

# Redbridge Local Plan

2015 – 2030

March 2018





Regeneration Property & Planning  
Lynton House,  
High Road,  
Ilford, IG1 1NY

[www.redbridge.gov.uk](http://www.redbridge.gov.uk)

## Foreword

Redbridge is set to go through a period of rapid change and development. We need to proactively manage the investment being made in the borough to deliver a significant amount of new housing and supporting community infrastructure, drive economic growth to encourage local businesses to thrive and create a place in which people are proud to live, work and visit. Crossrail's arrival secures Redbridge's future as an attractive, well connected part of London.

It is with great pleasure that I am able to present the Redbridge Local Plan 2015-2030 which provides the planning framework against which the aspirations of the Council and its partners can be delivered; ensuring the borough grows in a sustainable way up to 2030 through the creation of 17,250 homes, 5,000 jobs and the vital supporting community infrastructure. Given Redbridge's character, local circumstances and development needs, we have developed a sound Local Plan – supported by evidence – that tells Redbridge's story and would be effective in meeting our needs in the context of the borough.

Directing investment and growth to Ilford, the broader Crossrail Corridor, Gants Hill, South Woodford and Barkingside and to other town centres outside of these locations will deliver successful thriving places, a range of housing, new schools and health facilities, a dynamic economy and improvements to open spaces ensuring that the positive benefits of regeneration and investment reach all residents of the borough. These investment and growth areas are the most accessible locations in the borough with excellent transport links. Ilford's strong growth potential is specifically recognised through its designation as an Opportunity Area and Metropolitan Town Centre in the London Plan together with its Housing Zone status.

The Local Plan also includes a number of detailed planning policies that seek to address local concerns including the inappropriate clustering of certain town centre uses (hot food take aways, betting shops and shisha bars), the protection of public open spaces, managing houses in multiple occupation and basement development.

This new Local Plan provides a strong, sound and effective planning framework to move Redbridge through this period of change. It strikes the right balance to create flexibility and certainty for those seeking to invest whilst recognising that the borough must also be protected from inappropriate development. I thank all of those individuals, organisations and community groups that found the time to participate in the preparation of the Local Plan and I very much look forward to working with you all to implement its proposals to maximise the opportunities to deliver new housing, jobs and community infrastructure for the benefit of the local community.



**Councillor Helen Coomb**

Cabinet Member for Regeneration,  
Property and Planning



## Table of Contents

Foreword	i
<b>Section 1: Setting the Scene</b>	<b>1</b>
1.1 A New Plan for Redbridge	2
1.2 Redbridge's Development Plan	2
1.3 Neighbourhood Plans	4
1.4 Preparing the Local Plan	4
1.5 London Plan	4
1.6 Duty to Co-operate	4
1.7 Community Involvement in the Local Plan	5
1.8 Evidence Base	5
1.9 Structure of this Document	5
1.10 Redbridge in London and North East London	6
1.11 Delivering the Council's Priorities	8
1.12 Redbridge Corporate Strategy 2014-2018	8
1.13 The Redbridge Fairness Commission 2015	8
1.14 The Challenges Facing Redbridge	9
1.15 The Supply of Housing	11
1.16 Promoting a Successful Economy	11
1.17 Access to Social and Community Infrastructure	12
1.18 Climate Change	12
1.19 Health and Wellbeing	13
1.20 Transport and Connectivity	13
1.21 Green Belt and Open Space	14
1.22 Quality of the Environment	14
<b>Section 2: Vision and Objectives</b>	<b>15</b>
2.1 The Vision for Redbridge	16
2.2 Strategic Objectives	18

---

<b>Section 3: Promoting and Managing Growth</b>	<b>19</b>
LP1 Spatial Development Strategy	20
LP1A Ilford Investment and Growth Area	22
LP1B Crossrail Corridor Investment and Growth Area	26
LP1Ba King George and Goodmayes Hospital	28
LP1Bb Land at Billet Road	29
LP1C Gants Hill Investment and Growth Area	30
LP1D South Woodford Investment and Growth Area	32
LP1E Barkingside Investment and Growth Area	34
LP2 Delivering Housing Growth	37
LP3 Affordable Housing	40
LP4 Specialist Accommodation	44
LP5 Dwelling Mix	47
LP6 Dwelling Conversions, Houses in Multiple Occupation and Houses in Multiple Residential Occupation	48
LP7 Back Gardens	51
LP8 Gypsies and Travellers	52
LP9 Ensuring the Future Vitality and Viability of Town Centres	54
LP10 Managing Town Centres and Retail Uses	58
LP11 Managing Clustering of Town Centre Uses	60
LP12 Night-Time Economy	62
LP13 Hotels and Tourist Accommodation	63
LP14 Stimulating Business and the Local Economy	64
LP15 Managed Workspace	70
LP16 Skills and Training	71
LP17 Delivering Community Infrastructure	72
LP18 Health and Wellbeing	78
<hr/>	
<b>Section 4: Promoting a Green Environment</b>	<b>83</b>
LP19 Climate Change Mitigation	85
LP20 Low Carbon and Renewable Energy	87
LP21 Water and Flooding	90
LP22 Promoting Sustainable Transport	96
LP23 Cycle and Car Parking	102
LP24 Pollution	106
LP25 Telecommunications	110

<b>Section 5: Achieving Quality Design</b>	<b>111</b>
<b>LP26</b> Promoting High Quality Design	112
<b>LP27</b> Tall Buildings	116
<b>LP28</b> Advertising and Shop Fronts	120
<b>LP29</b> Amenity and Internal Space Standards	122
<b>LP30</b> Household Extensions	125
<b>LP31</b> Basement Development	127
<b>LP32</b> Sustainable Design and Construction	128
<b>LP33</b> Heritage	131
<b>Section 6: Managing and Enhancing the Borough's Assets</b>	<b>135</b>
<b>LP34</b> Managing and Protecting the Borough's Green Belt and Metropolitan Land	136
<b>LP35</b> Protecting and Enhancing Open Spaces	140
<b>LP36</b> Allotments and Local Produce	144
<b>LP37</b> Green Infrastructure and Blue Ribbon Network	145
<b>LP38</b> Protecting Trees and Enhancing the Landscape	148
<b>LP39</b> Nature Conservation and Biodiversity	150
<b>LP40</b> Burial Space	154
<b>Section 7: Implementation and Monitoring</b>	<b>155</b>
<b>LP41</b> Delivery and Monitoring	156
<b>Appendices:</b>	
<b>1</b> Opportunity Sites	164
<b>2</b> Infrastructure Delivery Plan Schedule of Projects	184
<b>3</b> Monitoring Framework	189
<b>4</b> Metropolitan, District and Local Open Spaces	195
<b>5</b> Sites of Importance for Nature Conservation	196
<b>6</b> Town Centres, Key Retail Parades and Retail Park	197
<b>7</b> Designated Key Industrial and Employment Areas	199
<b>8</b> Conservation Areas	200
<b>9</b> Glossary of Terms	201
<b>10</b> List of Evidence Base	207
<b>11</b> Schedule of Superseded Policies	209

---

## List of Figures

<b>Figure 1:</b>	Redbridge Local Plan – Relationship of its Component Documents	3
<b>Figure 2:</b>	Community Involvement Diagram	5
<b>Figure 3:</b>	Redbridge in London and the South East	6
<b>Figure 4:</b>	Redbridge in London Stansted Cambridge and Thames Gateway Corridors	7
<b>Figure 5:</b>	Diversity in Redbridge	10
<b>Figure 6:</b>	Redbridge Key Diagram	17
<b>Figure 7:</b>	Ilford Investment and Growth Area	23
<b>Figure 8:</b>	Crossrail Corridor Investment and Growth Area	27
<b>Figure 9:</b>	Gants Hill Investment and Growth Area	31
<b>Figure 10:</b>	South Woodford Investment and Growth Area	33
<b>Figure 11:</b>	Barkingside Investment and Growth Area	35
<b>Figure 12:</b>	Redbridge 15 year supply of deliverable land for housing (including windfall sites)	39
<b>Figure 13:</b>	Town Centres	57
<b>Figure 14:</b>	Employment Land	69
<b>Figure 15:</b>	Social and Community Facilities	75
<b>Figure 16:</b>	Map of obesity prevalence in Reception by Redbridge wards, 2014/15	81
<b>Figure 17:</b>	Map of obesity prevalence in Year 6 by Redbridge wards, 2014/15	82
<b>Figure 18:</b>	Flood Risk	93
<b>Figure 19:</b>	Waterways	95
<b>Figure 20:</b>	Public Transport Accessibility Levels (PTAL) in Redbridge	104
<b>Figure 21:</b>	Conservation Areas	134
<b>Figure 22:</b>	Green Belt Release	139
<b>Figure 23:</b>	Open spaces and parks	141
<b>Figure 24:</b>	Areas of Open Space Deficiency	143
<b>Figure 25:</b>	Sites of Importance for Nature Conservation (SINC's) and Areas of Deficiency for Nature	153

---

## List of Tables

<b>Table 1:</b>	Redbridge Population Projections	9
<b>Table 2:</b>	Strategic Objectives	18
<b>Table 3:</b>	Housing delivery by location and plan phase	38
<b>Table 4:</b>	Preferred Unit Size Mix by Tenure	47
<b>Table 5:</b>	Technical Housing Standards – nationally described space standards (March 2015): Minimum gross internal floor areas and storage (m <sup>2</sup> )	124

SECTION 1

# Setting the scene



## Section 1 | Setting the Scene

### 1.1 A New Plan for Redbridge

- 1.1.1** The Council's existing Local Plan (Core Strategy and Borough Wide Primary Policies) was adopted in 2008 and successfully managed the significant change the borough has experienced since then. It now needs a review to respond to new opportunities and pressures such as a rising population, housing growth, boosting the economy, maximising benefits of Crossrail and other social and community infrastructure for residents and businesses. The Local Plan addresses changes as a result of new national legislation and reform through the Localism Act (2011), a new national planning policy in the form of the National Planning Policy Framework (NPPF) and Further Alterations to the London Plan (now London Plan March 2016).
- 1.1.2** The Redbridge Local Plan 2015-2030 sets out the Council's vision and plan for how the borough will grow and develop over the next 15 years. It sets out a range of planning policies which will enable the successful delivery of thriving places, energy efficient housing, a dynamic economy, the provision of community infrastructure, making Redbridge a destination in London.
- 1.1.3** The Plan is a positive strategy for delivering sustainable development and delivering the Council's priorities of growth, securing new housing, boosting the economy and creating new jobs. It will also assist the delivery of other plans and strategies prepared by the Council and other service bodies that influence the borough and provide a robust planning framework against which the aspirations of the Council can be successfully delivered.
- 1.1.4** The Plan identifies many commercial opportunities for exciting regeneration schemes, accelerated housing delivery as part of Ilford's Housing Zone, the benefits arising from major investment in community infrastructure, and the enhanced accessibility that Crossrail will bring to an already well connected borough.
- 1.1.5** While facilitating major change, the Local Plan will also safeguard and enhance what is good and special about Redbridge – its extensive open spaces, quality parks and gardens, excellent schools, heritage, distinctive buildings, neighbourhood character and thriving small businesses.

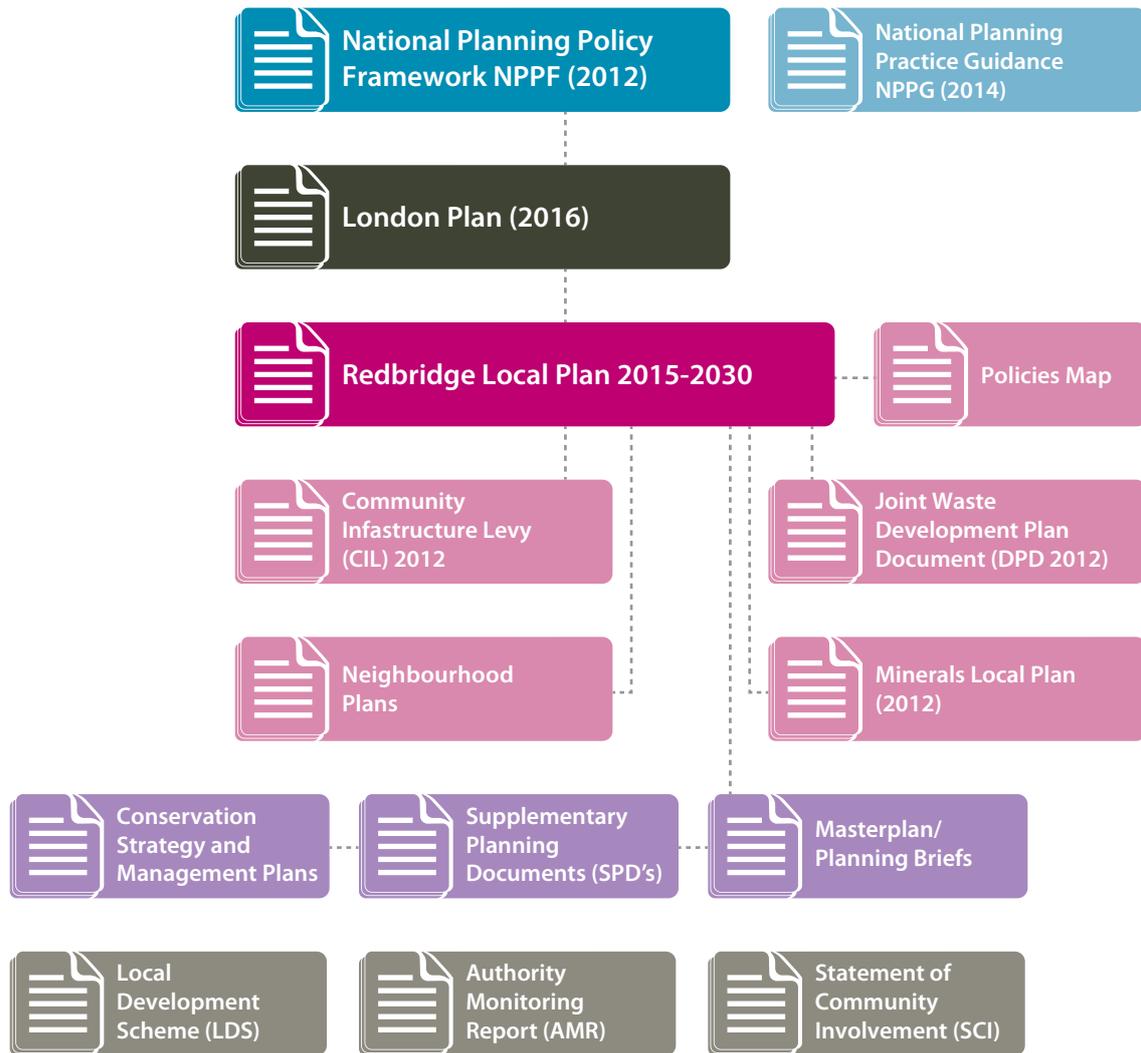
### 1.2 Redbridge's Development Plan

- 1.2.1** The Local Plan is the key document in Redbridge's Development Plan. The Council's decisions on planning applications should be made in line with its development plan unless there are significant matters (material considerations) that indicate otherwise. There are a number of other documents that together make up the Local Plan, as set out in figure 1 opposite. The Redbridge Local Plan will replace the existing suite of development plan documents. A list of superseded policies is set out in Appendix 11.



*Ilford High Road Summer Event - The Streets*

**FIGURE 1: Redbridge Local Plan – Relationship of its Component Documents**



- Development Plan Documents (DPD) such as the Minerals Local Plan and the Joint Waste Plan;
- Supplementary Planning Documents (SPDs) which provide further advice and guidance on how to implement adopted planning policy. Future SPDs will be produced on affordable housing and planning obligations;
- Local Plan Policies Map – this sets out the adopted policies (from all the development plan documents) geographically and shows key sites for development and the planning areas where the policies apply; and
- Other documents including the Local Development Scheme (LDS), the Annual Monitoring Report (AMR) and Statement of Community Involvement (SCI).

### 1.3 Neighbourhood Plans

- 1.3.1** Communities can now influence the future of their local areas by preparing a neighbourhood plan that sets out their vision for the area and general planning policies to guide development. Neighbourhood plans are led and written by the community, not the Council. They must be in line with the overall strategic approach in Redbridge's existing adopted plans and national policy.
- 1.3.2** A Neighbourhood Plan that is prepared in line with the legal requirements and supported by a majority in a local referendum must be adopted by the Council. When adopted, a Neighbourhood Plan becomes part of the development plan and will be taken into account alongside the Council's other plans when making decisions on planning applications in that area. Neighbourhood plans must be 'pro-development'. They are about guiding and shaping development, not undermining the delivery of development in that area.

### 1.4 Preparing the Local Plan

- 1.4.1** Councils must have regard to the National Planning Policy Framework (NPPF) when drawing up their plans, and it is a material consideration in decision making on planning applications. The NPPF is supported by more detailed National Planning Practice Guidance (NPPG).
- 1.4.2** A common theme central to the policies in the Local Plan is the Council's aim for Redbridge to grow in a sustainable manner. At the heart of the NPPF is a "presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking"<sup>1</sup>. In relation to plan-making, the NPPF states that the Council should "positively seek opportunities to meet the development needs of their area". Plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally. This Local Plan has been prepared in accordance with the NPPF.

### 1.5 London Plan

- 1.5.1** The London Plan (2016) sets out the Mayor's development priorities and the strategic planning framework for London. It sets borough level housing targets and identifies locations for future growth of London-wide importance. Redbridge's Local Plan has been developed to be in general conformity with the London Plan (2016) to ensure the Mayors' strategic aims form part of the Council's development approach and are reflected throughout this document.
- 1.5.2** The London Plan (2016) forms part of the Council's Development Plan for Redbridge, and thus, should be read in conjunction with this document.

### 1.6 Duty to Co-operate

- 1.6.1** Local Plans have to be prepared in line with the requirements of the Localism Act (2011), and in particular, the 'duty to co-operate'. The Council has engaged with its neighbouring boroughs and other relevant organisations in the preparation of this plan to ensure that the strategic and cross boundary implications of the Local Plan have been carefully considered. The Council will continue to work with its neighbours and partners where appropriate in the implementation of this Plan. Further details on meeting the Duty to Cooperate are set out in the Duty to Cooperate Statement (2017).



*Pioneer Point*

1. Paragraph 14, National Planning Policy Framework (NPPF), 2012

## 1.7 Community Involvement in the Local Plan

1.7.1 Community involvement has been integral to the development of this Local Plan:

**FIGURE 2: Community Involvement Diagram**



1.7.2 Further details on consultation to date and how the representations have informed the Plan are set out in the Local Plan Consultation Statement (2017).

## 1.8 Evidence Base

1.8.1 National Planning Policy requires that the Local Plan should be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the borough. An extensive evidence base has informed the Local Plan. This includes technical assessments on housing, viability, infrastructure delivery, employment and town centres, green belt and open space, transport, water and flooding, air quality, minerals, sustainability appraisal, equalities impact assessment and habitats regulations. A full list of the evidence base is set out in Appendix 10.

## 1.9 Structure of this Document

1.9.1 This document:

- Sets out a vision for the future development of Redbridge based on a clear understanding of the future needs of the residents and businesses in the borough. The vision is supported by a set of objectives;
- Sections 3-6 provide a set of planning policies to enable sustainable development and regeneration of the borough up to 2030;
- Section 7 explains how the plan will be delivered and monitored; and
- A list of Opportunity Sites required to deliver the Council's ambitions for growth and investment are included in Appendix 1.

### 1.10 Redbridge in London and North East London

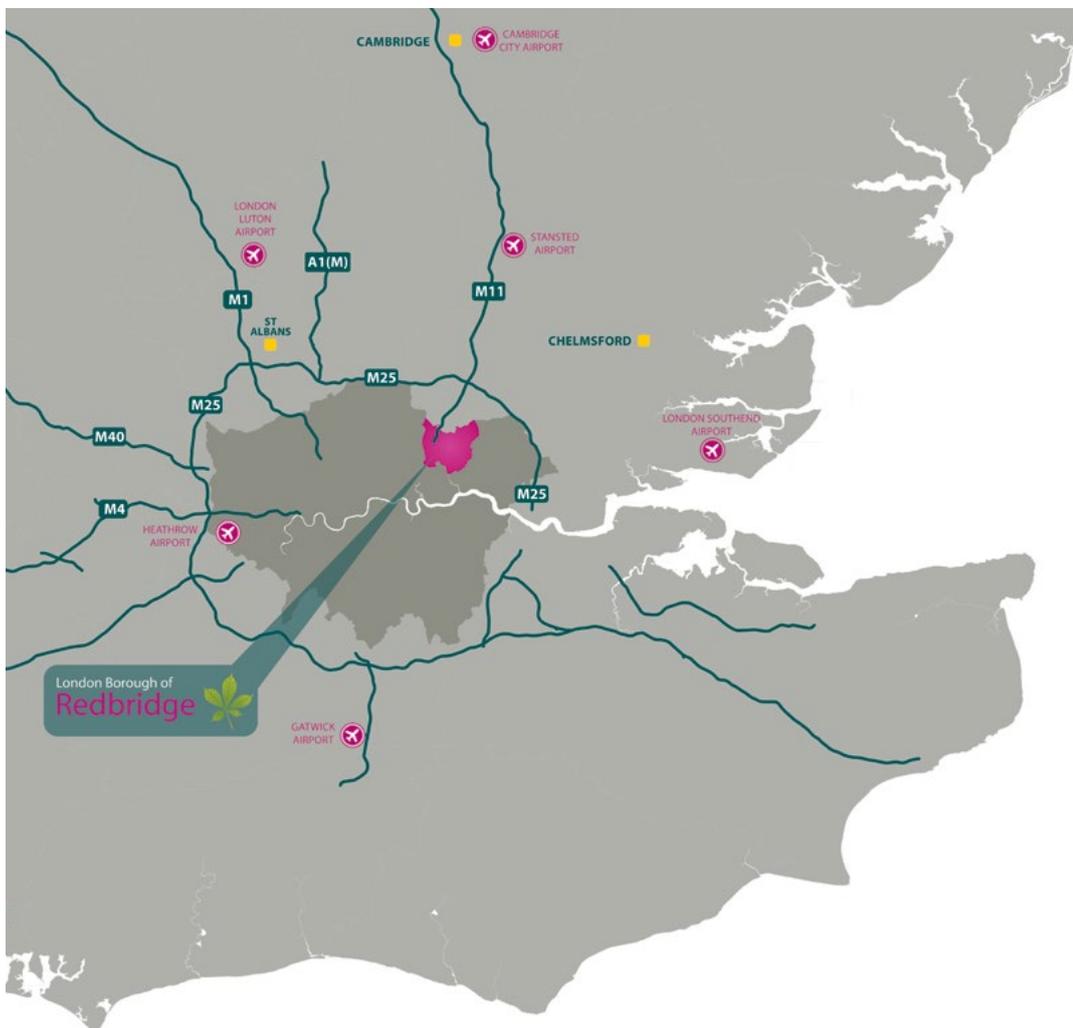
**1.10.1** Redbridge is an outer London borough in north east London extending to approximately 22 sq miles (see figure 3 below). It is home to a diverse and vibrant population of more than 279,000 people.

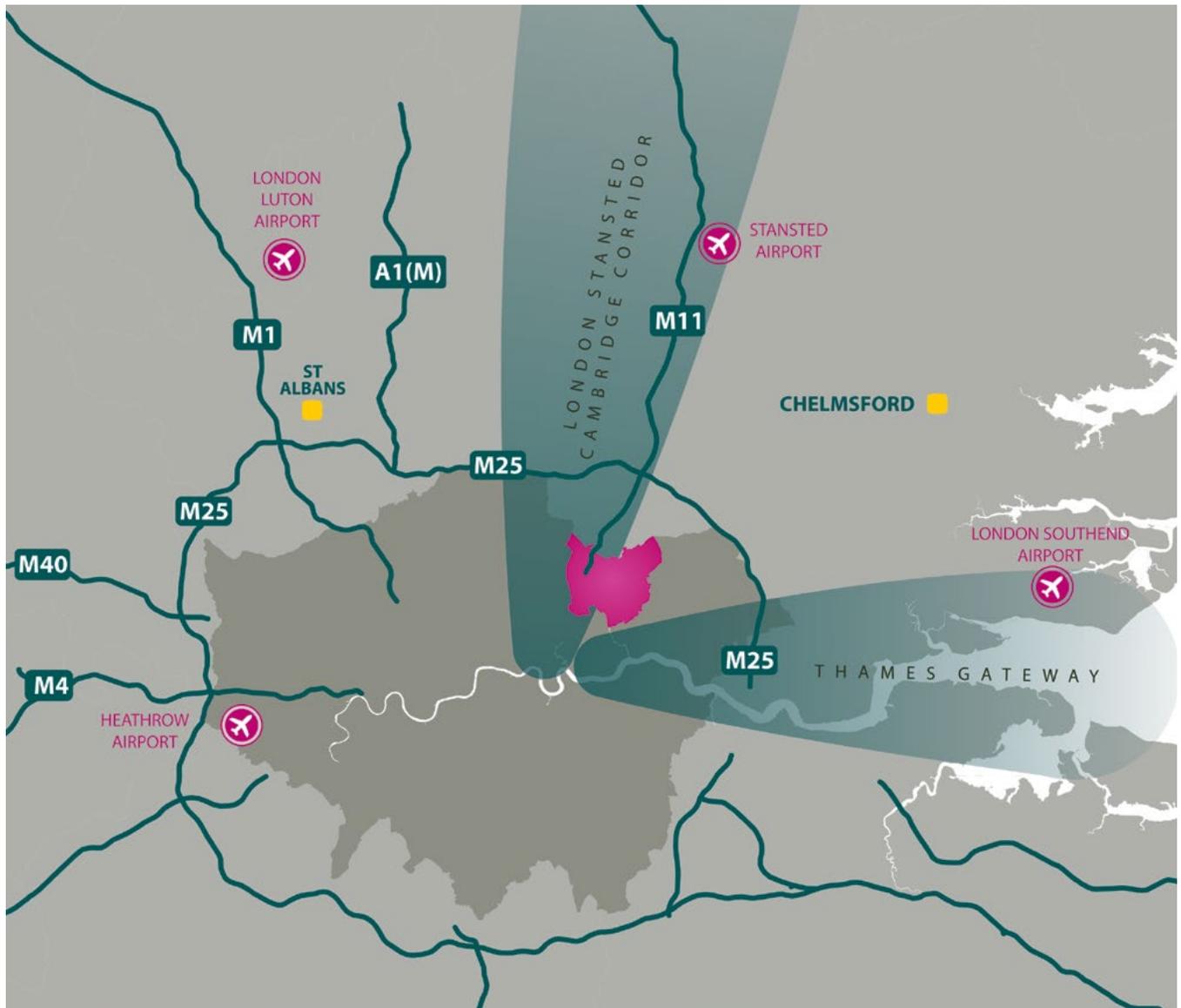
**1.10.2** The borough sits entirely within the M25, north of the River Thames. The City of London is approximately seven miles to the west. Redbridge shares boundaries with four other London boroughs: Waltham Forest (to the west), Newham (to the south), Barking and Dagenham (to the south-east) and Havering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

**1.10.3** Redbridge lies on the main East Anglia to London Liverpool Street rail line on a section of track that is to benefit from Crossrail investment. Crossrail will link Essex and East London with Heathrow and West London directly, and is due to open in 2019. Redbridge includes sections of the London Underground Central Line (Zone 4) including much of the Hainault loop. The borough is well served by Transport for London buses, most of which run through Ilford.

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

**FIGURE 3: Redbridge in London and the South East**



**FIGURE 4: Redbridge in London Stansted Cambridge and Thames Gateway Corridors**

- 1.10.5** Strategically positioned within the Thames Gateway and the London-Stansted-Cambridge growth corridors (see figure 4), some parts of the borough will see transformational change with opportunities to be exploited by the arrival of Crossrail and the improved connectivity it will bring to the area.
- 1.10.6** The Thames Gateway is the largest single regeneration initiative in Europe. It stretches from Canary Wharf 60 km eastwards to Southend-on-Sea in Essex and the Isle of Sheppey in Kent. The region, which is currently home to around 1.6 million people, will see around 160,000 new homes built and 225,000 jobs created.
- 1.10.7** The London-Stansted-Cambridge Corridor is a strategic partnership of public and private organisations covering the area north from the Royal Docks, up through the Lee Valley, to Stevenage, Harlow and Stansted, and through to Cambridge. This brings together public and private sector organisations which have the common aim of seeking economic growth, higher employment rates, providing places for people and business while preserving the quality and character of the corridor.
- 1.10.8** The Council is a key partner in these initiatives and will play a vital role in the promotion and delivery of the economic growth of these areas.

## 1.11 Delivering the Council's Priorities

1.11.1 This Local Plan will help deliver the aims and priorities of the Corporate Strategy (2014 – 2018) and the Redbridge Fairness Commission (2015).

## 1.12 Redbridge Corporate Strategy 2014 - 2018

1.12.1 The Council's Corporate Strategy is a key document which has shaped the development of this Local Plan. The Corporate Strategy sets out the Council's priorities for the borough. The Strategy is clear that the Council is 'Ambitious for Redbridge'. It aims to build on some of the excellent strengths the borough has, including the diversity of the population, large amounts of green open spaces, regeneration through Crossrail expansion and a thriving small business sector.

1.12.2 The Strategy sets out four Corporate Priorities. Within each of these priorities are key aims which relate to the built environment. These are to:

### 1 Increase fairness and respond to the aspirations of the borough

- Improve access to services that maximise health benefits
- Support young people to achieve their potential
- Increase access to work by providing learning opportunities and training
- Improve the life chances of disadvantaged young people.

### 2 Empower our communities to help shape our borough and the services we deliver

- Greater community participation in decision-making
- Residents are able to take responsibility for their own lives
- Residents are provided with information to make informed life choices
- Strong community spirit where residents support each other.

### 3 Improve the quality of life and civic pride amongst our communities

- Deliver a clean, high quality environment
- Residents feel safe where they live, work, socialise and learn
- Encourage investment and regeneration to build a thriving community
- Develop more affordable and better quality housing.

### 4 Transform our Council in tough times to be dynamic and responsive to the challenges of the future

- Ensure the Council is more efficient and continually looks to make sure every pound counts
- An environment where we all work in partnership to improve the borough
- Residents can access services in a way that suits their needs
- Deliver flexible and adaptable community facilities to meet diverse community needs.

## 1.13 The Redbridge Fairness Commission 2015

1.13.1 The Redbridge Fairness Commission was established by the Council in 2015 to investigate inequality and poverty in the borough. The Commission sought to understand how austerity has affected the lives of local people and engaged with a wide range of local community groups to identify priorities for making Redbridge fairer. A number of recommendations have been collated into the following themes:

- Housing, advice and regulation;
- Planning, housing development and regulation;
- Children and young people;
- Healthier communities;
- Empowered communities;
- Fair and smart working; and
- New ways of working.

- 1.13.2** The recommendations identified under the 'Planning, housing, development and regulation' theme will be implemented via the policies in this Local Plan.



*Light Night Fulwell Cross Leisure Centre*



*Fairlop Waters*



*Small independent businesses*

## 1.14 The Challenges Facing Redbridge

- 1.14.1** In developing the new Local Plan, there are a number of social, economic and environmental challenges to which the Council needs to respond. These challenges are cross-cutting, and have informed the vision, objectives and policies in this Plan.

### *Adapting to Redbridge's growing population*

- 1.14.2** The number of people living in Redbridge is growing. According to the 2011 Census, the population of Redbridge was 279,000, an increase of 37,000 since 2001. This represents growth of 15% over ten years. The latest estimates<sup>2</sup> states the borough's population is approximately 296,800.
- 1.14.3** The borough's population is estimated to grow significantly over the 15 year plan period, with an increase of 65,000 to reach 362,000 by 2030<sup>3</sup>.

### TABLE 1: Redbridge Population Projections

2011	2015	2020	2025	2030
279,000	297,000	321,000	343,000	362,000

- 1.14.4** The drivers for this population growth are an increased birth rate and changing migration patterns. It is anticipated that much of the population growth in Redbridge will be in the south of the borough, particularly in Ilford.
- 1.14.5** Redbridge has the third highest proportion of children in London with 67,546 people aged under 16, equating to 23% of the overall population, higher than the London average of 20%. The borough also has a high number of older people.

2. ONS, Mid-year estimate (2015)

3. GLA short term migration scenario, 2014

FIGURE 5: Diversity in Redbridge

# The borough is one of the most diverse in the country

The ethnic mix of Redbridge has changed substantially between **2001** and **2011** with a decrease of White residents and an increase in Asian and Black residents.



**37%**

In total, **103,073** people in Redbridge were born outside of the United Kingdom.

In relation to religion Redbridge is ranked **fourth lowest** in England and Wales and below the London average of **48.4%** for the proportion of **Christians** residing in the borough.

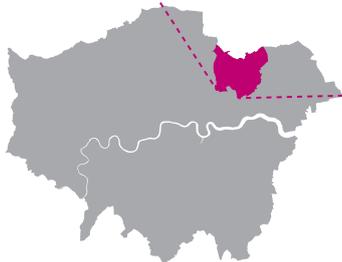
The number of **Muslims** residing in Redbridge has more than **doubled** since **2001** and ranked **sixth highest** in England and Wales.

The number of **Hindus** residing in Redbridge has also grown significantly and ranked **third highest** in London and **fourth highest** in England and Wales.

The number of **Jewish** people residing in Redbridge has **decreased** over the last decade; however this is still proportionally higher than the London average of **1.8%**.

The number of people residing in Redbridge stating **no religion increased** from 2001 but was still low compared to the London average of **20.7%** - Redbridge was ranked **fourth lowest** out of all London boroughs as well as **fourth lowest** in England and Wales.

**6<sup>th</sup>** Of all London boroughs, Redbridge has the **sixth highest** number of people whose stated country of birth is outside of the EU countries (including Accession states).



## 1.15 The Supply of Housing

- 1.15.1** It is the dynamics of the borough's population that lie behind the change and growth in housing demand in the borough. There are currently 102,140 homes in the borough. Of these:
- 64% are owner occupied;
  - 23% are privately rented and 11% socially rented.
- 1.15.2** Overcrowding and reliance on the private rented sector is a challenge for the borough. Between 2001 and 2011<sup>4</sup>, average household occupancy in Redbridge increased from 2.56 to 2.82 people, resulting in the Council having the fourth largest household size in England and Wales. The consequences of this have been an increase in overcrowding, a growing number of Houses in Multiple Occupation (HMOs) and a shortage of affordable housing for first time buyers.
- 1.15.3** Smaller, privately rented units are often the only feasible option for residents faced with the high cost of family sized housing and the shortage of affordable properties. There is a need to maximise the amount of affordable housing across the borough.
- 1.15.4** There are 99,105 households in the borough<sup>5</sup>. Redbridge has the joint 2nd highest average household size in England and Wales of 2.8 making over-crowding a real issue, with 5,848 households found to be over-crowded.
- 1.15.5** Over one fifth (23%) of Redbridge households consist of a couple with dependent children, 26% of households are people living alone and 16% of households are aged 65+. Redbridge has experienced in migration of young families and out migration of older people<sup>6</sup>.
- 1.15.6** Redbridge also has a greater number of residents owning their own homes and with a mortgage than the average for London boroughs. Housing tenure patterns have experienced a change over the last ten years

in line with national trends, which have seen a growth in the private rented sector and a reduction in home ownership. Owner occupied homes is still the dominant tenure (64%). The proportion of households living in the private rented sector has increased from 15% to 23% over this ten year period. This growth has been fuelled by a combination of the following:

- An increase in the 'Buy to Let' market and higher yields for landlords;
- Restricted access to mortgage and increasing house prices pricing out many first time buyers into the private rented sector; and
- Demographic change leading to increased housing demand.



*Ilford High Road*

## 1.16 Promoting a Successful Economy

- 1.16.1** Economic health is key to attracting investment and business growth and enhancing the quality of life for residents in Redbridge. The borough needs to develop its town centres to attract investment, to continue to improve the quality of the retail and leisure offer and increase employment opportunities.

4. 2001 and 2011 Census figures

5. 2011 Census

6. North East London Strategic Housing Market Assessment (SHMA) 2015

- 1.16.2** Ilford Town Centre is designated a Metropolitan Town Centre in the London Plan (2016) and will be a key focus for change and investment over the plan period. The arrival of Crossrail in 2019 and the recent Housing Zone status offer exciting opportunities to significantly transform this key centre. It will be important for the Plan to enable co-ordinated regeneration initiatives in Ilford and the borough's District Centres, working closely with businesses, residents and funders.
- 1.16.3** In 2014, there were 74,400 jobs in Redbridge of which 66% were full time. Redbridge has a higher proportion of part time jobs at 34% than the London average of 26%, and the country as a whole at 32%.
- 1.16.4** Employment is the biggest factor affecting income inequality and there is a need to ensure more people can access employment and develop their careers for the long-term. This can be supported through a range of measures, including helping people into work or training and using links with businesses.
- 1.16.5** Redbridge is regularly near the top of the rankings for business growth and boasts a number of highly respected businesses and designated business locations such as Hainault and Southend Business Parks.
- 1.16.6** In 2015, there were 11,575 businesses operating in Redbridge of which only 20 were large employers (employing more than 250 employees). The sectors with the largest number of companies in Redbridge fall within the professional scientific and technical services, information and communication and construction.
- 1.16.7** However, in common with the rest of London, the borough's industrial base has declined over recent decades with a shift away from traditional manufacturing industries into the service sector<sup>7</sup>.
- 1.16.8** Low values based on an over-supply of outdated and underutilised accommodation is suppressing the town centre office market and hinders the attraction of investment for modern, accessible, well serviced business accommodation in relation to the areas of highest predicted growth in business demand.
- 1.16.9** Overall, there is a need to attract new jobs to the borough to cater for population growth and reduce reliance on vulnerable manufacturing and public services sectors.
- ## 1.17 Access to Social and Community Infrastructure
- 1.17.1** Redbridge has an enviable reputation for the standard of local services. The borough's schools in particular, regularly achieve some of the best results in the country. In other areas however, there is under provision of leisure centres and swimming pools. The provision of social and community infrastructure is essential in supporting and accommodating increased population growth.
- 1.17.2** The delivery of appropriate social and community infrastructure is a major priority for this Plan, seeking to ensure that the appropriate level of infrastructure is provided in the right locations in a timely way.
- 1.17.3** As a result of a younger population, there is increasing pressure on school places and other services. It will be important to respond to this as well as meeting the long term care needs of older people by providing appropriate health facilities, as well as encouraging improved accessibility to these facilities.
- 1.17.4** The borough has an enviable leisure offer. There are a range of sports and leisure facilities in the borough including Sports and Fitness Centres at Wanstead, Redbridge, Fullwell Cross, Cricklefields Athletic Ground, Fairlop Outdoor Activity Centre and Redbridge Cycling Centre. Ilford is home to the Kenneth More Theatre and there are two cinemas in the borough at Ilford and South Woodford. Valentines Mansion and gardens offer local history and heritage.
- ## 1.18 Climate Change
- 1.18.1** Growth brings both challenges and opportunities to manage the impact of climate change and its mitigation.

**1.18.2** The growth the borough is experiencing could make meeting climate change objectives more difficult, as a result of the additional greenhouse emissions that will arise from greater energy consumption generated by additional homes, new employment and transport emissions. However, growth is also a major opportunity to address climate change by ensuring that new buildings are constructed in a sustainable way, and increased use of sustainable public transport rather than reliance on the car.

**1.18.3** The condition of the existing building stock, rather than new housing, poses the greatest challenge for reduction in carbon emissions, owing to poorer construction methods, insulation and inefficient boilers.

## 1.19 Health and Wellbeing

**1.19.1** Health inequalities are most pronounced between the borough's more prosperous north-west and its southern wards. The southern wards have a high proportion of residents from minority ethnic groups. Hainault in the north east also suffers from poor health outcomes.

**1.19.2** Addressing health inequalities and improving Redbridge's health and wellbeing, both physical and mental, goes beyond improving access to medical facilities and includes a range of measures to improve our social and physical environment.

**1.19.3** Reducing obesity is a priority for Redbridge, as outlined in the borough's Health and WellBeing Strategy (2012-2015). One fifth of children aged 4-5 years and over a third of children aged 10-11 years are overweight or obese. It is estimated that 55% of adults are either overweight or obese.

**1.19.4** Health and wellbeing is an issue which cuts across a number of policy areas, including transport, access to open space, the provision of quality housing in areas of greatest need, access to employment and facilitating environmental enhancements such as improved air quality. Improving the health and wellbeing of the borough's growing population is a key objective of this Plan. Some key challenges to address include:

- Redbridge has 11 neighbourhoods amongst the 20% most deprived in England and another 11 amongst the 20% least deprived in England;
- Life expectancy for men and women, the rate of deaths from smoking and the estimated level of adult binge drinking are all higher than the national average. However, a number of lifestyle and income related health problems need to be addressed;
- In general, the health of people in Redbridge is better than the England average;
- The rate of new cases of tuberculosis and the percentage of people diagnosed with diabetes are higher than average;
- The level of physical activity among adults is lower than average, and levels of obesity in children are higher than average;
- The number of children living in poverty is higher than the average for England. Over a third of children in the Black ethnic group in Redbridge are eligible for free school meals, more than in any other ethnic group, representing an indication of future health problems; and
- There is a need to identify sites for new health facilities which the NHS is seeking to provide, all of which should be in accessible locations in close proximity to public transport.

**1.19.5** The Council wants to ensure that members of the community have access to good housing, jobs, skills, training and education, public transport and health and community facilities to help promote equality and inclusion, to ensure that everyone has the opportunity to succeed. Achieving strong and resilient communities is a key challenge.

## 1.20 Transport and Connectivity

**1.20.1** The growth of Redbridge is linked to its excellent transport connections and this accessibility will increase over the plan period.

**1.20.2** Ilford is just 16 minutes from the City by rail, and Crossrail will provide even faster direct links to the City, West End and Heathrow. Other centres to be served by Crossrail include Seven Kings, Goodmayes and Chadwell Heath. The District Centres of Gants Hill, Wanstead, South Woodford and Barkingside are well served by the London Underground Central Line. There is also direct access to the strategic road network including A406 North Circular, M25, M11, A12 and A13 which bring Stansted and London City Airports within easy reach.

**1.20.3** Redbridge benefits from an extensive network of bus routes and the opportunity exists to make the currently good level of service even better in the future.

**1.20.4** Population growth coupled with the increased demand for travel has put severe pressure on the local transport system. Traffic congestion has increased and contributes greatly to the borough's carbon emissions, resulting in adverse impacts on air quality and quality of life for residents. Similarly, overcrowding on some public transport services is a significant issue, particularly those running into Central London. The arrival of Crossrail will attract considerable opportunities for investment in the Metropolitan Centre of Ilford and smaller centres of Seven Kings, Goodmayes and Chadwell Heath as well as Gants Hill.

**1.20.5** It will be important for the Plan to promote more sustainable forms of transport such as developing attractive, safe and comprehensive walking and cycle networks across the borough, linking with the wider area.

## 1.21 Green Belt and Open Space

**1.21.1** A network of attractive parks, open spaces, wildlife and Green Belt is one of Redbridge's strengths, providing leisure and recreational opportunities and varied habitats, making an important contribution to the quality of life of its residents.

**1.21.2** About one third of the borough is designated Green Belt, and around 48% of the borough is green space. Epping Forest and the valley of the River Roding provide highly important green corridors running

from north to south. Epping Forest is designated as a Natura 2000 site, whilst Hainault Forest Country Park is of regional importance in supporting breeding populations of a range of priority species.

## 1.22 Quality of the Environment

**1.22.1** Integral to the Council's ambitions for growth is the need to ensure that new development is of the highest quality respecting local character and heritage. Redbridge has many attractive and historic neighbourhoods (including Wanstead, Snaresbrook, Aldersbrook, Woodford Green and Woodford Bridge). There are over 200 statutory listed buildings, 200 locally listed buildings and 16 conservation areas, which contribute greatly to the attractiveness of the borough. Growth and change must respect the character and distinctiveness of Redbridge's special and valued places.



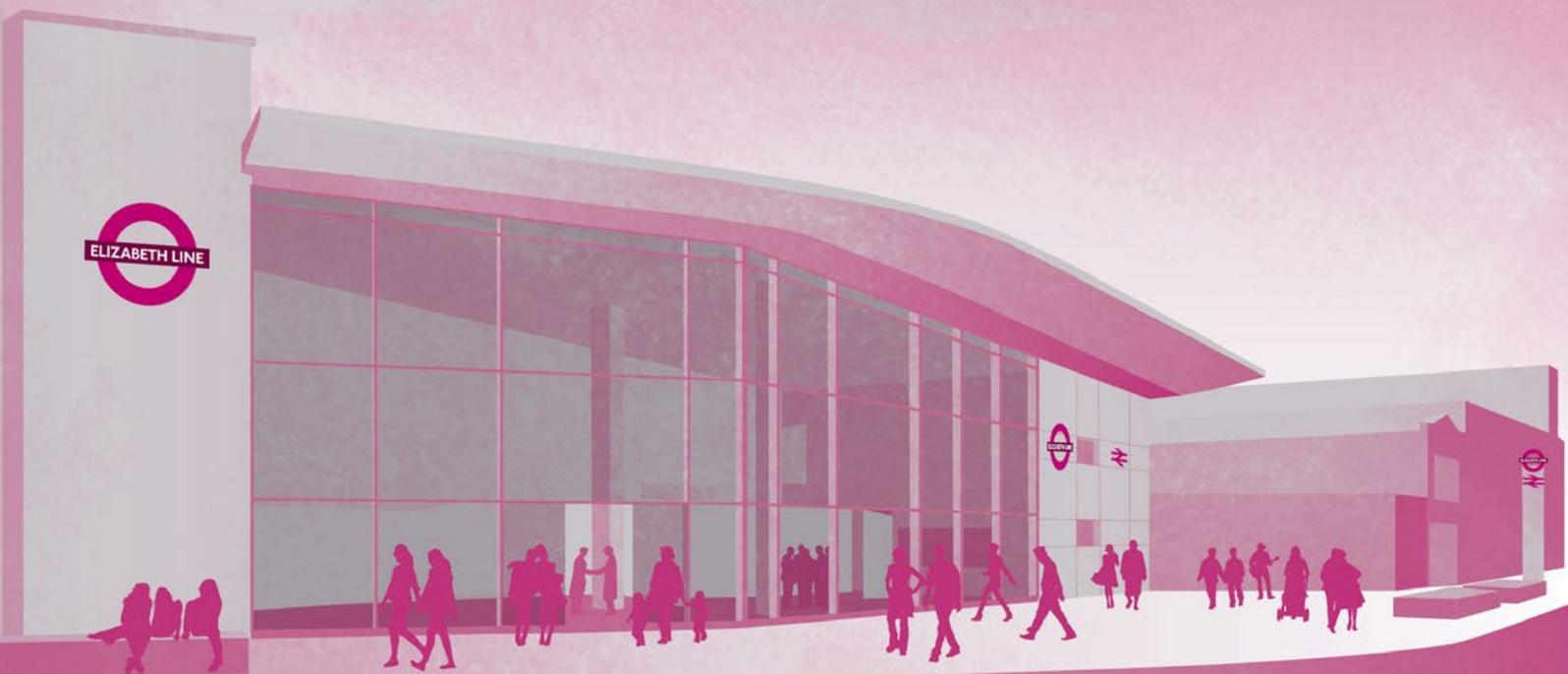
*Wanstead High Street*



*Houses in Aldersbrook*

SECTION 2

# Vision and Objectives



## Section 2 | Vision and Objectives

### 2.1 The Vision for Redbridge

**2.1.1** Redbridge is growing at a fast pace and the borough needs to proactively manage this change - by delivering a significant amount of new housing, driving growth, supporting businesses to thrive and creating a place

people are proud to live, work and visit. The Local Plan will respond to and deliver these exciting and ambitious opportunities (as shown on figure 6).

