Urban Design Framework
Supplementary Planning Guidance

London Borough of Redbridge
Planning Service
March 2004
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Foreword

The London Borough of Redbridge is committed to ensuring that high quality is a central consideration for new development in the urban environment. The Urban Design Framework makes an important contribution to the Council’s current Regeneration initiatives as well as providing important guidance in decision making for more modest developments and changes to the borough’s townscapes.

The Urban Design Framework provides a consistent and comprehensive approach to urban design in the borough which is clear and simple to use for officers, developers and all other interested parties involved in development. This will help speed up the planning process and reduce the likelihood of inappropriately designed development proposals being submitted to the Council.

A multi-disciplinary approach is taken in the Framework to ensure that all facets of design are considered, including issues around transport, housing, the economy and quality of life in the borough. The many areas of design are co-ordinated through a ‘Design Checklist’, which makes the Framework suitable for use by professionals and non-professionals.

Peter Goody
Cabinet Member for Planning Policy & Regulation
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1 INTRODUCTION

‘Good Urban Design is essential if we are to produce attractive, high-quality, sustainable places in which people will want to live, work and relax.’

(By Design, 2000)

1.1 HOW TO USE THIS GUIDE

This Framework is aimed at assessing applications for new development. For use in this way, it is suggested that the process is started by going through the Design Checklist, described in section 4.3 and included in full in Appendix D, which make reference to the relevant sections within the Framework, while assessing the scheme.

However, for a fuller understanding of the principles of urban design, it is recommended that the Urban Design Framework is first read in full, and preferably supplemented by further literature, such as the Urban Design Compendium.

‘Development’ is referred to in its broadest of terms, relating to any change to any part of the built environment. Whilst the guide is primarily aimed at new developments, it should also guide subtle change in established areas, describing the impact on the area and its communities.

This Framework should be used to encourage ideas and is not intended to be prescriptive.

1.2 OBJECTIVES OF COMPLETING THE GUIDE

Underlying principle behind the Framework

For Redbridge to be a thriving Borough where people want to live, work and invest

(London Borough of Redbridge, Intranet, 2000)

This Supplementary Planning Guidance will provide clarification to the Policies in the Unitary Development Plan (UDP) by defining policy in greater detail and collating together areas of policy related to urban design across the UDP to assist planners, developers, landowners and other stakeholders.

This Framework covers the varying elements of good urban design as follows:-

i) PROVIDING A VISION

Provide a coherent and proactive approach to development in the borough to improve visual and social inter-relationships and the overall image of the borough
ii) **CONTROL**  
Provide a **coherent and consistent policy relating to design** for all parties involved in regulating development (in accordance with the Unitary Development Plan)  

iii) **CO-ORDINATION**  
**Tie into and promote other plans, initiatives and strategies** either directly or indirectly related to the urban environment, particularly the Unitary Development Plan / Local Development Document and Area Action Plans  

### 1.3 IMPORTANCE OF THE URBAN DESIGN AGENDA

*Urban design draws together the many strands of place-making: environmental responsibility, social equity and economic viability* … *In summary, urban design is about creating a vision for an area and then deploying the skills and resources to realise that vision.*  
(Urban Design Compendium, English Partnerships)

Urban Design is recognised as being important in a number of different ways:-  
- To provide attractive buildings and spaces.  
  (VISUAL)  
- To provide appropriate and safe spaces for people to live and work.  
  (FUNCTIONAL / SOCIAL)  
- To support the economy  
  (ECONOMIC)  
- To provide a multi-disciplinary approach to improving towns.  
  (PARTNERSHIP / SUSTAINABILITY)

### 1.4 WHO IS THE GUIDE FOR

This Framework is intended for everyone involved in the development of the built environment and associated spaces in the London Borough of Redbridge, either directly or indirectly. This includes:  
- Developers  
- Decision makers  
- Land owners  
- Redbridge residents  
- Planning officers  
- Other council officers  
- Planning and regeneration consultants

### 1.5 WHAT DOES THE GUIDE COVER

#### 1.5.1 Context

Section 2 looks at the context in which development is taking place by considering the character and background of Redbridge. A description of some key areas and buildings is included to assist the defining of Redbridge’s character which is distinct from other boroughs and areas, and which can be nurtured in the future.
The Framework also identifies ten urban design objectives for Redbridge.

### 1.5.2 Principles of Urban Design

Section 3 covers the principles of urban design. These are well established guiding principles (see section 2.3 for selected reference material) to encourage successful areas.

### 1.5.3 Guidance for Planning Applications

Section 4 considers the approach that should be taken to assess planning applications. It concentrates particularly on the information required to be provided by the applicant so that an accurate, consistent and timely response can be made. The need for a Design Statement is identified to describe the key design issues and decisions made.

### 1.5.4 Subject-based categories

Sections 5 and 6 consider how the principles and objectives previously considered in this document can be implemented in practice. In particular, these sections identify the need for a multi-disciplinary approach, covering the following areas:-

- i) **The Layout of Areas** – illustrating the importance of the structure of the roads and buildings in a town
- ii) **The Built Environment** – considering the design of buildings and spaces
- iii) **The Natural Environment** – use of the microclimate and landscaping
- iv) **Partnership** – the interrelationships needed for successful urban areas

The Framework addresses these issues directly and with reference to other relevant strategies produced both by London Borough of Redbridge and ‘externally’.
1.6 WHERE IS THE GUIDE FOR

The Framework will cover all parts of the borough, including guidance for specific areas covered by the emerging Area Action Plans.

Fig 1.1: Where the Guide Covers
2 CONTEXT

2.1 THE DEVELOPMENT OF REDBRIDGE

2.1.1 Basic Information

Redbridge is an ‘Outer London’ borough with a population of approximately 239,000 (2001 census), which grew rapidly in the early 20th century as a residential area serving as a satellite area for central London, centred around Ilford. Ilford is included in the London Plan as one of 12 Metropolitan Retail Centres in London and is identified as an Opportunity Area.

The borough has access to extensive rail (Central underground line and mainline rail to Liverpool Street), air (London City and Stansted airports) and road provision, including A12 (Eastern Avenue), the A406 (North Circular) and the M11. Future developments including Crossrail, will provide better access to destinations such as the Channel Tunnel link and Heathrow.

Fig 2.1: Location of and connections to Redbridge
The borough contains a diverse population, with a third of the population coming from ethnic minority groups and wards ranging from among the least to the most deprived in England.

2.1.2 A Brief History of Redbridge

Redbridge came into being in 1965 when Ilford was joined with Wanstead and Woodford, and combining parts of Dagenham and Chigwell. The Red Bridge, after which the borough is named, was the brick bridge over the River Roding (removed to allow construction of Eastern Avenue). It symbolises the joining of Ilford with Wanstead and Woodford.

Ilford, Wanstead and the Woodfords are all historic villages noted in the Doomsday Book, with encampments dating back to Roman times. Prior to 1888, Ilford was controlled by Barking Abbey, while Wanstead and Woodford was controlled by Westminster and Waltham Abbey respectively. Ilford grew initially owing to its strategic location on the Essex Road, (the only road out of London linking to places such as Barking and Chelmsford, prior to the construction of the A13 many years later). It was an important ‘travellers rest’, with many notable people stopping here, presumably at the ‘Angel Inn’ (109 High Road, Ilford). The Fairlop Oak and annual festival, were also important features in the area. Several important stately homes existed in the area, including Cranbrook Hall, Valentines Mansion and Wanstead Manor. The River Roding name only referred to the river to the north of Ilford at which point it became the River Hile (hence Ilford’s former name ‘Hileford’).

2.1.2.1 Ilford

In 1650 Ilford consisted of 60 houses. Barkingside was situated on the edge of Hainault Forest (the Barking side). Ilford grew rapidly with the arrival of the Great Eastern Railway in 1839 (the figure below shows a map of Ilford from 1875).

![Fig 2.3: Map of Ilford from 1875](image)

By 1881, Ilford had become a Civil Parish, separated from its former 'parent' authority, Barking. At this time, the population was 10,000 people increasing to 78,000 in 1910 and 167,000 in 1938. Growth was primarily
centred on Ilford in the early 20th century but the construction of the A12 Eastern Avenue led to rapid growth along this arterial route. Growth in Hainault occurred mainly after the second World War.

Peter Griggs was elected as Ilford’s first MP in 1918 and was instrumental in building houses to accommodate the soaring population. Griggs presented a Clock Tower to Ilford in 1901, which was once a major landmark situated at the Broadway, but destroyed during the second World War. The first stage of construction of the current Town Hall was in 1901, with it being extended for the first time in 1927 and again in 1933. In 1926, Ilford was presented with the Royal Charter, creating a Municipal Borough in the County of Essex from the former Urban District of Ilford.

2.1.2.2 Wanstead and Woodford

Both Wanstead and Woodford attracted a large number of wealthy London merchants who constructed country residences in the area (Wanstead Manor dates back to at least 824). With the construction of the London to Loughton railway in the mid 19th century, the population expanded rapidly and many of these large country residences were broken up. In 1854, Wanstead had formed its own Board of Health, with Woodford following the trend in 1873. The joint Wanstead and Woodford Council was also a separate local authority at this time. During 1934, Woodford and Wanstead amalgamated, becoming a Municipal Borough three years later, ultimately to be amalgamated with Ilford in 1965.

2.1.2.3 People and Companies of Redbridge

Large firms originating in Redbridge include Kelvin Hughes, Howards Ltd, Plessey Radio and Television Company and Ilford Photographic Company. Dr Barnardo’s formed in Barkingside in 1870. Sir Winston Churchill was MP for Wanstead and Woodford for forty years and Clement Atlee, also lived nearby. Sylvia Pankhurst, the suffragette and pacifist campaigner lived in Woodford for over thirty years.
2.2 CHARACTER ASSESSMENT OF URBAN AREAS IN REDBRIDGE

The purpose of this section is to provide an insight into the character of the urban areas of the borough, with particular attention paid to key areas and buildings which provide the borough with a unique distinctiveness and an enhanced legibility.

Many of the Borough's historic buildings are Grade II listed with special features which make them outstanding. There is only one Grade I listed building, the Thomas Hardwick designed St Mary's Church, Wanstead, built in 1790 on the site of an earlier church. There are 10 Grade II* listed buildings as follows:-

- Garden Temple, r/o 14 The Avenue, Wanstead
- Gazebo and Grotto, r/o 20 The Avenue, Wanstead
- Gate piers at entrance to Overton Drive, Wanstead
- No 1, Hurst House (‘The Naked Beauty’), Broomhill Walk, Woodford Green
- Former Merchant Seaman's Orphan Asylum at Wanstead Hospital Chapel, Hermon Hill, Wanstead
- Godfrey Monument in St Mary’s Churchyard, High Road, South Woodford
- Mausoleum to Raike in St Mary’s Churchyard, High Road, South Woodford
- Chapel of the Hospital of the Virgin Mary and St Thomas of Canterbury, Ilford Hill, Ilford
- Valentines Mansion, Valentines Park, Ilford
- Christ Church, Wanstead Place, Wanstead

In all, there are 126 listed buildings in Redbridge.

“The appearance of proposed development and its relationship to its surroundings are ... material considerations ... Local planning authorities should reject poor designs ... Poor designs may include those inappropriate to their context, for example those clearly out of scale or incompatible with their surroundings.”

(Planning Policy Guidance Note 1, 1997, Paras 13 and 17),

The notes described below give an indication of the important elements in the seven designated Borough Areas, intended to inform design of new developments. There are a number of features which are consistent across the borough.

London brick is the prevalent material in the borough (often rendered – see Area 6 (section 2.2.6) for further details) and clay tiles (plain or pantiles) are commonly found. Many of the houses dating from Edwardian times contain distinctive glass sloping porches at the entrance, particularly on double and triple fronted houses.

2.2.1 Area 1 (Roding, Snaresbrook and Wanstead):

Wanstead is the oldest recorded part of the borough, with reference to Wansteade from 824. It was based around Wanstead House and surrounding grounds which now partly form Wanstead Flats and Wanstead Park. Wanstead Town Centre is a successful and diverse
place, including retail and a number of cafés and restaurants as well as George Green and Christchurch Green. Much of the area around is an eclectic mix of housing types, dating back to the late 19th and early 20th century. Also included are flatted developments and estates such as the Firs Estate.

Snaresbrook Law Courts and Eagle Pond, designed in an Elizabethan style in 1843 are important features in the Area and the Spread Eagle Public House has been a travellers inn since the late 17th century.

The River Roding forms the link between the two former boroughs (Ilford and Wanstead and Woodford). Much of this part of Area 1 now accommodates post war semi-detached development.

Plate 2.1: Wanstead High Street (western end)

To the very south of the Area lies the Aldersbrook Estate, a conservation area containing examples of well preserved classic suburban Edwardian buildings. Adjoining this is the Empress Estate, a 1970s development based on the ‘Radburn Layout’.

Communications are good, with the A12 (Eastern Avenue) and the London Underground (Central Line).

There is little industry in the area.

