Thames Water        | • Ensure any necessary infrastructure upgrades take place to support level of growth envisaged. Note: Ilford Town Centre Area Action Plan provides more detail of quantum and location of planned growth in that location. |
| SO1; SO7    | London Electricity  | • Upgrade of electricity infrastructure as per Annex 2 of North East London Sub-Regional Development Framework. |
| SO1         | LBR Education Service | • Deliver new educational facilities in accordance with School Organisation Plan. |
| SO1; SO9    | PCT                 | • Deliver new health facilities in accordance with PCT Estates Strategy. |
| SO1; SO7    | Greater London Authority | • Co-ordinate land use and transport development policy through the Mayor’s Transport Strategy.  
• Publish the first Water Action Framework for London, and continue to have discussions with the electricity, gas and telecommunications companies. |
| SO5; SO6    | GLA / TfL           | • Ensure public transport in place to town centres and areas of employment.  
• Deliver ELT (Phases 1 & 2) in accordance with the Mayor’s Transport Strategy (2001) |
| SO6         | Cross Rail Authority | • Deliver Cross Rail |
| SO4         | Metropolitan Police Service | • Advise on major development schemes and whether ‘Secure by Design’ is being achieved. |
## Appendix A: The Test of Soundness

The Examination of Development Plan Documents – The Tests Of Soundness

<table>
<thead>
<tr>
<th>Procedural tests</th>
<th>How this DPD meets each Test of Soundness</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The Development Plan Document has been prepared in accordance with the Local Development Scheme.</td>
<td>Each stage of preparation of this Development Plan Document met the milestones in the Local Development Scheme timetable.</td>
</tr>
<tr>
<td>2. The Development Plan Document has been prepared in compliance with the Statement of Community Involvement (SCI), or with the minimum requirements set out in the regulations where no SCI exists.</td>
<td>Work on this document has included widespread stakeholder and community consultation in compliance with the Statement of Community Involvement. Consultation arrangements for this Development Plan Document are outlined in section 1.2 of Chapter 1, and the accompanying Consultation Statement.</td>
</tr>
<tr>
<td>3. The plan and its policies have been subjected to Sustainability Appraisal.</td>
<td>Each policy options and detailed policies in the Development Plan Document has been appraised against the Council’s Sustainability Framework in the Preferred Options Report, and the Sustainability Appraisal report that accompanies this document.</td>
</tr>
</tbody>
</table>

**Conformity tests**

| 4. It is a spatial plan consistent with national planning policy and in general conformity with the Regional Spatial Strategy for the region or the Spatial Development Strategy (SDS) if in London, and it has properly had regard to any other relevant plans, policies and strategies relating to the area or to adjoining areas. | Each policy has been developed only after consideration of the wider international, national and local policy context (including Community Strategy) and of views and comments received from the public and stakeholders, as well as statutory consultation bodies. SA has been carried out. It is also founded on a substantial evidence base (e.g. Housing Requirements Study, Retail and Leisure Study, Capacity Studies) and Borough Profile.  
Chapter 2 shows how this Development Plan Document conforms with national and regional policy as well as local initiatives and strategies. The justification for all policies outlines conformity with relevant Government, regional and local policy.  
The DPD incorporates flexibility by establishing a realistic target and confirming that this will be kept under regular through regular Capacity Studies and reassessment of windfall sites.  
Chapter 2 discuss the five ambitions of the Community Strategy and how this Development Plan Document is working towards those aims. The ambitions of the Community Strategy are therefore a key element of the Objectives and Policies. No adverse comments have been received from the Redbridge Strategic |
<table>
<thead>
<tr>
<th><strong>Coherence, consistency and effectiveness tests</strong></th>
<th>Partnership.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. <strong>The strategies/policies/allocations in the plan are coherent and consistent within and between Development Plan Documents prepared by the authority and by neighbouring authorities, where cross boundary issues are relevant.</strong></td>
<td>Section 1.3 of Chapter 1 and Appendix B of this document explain the relationship between Development Plan Documents and the other elements making up the Local Development Framework, including Supplementary Planning Documents. The policies and allocations in this Development Plan Document have been assessed against each other and the strategic ambitions and policies of the Core Strategy Development Plan Document. Chapter 2 outlines how the Development Plan Document reflects the Spatial Vision of the Local Development Framework. Cross boundaries issues are limited in this Development Plan Document, the Council working towards a joint waste strategy with other boroughs, and contributing to the sub regional East London Industrial Land Management Strategy.</td>
</tr>
<tr>
<td>7. <strong>The strategies/policies/allocations represent the most appropriate in all the circumstances, having considered the relevant alternatives, and they are founded on a robust and credible evidence base.</strong></td>
<td>The preferred options clearly set out alternative policy options and discussed the Council’s reasons for selecting preferred options. This included the presentation of relevant evidence (including the Borough Profile). The Sustainability Appraisal of that report dealt explicitly with each policy option. The justification for each policy proposed in this Document also provides an evidence-based case, by referring to the requirements of national and regional planning policy as relevant. The result is a locally distinct planning approach for the Borough, founded on local realities, but in step with regional and national policy directions.</td>
</tr>
<tr>
<td>8. <strong>There are clear mechanisms for implementation and monitoring.</strong></td>
<td>Chapter 11 sets out targets and milestones relating to delivery of policies and provides details of monitoring arrangements and indicates implementing bodies for each policy. All implementing bodies have been involved as Internal/External Stakeholders throughout preparation of the Plan and consulted on policies/proposals. Also, the strategies and plans of implementing bodies have been taken into account in the formulation of policies and proposals. The Council now produces an Annual Monitoring Report, details of which are outlined in Chapter 11 of this document.</td>
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<td>9.</td>
<td>It is reasonably flexible to enable it to deal with changing circumstances.</td>
</tr>
</tbody>
</table>
Appendix B: Local Development Framework for Redbridge