#### Managing Growth and Investment

Directing growth to the borough's Investment and Growth Areas of Ilford, the Crossrail Corridor, Gants Hill, South Woodford and Barkingside will deliver successful thriving places, energy efficient housing, a dynamic economy and community services. Accelerated housing delivery as part of the Ilford Housing Zone and the arrival of Crossrail will help promote Redbridge as an attractive, well connected location in London.

Residents will share in the new social and community infrastructure, have access to a range of housing types, new schools, improved health and wellbeing and quality of life, improvements to open spaces, as well as new employment opportunities, ensuring that the positive benefits of the regeneration and investment reach all residents of the borough. Redbridge will take advantage of the opportunities provided by its excellent transport linkages to central London.

#### Economic Vitality and Prosperity for All

Redbridge's strategic position in the London-Stansted-Cambridge and Thames Gateway Corridors will enhance the competitiveness of the borough, bringing growth and prosperity to its businesses and people. Redbridge will continue to support businesses to thrive, promote innovation and enterprise.

Intensification of the borough's employment areas and town centres will attract regional, national and international investors across all sectors to successfully deliver new jobs, assisting in securing the provision of employment training opportunities for local residents. The Council will continue to grow the professional and business services, and digital and creative sectors, enabling them to find a stimulating and attractive home in Redbridge.

#### Connectivity

The arrival of Crossrail in 2019 will enable significant development and regeneration within Ilford and the Crossrail Corridor, resulting in huge transformation for the borough. This significantly improved connectivity and accessibility to Central London will provide an attractive proposition to investors, creating value and acting as a catalyst for further intensification of Ilford and the surrounding areas.

An improved network of walking and cycling routes will benefit residents, businesses and visitors.

#### Celebrating Open Spaces and Enhancing Redbridge's Historic Assets

Promotion of high quality developments that enrich the borough's heritage and character. The uniqueness and distinctiveness of the borough's varied neighbourhoods and conservation areas such as Wanstead, Snaresbrook, Aldersbrook, Woodford Green and Woodford Bridge will capture the essence of Redbridge as a place to live, work and visit.

Redbridge's renowned and highly valued open spaces and natural areas such as Epping Forest and Hainault Forest Country Park will be protected. Hainault Forest Country Park will be made more accessible by providing better facilities to promote their use to encourage access to nature.

Redbridge will be an exemplar borough of how joined-up approaches to regeneration and investment can maximise opportunities to deliver a range of new housing, jobs and community infrastructure for local people.

FIGURE 6: Redbridge Key Diagram



- Key**
- Elizabeth Line (Crossrail)
  - Central Line
  - Motorway
  - Open Spaces
  - Investment & Growth Area Boundary
  - London Stansted Cambridge Corridor
  - Thames Gateway
  - Strategic Industrial Land
  - Metropolitan Centre
  - District Centres
  - New Education Provision
  - New Health Provision
  - Redbridge Sports Centre (Sub-regional)

## 2.2 Strategic Objectives

2.2.1 The Council has developed a series of strategic objectives for the Local Plan to achieve its vision and help deliver the priorities of the Corporate Strategy (2014-2018). These objectives have been developed to ensure the Council’s strategy ‘Ambitious for Redbridge’ is delivered. The Local Plan strategic objectives are set out below alongside the relevant planning policies.

**TABLE 2: Strategic Objectives**

Local Plan Objective	Local Plan (LP) Policy
<p><b>Objective 1: Promoting and Managing Growth</b></p> <ul style="list-style-type: none"> <li>• To harness growth and help achieve sustainable patterns of development by focusing new development in the borough's Investment and Growth Areas of Ilford, Barkingside, Crossrail Corridor, Gants Hill and South Woodford;</li> <li>• Deliver up to 17,237 new homes across the borough through the creation of high quality developments in a phased programme to help meet existing and future housing needs;</li> <li>• Protection of the existing family housing stock whilst ensuring diversity of type, size and tenure of housing, including affordable housing to meet local needs, tackle homelessness and to deliver the annual housing target of 1,123 new homes;</li> <li>• Respect and enhance the character of the borough's built heritage and residential neighbourhoods;</li> <li>• To improve the health and wellbeing of Redbridge's population and reduce health inequalities through good spatial planning, supporting healthier lifestyles and environmental improvements, as well as ensuring appropriate access to health facilities;</li> <li>• Increase the capacity, quality and density of the borough's Strategic Industrial Locations (SIL) at Hainault Business Park and Southend Road Business Area to enable new and emerging businesses in sectors that are projected to expand in the future;</li> <li>• Improve existing employment land/estates and ensure they are attractive to regional, national and international investors in order to maximise employment opportunities across the borough;</li> <li>• Encourage and maintain an appropriate mix of town centre uses in Ilford Metropolitan Town Centre, the District Centres of Barkingside, Chadwell Heath (part) Gants Hill, South Woodford and Wanstead, and the borough's local Neighbourhood Parades; and</li> <li>• Ensure that employment opportunities are accessible to all and assist in securing the provision of employment training opportunities for all residents.</li> </ul>	<p>LP1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 26, 27, 41.</p>
<p><b>Objective 2: Promoting a Green Environment</b></p> <ul style="list-style-type: none"> <li>• Capitalise on enhanced connectivity between Ilford and Central London with the arrival of Crossrail in 2019;</li> <li>• Encourage sustainable patterns of transport by improving walking and cycling routes;</li> <li>• Encourage cleaner air;</li> <li>• Deliver significant public realm improvements to Ilford Station;</li> <li>• Promote low carbon living and working;</li> <li>• Support the delivery of decentralised energy networks in Investment and Growth Areas to enable sustainable mixed use developments; and</li> <li>• Manage flood risk.</li> </ul>	<p>LP19, 20, 21, 22, 23, 24, 25</p>
<p><b>Objective 3: Promoting High Quality Design</b></p> <ul style="list-style-type: none"> <li>• To promote high quality, safe and sustainably designed buildings, places and streets; and</li> <li>• To promote and protect the high levels of amenity and quality of life to make Redbridge an attractive, successful and vibrant place for residents, workers and visitors.</li> </ul>	<p>LP26, 27, 28, 29, 30, 31, 32, 33</p>
<p><b>Objective 4: Protecting and Enhancing Redbridge's Assets</b></p> <ul style="list-style-type: none"> <li>• Improve existing open spaces and manage open space deficiency;</li> <li>• Provide the conditions for playing pitches and sports provision;</li> <li>• Protect conditions for biodiversity; and</li> <li>• To conserve and enhance the unique historic environment of Redbridge, and the character and distinctiveness of the borough's conservation areas and other historic and valued buildings, spaces and places.</li> </ul>	<p>LP34, 35, 36, 37, 38, 39, 40</p>

SECTION 3

# Promoting and Managing Growth



## Section 3 | Promoting and Managing Growth

### 3.1 Introduction

**3.1.1** This Local Plan is an ambitious document which proposes significant growth and investment in the borough. The overall spatial strategy will secure transformational change which will benefit all residents and businesses. The Council will seek to maximise the benefits of being located at the gateway of the Thames Gateway and London-Stansted-Cambridge Corridor, two major regeneration and growth areas of regional importance. Significant investment in transport infrastructure, particularly Crossrail will secure significant investment opportunities in the borough.

**3.1.2** Creating sustainable communities is at the heart of the Council's development strategy to ensure that the right number and types of homes, jobs and infrastructure are delivered in the right locations. The Plan's spatial strategy includes the creation of a network of distinctive and successful high quality town centre neighbourhoods, which will be employment hubs, provide a quality environment, secure key infrastructure and enhance the borough's retail and leisure provision.

#### **LP1: Spatial Development Strategy**

1 The Council will promote growth to deliver the Council's vision by directing new development including new homes, shops, businesses, leisure facilities and infrastructure to:

- (a) The borough's Investment and Growth Areas of:
  - i Ilford;
  - ii Crossrail Corridor;
  - iii Gants Hill;
  - iv South Woodford; and
  - v Barkingside.

(b) The borough's main town centres, with proposed development compatible with their character, function and scale; and

(c) Other identified Opportunity Sites (set out in Appendix 1) outside of Investment and Growth Areas and town centres, with proposed development protecting and enhancing the existing neighbourhood character of the surrounding area.

2 Subject to meeting all other relevant policies within the Local Plan, the Council will consider favourably development proposals on Opportunity Sites (set out in Appendix 1) which deliver the proposed use or mix of uses identified for each Site within Appendix 1. Development proposals for Opportunity Sites should seek to deliver the indicative quantum of new homes and other non-residential floorspace, and deliver the social infrastructure, set out for each Site in Appendix 1.

#### **Implementation**

- 1 The Council will update and prepare detailed planning guidance in relation to Ilford and the Crossrail Corridor;
- 2 The Council will prepare and facilitate the production and updating of planning briefs and/or Masterplans for the key Opportunity Sites as required. In particular, masterplanning frameworks will be prepared to guide the future development at King George and Goodmayes Hospitals, land at Billet Road, Station Estate and Gants Hill Opportunity Sites;
- 3 The Council is working in partnership with strategic transport authorities such as TfL and network rail to deliver Crossrail and invest in renewing transport infrastructure and public realm;
- 4 The Council has established an Ilford Town Centre Delivery Group to oversee the

implementation of these plans;

- 5 The role of the Council and its partners to facilitate regeneration in the borough;
- 6 Implementation and delivery of the Ilford Housing Zone, which aims to deliver 4000 new homes by 2025; and
- 7 Utilise the Community Infrastructure Levy (CIL) and seek developer contributions towards the provision of new social infrastructure, particularly for health and education provision.

### 3.2 Investment and Growth Areas

**3.2.1** The Council's five Investment and Growth Areas of Ilford, Crossrail Corridor, Gants Hill, South Woodford and Barkingside will accommodate much of the borough's growth over the life of the Plan. The Council recognises that each of these areas are distinctive in their own way with their own individual context and character. The Council will respond to these individual characteristics to facilitate unique and special places which will accommodate the Council's ambitious growth and investment plans.

**3.2.2** These Investment and Growth Areas are highly accessible locations, well connected to the borough's public transport network. They also offer a range of investment opportunities through identified developable and deliverable sites with substantial capacity to accommodate new homes, jobs and infrastructure.

**3.2.3** Delivering successful places will be key to achieving the Council's ambitious growth plans. The proposed Investment and Growth Areas provide a significant opportunity for the Council to deliver change in the borough whilst at the same time responding to its history and evolution. A holistic approach to the planning, design and management of

the borough will respond to its history, evolution, function, context, capitalising on its unique qualities. The Council will deliver change and growth that maximises the borough's environmental, economic and social potential in order to deliver successful places and spaces. The Council will maximise the diversity and potential of the borough's community assets, to create places that promote health and wellbeing for all.

**3.2.4** The Key Diagram in figure 6 illustrates the Council's strategic development strategy. Investment and Growth Area boundaries are 'conceptual' areas to illustrate the overarching strategic approach and are not intended to be prescriptive with definitive boundaries. They do not imply expanded town centre boundaries. Development within Investment and Growth Areas, but which fall outside of designated town centres should respond to the character and context of surrounding areas, including without limitation, respecting and enhancing the character of the established residential neighbourhoods, and the character of designated heritage assets. New development should also conserve and enhance the character and setting of conservation areas and heritage assets within Investment and Growth Areas, as part of a balanced approach towards growth and the preservation of the borough's historic character.

**3.2.5** Within Appendix 1 a quantum is given for new homes and other non-residential floorspace to be delivered on each of the Opportunity Sites. Development on each Opportunity Site should seek to deliver this indicative quantum of development. Any development on Opportunity Sites will be required to secure the highest quality design, in accordance with the policies of this plan, and be appropriate to its setting.

### 3.3 The Ilford Investment and Growth Area

- 3.3.1** Ilford is the largest town centre in Redbridge. Its strong growth potential is specifically recognised through its designation as an 'Opportunity Area' and Metropolitan Centre in the London Plan (2016). The town centre achieved Housing Zone status in 2015 which will bring accelerated housing development to the area over the next ten years. Ilford already benefits from the highest levels of transport accessibility and is set to gain from the introduction of Crossrail which will bring around £70 million of direct public sector investment into the town centre, providing an important catalyst for regeneration. Crossrail will allow passengers to travel from Ilford to Stratford in 10 minutes, and from Ilford to Central London in 20 minutes.
- 3.3.2** The Council's ambition for Ilford is to enhance its profile and performance to ensure it remains one of London's leading town centres. Ilford needs to become not only a destination for shopping, but lively, dynamic and successful which engenders a strong sense of place. The aim is to create a vibrant and attractive town centre, with clusters of opportunities for new homes, high quality leisure and culture uses, and a new civic presence. An attractive Crossrail interchange quarter will enable a high quality environment for all users with attractive and successful public realm of streets and spaces that are well designed. The Council has a major role to play in delivering this change and is committed to effective partnership working with a range of public, private and voluntary sector organisations.
- 3.3.3** The Council published the Ilford Prospectus in 2017. This sets a clear vision for the town centre and key development priorities. A comprehensive public realm improvement scheme is underway and will complement the proposed public realm improvements around Ilford Station planned as part of Crossrail.

## LP1A:

### Ilford Investment and Growth Area

In order to deliver growth and regeneration in Ilford the Council will seek the following quantum of development:

**New homes** – 5,300

**New retail floorspace** – 30,000 sq.m

**New employment floorspace** – 19,000 sq.m

**New Jobs** – 3,000

**Key infrastructure** – Crossrail - Ilford Station Improvements - public realm improvements to enhance the centre and improve legibility, wayfinding and safety - installation of a Decentralised Energy Network - Improvements to Clements Road Gyrotory System – - Improved cycling infrastructure - Education (including two new primary schools and primary and secondary school expansions) - Health (improvements to Loxford Polyclinic and a new health hub in Ilford Town Centre) - Delivery of a new Cultural Quarter in Ilford Town Centre including civic, leisure and retail uses.

**FIGURE 7: Ilford Investment and Growth Area**



**Key**

- |                                   |  |
|-----------------------------------|--|
| Redbridge Borough Boundary        | Ilford Lane Local Centre                             |
| Elizabeth Line (Crossrail)        | Ilford Metropolitan Town Centre                      |
| Central Line                      | Housing Zone Boundary                                |
| Investment & Growth Area Boundary | Ilford Lane Cultural Hub                             |
|                                   | Upgrade Ilford Station and Public Realm Improvements |
|                                   | Ilford High Road Public Realm Improvements           |
|                                   | Improvements to Gyratory System                      |
|                                   | Improved Pedestrian and Cycle Lanes                  |
|                                   | Improved Links to Town Centre                        |
|                                   | New Education Provision                              |
|                                   | New Health Provision                                 |

- 3.3.4** The metropolitan town centre dominates the Investment and Growth Area, and offers a wide range of shops and services. The area has a diverse ethnic mix, which often manifests itself in types of businesses, such as the good range of restaurants, cafés and grocers' shops and activities, particularly on Ilford Lane. The centre is a diverse mix of typologies. There is a traditional core along much of the High Road and Cranbrook Road, while at the western end, Sainsbury's is a major anchor retail store. The Exchange, located at the heart of the centre, is a relatively modern purpose built shopping centre. The listed Town Hall and nearby theatre and library provide a civic presence mid-way along the High Road. At the western end, the centre comprises large office buildings. The Hospital Chapel on Ilford Hill is of twelfth century origin and is a Grade II\* listed building. It forms part of a complex of historic buildings at the western end of the High Road bounded by Ilford Hill and Chapel Road. There are several blocks of high rise apartments, such as Pioneer Point, clustered at either end of the High Road setting an emerging character and context. Moving away from the town centre the residential area is made up of generally good quality Victorian / Edwardian houses on tight streets of linear urban terraces. Valentine's Park is both an important heritage asset and attractive open space in the area.
- 3.3.5** Ilford has an important role to play in meeting housing need in the borough. A number of key Opportunity Sites (Appendix 1) are located within the Investment and Growth Area which provides the opportunity to build approximately 5,300 new high quality homes across the full range of private and affordable housing sectors (policies LP2, LP3 and LP5). Generally, this will occur in higher density mixed use taller buildings with ground and lower floors being used for modern purpose built commercial and retail uses, with housing on the floors above (policies LP26 and LP27). This will enable a large expansion in the town centre residential population and help stimulate the local retail and leisure demand.
- 3.3.6** The creation of a strong, efficient local economy, providing a diverse range of commercial uses and delivering over 3,000 new jobs that are accessible to local residents is key to regenerating Ilford (policy LP14, 15, 16). The town centre has the capacity to provide approximately 19,000 sq.m of new employment space. This will further diversify the range of uses and jobs in the town centre broadening its appeal. The need to harness growth to create jobs has additional importance, because the wards in and to the south of the town centre are among the 20% most deprived in London. New modern purpose built employment space will be provided in the mixed use redevelopment of vacant and underused low grade office accommodation to provide for new flexible office/studio space which will further support local business and enhance job growth.

**3.3.7** Improving the quality and range of Ilford's retail offer as well as providing a range of quality restaurants and entertainment facilities will enhance the town centre (policy LP10). Ilford has the potential to accommodate approximately 30,000 sq.m of new retail floorspace. This retail growth will also provide new employment opportunities. The cultural diversity of Ilford's community offers an opportunity to develop a distinctive retail environment, tenant mix and the opportunity to develop niche retail offers. This is reflective of the Ilford Lane area which has emerged as a notable niche shopping destination in East London focused particularly on high quality fashion wear and ancillary services.

**3.3.8** Ilford benefits from good public transport. The opportunity exists to further enhance public transport making it reliable, safe and excellent. A new Crossrail station will open in Ilford in 2019, benefitting from faster and more direct rail routes between east and west London. This will enable greater levels of investment in the centre through a broader catchment area, making Ilford more of a sub-regional attraction (policy LP14). Key projects include the provision of

a high quality integrated public transport system that includes a new transport interchange located at Ilford Hill, with a direct connection to a newly remodelled Crossrail Ilford Station. The rebuilding of the station to accommodate Crossrail provides a major opportunity to transform this area into a safe, comfortable and highly attractive point of entry to the town centre by public transport. Measures that reduce the impact of traffic congestion and to make the town centre more pedestrian and cycle friendly will also enhance the public realm. Public realm improvement works are currently being undertaken and are scheduled to finish in 2019.

**3.3.9** Ilford has been identified by the Council as a location with the potential to support a decentralised energy network (policies LP19 and LP20). The town centre provides excellent opportunities for new developments, both residential and non-residential, to have strong sustainability credentials. Establishing a decentralised energy network is a very effective way of reducing carbon emissions and reducing energy consumption.

### 3.4 The Crossrail Corridor Investment and Growth Area

**3.4.1** The Council's vision for the Crossrail Corridor Investment and Growth Area is to become a thriving, rejuvenated area with new investment in homes, jobs and social infrastructure. Crossrail is a major opportunity that will bring significant benefits to the borough which the Council seeks to maximise. Crossrail will act as a catalyst for economic growth and inward investment increasing investor confidence which will contribute significantly to delivery of the Council's regeneration plans for the area. Crossrail will play a major role in bolstering and further enhancing the area, acting as a catalyst for change beyond the corridor, increasing commercial opportunities, improving accessibility and strengthening links to central London, Stratford City and Heathrow airport.

#### LP1B: Crossrail Corridor Investment and Growth Area

In order to deliver growth and regeneration in the Crossrail Corridor the Council will seek the following quantum of development across the area:

**New homes** – 4,850

**New retail floorspace** – 20,000 sq.m

**New employment floorspace** – 7,300 sq.m

**New Jobs** – 1,600

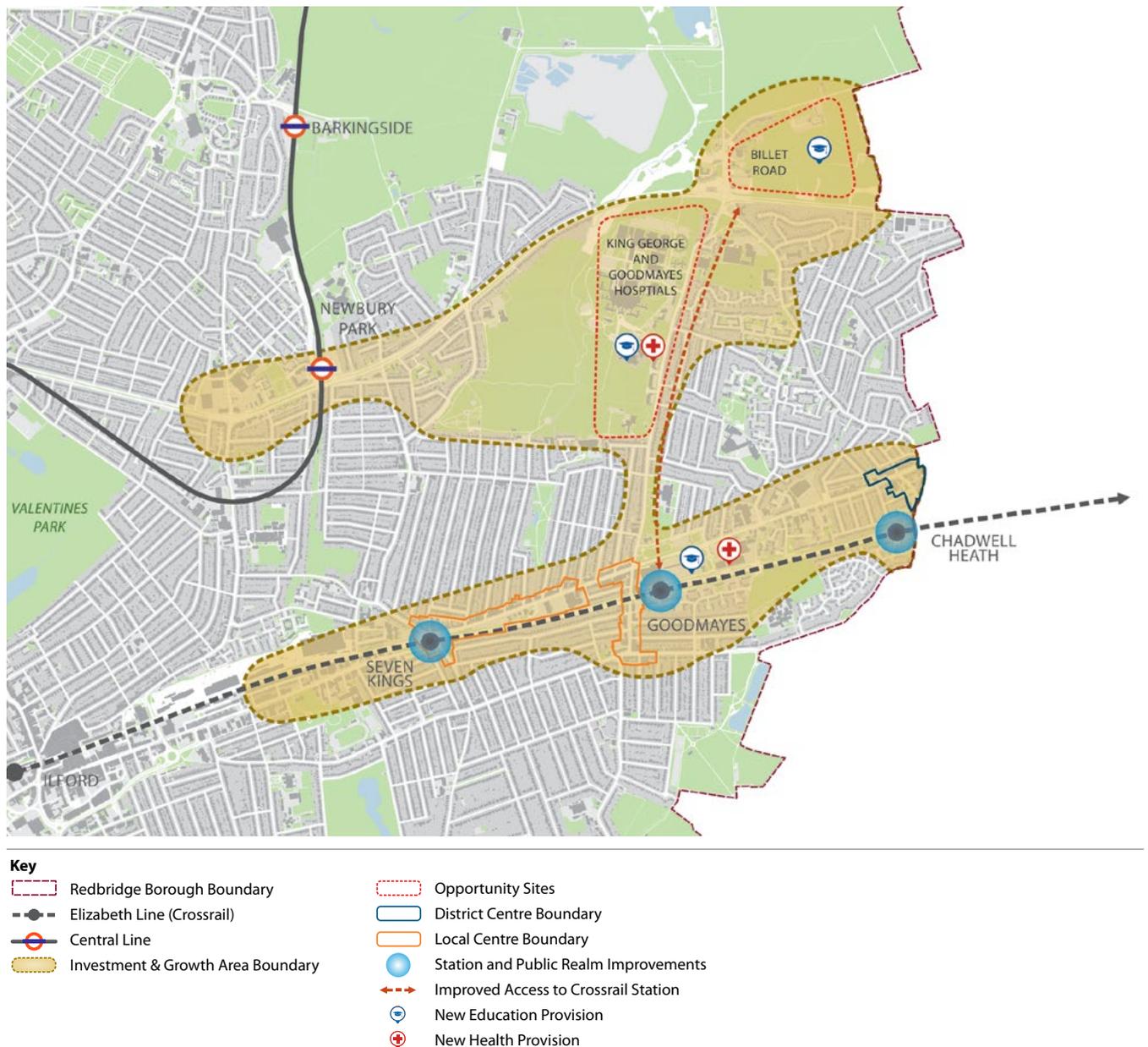
**Key infrastructure** – Crossrail - Seven Kings, Goodmayes and Chadwell Heath Station Improvements - Public realm improvements – Two new minimum 8 form of entry secondary schools and one new primary school - Health infrastructure including investment in Newbury Park Health Centre and two new health hubs (See Appendix 2) - Installation of a Decentralised Energy Network – Improvement to Seven Kings Park - Improved cycling infrastructure.

**3.4.2** The Crossrail Corridor includes three distinct centres at Seven Kings, Goodmayes and Chadwell Heath. Each area has its own context and characteristics.

**3.4.3** Seven Kings is a linear town centre focused around the High Road and the mainline railway. There is only one bridging point over the railway which can create a busy junction in the vicinity of Seven Kings Station. The central buildings are a key feature, particularly the landmarks of the station, the Seven Kings Methodist church and various commercial buildings surrounding the junction. To the south, the Mayfield Bungalow Estate Conservation Area is a unique and distinctive area. The area contains attractive parks which are well used.

**3.4.4** Goodmayes is primarily a residential area served by a series of local shopping parades and centres. The clock tower at the junction of Goodmayes Road / Lane and Green Lane acts as a local landmark. Goodmayes Retail Park sandwiched between the High Road and the railway east of Goodmayes Road is undistinctive with poor levels of continuity and enclosure. This area operates as a separate retail park due to the deficient levels of accessibility and integration into the urban layout. Goodmayes suffers from a lack of distinctiveness, with no clear neighbourhood boundaries in relation to Seven Kings and Chadwell Heath.

**3.4.5** Chadwell Heath centre contains a mix of uses, characterised by residential flatted development in upper floors above parades with retail and other uses at the street level. Beyond the centre, residential properties are generally suburban in character, buildings are generally arranged in short terraces with relatively simple detailing. Chadwell Heath Station, the Eva Hart Public House and the Art Deco Bingo Hall on the corner of Wangey Road are important local landmarks and to the north of Chadwell Heath Centre, Little Heath Conservation Area is an important local heritage asset.

**FIGURE 8: Crossrail Corridor Investment and Growth Area**

**3.4.6** Within these centres, there are several vacant and underutilised sites on the High Road that also offer significant regeneration potential.

**3.4.7** There are a number of key Opportunity Sites (Appendix 1) located within the Crossrail Corridor which provide the opportunity to build approximately 4,850 high quality new homes (policies LP2, LP3 and LP5). The Council has identified two strategic sites to the north of the Corridor that are capable of accommodating housing led mixed use development during the plan period. These are:

- King George and Goodmayes Hospitals; and
- Land at Billet Road.

**3.4.8** The Council's ambitions for these sites are set out below. Further details on how the Council will see these sites come forward will be subject to a masterplanning exercise responding to the existing character and urban grain, ensuring new places and neighbourhoods retain and enhance their local distinctiveness.

## **LP1Ba: King George and Goodmayes Hospital**

The Council expects a comprehensive housing led mixed use development at King George and Goodmayes Hospitals in accordance with the following criteria:

- i Land in and around King George and Goodmayes Hospitals will be developed to provide around 500 high quality new homes (including affordable and family housing);
- ii Optimising densities compatible with local context, sustainable design principles and public transport capacity, in line with the Density Matrix of the London Plan;
- iii The conversion and reuse of non-designated historic assets will enable provision of new homes. This will include conversion of the former mental health asylum buildings unless it can be demonstrated that this is neither feasible or practical;
- iv On site provision for a new secondary school;
- v Delivery of a new health hub;
- vi A permeable design – a walkable neighbourhood with routes and spaces defined by buildings and landscape;
- vii Enhanced open space provision, including the protection and enhancement of land designated as a Site of Importance for Nature Conservation;
- viii Improved east-west pedestrian and cycle routes to link the new neighbourhoods together;
- ix Development to be of the highest quality design, respecting the nature and character of the area;
- x At King George and Goodmayes Hospitals development should maximise the opportunity to create a centerpiece for the new neighbourhood with opportunities to enhance the setting of the former mental health asylum;
- xi The provision for decentralised energy networks, subject to technical feasibility and viability. Any provision that is secured on this site must comply with policy LP29 in order to limit impacts on residential amenity;
- xii Development of this site should also comply with all other relevant policy requirements of this plan; and
- xiii The phased development of land in separate ownership should be considered in the context of a Planning Brief/Masterplan for the site as a whole.

## LP1Bb: Land at Billet Road

Land at Billet Road will be developed to provide around 800 high quality new homes (including affordable and family housing) in accordance with the following criteria:

- i Optimising densities compatible with local context, sustainable design principles and public transport capacity, in line with the Density Matrix of the London Plan;
- ii Enhanced open space provision;
- iii On site provision of a new secondary school;
- iv High quality distinctive design and architecture focused on building groups rather than individual units;
- v Development of this site should also comply with all other relevant policy requirements of this plan; and
- vi Work in partnership with the London Borough of Barking and Dagenham to ensure development at Billet Road complements the neighbouring redevelopment at Marks Gate in terms of design principles and sharing of community infrastructure such as schools and library facilities.

Further detail and guidance in relation to detailed design and concept master-planning will be set out in a Planning Brief/ Masterplan.

- 3.4.9 In terms of education, the Redbridge College site also provides the opportunity for new and improved further education facilities.
- 3.4.10 Crossrail will act as a catalyst for economic growth attracting both residential growth and supporting new businesses looking for a location with excellent transport links (policy LP14). The Corridor has the capacity to provide approximately 7,300 sq.m of new employment floorspace and 20,000 sq.m of new retail space alongside new residential development and supporting infrastructure. This will help further diversify the range of uses and jobs in the Corridor broadening its appeal making Seven Kings, Goodmayes and Chadwell Heath more vibrant and attractive places, with an improved commercial and retail offer, new high quality buildings, and new public spaces that will enhance the Corridor (policy LP14).
- 3.4.11 While the Corridor benefits from a good system of public transport, through the implementation of Crossrail the opportunity exists to gain further enhancements (policy LP22). These improvements include upgrading Seven Kings, Goodmayes and Chadwell Heath stations. Further improvements to cycling and walking routes will improve access to these stations and other key destinations, local parks and open spaces in the vicinity.
- 3.4.12 Improvements to the public realm such as a new public space at the heart of Seven Kings creating a 'focal hub' will contribute to the Corridor's high quality townscape.
- 3.4.13 The Corridor has also been identified as a location with the potential to support a decentralised energy network (policies LP19 and LP20). Establishing a decentralised energy network is a very effective way of reducing carbon emissions and reducing energy consumption.

### 3.5 The Gants Hill Investment and Growth Area

**3.5.1** The Council's vision for the area is to develop a unique thriving district centre, which maintains its architectural heritage and has a strong local economy and a healthy safe, quality environment. The Council aims to further develop and improve the centre's retail offer adding vitality and viability particularly to the daytime economy. The Council will continue to promote and enhance the area's award winning night-time economy to ensure it remains a thriving evening destination.

#### **LP1C: Gants Hill Investment and Growth Area**

In order to deliver growth and regeneration in Gants Hill the Council will seek the following quantum of development:

**New homes** – 500

**New retail floorspace** – 8,000 sq.m

**New employment floorspace** – 2,600 sq.m

**New Jobs** – 600

**Key infrastructure** – Public realm improvements – Improved links to Valentines Park – Education and health infrastructure (Appendix 2) – Improved cycling infrastructure.

**3.5.2** Gants Hill offers a number of different activities and supports a wide mix of uses. The area has a local retail offer and retains some office use and community facilities. It has a strong evening economy, including restaurants, bars and night clubs.

**3.5.3** The Investment and Growth Area is based around the famous Gants Hill roundabout. Gants Hill Underground Station is located beneath the roundabout, accessed via a network of pedestrian subways, which means the area is highly accessible.

**3.5.4** Taller and larger scale buildings within the core are located primarily along Eastern Avenue. However, these larger scale buildings are not particularly imposing upon the amenity of the adjoining neighbourhoods due to the distances which separate them and because they step down in height. Quiet, low rise residential streets extend beyond the town centre.

**3.5.5** Gants Hill will continue to play a key role in housing delivery in the borough. This will generally be achieved through taller, higher density housing led mixed use schemes and the redevelopment of existing vacant, poor architectural quality and underused low grade office accommodation (see policies LP14, 26 and 27). Key Opportunity Sites within the centre include Wentworth House, 350 Eastern Avenue, Big Yellow Storage, 374-404 Eastern Avenue, Commercial House, 406-410 Eastern Avenue, Montrose House, 412-416 Eastern Avenue, Land at the corner of Woodford Avenue and Eastern Avenue and Land at the corner of Woodford Avenue and Cranbrook Road North. These Opportunity Sites provide the potential to deliver approximately 500 new high quality new homes (see policies LP2, 3 and 5), and represent opportunities for landmark redevelopment that could enhance and reinforce the character of the area (see Appendix 1 for more detail). The good public transport access and links to central London make Gants Hill an ideal location for new housing.

**3.5.6** The key issue for the continued regeneration of Gants Hill Investment and Growth Area is the need to strengthen the daytime retail economy. Transforming the centre's daytime economy will improve the environment for shoppers and increase footfall, making the centre more competitive. The delivery of a large supermarket will act as an anchor to the retail offer in the centre acting as a catalyst for growth. The town centre has the capacity to provide approximately 8,000 sq.m of new retail floorspace (policy LP9). As reflected in policy LP17 the Council will support growth

**FIGURE 9: Gants Hill Investment and Growth Area**

with appropriate community infrastructure for mixed use development, supporting the expansion of facilities for schools and healthcare, and revisiting the loss of existing facilities.

**3.5.7** The A12 Eastern Avenue is a major road and traffic volumes are very high in Gants Hill, creating major traffic issues and problems for the area. The high volume of traffic makes it difficult to move around and undermines the quality of the urban environment for other users. Whilst recent improvements have enhanced the quality of the pedestrian environment of the centre, there is scope for further improvement.

**3.5.8** Another element of the strategy for Gants Hill is the promotion of the evening economy, which is the strongest part of the district centre retail economy. The Council will build on the good work that has been achieved to continue to maintain high standards set for services in Gants Hill district centre during the later hours of the day.

### 3.6 The South Woodford Investment and Growth Area

**3.6.1** The vision is to maintain South Woodford as a vibrant, diverse and busy centre with a strong daytime and evening economy. The Council will support and promote the business focus of the area, particularly the independent nature of the businesses which are located within it. The Council will seek to enhance local heritage recognising the centre's rich Victorian and Edwardian character.

#### LP1D:

#### South Woodford Investment and Growth Area

In order to deliver growth and regeneration in South Woodford the Council will seek the following levels of growth:

**New homes** – 430

**New retail floorspace** – 3,500 sq.m

**New employment floorspace** – 6,100 sq.m

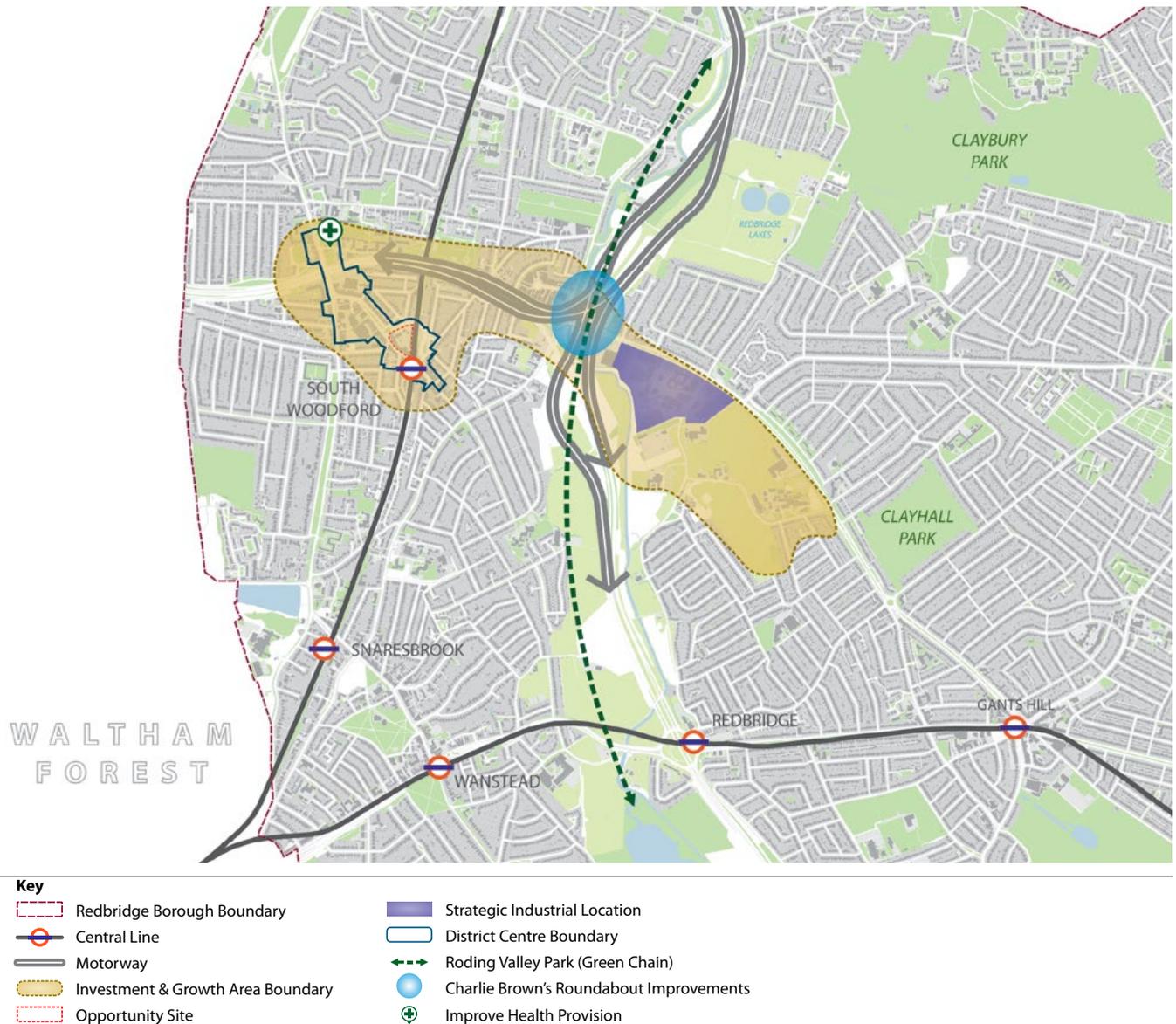
**New Jobs** – 600

**Key infrastructure/Projects** – High Street and public realm improvements – Education including planned school expansions and health infrastructure including investment in South Woodford Health Centre and redevelopment of Wanstead Hospital as a locality hub (Appendix 2) – Improved cycling infrastructure – Preserve and enhance the George Lane and South Woodford Conservation Areas. As reflected in policy LP17 the Council will support growth with appropriate community infrastructure for mixed use development, supporting the expansion of facilities for schools and healthcare, and revisiting the loss of existing facilities.

**3.6.2** South Woodford Investment and Growth Area contains a broad mix of uses, particularly within the town centre, but also large employment areas to the east. The quality of buildings, trees and spaces makes South Woodford one of the more attractive parts of the borough.

**3.6.3** The South Woodford core is focused on the town centre at George Lane. This is a busy retail high street with good convenience shopping and a range of comparison goods, with a strong evening economy. The footfall is high with good public transport. Wide pavements along most of George Lane create comfortable conditions for pedestrians. Good quality traditional shopfronts help create the sense of a vibrant centre.

**3.6.4** The designation of South Woodford as an Investment and Growth Area will ensure a strategy for growth that protects and boosts local business and commercial activity through new mixed use development, strengthening it economically, as well as delivering additional homes. The strategy for growth is based on the concept of allowing for the intensification of development in town centres along transport corridors. The town centre is well served by public transport such as South Woodford Underground Station on the Central Line (policies LP2, LP3 and LP6). The purpose of the designation of South Woodford as an Investment and Growth Area is to implement a strategy for growth that boosts local business and commercial activity through new mixed use development, as well as delivering additional homes in the area. The objective is to increase footfall in South Woodford centre and create jobs, strengthening it economically. Opportunities have been identified where improvements can take place, but the Council also recognises the special character of South Woodford and the centre, and preserving that character is also a key aim of the strategy for the Investment and Growth Area. The designation is about positive economic and physical improvement, so that the area only gains economically and environmentally and does not lose any of the features that make it special. This approach involves a balanced approach to development and the preservation of local heritage assets and their settings, and new buildings will be required to respect local character and make a positive contribution to the area.

**FIGURE 10: South Woodford Investment and Growth Area**

**3.6.5** Although South Woodford is largely residential in nature there are still opportunities to accommodate new homes and jobs. Key sites include Station Estate and 53-55 Marlborough Road (Appendix 1). The Opportunity Sites within the Investment and Growth Area have the potential to provide approximately 430 new homes. The Council will seek to deliver high quality developments on these Opportunity Sites that respect the local character of the surrounding area (policies LP26, 27 and 33).

**3.6.6** Key business and industrial locations of the Southend Road Business Park, Ravens Road, and the Shrubberies are imperative to the economic success of the borough as they are the locations of some of the borough's better quality employment stock. The

Council will seek to protect and enhance these locations and further promote them as locations for new business in the borough (policy LP14). The Investment and Growth Area has the capacity to provide approximately 6,100 sq.m of new business space as part of mixed use developments.

**3.6.7** Charlie Browns roundabout is a major junction which experiences high levels of traffic at peak times of the day. It also severs South Woodford's District Centre from the Woodford Trading Estate a key employment area in the Investment and Growth Area. The Council will seek improvements to this junction to reduce the level of traffic congestion and improve the pedestrian and cycle network.

**3.6.8** The Council remains committed to preserving and enhancing the heritage and character of South Woodford. Whilst the aim for the Investment and Growth Area is growth, protection and enhancement of the George Lane (The Shrubberies) and South Woodford conservation areas, and the character of South Woodford as a whole remains a key priority for the Council (policy LP33).

### 3.7 The Barkingside Investment and Growth Area

**3.7.1** The Council's ambition for Barkingside Town Centre is to secure it as a strong, attractive and prosperous centre, and widen the centre's appeal as a place to visit and enjoy by day and into the evening. The Council seeks to enhance the centre's shopping experience and broaden the range of activities and services provided there.

#### **LP1E: Barkingside Investment and Growth Area**

In order to deliver growth and regeneration in Barkingside the Council will seek the following levels of growth:

**New homes** – 500

**New retail floorspace** – 2,000 sq.m

**New Jobs** – 125

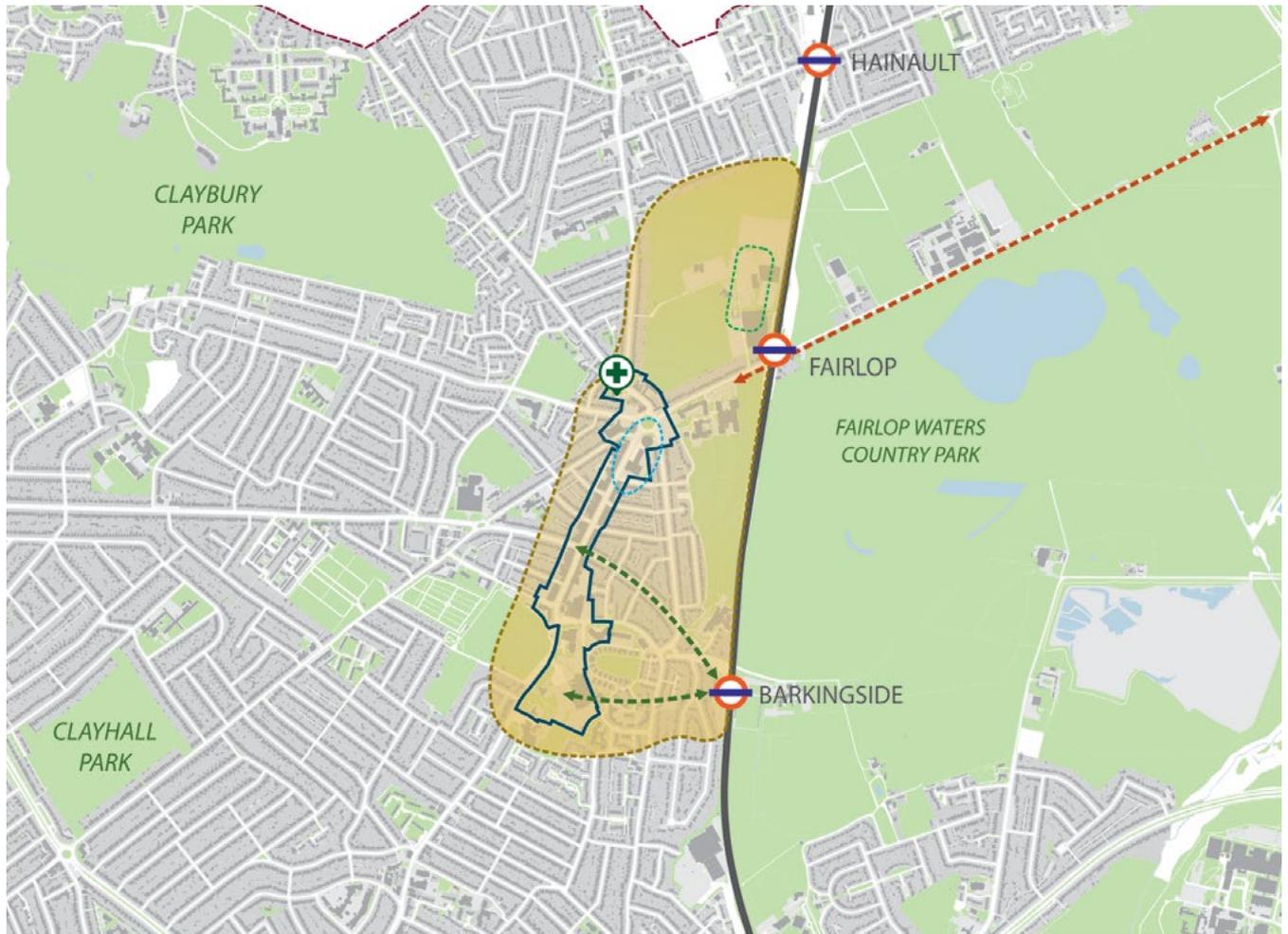
**Key infrastructure** – High Street and public realm improvements - Improved Redbridge Sports Centre - Improved cycling infrastructure and pedestrian links to Fairlop Waters and Hainault Forest Country Park – Improvements to Fullwell Cross Library, Fullwell Cross Leisure Centre and Barkingside Recreation Ground. Redevelopment and modernisation of Fullwell Cross Health Centre.