2.2.2 Area 2 (Bridge, Monkhams and Church End):

Area 2 contains South Woodford, which is an attractive and successful centre, predominantly for retail, but also with a cinema. The area developed in the second half of the 19th century / early 20th century and includes a substantial proportion of single and double fronted brick façaded housing with clay tile roofs.
The north of the area consisted mainly of stately homes and their grounds (previously being part of Hainault Forest in the 17th century) until the start of the 20th century. Woodford Green and Woodford Broadway are two attractive and successful Edwardian shopping centres within the Area. Woodford Green includes a village green and pond, as well as a statue of Winston Churchill. Housing is predominantly detached and semi-detached and often eclectic in style. There are also a number of flatted developments, including the Orchard Estate on Broadmead Road.

There are a number of important buildings in the Area, including Bancroft School and the Travellers Friend Public House.

Communications include the A406 and the London Underground (Central Line).

Plate 2.2: Shops at Woodford Broadway

2.2.3 Area 3 (Fairlop, Fullwell and Hainault):

Area 3 is dominated by several features: Hainault Park to the north-east, the former Claybury Hospital / Repton Park (now converted to high quality housing) and the playing fields along Forest Road. Although Fullwell is the location of the original Barkingside, much of the current urban environment of the Area is relatively modern. The exception to this is the west side of Barkingside High Street which predominantly dates back to the early 20th century. Barkingside town centre is within this Area. The other substantial centre is Manford Way in Hainault which is popular for local people and for people living outside the borough in the north.

Fairlop and Fullwell contain a substantial amount of inter war development, consisting of semi-detached and detached brick / brick and render housing with clay tile roofs. Hainault developed rapidly post war.
Plate 2.3: Manford Way, Hainault

Repton Park, a new housing development, has retained many of the former hospital buildings on the site in its construction, and the tower is a key view across the borough (both to and from the tower). Five Oaks Lane is the proposed site of a substantial new urban village to the east end of the Area.

Hainault Forest provides important Heritage Land within the borough and is a popular destination with good views of the borough.

Communications include London Underground (Central Line). With the exception of the Kelvin Hughes plant, there is little industry in the area.

2.2.4 Area 4 (Aldborough, Barkingside and Clayhall):

A substantial part of this Area includes Fairlop Plain, with previous uses including woodland (containing the famous Fairlop Oak), an airstrip (during the second World War) and an area for gravel extraction. Fairlop Plain is now used as a country park.

The area contains the following centres:

- north Gants Hill (contains shops as well as vibrant evening activities (restaurants, night clubs) and other commercial uses) and
- north Newbury Park (predominantly bulky goods).

The area also contains Barnados central offices (Barkingside) and a number of health related facilities (at Newbury Park).

Barkingside ward includes a substantial proportion of Edwardian and inter-war housing, with brick or brick and render façades, and typically characterised by bow or bay windows and clay tile roofs.

Clayhall is located on the site of the former Clayhall Farm (formerly including a chapel), which was developed by private developers during
the 1930s and immediately after the war. A substantial number of the houses are semi-detached and detached and in many areas, offer expansive views of north London over the Roding Valley, providing an ‘open’ character.

Plate 2.4: Newbury Park Station

Important buildings include Barkingside Library and Newbury Park bus station.

Communications are good with the A12 (Eastern Avenue) to the south and the London Underground (Central Line) running through.

2.2.5 Area 5 (Chadwell, Goodmayes and Seven Kings):

Although Chadwell Heath has been a village since the 14th century, the vast majority of Area 5 has been constructed since the start of the 20th century. Seven Kings was developed as a ‘people’s suburb’ around the turn of the century, developing around the new station, making it a popular area for London commuters. Chadwell Heath and Goodmayes were developed subsequently with substantial housing development still progressing in Chadwell Heath on the site of former industrial units and on the site of the former Chadwell Heath Hospital.

Hospitals form a substantial part of the area, both former and existing. There is also a substantial amount of popularly used green open space in the Area.

Communications are good with the mainline rail service to Liverpool Street and A12 running along the northern edge of the Area.

The economy is now predominantly retail based with the closure of industrial units in Chadwell Heath.
The architecture of Seven Kings is similar to that of South Ilford (single and double fronted properties using London brick and clay tiles with ornamental brickwork on the façades.

Plate 2.5: Housing in Seven Kings

There is a substantial area of interwar housing in Chadwell Heath, consisting of brick and render, bow windowed façades, and clay tiled roofs.

There are a number of important and attractive buildings in the Area including several churches, shops and rail stations.

2.2.6 Area 6 (Clementswood, Loxford and Mayfield):

Area 6 is a very diverse area, containing both wide areas of residential properties and the majority of Ilford Town Centre and Ilford Lane. It is bounded to the west by the River Roding and North Circular (A406). Communications are good, including the North Circular, which links to the M11, A12 and A13, mainline railway service to Liverpool Street and a good bus service.

The economy is predominantly retail based, including most major high street stores in the town centre and a number of thriving multi-cultural shops and restaurants on Ilford Lane.

The housing in Loxford and Clementswood comprises predominantly Victorian and Edwardian terraced properties, converted and purpose built flats, along with some newly built properties towards the south of Loxford Ward. However Mayfield Ward consists of a mix of converted and purpose built flats, terraced, semi-detached and detached properties, including the Bungalow Estate Conservation Area.
The buildings are predominantly constructed in London brick, with attractive details, both externally (e.g. decorative brickwork around windows and doors) and internally. Colours are generally ‘soft’ red, yellows and browns. Roofing material is predominantly clay, with pan tiles and plain tiles.

Stone has been used for some of the more important buildings in Ilford Town Centre, the main material being Portland Stone. The early houses in the area, were predominantly timber framed/cladded but few of these buildings still survive in the borough.

Buildings of note include the Hospital Chapel on Ilford Hill and Ilford Town Hall.

For further information about the area, refer to the Area 6 Community Profile on the Council’s website at http://www.redbridge.gov.uk/services/index.cfm/927/Show.

2.2.7 Area 7 (Cranbrook, Newbury and Valentines):

Area 7, like Area 6 contains a proportion of Ilford Town Centre, as well as substantial areas of residential properties. The southern side of Gants Hill is also located in Area 6. At the centre of the Area is Valentines Park, which is a popular and well served Victorian / Edwardian park, containing Valentines Mansion (Grade II listed) as well as many sports and leisure activities.

The north side is bounded by the Eastern Avenue (A12), providing good links to London and the rest of Britain. The London Underground line also runs along the northern edge of the Area. Area 7 (like Area 6) has good access to the rail service and a good bus service.
The area between Ilford and Barkingside contained a number of stately homes up until the mid to late 19th century. These were gradually replaced but remnants include Valentines Park and The Drive (hence the name).

The houses in the area just north of Ilford were developed at the end of the 19th century, and although constructed of similar materials to those in South Ilford, are predominantly larger. The houses commonly have double or triple frontages, sloping glass porches and some have separate servant houses adjacent to the main house. Many of these large houses have now been converted to flats. Housing to the north and east of the Area tend to have been constructed later, in the interwar period and immediately after the war.
1. Aldborough  
2. Barkingside  
3. Bridge  
4. Chadwell  
5. Church End  
6. Clayhall  
7. Clementswood  
8. Cranbrook  
9. Fairlop  
10. Fullwell  
11. Goodmayes  
12. Hainault  
13. Loxford  
14. Mayfield  
15. Monkham's  
16. Newbury  
17. Roding  
18. Seven Kings  
19. Snaresbrook  
20. Valentines  
21. Wanstead  

Fig 2.3: Wards in Redbridge
2.3 PREVIOUS STRATEGIES AND GUIDANCE

The following is a list of documents, guidance and literature which has been used in the development of this Framework and has influenced the thinking behind the principles. The documents listed are recommended as appropriate reading in relation to urban design.

“Guidance Note 1: Preparing Design Statements”, February 2002, Tower Hamlets


“City Centre Streetstyle Design Guide”, January 2001, Leeds City Centre Management


“Urban Design Compendium”, 2001, English Partnerships and The Housing Corporation

“The Secured by Design Award Scheme”, 1999, Association of Chief Police Officers et al

“Towards an Urban Renaissance”, 1999, Urban Task Force, EF Spon

“The Death and Life of Great American Cities”, 1961, Jane Jacobs
<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
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<tbody>
<tr>
<td>• Redbridge has good communication links to central London and the rest of</td>
<td>• Redbridge is suffering from a lack of image and identity.</td>
</tr>
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<td>the country (including Stansted Airport) via the Central Line, mainline</td>
<td>• The borough is divided (particularly for pedestrians) by extensive road and rail networks and the River Roding.</td>
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<tr>
<td>railway line, road links (A406, A12, M11, M25) and a good bus network</td>
<td>• There are limited numbers of substantial regeneration sites, in part owing to the wide coverage of good quality</td>
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<tr>
<td>(MORI 2003).</td>
<td>residential areas.</td>
</tr>
<tr>
<td>• Redbridge is considered to be a green borough with many attractive parks</td>
<td>• There is a lack of hard open spaces for recreation in town centres.</td>
</tr>
<tr>
<td>and open spaces (MORI 2003).</td>
<td>• There is a belief that the quality of life in Redbridge would be higher if local people were to have more responsibility</td>
</tr>
<tr>
<td>• The town centres are considered to be well serviced, used for shopping</td>
<td>• Low numbers of employment opportunities in the borough.</td>
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<tr>
<td>as well as leisure and municipal facilities (MORI 2003).</td>
<td>• Areas lacking tree cover.</td>
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<tr>
<td>• ‘Progressive Ilford’ and the forthcoming Area Action Plans provides a</td>
<td></td>
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<tr>
<td>strong framework for future regeneration of Ilford and other centres in</td>
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<tr>
<td>the borough.</td>
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<td>• Ilford has Town Centre Management in place with a wide variety of shops</td>
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<td>and retail environments.</td>
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<tr>
<td>• Redbridge has a diverse cultural mix.</td>
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<tr>
<td>• Redbridge has an extensive stock of high quality buildings.</td>
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<tr>
<td>• High education standards in schools.</td>
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<tr>
<td></td>
<td>Opportunities</td>
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<tr>
<td>• The north-east side of London is a priority for London’s ‘revitalisation’,</td>
<td>• Competing metropolitan locations, e.g. Romford, Stratford, Lakeside and Bluewater</td>
</tr>
<tr>
<td>through Thames Gateway London Partnership (TGLP), London / Stansted /</td>
<td></td>
</tr>
<tr>
<td>Cambridge Corridor and Greater London Authority (GLA).</td>
<td></td>
</tr>
<tr>
<td>• Canary Wharf and Stratford provide nearby employment opportunities for</td>
<td></td>
</tr>
<tr>
<td>Redbridge residents.</td>
<td></td>
</tr>
<tr>
<td>• Proposed / developing transportation improvements include the Channel</td>
<td></td>
</tr>
<tr>
<td>Tunnel (rail link to Stratford), Crossrail, East London Transit, Thames</td>
<td></td>
</tr>
<tr>
<td>Gateway Bridge etc.</td>
<td></td>
</tr>
<tr>
<td>• There is potential for improved co-ordination between physical and social</td>
<td></td>
</tr>
<tr>
<td>elements in the borough through the current process of forward planning</td>
<td></td>
</tr>
<tr>
<td>and community involvement.</td>
<td></td>
</tr>
</tbody>
</table>
2.5 TEN OBJECTIVES FOR REDBRIDGE

These are in line with the Community Strategy prepared by the Redbridge Strategic Partnership.

The Community Strategy is based on five complementary ambitions developed with people in Redbridge to improve the Quality of life in the Borough, and acts as a basis for strategies such as the Urban Design Framework.

1. Make Redbridge safer
2. Promote a positive attitude to the environment and have a cleaner, greener Redbridge
3. Improve their health, care and well being
4. Give them the skills and opportunities to make the most of their lives
5. Develop and support the Redbridge economy

The overriding issues are:
- Meeting the needs of our diverse community
- Improving access to services
- Involving and developing our communities

These have resulted in the following objectives. The objectives are all issues which are directly or indirectly related to the urban design / planning service and demonstrate improvements to urban areas (note the objectives may respond to more than one of the ambitions).

1. Make Redbridge safer
   i) Pedestrian Access and Streetscape on Major Roads and in Town Centres
      Promote attractive, efficient and safe access for pedestrians (particularly disabled access) within the full extent of all of the town centres and on major roads, considering access between facilities, crossing points, width of pavements, surfacing, street furniture, access to facilities, lighting (and other personal safety measures) and design of buildings as they relate to the public realm (also in accordance with Interim Transport Plan).

2. Promote a positive attitude to the environment and have a cleaner, greener Redbridge
   ii) High Quality Architecture and Landscape Architecture
      Ensure that there are a number of new buildings and spaces across the borough, which could be considered as high quality on a London wide scale.

   iii) Greening the borough
      Carry out a comprehensive strategy across the borough for increasing the number of trees in urban areas (in accordance with the proposed strategy for Trees and Landscape, for further information, contact Peter Studholme, 020 8708 2278).
iv) Design Statement

Ensure that all new applications greater than 10 units of property / 0.5 hectares of land (or as defined as ‘Major Development’ in the Unitary Development Plan) include a Design Statement and applicants are encouraged to do likewise for smaller sites (see section 4.4 for guidance). The Design Statement should highlight the effect that the new development will have on:

- environmental sustainability
- social sustainability
- economic sustainability
- designing out crime

3. Improve their health, care and well being

v) Health Impact Studies

Consider the feasibility of assessing the effects of improvements to the urban environment, related to the interrelated issues of health and crime, through use of health indicators and other survey techniques.

vi) Cycling in the borough

To increase the use of bicycles as a form of transport, provide for the continued implementation of cycle routes and other provision for cyclists (in accordance with the Redbridge Cycle Policy, for further information, contact Jack Redman, 020 8708 3677).

vii) Co-ordination between different functions

Assist in the provision of leisure and cultural activities (such as the arts, community groups, sports and volunteering) through effective co-ordination between the varying functions of the urban environment.