Development Plan Documents (DPDs)
- Core Strategy
  - Waste Strategy
  - Development Sites with Housing Capacity
  - Borough Wide Primary Policies
  - Development Opportunity Sites
  - Proposals Map
  - Ilford Town Centre Area Action Plan
  - Gants Hill Town Centre Area Action Plan
  - Roman Road Corridor Area Action Plan
  - Minerals Development Plan Document

Supplementary Planning Documents (SPDs)
  - Borough Wide
    - Percent for Art, Archaeology and Conservation
    - Trees & Landscaping
    - Planning Obligations Strategy
    - Nature Conservation
    - Affordable Housing
  - Area Based
    - Wanstead Village Conservation Area Enhancement Scheme
    - Wanstead Park Conservation Area Enhancement Scheme
    - Woodford Green Conservation Area Enhancement Scheme

Annual Monitoring Report

Statement of Community Involvement

Strategic Environmental Assessment

Background Research Studies
Community Strategy
London Plan (SDS)
National Policy (PPS)
## Appendix C: Regulation 13(5): Superseded Unitary Development Plan Policies

<table>
<thead>
<tr>
<th><strong>LDF Policy</strong></th>
<th><strong>Superseded UDP Policy</strong>&lt;sup&gt;5&lt;/sup&gt;</th>
</tr>
</thead>
</table>
| **E1 Green Belt and Metropolitan Open Land** | VS4 Metropolitan Green Belt and Metropolitan Open Land  
OA1 New Development and the Material Change of Use of Land  
OA2 Presumption Against Development  
OA3 New Development  
OA4 Replacement Dwellings  
OA5 Change of Use and Re-Use  
OA6 Major Developed Sites  
OA7 Temporary Uses  
OA8 Residential Gardens  
OA9 Visual Amenity  
OA10 Appropriate Uses  
OA11 New Development |
| **E2 Nature Conservation** | VS5 Heritage Land  
VS7 Sites of Nature Conservation Importance  
VS19 Environmental Protection and Enhancement (those elements of the policy that relate to the natural environment)  
VS22 Tree Protection and Planting  
OA12 Green Chain  
OA14 Heritage Land  
KR24 Natural Environment – Ecological Appraisal |
| **E3 Conservation of the Built Heritage** | VS9 Conservation or Enhancement (applies to all elements of this policy except archaeology) |
| **E4 Archaeological Remains** | VS9 Conservation or Enhancement (applies only to the archaeological element of this policy) |
| **E5 Flooding and Water Quality** | VS10 Flood Plains |
| **E6 Telecommunications** | BF21 Telecommunications |
| **E7 Minerals** | VS8 Mineral Deposit Extraction |
| **E8 Air Quality** |  |
| **T1 Sustainable Transport** | VS18 New Developments |
| **T2 Public Transport** | VS16 Public Transport |
| **T3 Walking and Cycling** | VS17 Pedestrians and Cyclists |
| **T4 Enhancing the Transportation Network** | VS15 Traffic Management |
| **T5 Parking Standards** |  |
| **T6 Service and Delivery Vehicles** |  |
| **H1 Housing Provision** | VS1 Major New Development (those elements of the policy which relate to housing)  
VS2 Development Outside Metropolitan and District Centres (those elements of the policy which relate to housing)  
VS11 Housing |