**3.7.2** The area is served by two London Underground Central Line stations at Barkingside and Fairlop. The London Plan (2016) designates Barkingside as a District Centre. It is well supported by retail, community and recreational services such as Fullwell Cross Library, Fullwell Cross Leisure Centre and Redbridge Sports and Leisure Centre. The town centre offers exciting opportunities for a range of improvements and the development of an additional wide range of uses that will bring growth and further prosperity to an already stable and important retail area within the borough.

**3.7.3** Barkingside is also noted for its extensive housing stock. The context of the area is relatively modern and uniform. Barnardo's is a notable presence in the area and a significant asset. The new development at Tanners Lane accommodates a new headquarters while the 22 Grade II Listed 'cottage homes' found on the Barnardo's Conservation Area are outstanding examples of Victorian properties. The listed library and leisure centre and magistrates court are other buildings which set the area apart in being excellent examples of modernist architecture. The area is also notable for, and benefits from, close proximity to large areas of green space to the north east of the area such as at Fairlop Country Park and Hainault Forest Country Park, which offer a range of leisure and recreation opportunities.

**3.7.4** Barkingside has a number of key sites that have the potential to provide new mixed use developments, which will enhance the vitality and prosperity required to improve the area (policies LP1, LP2 and LP3). The Investment and Growth Area includes a number of Opportunity Sites (see Appendix 1). The existing leisure centre is an important local facility and redevelopment offers the potential to improve and enhance it to create a sub regionally important facility.

**FIGURE 11: Barkingside Investment and Growth Area**



**Key**

- |                                   |                                    |                                   |
|-----------------------------------|------------------------------------|-----------------------------------|
| Redbridge Borough Boundary        | District Centre Boundary           | Improved Town Centre Linkages     |
| Central Line                      | Upgrade to Redbridge Sports Centre | Improved Pedestrian & Cycle Route |
| Investment & Growth Area Boundary | Community Hub                      | Improved Health Provision         |

- 3.7.5** Enhanced pedestrian and cycle connections (policies LP17 and LP37) at Fairlop Waters Country Park and Hainault Forest as part of the Mayor's Green Grid will improve access and enjoyment of residents to these highly valued green spaces.
- 3.7.6** The now implemented enhanced office facilities at Tanners Lane has ensured Barkingside remains the home of the world renowned children's charity Barnardo's. Beyond this, there is limited scope in the Investment and Growth Area for new employment floorspace.
- 3.7.7** In addition, improving the quality and range of Barkingside's retail and evening offer will improve the vitality and viability of the town centre (policy LP9). While there are a limited number of opportunities to increase the level of retail provision in the town centre, improved quality and wider range of shops, restaurants, businesses and other facilities will increase the attraction of the town particularly after shopping and working hours. This will encourage people to stay longer, making linked trips and visit the town centre as a way to spend leisure time.
- 3.7.8** The recent completion of the Barkingside Town Centre Improvement Plan, also known as 'Better Barkingside', now fully implemented, made overall public realm improvements across the town centre (see policies LP22 and LP23). In particular major improvements were made to the area around Fullwell Cross Library and Leisure Centre, creating an attractive new town square and improved entrance to the centre. This has also improved the setting of the library and leisure centre, creating a sense of place and focal point for meeting and small events. The library and leisure centre have been reinforced as a community hub, and movement between

the library and leisure centre car parks and the High Street has been improved. The new Town Square has received a special Mayor of London's commendation as part of the 2015 New London Architecture Awards. The awards recognise the very best new and proposed architecture, planning and development in the capital. Overall, the upgrades to the public realm will help to increase footfall and the likelihood of linked trips within the district centre. The Council, with other services, will continue to improve the public realm through various initiatives.

### **3.8 Promoting Housing Growth**

- 3.8.1** The Council will create successful neighbourhoods by providing homes that people want to live in and to create places where people aspire to stay. High quality housing is essential to quality of life and the Council's aim is to give all Redbridge residents the opportunity of living in a high quality home which they are able to afford.
- 3.8.2** The Council is planning for significant housing growth in the borough and will establish a plentiful supply of good quality housing, in the most sustainable locations, that is supported by the appropriate social and physical infrastructure, jobs and services.

**LP2:****Delivering Housing Growth**

- 1 The Council will deliver a minimum target of 16,845 new dwellings in the period 2015 to 2030 by:
  - (a) Focusing and prioritising new homes in the borough's Investment and Growth Areas of Ilford, Crossrail Corridor, Gants Hill, South Woodford and Barkingside;
  - (b) Promoting and considering in a positive manner residential development which comes forward on designated Opportunity Sites (as identified in Appendix 1), as part of a mix of uses (where so provided within Appendix 1). Subject to other relevant policies within the Local Plan and site specific considerations residential development on Opportunity Sites should seek to deliver the indicative quantum of new homes identified for each Site in Appendix 1;
  - (c) Making effective and efficient use of land by promoting higher density development in highly accessible locations such as Investment and Growth Areas having regard to the London Plan Density Matrix;
  - (d) Resisting the net loss of residential accommodation;
  - (e) Supporting initiatives to bring empty properties back into use; and
  - (f) Supporting infill development on previously developed land, subject to the criteria set out in policies LP7 and LP26.

**Implementation**

- 1 The Council will keep its supply of housing sites under review and regularly update its housing trajectory and five year supply of deliverable sites through the Authority's Monitoring Report;
- 2 The Council will proactively work with the land owners, developers and other development partners to facilitate and promote housing development in the borough;
- 3 The Council will continue to work to achieve the efficient use of the existing housing stock by seeking a reduction in the number of vacant, unfit, unsatisfactory and under-occupied dwellings;
- 4 Delivery of the Council's Empty Properties Strategy;
- 5 Delivery of the Council's Housing Zone designated in Ilford;
- 6 Delivery of the Council's Housing Implementation Strategy; and
- 7 Delivery of the Council's Housing Strategy.

**3.8.3** The National Planning Policy Framework (NPPF) requires Councils to plan to meet the full objectively assessed needs for housing in the area. The London Boroughs of Redbridge, Barking and Dagenham and Havering form a single sub-housing market area, with the London boroughs of Newham and Waltham Forest forming a wider separate housing market area. The Council has worked with these four neighbouring authorities on an Outer North East London Strategic Housing Market Assessment (SHMA) (2016). The SHMA indicates that Redbridge's full objectively assessed housing need is 46,900 homes between 2011 and 2033. This equates to 31,977 homes for the plan period, with an average of 2,132 homes per year.

- 3.8.4** The London Plan (2016) sets a minimum housing target for Redbridge of 1,123 dwellings per annum. Therefore, over the plan period the Council is required to provide a minimum of 16,845 homes. This target is based on a thorough assessment of housing capacity. The Council has undertaken an exhaustive search for potential housing sites in the borough. The Strategic Housing Land Availability Assessment (SHLAA) (2013), undertaken by the Mayor, plus additional sites identified by the Council (see Appendix 1) has established that the borough has the capacity to accommodate up to 17,237 new homes (including an allowance for windfall).
- 3.8.5** In accordance with the London Plan (2016), the borough has sufficient capacity to meet and exceed its minimum housing target whilst also closing the gap to its objectively assessed housing need.
- 3.8.6** This housing capacity work clearly demonstrates that there is significant housing capacity within the borough's designated Investment and Growth Areas. As Table 3 below demonstrates, these areas have the capacity to accommodate approximately 11,682 new homes which means that over 70% of new homes will be delivered within the Council's Investment and Growth Areas.
- 3.8.7** The Council recognises that its objectively assessed housing need is far in excess of its identified sources of housing capacity. As the Sustainability Appraisal (2016) demonstrates, the Council has explored and tested a number of alternative development strategies to try to meet its objectively assessed housing need. The proposed development strategy is the most sustainable approach.
- 3.8.8** The housing trajectory (Figure 12) is a means of measuring the Council's past and future housing performance in meeting the housing target. The housing trajectory is based on information relating to past housing completions, current planning approvals and anticipated future housing proposals. It estimates the potential number of units on each Opportunity Site in the borough and estimates a realistic timeframe for development. These figures are subject to ongoing review and monitoring through the Authority Monitoring Report (AMR). The housing trajectory sets out an annual breakdown of Redbridge's housing supply over the plan period assessed against the London Plan (2016) target.

**Table 3: Housing delivery by location and plan phase**

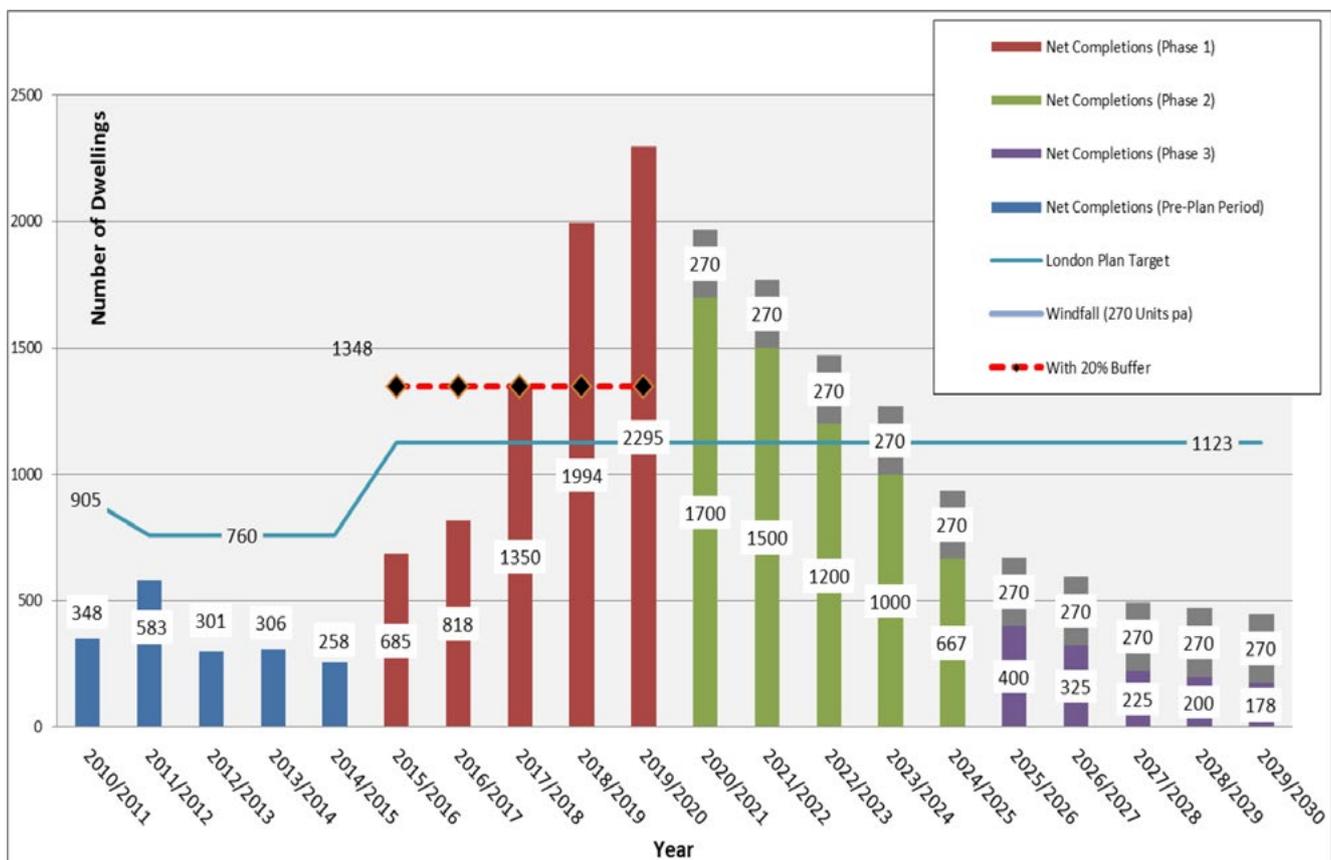
<b>Investment and Growth Areas</b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>TOTALS</b>
<b>Period</b>	<b>2015 - 2020</b>	<b>2021 - 2025</b>	<b>2026 - 2030</b>	
1) Ilford	3,726	1,214	424	5,364
2) Crossrail Corridor	1,039	3,223	600	4,862
3) Gants Hill	187	315	0	502
4) South Woodford	193	228	25	446
5) Barkingside	322	186	0	508
Rest of the borough	1,675	901	279	2,855
<b>TOTALS</b>	<b>7,142</b>	<b>6,067</b>	<b>1,328</b>	<b>14,537</b>
<b>Windfall</b>	<b>0</b>	<b>1,350</b>	<b>1,350</b>	<b>2,700</b>
<b>TOTALS with windfall</b>	<b>7,142</b>	<b>7,417</b>	<b>2,678</b>	<b>17,237</b>

**3.8.9** The NPPF requires the Council to identify a supply of specific deliverable sites to demonstrate a 5 year housing supply. As figure 12 shows, from 2010 to 2015, a total of 1,796 homes were built in the borough which resulted in a shortfall of 2,004 homes based on the Council's previous housing target (760 homes per year) set out in the London Plan (2011). In accordance with paragraph 47 of the NPPF, in order to make up this previous shortfall, the Council has sought to deliver 20% more homes in the first five years of the Plan. In addition, the Council places no reliance on windfall as a source of housing supply in the first 5 years of the plan period and focuses solely on the delivery of allocated Opportunity Sites. The windfall allowance of 2,700 homes is applied to the latter 10 years of the plan period (270 per annum for years 6-15).

**3.8.10** Paragraph 47 of the NPPF aims to 'boost significantly the supply of housing', and in order to demonstrate the Council's ambition and commitment to achieving this, it will update the Housing Implementation Strategy. This document sets out a strategy and the mechanisms through which the Council will seek to ensure a high level of housing delivery in the borough particularly over the first five years of the Plan.

**3.8.11** Whilst the Council recognises the importance of creating new homes to meet the housing target, it is also important to protect against the loss of existing homes to other uses. The loss of housing would worsen the borough's housing shortfall and homes lost through redevelopment, change of use or conversion would further widen the gap between supply and demand.

**FIGURE 12: Redbridge 15 year supply of deliverable land for housing (including windfall sites)**



**3.8.12** One of the borough's many assets are the number of established residential neighbourhoods with distinctive character. As the Characterisation Study (2014) shows, many of these areas are suburban and terraced or semi-detached in nature. New housing development in these areas should respond to the existing character, appearance and scale of these areas in order to respect the established residential character.

**3.8.13** The Council will aim to make the most effective and efficient use of land in order to maximise housing supply. Areas with high levels of public transport accessibility and which are close to local shops and services, such as the borough's Investment and Growth Areas, are appropriate locations for higher density housing development. The Council will seek housing development to be in accordance with the London Plan Density Matrix to ensure development densities respond appropriately to their context and character. Within Appendix 1 to the Plan a quantum is given for new homes on each of the Opportunity Sites but this is not a cap. Development on each of the Opportunity Sites should seek to deliver this indicative quantum of development, along with any other forms of development identified in Appendix 1 for the Site. It should nevertheless be consistent with the context and the character of the surrounding area and otherwise cause no unacceptable adverse effects.

**3.8.14** The development of new homes is not the only way of accommodating the borough's growing population. Bringing vacant homes back into use can also contribute towards meeting the housing target. At October 2013, approximately 1,500 homes were recorded as empty. Therefore, approximately 1.5% of the housing stock is vacant, demonstrating that there is over a years supply of potential homes by bringing empty properties back into use.

**3.8.15** The Council's Empty Property Strategy (2012 – 2015) is a key strategy which looks at ways in bringing empty homes back into use. In addition to increasing the number of homes, the Strategy will also result in improved environmental conditions and a reduction in the level of crime, anti-social behaviour and blight often associated with empty and derelict properties.

**3.8.16** Given the high level of housing need, it is essential to protect the existing housing stock. The further loss of housing will exacerbate the level of need and undermine the building of new homes if the current housing stock is diminished without replacement.

### 3.9 Affordable Housing

**3.9.1** Building new homes that are genuinely affordable for residents is a key priority for the Council. As stated in the Council's Housing Strategy (2014), the Council are committed to maximising the delivery of affordable homes, and every opportunity will be maximised to develop affordable housing in the borough by adopting a proactive and flexible approach.

#### **LP3: Affordable Housing**

- 1 The Council will seek to maximise the provision of affordable housing in the borough by setting a minimum strategic affordable housing target of 35%. The Council will achieve this by:
  - (a) Delivering on average, a minimum of 393 additional affordable homes per year;
  - (b) Requiring affordable housing to be provided on sites with a capacity to provide 10 homes or more, to be calculated in accordance with the density matrix set out in Table 3.2 of the London Plan;

- (c) Providing a tenure mix of 60% social/affordable rent housing and 40% intermediate (including starter homes);
- (d) Assessing the level of affordable housing on a site by site basis. Proposals will need to provide a viability assessment in order to justify the level of affordable provision on each site. Should proposals be below the minimum 35% policy requirement or where public subsidy is required to deliver the 35%, the Council will then employ a review mechanism, and should viability have improved the Council will seek further on site provision up to a maximum of the deferred sum;
- (e) Delivering and supporting the delivery of affordable housing through other sources of supply, such as local authority new builds and estate regeneration; and
- (f) Monitoring the level of demand for self-build or custom build in the borough and planning for this need accordingly.

### Implementation

- 1 The Council will support the delivery of additional affordable homes through mechanisms identified in the Redbridge Housing Strategy 2017-2022. This includes working with Registered Providers, engaging in direct Council house building and taking measures which can deliver more affordable homes from the existing stock such as estate regeneration, bringing long term vacant properties back into use and Purchase and Repair schemes;
- 2 The Council will prepare a Planning Obligations Supplementary Planning Document to assist in the interpretation and implementation of this policy;
- 3 The Council has an updated Strategic Housing Market Assessment (SHMA), 2016 and this will inform guidance on tenure size and mix of affordable housing;
- 4 The Council will keep its supply of affordable homes under review and regularly update its performance through the Authority's Monitoring Report;

- 5 Delivery of the Council's Housing Zone designated in Ilford;
- 6 Delivery of the Council's Housing Implementation Strategy;
- 7 The Council's Planning Service will produce guidance for the Right to Build and custom house building to inform the public of the opportunities afforded by the Government initiative, and the process for registering an interest and applying for serviced plots. The Council will keep a register of individuals and groups interested in self and custom build, and use the identified demand to inform planning policy; and
- 8 The Council will work in partnership with volume house builders and registered social landlords to implement Right to Build on schemes large enough to accommodate its delivery, and will ensure that such development proposals will provide appropriately serviced plots, with agreed details for access and plot layouts and identifiable plot boundaries, through the planning application process, using conditions on grant of planning permissions.



*Queen Mary's Gate South Woodford*

- 3.9.2** The borough has seen a significant rise in house prices over the past ten years. The Housing Strategy Evidence Database (2016) shows that although more affordable than parts of inner London, Redbridge housing has the highest average prices of the outer London boroughs and it is far from affordable for many of the communities. This has left residents experiencing affordability problems arising from the relationship between local incomes and the realistic supply of the cheapest housing available.
- 3.9.3** Affordable housing is housing which meets the needs of households whose incomes are not sufficient to enable them to be able to buy or rent housing on the open market. The Outer North East London SHMA (2016) estimates that of the total 46,900 objectively assessed housing need (2011 – 2033) 15,300 homes should be affordable which equates to 695 affordable homes per year. Over the Plan period (2015 – 2030) this equates to 10,432 new affordable homes. Affordable housing need therefore equates to approximately 30% of the total objectively assessed housing need.
- 3.9.4** The level of objectively assessed affordable housing need over the plan period (10,432 total or 695 affordable homes per year) equates to approximately 61% of the overall minimum housing target (1,123 homes per year). Meeting this level would severely undermine the viability of the majority of housing developments, and thus undermine the overall housing delivery in the borough. This target represents the average, long term objectives for affordable housing provision from all sources and is not meant to dictate outcomes on any particular housing scheme. It should be exceeded where possible and not be used to “cap” output.
- 3.9.5** Paragraph 173 of the NPPF states that plans should be “deliverable” and should “require careful attention to viability and costs in plan making.” In addition paragraph 174 states that the “cumulative impact of policies of these standards and policies should not put implementation of the plan at serious risk”. The Council has undertaken a Local Plan Viability Assessment and Community Infrastructure Levy Review (2017) to inform the level of affordable housing which would be viable in the borough. This assessment found that in most cases, schemes can accommodate the Council’s affordable housing requirement at a level between 20% to 40%. In order to address the acute level of housing need in the borough, whilst also seeking to ensure that housing development remains viable, the Council will adopt a minimum strategic affordable housing target of 35% and a corporate affordable housing delivery target of 393 homes per year or 5,895 units over the plan period 2015-2030.
- 3.9.6** The Council aims to maximise every opportunity to deliver affordable housing in accordance with London Plan (2016) policy 3.12 – Negotiating Affordable Housing, and the Mayor’s Affordable Housing and Viability SPG (2016). Where housing schemes are approved on the basis of an affordable housing offer below policy requirements, the Council will include provision for a re-appraisal of viability when the scheme has been completed and largely occupied. Where viability has improved, the applicant will be expected to make further affordable housing provision up to the maximum policy shortfall.
- 3.9.7** The Council will seek to achieve and exceed affordable housing through applying the 35% target on private schemes and seeking higher levels of delivery through grant funded, registered provider and council-led schemes. All schemes are expected to maximise the delivery of affordable housing and make the most efficient use of available resources to achieve this objective in accordance with the London Plan (2016) and the policies of this Plan. In accordance with the Mayor’s Affordable Housing and Viability SPG (2016), the Council will ensure affordable housing delivery is maximised from all sources, by considering a variety of funding and design solutions such as use of grant, Registered Provider’s own funding and innovative funding models to increase the overall number of affordable homes.

## Estate Regeneration

- 3.9.8** As part of the Council's estate regeneration programme, a programme is being developed to increase the number of social housing units in the borough. Additional units will be delivered in a number of different ways, including:
- re-designating units such as converting houses containing bedsits back to family housing;
  - adding additional floor levels to existing low rise low density estates;
  - converting unused communal facilities into social housing units such as community rooms; and
  - converting underutilised spaces such as car parking /garages into family housing.
- 3.9.9** The programme for delivering the additional units will be available early 2016/2018 and plans are underway to deliver the first 12 units in 2016/2017.
- 3.9.10** The Council is currently undertaking a review of existing housing estates in the borough to identify potential opportunities for additional affordable housing delivery. Such opportunities could include intensification of existing sites by building additional homes on underutilised areas, through infilling or additional floors on existing buildings. There may also be opportunities for comprehensive redevelopment of estates to maximise affordable housing delivery.
- 3.9.11** Under HRA self-financing and greater local authority freedoms, the Council can now deliver new affordable homes, subject to funding availability. The Council can use sources of funding such as Capital allowances, Right to Buy receipts and HRA headroom to fund the delivery of new affordable homes by the borough. The Council sees direct development on its HRA land, estates or garage sites as part of the step change approach required to deliver more affordable housing supply. The Council will also continue to implement its Purchase and Repair Scheme to deliver new affordable housing in the borough.
- 3.9.12** Starter Homes aim to help meet the housing needs of young first time buyers, many of whom increasingly cannot afford to buy their own home. Starter Homes are offered at below their open market value. In accordance with National Planning Policy Guidance (NPPG) the Government promotes a Starter Homes exception site policy. The policy enables applications for development for Starter Homes on under-used or unviable industrial and commercial land that has not been currently identified for housing. The NPPG seeks for Local planning authorities to work in a positive and proactive way with landowners and developers to secure a supply of land suitable for Starter Homes. In accordance with policy LP14, the Council will support the provision of such housing on non-designated employment sites.
- 3.9.13** Self and Custom Build houses are a Government initiative which aims to be an 'affordable' means to building and owning a high quality sustainable home. The Government's immediate objective is to realise the potential of the custom homes market and double its size over the next decade, creating up to 100,000 additional custom build homes.
- 3.9.14** The Government wants Local Authorities to include self-build and custom-build projects to contribute towards their affordable housing provision. The Council aims to support this initiative to enable local residents the opportunity to design and build their own home. The Council believes that the right to build initiative offers an opportunity to not only increase the number of homes in the borough but also deliver exemplar homes of high quality sustainable design. The Council recognise that residents want to build their own individual houses with sufficient space for family living such as provision of garden space.

**3.9.15** As of 1<sup>st</sup> April 2016, the Council has published a register for people to express an interest in acquiring self- build or custom build plots in their area. This register will help inform the Council of the level of demand for self- build and custom build plots in Redbridge and enable the Council to develop its housing and planning policies, and plan accordingly for self-build or custom housing plots.

### **3.10 Specialist accommodation for older, vulnerable, homeless residents and students**

**3.10.1** The Council is committed to protecting and empowering the most vulnerable residents in the borough. As the Council's Housing Strategy (2014) states, a positive approach to increasing the provision of Specialist Accommodation will be taken. Older and vulnerable people can include the elderly, homeless families, people with mental health problems and disabled people. The Council wants to develop a strong, inclusive community, one that responds to the needs of all residents, including those who are most vulnerable.

## **LP4:**

### **Specialist Accommodation**

- 1 The Council will support older, vulnerable and homeless residents in the borough by aiming to provide a sufficient supply of Specialist Accommodation, including temporary accommodation, to support independent living. The Council will support various forms of Specialist Accommodation where it:
  - (a) Is needed to meet a demonstrable need within the borough and will be targeted at borough residents;
  - (b) Contributes to creating a mixed, balanced and inclusive neighbourhood;
  - (c) Is well-integrated with the wider neighbourhood, does not unduly harm amenity of neighbouring occupiers;

- (d) Is suitable for the intended occupiers in terms of the standard of facilities; design of buildings; density, parking; internal space and amenity space;
- (e) Provides the necessary level of supervision, management and care/ support; and
- (f) Offers easy access to community facilities, is accessible to public transport, workplaces, shops and services appropriate to the needs of the intended occupiers.

- 2 The Council will resist the loss of Specialist Accommodation unless:
  - (a) Adequate replacement accommodation can be provided;
  - (b) It can be demonstrated that there is a surplus of Specialist Accommodation in the area; or
  - (c) It can be demonstrated that the existing care home is incapable of meeting relevant industry standards for suitable accommodation in a cost effective manner.

### **Student Accommodation**

- 3 Where student accommodation is required to meet strategic and local need, it will be supported where it is appropriately located within:
  - (a) One of the borough's Investment and Growth Areas;
  - (b) Within or at the edge of a town centre; and
  - (c) In an area of good public transport accessibility.

In addition to meeting the requirements of the above, proposals for student accommodation will also need to demonstrate that:

  - d) There would be no loss of existing housing;
  - e) There would be no adverse impact on local amenity, in particular, the amenity of neighbouring properties and on-street parking provision;

- f) The accommodation is of a high standard, including adequate unit size and compliance with daylight and sunlight standards;
- g) Provision is made for units that meet the needs of students with disabilities;
- h) The need for the additional affordable bedspaces can be demonstrated; and
- i) The accommodation can be secured by agreement for occupation by members of a specified educational institution(s).

### Implementation

- 1 Delivery of Redbridge Housing Strategy 2017-2022 which includes working with care home providers, housing charities to deliver specialist housing in the borough; and
- 2 Monitoring against the London Plan (2016) indicative benchmarks to inform local targets for specialist housing for older persons (Table A5.1) and keeping this under review.



*Jason Lee House Homeless Support Hostel*

- 3.10.2** Redbridge has an ageing population and therefore there is a need to ensure the right housing products for older residents. The Other North East London SHMA (2016) demonstrates that the number of older people in the borough will grow over the plan period. There are 16 sheltered

accommodation schemes (1,466 units) in the borough, of which (1,398 units) or 15 schemes are owned and managed by Registered Providers. In addition, there are supported living schemes for vulnerable residents in the borough.

- 3.10.3** The Council recognises the importance that older people place on their independence. Therefore, the Council will primarily seek to assist local residents to remain in their own home through additional support and adaptations. This includes building new wheelchair accessible homes in accordance with building regulation requirements. However, the Council recognises that care needs cannot always be met through conventional housing and therefore the provision of specialist accommodation is required. The London Plan (2016) sets an indicative annualised strategic benchmark for specialist housing for older people at 120 units per year.

- 3.10.4** The support needs of vulnerable people are identified in the Joint Strategic Needs Assessment (2014/15). There are 76 schemes currently funded through the Supporting People Programme for more than 2,600 vulnerable people living in the borough. The Council will ensure that the support needs of people are met through making sure there are adequate Supporting People services and move-on options for people who no longer need support and new people are referred.

- 3.10.5** As the Homelessness Strategy (2013-18) shows homelessness is increasing and is currently at one of the highest levels in London. The lack of available and affordable private rented housing options presents an acute pressure in managing homeless demand. There were 2,171 households in temporary accommodation in Redbridge as at August 2014 (London Borough of Redbridge, Annual Monitoring Report 2013 - 2014). As demand for private rented accommodation increases, this has put further pressure on finding suitable accommodation for homeless people. The more challenging issue is that increasingly

the Housing Service has to source accommodation outside of Redbridge and use Bed & Breakfast accommodation to fulfil its statutory homelessness duties. The Council operates a 'pathway' approach which offers temporary accommodation and support to enable residents to find suitable long-term accommodation. The provision of quality temporary accommodation whilst the Council is seeking to discharge its duties in respect of homelessness is also a priority in order for it to reduce dependency on the private rented sector and keep to a minimum the use of bed and breakfast accommodation. Increasing the supply of temporary accommodation will reduce demand and pressure for short term occupation within the existing housing stock.

- 3.10.6** Older, vulnerable and homeless people are generally more reliant on public transport, and without good access, living on their own can lead to isolation and loneliness. The location of specialist accommodation in accessible locations is therefore important to ensure occupants are able to be independent as much as possible and have easy access to key local services such as health facilities and local shops, which is key to their general health and wellbeing.
- 3.10.7** The Council seeks to resist the loss of Specialist Accommodation so that the level of provision in the borough is not reduced. However, the Council recognises the changing nature of care provision for older, vulnerable and homeless people. Where existing specialist accommodation does not meet modern standards the Council will support the reprovision or modernisation to ensure satisfactory provision of appropriate specialist accommodation to better meet the needs of older, vulnerable and homeless residents.

### **Student Accommodation**

- 3.10.8** Whilst there are no universities located within Redbridge and there is unlikely to be any significant increase in demand for student housing over the plan period, the Council still supports the provision

of student housing in the borough. The London Plan (2016), policy 3.8, seeks to encourage a more dispersed distribution of future student provision taking into account development and regeneration potential in accessible locations. The Council will therefore support student housing in highly accessible locations, particularly areas with excellent transport connections to central London, such as Ilford and Crossrail.

- 3.10.9** As also noted by the London Plan (2016), paragraph 3.53, addressing demand for student housing should not compromise conventional housing supply, particularly affordable housing or undermine mixed and balanced communities. The Council will therefore resist student housing which would result in the loss of residential (C3) accommodation. New purpose built student housing may reduce pressure on conventional housing which is currently occupied by students.

- 3.10.10** The Council will seek to secure student housing at rent levels which are affordable levels to the wider student body.

### **3.11 Housing Mix**

- 3.11.1** The Council will deliver a range of homes in terms of sizes that will contribute to the creation of mixed, inclusive and sustainable communities. It will be important to ensure the borough's housing stock provides for a wide range of housing needs and offers choice. Redbridge has a diverse population which has a range of housing needs that require a variety of home sizes.

- 3.11.2** It is important that an appropriate mix of housing is delivered so that people at different stages of their life cycle and with differing physical abilities or living arrangements can find a home which meets their personal needs. Across the borough, the Council wishes to create a mixed and balanced community in which people from all backgrounds and walks of life feel included, but this does not imply homogeneity. It is also necessary to ensure that people who have chosen to live in

a locality with an established character are protected from changes which would undermine that character.

**3.11.3** The Outer North East London SHMA (2016) has identified a significant need for larger homes in the borough. Of the total objectively assessed housing need for market housing over the plan period, (21,545 homes), approximately 84% (18,203 homes) are for homes of over 3 bedrooms or more. In addition, of the total objectively assessed housing need for affordable housing over the plan period (10,432 homes) approximately 64% (6,680 homes) are for homes of over 3 bedrooms or more. The level of need for family housing is further demonstrated by the fact that the borough has the joint 2nd highest average household size in England and Wales of 2.8 making over-crowding a real issue.

**3.11.4** In order to provide for the need for larger family (3 bed plus) housing and develop mixed and balanced communities the Council will seek new development to provide a dwelling mix as set out in Table 4 below. This housing mix has been developed based on the findings of the SHMA (2016).

**TABLE 4: Preferred Unit Size Mix by Tenure**

Tenure Type	1 bed	2 bed	3 bed	4 bed
Market	20%	30%	40%	10%
Social Rented/ Affordable Rented	10%	40%	40%	10%
Intermediate	20%	40%	30%	10%

## LP5: Dwelling Mix

1 The Council will aim to secure a range of homes that will contribute to the creation of mixed, inclusive and sustainable communities by seeking all housing developments to provide a range of dwelling sizes and tenures particularly focusing on the provision of larger family sized homes (three bed plus) in line with the preferred housing mix, as set

out in Table 4. The dwelling mix will be considered on a site by site basis and in applying the preferred housing mix regard will be given to the following:

- (a) Site size and other constraints;
- (b) The surrounding context and character;
- (c) The overall level of affordable housing proposed; and
- (d) The financial viability of the scheme.

2 In addition, the strategic sites of King George and Goodmayes Hospitals and Billet Road are all expected to meet the Council's preferred dwelling mix.

### Implementation

1 The Council will assess the exact dwelling mix on a site by site basis. While the Council seeks to prioritise larger family (3 bed plus) homes, it recognises that not all sites will be able to meet the above preferred dwelling mix.

**3.11.5** Most of the new homes have been delivered in town centres and they are meeting a market need. However, there have also been significant numbers of new build flats constructed on infill sites in areas of established residential housing areas. Residents are concerned that this is fundamentally changing the character of their neighbourhoods and leading to parking congestion and pressure on services.

**3.11.6** Town centres, with their public transport accessibility, shops and services will continue to be an appropriate location for new flats in line with identified housing need, but outside the centres, there will be an emphasis on the provision and protection of family housing in order to maintain a balanced housing stock which reflects overall need.

**3.11.7** The Council recognises that not all housing development in the borough will be able to meet the preferred housing mix. Therefore, flexibility around the preferred dwelling mix may be required, for example, to achieve a rational layout, the best possible accessibility arrangements or the need to satisfy design and amenity concerns. When considering the proportion of larger homes, the Council will take into account any features that make the development particularly suitable for families with children. For example, child-friendly features of housing development could include; the potential to provide space on site where children can play, either through private or communal space; dedicated children's play space within the development or available nearby; access to existing open space; and the number of homes with direct access to private amenity space. It should be noted that the Council does not consider that the absence of any or all of these features justifies the omission of large homes from a development, and all the criteria in policy LP5 should be fully considered. The Council will work with housing developers, particularly on schemes containing mainly flatted development, to develop innovative solutions to deliver a higher proportion of larger family sized units. In addition, it is expected that the strategic sites of King George and Goodmayes Hospitals and Billet Road will meet the preferred housing mix in order to address the significant need for larger family sized units in the borough. Indicative Masterplans prepared for these sites demonstrate that this is achievable.

### 3.12 Housing in Multiple Occupation and Buildings in Multiple Residential Occupation

- 3.12.1** The Council will manage dwelling conversions, Houses in Multiple Occupation (HMO) (C4) and Buildings in Multiple Residential Occupation (BMRO) (Sui Generis) to protect the existing housing stock, particularly larger homes in the borough and ensure they provide a range of homes in terms of size.
- 3.12.2** Changes by the Government to permitted development rights in 2010 mean that planning permission is not required to change a dwelling house (C3) to an HMO (C4) accommodating up to six people. This has made managing the growth and concentration of HMOs a challenge to ensure a mixed and balanced housing stock.

#### **LP6: Dwelling Conversions, Houses in Multiple Occupation and Buildings in Multiple Residential Occupation**

- 1 The Council will only support the conversion of larger home(s) into smaller self-contained units (C3) where:
  - (a) It is located in a Metropolitan, District or Local Centres (as identified in Appendix 6);
  - (b) The gross floor area of the property exceeds 130 sq.m where two units are proposed and exceeds 180 sq.m where three or more units are proposed;
  - (c) No significant loss of character or amenity occurs to the area as a result of increased traffic, noise and/or general disturbance;
  - (d) Appropriate car and cycle parking provision are provided in accordance with London Plan standards;
  - (e) It meets the national space standards; and

(f) The conversion provides at least one larger family sized home of 74 sq.m (3 bed plus) on the ground floor with access to a dedicated rear garden of the converted home.

2 The Council will only support the conversion of larger house(s) into Buildings in Multiple Residential Occupation (Sui Generis) where:

(a) The gross floor area of the property exceeds 180 sq.m;

(b) It meets the requirements of criteria 1 (a), (c) and (d) above; and

(c) It provides a Management Plan.

### Implementation

- 1 In accordance with the Redbridge Housing Strategy 2017-2022, the Council will actively remind landlords of their obligation to obtain a licence for larger Houses in Multiple Occupation. This will be combined with legal action against those who fail to license their properties. The Council will also seek to introduce a discretionary licensing scheme for other HMOs;
- 2 The Regeneration, Property and Planning Service in association with the Housing Service will monitor the impact of HMO developments across the borough. If evidence suggests that smaller HMOs (land use class C4) are creating an undue adverse impact on a locality, the Council will consider the use of an Article 4 Direction to remove permitted development rights; and
- 3 In accordance with the Redbridge Corporate Strategy 2014-2018, the Council will seek to implement a property licensing scheme to improve the quality of private rented accommodation and address anti-social behaviour.

**3.12.3** Housing tenure patterns in the borough have changed over the last 10 years with a significant growth in the private rented sector and a reduction in home ownership. The private rented sector has doubled in size in the last 10 years, and in 2011 it accounted for around 23% of the stock. This growth has been concentrated in specific areas of the borough such as Ilford and Gants Hill which has experienced up to 42% of the housing stock in these areas being privately rented. The lack of housing supply combined with high housing costs is forcing many households to seek smaller and lower cost units of accommodation, often in the private rented sector, mean that this trend will continue and therefore such uses need to be managed.

**3.12.4** Although the number of households living in flats has increased since the 2001 Census, the dominant property type is still terraced housing at 35%, despite a 5.6 percentage point decrease.

**3.12.5** While the Council acknowledges the important role such housing provides, particularly to young professionals, it also recognises concerns from a number of existing residents that a concentration of such forms of housing can have a detrimental effect on the character and amenity of an area. Areas where there are a high number of dwelling conversions, HMOs and BMROs can cause a cumulative impact of added pressure on off street car parking and local services. In assessing if there is an over-concentration of dwelling conversions and Buildings in Multiple Residential Occupation in an area, regard will be given to the cumulative impact of parking, noise, overcrowding and waste affecting the general street scene.

**3.12.6** The increase in dwelling conversions, HMOs and BMROs has largely resulted in a loss of family-sized homes, causing the slow erosion of the borough's existing larger housing stock. This trend poses serious issues for maintaining a mixed housing offer in many neighbourhoods, and ensuring the adequate provision of larger

family homes. While the Council wishes to ensure that an appropriate mix of housing is achieved, this needs to be balanced against the need for larger homes. Furthermore, the loss of existing family size housing can be difficult to offset through the provision of family size housing in new development as this new development will predominantly be located in town centres. It is important that dwelling conversions and Buildings in Multiple Residential Occupation provide satisfactory living conditions for both the benefit of occupiers and neighbours. The threshold of 130 sq.m and 180 sq.m are the smallest floorspace which could successfully incorporate two or three self-contained units, of which one is 'family sized' (e.g. 3 bed plus) and sufficient space for appropriate access arrangements. This has been based on the National Space Standards. Consequently, the Council will seek to restrict the conversion of existing family sized housing into smaller self-contained units. However, where conversions are considered appropriate, to mitigate the further erosion of the borough's housing stock of larger houses, the Council will require a 'family' sized unit(s) (3 bed plus) to be included within any proposed conversion.

**3.12.7** The Council will also seek to implement a number of other initiatives to manage dwelling conversions, HMOs and BMROs. This licensing of larger HMOs requires tough enforcement action against landlords who rent out poor quality accommodation in the pursuit of financial gain. It also promotes a discretionary licensing system for smaller HMOs. The Council will seek to introduce a borough-wide public licensing scheme to improve the quality of private rented accommodation and address anti-social behaviour.

**3.12.8** Proposals for BMRO should provide a management plan. The effective management of a BMRO can significantly reduce the negative impacts on amenity of neighbouring properties and improve the quality of living for occupants. The

management plan could address issues related to waste and recycling collection, management of communal areas (both internal and external), appropriate health and safety checks and management of excessive noise.

**3.12.9** By their nature, dwelling conversions and Buildings in Multiple Residential Occupation are more intensely used. Given this, it is best to locate them in areas with good public transport accessibility which are in close proximity to local shops and services. Dwelling conversions and Buildings in Multiple Residential Occupation are therefore supported in the borough's town centres. Areas outside of these centres are more appropriate to family living and the provision of larger homes. Increasing the provision of larger homes in new build housing schemes whilst continuing to resist the loss of existing larger homes should ensure the housing stock remains balanced and provides housing choice in the borough.

**3.12.10** The Council will continue to monitor the number and location of HMOs in the borough to assess their impact on existing communities. Should the cumulative impact of HMOs have a negative impact, the Council will seek to use powers such as an Article Four Direction to remove permitted development rights which enable a change of use from C3 (dwelling house) to C4 (HMOs). Should the Council decide to introduce an Article Four Direction it will provide further guidance in relation to the future management of HMOs (C4). This will be in the form of a Supplementary Planning Document.

### **3.13 Back Garden Development**

**3.13.1** The Council will seek to protect and enhance the positive contribution gardens make to the character and biodiversity of the borough. The Council will prioritise the appropriate reuse of previously developed land in order to encourage sustainable forms of residential development.

## LP7: Back Gardens

- 1 The Council will resist the use of outbuildings ordinarily used for ancillary purposes within a dwelling curtilage or garden as separate sleeping and living accommodation.
- 2 The Council will only support the subdivision of existing housing plots and gardens to create new residential accommodation where;
  - a) Development provides both existing and future occupiers with an appropriate level of internal space and external amenity space in accordance with LP29;
  - b) It meets the design requirements of LP26; and
  - c) It provides its own independent access.

### Implementation

- 1 The Planning Service will continue to work with other Council service areas to effectively tackle the problem of 'beds in sheds' in the borough, utilising legal powers across planning, fire safety, housing and environmental health.

- 3.13.2** In accordance with national policy, the priority for development should be previously developed land. Private residential gardens are excluded from the definition of previously developed land, and therefore, the Council will seek to direct new residential development away from gardens and to focus on previously developed land.
- 3.13.3** The London Plan (2016) proposes greater recognition to the contribution of gardens. As identified in the Characterisation Study (2014) and various Conservation Area studies, gardens are also important elements in the character of certain parts of the borough, particularly in the north and west. Gardens not only contribute to local character but also provide safe and

secure amenity and play space, help to reduce flood risk and mitigate the effects of climate change and the heat island effect. In addition, gardens are a key part of the green infrastructure of the borough, and in accordance with LP39 - Nature Conservation, the Council will endeavour to protect and enhance green infrastructure and biodiversity.

- 3.13.4** It is considered that the cumulative impact of the loss of gardens would cause the gradual degradation of the character and appearance of the borough and have an adverse impact on biodiversity. Back land development can result in the excessive loss of residential amenity in terms of loss of privacy, outlook and overshadowing/sunlight.
- 3.13.5** Whilst the Council recognise that some back garden development may be appropriate, it seeks to ensure that such development provides occupants of the existing property and occupants of the new development with a quality internal and external environment. In addition, such development should not cause harm to the amenity of neighbouring properties and should provide its own independent access.
- 3.13.6** The Council has seen an increase of illegal accommodation in sheds and outbuildings – 'Beds in Sheds'. 'Beds in Sheds' are usually built in the rear gardens of residential properties and may be rented to tenants for sleeping purposes. Such accommodation does not tend to have planning permission for such usage or building regulation consent. Such accommodation is of a poor standard, unfit for human habitation as well as being a significant health and safety risk to occupants. Such accommodation also impacts on the amenity of neighbouring properties, particularly with noise and disturbance. Given the serious problems that 'Beds in Sheds' cause, the Council seeks to resist such development.

### 3.14 Gypsies and Travellers

**3.14.1** In accordance with both national and regional policy the Council will plan for and meet the needs of the Gypsy and Traveller community. The Council recognises that Gypsy and Travellers form part of the borough's diverse community and providing them with right type of housing will help tackle inequality and help create strong and sustainable neighbourhoods.