4. Give them the skills and opportunities to make the most of their lives

viii) Community Involvement in Urban Design decision making

Encourage links with local stakeholders and communities to ensure sustainable development with community ownership. Aim to substantially engage with the local community in the design process for one scheme of a significant size in the borough.

5. Develop and support the Redbridge economy

ix) Area Action Plans

Continue preparation of Area Action Plans.

x) Promote Urban Design as a topic to be given equal status with other key areas

Include Urban Design as an issue for all Vision Documents, Area Action Plans, Development Briefs, Planning Briefs, Master Plans and other Planning and related documents. Promote its inclusion in other areas of work and to all people working and living in the urban environment.
3. IMPORTANCE OF URBAN DESIGN

3.1 URBAN DESIGN PRINCIPLES

‘A striking fact is that many of the small developments that can cumulatively change a place dramatically are designed by people with little or no formal design training’

(By Design, 2000)

Design Principles are described in ‘Responsive Environments’ (Bentley, I et al, 1985) and developed by CABE, English Partnerships and BDP, as an appropriate method of designing and assessing developments in context and to the benefit of the wider urban environment. These should not be considered as hard and fast rules (diversity is one of the attributes of a successful place). The principles described in these documents have been developed in producing principles for Redbridge, included in this Framework and the Urban Design Checklist (see section 4.3).

There are a number of underlying principles which guide the Framework:

- **Activity is promoted in urban areas.**
  Activity provides economic buoyancy, safety (through ‘natural surveillance’ – see Glossary), a greater sense of community (knowing your neighbours) and a more vibrant area (encouraging other people to use it).

- **Integration of activities is promoted.**
  There is a need for close interaction between a variety of land uses in a successful town; to attempt to segregate uses will result in greater requirement for travel, ‘ghettoisation’ of areas (a particular problem of this is the lack of use at certain times reducing safety) and economic instability (all eggs in one basket).

- **If it ain’t broke, don’t fix it.**
  It takes many years to form the complex social interactions of an established community. These can be jeopardised if inappropriate regeneration measures are carried out.

3.1.1 Principles

This Framework relates guidance to the following principles:-

1. Ease of Movement
2. Continuity and Enclosure
3. Orientation and Ownership
4. Diversity and Mix of Uses
5. Legibility / Character (Visual Appropriateness)
6. Adaptability
7. Quality of the Public Realm
8. Transportation Issues including Public Transport
9. Sustainability and Balance with Nature
10. Value
11. Inclusivity
### 3.2 DESCRIPTION OF PRINCIPLES

#### 3.2.1 Ease of Movement

| What | 1. The number of optional routes along a path.  
2. The number of access points to a building. |
|------|-----------------------------------------------------------------------------------------------------------------------------------|
| Why  | 1. People prefer choice – generating higher activity  
2. Makes a journey more easy / interesting |
| How  | Consider ways that the existing communications network can be extended through the site that will:  
- enable easier access (to destination) (note routes should be limited to those which are necessary in accordance with ‘Secured by Design, ACPO, 1999)  
- speed up journey times and/or create a more diverse streetscape. |

#### 3.2.2 Continuity and Enclosure

| What | 1. The removal of gaps at the boundary between public and private realms through use of buildings, fences, walls or other treatments to restrict access.  
2. Keeping the complementary land uses together.  
3. Ensuring that buildings in an area respond to each other. |
|------|------------------------------------------------------------------------------------------------------------------------------------------|
| Why  | 1. Defining public and private spaces assists appropriate use of the space (e.g. reduces anti-social behaviour).  
2. Activity is optimised in the most appropriate areas. |
| How  | 1. Ensure that new developments occupy the entire space between adjacent buildings through use of appropriate, secure boundary treatment (e.g. fencing, hedging, walls etc.) or the building itself. Note that particular attention should be paid to car parking where the only alternative is to place it under or at the rear of the building.  
2. Ensure that the distance between the buildings and road is minimised or appropriate to the scale of the building / context of the area / requirements for the space.  
3. Ensure that there is ‘economy of space’, i.e. that the ratio of road space and other uses is minimised. |
### 3.2.3 Orientation and Ownership

**What**

1. The direction a building faces.
2. Boundaries which divide ownerships and responsibilities for buildings and spaces, either inferred by, e.g. building orientation or 'enforced' through barriers.

**Why**

1. Relates to appropriate use of spaces.
2. Responsibility for management should be well defined – spaces should have a use so that they don’t become neglected.
3. Encourages ‘natural surveillance’ and therefore improve safety and community cohesion.

**How**

1. Ensure front doors and a substantial amount of window space faces onto the street.
2. Ensure through appropriate design, that all space around buildings has a use and someone responsible for its management.

### 3.2.4 Diversity and Mix of Uses

**What**

1. The range of choice of experience and facilities.

**Why**

1. Freedom to choose improves the quality of life in an area.
2. It generates a greater interactivity between different land uses which generates a better (less dependent) economy and a reduced need to travel.

**How**

1. Mix of building types / tenures / sizes in commercial areas.
2. Mix of uses on streetscape and facilities reflecting the needs of local people and users of the area.
### 3.2.5 Legibility

<table>
<thead>
<tr>
<th>What</th>
<th>Why</th>
<th>How</th>
</tr>
</thead>
</table>
| 1. The likelihood of not getting lost.  
2. The ability to recognise an area by its character and distinctiveness, i.e. the process of making diverse and locally appropriate ‘places’ / providing the element of ‘surprise’. | 1. Getting lost puts people off visiting an area and reduces activity.  
2. Civic Pride | 1. Ensure the scale and style of buildings and features reflect their position in the hierarchy of the town.  
2. Awareness of ‘focal points’ and the connections between them.  
3. Recognition of local distinctiveness, local character, community and context (e.g. through public art). |

### 3.2.6 Adaptability

<table>
<thead>
<tr>
<th>What</th>
<th>Why</th>
<th>How</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The ability of an area or building to adapt to changing needs over time.</td>
<td>1. The interrelationships between people in ‘communities’ are delicate and take a long time to become established. It is therefore important not to disrupt this (and enhance it where possible) through development.</td>
<td>Generally, the design of elements should not be specific to an individual need. The potential for subdivision or amalgamation of buildings should be considered. An increased number of doors can allow a building to adapt to changing requirements.</td>
</tr>
</tbody>
</table>
### 3.2.7 Quality of the Public Realm

<table>
<thead>
<tr>
<th>What</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Attractiveness</td>
<td></td>
</tr>
<tr>
<td>2. Durability</td>
<td></td>
</tr>
<tr>
<td>3. Level of detail (from close up and far away).</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Why</th>
<th>1. Improves the quality of life – there is a demonstrable link between environment and health / well-being.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>How</th>
<th>1. Consider sensory experiences – primarily sight, also touch, smell, hearing, (taste)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Ensure a rich mixture of lines, textures, colours etc within a single view.</td>
</tr>
</tbody>
</table>

### 3.2.8 Transportation Issues including Public Transport

<table>
<thead>
<tr>
<th>What</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Access to and effectiveness of transport links.</td>
<td></td>
</tr>
<tr>
<td>2. Relationship between transportation modes.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Why</th>
<th>1. There is a need to cater for travel over increasing distances reflecting changing lifestyles. This needs to be balanced with the needs of pedestrians and the health of the area.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>How</th>
<th>Need to consider accessibility between key destinations. These should consider, ease of movement (free from obstacles), the quality of the route and ease of ‘changeover’ from one transport mode to another (quality of bus stops, train stations, storage for cycles, access to car parks etc).</th>
</tr>
</thead>
</table>
### 3.2.9 Sustainability and Balance with Nature

<table>
<thead>
<tr>
<th>What</th>
<th>1. The appropriate use of the natural environment.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Why</td>
<td>1. The environment is an important resource both in terms of visual attractiveness and the effect that the ecosystem has on health and well-being.</td>
</tr>
</tbody>
</table>
| How                                                                 | 1. New and existing planting should be considered as an intrinsic part of the design rather than as an afterthought.  
2. Use of sustainable building methods / energy saving methods in construction.  

### 3.2.10 Value

| What                                                                 | 1. Where the financial viability comes from. This is mainly a consideration for developers, but planners should be aware of how issues of value relate to quality, adaptability and impacts / benefits on the community.  
2. The local authority will need to ensure that the hidden costs are included (e.g. onus on public services: education, health, transport etc). |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Why</td>
<td>1. For the benefit of an area as a whole, developments need to be financially viable, both in the short and in the long term.</td>
</tr>
</tbody>
</table>
| How                                                                 | 1. Section 106 process to be combined with feasibility of development at an early stage.  
2. Ensure that the development is adaptable to change over time (with changing economic and social environments). |
### 3.2.11 Inclusivity

| **What** | 1. Public spaces, buildings and other facilities are suitable for all members of the community.  
2. Involvement of community in the decision making process. |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| **Why**   | 1. The new development should reflect the diversity of the local character, community and context.  
2. Ownership / support by the local community is important in the development’s long term success. |
| **How**   | 1. Recognise needs of local people through consultation with advisory bodies (including council officers), local businesses and other stakeholders, local people and community groups. |
4. GUIDANCE FOR PLANNING APPLICATIONS

‘The development control process is vital. The way it is used determines whether and how the design policies in development plans and supplementary guidance are reflected and applied. ... As stated in PPG1, “applicants for planning permission should be able to demonstrate how they have taken account of the need for good design in their development proposals…”’

(By Design, 2000)

4.1 UNITARY DEVELOPMENT PLAN

Relevant design policies in the Unitary Development Plan (adopted November 2003) (UDP) include those listed below. In addition there are many other policies in the UDP which are related to urban design issues. A fuller list of policies is included in Appendix B.

VS21: Design
‘The Council will seek to ensure a high standard of design throughout Redbridge in respect of all development …’

BF1: General Design
‘The Council will seek to maintain or enhance the character or appearance of the Borough. New developments, including extensions and alterations should fit into their site and surroundings in terms of scale, bulk and materials.’

ES1: Design of New Developments
‘The Council will require all development to be designed to provide and improve personal safety and security in the environment for all users. …’

BF4: Building Position
Relates to privacy and daylight for properties adjoining new development.

BF5 - 7: Building Height et al
Describes where tall buildings may be permitted.

BF23: Access for Disabled
‘Access for all people, including those with disabilities, should be provided in new development …’

TR10: Shopping Centres and Pedestrianisation
‘… Footway widths and facilities will be designed to ensure walking is undertaken in a comfortable environment … Consideration will be given to schemes …designed to enable public transport, cyclists and pedestrians to share space.’

KR22: Lighting Schemes
‘Details of any lighting scheme required as part of any development must be submitted as part of a planning application.’

IP1: Land Assembly and Purchase
‘When appropriate the Council will carry out site and property acquisition …’

IP2: Working in Partnership
Relates the need for working in partnership including with the community and the need for planning and development briefs.
4.2 INFORMATION REQUIRED FOR A PLANNING APPLICATION

Adequate plans and drawings must be submitted as part of a planning application, so that they can be properly assessed (list developed from ‘By Design, 2000’). The following requirements relate particularly to Major Developments, i.e. those involving greater than 10 units of property / 0.5 hectares of land (or as defined as ‘Major Development’ in the Unitary Development Plan), although the process is also appropriate for smaller schemes. Much of the information would be appropriate for inclusion in a Design Statement (see below). Further information regarding requirements is included on the form ‘Planning Applications for Householders’.

i) Name and Address of Applicant
ii) Name and Address of Agent
iii) Description of Proposal
iv) Location Plan:
    preferably at a scale of 1:1250 to 1:2500 indicating the site boundary outlined in red and any adjoining landownership outlined in blue as well as access.
v) Details of existing site layout:
    typically 1:200 (or as appropriate, i.e. 1:500 may be appropriate for larger schemes, while drawings of 1:50 / 1:100 may be needed for more detailed aspects of the proposal), showing all buildings, boundaries (height, material etc), open spaces, vegetation (tree survey where appropriate) and access
vi) Access to Public Roads
vii) Trees
viii) Details of proposed site layout:
    typically 1:200 (or as appropriate), showing new (and existing where appropriate): buildings, boundaries (height, material etc), open spaces, vegetation (trees to be removed / planted), change in levels, access and surface materials
ix) Elevations / Artists Impressions / Views / Cross Sections (to scale):
    indicating surrounding buildings, relation to the street, vegetation (preferably showing appearance in summer and winter)
x) Design Statement:
    See section 4.4.
xii) Other Supporting Material:
    including ‘Planning Application Form’ and Ownership Certificate. Other information may include, assessments for retail, environmental information, public art or transport studies.

It will be necessary to provide four copies of the form, plans and additional documentation to support the application. For major schemes, it is recommended that eight copies of these documents is provided.