<sup>5</sup> Refers only to those UDP policies which were “saved” by direction of the Secretary of State beyond 27 September 2007
<table>
<thead>
<tr>
<th>LDF Policy</th>
<th>Superseded UDP Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA5 Loss of Housing Stock</td>
<td>VS1 Major New Development (those elements of the policy which relate to retailing)</td>
</tr>
<tr>
<td></td>
<td>VS13 Retail and Community Facilities (applies to the retail component of this policy)</td>
</tr>
<tr>
<td>H2 Housing Choice</td>
<td>CC12 New Development and Uses in District Centres</td>
</tr>
<tr>
<td>H3 Travellers and Gypsy Sites</td>
<td>CC14 Primary Shopping Frontages in Barkingside Town Centre</td>
</tr>
<tr>
<td></td>
<td>CC15 Elsewhere in Barkingside Town Centre</td>
</tr>
<tr>
<td>R1 Sustainable Centres</td>
<td>CC17 Hours of Operation in Barkingside Town Centre</td>
</tr>
<tr>
<td></td>
<td>CC19 Primary Shopping Frontages in South Woodford Town Centre</td>
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<tr>
<td></td>
<td>CC20 Other Protected Parades in South Woodford Town Centre</td>
</tr>
<tr>
<td></td>
<td>CC21 Elsewhere in South Woodford Town Centre</td>
</tr>
<tr>
<td></td>
<td>CC22 Hours of Operation in South Woodford Town Centre</td>
</tr>
<tr>
<td></td>
<td>CC25 Primary Shopping Frontages in Wanstead Town Centre</td>
</tr>
<tr>
<td></td>
<td>CC26 Other Protected parades in Wanstead Town Centre</td>
</tr>
<tr>
<td></td>
<td>CC27 Elsewhere in Wanstead Town Centre</td>
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<td>CC28 A3 Uses in Wanstead Town Centre</td>
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<td></td>
<td>CC29 Hours of Operation in Wanstead Town Centre</td>
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<td></td>
<td>CC30 Gants Hill Regeneration</td>
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<tr>
<td></td>
<td>CC31 Primary Shopping Frontages in Gants Hill Town Centre</td>
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<tr>
<td></td>
<td>CC32 Hours of Operation in Gants Hill Town Centre</td>
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<td></td>
<td>CC33 Functions of Local Centres</td>
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<tr>
<td></td>
<td>CC34 Hours of Operation in Local Centres</td>
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<td></td>
<td>CC35 CC36 Primary Shopping Frontages in Woodford Broadway/Snakes Lane</td>
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<tr>
<td></td>
<td>CC37 Other Protected Parades in Woodford Broadway/Snakes Lane</td>
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<tr>
<td></td>
<td>CC38 Primary Shopping Frontages in Woodford Bridge</td>
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<tr>
<td></td>
<td>CC39 Other Protected Parades in Manford Way</td>
</tr>
<tr>
<td></td>
<td>CC40 CC41 Primary Shopping Frontages in Seven Kings</td>
</tr>
<tr>
<td></td>
<td>CC42 Other Protected Parades in Seven Kings</td>
</tr>
<tr>
<td></td>
<td>CC43 Primary Shopping Frontages in Goodmayes</td>
</tr>
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<td>CC44 Other Protected Parades in Goodmayes</td>
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<td>CC45 Functions of Chadwell Heath</td>
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<td></td>
<td>CC46 Primary Shopping Frontages in Chadwell Heath</td>
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<td>CC47 Other Protected Parades in Chadwell Heath</td>
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<td></td>
<td>CC48 Primary Shopping Frontages in Seven Kings</td>
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<td></td>
<td>CC49 Other Protected Parades in Seven Kings</td>
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<td></td>
<td>CC50 Primary Shopping Frontages in Goodmayes</td>
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<td>CC51 Other Protected Parades in Goodmayes</td>
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<td></td>
<td>CC52 Functions of Chadwell Heath</td>
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<td>CC53 Primary Shopping Frontages in Chadwell Heath</td>
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<td>CC54 Other Protected Parades in Chadwell Heath</td>
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<tr>
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<td>CC55 Primary Shopping Frontages in Seven Kings</td>
</tr>
<tr>
<td></td>
<td>CC56 Other Protected Parades in Seven Kings</td>
</tr>
<tr>
<td>R2 New Shopping Development</td>
<td>VS2 Development Outside Metropolitan and District Centres</td>
</tr>
<tr>
<td></td>
<td>(those elements of the policy which relate to retailing)</td>
</tr>
<tr>
<td>R3 Protection of Shopping Uses</td>
<td>VS13 Retail and Community Facilities (applies to the retail facilities component of this policy)</td>
</tr>
<tr>
<td>B1 Promoting Employment</td>
<td>VS3 Protection of Designated Business Areas</td>
</tr>
<tr>
<td></td>
<td>CC31 Gants Hill Regeneration</td>
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<tr>
<td>LDF Policy</td>
<td>Superseded UDP Policy</td>
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<td>-----------------------------------------------</td>
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</tr>
<tr>
<td>B2 Office Accommodation</td>
<td>CC31 Gants Hill Regeneration</td>
</tr>
<tr>
<td>CR1 Protection of Important Urban Open Space</td>
<td>KR4 Local Open Space – Schedule A2</td>
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<tr>
<td></td>
<td>KR5 Local Open Space – Schedule A3</td>
</tr>
<tr>
<td>CR2 Allotments</td>
<td>KR7 Allotment Land</td>
</tr>
<tr>
<td>CR3 Sport, Leisure and Cultural Facilities</td>
<td>VS6 Roding Valley – Leisure and Recreation</td>
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<td></td>
<td>CC31 Gants Hill Regeneration</td>
</tr>
<tr>
<td>CR4 Provision of Open Space</td>
<td>VS14 Community Facilities and Local Open Space (applies to the local open space component of this policy)</td>
</tr>
<tr>
<td>C1 Existing Community Facilities</td>
<td>VS13 Retail and Community Facilities (applies to the community facilities component of this policy)</td>
</tr>
<tr>
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<td>RA6 Loss of Community Facilities</td>
</tr>
<tr>
<td>C2 Access to Community Facilities</td>
<td>VS14 Community Facilities and Local Open Space (applies to the community facilities component of this policy)</td>
</tr>
<tr>
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<td>IP4 Legal Agreements</td>
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<td>ES9 Public Art</td>
</tr>
<tr>
<td>BD1 All Development</td>
<td>VS19 Environmental Protection and Enhancement (those elements of the policy that relate to the built environment)</td>
</tr>
<tr>
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<td>VS20 Access for the Disabled</td>
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<td>VS21 Design</td>
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<td>RA1 Suitable Uses in Residential Areas</td>
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<td>RA2 Suitable Uses on Sites Above 0.4 Ha</td>
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<td>RA3 Suitable Uses on Sites Below 0.4 Ha</td>
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<td></td>
<td>RA4 Main Road Uses</td>
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<td>RA12 Convenience Shops and Hours of New Uses</td>
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<td>RA14 Appropriate Facilities in Residential Areas</td>
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<td></td>
<td>RA15 A2 and A3 Uses</td>
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<td>KR25 Waste</td>
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<td>KR35 Late Night Uses</td>
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<td>KR23 Energy</td>
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<td>ES1 Design of New Developments</td>
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<td>ES10 Landscape and Layout</td>
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<td>BF1 General Design</td>
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<td>BF9 Energy Efficiency</td>
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<td>BF11 New Development Including Extensions</td>
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<td>BF12 Front Extensions</td>
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<td>BF13 Single Storey Side Extensions</td>
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<td>BF14 Two Storey and First Floor Side Extensions</td>
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<td>BF15 Ground Floor Rear Extensions</td>
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<td>BF16 Two Storey and First Floor Rear Extensions</td>
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<td>BD2 Tall Buildings</td>
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<td>BD3 Density in New Residential Development</td>
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<td>BD4 Amenity Space in New Residential Development</td>
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<td>LDF Policy</td>
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<td>BD5 Extensions to Existing Dwellings</td>
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<td>BD6 Advertisements</td>
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<td>BD7 Internal Space</td>
<td>BF8 Internal Space</td>
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Appendix D: References