#### **LP8: Gypsies and Travellers**

- 1 The Council will aim to meet the needs of Gypsies and Travellers by:
  - (a) Retaining and protecting the existing Gypsy and Traveller site at Forest Road Site; and
  - (b) Supporting maintenance and intensification of the Northview Caravan Site to provide up to 7 additional pitches to meet identified need over the plan period.
- 2 Development of any additional temporary or permanent Gypsy and Traveller accommodation will be supported where:
  - (a) The site provides for an appropriate layout, in terms of pitches, amenity buildings, hard-standings and open spaces;
  - (b) The site is not located in the Green Belt, unless there are very special circumstances;
  - (c) The site is located in Flood Zone 1 or exceptionally in Flood Zone 2 and is otherwise suitable for development;
  - (d) The site is serviced by a suitable access road and is accessible from the public highway and adequate provision for parking, turning and servicing on site to ensure road safety for occupants and visitors;

- (e) The site is well related to existing communities and accessible to local services and facilities, such as shops, schools, healthcare and public transport; and
- (f) Proposals are sensitive to local character and surroundings.

#### **Implementation**

- 1 Work in partnership with the Council's housing department to monitor any unauthorised encampments and manage any short-term transient stops; and
- 2 The Council will review the needs of Gypsies and Travellers to ensure their requirements are planned for accordingly through upgrading and maintenance of existing site.

**3.14.2** The government provides guidance in 'Planning Policy for Traveller Sites' (2015) on how to plan for Gypsies and Travellers. The Council recognises the importance of providing the appropriate type of housing to meet the needs of Gypsies and Travellers and the significant benefit it can bring to this community. The new guidance includes a change to the definition of Travellers for planning purposes and the Council has updated its Gypsy and Travellers needs assessment in response to this to ensure it is planning appropriately for this community.

**3.14.3** In order to identify the level of need in the borough and to respond to the new national guidance and a change to the definition of a Traveller, the Council has undertaken a Gypsy and Travellers Accommodation Needs Assessment (2016). The assessment concluded that 7 additional pitches will be required to meet need over the plan period.

**3.14.4** There is currently one Gypsy and Traveller site in the borough, Northview Caravan Site on Forest Road. It is a Council managed site that currently provides 16 pitches. The Gypsy and Traveller Accommodation Needs Assessment (GTAA) (2016) has found

a potential overall need for a total of 7 additional pitches for the period 2016-2031. The main reasons for the increase is that there are now more and older children living on the site compared to the previous GTAA in 2012. The existing site has the capacity to accommodate this additional need. During the first five years of the plan period, the need is for an additional two pitches. Given that there does appear to have been some turnover in recent years, and that there are several single elderly tenants on site, there is no additional need from these households other than met through natural turnover of pitches.

**3.14.5** The Council will continue to manage the borough's existing Gypsy and Traveller site to meet the needs of the Gypsy and Traveller communities and, to ensure integration with surrounding communities. Policy LP8 includes a series of criteria that will be used to determine any future additional site's capacity and suitability to provide Gypsy and Traveller accommodation in the configuration proposed.

**3.14.6** The suitability of the site for use as a Gypsy and Traveller site is an important consideration. Green Belt will not be acceptable unless very special circumstances exist, as per national and London Plan (2016) policy. In addition, like mainstream housing, Gypsy and Traveller accommodation requires sites of suitable quality in terms of availability of supporting infrastructure (waste management, utilities, communal spaces), accommodation and access for large vehicles, amenity, and avoidance of excessive exposure to noise and other environmental pollutants. All such needs should be set out and met on site through the proposed design and necessary management plans, demonstrating that they will deliver appropriate housing quality and highway safety, capacity and environmental quality.

**3.14.7** The availability of supporting community infrastructure such as health, education and transport links is also essential. The site should be in a sustainable location and should be in reasonable proximity to local services and facilities.

**3.14.8** To help deliver sustainable communities and quality placemaking, the policy requires proposals to consider the amenity of new residents and impact on surrounding communities. In doing so, regard will be had to community cohesion, integrating the site and the local community.

**3.14.9** The Council will continue to engage with neighbouring boroughs and districts to ensure that sub-regional need is appropriately addressed and provided for. Monitoring and continuing engagement will inform the review of the evidence base and assessment of whether that evidence base and associated policy remain up to date.

### **3.15 Stimulating Business and the Local Economy**

**3.15.1** Redbridge is strategically located to capitalise on the regeneration and growth opportunities within the region. It lies at the gateway of the London Stansted Cambridge Corridor (LSCC) and Thames Gateway and is in close proximity to central London. In addition, its excellent road and rail links and highly accessible town centres mean it is an attractive location for new and expanding business to locate to drive economic and job growth in the borough. Easy and quick access to the gateways at Stansted and London City Airports also open up opportunities for international investment.

### 3.16 Redbridge Town Centres

- 3.16.1** The borough's town centres are the engine rooms of its local economy and the Council wants to strengthen them as retailing, employment and services and as vibrant focal points of community life. As the borough's population grows, the Council needs to ensure that there is a good choice of shopping and other town centre services and facilities for residents.
- 3.16.2** The Portas Review (2010) pointed to the need for High Streets to reinvent themselves in order to meet the challenges of internet shopping, out-of-town retail and changing consumer preferences. It stresses a flexible approach to land uses in which a wide range of retailing, services and community activities are promoted as part of a health town centre mix. The Council recognises the individual role and strengths of each of the borough's town centres and seeks to promote these attributes to enhance the vitality and viability of each centre.

#### LP9:

#### Ensuring the Future Vitality and Viability of Town Centres

- 1 The Council will promote the regeneration of the borough's town centres and support their vitality and viability by:
  - (a) Providing a minimum 23,911sq.m (net) of new comparison retail floorspace (34,159sq.m gross) and 8,562sq.m (net) of new retail convenience floorspace (12,231sq.m gross) in the borough's designated town centres;
  - (b) Retaining a strong hierarchy of town centres by directing town centre uses to:
    - i The Metropolitan Centre of Ilford, as the key regional centre within the borough, particularly recognises the significance of a strong comparison retail sector and encourages a wider

mix of uses including leisure, office and other commercial uses and community and cultural uses;

- ii The District Centres of Barkingside, Gants Hill, South Woodford, Wanstead, Green Lane (part) and Chadwell Heath (part) will be promoted to provide a complementary retail, leisure, office and evening offer; and
- iii The Local Centres of Woodford Broadway / Snakes Lane, Woodford Bridge, Woodford Green, Manford Way, Seven Kings, Goodmayes, Ilford Lane and Green Lane and Key Retail Parades predominantly provide a local level of retailing and community facilities.

The scale of development proposed in each centre should be appropriate to the role and character of the centre and its catchment. Proposals outside town centres should demonstrate that all in-centre, and then all well connected edge of centre, options have been assessed for their availability, suitability and viability.

- (c) Promoting town centres as a place for business and networking and supporting initiatives and enterprises that encourage this (see LP14);
- (d) Supporting high quality shop front design, signage and appearance that contribute to local townscape character (see LP28);
- (e) Improving access to town centres by a choice of means of transport, particularly sustainable modes such as public transport, cycling and walking (see LP22 and 23); and
- (f) Improving the town centre public realm to improve the attractiveness connectivity, legibility to enhance local character and identity of each individual town centre (see LP26).

## Implementation

- 1 Take forward the Redbridge Economic Strategy (2016) which sets out a delivery plan to help promote economic growth and regeneration within the borough's town centres; and
- 2 Monitor the vitality and viability of Ilford Metropolitan Town Centre and the five District Centres by undertaking Town Centre Health Checks.

**3.16.3** In planning for future growth the Council has undertaken a Retail Capacity Study (2015) which examined the quantitative need for new convenience and comparison floorspace in the borough over the plan period. The study found that there is scope for between 23,911 – 39,851 sq.m (net) of comparison retail floorspace and between 8,562-17,071 sq.m (net) of convenience floorspace. The Retail Sites Opportunities Assessment (2015) considered the availability and suitability of sites in the borough to deliver the new floorspace, and cites a gross to net floorspace ratio of 70% on the basis of the urban context of potential sites. It found that there is sufficient capacity within designated Opportunity Sites in existing town centres to meet the minimum floorspace capacity requirements over the Plan period, and the Council has supplemented this by identifying additional sites in town centres for new retail space, as set out in Appendix 1.

**3.16.4** At the heart of the Council's strategy for delivering growth is a hierarchy of town centres. As set out in Appendix 6, there is already a well-established network of centres in the borough. Ilford is designated as a Metropolitan Centre, with Barkingside, Gants Hill, South Woodford, Wanstead, Green Lane and Chadwell Heath designated as District Centres. In addition, Woodford Broadway/Snakes Lane, Woodford Bridge, Manford Way, Seven Kings, Goodmayes Ilford Lane and Green Lane are designated as Local Centres. The Council intends to reinforce the existing

hierarchy of centres by steering new development proposals appropriate to their role into these designated centres. By doing this, the Council will seek to create distinctive centres, with each centre building on its unique characteristics to provide a unique 'offer'.

**3.16.5** In accordance with the London Plan (2016), the Metropolitan Centre of Ilford will be promoted to be a centre of regional importance for comparison shopping and a diverse mix of other retail, business, leisure and community activities and significant residential growth. Accordingly, the majority of additional retail growth is proposed to be located in Ilford. A town centre strategy will be developed, focused on 'place based' regeneration including improved accessibility and safe, functional and attractive public realm as well as working to attract a diverse mix of land uses aimed at promoting a strong, successful, vibrant and viable town centre.

**3.16.6** District centres have a more localised role and are intended to complement Ilford by providing reasonably sized facilities for main and bulk convenience food shopping and a reasonable range of comparison shopping facilities.



*Ilford Lane*

- 3.16.7** The borough contains a large number of Local Centres and Retail Parades as well as isolated shops that are vital for the role they play in serving the day-to-day shopping needs of residents and businesses. Local Centres and Retail Parades often add to the character and image of the borough, giving them a focal point easily accessible to people's homes by walking or cycling. The Council will support their role by encouraging small scale retail development, of an appropriate type within them. The Council's Characterisation Study (2014) recognises that beyond the town centre hierarchy, there is an important network of smaller groups of non-residential properties, particularly Retail Parades, but also other undesignated 'mixed use outliers' which are primarily focused on edges of town centres, centres of residential neighbourhoods or radial communication links. It is expected that the development of Local Centres and Key Retail Parades will evolve in response to changing market conditions and government policy. In managing changes of use, protection will be given to existing retail shops in areas deficient in essential local shops.
- 3.16.8** A mix of retail growth and diversification of other town centre uses is integral to the Council's plans to regenerate and strengthen these centres, and also to help consolidate and improve the range of shops within them. The town centres have traditionally had a primarily retail role. However, town centres now have to respond to a number of challenges which include changing shopping habits such as the growth in e-commerce and competition from other major centres such as Westfield in Stratford, and other out of town shopping centres. In order to respond to these challenges and boost competitiveness, diversification of town centres is needed. The town centres need to offer more than just retail uses, they need to offer variety and provide employment, leisure, cultural and civic functions. Offering a more diverse mix will increase activity, footfall and encourage a greater number of linked trips during the day and night. In particular, the Council will promote the town centres as 'places to do business', and will seek to provide new modern, flexible office and workspace to meet the demands of emerging sectors and the strong business growth. The Council will therefore promote and develop the town centres in a way that allows them to strengthen their distinctive offers, improve and enhance consumer choice.
- 3.16.9** As set out in policy LP22, the Council will seek a range of transport and infrastructure improvements in the town centres. Such improvements will help to improve accessibility to the town centres making it easier for local residents and visitors to access them, increasing trips and footfall. In addition to transport improvements, policy LP22 also sets out a number of public realm improvements which are proposed, and implementation of which will assist in creating vibrant town centres and tackling negative perceptions.

FIGURE 13: Town Centres



Key			
	Redbridge Borough Boundary		Metropolitan Centre
	Motorway		District Centres
	Elizabeth Line (Crossrail)		Local Centres
	Central Line		Shopping Parades

### 3.17 Town Centre Activities (Land Uses)

**3.17.1** The Council recognises that getting the right balance of uses in town centres is key to regeneration and growth, attracting investment, increasing trips and visits. As LP10 states, the Council will seek to retain the primary retail function of town centres whilst also recognising the importance of diversification.

#### **LP10: Managing Town Centres and Retail Uses**

1 The Council will promote the vitality and viability of the borough's town centres and diversify the range of uses by:

- (a) Maintaining the town centre boundaries, primary and secondary frontages and key retail parades as set out on the Policies Map;
- (b) Supporting the primary retail function of primary shopping frontages by seeking that a minimum 70% of ground floor units are used as A1 retail uses. Proposals for non-A1 uses in defined frontages that do not meet this target will only be supported where criteria (d) below is met;
- (c) Supporting diversity in the secondary frontages and Key Retail Parades by seeking that a minimum 40% of units are used as A1 retail uses. Proposals for non-A1 uses in defined frontages that do not meet this target will only be supported where criteria (d) below is met;
- (d) Considering the following factors when determining proposals for alternative town centre uses that do not meet criteria (b) and (c) above:
  - i if the unit has been long term vacant (i.e. at least 12 months), and subject to continuous marketing for A1 retail use with reasonable terms and conditions;

- ii if the location and size of the unit offers a prime retail opportunity;
  - iii the extent to which the proposed use is capable of attracting a significant number of shoppers/visitors to the centre;
  - iv the extent to which the proposed use contributes to the Council's aspirations and priorities, in particular, the regeneration objectives for the local area; and
  - v the contribution the proposed use will make to the vitality and viability of the proposed frontage and the centre generally, and whether it will contribute to shoppers experience.
- (e) Supporting uses which provide active frontages at ground floor, support street activity and generates a high degree of pedestrian movement;
  - (f) Encouraging effective use of upper floors that contributes to town centre vitality and regeneration, such as business or residential use;
  - (g) Requiring in accordance with paragraph 24 of the NPPF, that town centre uses such as retail, leisure and office to be located in the borough's town centres and then 'edge of centre'. The Council will apply a sequential test and an impact assessment (where development is over 2,500sq.m) to planning applications for new and extended developments which are proposed to be located outside of the borough's town centres;
  - (h) Resisting development that results in the adverse impacts on the amenities of nearby occupiers; and
  - (i) Resisting development that harms the safety and traffic flow or increases traffic and parking problems in the town centre.

2 When considering planning applications involving the loss of existing shops outside designated town centres and Key Retail Parades, the Council will take account of the following matters:

- (a) Whether loss of the existing shop would leave the local area underserved by convenience retailing (underserved areas are generally those where no alternative provision is available within a 400m walking distance);
- (b) Whether there is a realistic prospect of a shop unit remaining viable in that location; and
- (c) Whether the proposed alternative use is compatible with the surrounding area.

### Implementation

- 1 The Council will promote a proactive and strategic approach to town centre improvement, particularly town centre managers optimising its available resources to promote strong partnerships, better public realm, leisure / cultural activities and strong management, and seek investment and suitable delivery partnerships to achieve its objectives;
- 2 The Council will review the Ilford Metropolitan Centre and Gants Hill Area Action Plan to strengthen its policies and delivery actions on creating and maintaining a safe, clean and attractive public realm;
- 3 Work as a part of a multi departmental team to develop an Economic Development Strategy;
- 4 The Council will work with developers, retailers, businesses and other key stakeholders to:
  - i. Enhance buildings;
  - ii. Respond to, and work positively with historic and natural assets;
  - iii. Promote safe, clean and attractive public spaces;

- iv. Support improved transport / access;
- v. Respond to the needs of multi-channel retailing; and
- vi. Support enhanced management and partnership arrangements; and

5 The Council will ensure the evening economy across the borough's town centres is well managed to create a safe, clean and vibrant leisure oriented environment.

**3.17.2** In order to promote effective functioning of town centres and optimise access to shops and services, the London Plan (2016) requires boroughs to define town centre boundaries and Primary Shopping Areas where they wish to promote the retail function of the centre and therefore the greatest concentration of retail development, and Secondary Shopping Areas providing locations for a wider mix of retail and non-retail town centre uses.

**3.17.3** In order to promote vital and viable town centres, the Council considers it important to manage town centre uses in well-defined areas, and avoid long term vacancies. Grouping shops conveniently together attracts shoppers and if the shopping frontage is broken or diluted by uses not directly related to shopping trips, this leads to a loss of attractiveness and thus activity. This approach encourages greater diversity of uses but also retains the retail function of the borough's town centres. It also recognises that there may be instances where development proposals that do not meet normal retail frontage thresholds can provide wider regeneration benefits without undermining the primary retail function of the centre; in terms of matters such as increased jobs, footfall, and visitor spend. In such circumstances, the onus will be on developers to demonstrate overriding regeneration benefits.

**3.17.4** Active frontages are important in order to create vibrancy and ensure activity throughout town centres. This is particularly important when creating high quality public realm and ensuring it feels safe and is used well. The Council will seek active frontages within town centres to encourage activity and vitality.

**3.17.5** The nature of new development in the borough's town centres will be that they are built at higher densities over multiple floors. Upper floors therefore offer an opportunity for additional uses. The Council will promote and support upper floors for additional retail space, housing and business uses. This will further promote diverse town centres and optimise the range of services provided in them.

**3.17.6** The development of retail and other main town centre uses outside town centres can pose a threat to their vibrancy, and needs to be carefully managed to ensure it does not have adverse impacts on them. The Council supports the 'town centre first' principle. Proposals for new and extended town centre uses located outside of town centres, particularly at 'out of town retail' locations at Goodmayes Retail park will be required to provide a sequential test and an impact assessment (where development is over 2,500sq.m).



*Ilford Town Centre Busy high Street*

### 3.18 Managing Clustering of Town Centre Uses

**3.18.1** The proliferation of hot food takeaways, betting shops, shisha bars and money lenders is a growing concern amongst local residents in Redbridge. The London Plan (2016) policy 4.8 states that boroughs should seek to manage clusters of uses in town centres having regard to the positive and negative impacts of a range of objectives including vitality and viability, broader competitiveness, quality and diversity of offer and the role of promoting health and wellbeing, to ensure vibrant, diverse and successful town centres.



*Barkingside High Street*

#### LP11: Managing Clustering of Town Centre Uses

1. The Council will resist the proliferation and over concentration of hot food takeaways in the borough by:
  - (a) Requiring each new unit to be separated from any existing A5 unit or group of units by at least two non A5 units;
  - (b) Resisting proposals for A5 uses that fall within 400m of the boundary of an existing school, youth centre or park;
  - (c) Resisting proposals that have an unacceptable impact on highway safety;

- (d) Resisting proposals that have an undue impact on residential amenity in terms of noise, vibrations, odours, traffic disturbance, litter or hours of operation;
- (e) Resisting proposals that operate in inappropriate hours of the day;
- (f) Resisting proposals that do not provide effective extraction of odours and cooking smells; and
- (g) Resisting proposals that do not provide adequate on site waste storage and disposal of waste products.

2. The Council will resist the proliferation and overconcentration of betting/gambling shops, money lenders and shisha bars (Sui Generis) in the borough by:

- (a) Requiring them to be located within the borough's town centres (Metropolitan, District and Local) in accordance with LP10;
- (b) Requiring each new Sui Generis unit to be separated from any existing Sui Generis unit or group of units by at least two non Sui Generis units;
- (c) Requiring they provide active frontages and have a positive visual impact on the street scene;
- (d) Resisting proposals that have a significant impact on residential amenity in terms of noise, vibrations, odours, traffic disturbance and litter; and
- (e) Resisting proposals that operate with inappropriate hours of operation.

### Implementation

1 The Council will promote a proactive and strategic approach to town centre improvement, particularly town centre managers optimising its available resources to promote strong partnerships, better public realm, leisure / cultural activities and strong management, and seek investment and suitable delivery partnerships to achieve its objectives;

- 2 Work as a part of a multi departmental team to develop an Economic Development Strategy; and
- 3 The Council will ensure the evening economy across the borough's town centres is well managed to create a safe, clean and vibrant leisure oriented environment.

**3.18.2** High numbers and an over concentration of hot food takeaways, betting shops shisha bars and payday lender uses can severely undermine the vitality and viability of town centres and the amenity of adjoining occupiers. For example, hot food takeaways can generate unacceptable levels of noise, vibrations, odours, traffic disturbance and litter, whilst betting shops and payday lenders can attract anti-social behaviour. Furthermore, the clustering of such uses breaks up the continuity and visual impact of the retail frontage.

**3.18.3** The Council will monitor the function of A5 and A3 uses in the borough to ensure that their primary use remains its main function. In considering proposals for changing the function of these premises, the Council will consider the impact on amenity of local residents.

**3.18.4** Reducing obesity levels in Redbridge is a priority for the borough's Health and Wellbeing Strategy. One fifth (21%) of children aged 4-5 years and over a third (39%) of children aged 10-11 years are overweight or obese (2014/15); an increase from 2013/14. It is estimated that 55% of adults are either overweight or obese. Research shows that obesity tends to be more prevalent in areas with high concentrations of fast food. In Redbridge, the National Obesity Observatory (2014) has estimated that there are between 84 to 106 fast food outlets in the borough per 100,000 population. The Council considers that in the interests of the health of the borough's residents, particularly children, the proliferation of A5 uses needs to be carefully managed.

**3.18.5** The number of shisha bars in the borough has increased significantly in the last few years. Many of these operate unlawfully. Given the nature of the use, Shisha bars can adversely impact the amenity of an area, particularly through late night noise and disturbance. In response, the Council has developed a Council wide approach with Planning Enforcement, Environmental Health, Licencing Enforcement sections and the Fire Brigade, all working alongside each other to manage the growth in this use. This corporate approach seeks to ensure that such uses gain the correct permissions and also ensure that they meet all other legislation requirements. In addition, there is also a focus on educating and ensuring the individuals who run the establishments fully understand the implications and obligations they have to their staff and customers.

**3.18.6** The Council will produce further guidance, in the form of a Supplementary Planning Document, on the clustering of hot food take aways, looking at issues of proximity to schools, amenity and affect upon children's health.

### **3.19 Leisure / Night Time and Evening Economy / Entertainment**

**3.19.1** The Council recognises the need to promote a combination of the traditional retail role of town centres alongside social and leisure activities with a safe, attractive, day and evening offer in order to meet the needs of people's leisure time. Ilford is designated in the London Plan (2016) with night time economy status of 'regional/sub regional importance', and Gants Hill's evening and night time offer is 'more than local significance'. All town centres in Redbridge have an evening offer to varying degrees and it is important to promote policies which are implemented to enhance this.

## **LP12: Night-Time Economy**

- 1 The Council will support and foster a diverse and safe night-time economy in the borough by:
  - (a) Supporting night-time uses within the borough's town centres, in accordance with LP10;
  - (b) Ensuring there is no undue impact on the amenity of neighbouring and local residents due to noise, disturbance and anti-social behaviour; and
  - (c) Supporting measures that address issues over community safety and litter.

### **Implementation**

- 1 Monitor complaints received by the Council's Environmental Health Department; and
- 2 Undertake regular town centre health checks to monitor vacancies and clustering of uses to maintain viability and vitality of appropriate uses.

**3.19.2** A high quality night-time economy offer contributes to the local economy by attracting visitors to the borough, sustaining local businesses and providing local jobs. The borough has a wide range of complementary evening activities such as late retail opening, hotels, entertainment venues (such as theatres, cinemas, and music venues), restaurants, bars and pubs which will further enhance and support the promotion of a safe and vibrant evening economy. The London Plan (2016) identifies Ilford as a 'regional/sub regional' night-time economy cluster, while Gants Hill is identified as a 'more than local significance'. South Woodford is also developing as a night-time destination. The night-time economy will be further enhanced with the introduction of the night service on the Underground.

**3.19.3** Town centres which are safe and attractive are more likely to encourage residents and visitors to come to the borough in the evening. Public realm improvements as outlined in LP22 will change the image and perception of the borough's town centres. In addition, night time economy uses and activities including drinking establishments will be subject to a co-ordinated approach based on Planning and Licensing policy and considerations by other stakeholders such as Highways, Community Safety and Cleansing.

**3.19.4** However, night-time uses can also cause a range of problems such as anti-social behaviour, crime, noise and disturbance to neighbouring and local residents which need to be managed.



*Gants Hill*

### 3.20 Hotels and Tourist Accommodation

**3.20.1** Tourism and visitor facilities can create jobs and support the local economy. In determining the location of tourist and visitor accommodation within the borough, the Council considers that town centres offer the most sustainable locations followed by areas with good access to public transport. The Mayor of London has identified a potential growth of 40,000 bedrooms by 2026, a need to reduce pressure on central London, and the need to provide more affordable hotel capacity. The borough can take advantage of its excellent transport links and improved journey times to visitor attractions in central London and the wider sub-region.

## LP13: Hotels and Tourist Accommodation

- 1 The Council will only support proposals for new hotel facilities and tourist accommodation such as hotels, hostels, boarding and/ or guest houses, bed and breakfast (use class C1) in the following locations:
  - (a) Metropolitan District and Local Centres; or
  - (b) Locations which have good public transport connections to central London and/ or international or national transport hubs.
- 2 New hotel and tourist accommodation should meet all of the following criteria:
  - (a) The size and character of the site or building is suitable for the proposed use;
  - (b) The proposed use will be compatible with the character and appearance of the area;
  - (c) The residential amenities of local residents will not be unduly affected through noise, disturbance, loss of light outlook or privacy;
  - (d) The existing environment or transport system will not be adversely affected by way of unacceptable increases to traffic and parking in the area;
  - (e) The proposal has adequate servicing arrangements and provides the necessary off-highway pickup and set down points for taxis and coaches;
  - (f) The proposal meets the cycle and car parking standards set out in the London Plan; and
  - (g) The proposal does not result in the loss of residential accommodation.

### 3.21 Employment Land

- 3.21.1** Redbridge is strategically located within the Thames Gateway and the London-Stansted-Cambridge growth corridors. The Council will seek to maximise the benefits of this position to attract investment into the borough and encourage greater job growth.
- 3.21.2** In comparison to the rest of London, Redbridge has a small supply of employment land. The borough has approximately 59.38 ha of employment land of which 42.84 is designated and 16.54 is non-designated land (over 0.25ha).
- 3.21.3** Industrial land uses continue to make a valuable contribution to local employment and provide important local services. The Council recognises the role these play in providing a suitable range of jobs and acting as locations in the borough for jobs and therefore seeks to protect its best quality industrial land alongside planned growth of new business space.

## LP14: Stimulating Business and the Local Economy

- 1 The Council will promote business and employment, and maintain the viability of key employment sites by:
  - (a) Protecting and directing industrial activity to the borough's Strategic Industrial Locations (SILs) at Hainault Business Park and Southend Road Business Park as the prime locations for Class B1 (business), Class B2 (general industry) and Class B8 (storage and distribution) development. Proposals for uses falling outside the above uses will be resisted;
  - (b) Allocating Hainault Business Park as an Industrial Business Park (IBP) and Southend Road Business Park as a Preferred Industrial Location (PIL) and Industrial Business Park (IBP);
  - (c) Intensifying and managing Local Business Areas of Newton Industrial Estate, Forest Road, Hainault Works, Ravens Road and Connaught Road West. In these areas the Council will support:
    - i Intensification of Class B1 (business), Class B2 (general industry) and Class B8 (storage and distribution) uses, particularly premises to accommodate small and medium enterprises (SME); and
    - ii Mixed use employment led schemes which include housing and live/work units as long as it does not prejudice the ongoing use of the area for business purposes, there is no net loss of employment space and where residential use is compatible with existing employment uses.

- (d) Seeking to protect Local Business Areas at The Shrubberies, Barnado's, Coventry Road and Cranbrook Road, Beal Road, Wellesley Road, and Roden Street North for continued office use;
- (e) Making more effective and efficient use of non-designated employment land by managing the release of 14.45 ha of employment land considered to be outdated, underutilised or poorly performing. Unless identified as an Opportunity Site in Appendix 1, proposals for alternative uses on non-designated employment land should:
  - i Demonstrate that continued business activity will conflict with character, appearance and amenity of the locality and its surrounding area;
  - ii Demonstrate the premises have been vacant for over 12 months, following active marketing using reasonable terms and conditions, and has no reasonable prospect of being occupied for another business use; and
  - iii Include compatible modern fit for purpose employment uses, which could include live/work units, as part of any new or replacement mixed use schemes.
- (f) Supporting a minimum 21,206 sq.m (net) of new purpose built modern flexible office and business accommodation (24,948 sq.m gross) in Investment and Growth Areas, town centres, and other land previously used for employment purposes, to accommodate small and medium enterprises (SME) falling in Class B1; and
- (g) Promoting the established Business Improvement Districts (BIDs) in Ilford Town Centre and Hainault Business Park and support initiatives by local businesses to establish new BIDs.

- 2 Where live/ work units are proposed:
  - (a) At least 50% of the proposed floorspace of an individual unit should be B1 workspace, to ensure it is genuinely dual use, and the workspace is compatible with the residential element;
  - (b) The residential element should meet amenity and internal space standards;
  - (c) The character and function of the surrounding area should not be compromised, and
  - (d) Where development thresholds are met, affordable housing requirements will apply.

### **Implementation**

- 1 The Council will continue to play an active role in relevant local economic partnerships (i.e. London Enterprise Partnership) and other sub-regional partnerships to create a clear vision and provide a strong voice for east London's economic development and infrastructure needs;
- 2 The Council will continue to support the provision of training, development and employment opportunities through mechanisms such as Work Redbridge and partners, its own capital projects, and procurement of goods and services; and
- 3 The Council will monitor the change to industrial space and provide supplementary guidance in the event that greater clarity is required regarding the distribution or type of reduction in industrial capacity.

- 3.21.4** In common with the rest of London, the borough's industrial base has declined over recent decades due to the impacts of globalisation, mechanisation and the creation of industrial parks beyond the capital's boundaries. This trend looks set to continue, despite signs of improvement in the economy. The Council's Employment Land Review (2016) profiles existing employment land supply, assesses the quality and viability of sites across the borough and anticipates future demand for employment land. The report concluded that the Council should manage the loss of up to approximately 14.45ha of employment land in the borough over the plan period. In doing so, poorer quality space can be released to more productive use such as housing, whilst in appropriate locations also offering the opportunity to secure compatible business space for modern business needs as part of mixed use developments.
- 3.21.5** Although manufacturing is in decline, demand for space for small and medium businesses is increasing given the high number of business startups in the borough. Redbridge has around 11,600 micro-businesses (94% of all businesses), a higher proportion than the London average (90%). As the Employment Land Review (2016) states, a total of 12,085 active enterprises were recorded in Redbridge in 2013, an increase of 845 on the previous year. In addition, between 2004 and 2013, the number of business in Redbridge grew by 49%, and by 7.5% between 2012 and 2013. The largest sector in the borough is 'Professional, scientific, & technical' which includes occupations including accountancy, architectural activities, and engineering activities. Another large sector is labelled as 'Information & Communication', and includes occupations such as software publishing, IT consultancy, and news agency activities.
- 3.21.6** In addition, the Employment Land Review (2016) and Local Economic Assessment (2016) demonstrate that there is anticipated to be a growth in the 'Digital Economy' and the 'Low Carbon Economy' sectors. In relation to the Digital Economy, a Tec-City Report found Redbridge to have a greater level of industry specialisation compared with both the national average and neighbouring boroughs in the domains of telecommunications and computer programming, consultancy and related activities. The borough is therefore well-placed in north-east London to benefit from expansion in these industries. In relation to the Low Carbon Economy, on a regional scale, London outperforms other parts of the country in terms of both growth and level of employment in the emerging low carbon sub-sector with 97% of the UK's activities in this field being London-based.
- 3.21.7** Redbridge is well placed to benefit from Green Enterprise Districts, Carbon Finance and other LCEGS sub sector activity. The nature of these industries require purpose built modern office and business space with excellent transport connections. The Council will seek to ensure that sufficient capacity is provided for anticipated sectors of employment growth. The Council will aim to support and facilitate new business growth and nurture the development of emerging industries by providing a minimum 21,206 sq.m (net) / 24,948 sq.m (gross) new fit for purpose business space within accessible locations including Investment and Growth Areas and town centres, particularly as part of mixed use development (also see LP1A-E and LP9). Based on the HCA's Employment Density Guide (3rd edition), a gross to net floorspace ratio of 85% has been used. Sites listed in Appendix 1 provide gross employment floorspace figures, and demonstrate that minimum targets can be met across identified Opportunity Sites.

**3.21.8** A significant amount of employment in the borough takes place in business areas outside the town centres. The London Plan (2016) seeks the protection of these business areas, and has designated these as Strategic Industrial Locations (SILs). There are two SILs in the borough at Hainault Industrial Park and Southend Road Business Area. The London Plan (2016) advocates the protection of SILs in recognition of the role such developments play in the economy, and the difficulties in identifying appropriate sites for them. Such locations generally contain employment which sits less comfortably alongside sensitive uses such as housing. The sites have a healthy vacancy rate to allow for choice in the market, whilst providing a primarily high quality and modern office offer. A significant change in character can be observed across both sites in terms of uses, quality and evidence of inward investment. In recognition of this the Council will change the status of Hainault Business Park from Preferred Industrial Land (PIL) to Industrial Business Park (IBP), and adjust the status of Southend Road Business Park to a combination of PIL and IBP to reflect the character and quality of the sites, and as an aspiration towards continued investment, improvement and encourage intensified development at the sites.

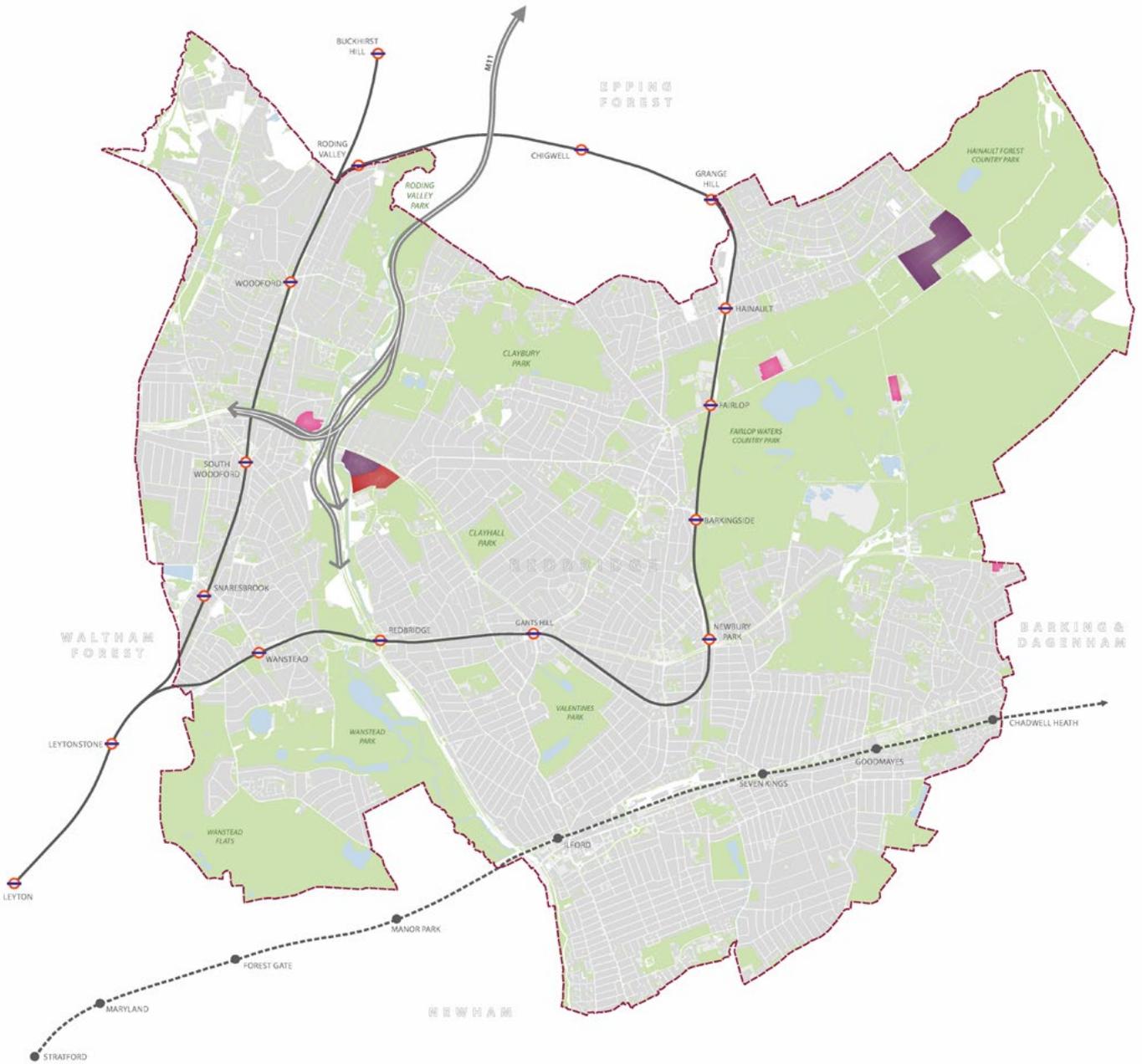
**3.21.9** Other areas are designated as Local Business Areas. These are generally located outside of Investment and Growth Areas and are the location of small businesses which contribute to the diversity of the local economy. The ELR (2016) has found that some of these areas are poor in quality, have higher vacancies and are not fit for purpose. In addition, the Council recognises less demand for out of town centre office locations. In order for these locations to make an improved contribution to the borough's local economy, the Council will seek to diversify uses within these locations and also intensify uses. Such diversification could include housing as part of a mix of employment and commercial uses, provided this does not undermine the overall business function of the area.



*Barnardo's Head Office*

- 3.21.10** Offices provide an important component of local employment. However, as the ELR (2016) identifies, the borough hosts a considerable supply of outdated and underutilised office accommodation which no longer meets market demand and is failing to contribute to local employment. The majority of such sites are referred to as non-designated employment land and their redevelopment or conversion to more productive uses broadly supported. The ELR does however also identify some town centre office stock with use and characteristics that merit protection, and such sites have subsequently been designated as Local Business Areas.
- 3.21.11** Given the above, the Council will manage the identified reduction of employment land by supporting the redevelopment of non-designated employment sites which are considered to be outdated, underutilised or poorly performing as identified in the ELR (2016). On such sites there is a greater scope for the release of existing employment uses to alternative uses such as housing and social infrastructure in order to make more efficient and productive use of land.
- 3.21.12** Designated employment locations and town centres are considered to be the best locations for new office and employment uses given their excellent transport connections and existing infrastructure. This will further add to the vitality and viability of these areas and support their long term prospects as employment locations.
- 3.21.13** In addition to managing certain uses within designated employment areas, the Council recognises the importance and contribution of enhancement work such as surfacing, lighting, and landscaping have on improving these locations making them more attractive to new businesses and increasing the potential to attract jobs into the borough.
- 3.21.14** The borough has two Business Improvement Districts (BIDs) in operation. The largest is Ilford BID, achieving BID status in 2009 and capturing just under 400 businesses in the town centre. The BID has secured 2.2 million in investment from 2013-2019, with a range of projects completed including setting up the online website a state of the art digital radio security system and a dedicated town centre police team.
- 3.21.15** Hainault BID is the second BID, achieving BID status in 2006 and capturing around 160 businesses in an industrial area. The BID has levered in around £750k delivering a range of improvements such as security fencing, a new CCTV scheme, automatic number plate recognition at entrances and exits and free cycling projects.
- 3.21.16** The overall performance of the BID areas has been strong, with a high level of buy-in from businesses leveraging a significant amount of investment. Continued renewal and approval from businesses suggests BIDs will continue to operate successfully in Redbridge.

**FIGURE 14: Employment Land**



- Key**
- Redbridge Borough Boundary
  - Motorway
  - Elizabeth Line (Crossrail)
  - Central Line
  - Industrial Business Park (Strategic Industrial Land)
  - Preferred Industrial Location (Strategic Industrial Land)
  - Local Business Areas

## 3.22 Managed Workspace

**3.22.1** In addition to the provision of new purpose built modern office space in the right locations, the Council will also seek to promote economic diversity, support existing and new Small and Medium sized Enterprises (SMEs) in the borough by providing affordable, flexible and well managed workspace.

### LP15: Managed Workspace

- 1 The Council will promote economic diversity and support existing and new business development in the borough by:
  - (a) Seeking the provision of new business (B1) floorspace, such as incubator space, either in new commercial or mixed-use schemes within Investment and Growth Areas or as part of a mixed use scheme in Local Business Areas and non-designated employment land (see LP14);
  - (b) Providing flexible space within residential units, particularly in town centres, that can be used for home working and start-up space wherever feasible;
  - (c) Seeking the provision of a range of unit sizes, that are flexible, suitable for sub-division and configuration for new uses and activities, including for occupation by small or independent commercial enterprises; and
  - (d) Seeking, through the use of planning obligations, the appointment of managed workspace providers where new business space is provided, to ensure development caters for a range of business needs and users.

#### Implementation

- 1 Developers of mixed use schemes will be encouraged to engage with managed workspace providers at the design stage, to ensure new commercial space meets end user requirements.

**3.22.2** Many SMEs require affordable premises, studios or workspace with favourable lease or licence conditions, and many SMEs and start-ups with the potential for financial self-sufficiency have particular needs that often cannot be met by market rent levels. The draft Regeneris Economic Study (2016) highlights that suitable and affordable workspaces need to be provided given that neighbouring boroughs, particularly in east London, have reached saturation point and have little capacity to accommodate further demand. In addition, the space requirements are often much smaller than 'traditional' office space often less than 80sq.m, the size of an average small shop.

**3.22.3** Given this, the Council will seek the inclusion of a proportion of affordable workspace, within major commercial development schemes (generally B1 and B2 development), and within mixed-use schemes in the Investment and Growth Areas (see LP14). In addition, the Council will seek the inclusion of managed workspace on replacement or new mixed used developments in Local Business Areas or non-designated employment sites to ensure there are no net loss of jobs on such sites.

**3.22.4** The design of workspace for small or micro enterprises will vary, depending on the end occupier or sector. The Council recognises that unit sizes of approximately 80 sq.m or less (gross) are more desirable for small businesses. However, in general, applicants should demonstrate that workspace is flexible. Flexibility and arrangement of unit sizes will ensure that they can cater for a range of business needs. The Council will also seek appropriate provision for short-term, flexible 'all-in' or 'meanwhile' leases, and/or letting space on a per-desk rather than per-square-foot basis. This will be in addition to ensuring existing businesses are also re-provided for, where appropriate in any redevelopment of sites, given it is the Council's ambition to allow existing business to remain and grow in size as well as attract new businesses to the borough.



*Raphael House, Ilford*

### 3.23 Skills and Training

- 3.23.1** The Council is committed to ensuring that residents seeking work have the right skills to gain employment, and that employment opportunities exist. Assisting residents in creating opportunities to gain apprenticeships, and attendance on training programmes will provide them with new and improved skill to help them in the job market and reduce unemployment in the borough.
- 3.23.2** The Council will encourage the borough's businesses to employ local residents. The Council will support this by upskilling local residents through training, apprenticeships, and job brokerage initiatives. Ensuring a skilled workforce will also have the benefit of encouraging businesses to both locate and remain in the borough, as well as enabling more sustainable patterns of travel to work.

## LP16: Skills and Training

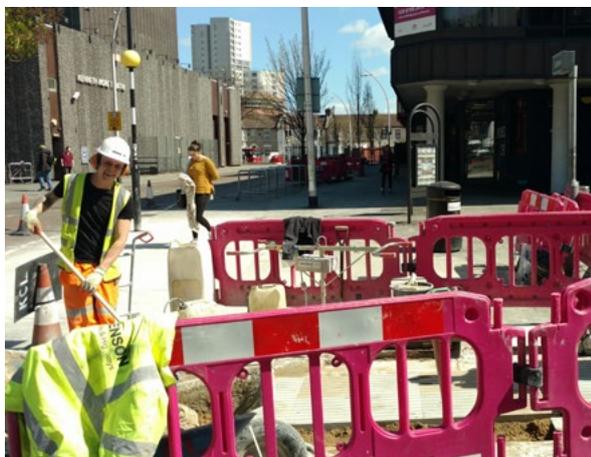
- 1 The Council will seek to address unemployment by facilitating training opportunities for local residents, and increasing the employment offered in the borough by:
  - (a) Seeking planning obligations towards employment training, including apprenticeships, and job brokerage where related in scale and kind to the development (see LP41);
  - (b) Supporting the location of higher and further education establishments within the borough to provide new training opportunities for local residents;
  - (c) Delivering construction training in conjunction with the Council's recognised providers for all major developments;
  - (d) Entering into agreements with the Council where appropriate to provide local access to new training and employment opportunities; and
  - (e) Securing financial contributions from development that results in a net loss of employment floorspace to invest in training and other initiatives that seek to promote employment and adult education in the borough.

### Implementation

- 1 The Council will make use of planning obligations and the Community Infrastructure Levy (CIL).

### 3.24 Delivering Community Infrastructure

- 3.24.1** The growth envisaged in this Local Plan must be supported by community infrastructure to meet the increased demands from occupiers of new development. This is essential to ensure that the growth in Redbridge's population does not place unacceptable pressure on existing community facilities.
- 3.24.2** A diverse range of community facilities helps to enhance quality of life and social cohesion, improve personal health and wellbeing, instil a sense of community identity and belonging, and may help reduce crime and anti-social behaviour. They can often support valuable services for the most vulnerable and least well off in society. The Local Plan plays a fundamental role in ensuring the delivery of the appropriate facilities in the right location and ensuring development is sustainable.
- 3.24.3** Paragraph 018 of the NPPG states that, "a Local Plan is an opportunity for the local planning authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when (including in relation to infrastructure)". This includes "identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time, and ensuring that the requirements of the plan as a whole will not prejudice the viability of development."



*Street maintenance and repaving*



*Isaac Newton Academy*

#### **LP17: Delivering Community Infrastructure**

- 1 The Council will support new growth with appropriate community infrastructure in a timely and efficient manner by:
  - (a) Supporting new and replacement development or enhancement of existing facilities;
  - (b) Supporting and promoting an alternative community use where the existing community use has ceased and where the alternative use can demonstrate a local need and that there is no undue impact on the amenity of existing residents or the highway network;
  - (c) Supporting community infrastructure on the upper floors of key retail parades provided they are accessible to residents with disabilities;
  - (d) Supporting community infrastructure as part of mixed use development;

- (e) Supporting and facilitating the expansion of existing schools and health facilities where a clear need can be demonstrated, in addition to the provision of new and expanded facilities on sites identified in Appendix 2 and the Infrastructure Delivery Plan;
  - (f) Safeguarding existing waste sites in the borough and delivering the ELWA Joint Waste Development Plan (2012) to support sustainable waste management in the sub-region;
- 2 Where proposals involve the loss of infrastructure this will only be supported where:
- (a) It is clearly demonstrated that there is no longer a need, within the local community for the existing use or for re-use of the building or site for any other community use; or
  - (b) The building is no longer suitable; or
  - (c) The facilities in the building are being re-provided elsewhere in the borough.
- 3 New community infrastructure should be located in or on the edge of the borough's town centres. The provision of new or extended community infrastructure outside of town centres will only be supported where they are local in nature and scale, where a local need can be demonstrated and where there is no undue impact on the amenity of existing residents or highway network;
- 4 The dual use of existing and new community infrastructure will be supported in areas of good accessibility in order to create community hubs offering a range of services, subject to satisfactory management arrangements being put in place; and
- 5 The Council will require that new development be accompanied by proposals for the provision of the community infrastructure required to meet the needs arising from that development.