4.3 DESIGN CHECKLIST

The design checklist is located in Appendix D. It provides an urban design checklist for all people involved in the development of new or existing ‘townscapes’. It is intended that this will be used for the consideration of planning applications as well as regular review of urban areas in Redbridge. It is intended as a guide, not as a rule book.
The checklist follows the same structure as the ‘Urban Design Principles’ (see section 3) covering the following subject areas:

1. Ease of Movement
2. Continuity and Enclosure
3. Orientation and Ownership
4. Diversity and Mix of Uses
5. Legibility / Character (Visual Appropriateness)
6. Adaptability
7. Quality of the Public Realm
8. Transportation Issues including Public Transport
9. Sustainability and Balance with Nature
10. Value
11. Inclusivity

4.4 DESIGN STATEMENT

A Design Statement should be prepared for all developments, which will affect the public realm, i.e. spaces to which the public have access. This includes all developments facing onto the public realm, particularly those involving greater than 10 units of property / 0.5 hectares of land (or as defined as ‘Major Development’ in the Unitary Development Plan).

4.4.1 Purpose of a Design Statement

- The Design Statement should show how the proposed development has taken into account the nature of the surroundings and how it will help to improve the area.
- The Statement will lead an interested party through the process of the design so that the design and the motivations behind the decision making process can easily be understood.
- It helps officers (and the designer) recognise the opportunities and implications of their proposals.
- It helps the planning authority and other local authority officers to provide a timely and authoritative response to development proposals.
- The Design Statement will be expected to cover a depth of analysis related to the size and complexity of the scheme.

4.4.2 Content of the Design Statement

The Design Statement will vary in its content and size depending upon the nature and size of the development. It should be succinct in its approach focussing on the key elements of the proposed development and what its aims are. It will be used to consider the implications of the proposed development on the issues described below, using graphic and written information. (Items in parentheses provide an indication of how these issues relate to the Urban Design Principles):

- Basic information – project team / contacts
- Development Objectives
  - How has the need for the proposal been demonstrated
  - What is required / the brief – i.e. no of units, parking spaces, improved routes, raise community involvement in area, improve safety etc…
Site analysis:

Planning
- planning issues (reference to Unitary Development Plan)
- demography
  (Inclusivity)
- general context

‘Layout of area’
- communications / access within and to site
  (Ease of movement & Transportation …)
- legibility / landmarks
  (Legibility / Character)
- views (to and from the development).
  Use of Verified Visual Montages (VVMs) and Accurate Visual Representations (AVRs) can assist assessment of the protection of existing and as promotion of new, high quality views, landmarks and prominent buildings.
  (Legibility / Character)

Built environment
- range of land uses
  (Continuity … & Diversity and mix of uses)
- description of buildings and landscape
  (Continuity and enclosure & Adaptability)
- natural surveillance / orientation of buildings
  (Orientation and ownership)
- ownership (actual and implied)
  (Orientation and ownership)
- character / quality
  (Legibility / Character & Quality of the Public Realm)

Natural environment
- topography
- microclimate
  (Sustainability …)
- natural landscape
  (Sustainability …)
- shade (at least: shade diagrams for April and July, 3.30pm)
  (Sustainability …)
- sustainability – use of energy etc (note that this is more likely to be applicable to the new design than analysis of the existing site)
  (Sustainability …)

Design Solutions
The developer will be expected to address each of the issues described above, using urban design principles (see section 3) and explain how the proposed development relates to the existing context showing:
- appropriateness of the scheme;
- process of development of the scheme;
- options considered (including those rejected where appropriate); and
- how the scheme will improve or maintain the effectiveness, appropriateness and quality of the surrounding environment.
5. DESIGN GUIDANCE / FORWARD PLANNING / AREA ACTION PLANS

5.1 INTRODUCTION

The following guidance provides more detailed information about a range of areas, to:

i) assist the development control system, and
ii) feed into Area Action Plans and development briefs (see section 6.1).

The range of guidance provided in section 5 is not comprehensive and it is recommended that further documents such as the Urban Design Compendium be consulted for further design considerations. The last section (Partnership) describes areas, where guidance is available externally from this document.

5.2 SUITABLE SUBJECTS OF AREA ACTION PLANS

Area Action Plans are developed in accordance with London Borough of Redbridge’s UDP (adopted November 2003). These focus on town centres, but also potentially, residential areas, other commercial areas and other areas of potential improvement, might be considered.

Development Briefs are suitable to address site-specific issues, used to complement existing planning documents, aimed at improving the quality of planning applications (see section 6.1).

5.2.1 Progressive Ilford

Progressive Ilford is a 30 year vision for Ilford Town Centre. It differs from an Area Action Plan in that it considers improvements to the town in a broad sense, leading to regeneration over a wide area. The Area Action Plan will develop Progressive Ilford to consider individual elements in more detail, considering issues such as feasibility, timetables, partners etc.

Progressive Ilford describes proposals for change and development which are considered necessary for improvement of the town centre. It addresses issues such as development of public spaces, transportation infrastructure improvements, development of town centre housing and improved retail and office development. While it is not a statutory document, its recommendations are guiding the development of a new Town Square and should be used in responding to new applications and the Area Action Plan for Ilford.

Key recommendations include:-

- Development of a new civic square (Unity Square)
- Downgrading of Winston Way / the removal of Winston Way roundabout
- An improved station for Ilford
5.3 LAYOUT OF AREAS

5.3.1 The Legibility and Movement Diagram

‘Direct, attractive connections between key facilities, avoiding dead ends, help to create more convenient and comfortable places’ (Urban Design Compendium, pg 36).

The design should also ‘aim to provide the maximum number of connections to main streets’ and to key landmarks. These should be accessible 24 hours per day.

In order to achieve this, it is important to produce diagrams showing:

- Public routeways
- Key facilities / landmarks
- Built environment (noting type of buildings / frontages)
- Spaces: parks, square etc

It is important that a comprehensive approach is taken considering these aspects well beyond the edge of the site, so that new and existing routeways, landmarks (including tall buildings), facilities, environment and spaces are linked up, to create a seamless connection to the rest of the town.

Development of movement and layouts (and subsequent analysis of the extent of communities), should respond to the natural boundaries created by rivers, major roads, railway lines or hills.

Fig 5.1: Legibility Diagram
In addition to this, it is often useful to produce a Figure Ground Analysis (FGA), see figure 5.2 below which can often highlight the opportunities and weaknesses of an urban environment.

Fig 5.2: Figure Ground Analysis

5.3.2 Grid Form

‘The time-honoured way of achieving efficient connections is to create a grid, which provides a simple structure, allowing access throughout the area. The form may be orthogonal or more irregular, but its virtues are the same. The grid also offers opportunities for traffic management, allowing restriction of car access (i.e. not preventing pedestrian / cycle access) in some streets.

Grid spacing of 80-100 metres provides an optimum network for pedestrians and vehicular needs in most circumstances. This should be modified to cater for variations in topography, existing land uses, natural features, microclimate and proposed land uses / building types’.

(from Urban Design Compendium, pg 38)

Fig 5.3: Block Sizes

5.3.3 Mix of Uses

Successful communities require a full range of local services and facilities. This approach reduces the need to travel, provides a more sustainable economy and community and promotes vitality for a greater duration of the day and night.
The Urban Design Compendium describes the current problem:

‘Often the planning system does not help. ... Planning generally zones ... uses and gives them relatively fixed boundaries before any serious design work is undertaken. ... it is not unknown for densities to be decided upon, as well as other fixed requirements – open space provision, for example. This approach frequently involves routing the main road round the site ...used as a boundary to segregate uses. Such attempts to create a sense of place around a focal point {at the centre} often fail because the very uses that generate activity {including the road itself, and also often leisure facilities and large retail units} are on the edge of the site or beyond...’

(Urban Design Compendium, Pg40)

Zones can (although should not necessarily) be based on communities, character of areas or natural barriers but should not be based on land uses.

Introducing a mix of uses has to be done through a comprehensive approach to an area, i.e. the site should be considered as part of the town:

- not all uses have to be introduced into a development site, where the use is located (or can be located more conveniently) within easy access, elsewhere in the town
- the layout of the site should not be discrete from the rest of the town; the centre of the site is not necessarily the best place for core activities if there is an existing Active Area (see glossary) at the edge of the site.

The distribution of uses should be based on walking distance; all regularly used facilities should be easily accessed by foot within 400 metres (see also section 5.4.1). Suitable uses are described in the UDP (see ‘Commercial Centres' and Policies RA1 – RA9.)

Fig 5.4: Quarters in the Town
It is also important to recognise roads as generators of activity, with major roads as the natural location for mixed use centres. Turning activities away from the road because of problems of noise or safety will lead to problems of increasing traffic speeds (creating barriers) and reducing personal safety. Including housing into the mix optimises vitality and ‘natural surveillance’ in the area at all times of the day and night.

5.3.4 The hierarchy of spaces

The Urban Design Compendium (pg 75) describes the following definitions relating to the hierarchy of streets:

<table>
<thead>
<tr>
<th>Street types that combine capacity and character</th>
<th>Conventional capacity-based terminology</th>
<th>Streets that combine capacity and character</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary distributor</td>
<td>Main Road</td>
<td>Routes providing connections across the city</td>
</tr>
<tr>
<td>District distributor</td>
<td>Avenue or Boulevard (27-36m)</td>
<td>Formal, generous landscaping</td>
</tr>
<tr>
<td>Local distributor</td>
<td>High Street (18-30m)</td>
<td>Mixed uses, active frontages</td>
</tr>
<tr>
<td>Access road</td>
<td>Residential Street (12-18m) / Square (18-100m)</td>
<td>Mainly residential, building lines encouraging traffic calming</td>
</tr>
<tr>
<td>Cul-de-sac</td>
<td>Mews / Courtyard (7.5-12m)</td>
<td>Shared space for parking and other uses</td>
</tr>
</tbody>
</table>

Fig 5.5: Space types
5.3.5 Active Edges

5.3.5.1 Creating activity

One of the fundamental principles of urban design is ensuring distinction between public space and private space, promoting appropriate use of space and promoting security by reducing the amount of access to ‘private areas’.

The interface between these spaces should be active and continuous (see glossary) to increase the natural surveillance. This again increases security on the street but also promotes a vital street encouraging other people to use it.

This requires careful consideration of both external and internal areas. Considerations include:-

- frequent doors and windows, with few blank walls;
- narrow frontage buildings;
- articulation of façades, with projections such as bays and porches incorporated; and
- communal internal rooms (e.g. living room and kitchen) on the front of the building.

The Urban Design Compendium (pg 89) grades the activity of frontages (edited and modified):

<table>
<thead>
<tr>
<th>Active Frontage Guidelines</th>
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<tbody>
<tr>
<td>Grade A frontage</td>
</tr>
<tr>
<td>• &gt;15 premises per 100m</td>
</tr>
<tr>
<td>• &gt;25 windows per 100m</td>
</tr>
<tr>
<td>• Large range of functions</td>
</tr>
<tr>
<td>Grade B frontage</td>
</tr>
<tr>
<td>• 10 – 15 premises per 100m</td>
</tr>
<tr>
<td>• &gt;15 windows per 100m</td>
</tr>
<tr>
<td>• Moderate range of functions</td>
</tr>
<tr>
<td>Grade C frontage</td>
</tr>
<tr>
<td>• 6 – 10 premises per 100m</td>
</tr>
<tr>
<td>• Half blind / passive façades</td>
</tr>
<tr>
<td>• Some range of functions</td>
</tr>
<tr>
<td>Grade D frontage</td>
</tr>
<tr>
<td>• 3 – 5 premises per 100m</td>
</tr>
<tr>
<td>• Predominantly blind / passive façades</td>
</tr>
<tr>
<td>• Little or no functions</td>
</tr>
<tr>
<td>Grade E frontage</td>
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<tr>
<td>• 1 – 2 premises per 100m</td>
</tr>
<tr>
<td>• Predominantly blind / passive façades</td>
</tr>
<tr>
<td>• No functions</td>
</tr>
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</table>

5.3.5.2 Respecting privacy

Given the requirements for doors and windows facing onto the public realm, there is also a need to maintain privacy and restrict sight into the building. A balance should be made between creating a defensible space (or other design feature such as a change in height) between the building and public area, maintaining natural surveillance and maintaining / providing a street with an appropriate scale of buildings to space between.
As a rule of thumb, the distance between the rear of buildings should be around 20 metres, although this can be inappropriate and other design measures to maintain privacy might be considered (e.g. directional windows).

5.3.5.3 Absorbing sheds

Where big boxes are necessary (e.g. large cinemas, supermarkets, retail warehouses), efforts should be made to wrap the main perimeter of the shed with active uses, promoting activity on the outside of the shed as well as inside.

Examples of this (described in Urban Design Compendium English Partnerships, pg 43) include:
- Sainsbury’s, Clapham (fills the ‘backland’ space)

Activity can also be generated above ‘sheds’ (for residential / offices / leisure use):
- Tesco’s, Earls Court (uses the space above the building)

5.4 BUILT ENVIRONMENT

5.4.1 Streetscape Design / Pedestrian environment

5.4.1.1 Pedestrian Access / ‘Ped Sheds’

Pedestrian access needs to be considered between all urban places, but particular consideration needs to be given within town centre areas. Ideally an analysis of movement should be carried out. Techniques can be used for this, including the ‘PedShed’ method, which considers an area of 400 metres around the town centre boundary, which is the distance that people are considered to be prepared to walk (800 metres for transport interchanges, see Appendix C).