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<td>Six Acre Standard: Minimum standards for outdoor playing space</td>
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<td>Barker Review of Housing Supply</td>
<td>Sustainable Communities in London: building for the future</td>
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<td>Planning for Leisure and Tourism</td>
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<tr>
<th>Planning Policy Statements</th>
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<tr>
<td>PPS 1: Delivering Sustainable Development (February 2005)</td>
<td>PPG 1: General Policy &amp; Principles (February 1997)</td>
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<td>PPS 1: Planning and Climate Change – Supplement to PPS 1 (December 2007)</td>
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<td>PPS 6: Planning for Town Centres (March 2005)</td>
<td>PPG 6: Town Centres and Retail Development (June 1996)</td>
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<td>PPS 14: Development on Unstable Land (April 1990)</td>
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<td>PPS 15: Planning and the Historic Environment (September 1994)</td>
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<td>PPS 16: Archaeology and Planning (November 1990)</td>
<td>PPG 15: Planning and the Historic Environment (September 1994)</td>
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<td>PPS 17: Planning for Open Space, Sport and Recreation (July 2002)</td>
<td>PPG 16: Archaeology and Planning (November 1990)</td>
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<tr>
<td>PPS 18: Enforcing Planning Control (December 1991)</td>
<td>PPG 17: Planning for Open Space, Sport and Recreation (July 2002)</td>
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<tr>
<td>Mineral Policy Statements</td>
<td>Mineral Policy Guidance</td>
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<td>-----------------------------------------------</td>
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<tr>
<td>MPS 1: Planning and Minerals (November 2006)</td>
<td>MPG 1: General Considerations and the Development Plan System (June 1996)</td>
</tr>
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<td>MPG 3: Coal Mining and Colliery Spoil Disposal (March 1999)</td>
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<td>MPG 4: Revocation, Modification, Discontinuance, Prohibition and Suspension Orders (August 1997)</td>
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<td>MPG 7: Reclamation of Mineral Workings (November 1996)</td>
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<td>MPG 11: The Control of Noise at Surface Mineral Workings (April 1993)</td>
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<td>MPG 12: Treatment of Disused Mine Openings and Availability of Information on Mined Ground (March 1994)</td>
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<td>MPG 15: Provision of Silica Sand in England (September 1996)</td>
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### Government Circulars

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<tr>
<td>01/02</td>
<td>The Town &amp; Country Planning (Residential Density)</td>
</tr>
<tr>
<td>04/99</td>
<td>Planning for Telecommunication</td>
</tr>
<tr>
<td>06/98</td>
<td>Planning &amp; Affordable Housing</td>
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<tr>
<td>05/05</td>
<td>Planning Obligation</td>
</tr>
<tr>
<td>11/95</td>
<td>The Use of Planning of Conditions in Planning Permission</td>
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<tr>
<td>05/094</td>
<td>Planning Out Crime</td>
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</table>

### Regional and Sub Regional Documents

<table>
<thead>
<tr>
<th>Document Title</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>Mayor’s Housing SPG (2005)</td>
<td>Mayor’s Transport Strategy Implementation Targets</td>
</tr>
<tr>
<td>Mayor’s Biodiversity Strategy</td>
<td>TFL Investment Programme</td>
</tr>
<tr>
<td>Mayor’s Cultural Strategy</td>
<td>World City, World knowledge: The economic contribution of London’s Higher Education Institution</td>
</tr>
<tr>
<td>Mayor’s Economic Development Strategy (January 2005)</td>
<td>East London Affordable Housing Investment Framework 2004/05</td>
</tr>
</tbody>
</table>

### Redbridge Documents

<table>
<thead>
<tr>
<th>Document Title</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>Affordable Housing Strategy 2003–2007</td>
<td>Key Worker Strategy</td>
</tr>
<tr>
<td>Biodiversity Action Plan</td>
<td>Libraries Position Statement</td>
</tr>
<tr>
<td>Contaminated Land Strategy</td>
<td>LEA Education Development Plan 2002–2007: Improving Learning, Teaching and Achievement in Redbridge</td>
</tr>
<tr>
<td>Cultural Strategy</td>
<td>Private Sector Housing Strategy 2003</td>
</tr>
<tr>
<td>Crime &amp; Disorder Strategy</td>
<td>Redbridge Compact</td>
</tr>
<tr>
<td>Housing Strategy 2003-2007</td>
<td>Waste Minimisation Strategy (Draft)</td>
</tr>
<tr>
<td>Draft LIP</td>
<td>Youth Involvement Strategy</td>
</tr>
<tr>
<td></td>
<td>Redbridge LA21 Action Plan</td>
</tr>
</tbody>
</table>
Appendix E: Core Strategy – Spatial Vision

Spatial Vision for Redbridge

Over the next 10 years and beyond, all agencies will work to ensure that Redbridge will become a better place in which to live and its ambitions are realised. Communities will be strengthened and the good existing quality of life of residents further improved, while opportunities are grasped to participate in the social, environmental and economic regeneration of east London.

The Borough will exhibit a sustainable pattern of development which minimises its contribution and vulnerability to climate change. Carbon Dioxide emissions will be reduced by locating development so as to decrease the need to travel, promoting alternatives to the use of private motor vehicles and by designing buildings to reduce energy demand. Renewable energy will play a growing role in meeting that demand. The pattern of development and the built form of Redbridge will reflect best practice approaches to reducing the Borough’s vulnerability to climate change.