The Council will secure delivery of community infrastructure within Opportunity Sites in accordance with the policies of Section 3 and Appendix 1 of the Plan. Within the Investment and Growth Areas, the Council will seek to secure new community infrastructure, where appropriate, as part of mixed use proposals and the key infrastructure listed in policies LP1A – LP1E. The Council will seek necessary funding of new community infrastructure, including, where appropriate, from development proposals, in accordance with policy LP41 and Appendix 2 of the Plan.

### Implementation

- 1 The Council will update its Infrastructure Delivery Plan (IDP) annually to provide an up-to-date assessment of the need for all types of community infrastructure;
- 2 The Council will co-ordinate its own internal services and work with external agencies to align community infrastructure forward planning with population growth and housing construction as proposed in the Infrastructure Delivery Plan. External agencies include (but are not limited to) the NHS, Education Funding Authority, TfL, Metropolitan Police, Thames Water, National Grid, Highways Agency and Redbridge Clinical Commissioning Group;
- 3 The Council will keep under review the level and application of its Community Infrastructure Levy (CIL) Charging Schedule to maximise receipts to help fund infrastructure provision without undermining the viability of the development other policies in this plan seek to encourage; and
- 4 Work with the East London Waste Authority (ELWA) to implement the Waste Plan DPD.

**3.24.4** The Council has prepared an Infrastructure Delivery Plan (IDP). The IDP provides a basis for on-going coordination with Council service areas and other infrastructure delivery agencies to plan positively for the provision of new community infrastructure to meet the timing and location of community infrastructure needs. This reflects the approach set out in the NPPG which states that local planning authorities should work with other authorities and providers to assess the quality and capacity of a range of infrastructure types and its ability to meet forecast demands and take account of the need for strategic infrastructure within the authority's area (paragraph 162).

**3.24.5** The IDP (2017) assesses demand for and planned provision of a range of infrastructure types including: education facilities, health facilities, transport, community halls, open space, sports and leisure facilities, libraries, emergency services, energy, waste and flood infrastructure. The main projects identified in the IDP are set out in the infrastructure delivery schedule contained in Appendix 2. Relevant funding sources and delivery agencies are also identified where possible. There is more certainty and detail regarding infrastructure which is programmed to be delivered in the first five years of the plan. Policies LP1A-LP1E directly make provision for infrastructure including references to the need for new schools and health facilities, in particular, on the key strategic sites. For the later stages of the plan period, delivery of infrastructure items will be subject to further feasibility and funding.

**3.24.6** Delivering new primary and secondary school places is a particular infrastructure delivery priority. This is reflected in policies LP1 – LP1e of this Plan related to Investment and Growth Areas. There are 71 schools in Redbridge and it is estimated that a further 10 additional primary school forms of entry and 47 secondary school forms of entry will be required over the life of the local plan. This is in addition to

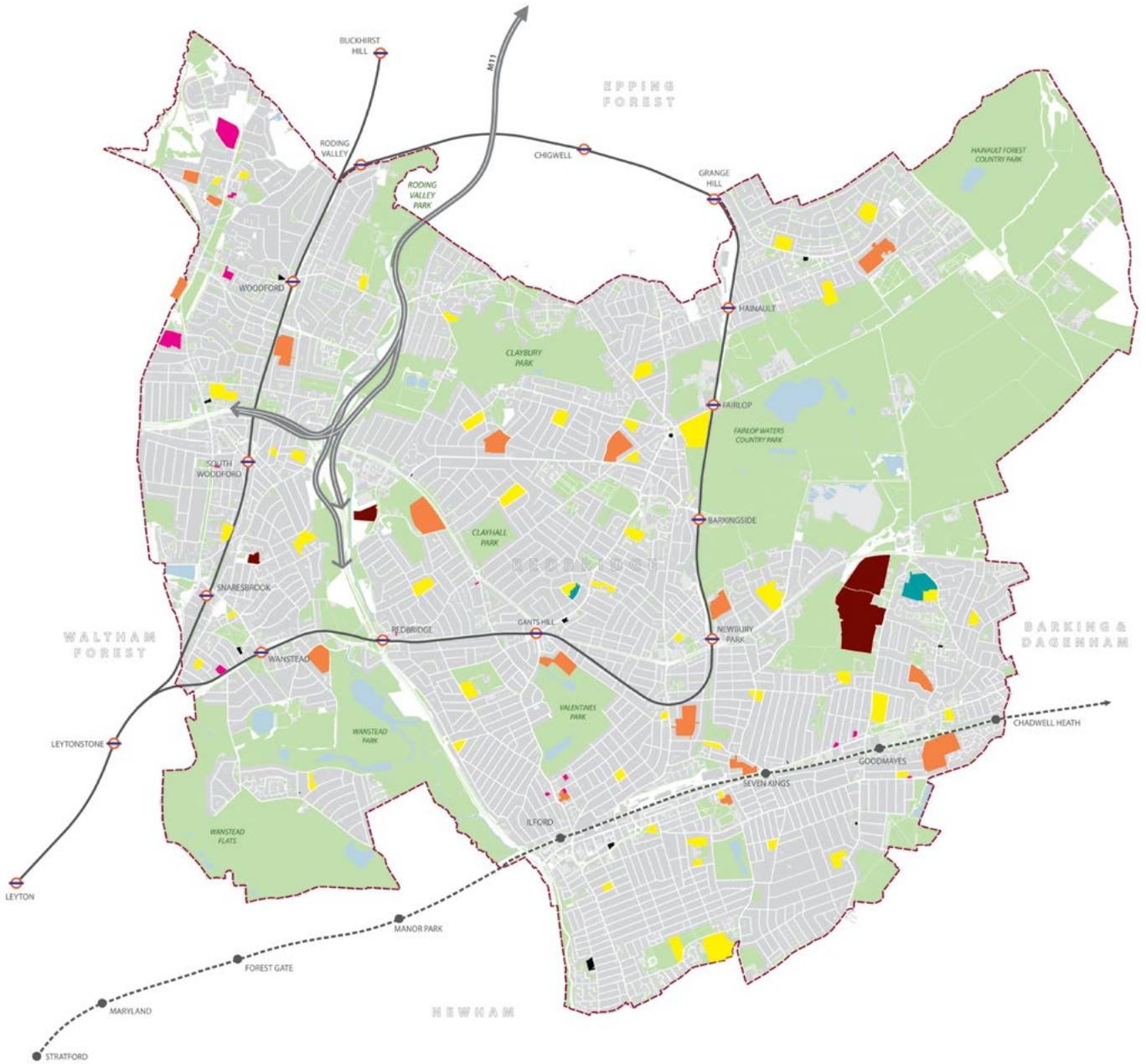
the capacity that will be provided as part of planned expansion to existing schools to 2017/18. Delivery of new schools, and where achievable, expansions to existing schools, is essential.

**3.24.7** Redbridge has a wide range of existing health facilities, with one hospital at Goodmayes, 46 GP practices as well as other health facilities, such as dentists, optometrists, and pharmacists. However, the quality of the existing health estate is variable and is not always best placed to meet existing and community needs. In addition, as the population grows and ages, there will be a requirement for different models of health and social care provided closer to home, which will need to be recognised in the development and alteration of health care premises. The Council will continue to engage with Redbridge Clinical Commissioning Group to ensure that the emerging plans for meeting health needs are considered in planning decisions (see LP18).

**3.24.8** Ensuring access to other types of community facilities such as: open space; sports and leisure facilities; community hall; and libraries, will also be necessary. This will need to be achieved through a combination of new facilities and protecting and improving access to existing facilities where these are fit for purpose and in locations that are appropriate to meeting demand.

**3.24.9** The loss of existing community facilities will only be allowed in very limited circumstances. However, it is recognised that there may be opportunities to re-develop facilities to enable new purpose built accommodation with enhanced capacity and/ or in a locations more in line with need demand for facilities. The location of replacement facilities will depend on whether the facility serves a borough- wide or more local catchment and the location of other similar provision.

**FIGURE 15: Social and Community Facilities**



Key					
	Redbridge Borough Boundary		Libraries		Primary Schools
	Motorway		Hospitals		Secondary Schools
	Elizabeth Line		Colleges and Adult Education		Private and Independent Schools
	Central Line				

### 3.25 New community facilities

- 3.25.1** New community facilities can generate a high number of trips with significant localised transport and environmental impacts and as such should be located within the borough's most accessible locations: its town centres. Community facilities also add to a town centres vitality and viability and provide the opportunity for 'linked trips' (which are single trips to more than one destination in an area) which will further support the regeneration of the borough's town centres.
- 3.25.2** The Council also recognises local residents concerns that some forms of community infrastructure, such as places of worship, can have an adverse impact on the amenity of neighbouring properties, particularly in terms of noise and disturbance and pressure on on-street parking during specific times of the day.
- 3.25.3** The Council will only support development of community facilities outside of town centres in exceptional circumstances and where it meets an identified and long-term need that is not being met elsewhere in the area or capable of being met in town centre locations. Facilities will need to be at a scale that respects the surrounding character and context of the area both in terms of the design and the likely impacts on residential amenity and surrounding highway network.

### 3.26 Other buildings of value to the community

- 3.26.1** Public houses play an important role at the heart of many of the borough's local communities as spaces for social interaction and many make positive contributions to townscape and local identity. They can also make a valuable contribution to the local economy and can help bring activity and vibrancy to the borough's town centres, particularly in the evening. The Council will therefore seek to protect public houses given their valued contribution to borough life.
- 3.26.2** The Council supports the community, including Neighbourhood Forums, wishing to nominate 'Assets of Community Value' (ACV). An ACV is a building or piece of land which currently, or in the recent past, furthers the social wellbeing or cultural, recreational or sporting interests of the local community and is expected to do so in the future. The Council will formally register the asset if it meets certain criteria. If it does, if and when the owner decides to sell the asset, a local group can trigger a six month moratorium on the sale giving them time to raise the funds to purchase it (sometimes referred to as a 'right to bid'). Owners have to consider bids, but they do not have to accept them.
- 3.26.3** The Council, when determining planning applications involving loss of community facilities, will treat the listing of an Asset of Community Value as an indicator of local support and evidence that it furthers the social wellbeing and interests of residents.

### 3.27 Waste

- 3.27.1** A need for strategic waste infrastructure has also been identified to support growth anticipated in the borough. Redbridge has prepared a Joint Waste Development Plan Document (DPD) with the London Boroughs of Newham, Havering and Barking and Dagenham (i.e. the East London Waste Authority- ELWA Boroughs). It sets a planning framework for the management of municipal and commercial waste throughout the ELWA boroughs from 2011 to 2021. The DPD safeguards sixteen existing waste management facilities across the ELWA area. Three of the safeguarded sites are in Redbridge: Chigwell Road Reuse and Recycling Centre, Ilford Recycling Centre and Goodmayes Hospital (small site for clinical waste).
- 3.27.2** In accordance with London Plan (2016) policy 5.17 'Waste Capacity', if an existing waste management site is lost to non-waste use, an additional compensatory site provision will be required that normally meets the maximum throughput that the site could have achieved.

### 3.28 Community Infrastructure Levy

- 3.28.1** Community Infrastructure Levy (CIL) is a payment towards supporting infrastructure. Redbridge has charged a CIL since 2012 alongside the Mayor of London's CIL for strategic transport and is being used to pay for Crossrail. This CIL payment is required from most types of developments in the borough. CIL receipts will have an important role in funding and enabling the delivery of new facilities and increasing access to existing facilities alongside other funding streams.

- 3.28.2** The Redbridge CIL will be kept under review and updated in line with the Community Infrastructure Levy Regulations 2010 (as amended) during the life of this plan. This will take into account the costs of the infrastructure required to support development and the extent to which the viability of development in Redbridge will allow a financial contribution to these costs. In setting CIL rates, the Council will take into account the costs of development, including the requirements for provision of affordable housing, as well as other development costs arising from the policies in this plan.

- 3.28.3** Balanced, sustainable growth cannot occur unless existing and future residents have access to the full range of essential community services and facilities, operating to a high standard. The IDP sets out the infrastructure needed to deliver planned growth sustainably, effectively and at the right time in Redbridge. The Council has worked in collaboration and partnership with key stakeholders to ensure that the appropriate infrastructure is provided to support the planned growth in the borough. For the purposes of this policy, community infrastructure is defined as:

- Education (including early education, primary and secondary schools, further education and adult community learning);
- Health (including local health clinics and district hospitals);
- Library services;
- Sporting and leisure facilities;
- Community care facilities;
- Cultural facilities;
- Places of worship;
- Public emergency services (fire/police);
- Public houses;
- Community centres/halls; and
- Playgrounds and open space.

## LP18: Health and Wellbeing

- 1 The Council will improve and promote strong, vibrant and healthy communities through ensuring a high quality environment with local services to support health, social and cultural wellbeing and reduce inequalities;
- 2 Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated in a development where appropriate;
- 3 The Council will require:
  - i Development to positively contribute to creating high quality, active, safe and accessible places; and
  - ii Proposals for major development schemes (150 units or more) to include a Health Impact Assessment (HIA).
- 4 The Council will contribute towards the health priorities of the Redbridge Health and Wellbeing Board and partners to help reduce health inequalities across the borough; and
- 5 The Council will support the provision of new or improved health facilities to support future growth, in line with Redbridge's Clinical Commissioning Group and NHS England requirements, as set out in Appendix 2 and protect existing health facilities in line with LP17 Community Infrastructure.

### 3.29 Integrated approach to health and wellbeing

**3.29.1** Many measures set out in other parts of this Local Plan play a part in promoting health and wellbeing and addressing health inequalities, and should be addressed, where appropriate:

**Housing quality** – there are a number of factors that contribute to the quality of housing, these include (but are not restricted to), overcrowding, accessibility, space and layout, noise insulation, fabric energy efficiency, shading and ventilation. Access to good quality and affordable housing is a significant issue for residents in Redbridge, where increased cost can lead to competing issues like fuel poverty and access to healthy food. Residential developments will be expected to meet affordable housing targets set out in LP3.

**Access to healthcare services and other social infrastructure** – LP17 recognises that community facilities such as schools, community centres, leisure facilities and health centres are a vital part of the infrastructure supporting Redbridge's quality of life. The Council will seek to ensure that community facilities and services are developed and modernised in a way that is sustainable, and retained for the benefit of communities in Redbridge.

**Access to open space and nature** – the benefits of open space are seen to be particularly important for physical exercise, relaxation and stress relief, reducing pollutants, and providing areas for local volunteer groups and access to food growing plots. We will protect, maintain and enhance Redbridge parks, open spaces and green corridors and seek to tackle deficiencies and meet increased demand for open space.

**Air quality, noise and neighbourhood amenity** – Policies 29 on amenity space standards, LP39 on nature conservation and biodiversity and LP24 (particularly air quality) recognise that development can have a significant effect upon the amenity, health and wellbeing of those who live, work and visit the borough. The Council will only grant permission for development that does not cause harm to amenity or/ and would cause harm to air quality unless appropriate mitigation measures are adopted.

**Accessibility and active travel** – promoting active travel, such as walking and cycling, is one of the easiest and most cost effective means for people to achieve substantial health benefits. The plan's transport policies prioritise active travel choices and seek to improve the walking and cycling environment.

**Crime reduction and community safety** – crime and fear of crime can undermine people's quality of life, health and wellbeing. The Council will require development to demonstrate it has incorporated design principles which contribute to community safety and security, as set out in LP26.

**Access to work and training** – it is a key objective of the Local Plan that residents benefit from the employment opportunities arising from new developments, by linking the efforts of the Council, schools and employers to provide local people with the skills needed to gain employment. The Council will seek to reduce inequality through training and apprenticeship schemes and affordable space for small and medium sized business and start-up businesses, as set out in LP14, 15 and 16.

**Lifetime neighbourhoods** – new developments should demonstrate that they are working to improve physical and mental wellbeing by creating streets, spaces and buildings which allow for and encourage healthy lifestyles. New developments must meet the requirements of LP26.

**Climate change and minimising the use of resources** – there are links between poor health and wellbeing and the ability to heat a home cost effectively. Policies LP19 and 20 will seek to ensure that buildings are designed to be more energy efficient and to cope with changes to our climate system such as wetter winters and hotter summers.

**3.29.2** Integrating health and planning is fundamental to delivering healthy communities. As such, health should not be seen as an isolated topic when assessing planning applications, rather it should be integrated and related to the issues listed above. The Council will ensure that health implications arising from developments will be discussed at the earliest opportunity in the development planning stage. The local plan policies have been developed to ensure the determinants of health are captured, ensuring the physical and mental health and wellbeing of those living, working and visiting the borough is addressed. For major developments this will be evidenced through the submission of a Health Impact Assessment (HIA). For the purposes of a HIA, major developments are regarded as developments of 150 or more homes.

### 3.30 Obesity

- 3.30.1** Reducing obesity is also a priority for Redbridge, as outlined in the borough's Health and Wellbeing Strategy. One fifth (21%) of children aged 4-5 years and over a third (39%) of children aged 10-11 years are overweight or obese (2014/15); an increase from 2013/14. It is estimated that 55% of adults in Redbridge are either overweight or obese.
- 3.30.2** Figures 16 and 17 show obesity rates by ward among 4-5 year olds and 10-11 year olds living in Redbridge, highlighting the areas in the borough which have particularly high rates of obesity. Good planning can help address this inequity, through improving the activity and food environment in areas where there are high rates.
- 3.30.3** One in six meals in the United Kingdom are now consumed outside of the home (Food Standards Agency). The food environment can have a significant impact on individual's food choices. Ensuring access to healthy food and, that children in particular are supported to make healthy food choices and protected from proliferation of fast food outlets that sell cheap, high-density and high-fat, food is especially important. The Council's approach to managing the clustering of certain town uses like hot food take aways is covered in more detail under LP11 Managing Clustering of Town Centre Uses.
- 3.30.4** The location and accessibility of health facilities has a direct impact on the health of the population (and the need for health facilities to meet demand from occupiers of new development is also addressed in LP17). But these wider implications of planning and development on health outcomes must be considered.) Health should not be seen as an isolated topic when assessing planning applications, rather it should be integrated with these wider planning matters outlined above.



*Loxford Polyclinic*



*Cineworld*

**FIGURE 16: Map of obesity prevalence in Reception by Redbridge wards, 2014/15**

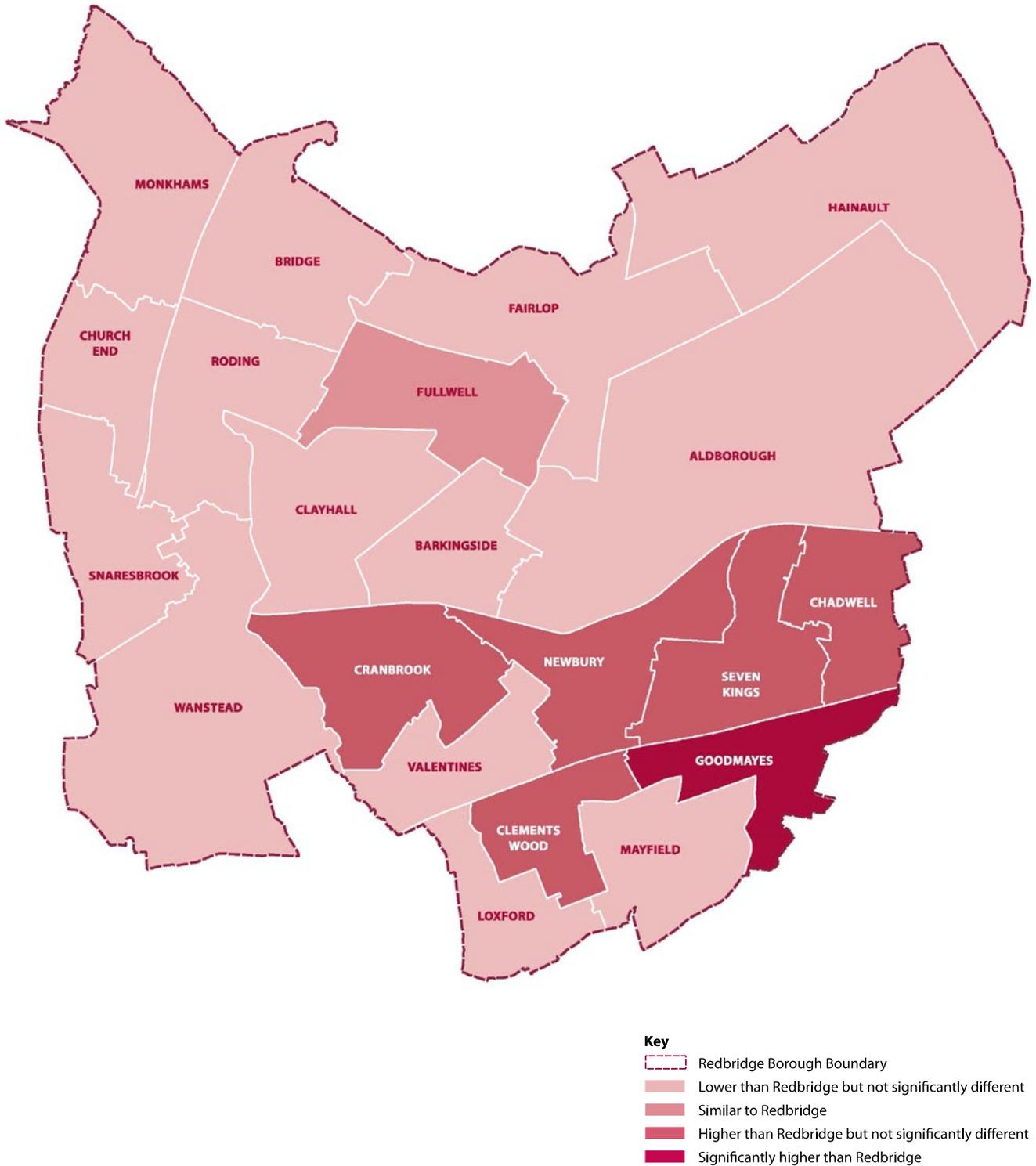
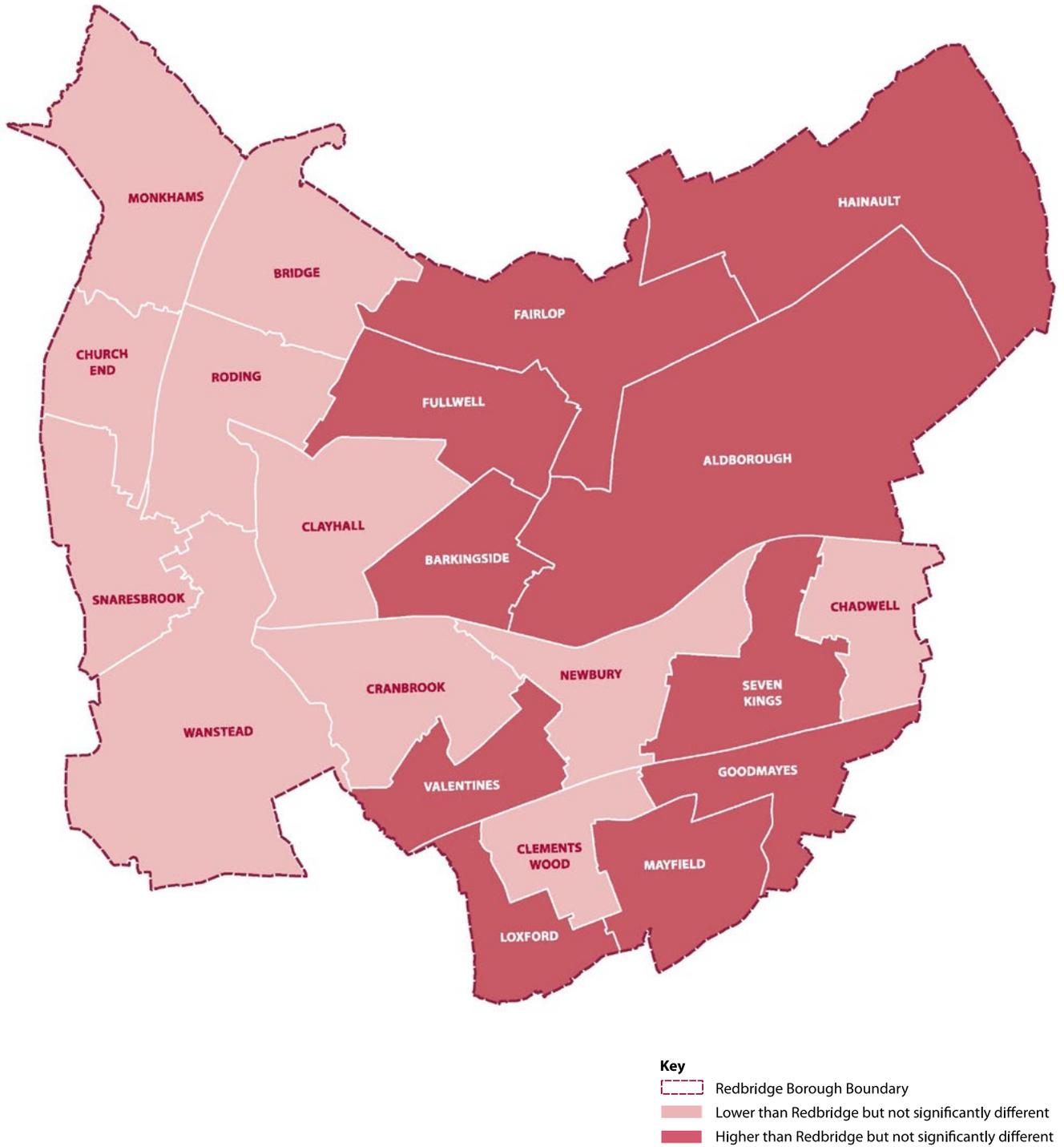


FIGURE 17: Map of obesity prevalence in Year 6 by Redbridge wards, 2014/15



SECTION 4

# Promoting a Green Environment



## Section 4 | Promoting a Green Environment

### 4.1 Introduction

**4.1.1** National planning policy affords equal importance to protecting and enhancing the environment with economic and social aspirations. Redbridge is fortunate to have some of the most extensive and diverse natural environments in London. Environmental protection is also important in the wider sense of doing what we can at a local level to address the global challenge of climate change and mitigate its predicted effects such as the risk of more severe flooding. This chapter also focuses on transport and pollution policies recognising these issues as being a major contributor to greenhouse gas production and air pollution more generally.

### 4.2 Addressing Climate Change

**4.2.1** The total carbon emissions from all sectors within the borough are around 964 tonnes. The proportion of overall carbon emissions from residential dwellings in the borough is greater than the London average (53% compared to 37% in 2013), a reflection of the predominantly residential nature of the borough. The proportion of overall carbon emissions from transport is also greater than the London average (27% compared to 19%), a reflection of the higher car ownership/usage and comparatively lower public transport accessibility within some parts of the borough.

**4.2.2** The Redbridge Vision of Sustainable Development seeks to reduce carbon emissions across the borough through a range of measures, such as guiding new development to accessible locations, promoting mixed use development in order to reduce the need to travel and promoting more sustainable forms of transport (public transport, walking, cycling), and retrofitting existing building stock wherever possible to improve energy performance.

**4.2.3** Any new development has the potential to increase carbon dioxide emissions in the borough. If the Council is to achieve local, and support national, carbon dioxide reduction targets, it is crucial that planning policy limits carbon dioxide emissions from new development wherever possible and supports sensitive energy efficiency improvements to existing buildings.

## **LP19: Climate Change Mitigation**

- 1 The Council will tackle climate change and promote measures to meet carbon dioxide reduction targets by:
  - (a) Promoting zero carbon development and requiring all development to reduce carbon dioxide emissions through following the steps in line with the energy hierarchy set out in London Plan policy 5.2;
  - (b) Requiring all major development to demonstrate how London Plan targets for carbon dioxide emissions have been met;
  - (c) Ensuring that the location of development and mix of land uses minimise the need to travel by car and help to support decentralised energy networks; and
  - (d) Working with partners to identify opportunities for carbon reductions and encouraging the take-up of opportunities to improve the energy efficiency of the existing built environment.

## **Implementation**

- 1 The Council will promote energy efficiency and carbon reduction to residents and businesses within the borough, including behaviour change and the 'invest-to-save' principles of energy efficiency measures. This will be through a range of means, including the provision of best-practice guidance in the form of Supplementary Planning Documents; and
- 2 The Council will seek to set a local price for carbon based on the costs and carbon savings of retrofit/energy efficiency measures suitable for properties in the borough. This will be tested against the overall viability of development within the borough to ensure that development is able to come forward and the broader objectives of this Local Plan are met.

### 4.3 Low Carbon and Renewable Energy

- 4.3.1** In seeking to reduce carbon emissions across the borough, Redbridge faces a number of local challenges, including a high proportion of existing buildings with solid walls (these are more difficult to insulate to improve energy efficiency and reduce carbon emissions), a high proportion of existing housing in private tenure (which limits the Council's direct influence over existing buildings), and the comparatively low density residential nature of the borough meaning the opportunities for greater use of decentralized energy are lower than in central London. This makes achieving carbon reductions more challenging.
- 4.3.2** New developments in Redbridge will be expected to be designed to minimise energy use and CO<sub>2</sub> emission in operation through the application of the energy hierarchy set out in London Plan (2016) policy 5.2. It states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy, as follows:
- Be lean (use less energy – energy efficiency)
  - Be clean (supply energy efficiently – low carbon energy)
  - Be green (use renewable energy)

**Be Lean** – Proposals should demonstrate how passive design measures including the development orientation, form, mass, and window sizes and positions have been taken into consideration to reduce energy demand, demonstrating that the minimum energy efficiency requirements required under building regulations will be met and where possible exceeded. This is in line with stage one of the energy hierarchy 'Be lean'.

**Be clean** – The second stage of the energy hierarchy 'Be clean' should demonstrate how the development will supply energy efficiently through decentralised energy.

**Be green** – All major developments will also be expected to demonstrate how relevant London Plan (2016) targets for CO<sub>2</sub> reduction, including targets for renewable energy, have been met.

- 4.3.3** The energy hierarchy seeks to reduce energy use and demand (energy efficiency) before meeting the remaining demand by the cleanest means possible (low carbon and renewable energy). Following the hierarchy in this manner is also generally the most cost effective way to reduce energy usage and carbon dioxide emissions.
- 4.3.4** LP20 outlines the Council's requirements for overall carbon reductions for existing and new development.

- 4.3.5** Paragraph 97 of the NPPF requires Local Planning Authorities to have a positive strategy to promote energy from renewable and low carbon sources, whilst ensuring that adverse impacts are addressed satisfactorily. Similarly, the London Plan (2016) contains several policies promoting low carbon and renewable energy.
- 4.3.6** The Council has undertaken a heat mapping exercise that identifies five district heating opportunity areas (Fullwell Cross/Barkingside, King George/Goodmayes Hospitals, Gants Hill, Ilford Town Centre/Crossrail Corridor, and Loxford). Further master planning work has considered the financial and technical feasibility of a number of these opportunity areas and concluded that at the present time, the King George/Goodmayes Hospitals, and Ilford Town Centre/Crossrail Corridor opportunities areas are potentially both financially and technically feasible for implementation of a district heating network.
- 4.3.7** The Council has also sought to identify opportunities for large scale renewable energy within the borough. This work has concluded that due to the built-up nature of the borough, these opportunities are limited to large scale wind turbine in the north-east corner of the borough that could compromise the openness of the green belt. Most renewable energy opportunities are therefore likely to be at a domestic scale and through solar hot water, solar photovoltaic and heat pumps (particularly air and ground).
- 4.3.8** Trees are a prominent feature in the borough and significantly contribute not only to local character but also in terms of climate change adaptation. In accordance with LP38 new development should seek to incorporate new trees and other vegetation as part of their development to further contribute to the 'greening' and help adapt to climate change.

## **LP20: Low Carbon and Renewable Energy**

1 The Council will ensure that major developments (including new and retrofit) demonstrate accordance with the following energy hierarchy:

- Be lean (use less energy – energy efficiency)
- Be clean (supply energy efficiently – low carbon energy)
- Be green (use renewable energy)

This should be presented within a detailed energy assessment, in line with the GLA guidance on preparing energy assessments;

2 The Council will seek to support and promote sustainable forms of energy in the borough by:

- (a) Protecting existing decentralised energy (DE) networks and supporting expansion of these networks, having regard to opportunities identified through the London Heat Map and area specific energy plans;
- (b) Supporting district heating / DE schemes where the environmental, heritage assets and local amenity impacts of the proposals (individually and cumulatively) are acceptable and consistent with other Local Plan policies; and
- (c) Supporting the use of on-site renewable energy as a means of meeting energy reduction targets in line with the energy hierarchy in 1 above, provided it does not significantly harm local amenity.

- 3 All new major development (10 dwellings or more for residential) and 1,000sqm for non-residential) should:
- (a) Evaluate the feasibility and viability of Combined Heat and Power (CHP) systems and, where appropriate, examine the feasibility of extending the system beyond the site boundary, where developments cannot immediately connect to an existing heating or cooling network;
  - (b) Where appropriate make a financial contribution to an agreed borough-wide programme for carbon reductions where required reductions cannot be achieved on-site;
  - (c) Where connection to an existing or future DEN is deemed possible developers will be required to provide an Energy Statement; and
  - (d) Within a proposed DE network opportunity area where a feasibility study has demonstrated that a DE network is feasible (the development proposals should ensure the design of the development is 'connection ready' in the future, and must connect to the network when it is available), the developers of the development shall provide a reasonable financial contribution for the future cost of connection and a commitment to connect via a legal agreement or contract, unless proven non-viable.

### Implementation

- 1 The Council will ensure that major developments (including new and retrofit) demonstrate accordance with the energy hierarchy in planning applications by means of submitting detailed energy assessment;
- 2 The Council will continue to participate in regional initiatives to promote district heating/ decentralised energy, including the Mayor's Decentralised Energy Master Planning Project (DEMaP);
- 3 The Council will proactively identify and promote low carbon and renewable energy opportunities within the borough, including the preparation of technical and financial feasibility assessments;
- 4 In promoting low carbon and renewable energy, the Council will consider the use of pro-active planning powers (such as Local Development Orders) to assist in the implementation of schemes as they come forward; and
- 5 The Council will produce a Planning Obligations SPD that will include details on how a carbon offset fund could work in the borough.

## 4.4 Water and Flooding

- 4.4.1** The built environment plays a significant role in the way water is consumed, distributed and disposed of. The way water is used in a building and the pollutants it picks up running across a site affect the quality of the water that reaches the combined storm water and sewer system. In addition, the location of a development, and any flood mitigation measures used, can have an impact on local and downstream surface water flooding.
- 4.4.2** Areas at risk of flooding are identified in the Council's Strategic Flood Risk Assessment (SFRA) (2015). The SFRA considers flooding from all sources, including surface water flooding as this is not covered by the Environment Agency Flood Zone Maps. It also defines the functional floodplain (Flood Zone 3b), as required by the NPPG. The SFRA has recently been updated in response to the recent publication of revised climate change guidance and the updated Thames River Basin Management Plan. Using the findings of the SFRA, a Sequential and Exception Test has been prepared to accompany the Local Plan. This demonstrates that both the strategic sites in policy LP1 and the proposed opportunity sites listed in Appendix 1 pass these tests where necessary.
- 4.4.3** Flooding has caused considerable property damage in some parts of the UK in recent years and Redbridge has also experienced flood events due to surface water runoff and river (technically called "fluvial") flooding. The probability of such events recurring is likely to increase as a result of climate change, making it important to ensure new development minimises risk of flooding, both to occupiers of new buildings, but also to communities already at risk of flooding.
- 4.4.4** As noted in policy LP19 adapting to climate change, flooding and drought are key risks which require mitigation and adaptation measures in the borough. Changes to our climate can also threaten the quantity and quality of our water supply. Such risks impact upon the health and wellbeing of the borough's communities and businesses.

## LP21: Water and Flooding

- 1 The Council will seek to ensure that development does not increase flood risk and implements opportunities to reduce the risk of flooding overall.
- 2 The Council will minimise the risk to people and property from surface and fluvial flooding by:
  - (a) Safeguarding the functional flood plain (Flood Zone 3b) as land where water can flow to or be stored in times of a flood from development other than water compatible uses or essential infrastructure;
  - (b) Directing vulnerable land uses away from areas of high flood risk. Development on land that is at risk of flooding as identified in the Council's SFRA must comply with the Sequential Test and (where appropriate) the Exceptions Test, as set out in the NPPF and accompany Technical Guidance. For the purpose of the sequential and exceptions test, land identified in the SFRA as being subject to surface water flooding, shall be treated as if in Flood Zone 3a<sup>8</sup>;

- (c) Requiring a site specific Flood Risk Assessment to be provided with development on:
  - i Sites of one hectare or greater in Flood Zone 1 (low probability);
  - ii All new development (including minor development and changes of use) in Flood Zones 2 (medium probability) and Flood Zone 3 (high probability);
  - iii Land within Flood Zone 1 which has critical drainage problems (as notified by the Environment Agency); and
  - iv Land identified within the Council's Strategic Flood Risk Assessment as being subject to surface water flooding.
- (d) Requiring flood resistant and flood resilient measures to be incorporated into the design of new buildings in areas prone to flooding in accordance with the recommendations of the SFRA. Measures used should be informed by a site specific Flood Risk Assessment, but could include raising floor levels and power sockets, and the provision of safe access and egress points in the event of a flood;

8. The NPPG indicates that a SFRA should identify areas at risk from surface water flooding and drainage issues and identify the types of measures which may be appropriate to manage them.

- (e) Utilising Sustainable Drainage Systems (SuDS) in line with the drainage hierarchy, to achieve a greenfield run-off rate where feasible. Where possible, SuDS should also be designed to deliver other benefits, such as improved water quality, and enhancing biodiversity;
- (f) Resisting development involving the paving over of front and rear gardens unless appropriate permeable surfaces and drainage channels are used to minimise surface water run-off;
- (g) Resisting the further culverting of watercourses and building over culverts. All new developments on sites with existing culverts should seek opportunities to de-culvert these streams to reduce flood risk and provide nature conservation benefits. Where deculverting is financially viable but impractical, or would be of little environmental value, the Council will seek a financial contribution towards other relevant projects for the enhancement or deculverting of other sections of the waterway;

- (h) Resisting development that poses unacceptable risk to the quality of the water catchment, ground water or surface water. Development adjoining water courses or which contains a watercourse within the site boundary should maintain a minimum 8m wide (riparian) buffer free of development from the top of the bank of the water course and include measures to enhance the environment of the water course wherever possible; and
- (i) Resisting developments that would compromise the function of flood defence infrastructure identified in the SFRA.

#### **Implementation**

- 1 The Council will continue to work with the Environment Agency and other relevant bodies to meet the requirements of the Thames River Basin Management Plan and Water Framework Directive, in order to address current and future flooding and water quality issues and minimise risks.

## 4.5 Areas at risk of flooding

- 4.5.1** The largest river to flow through the borough is the River Roding. Other main rivers includes the largely culverted Cran Brook and Seven Kings Water / Loxford Water. The River Roding (Lower) is affected by the tide from Ilford.
- 4.5.2** Both the NPPF and the London Plan (2016) require the planning process to actively manage development to minimise the likelihood of flooding. This begins with the simple measure of ensuring that new development is not situated in areas known to be at risk of flooding.
- 4.5.3** In Redbridge these areas have been identified through flood modelling undertaken by the Environment Agency and the Council and updated on a regular basis. This mapping divides the borough into a number of zones ranging from areas at the lowest risk of flooding (Zone 1) to those with the greatest risk (Zone 3). These zones are recognised nationally and employed by the Environment Agency, see figure 18 opposite.
- 4.5.4** In line with the NPPF a “sequential” test can then be applied to new development to direct it towards locations with the lowest probability of flooding. Where this cannot be achieved an “exception” test may be applied. To pass this test it must be demonstrated that the community benefits of the development outweigh the flood risk.
- 4.5.5** Flood Risk Assessments (FRA) are carried out to identify the main flood risks to a development site, whether a development will increase flood risk, and recommendations for mitigating measures to reduce the impact of flooding at the site and surrounding area.
- 4.5.6** The Council will require Flood Risk Assessments for:
- all sites of 1 hectare or greater; and
  - all major planning applications in areas at high risk to flooding.
- 4.5.7** A Flood Risk Assessment should identify how a development will be designed to cope with flooding and how the risk will be mitigated without increasing the risk elsewhere. Recommendations in the FRA will be secured by planning conditions.

**FIGURE 18: Flood Risk**



**Key**

- Redbridge Borough Boundary
- Motorway
- Elizabeth Line (Crossrail)
- Central Line
- Flood Zone 3b Functional Floodplain
- Flood Zone 3a High Probability
- Flood Zone 2 Medium Risk

## 4.6 Mitigating Flood Risk

**4.6.1** Developing in areas at risk of flooding can increase the risk on and off site. In addition to the increased footprint, naturally vegetated land with hard, impermeable surfaces can increase the burden on surface watercourses, culverts and drainage systems which can increase flood risk. Developments should aim to maximise floodplain storage through use of green infrastructure and sustainable drainage measures. There should be no net loss in floodplain storage, or in exceptional circumstances, providing adequate off site compensatory storage on a level for level basis. Overland flow routes should not be obstructed.

**4.6.2** To help combat this, the incorporation of Sustainable Drainage Systems (SuDS) into new developments is an effective way of mitigating flood risk, and as such is encouraged in policy LP21. These include measures such as green roofs, permeable surfaces and storm water retention basins which can reduce both the rate and amount of run-off. An added benefit of SuDs is that they can improve the water quality of rivers, lakes and streams (in accordance with the objectives of the Water Framework Directive) by removing many pollutants and much of the particulate matters from storm water before it leaves the development site. They can also be multifunctional and provide biodiversity benefits.

**4.6.3** Surface water should be managed as close to its source as possible, in line with the drainage hierarchy in the London Plan (2016). Where it is not possible to achieve greenfield run-off rates it should be as close to this as possible (a greenfield run-off rate is one that reflects the natural rate of water run-off from a site before it was developed).

**4.6.4** Major developments will be required to constrain runoff volumes for a 1 in 100 year, 6 hour rainfall event, where feasible. A drainage report should be submitted with all major applications, basement

developments and other vulnerable development in areas identified at risk of flooding. This should include:

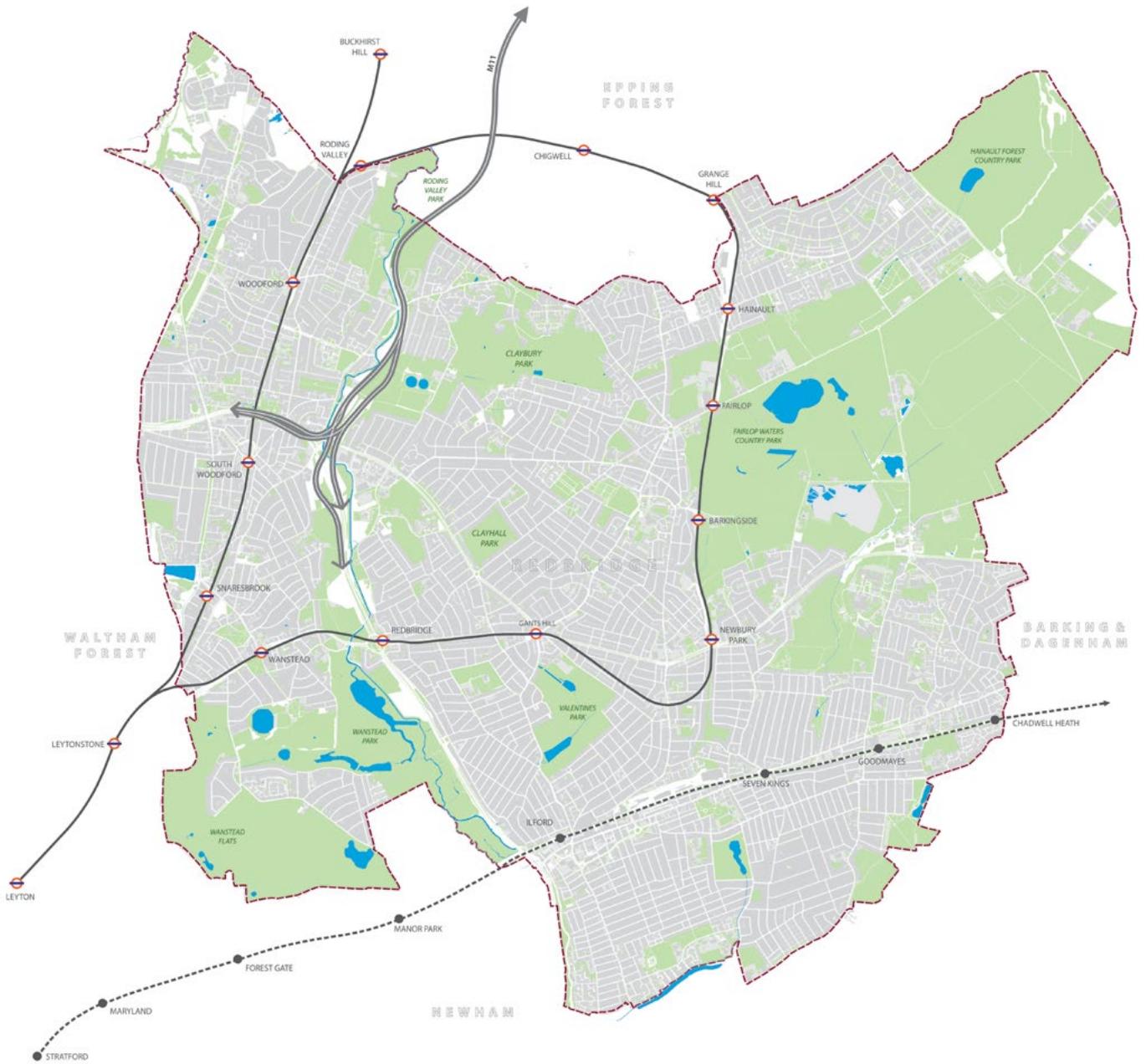
- identification of flood risk;
- assessment of existing run-off rates;
- calculation of greenfield run-off rates;
- identification of measures, in line with the drainage hierarchy, to reduce runoff rates; and
- calculation of proposed run-off rates.