Issues to consider include:
- pavement width (minimum 1.2 metres, preferably 3m or more in town centres, particularly where bus stops are included);
- kerbs / drop kerbs;
- crossing points (relation to desire lines);
- legibility (use of landmarks to guide pedestrians);
- activity / landuse abutting pedestrian routes;
- safety – lighting / CCTV / design;
- appearance;
- street furniture including seats and bins; and
- obstructions to movement.

5.4.1.2 Town Squares and Public Spaces

With regards squares and public spaces, level changes to the space and obstructions should be minimised. The space should be provided on a desire line, regardless of the size of
the space. The space should be flexible to a variety of uses, respecting the fact that usage may change in the future.

5.4.2 Design of roads

When considering the design of a street it is important to consider its function. For example, if a street is lined with shops, it is important to respect the requirements for the shops (e.g. movement along the pavement, crossing the road, talking, lingering in front of shop windows etc). Streets with a function should be designed as places not just through-routes. This is the principle behind Homezones (see appendix E).

Regard should be made to the objectives of the Redbridge Interim Transport Plan and the Government Document 'Encouraging Walking: advice to Local Authorities'.

The Interim Transport Plan sets out Redbridge’s spending plan relating to transport issues for the year, as well as aspirations for transportation for the following 4 years, ensuring that there is an integrated approach to transport in the borough. It addresses issues ranging from traffic and transport, public transport, parking, walking and cycling.

5.4.2.1 Put the urban space first (Urban Design Compendium pg 76)

i. Initially, heights of, and widths between buildings should reflect their location in the town.
ii. Then footpaths of the required width should be placed either side of the space between the buildings.
iii. Then the minimum width for the road (dependent upon its use) should be mapped out along the length of this space (taking consideration of sight lines and on-street parking).
iv. Any space left over should be used for pavement, planting, furniture etc.

Arrange buildings to form street enclosure
Design footways to reinforce this
Plot vehicle tracking path to check carriageway width is sufficient

Fig 5.6: Optimum width of road
5.4.2.2 Keep the junctions tight

A junction with a wide radius, will make pedestrian crossing difficult and encourage higher traffic speeds.

Pg 77 of the Urban Design Compendium describes appropriate radii:

Minor road to minor road: 4m
Major road to minor road: 6m
Major road to major road: 10m

Fig 5.7: Road Junctions

5.4.2.3 Treatment of the road

For streets to function as places, traffic speeds must be kept at an appropriate level. Considerations include:

- The distance to which the driver can see. A short line of sight (in an appropriate location), through use of buildings, planting or other features, can reduce traffic speed.
- Change in surfacing / planting – if the streetscape design reflects its use by pedestrians, then this is likely to reduce traffic speeds
- Raised tables – tables rather than humps to allow use as crossing points for wheelchairs and buggies. Note that if it is likely to be used as a crossing point, lines of sight should be designed accordingly. Consideration should also be given to shared surfacing, taking into account the needs of disabled people, as well as the capacity of the road.
- Width of carriageway – this should not be more than is necessary for its function.

Refer to other sections for reference to other issues relating to design of streets including transportation (section 5.6.3), road
form (section 5.3.2), lighting (section 5.6.8), pedestrian access (section 5.4.1), public art (section 5.6.7), planting (section 5.5.2).

5.4.3 Design Quality

All new buildings will normally be expected to respond to the scale, architectural character and materials of neighbouring buildings and spaces (section 2.2 gives an indication of typical examples although the design should be assessed on a site by site basis). This does not preclude responsible, innovative, contemporary design. The aim will be to achieve convincing new architecture of distinction, which has integrity and is entirely complementary to the locality.

When considering the selection of materials and architecture to be used in a specific location, respect should be given to the established or indigenous materials and architectural styles found in the locality. This would require the choice of material / style to respond to the colour, detail, rhythm, and scale of those buildings and spaces.

5.4.4 Parking Design

5.4.4.1 Introduction

There is a need in designing streets, to provide a balance between the needs of the pedestrians and drivers. By providing safe and pleasant pedestrian access, along and across roads, more people may be encouraged to walk, so streets will become more active and vibrant, leaving the roads free for those people using their cars.

5.4.4.2 Residential car parking

The position of parking is important.

On-street:
- reduces the amount of space allocated to roadway (no off-street drives or rear parking areas etc)
- usually allows car to be seen from house
- often helps to reduce traffic speeds

but:
- reduces safety for cyclists / pedestrians
- is often inadequate for providing enough parking
- detracts from the streetscene
- brings conflict of movement

Forecourt parking
Parking at the front of the building (i.e. not on the street), should only provided where it is context, that is, that it responds to the local environment or the type, scale or usage of the building. Where parking at the front of the building is required, London Borough of Redbridge can provide guidance.
encouraging suitable design of front gardens (see Section 7: Contacts: ‘Urban Design’).

**At rear / side of property:**
- sometimes necessary, particularly on busy roads where no parking can be provided on street
- can make the road look more tidy

**but:**
- can result in cars travelling at higher speeds (owing to clearer roadways)
- can create noise and disturbance at the rear (private) areas
- reduce security of the properties (relates to communal parking areas)
- is often poorly maintained, particularly when it is poorly used (relates to communal parking areas)
- can result in a larger area being used for roadway (i.e. a poor ‘economy of space’ – see section 3.2.2) and degrade the continuity of the street (this can be overcome to a large extent by creating an archway to the parking area, possibly with living space above)

Note, security is often cited as a reason for parking at the rear of the property but problems can be created by creating dark spaces at the rear of buildings where there is likely to be no natural surveillance.

**Over or under property:**
- can provide solution on difficult / dense sites

**but:**
- are expensive
- can lead to dangerous unsurveilled areas

Note: a compromise solution is undercroft parking which is particularly suitable on a slope

Detailed design of parking will depend upon the type of road / space, but the following guidance can be considered:
- where there is ‘block’ parking, no more than 12 cars should be placed in one self-contained block or there is likely to be a lack of ‘ownership’ over the space
- use of pergolas and planting can break up large areas of hard surfacing
- community involvement in design of the streetscape (including parking solutions) through homezones etc (see section 5.6.3)
- closing the street to cars (at one end) may allow better use of the street

**5.4.4.3 Commercial Parking**

Considerations include:
- ensuring the location of parking is appropriate for its use
- dividing the spaces with planting or other features to reduce the impact
use of sustainable urban drainage solutions (SUDS) - SUDS are methods of reducing the amount of surface water run-off which can lead to flooding, for instance through choice of a more permeable ground material

• planting and other features

• provide safe, clearly marked pedestrian routes within parking area and beyond (e.g. to shopping area / centre of town)

• make parking and pedestrian areas clearly lit and with CCTV where necessary

• have active buildings facing onto the car park where possible (for surface parking)

• for multi-storey car park:
  - provide parking in backlands or at rear of buildings to reduce the ‘passive’ edge
  - break up façades by varying styles, materials and heights along the length
  - provide an active edge at ground level by having shops etc ‘built into’ the building

5.4.4.4 Parking for people with disabilities

Parking should also respond to the needs of people with disabilities, mobility problems, visual impairments and the elderly (see section 5.6.9).

5.4.5 Density / Building Heights

5.4.5.1 Policy on Density

The Unitary Development Plan, establishes appropriate densities:

Policy BF2 in the UDP states:

‘Density on Residential Schemes

Large Sites

On sites of 0.4 hectares or more the Council will expect to see the following densities achieved:

1) a density in a range of 170 – 200 habitable rooms per hectare;
2) high densities in excess of 200 and up to 240 maximum habitable rooms per hectare will be encouraged on sites lying within or close to Ilford Town Centre or areas identified in policy BF6;
3) Within or close to Ilford town centre only, a density greater than 240 habitable rooms per hectare may be permitted when it is clearly demonstrated that a proposal furthers the Council’s regeneration objectives;
4) 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.’
Policy BF3 in the UDP describes the requirement for small residential schemes.

5.4.5.2 Building Heights

Policies BF1, BF5, BF6 designate specific areas where high buildings may be appropriate, stating that tall buildings should only be permitted where they ‘fit into their site and surroundings in terms of scale, bulk and materials’ as well as issues regarding ‘visual impact’ and ‘relationship to other high buildings or prominent features’ in the areas referred to in these policies.

For major developments, the impact on the skyline from:

1. Hainault Golf Course (‘Top Course’) and
2. Claybury Ridge (south elevation of Claybury Hall),
and to:
3. Water Tower, Claybury
should be assessed.

It is important to remember that where high density development is appropriate, it can be designed attractively and sustainably; for example, it is not necessary to consider only 1960s style tower blocks.

5.4.6 Street Furniture

Area Action Plans should establish a palette of types of street furniture, paving, planting and other streetscape features. This should follow a co-ordinated approach but should not stifle creativity. Examples of approaches include:

- establishing a named list of acceptable streetscape features;
- establishing areas within the town where unique approaches to design of streetscape to enhance legibility and ownership (best established with local input but remembering requirements of maintenance) may be appropriate;
- establishing a philosophy but without naming brands (e.g. Victoriana, contemporary, related to local cultural themes etc).

Placement of street furniture should allow for free access and be placed in a line to create a clear way. It should respond to the pedestrian access study (see section 5.4.1), considering appropriate locations for seating (on desire lines, well lit, active area), bins (evenly placed) etc.

With seating in particular, it is important to consider the orientation and positioning of seating. A range should be provided, with inward-facing and outward-facing seating and in larger spaces, away from and on desire lines. This will cater for the range of different requirements of different users.
5.5 NATURAL ENVIRONMENT

5.5.1 Designing with the sun

When designing schemes, it is important to recognise the impacts of shading and poor light at various times of the day and year. The Framework requires that for all developments affecting neighbouring properties or public spaces shade diagrams will be required for at least:

i) April 3.30pm
ii) July 3.30pm

Further guidance regarding design of urban areas to optimise sunlight and daylight can be found in: ‘Site layout planning for daylight and sunlight: a guide to good practice, 1991, PJ Littlefair, Buildings Research Establishment’

5.5.2 Landscaping / Use of Planting

It is important, when designing new developments, to recognise the importance of planting and the vast multitude of different varieties that are available, each with different benefits and requirements for their growth. The right plant can usually be identified for any space, based on issues such as the required form and maintenance requirements.

The benefits of planting are numerous but include:

- improvements to the appearance of a place;
- purifying air from dust and other particulates;
- reducing the risk of floods by absorbing surface water run off;
- providing varied sensory experiences (sight, smell, touch, hearing).

In general, native species will always be preferred. They support a greater range of wildlife and usually establish more reliably. The plants should preferably also be of a local provenance.

To address the problems of underground servicing, relocation, root protectors or planters should be considered. For further guidance, refer to National Joint Utilities Group - Publication Number 10 (NJUG10).

For further information regarding trees and landscaping, refer to the emerging SPG: Trees and Landscaping or contact Peter Studholme, Planning Tree Officer, 020 8708 2278
5.6 PLANNING / PARTNERSHIP

5.6.1 Community Involvement / Community Regeneration

‘I know of no safe depository of the ultimate powers of society, but the people themselves; and if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them, but to inform their discretion’

(Thomas Jefferson, architect and President of the United States, 1820 (from Community Planning))

London Borough of Redbridge is working effectively with local people in the borough to develop facilities, resources and environment which have the support and ownership of local people, leading to a more sustainable approach to urban living.

Strategies have been produced for areas within the borough, describing the aspirations for local people. These should be referred to for any development affecting the public realm. These currently include the following:-

- Community Strategy (in compliance with the aims and objectives of the Redbridge Strategic Partnership)
- Community Involvement Strategy
- Area 7 Community Audit, Civic Trust, 2001
- Seven Kings Action Plan, 2002
- South Ilford Community Action Plan, 2002
- Wanstead Community Action Plan 2003

In addition, where major projects are proposed, a consultation process should be included as part of the development (generally funded by the developer or otherwise as is suitable), paying consideration to:

- setting out the objectives for consultation
- reaching the target audience
- providing resources to implement the findings

(see Appendix A for further advice and recommended reading).

For further information regarding community involvement, contact John Turkson, Principal Partnerships Officer, 020 8708 2381

5.6.2 Sustainable Housing

- A Supplementary Planning Guidance document is under development to consider the opportunities available to provide more sustainable housing.

This document should be consulted at an early stage of the design of a development.

For further information regarding sustainable housing, contact David Joyce, Planner (Housing Specialist), 020 8708 2073.
5.6.3 Transport / Homezones

All developments affecting transport in the borough should comply with the London Borough of Redbridge ‘Interim Transport Plan 2001/02’. Please also note additional comments made in section 5.4.1 regarding design of pedestrian areas / streetscape and section 5.4.2, Design of roads.

For further information regarding transport, contact Highways Department, 020 8708 3695.

An area of particular interest to this Framework is Homezones.