Ilford Town Centre will strengthen its role as a prosperous Metropolitan Centre, providing the full range of commercial and retailing facilities to Borough residents, as well as becoming a leading location for businesses in London. A major increase in residential population will occur in Ilford and some other town centres and careful attention will be paid to match this with delivery of physical and social infrastructure and improved transport and access.

The economic viability of the smaller district and local centres will be promoted to provide for the immediate needs of the local population. Focussed planning and regeneration efforts will be applied to some of these centres.

Transport links will improve the Borough’s connection with the rest of London and the South East of England. Public transport and provision for pedestrians and cyclists will be improved to provide alternatives to the use of the private car. Traffic congestion will be minimised and jobs and housing provided in close proximity to transport nodes to reduce dependence on private motor vehicles and improve air quality.

New housing will be provided to meet the needs of a growing local population and to replace existing accommodation of unacceptable quality. New health, education and other community facilities and services will also be provided in appropriate locations to keep pace with this growth and demographic change and to address existing poorly serviced areas. A concerted effort will be made to combat litter and to create a clean public realm.

All social and ethnic groups will participate in the prosperous economy and barriers to people’s participation in economic and social life generally will be reduced by increasing the stock of affordable housing, improving transport links and providing better access for disabled people to public spaces and places.

Initiatives such as the Redbridge Safer Communities Partnership and the Youth Offending Team will be supported and relationships with the Police Service strengthened to reduce crime and help Redbridge become a safer place.

The Green Belt and other areas of open space will be maintained and the Borough’s natural environment will be protected and improved. New buildings will demonstrate a high quality of design and existing historic buildings and areas of architectural distinction will be protected. The quality of residential areas will be maintained and where appropriate, enhanced.
Appendix F: Local Development Framework Core Output Indicators

<table>
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<th>Business Development</th>
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<th>Local Services</th>
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<tr>
<th>Minerals</th>
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<tr>
<th>Waste</th>
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<tr>
<td>6a</td>
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</tbody>
</table>
## Flood Protection and Water Quality
7. Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality.

## Biodiversity
8. Change in areas and populations of biodiversity importance, including:
   (i) Change in priority habitats and species (by type); and
   (ii) Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance.

## Renewable Energy
9. Renewable energy capacity installed by type.
### Appendix G: Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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</thead>
<tbody>
<tr>
<td><strong>Affordable Housing</strong></td>
<td>Housing which is available to people whose income is insufficient to enable them to afford adequate housing locally on the open market. Such housing will be classified as either Social Housing or Intermediate Housing, which meet the affordability and access criteria as set out in the London Plan. This includes such schemes as Housing Association homes for rent, shared ownership and key worker housing.</td>
</tr>
<tr>
<td><strong>Aggregates</strong></td>
<td>The mineral materials, such as sand or stone, used in making cement and concrete.</td>
</tr>
<tr>
<td><strong>Air Quality Management Area</strong></td>
<td>A designation made by a local authority where an assessment of air quality results in the need to devise an action plan to improve the quality of air.</td>
</tr>
<tr>
<td><strong>Amenity</strong></td>
<td>A factor or set of factors which make a positive contribution to the overall character of the area, for example trees, levels of road traffic etc.</td>
</tr>
<tr>
<td><strong>Archaeological Priority Zones</strong></td>
<td>An area that is known to be of archaeological importance because of past finds, excavations or historical evidence.</td>
</tr>
<tr>
<td><strong>Area Committees</strong></td>
<td>An Area Committee is a meeting of Ward Councillors able to make decisions on local issues. Each Committee has a budget that it can spend on local initiatives.</td>
</tr>
<tr>
<td><strong>Biodiversity</strong></td>
<td>The total variety of lifeforms (including animal and plant life) in a particular area.</td>
</tr>
<tr>
<td><strong>Biodiversity Action Plan (BAP)</strong></td>
<td>A framework for achieving the conservation of biodiversity based on the targeting of resources towards priority habitats and species.</td>
</tr>
<tr>
<td><strong>Blue Ribbon Network</strong></td>
<td>The name given in the London Plan to the network of London’s waterways and the land alongside them.</td>
</tr>
<tr>
<td><strong>Borough Wide Primary Policies Development Plan Document</strong></td>
<td>Document that contains the main policies to be considered in the determination of planning applications across the Borough.</td>
</tr>
<tr>
<td><strong>Brownfield (land/sites)</strong></td>
<td>Refers to a site (land or premises) that has previously been used or developed and is not currently in full use. It may be vacant, derelict or contaminated.</td>
</tr>
<tr>
<td><strong>Buildings at Risk</strong></td>
<td>Listed Buildings that have been neglected and fallen into a state of disrepair.</td>
</tr>
<tr>
<td><strong>Business Partnerships</strong></td>
<td>Partnerships between local businesses and the council.</td>
</tr>
<tr>
<td><strong>Comparison Goods</strong></td>
<td>Durable Goods for which purchase involves comparison by the customer and which while not being purchased frequently</td>
</tr>
</tbody>
</table>
must nevertheless be stocked in a wide range of size, styles, colours and qualities e.g. clothes and footwear, fashion wear, fabrics, jewellery, furniture and goods normally sold at specialist shops and general stores.

**Conservation Area**
An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1991, whose character and appearance is desirable to preserve and enhance.

**Conservation Area Enhancement Schemes**
Proposals for enhancement of conservation areas after a detailed character assessment has been undertaken.

**Consultation Statement**
A summary of comments received in response to public consultation and how the Council proposes to respond to those comments.

**Convenience Goods**
Goods for every day needs such as food.

**Conversion**
The sub-division of residential properties into self-contained flats.

**Core Strategy**
Development Plan Document that sets out the long-term spatial vision, objectives and strategic policies for the local planning authority area.