**4.6.5** The Floods and Water Management Act 2010 requires that local planning policies and decisions on planning applications relating to major development<sup>9</sup> must ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate.

**4.6.6** As part of this process, local planning authorities should consult the relevant lead local flood authority on the management of surface water as part of the planning application process for major developments, satisfy themselves that the proposed minimum standards of operation are met and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate.

9. Developments of 10 dwellings or more; or equivalent non-residential or mixed development (as set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010).

FIGURE 19: Waterways



**Key**

- Redbridge Borough Boundary
- Blue Ribbon Network
- Motorway
- Elizabeth Line (Crossrail)
- Central Line

## 4.7 Vulnerable development

**4.7.1** Basements can affect the ability of the ground to absorb rain when soil is replaced by an impervious structure and can be particularly susceptible to flooding. In such cases the use of basements may be restricted to non-habitable uses.

**4.7.2** The Council shall require all new basement developments whether domestic or non-domestic to conduct a Basement Impact Assessment (BIA), as set out in LP31, which considers both groundwater and surface water flooding. A BIA should demonstrate that the impacts of the proposed development are acceptable, or that appropriate mitigation measures will be adopted.

## 4.8 Promoting Sustainable Transport

**4.8.1** Promoting a sustainable passenger and freight transport network is essential to ensuring the delivery of sustainable development in the borough. Developing a sustainable transport network will enhance connectivity both within and outside Redbridge ensuring that the borough is a vibrant, safe and healthy place to travel, live and work. A sustainable transport network will facilitate regeneration, growth and investment by enabling residents to access new homes, jobs and other facilities. It also enables new and existing businesses to attract new business and also have access to growing markets and locations, particularly in central London and the Thames Gateway. In addition, a more efficient transport system will minimise congestion and pollution in the borough.

### **LP22: Promoting Sustainable Transport**

- 1 The Council will work with partners to support the delivery of the Mayor's Transport Strategy, London Freight Plan and Local Implementation Plan (LIP). To deliver a more sustainable and efficient transport network that supports growth and a prosperous economy, reduces car dependency, encourages sustainable forms of transport, improves air quality and reduces greenhouse gas emissions it will:
  - (a) Direct new development which generates high transport demands to highly accessible locations such as the Investment and Growth Areas, town centres and transport corridors;
  - (b) Support transport projects that improve the usage, reliability, quality, safety and integration with other transport modes of the public transport network, particularly where it improves the accessibility and connectivity to Investment and Growth Areas;
  - (c) Support and facilitate the delivery of Crossrail by resisting development in safeguarded land and delivering station and public realm improvements at Ilford, Seven Kings, Goodmayes, Chadwell Heath;
  - (d) Support improvements to Central Line stations including lifts to platforms at Newbury Park and level access improvements at all other stations;

- (e) Actively encourage walking and cycling providing an attractive public realm, safe, convenient and accessible cycle and footpath networks, through Investment and Growth Areas and that connect to the sub-regional network;
- (f) Work in partnership with TfL and bus service providers to increase the number of routes in the borough, improving the frequency and efficiency of the bus network, and ensure integration of night bus services with all night Underground services;
- (g) Require major development to provide a Transport Impact Assessment to inform the design process, evaluate the impact of the development on the existing transport network, and provide mitigation measures to alleviate any adverse effects;
- (h) Require major development to provide Travel Plans to demonstrate what measures will be introduced to ensure that the future users of developments will be less reliant on private motor vehicles, and promote sustainable forms of transport such as walking and cycling;
- (i) Resist new development that results in an unacceptable adverse impact on traffic congestion within the Local and Strategic Road Network at key junctions and links or public transport system unless it incorporates effective mitigation measures, as listed in the Transport Assessment Supplementary Technical Note (2017);

- (j) Facilitate the safe, reliable and efficient movement of freight and servicing trips to, from, within and through Redbridge to support the borough's economy, in balance with the needs of other transport users, the environment and residents' quality of life;
- (k) Require new development to provide a Servicing and Delivery plan to ensure that development can be adequately serviced within the site, to encourage shared servicing arrangements and consolidation of deliveries; and
- (l) Require major development to provide a Construction Logistics Plan to particularly demonstrate how it will manage trips generated throughout the demolition and construction programme.

### **Implementation**

- 1 Delivery of the Mayor's London Transport Strategy and London Freight Plan;
- 2 Support the delivery of the Local Implementation Plan and maintenance and improvements to the regional transport infrastructure; and
- 3 The Council will seek to implement the adopted Cycling Strategy in order to achieve a comprehensive network of safe and attractive cycling routes throughout the borough and connected to the wider area and strategic routes.

## 4.9 Transport Infrastructure Improvements

- 4.9.1** The Council's overall development strategy is to locate new homes, jobs and other high trip generating uses such as large retail and community facilities in the five Investment and Growth Areas of Ilford, Crossrail Corridor, Gants Hill, Barkingside and South Woodford (LP1). These are the most accessible locations in the borough as they have excellent public transport accessibility. Locating such uses in these accessible locations will not only generally reduce the need to travel in the borough but also enable high trip generating uses to be accessible to more sustainable forms of transport. The Council will therefore seek to improve links and connectivity between and in Investment and Growth Areas.
- 4.9.2** The most significant planned transport infrastructure project to be delivered in the borough is Crossrail. This will be transformative and will bring approximately £70 million of direct public sector investment into our town centres, providing an important catalyst for growth and regeneration. The Elizabeth Line, will be fully operational by 2019, and will run through the borough linking Ilford, Seven Kings, Goodmayes and Chadwell Heath to the City, the West End, Canary Wharf and Heathrow Airport. Crossrail will significantly improve transport accessibility within the borough, particularly in the Ilford and Crossrail Investment and Growth Areas. Crossrail will improve residents' access to employment, shopping, leisure and open space opportunities in central London, and the Queen Elizabeth Park, Stratford, which is important to residents' prosperity and quality of life. The Council will seek to facilitate the implementation of Crossrail by supporting a range of station area improvements at Ilford, Goodmayes, Seven Kings and Chadwell Heath.
- 4.9.3** The two traffic gyratories in Ilford are a cause of great severance within the town centre. To improve this situation the Council will seek to improve pedestrian links and local access issues whilst being mindful of the accommodation of the tidal commuter flow through the borough. The realignment of the western gyratory is currently under review and is awaiting a secure funding package for detailed design. The eastern gyratory will also be investigated as part of a wider strategy to unlock development potential in Ilford.
- 4.9.4** Further transport improvements are identified in the Council's LIP (2011). The LIP sets out the borough's 20 year transport delivery proposals set in the context of delivering the Mayor's Transport Strategy (2010). The Council will seek to implement further transport improvements through Major schemes including in town centres and Low Emission Neighbourhoods.
- 4.9.5** Through the planning and transport development management process, the Council will ensure that appropriate on and off street infrastructure is provided to maximise operational efficiency and mitigate the effects of freight, delivery and servicing activity.



*Ilford Gateway*

## Vehicular Transport

- 4.9.6** The Transport Assessment (2017) forecasts that 7 junctions and 3 links will experience a net increase in traffic of over 20% as a result of the borough's proposed growth. As such, where a significant impact has been identified, for example where significant delay or capacity issues have been identified and where the net increase in traffic arising from developments is expected to be significant, it may be appropriate for mitigation measures to be considered. These could include both 'soft' and 'hard' interventions and indeed, may include a mix of both measures.
- 4.9.7** Further evidence set out in Local Plan Transport Assessment Technical Note (2017), in particular based on the junctions and links that have a high or medium potential for requiring mitigation measures by 2030, includes a high level review of the types of 'hard' measures that may be considered, based on the junction type. These do not represent a definitive set of mitigation measures, and the Council will expect, as part of any future planning application, that further work is undertaken to consider local impacts and cumulative effects of other development.
- 4.9.8** Appendix C of the Technical Note includes a map showing the junctions and links and corresponding mitigation potential categories.

## 4.10 Promoting a Modal Shift

- 4.10.1** Whilst the Council is planning a range of transport improvements in the borough, for many residents the private car remains the most practical transport option. This is reflected in higher rates of private motor vehicle ownership in outer London. This, coupled with increased traffic from outside the borough, has put severe pressure on the local highway network, resulting in increased traffic congestion. This increased traffic congestion contributes greatly to the borough's carbon emissions, resulting in adverse impacts on air quality and quality of life for residents.
- 4.10.2** Addressing these issues is particularly challenging in light of the anticipated growth in the borough. A substantial modal shift away from the private car to more sustainable transport options is therefore essential to addressing these issues by reducing traffic congestion and improving air quality in the borough (see LP19 Addressing Climate Change and LP24 Pollution). Encouraging a modal shift away from the use of the private car towards the use of sustainable forms of transport is therefore key to delivering sustainable growth in the borough. The Council recognises that the provision of a wide range of clean, safe affordable and reliable transport options that interchange connectivity is necessary to compete with travel by private car.

- 4.10.3** The Council will continue to work with TfL to develop and improve the bus service network in the borough. The Council will lobby TfL to increase provision and frequency of services to improve connectivity particularly to the borough's Investment and Growth Areas where a significant number of new homes and jobs will be located. Improvement in the level of provision and frequency to feeder routes to Crossrail stations are considered to be of particular benefit to encouraging residents not to drive to stations. In addition, the Council is keen to work with TfL to provide additional penetration to the more remote parts of the borough and in particular to parts of Fairlop and Hainault.
- 4.10.4** As set out in the Redbridge Walking Strategy (2012), the Council aims to promote and facilitate walking as a mode of sustainable active travel and as a form of exercise. The LIP has targeted investments to key A118 and A123 Corridors and Ilford, Wanstead, Gants Hill and Chadwell Heath Neighbourhoods where potential for high return on walking programmes is greatest.
- 4.10.5** The key modal interchange at stations is from foot to rail where commuters journey to and from their homes. A large proportion of the urban area falls within easy walking distance of one of the borough's fourteen rail stations. Overcoming barriers to walking is crucial to challenging car ownership, established car use patterns and to delivering more sustainable whole trip solutions. To encourage greater walking the Council also seeks to implement a range of Station Urban Integration Schemes (UIS). These schemes include improvements to the streetscape and public realm around the stations entrances to improve integration and links to the existing town centres and improve accessibility. The Ilford Station UIS identified the opportunity for a phased approach to improve connections to the station from York Road and Ilford Hill and to create a new pedestrian and cycle link between York Road and Ilford Hill. In addition, the Council will seek improvements in permeability and legibility from development to public transport, town centres, open spaces and community facilities.
- 4.10.6** Other initiatives that aim to encourage modal shift include Redbridge's Sustainable Modes of Travel Strategy. This Strategy seeks to change the travel behaviour of the entire school community and thus bring about a healthier, safer and more environmentally conscious school community. Each school in the borough has an individual school travel plan which identifies the requirements at school level and identifies the barriers to using sustainable modes of travel.
- 4.10.7** There are currently 40km of cycle network in the borough, forming part of the London Cycling Network (LCN). The Roding Valley Way, which is a strategic cycle route linking Essex to the river Thames, runs through the borough along the river Roding. Redbridge has an increasing number of cyclists and a growing network of facilities. However, cycling as a proportion of mode share is relatively low. As stated in the Council's Cycling Strategy (2010) the Council seeks to make cycling the preferred mode of transport for an increasing proportion of residents and visitors in the borough. Encouraging cycling will bring multiple benefits to local residents including reduced congestion on the roads, reduced emissions, improved community cohesions and improved health and fitness. The Council will seek to overcome barriers to cycling and increase the level of cycling in the borough by securing safe and attractive cycling infrastructure, particularly to provide the facilities required at the start and end of local journeys to make these modes more attractive to use.

**4.10.8** The Council's Cycling Strategy seeks to develop an attractive, safe and comprehensive cycle network across the borough and linking with the wider area. The local network will soon benefit through connection to the Mayor of London's Cycleway route 6 (Mile End to Hainault). In conjunction with the redevelopment of Ilford Station and areas around it to accommodate Crossrail, the opportunity exists to create an integrated rail, road, bus, pedestrian and cycle hub. This improved connectivity can assist in stimulating the investment required to meet the borough's development needs and reduce the impact of road traffic. Similarly, improving safety, routes and parking facilities for cyclists will ensure more journeys are undertaken by bike and pressure on the borough's public transportation system will be eased.

**4.10.9** The Council will facilitate the safe, reliable and efficient movement of freight and servicing trips. This will be achieved through the judicious use of legislative powers, planning conditions, the Council's procurement processes, and by promoting safer operations training directly to the freight industry. Modal shift will be achieved by promoting the use of rail and water for large scale developments and the use of low carbon and zero emission vehicles for local deliveries. The safety of vulnerable road users will be managed through reducing work related road risk by promoting the Fleet Operator Recognition Scheme (FORS), a voluntary accreditation scheme for operators, and Construction Logistics and Cyclist Safety (CLOCS). The commensurate benefits for residents of fewer freight vehicle movements will be secured by facilitating retiming deliveries and promoting the use of consolidation centres. The safety of vulnerable road users in Redbridge will be increased by the provision of safer urban driving courses to businesses located in, and servicing Redbridge.



*Redbridge Cycling Centre*

## **4.11 Transport Assessments and Travel Plans**

**4.11.1** In order to fully assess the impacts of new developments on the transport network the Council will require a Transport Assessment from all major development. A Transport Assessment is a comprehensive and systematic process that sets out transport issues relating to a proposed development. The Transport Assessment should inform the design process particularly in addressing issues of appropriate access to new development. The Council expects it to identify what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

**4.11.2** To further encourage more sustainable forms of transport the Council will require Travel Plans from all new major development in the borough. The Council expects Travel Plans to include an integrated package of measures designed to reduce the need for travel overall and to encourage uptake of more sustainable modes of transport among residents, employees, visitors and suppliers of an organisation. As well as helping tackle climate change and other environmental benefits travel planning can help residents and employees to save money and improve and maintain their health and wellbeing. Measures which can be included in new developments include end of journey facilities such as lockers and showers, high quality cycle parking facilities (see LP23), reduced travel cost schemes and car parking management.

**4.11.3** To encourage sustainable freight transport and mitigate its effects the Council will promote Delivery and Servicing Plans (DSPs) and Construction Logistics Plans (CLPs). DSPs are key strategy documents outlining how an organisation will manage its freight transport efficiently, safely and in a sustainable way. CLPs have similar objectives to DSPs, but are applied to the demolition and construction phases of development, specifically to improve construction freight efficiency, CO2 emissions, congestion and improving the safety of vulnerable road users.

## 4.12 Servicing

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

## 4.13 Cycle and Car Parking

**4.13.1** The provision of car parking can be an important influence on transport choices and the Council wishes to avoid over-provision in locations where public transport, walking and cycling offer a practical alternative means of accessing facilities and services. On the other hand, under provision of off-street car parking in new development, particularly in residential neighbourhoods where on-street parking is in limited supply potentially leads to congestion, safety concerns and poor residential amenity.

**4.13.2** The areas with the highest public transport accessibility are in the Council’s Investment and Growth Areas. The Council is currently using PTAL to help support the implementation of the Council’s parking policies. The policies apply a phased reduction to the defined maximum parking standards according to location, based on local accessibility and strategic development potential. The excellent PTAL in Investment and Growth Areas coupled with the range of sustainable transport options means that lower levels of parking, in line with the London Plan (2016), can be provided in new development.

### LP23: Cycle and Car Parking

1 The Council will ensure new development provides sufficient cycle and car parking by:

- (a) Seeking new development to meet the minimum and maximum parking standards set out in the London Plan. Where a lower provision of parking is proposed than that indicated as a maximum standard and where no minimum standards apply, proposals will be considered on the basis of the following:

- i Transport Assessment, which indicates adherence to Travel Plan measures and contribution to local sustainable transport schemes;
  - ii Levels of public transport accessibility; and
  - iii Availability of public on-street parking and the outcomes of any parking stress survey.
- (b) Providing parking spaces for servicing and delivery vehicles in new development;
- (c) Supporting residential development within Investment and Areas Growth that are in close proximity to public transport nodes to be low parking development in line with London Plan standards;
- (d) Seeking non-residential development that includes over twenty spaces to provide at least 5% (or 2 car parking spaces - whichever is the greater) of all car parking must be reserved for use exclusively by people with disabilities and in possession of a blue badge;
- (e) Seeking new development to provide 20% of car parking spaces accessible to electric charge points for the use of electric and hybrid vehicles;
- (f) Requiring secure accessible and sheltered cycle parking in accordance with the London Plan;
- (g) Requiring regular car parking spaces to achieve a minimum size of 4.8 m by 2.4 m. Those intended for use by disabled people should be at least 6 m by 3.6 m; and
- (h) Seeking to provide spaces for car clubs and car pools.
- 2 Where development proposals involve a reduction of existing off-street car parking, the developer will be required to:
- (a) Demonstrate that sufficient parking will remain in the area to serve local needs; or

- (b) Provide an appropriate temporary facility and to ensure that development ultimately provides for existing local need, together with the increase in demand arising from the development.

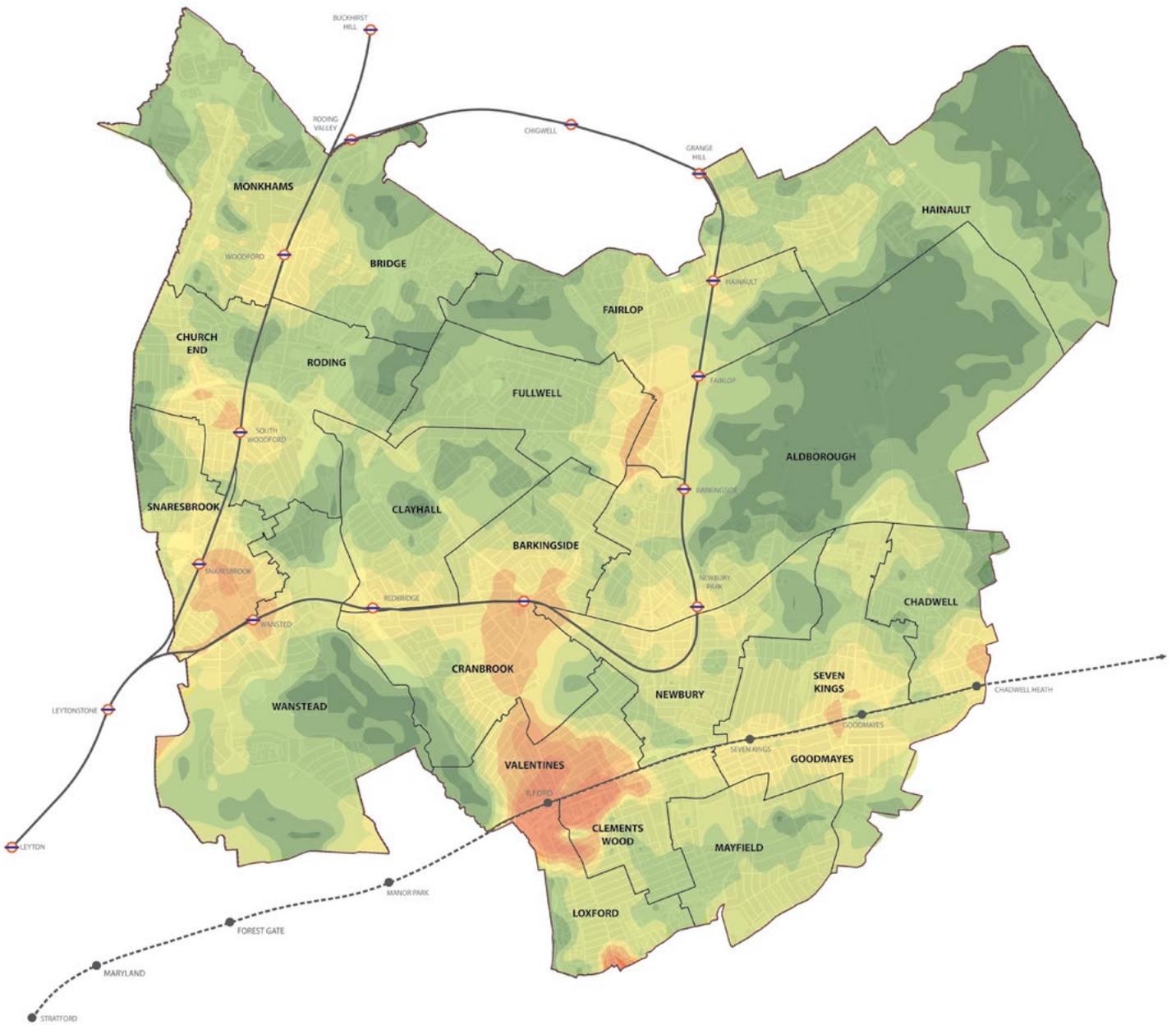
### Implementation

- 1 The Council will consider the application of residential parking permits and controlled parking zones, in order to manage areas where parking is congested on local streets.

**4.13.3** The Council's approach to off-street car parking standards is to ensure that parking is not over-provided at destinations served by good public transport (maximum levels of provision), but to recognise and respect the decision many residents make to continue to own a car and ensure that adequate levels of off-street parking are provided.

**4.13.4** To further encourage a modal shift away from the private car to more sustainable forms of transport provision of cycle parking in new development and the provision of safe and secure cycle parking in locations such as town centres and near transport nodes will be actively encouraged.

**FIGURE 20: Public Transport Accessibility Levels (PTAL) in Redbridge**



- Key**
- Redbridge Borough Boundary
  - 6a (High Accessibility)
  - 5
  - 4
  - 3
  - 2
  - 1b
  - 1a
  - 0 (Low Accessibility)

## 4.14 Pollution

- 4.14.1** Pollution of the air, water and land as well as light and noise pollution can affect human health and safety and diminish the quality of the wider natural environment. The Council seeks to ensure that the health of the borough's residents, businesses and visitors is not jeopardised through exposure to pollutants or other hazardous substances or their quality of life is not degraded through exposure to excessive noise or light nuisance.
- 4.14.2** Road transportation is the major source of air pollution within the borough, particularly along main roads. New development can also contribute to increased levels of pollution unless it is appropriately located, designed, constructed and managed.
- 4.14.3** Improving local air quality, mitigating the impact of development on air quality and reducing exposure to poor air quality is vital in safeguarding public health and the environment. The focus of policy LP24 is to mitigate the impact of development on air quality and other pollutants, and to ensure exposure to poor air quality is reduced in the borough. The Council seeks to neutralise the impact of major development schemes, and the cumulative impact of smaller developments on air quality, as well as the impact of air pollution originating from specific sources or areas within the borough. It is important that development likely to have a negative impact on air quality can be fully assessed and measures taken to make it acceptable, particularly in parts of the borough where air quality is or likely to be a concern.
- 4.14.4** The whole of Redbridge is an Air Quality Management Area (AQMA) and the Council is currently reviewing and updating the Redbridge Air Quality Action Plan (2007) that sets out how it intends to improve air quality and work towards complying with the Government's air quality objectives. Proposals for major development and development likely to have a negative impact on air quality must demonstrate that it is compliant with requirements set out in the Air Quality Action Plan and does not impede or encumber its aims and objectives.

## LP24: Pollution

### Air Pollution

- 1 The Council will ensure that the health of Redbridge residents is not jeopardised through exposure to pollutants or other hazardous substances or their quality of life is not degraded through exposure to excessive noise or light nuisance by:
  - (a) Seeking major new development to be at least “air quality neutral”;
  - (b) Requiring an Air Quality Assessment for development consisting of 10 or more new homes, where:
    - i It is likely to have a significant and harmful impact on air quality (i.e. it will increase pollutant concentrations outlined in the Council’s Air Quality Action Plan and annual Air Quality Status Reports) either through the operation of the proposed development or trip generation arising from the development;
    - ii It is located in an area of poor air quality, including the following Air Quality Focus Areas, identified in the Council’s Air Quality Action Plan:
      - A12 Eastern Avenue at Wanstead (east and west of Tunnel)
      - Ilford A123 and Ilford Hill
      - A12 Eastern Avenue from Redbridge to A12/Aldborough Road
      - Hermon Hill
    - iii Demolition or construction phases for development will have a significant impact on the local environment (i.e. through fugitive dust and exhaust emissions from non-road mobile machinery); and

iv The development prevents implementation of measures in the Air Quality Action Plan.

- (c) Seeking Air Quality Assessments to include an emissions assessment that takes into account Air Quality Action Plan objectives and emissions targets, and current baseline data for pollutants set out in the annual Air Quality Status Reports for the Redbridge AQMA. Where assessments show development is likely to have a negative impact on air quality, a mitigation plan will be required. Planning permission will be refused where air quality exposure is not reduced to acceptable levels. Developments proposing Combined Heat and Power (CHP) or biomass must demonstrate compliance with the Mayor of London’s emissions limits for CHP and biomass;
- (d) Demonstrating where a biomass boiler is proposed that there will be no adverse air quality effects from the boiler relative to a conventional gas boiler. Small biomass boilers (below 500 kWth) will be considered unsuitable unless it can be demonstrated that they have no adverse air quality effects; and
- (e) Developments must meet the requirements of LP38 Protecting Trees and Enhancing Landscape to mitigate against the effects of air pollution.

### Water Pollution

- (f) Resisting development which poses an unacceptable risk to the quality of the water catchment, groundwater or surface water;
- (g) Reducing the runoff of particulates and other forms of biological and chemical pollution to waterways through sustainable drainage and pollution prevention methods such as incorporation of oil interceptors;

### **Land Contamination**

- (h) Requiring development on land which is potentially contaminated, to undertake surveys/investigations, to identify the nature and extent of contamination and to carry out risk assessments and, if necessary, undertake remediation of the site to render it fit for the proposed use;

### **Noise Pollution**

- (i) Resisting development that generates unacceptable levels of noise pollution or vibration;
- (j) Resisting development that is sensitive to noise in locations with noise pollution, unless appropriate mitigation is provided to reduce such pollution to acceptable levels;

### **Light Pollution**

- (k) Resisting development involving floodlights or other external forms of lighting (including flashing lights) that would unacceptably impact on the amenity of nearby occupiers at unsocial hours, biodiversity, including protected species and the ecology of watercourses, or be likely to distract drivers on the public highway;

### **Waste**

- (l) Resisting development involving the manufacture of hazardous products or the use of hazardous processes, or for development in close proximity to such establishments, unless it can be demonstrated that there will be no risk to public safety;
- (m) Requiring proposals for waste facilities to adequately mitigate their impact on amenity, air quality, noise and other relevant environmental considerations by fully enclosing the facility; and

- (n) Requiring that major new developments demonstrate through liaison with Thames Water that sufficient capacity exists within the sewerage and drainage network to serve the proposed development, and where necessary, that capacity upgrades will be secured.

- 2 In order to help mitigate the impact of development on air quality within the borough the Council will implement actions set out in the Air Quality Action Plan schedule of actions relating to 'emissions from development and buildings'.

### **Implementation**

- 1 The Council will work corporately and holistically to align the various regulatory regimes relating to pollution; this will include those relating to the use of land (i.e. planning / development) and the ongoing use of premises (i.e. regulated activities under the Licensing Act 2003, such as live music and the provision of late night refreshment); and
- 2 In order to help mitigate the impact of development on air quality within the borough the Council will implement actions set out in the Air Quality Action Plan schedule of actions relating to 'emissions from development and buildings'.

## 4.15 Air Quality Assessments

- 4.15.1** The Council will seek an air quality assessment on developments of 10 or more units. There may be cases where an assessment would not be required, but much will depend on individual site circumstances and the nature and scale of development proposed. The Council is mindful of the cumulative impact of development in the borough and will therefore seek to ensure that all proposals adequately address air quality issues.
- 4.15.2** The Council will also seek assessments for development in areas of poor quality, in particular those areas stated in the policy as Air Quality Focus Areas. These are areas in locations that have been identified as having high levels of pollution and human exposure, where the Council is particularly committed to reducing emissions. The list of four Focus Areas shows that they are at major roads in the borough, and the Council will prioritise these areas when developing and implementing actions listed in the Air Quality Action Plan wherever relevant, and will work with TfL in delivering measures to improve air quality.
- 4.15.3** Air Quality Assessments (AQA) must outline the predicted and forecast pollutant concentrations at the proposed development, and the planned mitigation measures, and demonstrate that the development does not impede the progress of objectives outlined in the Council's Air Quality Action Plan, or weaken daily or annual average emissions outlined in annual Air Quality Status Reports for the Redbridge AQMA. In order to help reduce air pollution and adhere to London Plan (2016) policy, developments must demonstrate that they comply with policy 7.14 (to be at least air quality neutral).
- 4.15.4** In addition to meeting the requirements of the East London Waste Plan (Joint Waste Development Plan 2012), it is important that new waste facilities give full consideration to their potential impact on the local environment. To mitigate against potential adverse impacts, including to safeguard against pollution from waste fires, the Council will seek that waste storage and treatment facilities are fully enclosed.

## 4.16 Mitigating measures

- 4.16.1** Where an AQA shows that a development would cause harm to air quality, planning permission will be refused unless mitigation measures are adopted to reduce the impact to acceptable levels. Mitigation measures should be provided on-site, however where this is impractical the AQA should demonstrate that it is possible to include measures in the local area which have equivalent air quality benefits. Mitigation measures may be secured either by planning condition or legal agreement where appropriate.
- 4.16.2** Developments will also be expected to include measures to ensure that the exposure of occupants to air pollution is reduced to within acceptable levels. In addition to mitigation, major developments in these areas will be expected to address local problems of air quality which may include various design solutions and buffers.

## 4.17 Light Pollution

- 4.17.1** Lighting can play a vital role in enhancing community safety, helping people find their way and allowing many commercial and recreational activities to be carried out at night. However, inappropriate lighting can cause great public nuisance particularly in an established urban area such as Redbridge. Other adverse impacts include use of unnecessary amounts of energy and in some detrimental effects on road safety or on wildlife such as through disturbance to the ecosystems of nocturnal species. Care should be taken to ensure lighting only illuminates intended areas and does not affect or impact on its surroundings. Proposals for floodlighting should consider Sport England's lighting guidance.
- 4.17.2** Noise can be a major source of annoyance in a dense urban area. Noise sensitive uses such as housing and hospitals can be negatively impacted when located close to major sources of noise.
- 4.17.3** Developments in sensitive areas, such as those adjacent to sites of nature conservation, should employ a specialist lighting engineer accredited by the Institute of Lighting Engineers to ensure that artificial lighting causes minimal disturbance to occupiers and wildlife.
- 4.17.4** In the past a number of large industrial and waste disposal uses were located within Redbridge and many sites have been used for activities which may have contaminated the soil in ways that could pose health problems for people who are exposed. The Council maintains a Contaminated Land Register which can be consulted to determine whether particular sites are known to be contaminated. Where this is the case it is important that new development is not undertaken without first investigating the nature and extent of any possible contamination and remediating the site if necessary to render it safe for its intended use.
- 4.17.5** Water pollution can come from multiple sources, harms the natural environment, and requires a multi-agency approach to tackle. It goes beyond the design of new developments, and matters such as plumbing misconnection of new appliances can have a major impact. The Council will work with the Environment Agency to ensure their technical advice is considered where new development proposals pose a risk to water quality, and the objectives of the Water Framework Directive and Thames River Basin Management Plan are met.

## 4.18 Telecommunications

- 4.18.1** The telecommunications industry is an essential and beneficial element of the economy. However, developments can have an impact on environmental and residential amenity. Negative impacts therefore need to be kept to a minimum while accommodating the needs of the industry. The Council will consider the location of proposals within the context of its Telecommunications Register which is updated on an annual basis. The Register will include information provided to the Council by Telecommunication Operators through their roll-out plans.

## LP25: Telecommunications

- 1 Telecommunications development should be sited and designed in such a way that it does not adversely affect the appearance of the surrounding area. The Council will only support such development where:
  - (a) The siting is not intrusive in the street scene;
  - (b) The design is of a scale, height and appearance which does not disrupt the character of an area;
  - (c) The equipment has been designed to keep the size of the installation to the technical minimum and sited, so far as practicable, to minimise the impact on the environment;
  - (d) Screening of equipment housing and other visually intrusive development associated with the proposal is provided;
  - (e) All alternative sites which fulfil the functional requirements of the equipment have been assessed;
  - (f) It can be demonstrated that developers have considered using existing facilities or sharing with the equipment of other operators;
  - (g) No existing facilities are available and applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators; and
  - (h) The applicant has certified that the development will operate within the International (ICNIRP) Guidelines for public exposure.

### Digital Infrastructure

- 2 The Council will promote the development of advanced, high quality communications infrastructure to support economic growth and more accessible, inclusive communities. Developments should

facilitate high speed broadband and advancement in communication networks where possible.

### Implementation

- 1 Management and monitoring of the Council's Telecommunications Register which is updated on an annual basis;
- 2 Working with Telecommunications Operators to provide information provided to the Council by Telecommunication Operators through their roll-out plans; and
- 3 Through pre-application discussions, the Council will encourage applicants to consider how new developments can be designed in such a way that would assist with the delivery of high speed broadband technology.

**4.18.2** The NPPF requires the Council to facilitate telecommunications development, including high speed broadband technology as essential for sustainable economic growth and in enhancing the provision of local community facilities and services, while ensuring as far as possible that any visual impact of the structure on valued features of the borough's environment is minimised.

**4.18.3** Where planning permission is required for telecommunications, the Council is keen to minimise any adverse impact of such development on visual amenity, aural amenity, and on public safety including movement without restricting its provision. All applications for development are encouraged to consider, along with all relevant telecommunications operators, how the telecommunications needs of the occupiers will be met. Sensitive and innovative design and integration/dual use will be required to reduce impact, to minimise street/skyline clutter and the proliferation of infrastructure on top of or attached to buildings or structures.

SECTION 5

# Achieving Quality Design



## Section 5 | Achieving Quality Design

### 5.1 Introduction

**5.1.1** 'Good design is a key aspect of sustainable development, it is indivisible from good planning', as set out in paragraph 56 of the NPPF, and a key objective of the planning system. It is about how new development functions as well as how it looks. Good design helps development integrate within its surroundings to create successful places, and maximises land opportunities without undermining the viability of new development.

**5.1.2** The Council will raise the standard of design in the borough and improve the urban environment. The challenge for Redbridge is accommodating development in a sustainable way whilst protecting and reinforcing the character of the borough. New development provides the opportunity to improve the borough's urban environment creating a stronger identity and a cohesive community which residents can be proud of.

### **LP26: Promoting High Quality Design**

- 1 The Council will require good design and 'place making', and will seek high quality design in all development within the borough. Innovative and good design will be encouraged and promoted, and development of poor design, that does not take available opportunities to improve an area's character and quality, and the way it functions, will be refused planning permission. The Council will expect developers to show how their proposals will achieve high quality inclusive design to ensure an accessible environment, and how they have engaged with users in their Design and Access Statements;
- 2 The Council will promote high quality design in the borough by requiring that development:

- (a) Is of high architectural, urban and landscape design quality;
- (b) Respects the local character of the area, and makes a positive architectural and urban design contribution to its context and location;
- (c) Conserves and enhances the character and significance of the historic environment and complements the borough's heritage assets, and their settings, in accordance with LP33;
- (d) Is well integrated and has regard to and respect for the surrounding area, in terms of layout, form, style, massing, scale, density, orientation, materials, and design, in order to reinforce the positive and distinctive local character and amenity as described in the Characterisation Study (2014), or its updated equivalent;
- (e) Incorporates sustainable design and durable construction, observing best practice in energy efficiency and climate change mitigation, and incorporates the highest standards of accessible and inclusive design that is adaptable to different activities and land uses and the changing needs of all, including disabled and older people;
- (f) Consists of high quality details and materials that respects or improves local character;
- (g) Respects the existing layout of buildings, surrounding streets, open spaces and patterns of development. The layout of new development should create direct, recognisable, through routes that improve legibility and movement through places, and positively contribute to street frontages;

- (h) Ensure that high quality hard and soft landscaping is integral to layout and design, and opportunities to introduce green urban design solutions are optimised;
- (i) Is designed to minimise crime and antisocial behaviour, creating safe and secure environments;
- (j) Provides high standards of accommodation for housing in terms of size, quality and arrangement of internal space, external private and external communal amenity space, and access to usable open space;
- (k) Creates clear distinctions between private and public space, and integrates building services equipment and facilities in a well-planned manner;
- (l) Does not result in an adverse impact upon the amenity of neighbouring occupiers in relation to overlooking and privacy, daylight/sunlight, outlook, noise and vibration; and respects the scale, massing and height of surrounding buildings;
- (m) Provides appropriate facilities for refuse, recycling and servicing; and
- (n) Preserves key and important views, as illustrated in the Characterisation Study (2014), or its updated equivalent.

### **Implementation**

- 1 The Council will develop, enable and facilitate Masterplans and planning/development briefs for major opportunity sites within the Investment and Growth Areas and other parts of the borough;
- 2 Council planning officers will engage with developers in pre-application discussions prior to the submission of planning applications. The Council's pre-application service includes Planning Performance Agreements for major development. Design review is encouraged for the most significant development proposals;
- 3 For competitive tender processes, where Council land assets are advertised for

disposal, any award or invitation to purchase land will be contingent on planning policy for new development, and specific design criteria as relates to the land and its surrounding area. The highest design quality will be sought by the Council, upon which great weight will be placed when deciding on awards or invitations to purchase. As part of such competitive tender processes the Council will require that developers submit outline plans, with Design and Access Statements outlining the design merits of their development proposals, having regard to the criteria set out in LP26 High Quality Design;

- 4 The Council will update the Urban Design Framework (2004) in the light of changes in national, regional and local policy and to take account of the Characterisation Study (2014), when making decisions on planning applications; and
- 5 Planning officers will advise local residents owning properties to use the Council's Householder Design Guide (January 2012), in order to encourage domestic improvements that are in keeping with local character, whether for alterations to houses under permitted development rights or through the planning application process. Improvements that require planning consent that do not comply with the Council's Householder Design Guide will be resisted.

**5.1.3** Good quality development is comfortable to be in, enduring and benefits all users. High quality design reinforces or creates a sense of place; making Redbridge a better place in which to live, work and spend time.

**5.1.4** The Council understands that the places where people live and work have a profound effect on their quality of life. Good design plays a key role in this regard and has been shown to result in more sustainable environments which residents can have much pride in. Good design is broader than just the appearance of buildings, well designed development also improves the functionality of places, creating high quality environments to be enjoyed by all residents in the borough now and in the future.



*Raphael House, Ilford High Road*

**5.1.5** Good design is about getting the process right to achieve successful places. The Council believes that good quality development is based on a clear understanding of the site and its context. Development that is design-led responding to site characteristics and local context make the greatest contribution to improving the borough's built environment.

**5.1.6** The population of Redbridge is expanding rapidly and there is great pressure to accommodate more homes and community facilities. The Council must plan for significant growth, and therefore it is important that the highest priority is placed on high quality design when considering planning applications for

new development. The objective is to improve the borough's built environment and protect its distinctive character. A full survey and record of the borough's character, is set out in the Characterisation Study (2014). It is a study of the urban patterns and appearance of the borough that provides an understanding of character and context, and variation across the Redbridge borough, informing the planning, development and design process. The document can be used to inform planning decisions and guide developers to building better quality development, appropriate to the context of sites and their wider areas.

**5.1.7** The borough is a vibrant and unique place, with the majority of it formed of distinct and relatively large neighbourhoods. It has a diversity of character areas with particular street patterns that can be put into categories or 'typologies', which are identified in the Characterisation Study (2014).

**5.1.8** Suburban typology is dominant within the borough, accounting for approximately 42% of the built up area and around 53% of the land used for housing. Woodford, Wanstead, Barkingside and Chadwell Heath can generally be described as suburban, with streets typically consisting of low to medium densities and reasonable levels of architectural coherence.

**5.1.9** The Characterisation Study (2014) discusses other typologies existing within the borough, including Suburban Terraces, which is most evident within areas of public sector housing. Hainault can generally be described as consisting of Suburban Terrace typologies. Urban Terrace is also a relatively common typology within the older centres of Redbridge, in the south of the borough. The streets are characterised by Victorian and Edwardian townhouses, representing the earliest phase of suburban growth around centres with good rail access like Ilford, Seven Kings and Goodmayes. Other typologies such as 'Grand suburbs' and 'Grand villas', which predominate in

the more affluent parts of the borough of Woodford Broadway and Woodford Green are less common but add to the character of the borough. This typology consists of very large, detached houses from the Edwardian/interwar period. Ilford and Gants Hill have a character which is more intense and is higher in density, and includes taller buildings. The distinctive character of the borough is also formed by large open spaces such as the Roding Valley and Fairlop Plain which continue to influence and interact with the built environment.

- 5.1.10** Each of these typologies is unique in their own right and contributes to the borough's local distinctiveness. In managing growth, it will be important to ensure that development proposals give recognition to the unique characteristics of the local context. The Characterisation Study (2014) provides an understanding of urban character and context and how it varies across the borough. It can be used to secure better quality development appropriate to its surroundings, to identify issues affecting localities and to provide an understanding of the sensitivity of places and their capacity to absorb change.
- 5.1.11** The Characterisation Study (2014) also provides analysis on areas of special character within the borough such as conservation areas and historic parks and gardens, where careful consideration will be needed for development adjacent to or within the setting of these sensitive areas.
- 5.1.12** The Urban Design Framework for Redbridge is supplementary planning guidance produced in 2004 which can be used to assess planning applications for new development. Like the Characterisation Study (2014) it describes the character of the different parts of the borough, and contains a Design Checklist. National, regional and local planning policy has changed since 2004, but the SPG remains a very useful guide to character across the borough, and highlights the need for good design.
- 5.1.13** All the evidence provided by the Characterisation Study (2014) shows that an area specific approach must be adhered to when designing development schemes, and that new development must exhibit context awareness, respect local character, make positive architectural and urban design contributions to locations, must be well integrated with the surrounding area, and should conserve and enhance the special character of areas of historic and architectural value and the setting of heritage assets. Policy LP26 relates to all development, regardless of scale and form. The policy seeks to direct residents and developers to consider the impact of proposals upon the character and amenity of existing developments and neighbouring properties. The Council seeks to protect residential amenity and privacy throughout the borough. Policy LP30 provides additional guidance in relation to household extensions.
- 5.1.14** The NPPF and guidance document is clear on local authorities 'requiring' good design from development. National policy and guidance discusses in detail the need for good design to be inclusive, functional, and well integrated with the character of existing buildings, streets and spaces in the surrounding area. The Council is committed to achieving good design in all of these aspects, and the Local Plan design policy has been formulated to reflect the stated requirements in national policy and guidance. As well as criteria stated in the design policy, planning applications will be considered in light of the NPPF and NPPG.

## Access and Inclusive Design

**5.1.15** Inclusive design ensures that the needs of all people are considered at an early stage and incorporated into development proposals from the outset. The aim is to achieve the highest standards of accessible and inclusive design in all new development schemes, and ensure that the built environment is safe, convenient and accessible to everyone, including disabled and vulnerable groups. All new development should achieve the highest standards of accessible and inclusive design. The Council will assess all new development proposals considering the London Plan (2016) policy 7.2 - 'An Inclusive Environment', alongside other design policies in the Local Plan.

## 5.2 Tall Buildings

**5.2.1** Tall buildings can be a very efficient way of using land and can make an important contribution to creating sustainable communities. As the Characterisation Study (2014) shows large areas of the borough are predominantly 2-3 storeys in height and therefore tall buildings must be managed sensitively. However, in highly accessible locations tall buildings are a key part of the character and have successfully been accommodated within the borough. The London Plan (2016) states that boroughs should take a plan-led approach to tall and large buildings. This includes identifying and defining areas of specific character that could be sensitive to tall buildings. The Council acknowledges that high density development does not necessarily equate to a need for tall buildings. There are a number of building typologies, as outlined in the Characterisation Study (2014), that could be used to achieve higher density development, without the need for tall buildings. Other approaches include the new London vernacular design palette, which involves the development of stacked maisonettes, flats and town houses, intensifying capacity without building tower blocks.

**5.2.2** Development with innovative design solutions to form, mass and scale can provide greater floor area and densities. However, in the right locations, tall buildings can contribute to good place-making, provide important urban landmarks and create distinctive skylines. Tall buildings can contribute towards the overall development strategy (see LP1) of the Local Plan, by creating the highest levels of activity at locations with the greatest transport capacity.

### LP27: Tall Buildings

- 1 As part of a strategy to adopt a plan-led approach towards overall growth in the borough, planning applications for the development of Tall and Large Buildings will be supported in the following Tall Building Zones, as identified on the Local Plan Policies Map:
  - (a) Ilford Metropolitan Town Centre Investment and Growth Area;
  - (b) East Ilford, Seven Kings Local Centre, and Goodmayes Local Centre, in the Crossrail Corridor Investment and Growth Area; and
  - (c) Gants Hill Investment and Growth Area.
- 2 Planning applications for tall and large buildings will only be considered on sites in Investment and Growth Areas and in town centres:
  - (a) Which have good public transport;
  - (b) Where the character of the surrounding area would not be harmed or adversely affected by the scale, mass or height of the building;
  - (c) Where it relates well to the urban layout, streets, open spaces, heritage assets and public realm of the surrounding area; and
  - (d) Where the proposals make a significant contribution to local regeneration.