Home zones are a Dutch idea (referred to as ‘Woonerf’) which are intended to give priority to pedestrians and cyclists in residential areas through use of techniques such as altering the road surface, introducing chicanes into the road and supplementing this with new features such as street furniture, planting or play equipment. This has the effect of reducing the speed of traffic, but the principle aim is to improve the quality of life by encouraging neighbours to interact more. They have been implemented in the Netherlands and Germany for over twenty years, generally with a high level of success. They can be implemented in new or existing residential areas and are an effective way of encouraging local community involvement towards sustainable improvements.

For further information on Homezones, see Appendix E.

5.6.4 Working with the business community

Business Improvement Districts (BIDs) involve the levying of all businesses in an area to raise funds to improve and manage that area. It is not suitable for all areas but has worked successfully in many parts of the United States.

Town Centre Partnerships consist of local stakeholders, usually including businesses and the local authority, with the aim of managing and improving the town centre. Ilford implemented the first Town Centre Manager in the UK. They differ from BIDs (see above) as the scheme is not compulsory.

Social Enterprises are community run organisations encompassing a number of different legal and financial arrangements, but with the common aim of meeting social and environmental objectives of benefit to the local area.

For further information on working with the commercial sector, contact Hemant Amin, Principle Regeneration Officer, 020 8708 2173.
5.6.5 Working with the education department

Schools and other community facilities (e.g. community centres, churches and health centres) provide the opportunity to provide an increased range of facilities. Indeed multi-use and integrated facilities offer a mechanism by which capital costs for the provision of facilities can be reduced and usage maximised, resulting in a more effective and efficient use of resources.

Facilities such as that at Sedgley, West Midlands, provide community health services, library, out-of-hours GP service and out-patient facilities. These can be linked to Social Enterprises (such as the Bromley by Bow Centre) or other initiatives such as Local Improvement Finance Trusts (LIFT).

5.6.6 Working with the health department

As well as multi-use facilities as described above, health can be greatly improved through an improved environment. This is described in ‘A Drop in the Ocean’, 2000, University of Brighton, which describes the measures taken at the Ocean Estate in Stepney, East London.

5.6.7 Public Art

London Borough of Redbridge planning policy (ES9) includes an obligation for developers to contribute to

- public art;
- archaeological heritage of the borough;
- conservation of the built and natural environment.

The nature of the contribution (with regards to the categories above) should respond to the local need and context of the area.

The term ‘Public Art’ includes a range of art from sculpture and light art and other new technologies; it encompasses works of both a permanent and a transitory nature.

Public Art should be considered as an intrinsic part of every major development, considered from the outset and described in a Public Art Strategy to be submitted with the planning application. It should include information such as:

- what sort of art is to be included in the scheme (whether it is of a practical nature or purely decorative),
- how it relates to the local area,
- who it will involve (and how they will be involved),
- what benefits it will provide and
- how it will be funded.

For further information on Public Art, contact Jacqueline Eggleston, Arts Development & Entertainments Team Leader, 020 8708 3532.
5.6.8 Public Protection

The developer should include measures to design out crime as an intrinsic part of the design. Reference should be made to 'The Secured by Design Award Scheme, 1999, Association of Chief Police Officers et al'.

Measures to be addressed include lighting, CCTV (see below) and careful definition of public and private spaces.

5.6.8.1 CCTV

Development proposals should tie into the emerging Strategy for CCTV in Redbridge.

This Strategy addresses issues such as:
- positioning of tall buildings;
- use of appropriate materials in dark spaces;
- design of street furniture and planting as it relates to CCTV.

For further information on CCTV, contact John O'Mahony, Public Protection Group Manager, 020 8708 5304.

5.6.9 Design for People with Disabilities

Redbridge Council ‘will seek to ensure that the built environment is fully accessible to all, including people with disabilities’ (UDP Policy VS20).

Policy BF23 clarifies this further by stating that all new development should provide access for people with disabilities.

Also, Redbridge Council is seeking to ensure in residential developments of 15 units or more, or on sites of 0.4ha or more, at least 25% of new residential units should meet ‘Lifetime Homes’ standards (Policy RA19).

For guidance on designing for people with disabilities, contact Brenda Wallman, Planning Access Officer, 020 8708 2539.

5.6.10 Cleansing / Management

The management of urban spaces is of great importance to the success and health of the area. Where the area is private, it is important to determine from the outset, issues of ownership (whether implied or actual), see section 5.3.5). With regards to public spaces, consideration must be given to management responsibilities and processes, with consideration given to sustainability and recycling where this is appropriate.

For further information on Cleansing / Management, contact Ian Maylin, Business Manager Cleansing and Direct Services, 020 8708 5511.
6. IMPLEMENTATION / FUNDING

6.1 DEVELOPMENT BRIEFS

'A development brief may be required if the development plan and any existing supplementary guidance do not cover adequately site-specific issues which need to be addressed prior to the submission of a planning application. This may arise for a number of reasons, such as:

- a number of different planning, and possibly other policies are applicable to a site and clear and consistent advice for potential developers will expedite the development process;
- a site with apparent constraints on development is to be promoted as a development opportunity; or
- there are features of the site or the surrounding area which warrant specific guidance on issues such as urban design, ecology, archaeology or the preservation of historic buildings and areas.

A development brief may not be necessary where:

- the development plan … provides an adequate basis for determining a planning application …;
- the local authority has no firm requirements for the site; or
- acceptable proposals are anticipated or are already being discussed with developers (e.g. where standard approaches to development are thought to be acceptable or where an acceptable planning application has been submitted)


For example, a Development Brief was successfully produced for the Unity Square development in Ilford.


6.2 FUNDING

The funding opportunities available will depend upon the type of development. The developer will normally be expected to provide funding, but there may also be opportunities for funding from other sources (see below). It is always wise to look at how funding sources can be optimised to get the best result for the wider area. The availability of funding from one source (e.g. the developer) can provide leverage and match funding from a wide variety of other sources.

Possible sources of funding for improvements / development include:

- The Developer
- The Local Authority
- Local Businesses, e.g. through Town Centre Partnerships or Business Improvement Districts
- Regeneration organisations, e.g. English Partnerships, London Development Agency
- European Funds, e.g. European Social Fund
• Central Government, through area based initiatives or subject specific initiatives, e.g. Single Regeneration Budget (SRB), New Deal for Communities (NDC), Neighbourhood Wardens
• Lottery – including initiatives such as the New Opportunities Fund
• Landfill Tax
• Grant Giving Trusts
• Local organisations
• Local residents
7. CONTACTS

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<tr>
<th>Planning Services</th>
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<td>LB Redbridge</td>
<td>Lynton House</td>
</tr>
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<td>PO Box 2</td>
<td>255 – 259 High Road</td>
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<tr>
<td>Town Hall</td>
<td>Ilford</td>
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<tr>
<td>Ilford, IG1 1DD</td>
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<th>Inspector Chris Hempstead Community Inspector</th>
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<tr>
<td>Barkingside Police Station</td>
<td>Greater London Authority</td>
</tr>
<tr>
<td>020 8345 3412</td>
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<tr>
<td></td>
<td>London SE1 2AA</td>
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<th>English Heritage</th>
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<table>
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<tr>
<td>London, EC1M 6DG</td>
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<tr>
<td>020 7250 0872</td>
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This glossary is intended to provide general guidance, not authoritative definitions of terms which are sometimes controversial or used with different meanings in different contexts.

**Accessibility** The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

**Active edge** Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.

**Activity node** Concentration of activity at a particular point.

**Adaptability** The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.

**Area appraisal** An assessment of an area's land uses, built and natural environment, and social and physical characteristics.

**Architecture and planning centre** An institution which provides a focus for a range of activities and services (such as discussions, information, exhibitions, collaboration and professional services) relating to architecture and planning.

**Brief** This guide refers to site-specific briefs as development briefs. Site-specific briefs are also called a variety of other names, including design briefs, planning briefs and development frameworks.

**Building elements** Doors, windows, cornices and other features which contribute to the overall design of a building.

**Building envelope guidelines** Diagram(s) with dimensions showing the possible site and massing of a building.

**Building line** The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.

**Character assessment** An area appraisal identifying distinguishing physical features and emphasising historical and cultural associations.

**Conservation area character appraisal** A published document defining the special architectural or historic interest which warranted the area being designated.

**Context** The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.

**Context (or site and area) appraisal** A detailed analysis of the features of a site or area (including land uses, built and natural environment, and social and physical characteristics) which serves as the basis for an
urban design framework, development brief, design guide or other policy or guidance.

**Crime Pattern Analysis** Carried out by the Police and is available through liaison with the Architectural Liaison Officer/Crime Prevention Design Adviser. It comprises four components: crime series identification, trend identification, ‘hot-spot’ analysis and general profile analysis. This last aspect includes an examination of demographic and social change and its impact on criminality and law enforcement.

**(CPTED)**- Crime Prevention Through Environmental Design. Crime Prevention Through Environmental Design or “CPTED” (pronounced septed) is an approach to crime prevention that takes into account the relationship between the physical environment and the users of that environment.

**Defensible space** Public and semi-public space that is ‘defensible’ in the sense that it is surveyed, demarcated or maintained by somebody. Derived from Oscar Newman's 1973 study of the same name, and an important concept in securing public safety in urban areas, defensible space is also dependent upon the existence of escape routes and the level of anonymity which can be anticipated by the users of the space.

**Density** The floorspace of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these.

**Design advisory panel** A group of people (often architects) with specialist knowledge, which advises a local authority on the design merits of planning applications or other design issues. Also known as an architects panel.

**Design assessment** An independent assessment of a design usually carried out for a local authority by consultants, another local authority or some other agency.

**Design guide** A document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organisation often with a view to retaining local distinctiveness.

**Design principle** An expression of one of the basic design ideas at the heart of an urban design framework, design guide, development brief or a development.

**Design standards** Specific, usually quantifiable measures of amenity and safety in residential areas.

**Design statement** (a) A pre-application design statement is made by a developer to indicate the design principles on which a development proposal in progress is based. It enables the local authority to give an initial response to the main issues raised by the proposal. (b) A planning application design statement sets out the design principles that the planning applicant has adopted in relation to the site and its wider context, as required by PPG1.
**Desire line** An imaginary line linking facilities or places which people would find it convenient to travel between easily.

**Development brief** A document, prepared by a local planning authority, a developer, or jointly, providing guidance on how a site of significant size or sensitivity should be developed. Site-specific briefs are sometimes known as planning briefs, design briefs and development frameworks.

**Development form** See ‘form’.

**Elevation** The facade of a building, or the drawing of a facade.

**Enclosure** The use of buildings to create a sense of defined space.

**Energy efficiency** The extent to which the use of energy is reduced through the way in which buildings are constructed and arranged on site.

**Feasibility** The viability of development in relation to economic and market conditions.

**Fenestration** The arrangement of windows on a facade.

**Figure and ground (or figure/ground, or Nolli) diagram** A plan showing the relationship between built form and publicly accessible space (including streets) by presenting the former in black and the latter as a white background (or the other way round).

**Form** The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

**Grain** See ‘urban grain’.

**Height** The height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.

**Human scale** The use within development of elements which relate well in size to an individual human being and their assembly in a way which makes people feel comfortable rather than overwhelmed.

**In-curtilage parking** Parking within a building’s site boundary, rather than on a public street or space.

**Independent design audit** An assessment of a design, carried out for a local authority by consultants, another local authority or some other agency.

**Indicative sketch** A drawing of building forms and spaces which is intended to convey the basic elements of a possible design.

**Key Value Factor** See Success Factor

**Landmark** A building or structure that stands out from its background by virtue of height, size or some other aspect of design.
**Landscape** The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans. In towns 'townscape' describes the same concept.

**Layout** The way buildings, routes and open spaces are placed in relation to each other.

**Layout structure** The framework or hierarchy of routes that connect in the local area and at wider scales.

**Legibility** The degree to which a place can be easily understood and traversed.

**Local distinctiveness** The positive features of a place and its communities which contribute to its special character and sense of place.

**Lynchian analysis** The widely used method of context appraisal devised by the urban designer Kevin Lynch. It focuses on gateways to an area, nodes, landmarks, views and vistas, and edges and barriers.

**Massing** The combined effect of the height, bulk and silhouette of a building or group of buildings.

**Mixed uses** A mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.

**Movement** People and vehicles going to and passing through buildings, places and spaces. The movement network can be shown on plans, by space syntax analysis, by highway designations, by figure and ground diagrams, through data on origins and destinations or pedestrian flows, by desire lines, by details of public transport services, by walk bands or by details of cycle routes.

**Natural surveillance** (or supervision) The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen out of surrounding windows. Also known as passive surveillance (or supervision).

**Node** A place where activity and routes are concentrated often used as a synonym for junction.

**Open Space Planning** A participation technique enabling groups of people to identify common interests, discuss ideas and share information and experience.

**Passive surveillance** See 'natural surveillance'.

**Permeability** The degree to which an area has a variety of pleasant, convenient and safe routes through it.

**Perspective** Illustration showing the view from a particular point as the human eye would see it.

**Placecheck** A type of urban design audit advocated by the Urban Design Alliance, based on the Connected City approach. A local collaborative alliance or partnership uses checklists to investigate the connections in
the built environment, in its movement network and among the people who shape it. The Placecheck becomes the first step in a continuing collaborative process of urban design.

**Planning brief** This guide refers to site-specific briefs as development briefs. Other names, including planning briefs, design briefs and development frameworks are also used.