**Density**
A measure of the amount of residential accommodation on any given site. It can be measured by calculating the number of habitable rooms per hectare, or by calculating the number of dwellings per hectare. In either case, the net site area is the appropriate unit of measurement.

**Development Plan Documents (DPDs)**
Statutory plans which are scrutinised by a Planning Inspector at an examination. They have the same status as existing Unitary Development Plans and local plans.

**District Centres**
Medium sized shopping and commercial centre providing for more than a local catchment. Some non-retail employment is normally located in these centres.

**Dormer Window**
A roof extension projecting beyond the plane of the existing roof slope.

**East London Waste Authority (ELWA)**

**Environmental assessment:**
Generically, a method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level “strategy” (a policy, plan or programme), with the aim of taking account of these effects in decision-making.
<table>
<thead>
<tr>
<th><strong>External Stakeholder Group</strong></th>
<th>A wide range of community groups and public and private sector organisations with a stake in the future development of the Borough.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Family Housing</strong></td>
<td>All dwellings comprising three or more bedrooms. All two bedroom units with individual gardens or located outside town centre.</td>
</tr>
<tr>
<td><strong>Greater London Authority (GLA)</strong></td>
<td>The Greater London Authority (GLA) is the body responsible for strategic citywide government for London, and consists of the Mayor of London and the London Assembly.</td>
</tr>
<tr>
<td><strong>Green Belt</strong></td>
<td>Designated area of countryside “belting” a settlement, which is protected from most forms of development.</td>
</tr>
<tr>
<td><strong>Green Corridor</strong></td>
<td>This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.</td>
</tr>
<tr>
<td><strong>Gross Floor Area (GFA)</strong></td>
<td>The total internal floor area of a building and includes lobbies, stairs, landings and toilets.</td>
</tr>
<tr>
<td><strong>Habitable Room</strong></td>
<td>A term used when measuring the density of dwellings on any parcel of land. Typically, the habitable rooms are the living rooms, dining rooms and bedrooms. Utility rooms such as bathrooms, kitchen and hall are not normally considered to be habitable, except a kitchen over 13 sq. metres. A living room over 19 sq. metres and readily capable of subdivision will be counted as two rooms for density purposes.</td>
</tr>
<tr>
<td><strong>Houses in Multiple Occupation (HMO)</strong></td>
<td>A property which is occupied by a number of persons who do not form a single household. This includes bedsits and other non-self-contained property where sharing of basic facilities takes place.</td>
</tr>
<tr>
<td><strong>Housing Association</strong></td>
<td>An independent organisation providing homes for people to rent or buy through low-cost schemes, funded by the Housing Corporation.</td>
</tr>
<tr>
<td><strong>Intermediate Rent</strong></td>
<td>Rented housing at a level cheaper than market rents with properties let on a 6 monthly assured shorthold basis.</td>
</tr>
<tr>
<td><strong>Intermediate Housing</strong></td>
<td>This category includes the provision of low cost market housing for entry into the private market arising from a mismatch between local house prices and incomes. This could entail low cost homes for sale, submarket rent or shared ownership schemes, and may be particularly suitable for key workers. Low cost market housing must at the very least be accessible to those households on intermediate incomes who would not otherwise be able to compete in the housing market.</td>
</tr>
</tbody>
</table>
Internal Stakeholder Group
Stakeholders within the London Borough of Redbridge Service Areas.

International Commission for Non-Ionizing Radiation Protection (ICNIRP)
A body of independent scientific experts specialising on the possible adverse effects on human health of exposure to non-ionising radiation.

Key Retail Parade
A row of retail shops selling largely convenience goods.

Key Worker Units
Housing Units for Key Workers such as qualified teachers, nurses, fire-fighters, serving police officers and health professionals.

Land Use Classes

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class A1</td>
<td>Shops (including retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, dry cleaners)</td>
</tr>
<tr>
<td>Class A2</td>
<td>Financial and Professional Services</td>
</tr>
<tr>
<td>Class A3</td>
<td>Restaurants and cafés</td>
</tr>
<tr>
<td>Class A4</td>
<td>Drinking establishments (i.e. public houses, bars etc)</td>
</tr>
<tr>
<td>Class A5</td>
<td>Hot Food Takeaways</td>
</tr>
<tr>
<td>Class B1</td>
<td>Business</td>
</tr>
<tr>
<td>Class B2</td>
<td>General Industry</td>
</tr>
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<td>Class B8</td>
<td>Storage and Distribution</td>
</tr>
<tr>
<td>Class C1</td>
<td>Hotels</td>
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<tr>
<td>Class C2</td>
<td>Residential Institutions</td>
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<tr>
<td>Class C3</td>
<td>Dwelling Houses</td>
</tr>
<tr>
<td>Class D1</td>
<td>Non-Residential Institutions</td>
</tr>
<tr>
<td>Class D2</td>
<td>Assembly and Leisure</td>
</tr>
<tr>
<td>Sui Generis</td>
<td>Any land use not specifically included in a Use Class.</td>
</tr>
</tbody>
</table>

Lifetime Homes
A term used to describe homes which meet or can easily be adapted to meet, the changing needs of people over time.

Local Centre
Small number of shops serving local needs.