- 3 All proposals for tall and large buildings in all parts of the borough will be assessed against the design criteria set out in Local Plan policy LP26, as well as criteria set out in London Plan policy 7.7, and should:
- (a) integrate well with the site and surroundings, in terms of how buildings fit in with the street, and how they affect the day and night time skyline;
  - (b) relate well to the architectural and historic context of the surrounding area of the building, and not impact adversely on heritage assets and their settings;
  - (c) not impact adversely on the views having regard to the natural topography of the area;
  - (d) not impact adversely on other buildings, public spaces, open spaces, and watercourses, by reason of overshadowing;
  - (e) contribute to improving way-finding, pedestrian permeability and improved access for the public;
  - (f) incorporate the highest standards of architecture and materials, including sustainable design and construction practices;
  - (g) incorporate an appropriate public realm setting and ground floor active uses;
  - (h) Ensure effective management regimes for the continued maintenance of the building and shared areas etc.; and
  - (i) Use the highest standards of design and construction for redeveloped and refurbished tall buildings.
- 4 Tall and large buildings will also be assessed against all other relevant policies within the Local Plan in relation to high quality design, mixed use development, amenity and internal space standards, conservation of the historic environment,

renewable energy and sustainable design and construction, parking standards, water and flooding, and infrastructure for high speed broadband; and

- 5 Planning applications for the development of Tall Buildings will be required to contain an urban design analysis that demonstrates a design strategy for the building that meets criteria in LP26, and the criteria set out in this policy.

### **Implementation**

- 1 The Council will update the Urban Design Framework (2004) in the light of changes in national, regional and local policy and to take account of the Characterisation Study (2014);
- 2 The Council will promote good design and 'front-loading' by encouraging:
  - Use of its pre-application service;
  - Developer-led public engagement ahead of application submission;
  - Design review of appropriate major schemes; and
  - The Council will develop Masterplans for major Opportunity Sites within the Investment and Growth Areas.
- 3 Incorporate up to date guidance on Tall Buildings in the Ilford Framework for Growth SPD; and
4. The Council will review its Local Validation Checklist to include additional application requirements for tall and large buildings. Such documents will include assessments for lighting, wind-tunnelling and microclimate.

**5.2.3** In line with the London Plan (2016) tall and large buildings are those that are substantially taller than their surroundings, cause a significant change to the skyline, or are larger than the threshold sizes set for the referral of planning applications to the Mayor. The design of tall buildings is very important as they are likely to have greater impact than other building types because they are more visible and generate a lot of movement and activity, and in addition they are likely to have a greater impact on amenity. Although tall and large buildings do have a key role in a plan-led approach to planning for growth and developing and changing areas, it is essential that they improve rather than mar places, and that they are developed in appropriate locations, and considered sensitively in other areas that may be suitable for tall and large buildings. When considering the impact of planning applications for tall or large buildings in specific areas, it is important to have an awareness of context and how a particular proposal fits into its location.

**5.2.4** The Council has successfully managed taller buildings through the designation of 'Tall Building Zones' at appropriate locations in the borough. Key areas of Ilford Metropolitan Centre, the centres within the Crossrail Corridor (Seven Kings, Goodmayes and Chadwell Heath), and Gants Hill centre have been designated as 'Tall Building Zones'. The Council seeks to continue with successful approach by continuing to allocate these locations as 'Tall Building Zones'.



*Pioneer Point, Winston Way Junction, Ilford*

**5.2.5** The areas within the borough most likely to accommodate tall and large buildings are those parts that are the most urbanised, the most accessible by public transport, with the most commercial and retail activity, and with the capacity for intensification within the higher density ranges. The area within the borough that contains a combination of these factors to the highest degree is the stretch of land along Ilford High Road from Ilford Station/Metropolitan Centre, continuing east through the district centres of Seven Kings, Goodmayes and Chadwell Heath, to the eastern borough boundary. This area consists of a very urbanised, central belt, where the four key centres contain the highest levels of commercial and retail activity, the highest levels of public transport accessibility (typical PTAL ranging from 3-6A), and with more capacity to absorb higher densities than any other part of the borough. The East Anglia main line takes the same route as the High Road eastwards, and the train stations at Ilford, Seven Kings, Goodmayes and Chadwell Heath will all become Crossrail stations in 2019, improving journey times across London, and vastly increasing the potential for investment in those centres receiving Crossrail station improvements. There are no designated areas of special character such as conservation areas within this corridor of land, although there are a number of statutory and locally listed buildings.

- 5.2.6** Policy 2.13 'Opportunity Areas and Intensification Areas' in the London Plan (2016) designates Ilford as an Opportunity Area. They are considered to be London's key reserve of locations with brownfield sites that have the capacity for major new development, including housing, commercial uses, and intensified development accrued from planned improvements to public transport. One of the aims of London Plan (2016) policy 2.13 is for these areas to realise their potential for intensification associated with improvements in public transport, such as Crossrail. The London Plan (2016) recognises that Ilford, as both an Opportunity Area and a Metropolitan Town Centre, has the capacity to provide at least 5,000 new homes, and improve the quality and range of its retail offer - this level of development is expected to be largely driven by Crossrail. London Plan (2016) policy 7.7 also recognises that Opportunity Areas are one of the designated zones in London that tall and large buildings should be generally limited to (such areas also include Central Activity Zones and Areas of Intensification). This indicates that as a regional Opportunity Area Ilford is considered suitable for tall buildings.
- 5.2.7** Part of the urbanised central belt from Ilford to Chadwell Heath is the Crossrail Corridor, which is a corridor of largely brownfield land that was the study area for the superseded Crossrail Corridor Area Action Plan. Seven Kings, Goodmayes and Chadwell Heath stations lie within this corridor, and the area as a whole will benefit from the planned improvements to transport infrastructure for these future Crossrail stations. In the Crossrail Corridor Area Action Plan the Council proposed three discrete Tall Building Zones at East Ilford [at the edge of the Metropolitan Centre], Seven Kings District Centre and Goodmayes District Centre, and these areas have been allocated as such for the past seven years.
- 5.2.8** The three centres within the Crossrail Corridor area already have high levels of public transport accessibility, and with the arrival of Crossrail, the programme for regeneration and growth in the Crossrail Corridor Investment and Growth Area is comparable to that of a regional Opportunity Area designation in the London Plan (2016). Considering the intensification implied by this substantial level of growth, and the subsequent pressure to maximise the land potential of all allocated opportunity sites within the area, it would be difficult to achieve planned regenerative objectives without the development of tall and large buildings, which can assist the overall strategy for growth and economic development, and can make optimum use of the capacity of brownfield sites within the area.
- 5.2.9** In Gants Hill Investment and Growth Area the Tall Building Zone designation has maintained relatively modest building heights, with 3 storeys on street frontages and five storeys for set-back development around the heart of the centre and Cranbrook Road North and South, where pedestrian use is the greatest, while allowing taller heights at the edge of the centre, which is consistent with the distribution of existing tall buildings within the centre. This approach was proposed by the Commission for Architecture and the Built Environment (CABE), who were advisors during the development process of the Gants Hill Area Action Plan. This strategy has been shown to work well with the development of new tall buildings integrating with the character and layout of the centre, which has been a location for a range of large scale building forms, including high rise office and apartment blocks for the past 50 years or so. The Characterisation Study (2014) also points out that the taller and larger scale buildings within the core are not particularly imposing on or damaging to the amenity of the neighbouring residential scale due to separation distances and stepping down in heights. The study also states that the

district centre has a great deal of capacity for change, and there remain a number of large opportunity sites allocated within the Local Plan with capacity for large scale development, including a further 500 new dwellings.

**5.2.10** Whilst there is large scale growth set for the other Investment and Growth Areas at South Woodford and Barkingside, the overall scale and mass of buildings in those areas is small and generally at lower heights of 2-3 or 4 storeys, and opportunities for tall buildings will be fewer in these locations, particularly as they contain more designated areas of special character that are sensitive to buildings of substantial height and bulk, and because many of the sites in these areas are small sites in areas of low density, with predominantly residential uses. The Council has undertaken further work on tall buildings to identify the appropriate location for tall buildings in the borough. This work will inform future planning brief work for specific sites, and will be guided by Historic England's Advice Note 4 on Tall Buildings.

### 5.3 Advertisements and Shopfronts

**5.3.1** Distinctive shopfronts and advertising devices are important for many businesses to identify their location to potential customers, present information about their goods and services and differentiate themselves from competitors. Good quality advertising and shopfronts are part of what makes successful town centres lively and interesting places that people want to visit.

## LP28: Advertising and Shop Fronts

- 1 The Council will support signage in designated town centres and key retail parades that:
  - (a) Ensure that shopfronts and signs placed on buildings respect the overall character and appearance of the building and the street scene; and
  - (b) Demonstrate in applications for advertisement consent in Conservation Areas, a respect for the local historic and architectural character.
- 2 For proposals to be acceptable the following requirements should be adhered to:
  - (a) Advertisements should respect the design of the building on which they are erected and the character and amenity of the surrounding area;
  - (b) The scale, colour, materials, illumination and siting of an advertisement should be appropriate to their location;
  - (c) Fascia signs and projecting signs should respect the architectural and design features of the host building;
  - (d) Large poster hoardings should screen a vacant site, a temporary use or an unsightly building or feature. Their design, means of support and illumination (if provided) should not detract from the building, or site or character of the area; and
  - (e) Small poster panels should:
    - i Relate to an existing building and not detract from the appearance of a street;
    - ii Be in proportion to the site and surrounding area; and
    - iii Not detract from the character and amenity of the surrounding area.

### 3 The Council will resist advertisements that:

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

All advertisements should be maintained in a condition that does not threaten public safety in any way.

### 4 The Council will support shopfronts that:

- (a) Respect the overall character of the building on which they are located;
- (b) Add interest to the shopping parade in which they are located and help stimulate a vibrant pedestrian street scene;
- (c) Are wheelchair accessible;
- (d) Utilise appropriate lighting and security shutters so that they do not become dark and unwelcoming frontages at night; and
- (e) Demonstrate that where cash machines, serving windows or other additions to shopfronts are proposed which could lead to customers queuing outside the shop, the public footpath is wide enough to accommodate this without undue interference with pedestrian flows or giving rise to safety concerns over pedestrian/vehicular conflict.

#### Implementation

- 1 The Council will consider providing additional guidance related to Advertising and Shopfronts.

- 5.3.2** The cumulative impact of repeated poor quality design and inappropriate siting can be very damaging to the street scene and help drive potential customers away to other more inviting shopping destinations. Inappropriately located or illuminated advertisements can also distract drivers and annoy occupiers of nearby premises. Where located in Conservation Areas or on or near heritage assets, poorly designed shop fronts and advertisements can undermine the character and appearance of those places or buildings.



*Traditional shop fronts Wanstead*

## 5.4 Achieving a Quality Living Environment

- 5.4.1** The Council believes that the quality of new housing is just as important as the quantity of dwellings being delivered.
- 5.4.2** The setting of new homes is also important. Homes should not be crammed in at such high densities that people feel overcrowded. The public realm must not become a concrete jungle, it should be well landscaped and promote safe and convenient access by pedestrians and cyclists, not just cars.

### LP29: Amenity and Internal Space Standards

#### Amenity Space

- 1 The Council will ensure that new development will provide external private and/or communal amenity space to meet the needs of occupants by:
- (a) Seeking a minimum amount of private amenity space for flatted development:
    - i 5 sq.m of private amenity space for 1-2 person dwelling; and
    - ii an additional 1sq.m for each additional occupant.
- For new housing development:
- iii 50 sq.m of private amenity space per dwelling for 1 and 2 bed units and for houses containing 3 or more bedrooms an additional 10 sq.m per additional bedroom.
  - (b) Seeking a minimum amount of communal amenity space of 5 sq.m per unit for flatted development and 5 sq.m per unit for housing schemes greater than 50 units;
  - (c) Seeking an appropriate scale of private amenity space per habitable room in specialised housing depending upon end user requirements and the location sensitivities of the scheme; and
  - (d) Seeking for all development with an additional estimated occupancy of ten children or more, communal play provision of 10 sq.m for each child predicted to occupy the development in accordance with the Mayor's Play and Informal Recreation SPG (or any successor document).

- 2 In all cases, amenity space in new residential development should:
- Be compatible with the prevailing pattern in the surrounding area as set out in the Characterisation Study (2014);
  - Be of an appropriate scale to maximise usability and to be of a functional and practical configuration to enable a range of reasonable activities including sitting out, dining, child's play, gardening and social interaction;
  - Be orientated to maximise sunlight and outlook and be free from adverse microclimate and noise; and
  - Be "fit for purpose" in terms of the particular building it serves and being well located relative to the accommodation within the building envelope. It should not rely on areas used for parking (such as driveways) or narrow buffer strips.

### Internal Space

3. The Council has adopted and will implement the National Internal Space Standards for new dwellings published by the Department for Communities and Local Government (DCLG, March 2015), when making decisions on new development proposals for housing. All planning proposals for housing development in the borough will be required to comply with the national standards set out in the DCLG document.

### Implementation

- 1 The Council will update the Characterisation Study (2014) to inform consideration of amenity space in new development. The regular review of the Characterisation Study (2014) will provide further detail with respect to the quality and quantity of amenity space in new residential development.

- 5.4.3 The Council has adopted numerical standards for amenity space which it believes are the reasonable minimum which new housing should attain, but it recognises that circumstances may sometimes warrant a flexible approach.
- 5.4.4 There are many innovative ways of providing amenity space including well integrated terraces, balconies and loggia, community gardens, winter gardens and green roofs. These can provide quality, functional space, space for community interaction, local food growing and even wildlife habitats on constrained sites, as well as reducing urban run-off and providing insulation.
- 5.4.5 The Council expects developers to take a design led approach to determining the appropriate form and intensity of development. Design led development is informed by the nature of the site, its context, and urban design objectives.
- 5.4.6 These standards will however be superseded by the forthcoming introduction of the National Housing Standards, which are largely based on the London Plan (2016) internal space standards. The Council believes that strict application of these minimum National Housing Standards is essential and that all residential developments should seek to exceed them where possible. For ease of reference, the table below illustrates the National Housing Standards.



*High quality amenity space at Repton Court*

**TABLE 5: Technical Housing Standards – nationally described space standards (March 2015): Minimum gross internal floor areas and storage (m<sup>2</sup>)**

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Source: Department for Communities and Local Government (March 2015)

## 5.5 Adapting the Housing Stock to Meet Need

**5.5.1** Development by householders is typically very small in scale, but because Redbridge is overwhelmingly a residential borough, householders account for most of its building and construction activity. The Council deals with over 2,000 planning applications by householders in a typical year and the great majority are to extend or otherwise adapt dwellings built perhaps a century ago so that they continue to meet modern needs.

**5.5.2** This is driven by factors such as changing technology (e.g. many people require a home office), changing community expectations about the amount of private personal space individuals require and changing demographics.

## LP30: Household Extensions

- 1 The Council will support householder development that:
  - (a) Complements the character of the building, particularly in terms of scale, style form and materials;
  - (b) Is subordinate to the existing building in terms of size, scale or height;
  - (c) Incorporates a roof profile and materials sympathetic to the existing dwelling;
  - (d) Maintains adequate spacing between buildings considered with the structure and an acceptable outlook from surrounding dwellings;
  - (e) Retains satisfactory amenity space;
  - (f) Avoids adverse impacts on the sunlight/daylight received by neighbouring properties. The impact can be assessed in terms of the use of affected rooms and living conditions, existing and alternative light sources and the scale and space around the affected dwelling;
  - (g) Maintains or improves the appearance of the locality or street scene;
  - (h) Is consistent with policies to protect local character or identified heritage assets;
  - (i) Respects the privacy of surrounding residents, having regard to the position of windows and layout/use of rooms, any changes in land levels, floor levels and boundary treatment;
  - (j) Does not result in a serious cumulative impact on the environmental quality of the area;

- (k) Improves energy efficiency and incorporates renewable sources of energy;
- (l) Respects the Council's householder design guidance; and
- (m) Is in accordance with policy LP26.

### Implementation

- 1 The Council will encourage residents to improve the sustainability of established homes through measures such as installation of loft insulation, double glazing, more efficient appliances and boilers and small scale renewable energy infrastructure. This will involve providing information about the reduction in greenhouse gas emissions and utility bills. Such measures can produce and provide direct economic incentives to householders to undertake improvements where funding becomes available;
- 2 The Council will consider making Article 4 Directions to remove permitted development rights under Class A (A.1 (ea)) of Part 1 of Schedule 2 of the General Permitted Development Order 1995 (as amended) where a proposed extension threatens an exceptionally adverse impact on the amenity of neighbours or the character of the neighbourhood; and
- 3 Planning officers will advise local residents owning properties to use the Council's Householder Design Guide (January 2012), in order to encourage domestic improvements that are in keeping with local character, whether for alterations to houses under permitted development rights or through the planning application process.

- 5.5.3** After a long and steady fall over many decades, the 2011 census revealed a big jump in the average number of people living in Redbridge households (from 2.56 in 2001 to 2.83 in 2011). This is adding to pressure for people to extend their homes to provide room for the additional occupants. It is likely that extensions are adding at least 1,000 bedrooms to the existing housing stock each year. Considering that new housing completions have been running at around 500 annually since the economic downturn and that most of these are small homes and flats with just one or two bedrooms, it is apparent that household extensions are making a major contribution to meeting strategic housing need.
- 5.5.4** The Council acknowledges the pride residents take in their homes and the considerable investments they make to extend and improve them. However, the Council also recognises that householder development of inappropriate design or scale can have unacceptable impacts on the amenity of neighbours and the character of neighbourhoods. Over many years, the consistent application of planning policies has established a recognisable pattern of extensions and alterations to dwellings which has given households room to grow while protecting neighbours from undue impact.
- 5.5.5** In May 2013 the Government temporarily amended permitted development rights now extended to 30 May 2019) for householders<sup>10</sup>, effectively doubling the depth to which single storey rear extensions may be constructed to single dwellings<sup>11</sup>. This is subject to a notification and (potentially) Prior Approval process, but unless an immediate neighbour objects, such development does not require planning permission at all. The Council is concerned that extensions of this scale will establish adverse precedents, out of scale and character with local streets and lower the benchmark of good design that residents have come to expect the Council to uphold. For this reason, the Council carefully considers each such proposed extension. Where an extraordinary threat is posed to the amenity of neighbours or the character of the neighbourhood, it will make an Article 4 Direction to remove these permitted development rights from the affected property.
- 5.5.6** Residential households are also the biggest contributors to greenhouse gas production in Redbridge and the Council's policies on climate change propose ambitious targets to improve the sustainability of new dwellings with the ultimate goal of them becoming "zero carbon". However, by 2030 the great majority of dwellings in Redbridge will still date from a previous century. Accordingly, the Council wishes to do all it can to encourage householders to improve the sustainability of their dwellings through measures such as installation of loft insulation, double glazing and more efficient boilers. It also wishes to encourage the use of on-site renewable energy technologies such as solar heating and solar electrical generation and ground and air source heat pumps where these are appropriately designed.
- 5.5.7** Basement development, or extensions that go beyond work undertaken under permitted development rights, and which involve excavation of land, is becoming a popular way of creating additional space for homes where there is a shortage of land for housing development. The Council does not currently receive as many planning applications for such development as in more central parts of London, but nonetheless this is becoming a more common solution to maximising the potential of available land for new homes across London, and it is a trend that is set to increase.

10. In July-September 2014 the Government consulted on proposals to make these 'extended' permitted development rights permanent.

11. For detached dwellings the depth is doubled from 4m to 8m and for other types of single dwelling from 3m to 6m.



*High Quality Residential Refurbishment*

**5.5.8** However, basement development carries with it certain implications as it often involves excavation, which can affect ground water conditions of the surrounding area, leading to ground instability and/or increased flood risk. Whilst the Council must have planning policy measures in place in order to protect the environment and neighbouring properties from the potential impacts of basement development, the objective should be to support the orderly planning of places, both above and below ground. The following policy refers to basement development that also includes lightwells or basement light shafts, and other underground development at or below ground level. When it refers to garden space this includes unbuilt, private open space on the property which includes grassed and landscaped areas, paving and driveways. Policies relating to design, heritage, flood risk and open space are also relevant to basement development and will be taken into account when considering such schemes.

## **LP31: Basement Development**

- 1 For domestic and commercial properties, the Council will only support basement and subterranean development involving further excavation of land that:
  - (a) Is wholly confined within the curtilage of the application property and designed to maintain and safeguard the structural stability of the application building and nearby buildings;
  - (b) Does not comprise of more than one storey or be under an existing basement, subject to the findings of a Basement Impact Assessment (BIA);
  - (c) Does not extend into or underneath the rear garden, from the principal rear wall, to a depth of more than 50% of the garden, and to the front of the property to a depth of more than 30%;
  - (d) Includes a sustainable urban drainage scheme, including 1m of permeable soil depth above any part of the basement beneath a garden;
  - (e) Does not cause loss, damage or long term threat to trees of townscape or amenity value;
  - (f) Ensures that any externally visible elements such as light wells, roof lights and fire escapes are sensitively designed and sited to avoid any harmful visual impact on neighbour or visual amenity;
  - (g) Does not have an adverse impact on drainage, flooding from all sources, groundwater conditions and the structural stability of the host property or neighbouring properties.

The Council will only support developments that:

- i Do not cause harm to the built and natural environment and local amenity;

- ii Do not result in flooding or ground instability; and
  - iii Do not threaten mature trees through changes to hydrological conditions or the severance of tree roots.
- (h) Includes a Basement Impact Assessment (BIA), appropriate to the scale of the proposal that assess geotechnical, structural engineering and hydrological impacts.

### Implementation

- 1 The Council will make use of its pre-application service to engage developers ahead of submissions of planning applications for basement development or extensions;
- 2 The Council will encourage developers to undertake public engagement/neighbour notification ahead of planning application submissions; and
- 3 The Council will consider providing additional guidance related to basement development/extensions.

**5.5.9** Permitted development rights allow for some work to basements that do not require planning permission. The policy applies to extensions to existing basement or other underground development that requires the further excavation of land.

**5.5.10** Where planning permission is required for basement development the aim of the policy is to avoid harm to the built and natural environment, flooding, ground instability and threats to local amenity. All proposals for basement development that require excavation must submit a BIA that demonstrates that the proposals maintain the structural integrity of the building and neighbouring buildings/properties; do not affect drainage or water run-off, or cause damage to the water environment in the local area; and avoids any cumulative impacts locally in these areas. The Council may, in some circumstances, also require an independent verification of a BIA, which would be funded by the applicant.

## 5.6 Sustainable Design and Construction

**5.6.1** Sustainable design and construction means ensuring that development within Redbridge is built and occupied in a manner that reduces the demand for natural resources and impacts upon the natural environment, helps address climate change and delivers broader social, economic and environmental objectives.

### LP32:

#### Sustainable Design and Construction

- 1 The Council will require all development to contribute towards the mitigation of the effects of climate change. The Council's objective is to ensure all development meets the highest possible environmental standards, whilst considering the economic viability of development schemes.
- 2 The Council will aim to promote zero carbon development by requiring all development proposals to:
  - (a) cut carbon emissions by adhering to the energy hierarchy – new development will:
    - i use less energy;
    - ii supply energy efficiently; and
    - iii use renewable energy.
  - (b) Show how London Plan targets for cutting carbon emissions will be achieved through the development scheme;
  - (c) Reduce the need for travel by car, and promote decentralised energy networks by locating development and mix of uses sustainably;
  - (d) Incorporate energy efficiency improvements into existing buildings where possible;
  - (e) Provide evidence to show that it is not possible to preserve and re-use an existing building where proposals involve major demolition; and
  - (f) Optimise resource efficiency.

- 3 The Council will require development proposals to adopt climate change adaptation measures by:
- (a) Incorporating new green infrastructure and protecting existing green open spaces;
  - (b) Using permeable surfaces and sustainable drainage systems to help reduce surface water run-off;
  - (c) Incorporating green roofs where appropriate;
  - (d) Minimising water consumption in accordance with the London Plan by incorporating water saving measures and equipment into new developments, and designing residential development so that water consumption does not exceed 110 litres per head per day; and
  - (e) Applying measures to mitigate dwelling overheating.
- 4 The Council will promote Sustainable Design and Construction in the borough through the following measures:
- (a) Seeking the achievement of BREEAM 'Excellent' ratings, including specifically within the water efficiency category, where viable on:
    - i. The refurbishment of non- domestic buildings;
    - ii. New non-domestic buildings over 1000 sq.m in size; and
    - iii. Extensions to non-domestic buildings where the proposed extension is equal to or greater than 50% of the existing building floorspace.
  - (b) The Council will require 90 per cent of new build housing to meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings', with the remaining 10 percent meeting Building Regulation requirement M4(3) 'Wheelchair User Dwellings' (designed to be wheelchair accessible or easily adaptable).

### Implementation

- 1 The Council will produce Redbridge-specific guidance regarding the level of information required to demonstrate compliance with the above standards. This will be set out in a Supplementary Planning Document.

**5.6.2** Paragraph 95 of the NPPF requires local planning authorities to set local requirements for a building's sustainability in a way consistent with the Government's zero carbon buildings policy and to use nationally described standards. In this regard, there is currently one nationally accepted method of assessing the sustainability of a non-domestic building:

- (a) Building Research Establishment Environmental Assessment Method (BREEAM) – a number of 'schemes' are available, applicable for new build non-residential development, as well as for alterations / refurbishments, conversions, extensions and change of use projects (residential / non-residential).

**5.6.3** The Council seeks best practice sustainable design and construction as its starting point for assessing any development. For BREEAM, best practice is considered to be an 'Excellent' rating (with the mandatory minimum standards for such a score typically updated when the Building Regulations are updated as part of the Government's zero carbon non-residential development agenda). Domestic dwellings are largely addressed through building regulations as well as standards for energy and water.

**5.6.4** Given the predominantly small scale nature of new residential development within the borough the Council seeks to apply the same standards to development regardless of the size of the proposal. Flexibility with respect to smaller developments (particularly in relation to information requirements and in recognition of the constraints on smaller sites) is set out in the Council's Sustainable Design and Construction Supplementary Planning Document (SPD).

**5.6.5** Redbridge currently contains approximately 100,000 residential dwellings. The housing target outlined in this Local Plan is 16,845 over the period 2015-2030. This however equates to only 14% of the total stock of dwellings in 2030. The remaining 87% of dwellings are already constructed. In order to reduce the borough's overall carbon emissions, it will be necessary to make substantial carbon reductions from existing buildings. The policy above sets out the Council's approach to improving the sustainability of both new and existing residential and non-residential buildings.

## **5.7 Safeguarding Neighbourhood Character & Respecting Heritage**

**5.7.1** The London Borough of Redbridge was formed in 1965 and is part of the residential suburban outer ring of London, largely developed over rural or forested landscape, with the majority of development occurring in the period 1880-1939 after the large estates in the area were sold and land became available for housing development.

**5.7.2** Some of the most notable examples of heritage in Redbridge lie to the west of the borough at Wanstead, Snaresbrook, South Woodford, Woodford Green, Woodford Wells, Woodford Broadway and Monkams, and Woodford Bridge, although there are many other examples across the borough of properties and buildings that retain very good character, outside of conservation areas. The heritage assets in the western

corridor include 11 conservation areas, large historic parks (such as Wanstead Park and Wanstead Flats), and many of the listed buildings in the borough, some of which are located within the natural setting of Epping Forest on the borough's western boundary. The bulk of these buildings are located within the conservation areas, which also consist of historic open spaces and lakes and ponds. The majority of what is important in terms of this heritage generally dates between the 18th and 20th centuries (inter war 20th century), and reflects the establishment of suburban development occurring throughout the country during this period.

**5.7.3** Further to the east and the south of the borough there are five conservation areas, the largest being the Bungalow Estate, and as a whole, the borough exhibits a broad array of architectural styles from Revivalist Jacobean, to Georgian, Edwardian, Art Deco (including the listed Redbridge Station), and newer post-modern architecture that complements the older heritage assets and their settings.

**5.7.4** The range of heritage assets within the borough includes:

- (a) 16 Conservation Areas, which are statutory local designations covering areas of special architectural or historic interest (as listed in Appendix 8);
- (b) Over 200 statutorily listed buildings or structures of special architectural or historic interest;
- (c) Over 200 locally listed buildings;
- (d) Two Registered Historic Parks and Gardens, which are designed landscapes with special historic interest;
- (e) Archaeological sites and areas, either designated or undesignated, known or yet to be discovered;
- (f) Ten Residential Precincts – a local designation that covers areas of the borough worthy of enhanced

protection, but not satisfying the stricter legal tests applied to Conservation Areas;

- (g) Undesignated heritage assets, including those identified through the Redbridge Characterisation Study (2014); and
- (h) Entries on the national Heritage at Risk register 2015:
  - 831 High Road, Ilford, Goodmayes (listed Grade II);
  - The Dr Johnson Public House, Longwood Gardens, Ilford;
  - Garden Temple, in Garden of Temple House, 14 The Avenue, Wanstead (listed Grade II);
  - Wanstead Park, Wanstead (registered Park and Garden Grade II);
  - Mayfield/Bungalow Estate, Conservation Area, Mayfield Seven Kings;
  - Wanstead Park Conservation Area, Wanstead; and
  - Woodford Bridge Conservation Area, Woodford.

**5.7.5** These heritage assets are irreplaceable resources that have a broad social, cultural, environmental and economic significance, and which are important to this and future generations. Their protection is therefore, a key priority. The Council is also committed to the positive conservation and use of heritage assets as they make an important contribution to the identity, distinctiveness and character of Redbridge. This approach is equally applied to all properties and buildings within the borough that retain special character, whether designated heritage assets or not. To this end the Council's Householder Design Guide (January 2012) is an informative SPD that sets out further advice regarding appropriate alterations to properties through the sensitive use of appropriate materials and the importance of good design.

## LP33: Heritage

The Council will ensure that the borough's heritage assets and other properties of special character in the borough are conserved, protected and enhanced in a manner appropriate to their special interest, character or appearance and significance. In the following areas, the Council will protect the borough's heritage assets by:

### 1 Conservation Areas

- (a) Supporting development proposals within Conservation Areas which preserve or enhance the character or appearance of the area;
- (b) Supporting development proposals within Residential Precincts, that respect their intrinsic character;
- (c) Prioritising the conservation of heritage assets when considering the overall impact of development proposals upon their significance and importance;
- (d) Resisting development that does not preserve or enhance the character of designated heritage assets and refusing planning permission for development proposals that will result in harm to or the loss of the significance of a designated heritage asset, unless the developer can demonstrate that the proposal achieves public benefit that outweighs any harm to or loss of the heritage asset in accordance with paragraphs 133 and 134 of the NPPF; and
- (e) Requiring development proposals affecting heritage assets or their setting to provide a Conservation Statement containing a detailed understanding of their significance, demonstrating how the proposal will not harm the special interest or significance of the asset and, where possible, takes opportunities to enhance the asset or its setting.

## 2 Listed Buildings

- (a) Supporting development proposals for Statutory and Locally Listed Buildings which preserve the building, or its setting or any features of special architectural or historic interest it possesses;
- (b) Supporting development proposals for the reuse of vacant or underused listed buildings that contribute positively to the character of the borough, either individually or as part of wider strategies for regeneration; and
- (c) Supporting development proposals that secure the on-going use of heritage assets whilst preserving their special interest and significance.

## 3 Historic Parks & Gardens and Trees

- (a) Supporting Development proposals within Historic Parks and Gardens that respect the special historic character and quality of these areas, their setting or historic views or vistas; and
- (b) Supporting new development within the setting of a heritage asset, where it would not have an adverse impact on that setting or views to or from the heritage asset, or views of any open spaces, trees or street scenes that contribute positively to the heritage asset and its setting.

## 4 Archaeology

- (a) Requiring an archaeological evaluation that proposes effective mitigation measures for development proposals involving significant groundwork within Archaeological Priority Areas (as identified on the Policies Map), or in other areas with archaeological interest. Provision should be made for on-site investigations that include the recording of archaeological evidence within the affected area;
- (b) The Council will resist development which impacts substantially on archaeological assets of national significance; and

- (c) Where appropriate, public interpretation, access and exhibition of artefacts will be required through appropriate planning conditions.

## Implementation

- 1 The Council will implement national and regional policies, (in particular section 12 of the NPPF and work with partners (including land owners, agencies, public organisations and the community) to pro-actively protect, preserve and enhance all of the borough's heritage assets;
- 2 The Council may also consider the use of Article 4 Directions in order to protect heritage assets from inappropriate development or their setting, that may cause damage to or demolition of the heritage asset, whether it is a designated area of special character, or an individual or group of statutory or locally listed buildings;
- 3 Develop criteria for the designation of Conservation Areas in the borough, directed by advice and guidance from Historic England and the heritage sector. Proposals for new conservation areas and reviews of existing areas and their boundaries where appropriate will be judged against the criteria;
- 4 Produce Conservation Area Character Appraisals that identify the special character or appearance of areas. Conservation Area Management Proposals will also be produced that address the threats and opportunities identified within the Character Appraisals and contain proposals that will seek to preserve and enhance the character and appearance of each area. Where considered appropriate, these documents will be prepared and adopted as supplementary planning documents;
- 5 Develop criteria for the designation of non-statutory local lists and non-statutory designations including The Local List of Buildings of Special Architectural or Historic Interest in the borough and

Residential Precincts. Proposals for new additions and designations and reviews of existing ones will be judged against the criteria;

- 6 Where appropriate, produce area-specific standards, such as design guidance, to address issues identified in Conservation Area Character Appraisals and Management Proposals and the Characterisation Study (2014);
- 7 Work with owners, the heritage sector, bodies providing grant funding and local communities to find viable solutions that secure the long-term future of heritage assets on Historic England's Heritage at Risk Register;
- 8 Support appropriate initiatives which increase access to historic assets, provide learning opportunities and maximise their potential as heritage attractions;
- 9 Seek new ways to record and recognise Redbridge's built and other heritage resources and, where possible, open up wider public access to them;
- 10 Consider and respond to the significance of heritage assets in any delivery plans prepared and adopted as Supplementary Planning Documents (SPDs) in support of this Local Plan or any Area Action Plans; and
- 11 Where archaeological sites are identified and are considered to be nationally important, provision will be made for their preservation in-situ. Where archaeological sites are of less importance planning conditions will be used to achieve appropriate archaeological recording. Where significant archaeology is to be recorded appropriate planning conditions may be used to achieve public and community archaeology, such as site visits, school projects, popular publications and web resources.

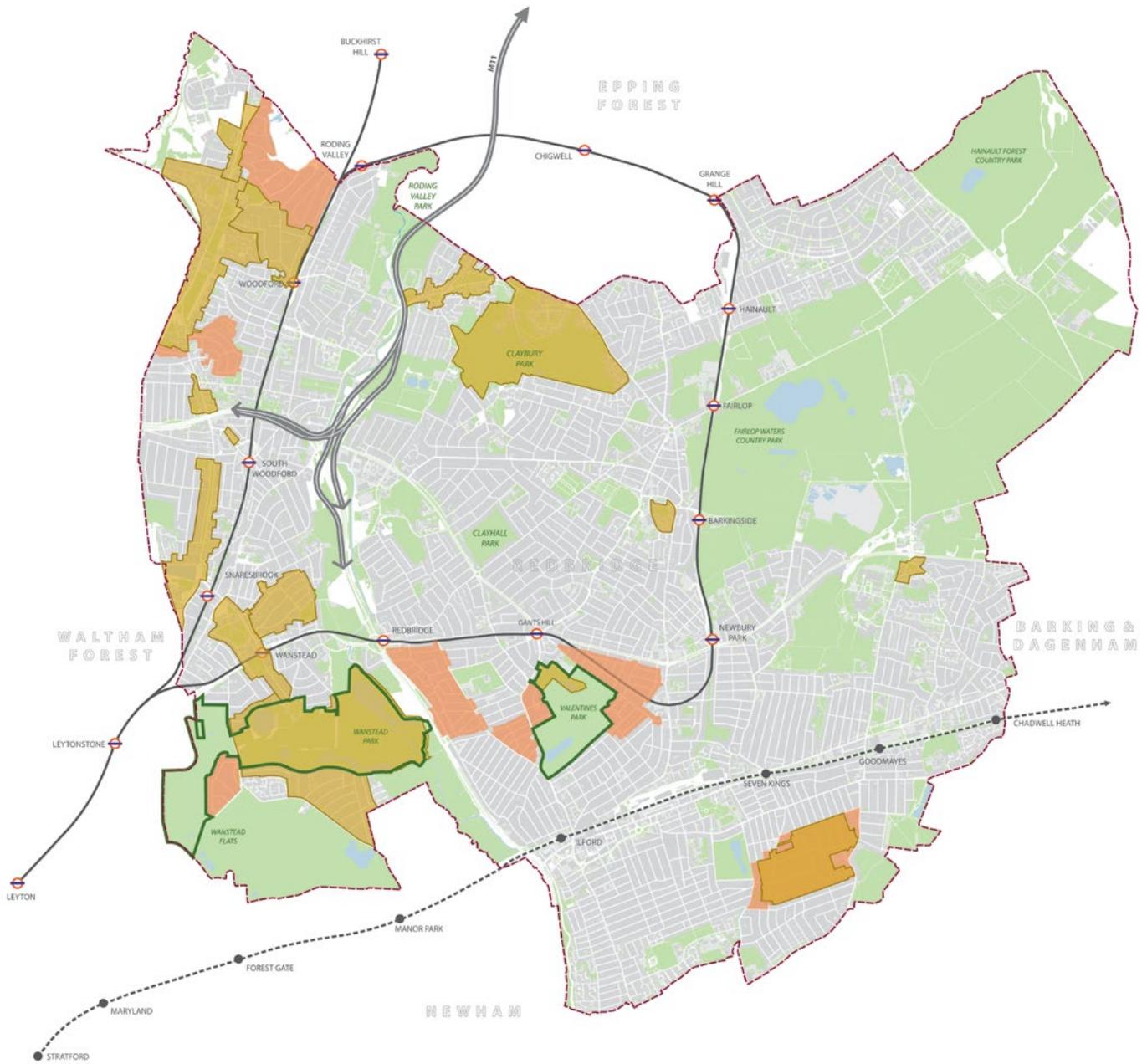
- 5.7.6 New development proposals that have an impact on heritage assets and/or their setting must positively contribute to the significance of heritage assets, and not diminish or lead to the loss of their significance.



*Woodford Conservation Area*

- 5.7.7 The NPPF requires local planning authorities to set out a positive strategy for the conservation and enjoyment of the historic environment. Within Redbridge, there are already a number of positive examples of the reuse of heritage assets, including the residential conversion of the former Claybury Hospital and the restoration of Valentines Mansion. There remains a broad, ongoing programme of work for conservation in the borough, that includes the implementation of planned management proposals, and the further assessment of heritage assets across the borough, including statutory and locally listed buildings, conservation areas and other designated areas of character, in order to ensure that all existing and future designated heritage assets contribute positively to the character of the borough. This work is also important as it adds to the historic record of the borough's observable history, which in turn informs the public and potential developers, and is material in determining planning applications.

FIGURE 21: Conservation Areas



**Key**

Redbridge Borough Boundary	Conservation Areas
Motorway	Historic Parks & Gardens
Elizabeth Line (Crossrail)	Residential Precincts
Central Line	

**5.7.8** The Council will continue to monitor development within its Conservations Areas. Despite Conservation Area status, development undertaken under via permitted development can erode and undermine the character and appearance of such areas. Such development can relate to changes to windows, doors and roofs. Where the cumulative effect can have a significant negative impact on the

existing character of the Conservation Area, the Council may use its powers through Article Four Directions to remove such permitted development rights to ensure the Conservation Area is protected and enhanced. The Council may use its powers through the introduction of new or the amendments of existing Article Four Directions.

SECTION 6

# Managing and Enhancing the Borough's Assets



## Section 6 | Managing and Enhancing the Borough's Assets

### 6.1 Protecting Green Belt Land and Metropolitan Open Land

- 6.1.1** Green Belt is a significant feature of the borough and covers around 2,000ha – approximately 30% of the borough. As set out in NPPF paragraph 80, the Green Belt has many functions which most importantly for Redbridge include preventing urban sprawl by keeping land permanently open and safeguarding the countryside. There is a significant area of Green Belt to the east of the borough which separates Hainault from Barkingside and a band which runs north south along the Roding Valley that separates Woodford and Wanstead with Woodford Bridge and Ilford.
- 6.1.2** The London Plan (2016) defines Metropolitan Open Land (MOL) as strategic open land that contributes to the structure of London and provides open breaks within the urban area. The Council only has one relatively small area of MOL to the south of the borough running along the River Roding. Other important assets include the borough's heritage assets, such as conservation areas and listed buildings. The Council's policy approach for the historic environment and its preservation and enhancement as a key borough asset is outlined in detail in Section 5 of the Plan (see policy LP33).

### LP34: Managing and Protecting the Borough's Green Belt and Metropolitan Open Land

- 1 The Council will protect designated Green Belt and Metropolitan Open Land, as defined on the Policies Map, for the purposes of:
  - (a) Safeguarding the countryside from encroachment;
  - (b) Checking the unrestricted sprawl of Greater London;
  - (c) Preventing the merging of: Woodford Green with Woodford Bridge, Wanstead with Ilford and Aldersbrook and Barkingside with Hainault; and
  - (d) Preserving the setting and special character of Aldersbrook, Snaresbrook, Woodford and Wanstead.
- 2 The Council will protect the openness of the borough's Green Belt and Metropolitan Open Land by:
  - (a) Resisting new development regarded as inappropriate development as set out in the National Planning Policy Framework; and
  - (b) Supporting development which improves access to Green Belt areas for beneficial uses such as outdoor sport and recreation where there is no conflict with protecting the openness and nature conservation value of such land.

#### Implementation

- 1 The Council will seek to enhance the accessibility and opportunities on Fairlop Plain, in particular recreational facilities at Fairlop Waters.

- 6.1.3** Both the Green Belt and Metropolitan Open Land are an important part of the borough's green infrastructure, with such land frequently providing opportunities for outdoor sport and recreation, providing space for habitats and biodiversity and access to nature for local residents. Strategically important areas of the borough such as Hainault Forest Country Park, Fairlop Waters Country Park and Roding Valley Park are all located within the borough's Green Belt and MOL and make up large parts of a network of open spaces, linking the borough and beyond as part of the Mayor of London's All London Green Grid (see LP36). Green Belt and MOL also play an important role in helping to control flood risk and mitigating the risks of climate change (see LP18 and LP20).
- 6.1.4** In accordance with the NPPF and London Plan (2016) the Council will give strong protection to the borough's remaining Green Belt and resist any inappropriate development within it.
- 6.1.5** It is the role of the Local Plan to define Green Belt boundaries. In determining the borough's Green Belt boundary, the NPPF makes clear in paragraph 83 that, "Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period." In addition, paragraph 84 also states that "when drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development...."
- 6.1.6** As discussed in section 3, the Council's Objectively Assessed Housing Need has been identified as 31,977 homes for the plan period, with an average of 2,132 homes per year. This is almost double the target which is set in the London Plan (2016) of 1,123 dwellings per annum. In addition the Infrastructure Delivery Plan (2017) has identified a range of social infrastructure requirements to meet the needs of the borough's existing community and the demands from population growth. The Strategic Housing Land Availability Assessment (2013) demonstrates that there is not enough suitable brownfield land to meet the borough's challenging growth requirements. The Council therefore considers that this demonstrates "exceptional circumstances" to justify a review and adjustment of the borough's Green Belt boundaries to release additional land to ensure the Council can plan positively to meet the development and growth needs of the borough.

**6.1.7** The borough's Green Belt was last reviewed in the 1990s. To inform this Local Plan, the Council undertook a number of Green Belt reviews, to assess if areas of the borough's existing Green Belt still meet the purposes as set out in paragraph 80 of the NPPF. The 2016 Green Belt Review and Addendum (2017) identified that the following areas of the borough's Green Belt do not meet the NPPF purposes:

- Roding Hospital and Surrounding Area (parcels GB11b and GB11c);
- Claybury Hospital (parcels GB12b and GB12c);
- Hainault Fields (parcel GB13b);
- Fairlop Plain (parcel GB14b);
- King George and Goodmayes Hospital (parcels GB16b); and
- Billet Road (parcels GB14c).

**6.1.8** King George and Goodmayes Hospitals (part of parcel GB16b) and Billet Road (parcel GB14c) offer sustainable locations to help meet the boroughs development needs, and as such are identified as Opportunity Sites in Appendix 1.

**6.1.9** The Green Belt Assessment (2016) and Addendum (2017) also identified the following areas where boundary amendments are necessary to meet NPPF requirements that Green Belt boundaries be defined 'clearly, using physical features that are readily recognisable and likely to be permanent' (NPPF, para 85):

- Land at Snaresbrook Crown Court (GB03)
- Land between Woodford Green (GB04) and Epping Forest Hatch and Woodford Golf Course (GB05);
- Land at Claybury Hospital (GB12);

**6.1.10** However, it also identified that the following additional areas and boundary amendments did meet the purposes of Green Belt:

- Land between Woodford Green (GB04) and Epping Forest Hatch and Woodford Golf Course (GB05);
- Boundary changes are recommended within Snaresbrook Crown Court and Walthamstow (GB03) and Claybury Hospital (GB12);
- The area of the land within of Hainault Fields (GB13) comprising Forest Park Cemetery and Crematorium; and
- Land remaining within Roding Hospital (GB11) be amalgamated with Roding Valley Park (GB09).

**6.1.11** The Council therefore proposed to release the parcels of existing Green Belt in the borough which do not meet the purposes of the Green Belt to ensure there is sufficient land available to be able to meet the borough's challenging housing and infrastructure growth requirements. The Council considers that the sites above which are proposed to be allocated as Opportunity Sites (see Appendix 1) will contribute to sustainable patterns of development as these sites are all located within the borough's Investment and Growth Areas, which are highly accessible locations and near the borough's main transport corridors. Section 3 of the Local Plan outlines the Council's proposals for these sites.

**6.1.12** The Council will also propose to designate the additional parcels of new Green Belt and boundary amendments to ensure the remaining Green Belt is robust and defensible, and that is permanent in the long term i.e. capable of enduring beyond the plan period.

FIGURE 22: Green Belt Release



**Key**

- Redbridge Borough Boundary
- Motorway
- Elizabeth Line (Crossrail)
- Central Line
- Open Spaces
- Green Belt Parcels
- Green Belt Parcels proposed to be released

## 6.2 Protecting and Enhancing Open Spaces

**6.2.1** Open spaces are a key element of the character and context of Redbridge. The borough benefits from large and varied areas of open space which range from country parks such as at Fairlop and Hainault Forest and formal parks such

as Valentines. The River Roding bisects the borough as an important ecological corridor and linear green space, forming a continuous green chain through east London out towards Essex.