**Planning for Real** A participation technique (pioneered by the Neighbourhood Initiatives Foundation) that involves residents and others with an interest coming together to make a model of their area and using it to help them determine their priorities for the future.

**Planning Policy Guidance notes** (PPGs) Documents embodying Government guidance on general and specific aspects of planning policy to be taken into account in formulating development plan policies and in making planning decisions.

**Plot ratio** A measurement of density generally expressed as gross floor area divided by the net site area.

**Proactive development control** Any process by which a local authority works with potential planning applicants to improve the quality of development proposals as early as possible before a planning application is submitted.

**Public art** Permanent or temporary physical works of art visible to the general public, whether part of the building or free-standing: can include sculpture, lighting effects, street furniture, paving, railings and signs.

**Public domain** The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. Also called public realm.

**Public/private interface** The point at which public areas and buildings meet private ones.

**Public realm** See 'public domain’

**Scale** The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions of a building which give it its sense of scale: at other times it is the size of the elements and the way they are combined. The concept is a difficult and ambiguous one: often the word is used simply as a synonym for "size". See 'Human scale'.

**Section** Drawing showing a slice through a building or site.

**Sight line** The line of sight from a traveling vehicle or person. Sight lines will help to determine how fast vehicles are likely to move and how safe other road users are likely to be.

**Space syntax analysis** A technique for analysing movement through urban space and predicting the amount of activity likely to result from that movement.

**Strategic view** The line of sight from a particular point to an important landmark or skyline.
**Street furniture** Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs.

**Success factor** One of the characteristics of a place (or places in general) that tends to make it attractive to live in, work in, or visit. Success factors can be expressed as design principles. Note: **Key Value Factor** refers to economically important feature.

**Surveillance** The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen from surrounding windows.

**Sustainable development** Defined by the Brundtland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations'. The UK's strategy for sustainable development "A better quality of life" was published in May 1999 and highlights the need for environmental improvement, social justice and economic success to go hand-in-hand.

**Topography** A description or representation of artificial or natural features on or of the ground.

**Urban design** The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.

**Urban design framework** A document which informs the preparation of development plan policies, or sets out in detail how they are to be implemented in a particular area where there is a need to control, guide and promote change. Area development frameworks are also called a variety of other names, including urban design strategies, area development frameworks, spatial masterplans, and planning and urban design frameworks.

**Urban grain** The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

**Vernacular** The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.

**View** What is visible from a particular point. Compare 'Vista'.

**Vista** An enclosed view, usually a long and narrow one.

**Visual clutter** The uncoordinated arrangement of street furniture, signs and other features.
Appendix A: Bibliography / Recommended Reading
BIBLIOGRAPHY


**Cities for a Small Planet**, 1998, Rogers, Richard, Westview Press


**Encouraging Walking: advice to local authorities**, 2000, DETR

**Site layout planning for daylight and sunlight: a guide to good practice**, 1991, Buildings Research Establishment

**Community Planning Handbook**, 2000, Wates, Nick, Earthscan

**Estate Regeneration Hanbook**, 2000, Churches National Housing Coalition and The Housing Corporation


**A Potted History of Ilford**, 1997, Gunby, Norman (available at Ilford Library)

See also Section 2.3, ‘Previous Strategies and Guidance’
Appendix B: Unitary Development Plan Policies Related to Urban Design
CURRENT POLICIES IN THE UNITARY DEVELOPMENT PLAN (ADOPTED 2003) (UDP)

Other policies are included in the UDP which are related to urban design issues; the following is a selection of the key ones.

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<td>Protection of Designated Business Areas</td>
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<td>VS11</td>
<td>Housing - Needs</td>
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<tr>
<td>VS13</td>
<td>Retail and Community Facilities</td>
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<td>Community Facilities and Local Open Space</td>
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<td>Public Transport</td>
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<td>Pedestrians and Cyclists</td>
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<td>New Developments</td>
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<td>Design</td>
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<tr>
<td>VS22</td>
<td>Tree Protection and Planting</td>
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Commercial Centres

| CC1       | Ilford Town Centre |
| CC12      | New Development and Uses in District Centres |
| CC13      | Functions of Barkingside Town Centre |
| CC18      | Functions of South Woodford Town Centre |
| CC24      | Functions of Wanstead Town Centre |
| CC31      | Gants Hill Regeneration |
| CC38      | Functions of Local Centres |
| CC40      | New Development In Other Local Centres |
| CC59      | Key Transport Nodes |
| TCI1 – REPK2 | Potential Development Sites |

The Open Area

| OA1       | New Development and the Material Change of Use of Land (Green Belt) |
| OA11      | New Development – Metropolitan Open Land |

Areas of Special Character

| SC1       | Conservation Areas |
| SC2       | Demolition in Conservation Areas |
| SC3       | New or Replacement Development in Conservation Areas |
| SC4       | Full Detail for Application |
| SC6       | Enhancement Schemes |
| SC8       | The Shrubberies Conservation Area |
| SC9       | Wanstead Park Conservation Area |
| SC10      | Valentines Mansion Conservation Area |
| SC14      | Redevelopment |
| SC15      | Design |
### Policies for Residential Areas

| RA1 | Suitable Uses in Residential Areas |
| RA2 | Suitable Uses on Sites above 0.4 Hectares |
| RA3 | Suitable Uses on Sites below 0.4 Hectares |
| RA4 | Main Road Uses |
| RA8 | Employment Uses |
| RA9 | Key Retail Parades |
| RA14 | Appropriate Facilities in Residential Areas |
| RA19 | Lifetime Homes |
| CRLL2 – CRNR17 | Potential Development Sites |

### Implementation of the Plan

| IP1 | Land Assembly and Purchase |
| IP2 | Working in Partnership |
| IP3 | The Use of Conditions |
| IP4 | Legal Agreements |
| IP5 | Articles 4 Directions |

### Key Resources

| KR6 | Areas of Open Space Deficiency |
| KR11 | Vacant (Listed Buildings) |
| KR13 | Alterations and Extensions (Listed Buildings) |
| KR14 | Setting (of Listed Buildings) |
| KR15 | Locally Listed Buildings |
| KR22 | Lighting Schemes |
| KR23 | Energy (Combined Heat and Power) |
| KR37 | Affordable Housing |

### External Space

| ES1 | Design of New Developments |
| ES4 | Amenity Space |
| ES5 | Road Layout & Footpaths |
| ES6 | Vehicular Access |
| ES7 | Pedestrian Footpaths |
| ES8 | Parking Standards |
| ES9 | Public Art |
| ES10 | Landscape and Layout |
| ES12 | Landscape Planting |
| ES15 | Recycling Facilities in Major New Developments |

### Built Form

<p>| BF1 | General Design |
| BF1A | Major Non-Residential or Mixed Use Development - Criteria |
| BF2 | Density on Residential Schemes – Large Sites |
| BF3 | Density on Residential Schemes – Small Sites |
| BF4 | Building Position |
| BF5 | Building Height |
| BF6 | Areas Where High Buildings Require Special Consideration |
| BF7 | High Buildings |
| BF9 | Energy Efficiency |
| BF11 | New Development Including Extensions |</p>
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<td>Outbuildings</td>
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**Travel and Transport**

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<td>TR4</td>
<td>Cycling</td>
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<td>TR5</td>
<td>Public Transport</td>
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<td>TR10</td>
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<td>Permit Parking</td>
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<tr>
<td>TR15</td>
<td>Traffic Management and Calming Schemes</td>
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</table>
Appendix C: Ped Shed Methodology
‘Pedshed’ or walkable catchment mapping helps designers to assess a street network regarding access to a centre (or facility). A supportive street environment helps the viability of centres and transport interchanges.

Most people will walk 400 metres or 5 minutes to a centre and 800 metres or 10 minutes to a major centre or transport interchange (assuming that the route is attractive enough). Through mapping, assessment can be made regarding

- the viability of a function;
- the viability of residential areas based on the availability of functions;
- the viability of a function based on its distance from a transport interchange.

Pedestrian generators are residential, retail, commercial and industrial workplaces (with substantial numbers of workers) and community facilities. The process is as follows and is illustrated below at Gants Hill Town Centre (Gants Hill Station).

**Step 1:**
On a large scaled plan, draw a 400 metre radius circle as a thick solid line around the function or centre. For major centres or transport interchanges also draw an 800 metre radius circle (not shown).

**Step 2:**
Starting from the ‘function’ measure along the centre line of all available streets, using a solid line for all routes within 400 metres of the function along the road and a dashed line for the 800 metre distance.

The route should not be included if it is perceived as dangerous or particularly unattractive (including at night), e.g. parks or segregated walkways unless they are well lit, appropriately landscaped, frequently used and surveilled at all times.

**Step 3:**
All the properties connected to the marked routes should be coloured in; purple if within 400 metres, and blue if within 800 metres of the function.

**Step 4:**
Use a scaled grid of squares as an overlay to measure the area of properties which have been coloured in.

Divide this number by the total area within the circle, i.e. 500 000m² for the 400 metre circle; 2 000 000m² for the 800 metre circle and express as a percentage.

Above 60% is good. The example shown below is close to 80%.

**SAFE**

The following is a list of factors which should encourage walking on streets:

- Safety
- Attractiveness
- Friendliness
- Efficiency
App C: Ped Shed for Gants Hill
Appendix D: Urban Design Checklist
# URBAN DESIGN CHECKLIST

**Purpose:**
This document provides an urban design checklist for all people involved in the development of new or existing ‘townscapes’. It is intended that this will be used for the consideration of planning applications as well as review of urban areas in Redbridge (e.g. through preparation of Area Action Plans).

**Notes:**
- a. The following should be used as a guide for all developments affecting the public realm, or with greater than 10 units of property / 0.5 hectares of land (or as defined as ‘Major Development’ in the Unitary Development Plan).
- b. The following document should be read in conjunction with the ‘Redbridge Design Framework’
- c. Three principles underpin the Framework (section 3.1):
  1. Activity is promoted in urban areas.
  2. Integration of activities.
  3. If it ain’t broke, don’t fix it.
- d. The following information can be presented as a Design Statement for new developments. Guidelines for this can be found in section 4.4.
- e. They are not fast rules, as the list cannot be comprehensive and variety is a key part of any design.
- f. Some of the items contained herein apply to several categories, but have been placed in one for convenience.

## Basic Information

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<td>i)</td>
<td>Have all the Planning Application requirements been met? (see section 4.2)</td>
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<td>ii)</td>
<td>Is there a Design Statement (see section 4.4)</td>
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<tr>
<td>iii)</td>
<td>Does the development fit into any Area Action Plans, Development Briefs or other strategies for the area? (see section 5.1)</td>
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<td>iv)</td>
<td>Is a Character Assessment required? (Speak to Conservation Officer, 020 8708 2146)</td>
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<tr>
<td>v)</td>
<td>Is an Environmental Assessment required? (Speak to Tree Officer, 020 8708 2278)</td>
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Introductory Questions

For small schemes or an introductory assessment, use the following questions:-

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<tr>
<td>i)</td>
<td>Are destinations properly joined up by good pedestrian (and vehicular) routes?</td>
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<td>ii)</td>
<td>Does the building(s) (i.e. the front door and windows) face the public realm?</td>
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<tr>
<td>iii)</td>
<td>Is there an active land use (e.g. housing or shops) facing onto the public realm at ground level?</td>
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<td>iv)</td>
<td>Have any dark, underused, hidden spaces been created by the development?</td>
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<tr>
<td>v)</td>
<td>Does the development fit appropriately into the rest of the town (consider focal points, land uses, views, roads / paths)?</td>
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<tr>
<td>vi)</td>
<td>Do the design and materials reach a high quality?</td>
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<tr>
<td>vii)</td>
<td>Have you considered the natural environment (e.g. existing trees)?</td>
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<tr>
<td>viii)</td>
<td>Have you considered historic features and buildings?</td>
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1. Ease of Movement (Permeability 1)

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For developments which include roads or other public spaces:

i) Has **pedestrian access** been considered, along and across the street (including use of buggies)? (see section 5.4.1)  

ii) Have the needs of **disabled people, people with mobility problems, people with visual impairment and elderly people** been considered? (see section 5.6.9)

iii) Does the **street furniture**, planting and other street furniture features allow easy movement along the street (i.e. they don’t obstruct or clutter the routes)? (see section 5.4.6)

iv) Are there a **choice of routes** from one place to another? (see section 5.3.1)

v) Are routes accessible **24 hrs** a day? (see section 5.3.1)

vi) Are routes **well lit and safe** (particularly pedestrian routes and the major routes)? (see section 5.6.8)
2. Continuity and Enclosure (Permeability 2)

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<tr>
<td>i)</td>
<td>Is the <strong>front boundary of the property</strong> secure and continuous along the street, (if not, are there good reasons / are there ways of decreasing the discontinuities)? (see section 5.3.5)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>ii)</td>
<td>Will the proposed development respond to the <strong>building heights</strong> of other buildings in the area? (see section 5.4.5)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>iii)</td>
<td>Are <strong>complementary landuses</strong> connected up within the area? (see section 5.3.3)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>iv)</td>
<td>Is the <strong>design of the building, internally and externally</strong>, complementary with the streetscape? (see section 5.3.5)</td>
<td>☐</td>
<td></td>
</tr>
</tbody>
</table>