Local Development
Individual planning documents comprising of Statutory

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6 For complete details of the use classes, consult the Town and Country Planning Use Classes (Amendment) Order 2005.
<table>
<thead>
<tr>
<th><strong>Documents (LDDs)</strong></th>
<th>Development Plan Documents and non-statutory Supplementary Planning Documents.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local Development Framework (LDF)</strong></td>
<td>A portfolio of Local Development Documents that forms the Development Plan for a Local Authority.</td>
</tr>
<tr>
<td><strong>Local Development Scheme (LDS)</strong></td>
<td>Document that sets out the Local Planning Authority’s intentions for the Local Development Framework. It is a 3-year project plan that sets out all the Local Development Documents that will be produced and includes a timetable for their preparation.</td>
</tr>
<tr>
<td><strong>Local Implementation Plan (LIP)</strong></td>
<td>Outlines how the council will implement the aims and objectives of the London regional strategy for transport.</td>
</tr>
<tr>
<td><strong>Local List</strong></td>
<td>List of buildings of special architectural or historic merit in the London Borough of Redbridge, but which are not included in the Statutory List.</td>
</tr>
<tr>
<td><strong>London Aggregates Working Party (LAWP)</strong></td>
<td>A key advisory body to both the Department of Communities and Local Government (DCLG) and the Mayor of London.</td>
</tr>
<tr>
<td><strong>London Bus Priority Network</strong></td>
<td>The London Bus Priority Network consists of about 540 miles of routes which are key to improving the reliability, travel times and convenience of bus services.</td>
</tr>
<tr>
<td><strong>London Development Agency (LDA)</strong></td>
<td>London Mayor’s agency, responsible for driving London’s economic growth.</td>
</tr>
<tr>
<td><strong>London Plan</strong></td>
<td>Spatial Development Plan Document prepared by the Greater London Authority for the strategic planning of the Greater London Area.</td>
</tr>
<tr>
<td><strong>London-Stansted-Cambridge-Peterborough Corridor</strong></td>
<td>A stretch of land with high development potential that stretches between London, Stansted, Cambridge and Peterborough.</td>
</tr>
<tr>
<td><strong>Major Developed Sites</strong></td>
<td>Significantly developed sites within the Green Belt. These sites have a special designation that permits limited development providing it contributes to the environmental improvement of the Green Belt.</td>
</tr>
<tr>
<td><strong>Major Development</strong></td>
<td>For dwellings, a major development is one where the number of dwellings to be constructed is 10 or more. Where the number of dwellings to be constructed is not given in the application, a site area of 0.5 hectares or more should be used as the definition of a major development. For all other uses a major development is one where the floorspace to be built is 1000sq.m or more, or where the site area is 1 hectare or more.</td>
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<tr>
<td>Term</td>
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<tr>
<td>Metropolitan Centre</td>
<td>A major shopping and commercial centre with a catchment far larger than a single Borough, with good public transport links to a wide variety of destinations. The centre will also be a major employment location and will normally include entertainment and service facilities.</td>
</tr>
<tr>
<td>Metropolitan Open Land (MOL)</td>
<td>Areas of predominantly open land within the built up area with significance beyond one borough.</td>
</tr>
<tr>
<td>Micro Business (see also SME)</td>
<td>Businesses with personnel of between 1-10, and includes business start-ups.</td>
</tr>
<tr>
<td>Minerals Planning Guidance (MPG)</td>
<td>Prepared by the Government as advice to minerals authorities and the minerals industry.</td>
</tr>
<tr>
<td>Mitigation Measure</td>
<td>A measure designed to avoid, reduce or offset significant adverse effects of a plan or policy.</td>
</tr>
<tr>
<td>Mixed Use Developments</td>
<td>A project that combines different land uses, such as residential space above a commercial establishment.</td>
</tr>
<tr>
<td>Nature Conservation Strategy</td>
<td>Outlines the Council’s Strategy to protect Sites of Special Scientific Interests, Sites of Metropolitan Importance, Sites of Borough Importance and Sites of Local Importance.</td>
</tr>
<tr>
<td>North-East London Sub-Region</td>
<td>One of the sub-regions of London as defined by the London Plan (consolidated with alterations since 2004). Includes the seven boroughs of Redbridge, City of London, Newham, Barking and Dagenham, Tower Hamlets, Havering and Waltham Forest.</td>
</tr>
<tr>
<td>Objective</td>
<td>A statement of what is intended, specifying the desired direction of change.</td>
</tr>
<tr>
<td>Opportunity Area</td>
<td>Areas identified in the London Plan as capable of providing substantial numbers of new jobs and homes.</td>
</tr>
<tr>
<td>Owner Occupied Property</td>
<td>Where the property is either bought outright or with a mortgage and then lived in by the owner.</td>
</tr>
<tr>
<td>Parks and Gardens of Special Historic Interest</td>
<td>Parks and Gardens as listed in the Register.</td>
</tr>
<tr>
<td>Planning Policy Guidance (PPG)</td>
<td>National planning policies that local planning authorities need to take into account when drawing up development plans and other documents and making decisions on planning applications. Currently being replaced by Planning Policy Statements.</td>
</tr>
<tr>
<td>Planning Policy Statements (PPS)</td>
<td>A new system of national planning policies that local planning authorities need to take into account when drawing up development plans and other documents and making decisions on planning applications.</td>
</tr>
</tbody>
</table>
Primary Interchange
A junction at which major transport routes cross.

Private Rental
Renting from a private landlord, not from a Housing Association or Council.

Proposals Map
Illustrates on a map base the geographical extent of all policies and proposals identified in the various Local Development Documents.

Public Transport Node
A Public Transport Node is a location or other defined area where two or more different modes of public transport converge, therefore allowing interchange between these modes. Public transport nodes are most commonly found in and around town centres. A common example would be a railway station with direct connections to a local bus service.

Redbridge Strategic Partnership (RSP)
A partnership that brings together agencies across the borough to work together to improve the well being of everyone who lives and works in Redbridge through the Community Strategy.