3. Orientation and Ownership

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i)</td>
<td>Is there a clear distinction between <strong>public and private space</strong>? (see section 5.3.5)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>ii)</td>
<td>Has ‘<strong>economy of space</strong>’ been considered, i.e. the ratio of road space is minimised (see section 5.4.4.2)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>iii)</td>
<td>Does the <strong>front of the building</strong> (i.e. the side with the main entrance) face onto the public area? Do the uses on the ground floor provide a good level of natural surveillance throughout all times of the day and night? (see section 5.3.5)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>iv)</td>
<td>Do the <strong>spaces between the buildings</strong> have a ‘use’ (or are they ‘leftover’ spaces)? (see section 5.3.5)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>v)</td>
<td>Is there a <strong>management plan</strong> for public and communal areas (see section 5.6.10)?</td>
<td>☐</td>
<td></td>
</tr>
</tbody>
</table>
4. Diversity and Mix of Uses (Variety)

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i)</td>
<td>Have a <strong>variety of possible uses</strong> been investigated for the scheme in accordance with the UDP? (see section 5.3.3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For residential schemes:

ii) It is important that new developments join up to the existing town. New and improved facilities should be provided where appropriate and needed, recognising the capacity of existing facilities in the area. It is therefore important to consider **how far** (distance and time) the following facilities are from the proposed development:

- School (secondary)
- School (primary)
- Health Centre
- Food shop
- Laundrette
- Post Office
- Pub / Café / Restaurant
- Comparison / Chain Shop
- Major / Anchor Shop
- Park
- Play and sport facilities

(See sections 5.3.3 and 5.4.1)

For developments which include more than one building / public space:

iii) Is there a **mix of buildings, routes & spaces** (covered and open), designed to reflect their positions in the town? (see section 5.3.4)

iv) Have a **mixture of materials** been used in the design of the building and the public realm (see section 5.4.3)?

v) Is there a variety in **sizes of floorplates**? (see section 5.6.2)

Measures to encourage a mix of uses and occupiers:

vi) Is there a **range of rental values** (made possible by the variety / hierarchy of different street and building types)? (see section 5.6.2)

vii) Is there a mixture of **tenure arrangements**? (see section 5.6.2)
5. Legibility

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i)</td>
<td>Does the proposed design assist the movement of people by linking <strong>landmarks, features and activities</strong>? (see section 5.3.1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii)</td>
<td>Does the <strong>design of the frontage</strong> reflect its public status, with regards to scale and quality? (see sections 5.3.4 and 5.4.3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii)</td>
<td>Is the building and streetscape designed to be <strong>distinctive</strong>, both close up and from far away? (see section 5.4.3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv)</td>
<td>Are <strong>views</strong> enhanced? (section 5.4.3 and 5.4.5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>v)</td>
<td>Has consideration been paid to local <strong>cultural, physical or social references</strong> to positively influence the design? Has <strong>public art</strong> been considered as an intrinsic part of the design? (see section 5.6.7)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For developments covering more than one building or affecting roads and other public spaces

| vi) | Is the **grid** of the existing town properly extended (for example, can dead-ends be extended into the site, and can existing poor routes be improved)? (see section 5.3.2) |            |         |
| vii) | **Hierarchy of routes** – does the scale and style of the roads and buildings reflect its position in the town? (see section 5.3.4)                                                                          |            |         |
| viii) | Is there a **comprehensive signage strategy** within the area?                                                                                                                                          |            |         |
6. Adaptability (Robustness)

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i)</td>
<td>Are <strong>public spaces suitable for a range of uses</strong>, both now and in the future? (see section 5.4.1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii)</td>
<td>Do the <strong>sizes and layouts of the buildings</strong> lend themselves to other uses in the future? (see section 5.6.2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii)</td>
<td>Can the <strong>individual buildings be extended or subdivided</strong> (horizontally / vertically)? (see section 5.6.2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv)</td>
<td>Can the <strong>upper storeys of buildings be (individually) accessed from the ground floor</strong>, to allow for change of use in the longer term to perhaps residential? (see section 5.6.2)</td>
<td></td>
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</tbody>
</table>

7. Quality of the Public Realm (Richness)

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i)</td>
<td>Does the design of the building / streetscape reach a <strong>high level of quality</strong>? (see sections 5.4.1, 5.4.3 and 5.5.2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii)</td>
<td>Have <strong>sensory qualities</strong> been used to increase diversity? (see section 5.5.2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii)</td>
<td>Are the <strong>materials</strong> of a high quality and reflect the status of the area / building? (see section 5.4.3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
8. Public Transport / Transportation issues
(Note reference should be made to the Borough’s Interim Transport Plan (see section 5.6.3) regarding the following issues)

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
</table>
| i) | Can the development be easily reached at a wide range of times and for an appropriate catchment area by the following transport modes:  
  - bus  
  - rail  
  - underground  
  - cycle  
  - walking  
(See section 5.4.1) |            |         |
| ii) | Are there sufficient storage facilities for cycles?                     |            |         |
| iii) | Does parking provision comply with UDP policy and respond to required parking types for the area? (see section 5.4.4) |            |         |
| iv) | Has an appraisal been made of traffic patterns?                         |            |         |
| v)  | Does provision for servicing and parking allow safe and easy pedestrian movement? |            |         |
9. Sustainability and Balance with Nature

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i)</td>
<td>Does the public realm make the most of the <strong>existing natural features</strong>, street trees and water elements? (see section 5.5.2)</td>
<td>![Checkbox]</td>
<td></td>
</tr>
</tbody>
</table>
| ii) | **Sustainable construction** — have the following been considered in the design and construction of the proposal:—  
  • Green Travel Plans  
  • minimising embodied energy (using local materials / materials that don’t require high energy input)  
  • recycling provision (See sections 5.6.2 and 5.6.3) | ![Checkbox] |         |
| iii) | Have the indicative **life-cycle costs** of the development been appraised (e.g. the cost of maintenance of landscape)? | ![Checkbox] |         |
| iv) | Are **trees, planting and other natural elements** included in the scheme where possible and appropriate (see section 5.5.2)? | ![Checkbox] |         |
| v)  | Are species of plants and trees **native** (see section 5.5.2)? | ![Checkbox] |         |
| vi) | Has the site analysis accounted for the surrounding levels and **microclimate** (see section 5.5.1)? | ![Checkbox] |         |
### 10. Value

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i)</td>
<td>Can planning / <strong>Section 106</strong> agreements be used to enhance the quality and raise the value of the development, e.g. enhancement of the public realm? (see section 6.2)</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td>ii)</td>
<td>Have other areas or development sites within the town been considered, which could be brought into an overall vision to create more value, e.g. <strong>extending the site</strong>? (see section 6.1)</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td>iii)</td>
<td>What are the <strong>key value factors</strong> that have to be maintained to make the development viable? Has a value plan been carried out? (see section 6.2)</td>
<td>□</td>
<td></td>
</tr>
</tbody>
</table>
| iv) | Have **other sources of funding** been considered, for example:-  
- Central Govt Grant Aid  
- European Funding  
- Grant Giving Charities  
- Development Land  
- **Section 106**  
- Local Government funds (see section 6.2) | □ | |
11. Inclusivity

<table>
<thead>
<tr>
<th>No</th>
<th>Criteria</th>
<th>Yes (tick)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>i)</td>
<td>Has the <strong>local community</strong> been involved in the development of the scheme? How:</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Exhibition</td>
<td>![Tick][1]</td>
<td></td>
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<tr>
<td></td>
<td>• Community Planning Day / Public consultation event (including walkabouts etc)</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• Community (Area) Action Plan</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Involvement of local representatives</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Working with schools</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Public involvement in the design</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Other</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Are local needs and wishes understood and presented in a form in which they can be inputted into the design? (See section 5.6.1)</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td>ii)</td>
<td>Are the <strong>facilities suited to all local people</strong> (regardless of social group, age, sex, disability, culture) regarding type, location and accessibility of the facility? (see sections 5.4.1 and 5.6.1)</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td>iii)</td>
<td>Are <strong>public areas accessible</strong> at all times of the day and night? (see section 5.4.1)</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td>iv)</td>
<td>Are <strong>public toilets</strong> accessible?</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td>v)</td>
<td>Does the development create <strong>local employment</strong> and contribute to the local economy, through a high percentage of diverse, relevant jobs for local people? (see sections 5.6.4 and 5.6.5)</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td>vi)</td>
<td>Is the <strong>management</strong> of the development accessible and accountable to the public (e.g. town centre partnerships / housing associations)? (see section 5.6.4 and 5.6.10)</td>
<td>![Tick][1]</td>
<td></td>
</tr>
<tr>
<td>vii)</td>
<td>Does the area feel <strong>safe</strong> – has appropriate lighting, designed for safety (e.g. Secured by Design) and surveillance (e.g. CCTV) been considered? (see section 5.6.8)</td>
<td>![Tick][1]</td>
<td></td>
</tr>
</tbody>
</table>
Appendix E: Home Zones
HOMEZONES

The following text is adapted from the Area Committee 5 report, 24 February 2003

1. Background

The Transport Act 2000 enabled local authorities to introduce Home Zones. The Home Zone concept has been trialled in various parts of the country with a number of schemes in various stages of implementation. This will help to inform the planning and design of future schemes.

2. What is a Home Zone

Home Zones are residential streets in which the road space is shared between the drivers of motor vehicles and other road users, with the wider needs of residents (including people who walk and cycle and children) in mind.

The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them for people, not just traffic. This means that no two Home Zones are likely to be the same as they will be appropriate for the local context and the requirements of the people who live there. Changes to the layout of the street should emphasise this change of use, so that motorists perceive that they should give informal priority to other road users.

The key feature of a Home Zone is that traffic is kept to very low speeds by the way that streets are laid out. For existing streets this will usually mean re-paving with much wider pavements and possibly no kerbs (subject to the requirements of local people, note particular concerns of disabled people). There may be new planting of trees and shrubs and designated parking spaces for residents. The effect should be a much better environment where people will want to come out into the street to relax and talk to neighbours and where children can play safely.

Home Zones are not appropriate for all streets and should only be considered in residential areas with light traffic.

3. Benefits of Home Zones

The Department for Transport suggests that Home Zones will include all or most of the following benefits (depending upon design):

- Turn residential streets into valued public space and not just a place for movement.
- Foster a sense of community.
- Encourage a greater diversity of activity and use of the street by residents.
- Reduce social isolation particularly amongst the elderly.
- Increase opportunities for active and creative children’s play.
- Increase natural surveillance, deterring casual crime.
- Reduce traffic speeds significantly, often to around 10 mph.
- Improve (or at least maintain) the safety of residential areas, and perhaps more importantly residents’ perceptions of safety.
- Enable less mobile members of the community – children, older people and disabled people – to reclaim their local environment from the car.
- Encourage people to walk and cycle within their local area, and to nearby destinations.
• Improve the environmental quality of urban streets.
• Help to increase the demand for urban living.

4. The Planning and Design Process

Experience to date, suggests that planning and implementing a Home Zone can be a time and resource intensive process. Success hinges on effective community participation and decisions being reached, with as much consensus from the community and other key stakeholders as possible. This is often best achieved with the assistance of an external facilitator and design team.

People from the community need to be involved from the start with other stakeholders such as the emergency services, refuse, local businesses and Councillors.

Some of the commonly adopted design principles are listed below:-

• Homes Zones can be considered as part of a wider traffic calming initiative such as safer routes to school.
• Schemes use parking and landscaping features to guide traffic on a required route.
• Schemes manage the use of signage, landscaping or street furniture so that these features are visually integrated and attractive rather than creating visual clutter. Preferably, these features will be designed by local people to create a unique place (subject to implementation and maintenance costs).
• There is often no distinction between the road and the pavement. The analogy often used is a supermarket car park or camping site where traffic moves very slowly. However this technique is not promoted by disability groups and requires careful design.
• Entrances to Home Zones are clear and include a Home Zone sign (preferably designed by local people) so that drivers can readily interpret the difference between the Home Zone and more traditional streets.
• Within the Home Zone there are no lengths of carriageway which allow drivers to believe that they have priority and subsequently achieve unacceptable speeds. This can sometimes be achieved through the removal of road markings which increase the distinction between road users and pedestrians.
• Public lighting is used to illuminate ‘speed reducing measures’ (e.g. landscaping, street furniture) at night.
• Dimensions (of roads) within the Home Zone are only sufficient for the anticipated traffic and require passing at slow speeds.
• Provision of parking and gardens are suitable for the local community as a whole.
• Home Zones are designed so that the whole environment offers the potential for informal play and related activities while not disturbing other residents.
• Careful design and placement of seating is often important for the congregation of the local community.

5. Financial Implications

Schemes awarded by Government funding range from £90 000 to £1.5 million. Typical costs are £200 000 to £300 000.

There are on-going maintenance costs but these might be offset by the increase care that people have for the area owing to the increase sense of ‘ownership’ and appropriate design determining its use.
6. Conclusion

The concept of Homes Zones represents a fundamental change in the use of road space toward the pedestrian user and away from the motorist. As mentioned above, the costs can be considerable and the introduction of such schemes would require support from residents throughout the process.

7. Further Reading

Department of Transport website
Transport 2000 and Sustrans publications
Home Zones website: www.homezones.org