Registered Social Landlord (RSL)
Landlords of social housing that are registered with the Housing Corporation. Most are housing associations but they also include trusts, co-operatives and companies.

Residential Precinct
An area of the Borough thought to be worthy of conservation but not satisfying the stricter legal tests applied to a conservation area.

Riparian Buffer
Protected area bordering a waterway.

Safer Routes to Schools
A government initiative to encourage children to walk or cycle to school, thereby avoiding school car runs.

SEA Directive
European Directive 2001/42/EC ‘on the assessment of the effects of certain plans and programmes on the environment’.

SEA Regulations:

Section 106 Agreements
These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant policies by Section 106 of the Town and Country Planning Act 1990.

Sequential Approach (in the context of PPS 6)
Exhausting all available town centre locations, followed by edge of centre locations for certain types of development, before more remote sites are considered.

Locations should be considered in the following order:
First, location in appropriate existing centres where suitable sites or buildings for conversion are, or likely to become, available within the development plan document period, taking into account an appropriate scale of development in relation to the role and function of the centres; and then
Edge of centre locations, with preference given to sites that are or will be well connected to the centre; and then
Out of centre sites, with preference given to sites which are or
will be well served by a choice of means of transport and which are close to the centre and have a high likelihood of forming links with the centre.
(Extract from PPS6 para 2.44)

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sheltered Housing</strong></td>
<td>Accommodation designed and intended for allocation to people with special accommodation needs.</td>
</tr>
<tr>
<td><strong>Sites of Borough Importance</strong></td>
<td>Nature conservation sites which, from a London-wide point of view as assessed by the London Ecology Unit, do not have an importance beyond the Borough. Important because of their aesthetic appeal and provision of public access, as well as for their intrinsic ecological worth.</td>
</tr>
<tr>
<td><strong>Sites of Local Importance</strong></td>
<td>Nature conservation sites, which do not have an importance beyond the locality. Important because of their aesthetic appeal and provision of public access, as well as for their intrinsic ecological worth.</td>
</tr>
<tr>
<td><strong>Sites of Metropolitan Importance</strong></td>
<td>Nature conservation sites which, from a London-wide point of view as assessed by the London Ecology Unit, are important for the Capital as a whole. These sites can be important because of their aesthetic appeal and provision of public access, as well as for their intrinsic ecological worth.</td>
</tr>
<tr>
<td><strong>Sites of Nature Conservation Importance (SNCI)</strong></td>
<td>Locally important sites of nature conservation adopted by local authorities for planning purposes.</td>
</tr>
<tr>
<td><strong>Site of Special Scientific Interest (SSSI)</strong></td>
<td>An area which English Nature has designated as being of outstanding value for its flora, fauna or geology under the Wildlife and Countryside Act 1981.</td>
</tr>
<tr>
<td><strong>Small to Medium Enterprises (SMEs)</strong></td>
<td>Businesses with personnel above 11 but less than 250.</td>
</tr>
<tr>
<td><strong>Social Rented Housing</strong></td>
<td>Rented housing owned by local authorities and registered social landlords for which guideline target rents are determined through the national rent regime.</td>
</tr>
<tr>
<td><strong>Spatial Development Strategy</strong></td>
<td>See “London Plan”.</td>
</tr>
<tr>
<td><strong>Spatial Vision</strong></td>
<td>Included in the Core Strategy as a statement outlining the Council’s overall approach to managing and supporting change in the Borough over a period of time.</td>
</tr>
<tr>
<td><strong>Statement of Community Involvement</strong></td>
<td>A Local Development Document that sets out how and when stakeholders will be involved in development plan preparation and consulted on major planning applications. It is a statutory document subject to an inspector’s examination.</td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Statutory Consultation Body</td>
<td>An authority which is required by law to be consulted about the preparation of new plans and policies. For Development Plan Documents, they are generally the Countryside Agency, English Heritage, English Nature, and the Environment Agency.</td>
</tr>
<tr>
<td>Statutory List</td>
<td>List of buildings declared under the Planning (Listed Buildings and Conservation Areas) Act 1990, with special architectural or historic merit and worthy of protection.</td>
</tr>
<tr>
<td>Strategic Environmental Assessment (SEA)</td>
<td>Term used in the European Union to describe environmental assessment as applied to policies, plans and programmes.</td>
</tr>
<tr>
<td>Supplementary Planning Documents</td>
<td>Supplementary planning documents provide further explanation or elaboration of policies contained in Development Plan Documents. Supplementary planning documents may take the form of design guides, area development briefs, master plan or issue-based documents.</td>
</tr>
<tr>
<td>Sustainability Appraisal (SA)</td>
<td>An assessment that considers social, environmental and economic effects of a plan or policy and which fully incorporates the requirements of the SEA Directive.</td>
</tr>
<tr>
<td>Sustainable Development</td>
<td>Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.</td>
</tr>
<tr>
<td>Telecommunications Register</td>
<td>List of information regarding telephone masts etc. provided to the Council by the Telecommunication Operators.</td>
</tr>
<tr>
<td>Tenure</td>
<td>Describes the type of ownership of a property e.g. privately rented, social rented, freehold etc.</td>
</tr>
<tr>
<td>Thames Gateway</td>
<td>Major growth area stretching from Tower Bridge through east London and out to the Thames estuary.</td>
</tr>
<tr>
<td>Tree Preservation Orders</td>
<td>A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.</td>
</tr>
<tr>
<td>Unitary Development Plans</td>
<td>A borough-wide statutory development plan, which Councils are required to prepare under the Town and Country Planning Act 1990. They are now being superceded by Local Development Frameworks.</td>
</tr>
<tr>
<td>Windfall Tax</td>
<td>A one off tax imposed by the government on large privatised profits.</td>
</tr>
</tbody>
</table>