## LP35: Protecting and Enhancing Open Spaces

- 1 The Council will protect, enhance the quality and improve access to existing green spaces by:
  - (a) Protecting all Open Space and Play Space in the borough, as identified on the Policies Map. Any development proposals on such space should:
    - i be supportive of and ancillary to the purpose of that open space; and
    - ii enhance the quality or accessibility of the open space.
  - (b) Enhancing the supply of open space to meet the needs of the borough's growing population, by seeking on-site provision of publicly accessible open space, particularly in major new developments in areas of deficiency and the strategic sites identified in policies LP1A - E. Provision should be in accordance with standards set out in the Council's Open Space Study, unless superseded, and in dense urban areas could include the use of pocket parks, green roofs, and landscaping and public realm provision. Where open space standards cannot be met on-site, financial contributions towards improvements to existing or planned spaces within reasonable walking distance of the proposed development will be sought;
  - (c) Supporting improvements, enhancements and management that improve both quality and access to existing green spaces;
  - (d) Supporting new high quality outdoor sports facilities to promote sports and active recreation across the borough in accordance with policies LP34, LP38 and subject to community use agreements;
  - (e) Promoting the multifunctional and shared use of existing open space

for play and sports including schools and private sports facilities and playing pitches, subject to satisfactory management arrangements being put in place; and

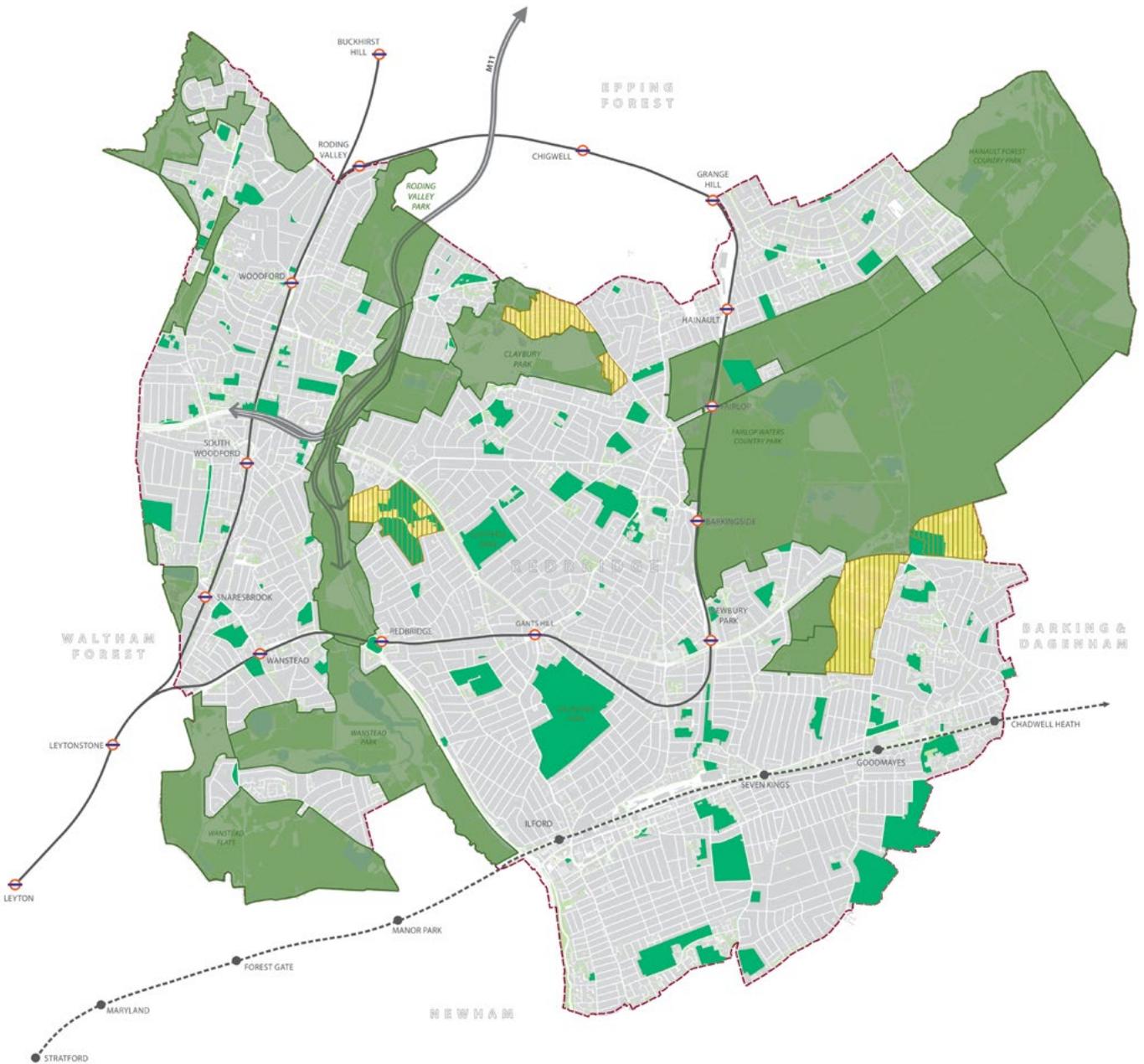
- (f) Supporting proposals for new children's play space in accordance with the Mayor's Providing for Children and Young People's Play and Informal Recreation SPG.

### Implementation

- 1 Open Spaces will be reviewed periodically through updates to the Open Space Assessment to reflect changes in quality, quantity and accessibility;
- 2 The Council will revise its Infrastructure Delivery Plan annually to provide an up-to-date assessment of the need for all types of community infrastructure; and
- 3 The Council will keep under review the level and application of its Community Infrastructure Levy Charging Schedule to maximise receipts to help fund infrastructure provision without undermining the viability of the development other policies in this plan seek to encourage.

- 6.2.2** Together with the borough's Green Belt and MOL (see LP34), open spaces are integral to the character and image of the borough. The majority of open spaces are highly valued by local residents and visitors to the borough. These spaces balance the urban environment and contribute to the quality of life of residents. Open spaces function as "green lungs" providing welcome breaks and tranquil places in the urban area, enhance the living environment, provide a focal point for healthy exercise, opportunities for community interaction and improve wellbeing. They are also valued for their landscape and heritage quality. In addition, as with Green Belt and MOL, open spaces are key elements of the borough's green infrastructure (see LP37).

**FIGURE 23: Open spaces and parks**



<b>Key</b>	Redbridge Borough Boundary	Green Belt
Motorway	Green Belt Parcels Proposed to be Released	Open Space
Elizabeth Line		
Central Line		

The borough's open spaces include habitats and areas of biodiversity value (see LP39) and help to control and manage flood risk and mitigate the risks of climate change. They provide green chains in and beyond the borough as part of a regional network.

- 6.2.3** The Council will protect open space to ensure that provision meets the needs of existing and future residents. While the Council recognises that overall the level of open space quality and quantity is high in the borough, there are areas where this is not the case. In general, areas to the north and east of the borough have access to a number of high quality open spaces whilst areas in the south have access to a limited number of lower quality space. Within the above context, figure 24 opposite identifies areas of deficiency in access to a range of open spaces.
- 6.2.4** The Council recognises that areas of significant housing and population growth such as the Ilford and Crossrail Corridor Investment and Growth Areas are located in areas of existing deficiency. In these areas of deficiency, the Council will seek new development and other projects to help to tackle this issue by seeking onsite open space provision or contributions towards improvements. While the context of these areas will mean that it is unlikely to be able to provide extensive areas of new open space the Council will seek to create urban spaces to provide amenity and enjoyment to existing and new residents in these areas. Some development sites may be too small or restricted in other ways for this always to be practicable. Where this is the case, there is scope to apply Community Infrastructure Levy or s106 receipts from development, to improve local parks and open spaces within the catchment of the development. The findings of the Redbridge Open Space Study (2016) will be used to help determine where such investments should be made. This identifies accessibility standards for different types of open spaces according to their role and function, including 280m for pocket spaces, 400m for local spaces, and 1.2km for district spaces. It also identifies that in the south of the borough, Valentines Park, Seven Kings Park, Goodmayes Park, South Park, and Loxford Park all offer scope for future investment that could help them adapt to likely increased use arising from population growth.
- 6.2.5** Sport and recreation uses are an integral part of the borough's infrastructure, and contribute to the health and wellbeing of residents. The multifunctional use of open spaces for play, sport and recreation is important and the Council support proposals that optimise such spaces for these uses. Schools and other institutions frequently host significant areas of open space, playing fields and sporting facilities which are not accessible to local residents and are not well used outside normal operating hours. The Council recognise that there are opportunities to make better use of such facilities by allowing local residents and sports clubs joint use of such facilities. The Council will seek that to engage with such organisations to enter into community use agreements to make available such facilities whilst also ensuring appropriate management arrangements. Where new facilities are proposed the Council will require such agreements are put in place.
- 6.2.6** The Council will seek to ensure that there is sufficient provision for children's play in the borough. Such spaces are particularly important in areas where families do not have access to large areas of private outdoor space, such as gardens as can be the case in high density housing developments. The Council will therefore seek for such developments to make provision for children's play space to tackle existing deficiencies, either through on-site provision, or investment in open spaces to enhance their access and functionality. The Open Space Study (2016) identifies areas of deficiency both in terms of levels of provision and access to open space, and identifies sites with scope for enhanced play provision. This will therefore be used, alongside any future updates, to inform the implementation of policy LP35.

**FIGURE 24: Areas of Open Space Deficiency**



**Key**

- |  |  |
|--|--|
|  Redbridge Borough Boundary |  Open Space Deficiency - Deficient in access to 1 level of the hierarchy    |
|  Motorway                   |  Open Space Deficiency - Deficient in access to 2 levels of the hierarchy   |
|  Elizabeth Line (Crossrail) |  Open Space Deficiency - Deficient in access to 3 levels of the hierarchy   |
|  Central Line               |  Open Space Deficiency - Deficient in access to all levels of the hierarchy |
|  Open Space                 |  |

**6.2.7** The Redbridge Playing Pitch Strategy (2016) (PPS) has been undertaken to establish whether there is sufficient playing pitch provision in the borough to meet both the current and future population needs. The PPS addresses paragraph 73 of the NPPF which states that planning policies “should be based on robust up-to-date assessments of the need for open space, sports and recreation facilities and opportunities for new provisions”. The PPS has identified existing and future deficiencies in playing pitch facilities to meet the needs of local residents. The PPS has found that there is sufficient capacity within the borough’s existing playing pitch provision to meet future need through intensifying use, improving existing facilities, reconfiguring pitches or investment in bringing unused pitches back into use.

### **6.3 Allotments and Local Produce**

**6.3.1** Allotment sites are an important component of open space provision. Allotments provide valuable cultivation space, particularly for residents who have no access to a private back garden. This plays a very important role in improving sustainability by enabling residents to grow their own local produce. Allotments provide a valuable open space experience for users, similar to parks, improving health and wellbeing. Such spaces also contribute to maintaining and enhancing biodiversity (see LP37 - LP39).

## **LP36: Allotments and Local Produce**

- 1 The Council will maintain and enhance and where possible increase the amount of land used for sustainable food growing and gardening by:
  - (a) Resisting development on allotments unless it can be demonstrated that:
    - i They are no longer needed to meet local demand; and
    - ii Existing allotment users can be relocated to a new or existing allotment site within a reasonable distance of their homes.
  - (b) Promoting investment and improvements to all existing allotments in the borough, particularly at reserve sites at Uplands and Wanstead Park Road to bring them back into use;
  - (c) Protecting agricultural land in the borough, in accordance with national planning policy;
  - (d) Working with partners and local communities to identify sites with potential for local food growing and gardening projects; and
  - (e) Supporting buildings and structures that support local food growing on allotment land which do not have an adverse visual impact on the locality.

### **Implementation**

- 1 The Council will work with its allotments section to manage allotment land and assess demand for land to grow food; and
- 2 The Council will support and encourage new community food growing spaces as part of the landscape provision within residential development.

**6.3.2** The Council attaches great importance to maintaining a network of allotment sites and supports proposals to enhance these sites and expand community food growing and gardening in the borough. This is further supported by the Mayor of London's Food Strategy.

**6.3.3** There are currently 22 allotment sites in use in the borough, providing 1,516 individual plots. Of these 11 are managed by the Council (801 plots) and 11 are society managed (715 plots). In addition there are two further reserve allotment sites - Uplands and Wanstead Park Road with 105 and 125 plots respectively. There is a community gardens site at Forest Farm with 108 plots available. Therefore, the overall total including reserve allotments and the community gardens is 1,854 plots.

**6.3.4** As stated in the Infrastructure Delivery Plan (2017), the demand for allotments has increased in recent years. The Council is looking to accommodate this demand in a number of ways. The Council is seeking to bring reserve allotments back into use and seeking new provision, where appropriate, in new development. However, some allotment sites may not be fulfilling their role, and if so, it may be appropriate to consider alternative uses provided current allotment holders can be accommodated elsewhere.



*Seven Kings Allotment*

## **6.4 Green Infrastructure and Blue Ribbon Network**

**6.4.1** The green infrastructure network is a multi-functional resource that includes a range of types of open spaces including the green belt and Sites of Importance for Nature Conservation, parks, paths, walkways, SuDS features, and other environmental features such as the Blue Ribbon Network. It links places both within and beyond the borough and encourages walking, cycling and access to nature whilst also providing biodiversity benefits. Green infrastructure therefore plays a vital role in improving people's quality of life.

### **LP37:**

#### **Green Infrastructure and Blue Ribbon Network**

- 1 The Council will promote a good quality network of accessible open spaces across the borough to enhance the environment, biodiversity and provide opportunities for outdoor recreation by:
  - (a) Protecting and enhancing the existing green infrastructure network, including the grid identified in the Mayor of London's All London Green Grid SPG;
  - (b) Protecting and enhancing the borough's Blue Ribbon network, particularly supporting projects which improve water quality and biodiversity and restore parts of the River Roding and other watercourses, in accordance with the Thames River Basin Management Plan;
  - (c) Protecting and enhancing the borough's Blue Ribbon network, particularly supporting projects which improve water quality and biodiversity and restore parts of the River Roding and other watercourses, in accordance with the Thames River Basin Management Plan;

- (d) Working with partners to deliver projects that enhance the borough's green infrastructure network including promoting the development of new green links to contribute to improved biodiversity and environmental enhancements; and
- (e) Working with adjoining boroughs and partners to improve linkages to the borough's regionally significant open spaces at Epping Forest, Fairlop Country Park, Hainault Country Park and the Roding Valley.

### Implementation

- 1 The Council will work with the sub-regional All London Green Grid working group and with neighbouring boroughs outside of Greater London to assist in the delivery of regional green infrastructure;
- 2 Open Spaces will be reviewed periodically through the Authorities' Monitoring Report to reflect changes in quality, quantity and accessibility;
- 3 The Council will revise its Infrastructure Delivery Plan annually to provide an up-to-date assessment of the need for all types of community infrastructure; and
- 4 The Council will keep under review the level and application of its Community Infrastructure Levy Charging Schedule to maximise receipts to help fund infrastructure provision without undermining the viability of the development other policies in this plan seek to encourage.

**6.4.2** Green infrastructure provides valuable connections between open spaces and their protection enable breaks in the built up environment, securing positive visual contributions and variety to the borough. These 'green links' also contribute to the character and appearance of the borough, by breaking up the urban environment creating more desirable places.

**6.4.3** The borough's green infrastructure network can be enhanced by improving the green links between open spaces. Such improvements will provide easy access to open spaces to attract local people and visitors who want to enjoy some of the best open spaces and waterways in London. Green infrastructure can benefit physical and mental health by creating more opportunities for play, sport, walking and cycling.

**6.4.4** Green infrastructure can also bring many environmental benefits including improving access to nature conservation, promoting biodiversity, attenuating surface water flows to reduce flooding and improving the local micro-climate. The Council also recognise the regional significance of areas such as Hainault Forest Country Park, Fairlop Waters Country Park, Epping Forest and Roding Valley Park play in contribute to the regional green infrastructure network as part of the All London Green Grid.

**6.4.5** The Council will protect and enhance the green infrastructure networks throughout the borough, particularly those identified as part of the Mayor of London's All London Green Grid. The quality and access to and within the green infrastructure in the borough varies across the borough, from the relatively well-maintained Roding Valley Park to less well maintained areas in the east of the borough. The Council will work with the Mayor and other partners to improve the diverse benefits and multiple functions of the borough's green infrastructure to increase public access to it and the links between open spaces. This will be particularly important given that some parts of the borough are currently deficient in access to open space and nature (see figures 24 and 25).

**6.4.6** The River Roding and Seven Kings water are key elements of the borough's Blue Ribbon Network. The Roding Valley Park, which follows the route of the river Roding, is a key part of the borough's green infrastructure. These waterbodies have multifunctional roles as they form part of the surrounding open space, offering relief from the built environment; providing opportunities for leisure, recreation, forming natural habitats, performing flood and surface water management functions and contributing to local context and character. The Council will support opportunities for improved access to waterways, including the provision of infrastructure to support walking, cycling, leisure and recreation.

**6.4.7** The River Roding is currently classified as having poor ecological potential and Seven Kings Water is classified as 'moderate.' Both watercourses need to achieve good ecological potential by 2027 under the Water Framework Directive. The watercourses are heavily modified by concrete channels and banks (culverting in places) and domestic plumbing misconnections, urban runoff and non-native species all contribute to poor water quality and ecology. It is important developments in the borough do not cause further deterioration and they make a positive contribution to improve and restore the watercourses. The Council will promote the improvement of water quality in the Blue Ribbon Network in accordance with the Thames River Basin Management Plan, by working in partnership with the Environment Agency and other partners such as the Roding, Beam and Ingrebourne Catchment Partnership. The London Rivers Action Plan (LRAP) aims to promote river restoration across London through the enhancement of riverside parks and green spaces.



*Barkingside Park*

## 6.5 Protecting Trees and Enhancing the Landscape

- 6.5.1 Trees and landscaping are important elements within Redbridge. The Council recognises the role that trees play as part of the borough's green infrastructure (see LP36), providing scenic amenity, local environmental quality, provide local character, promoting biodiversity (see LP39) and mitigating climate change and air pollution (see LP18).



*Valentines Mansion*

### LP38: Protecting Trees and Enhancing the Landscape

- 1 The Council will seek to maintain tree coverage in the borough and increase provision in areas of deficiency by:
  - (a) Supporting development which integrates trees and other landscape features into design and layout;
  - (b) Supporting the retention of existing trees and landscape features where these can make a positive contribution and do not adversely impact upon the deliverability of the overall development; and
  - (c) Supporting development which provides appropriate new trees, shrubs and other vegetation in a manner which is integrated into the design and layout of the development, maximises their longevity and minimises maintenance.
- 2 In determining which trees or other landscape features to retain in new development, key considerations are:
  - (a) Whether they are subject of any statutory protection (Tree Preservation Order or Conservation Area control);
  - (b) Their retention value according to British Standards Recommendations;
  - (c) Their contribution to local character and amenity;
  - (d) Their ecological value;
  - (e) Their role in providing screening to adjoining properties;
  - (f) Their age, condition and suitability in the context of the proposed development;

(g) The impact of their retention on the deliverability of the overall development and the relative benefits of retention or removal; and

(h) Effective measures must be employed to protect such trees and landscape features during construction phases.

3 Removal of tree(s) may be permitted if:

(a) It is necessary in the interest of good arboricultural practice; or

(b) The benefits of the development outweigh the tree's amenity value and broader environmental benefits.

### Implementation

- 1 The Council will discharge its statutory functions with respect to trees by making Tree Preservation Orders (TPO) where appropriate, determining notifications of works to trees within Conservation Areas and requiring the preservation or planting of trees when planning permission is granted for development;
- 2 The Council will promote the planting of additional trees and landscaping within the borough particularly in areas of tree deficiency;
- 3 The Council will continue to develop its evidence base regarding trees and landscaping within the borough in order to document the contribution trees and landscaping make to the natural and social environment of the borough and to assist in the implementation of this policy; and
- 4 Further guidance on protecting trees and enhancing the landscape is provided in the Trees and Landscaping SPD.

6.5.2 The GLA Tree and Woodland Framework (2005) indicates that the average tree density within Redbridge is approximately 30 to 40 trees / hectare, with concentrations of woodland along the Roding Valley / Epping Forest, Claybury Park and Hainault Forest. This places Redbridge in the 'middle' range within London for average tree density. Within the borough however there is significant variation. In general terms the north and west of the borough has more tree cover than the south. This can broadly be explained by differing dwelling types and densities, the location of the flood plain and Epping Forest and the large number of Conservation Areas in the west. The Redbridge Characterisation Study (2014) identifies the contribution trees and landscaping makes to the various parts of the borough.

6.5.3 The Council has a duty under the Town and Country Planning Act (1990) to protect trees in the interests of amenity. It does this through Tree Preservation Orders (TPO) and in the course of determining notifications of works to trees within Conservation Areas, as well as by requiring the preservation or planting of trees when planning permission is granted for development. In recognition of the economic, social and environmental benefits of green infrastructure and the value of urban trees, the Tree Design Action Group (TDAG) has produced guidance for the retention and integration of existing trees and the introduction of new trees in developments. The guidance recognises that 'larger is better' in terms of the benefits of trees in an urban environment.

6.5.4 The Council wants to ensure that all development contributes positively to the character and image of the borough. Retaining and protecting existing trees, planting additional trees where appropriate, and providing well-designed, quality landscaping will all contribute to this ambition. Such measures will also add value to new developments and improve the quality of life for those who live or work in and near them.

## 6.6 Nature Conservation and Biodiversity

- 6.6.1** The Council recognises the unique natural environment in the borough and its importance to local residents. The significant open spaces and local parks, plus the River Roding, provides the borough with diverse habitats and a rich wildlife resource. As well as hosting sites that are of local nature conservation importance, the borough includes sites that have national, European and international protection.
- 6.6.2** The Redbridge Habitat Regulation Assessment (HRA) identifies one European Sites within a 10km radius of the borough which is Epping Forest Special Area of Conservation. The Council has a duty to ensure that all the activities it regulates have no adverse effects on the integrity of this area. In order to ensure this a 'risk zone' of any development within 2km of the boundary of the Epping Forest Special Area of Conservation shall be the subject of early discussions with the Local Planning Authority and a screening assessment under the Habitat Regulations Assessment must be carried out to assess the impact of the development on the SAC. This will allow consideration of effects on the SAC at a project level. This must also consider trans-boundary effects on areas of the SAC within the boundaries of adjoining boroughs.
- 6.6.3** Development which is proposed to take place beyond 2km of the SAC boundary may also require screening and, where necessary, appropriate assessment pursuant to the Habitat Regulations, particularly where that development is likely to generate a large number of traffic movement on roads within and in close proximity to the SAC. Those promoting such developments should also seek early engagement with the Council.

### LP39: Nature Conservation and Biodiversity

- 1 The Council will protect and enhance the borough's natural environment and seek to increase the quantity and quality of the borough's biodiversity by:
  - (a) Not permitting development which would adversely affect the integrity of Epping Forest SAC, except for reasons of overriding public interest, and only where adequate compensatory measures are provided. Any development within 2km of the boundary of the Epping Forest Special Area of Conservation shall be the subject of early discussions with the Local Planning Authority and a screening assessment under the Habitat Regulations Assessment must be carried out to assess the impact of the development on the SAC;
  - (b) Protecting designated international, national and local sites of nature conservation importance including Sites of Special Scientific Interest covering parts of Epping Forest, Wanstead Flats and Hainault Forest and all Sites of Importance for Nature Conservation as identified on the Policies Map;
  - (c) Promoting the qualitative enhancement of all sites of biodiversity value, (including the Blue Ribbon Network, designated SSSIs, SACs, SINCS, and other sites with protected and priority species), by supporting proposals that improve access, connectivity and the creation of new habitats. Measures include maintaining trees, native vegetation, and improving and restoring open spaces and green infrastructure for the benefit of wildlife;

- (d) Working with partners and local conservation groups to improve conditions for biodiversity in the borough in accordance with the Biodiversity Action Plan/Nature Conservation Strategy; and
- (e) Seeking, where possible, new development to include measures to improve biodiversity and greening of the borough such as by green and brown roofs, rainwater harvesting, green walls, bird and bat nesting and roosting opportunities.

### Implementation

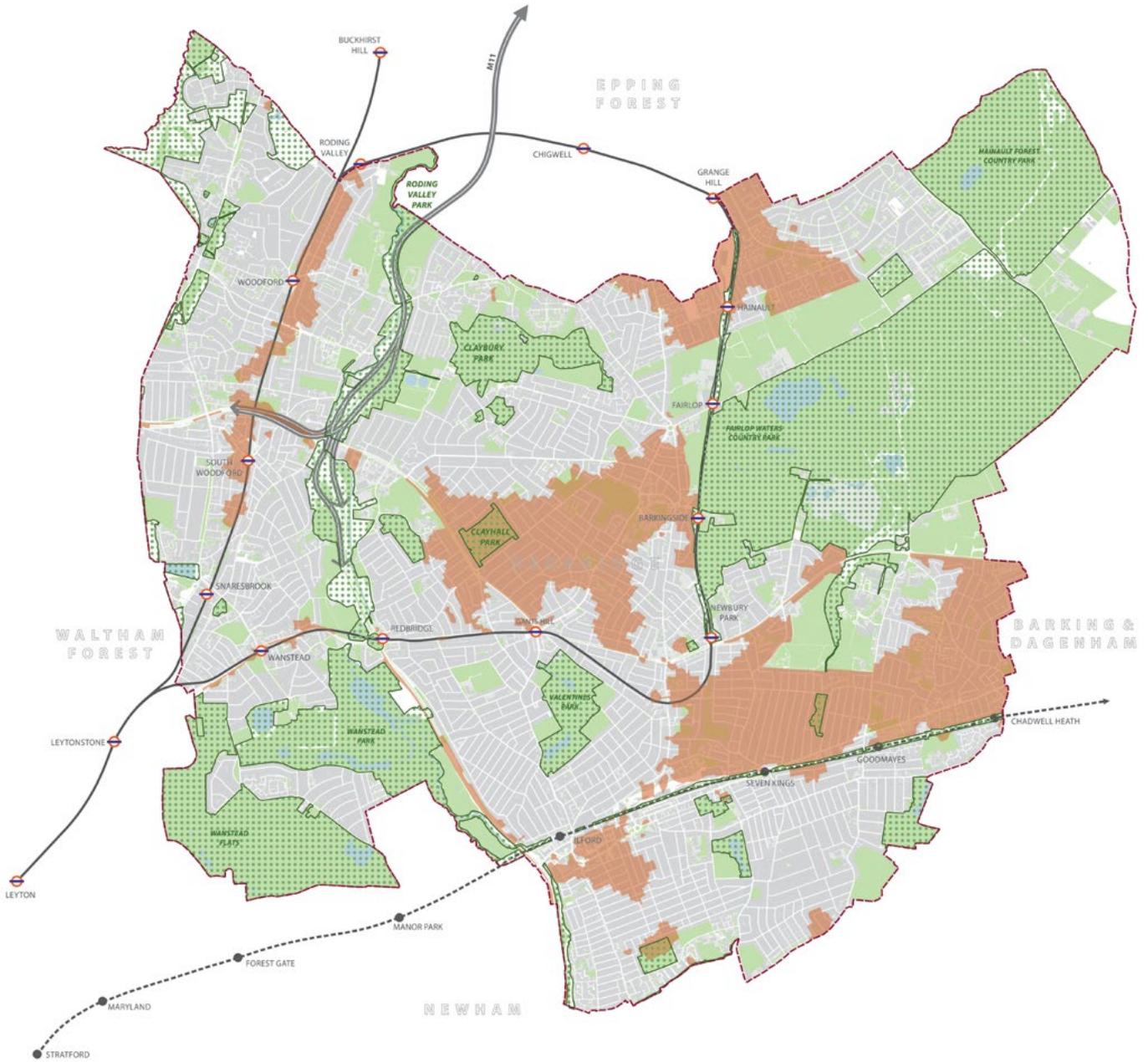
- 1 As a major landholder of natural environmental areas in Redbridge the Council will work with the Environment Agency, Natural England and other relevant agencies and stakeholders to rehabilitate degraded areas and enhance overall environmental quality and biodiversity and to improve access for the public to enjoy natural environmental areas where this is appropriate; and
- 2 Further guidance on protecting trees and enhancing the landscape is provided in the Trees and Landscaping SPD.

**6.6.4** As part of any screening assessment and, where required, appropriate assessment carried out under the Conservation of Habitats and Species Regulations 2010, the Council will consider any mitigation and/or compensation measures proposed to address potential impact on the SAC. Where required, such measures would be expected generally to comprise the provision of or contribution towards provision of Suitable Alternative Natural Greenspace (SANG) and/or a contribution towards Strategic Management and Monitoring (SAMM) measures. The extent to which mitigation and/or compensation is required and, if so, in what form, should be addressed as part of any Habitats Regulations screening and, where required, appropriate assessment.

**6.6.5** If SANG is required, the Council will consider, as part of a Habitats Regulation screening or appropriate assessment, improvement to existing open space within and beyond the borough including improvement of open space at Roding Valley. If SAMM is required, applicants should in the first instance consider contributions to, or facilitating the implementation of, management measures proposed by the Conservators of Epping Forest, and are advised, as part of the preparation of a Habitats Regulation screening or appropriate assessment, to liaise at an early stage with the Conservators of Epping Forest to establish what opportunities for mitigation are available.

- 6.6.6** Further guidance and advice on the levels of contributions sought for SANG and SAMM measures and the mechanisms for delivery will be set out in the Council's Planning Obligations SPD.
- 6.6.7** In addition to the above, a Memorandum of Understanding (MoU) between Natural England and the City of London Corporation (Conservators of Epping Forest), Epping Forest District Council, East Hertfordshire District Council, Harlow District Council, Uttlesford District Council, Essex County Council and Hertfordshire County Council has been established which relates to the management of impacts of predicted housing growth on Epping Forest SAC. The aim of the MoU will be to collect data and robust evidence on which to base a strategy for the protection of Epping Forest SAC. The joint strategy will relate to both air pollution and recreational impacts on the SAC. The Council will cooperate with the MoU authorities in order to review the borough's position and account for any new evidence produced over the course of the life of the Plan.
- 6.6.8** Other important sites include Sites of Special Scientific Interest covering parts of Epping Forest, Wanstead Flats and Hainault Forest. Sites of Importance for Nature Conservation include several sub categories that reflects their value and how they were identified. In total there are currently 35 SINC's in the borough, which are shown on the Policies Map and listed in Appendix 5.
- 6.6.9** The Council will resist any inappropriate and harmful development on SINC's and Local Nature Reserve (LNRs) unless there are exceptional circumstances and where the importance of any development coming forward outweighs the nature conservation value of the site. In such circumstances, appropriate mitigation measures must be taken and where practicable and reasonable, additional nature conservation space must be provided. There is currently only one LNR in the borough (Hainault Lodge), which is also designated as a SINC. In the interests of best practice, the Council will seek to keep the borough's SINC's valid and up to date and undertake a review every 5-10 years.
- 6.6.10** Whilst the Council seeks to proactively manage the pressures new growth will have on existing habitats in the borough, future development presents opportunities for the creation of new habitats and improvements to existing sites. The Council will also seek new development to make a positive contribution to nature conservation and biodiversity. The Council will seek, where appropriate, new development to incorporate measures such as green roofs and bird and bat nesting sites to promote and enhance biodiversity in the borough. In addition improvements to Open Spaces, Green Infrastructure and the Blue Ribbon Networks provide the opportunity to create new habitats through such measures as landscaping and tree planting (see LP34, LP36 and LP37). The provision of new habitats should focus on priority habitats and should give consideration to native and priority species taking into account the species' adaptability to climate change.

**FIGURE 25: Sites of Importance for Nature Conservation (SINC's) and Areas of Deficiency for Nature**



**Key**

- Redbridge Borough Boundary
- Motorway
- Elizabeth Line (Crossrail)
- Central Line
- Site of Importance for Nature Conservation (SINCs)
- Nature Conservation Deficiency
- Open Space

## 6.7 Burial Space

6.7.1 Cemeteries, churchyards and other burial grounds have a distinct primary function. This function needs to be protected so that there is sufficient burial space available in the borough to meet the needs of different groups. In addition to this primary function, cemeteries and churchyards also provide green, quiet areas for passive contemplation. They also contribute to and promote biodiversity (LP39).

### LP40: Burial Space

- 1 The Council will protect existing and support additional land to be used for burial space where:
  - (a) There is an identified need for the space;
  - (b) It would not harm the amenity of nearby residents;
  - (c) The quality of water resources and the landscape is maintained;
  - (d) It would not impede the safe and efficient functioning of the public highway; and
  - (e) Associated built facilities are of compatible design and scale with their surroundings.

#### Implementation

- 1 The Council will work with the religious community to inform future burial provision and will work with partners such as the City of London who manage existing burial sites in the borough and wider region.

6.7.2 London Plan (2016) policy 7.23 states that the Mayor will work with boroughs, cemetery providers and other key stakeholders to protect existing burial space and promote new provision. The policy states that boroughs should ensure provision is made for London's burial needs, including the needs of those groups for whom burial is the only option. Provision should be based on the principle of proximity to local communities and reflect the different requirements of different groups of people. To ensure that burial remains an option for Londoners, boroughs should continue to make provision for burial space. Woodland burial sites with public access can provide additional links to London's green infrastructure.

6.7.3 Existing burial reserves in the borough are expected to last until 2030/31 as estimated by the Audit of London's Burial Provision published in March 2011 by the GLA. This capacity is assessed as "Adequate" according to the study's classification system. However, there may be additional need for burial space which arises in the future.

6.7.4 Even though capacity in an overall sense is adequate, the Council will support additional burial space to cater for the requirements of different religious groups within the borough where a local need is identified.

SECTION 7

# Implementation and Monitoring



## Section 7 | Implementation and Monitoring

### 7.1 Introduction

**7.1.1** This section outlines the ways in which the Council will deliver the Local Plan's vision, objectives and policies, focusing on how we will:

- Make use of planning obligations and the Community Infrastructure Levy (CIL);
- Work with our partners to deliver our plans and proposals;
- Ensure necessary infrastructure is provided; and
- Monitor the delivery of the Local Plan.

While each policy has implementation actions related to it, this section outlines other key actions and mechanisms which the Council will use to successfully implement the Local Plan.

#### **LP41: Delivery and Monitoring**

1 The Council will deliver the vision, objectives and policies of the Local Plan by:

- (a) Using planning contributions where appropriate to:
  - i Support sustainable development;
  - ii Secure the infrastructure, facilities and services to meet the needs generated by development; and
  - ii Mitigate the impact of development.

- (b) Working with relevant providers to ensure that necessary infrastructure is secured at the appropriate time in accordance with Masterplans to support Redbridge's growth and provide the facilities needed for the borough's communities. Information on key infrastructure programmes and projects, essential to the first 5 years of the plan in particular, is set out in Appendix 2;
- (c) Working proactively in its actions as a landowner and by facilitating land assembly where considered appropriate;
- (d) Working with a range of partners to ensure that opportunities for creating the conditions for growth and harnessing its benefits for Redbridge are fully explored;
- (e) Secure appropriate scheme implementation (including multi-site developments) and control phasing where necessary;
- (f) Working with neighbouring boroughs to coordinate delivery across boundaries; and
- (g) Monitoring the implementation of the Local Plan policies and infrastructure provision on a regular basis.

## 7.2 Planning Contributions

**7.2.1** New development proposals should be sufficiently supported by infrastructure. Both Redbridge and the Mayor of London have the powers to raise a Community Infrastructure Levy (CIL) to help address this issue. The Council will also use planning obligations, in appropriate circumstances, and in accordance with paragraphs 203-205 of the NPPF, to mitigate or compensate for the potential effects of new development.

### Community Infrastructure Levy (CIL)

**7.2.2** The CIL enables local authorities to raise funds for infrastructure to meet the needs arising from new developments. It is based on a formula relating to the type and size of development and is collected when planning permissions for new developments are implemented. Negotiated planning obligations will still be possible for site specific issues and to allow for affordable housing and specific highway issues to be delivered.

**7.2.3** Redbridge has been operating a CIL since 1 January 2012, with one charging schedule of £70 sq.m for the borough. The Council's published Regulation 123 lists defines the types of infrastructure project to which CIL funding will be applied and in respect of which, by default, Section 106 planning obligations would not normally be sought. CIL will only be charged on the additional floorspace ('or uplift') in a development.

**7.2.4** The monies raised through the collection of the CIL can be spent to deliver key community infrastructure including:

- Health facilities;
- Education;
- Transport projects (except certain site specific works);
- Libraries;
- Community care;
- Open space; and
- Community facilities.

**7.2.5** The Council will continue to use CIL to deliver key infrastructure. On its own CIL is insufficient to fund big new capital projects such as schools and leisure centres. CIL will however, provide a useful top-up funding mechanism. When combined with mainstream revenue and other growth-linked funding sources such as the New Homes Bonus, it could make an important difference to the viability of key projects.

**7.2.6** The use of CIL limits the use of pooled funding to a maximum of five Section 106 agreements, even where infrastructure is not included in the Regulation 123 List.

### Local element of CIL

**7.2.7** A meaningful proportion of CIL funding should be spent in the neighbourhood where development arises. Redbridge has decided to spend 15% of the funding in the relevant local ward, with the community and ward Councillors having a lead role in establishing priorities for and applying to use local CIL monies, in consultation with local communities and neighbourhood forums, where these exist. Neighbourhood forums should establish infrastructure priorities (providing detailed projects where possible) in their neighbourhood plan. Where a Neighbourhood Plan has been approved at referendum the priorities contained in the plan that are applicable to the ward should be carried across into the local priorities unless there is a clear reason for doing otherwise agreed by the Cabinet Member.

### Mayor's CIL

**7.2.8** The Mayor of London introduced a CIL in April 2012 with the aim of raising money to contribute toward Crossrail, due to come into operation in Ilford by 2019. The Mayor's CIL is charged at £35 per sq.m in Redbridge on all uses except schools/colleges and medical/health services, and is collected by Redbridge.

## Planning obligations

**7.2.9** The Council will use planning obligations, in appropriate circumstances and in accordance with paragraphs 203-205 of the NPPF to mitigate or compensate for its potential effects. This will be where existing and planned infrastructure provisions are not adequate to meet the needs generated by a development proposal.

**7.2.10** Planning obligations (sometimes called s106 agreements) can help to contribute to the success of a development and achieve the Council's aims for a site, its local area and the borough as a whole. They can enhance the quality of a development and ensure it does not give rise to unacceptable planning impacts. The Council will only seek planning obligations where it is not possible to deal with the matter through the imposition of a condition on a planning permission. It is not possible to use planning obligations for items that are to be funded by the CIL.

**7.2.11** The measures sought through a planning obligation will vary depending on the nature and scale of a development, its location and impacts. The main matters that the Council considers are likely to be addressed through such agreements are:

- Commitment to provide local labour and apprenticeships and training opportunities both during development phases and end uses;
- On-site provision of:
  - Infrastructure to mitigate the direct impacts of development, such as landscaping, servicing and direct access (these can also be addressed via S278 agreements), particularly for major developments (where not CIL funded);
  - Affordable housing;
  - Open space and its maintenance (especially in larger schemes)

- Tackling climate change and environmental impacts;
- Phasing of development; and
- Other obligations to make the development acceptable in planning terms.

**7.2.12** This list is not exhaustive and development schemes can individually or cumulatively introduce a range of issues, requirements and impacts that may justify the use of planning obligations alongside the Redbridge CIL.

**7.2.13** It is important to note that planning obligations that reduce some negative impacts of a development or otherwise contribute to meeting the Local Plan objectives will not in themselves justify accepting development that conflicts with planning policy.

### Pooled contributions

**7.2.14** Pooled contributions will be used when the combined impact of up to five schemes create the need for related infrastructure or works that will not be funded by CIL.

### Viability

**7.2.15** In considering planning obligations, the Council will take into account economic viability, the full range of benefits provided by a development, the extent to which it contributes towards delivering the objectives of this Local Plan and other planning policies and whether a development is publicly funded. Financial viability in the planning process has emerged as an increasingly important issue and one which the public are seeking further clarity on.

- 7.2.16** A London Borough Development Viability Protocol provides a benchmark to the development industry about the overall principles of viability in the planning process. The Council is a member of this forum and supports further clarity being provided on this matter. The Council has signed up to this protocol and will agree on whether this protocol is adopted as planning guidance/validation requirement.
- 7.2.17** At the earliest opportunity the issue of financial viability should be considered. If an applicant is engaged with the Council prior to the submission of a planning application this matter will be integral to advice the Council provides to the applicant. If the applicant is unable to meet the affordable housing requirement as set out in policy LP3, and does not submit a viability appraisal with the application, it will not be validated.
- 7.2.18** A Planning Obligations SPD will be produced to provide further guidance on implementing affordable housing policy. It will also provide information on the viability protocol.

### **7.3 Ensuring necessary infrastructure is provided to support growth**

- 7.3.1** It is vital that the necessary transport and community infrastructure needed to make development work and support local communities is provided, particularly in the parts of the borough that will experience most growth in future years.
- 7.3.2** In order to support growth in the borough, the Council will safeguard and improve essential social, physical and green infrastructure and work with service providers to ensure the timely delivery of the new and enhanced infrastructure needed to support the quality of life of Redbridge's residents and workers.

### **Infrastructure Delivery Plan (IDP) 2015 - 2030**

- 7.3.3** The IDP identifies the types of infrastructure required to support the delivery of new homes over the plan period. It should be noted that while this list is detailed, it is not exhaustive of all infrastructure likely to be needed in the borough in the period covered by this Local Plan. Appendix 2 sets out the anticipated timing and phasing of infrastructure provision. Timing and phasing will depend on a variety of factors, including when the development is likely to come forward, the availability of funding and the timing of major investment.
- 7.3.4** Some of the items listed in Appendix 2 are already in the process of being delivered. In other cases, they have been identified in service providers' strategies and business plans. There is more scope for certainty in the first five years than the longer term as major items of infrastructure have been programmed, costs and means of fundraising are set and the broad locations of development are established. To ensure comprehensive and coordinated development is achieved, Masterplans will be required on the key strategic sites (already identified in policies LP1A-LP1E). This detailed masterplanning process will ensure those items of infrastructure which are essential to be delivered before certain developments or a certain amount of new homes are delivered and managed in a timely way to support growth.
- 7.3.5** Nevertheless, it is important to identify medium to long term infrastructure priorities even where funding has not yet been confirmed as the Local Plan will guide future decision making of the Council and its partners in relation to long term infrastructure provision. The Council has worked with key partners to inform the IDP, as a means of ensuring that the plan will be delivered in a joined-up way.

**7.3.6** The Council will review its IDP annually to ensure the borough's infrastructure provision is up-to-date. The Council has set up a Corporate Infrastructure Delivery Group whose main focus is to ensure the delivery of the IDP. This group is a cross departmental group from sections of the Council whom are key to the delivery of different types of key infrastructure. The actions of this group will be key to the delivery of the vision of this Local Plan.

**7.3.7** The Council will encourage dialogue between developers and service providers at an early stage to ensure that new infrastructure provision properly acknowledges opportunities and constraints of the specific development site and its surroundings. Where necessary, development will be phased to ensure it comes forward at the same time, or following the provision of infrastructure.

## **7.4 Working with our partners**

**7.4.1** The Redbridge Local Plan 2015-2030 will help guide investment decisions by providing certainty about the type and scale of development, in different locations across the borough and the type of infrastructure required to support this development.

**7.4.2** The Council will encourage dialogue between developers and service providers, including the services provided by the Council itself, to ensure that new infrastructure properly acknowledges opportunities and constraints of the specific development site and its surroundings.

### **Co-ordinating with neighbouring boroughs**

**7.4.3** The Council has and will continue to discharge its 'Duty to Co-operate' under the Localism Act (2011) by working with adjoining boroughs and public sector agencies and infrastructure providers on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities.

**7.4.4** The Council has worked with neighbouring boroughs and the wider north east London sub-region to ensure that Redbridge's Local Plan takes account of their plans and programmes, as well as spending and delivery plans of regional bodies such as Transport for London. We have prepared a Strategic Housing Market Assessment (SHMA) with the other north east London boroughs (Barking and Dagenham, Havering, and Newham).

**7.4.5** Its relationship with the Mayor of London is especially important, as is its active membership of the London Enterprise Panel, and the London-Standed-Cambridge Consortium.

**7.4.6** The Council also has a major role to play in managing the public realm and streetscape within which private development occurs. Effective partnership working is crucial to successful implementation of the Local Plan and the Council is committed to working with a range of public, private and voluntary sector organisations including:

- Existing businesses and business organisations;
- Landowners and developers;
- The Greater London Authority;
- Transport operations, TfL, Crossrail and Network Rail;
- Local residents;
- Historic England;
- The Environment Agency;
- Her Majesty Court Service (HMCS);
- Redbridge Clinical Commissioning Group / NHS / Police and Emergency Services;
- Registered Providers;
- Community and voluntary sector organisations; and
- Redbridge Strategic Partnership.

**7.4.7** The Council recognises the important role of the public sector in the delivery of the Local Plan. Rationalisation of public sector assets to maximise their effective and efficient use is expected to continue over the plan period. This will include the disposal of assets for alternative uses or co-location for efficient use of land. The role of the Council and other public bodies as land owners will be important through direct investment in provision of land for new homes and infrastructure.

**7.4.8** Working closely with our partners in the delivery of the Local Plan will identify, as early as possible, any matters and issues that may affect delivery.

## **7.5 Housing Implementation Strategy**

**7.5.1** The Council will update the Housing Implementation Strategy which will set out the approach to managing housing delivery in the borough. It will outline the measures and initiatives which the Council will take to increase housing provision in the borough. It will cover new approaches such as Housing Revenue Account (HRA) self-financing projects that include Council built homes and Council estate renewal projects, the Housing Zone project funded by the GLA for delivering over 2,000 homes in Ilford Town Centre between 2015-21, potential investment vehicles for bringing Council owned sites forward for housing development, working closely and in partnership with registered providers (RPs) and developers to bring affordable and private housing forward.

## **7.6 Development Management**

**7.6.1** Together with the London Plan (2016), the Local Plan will be the main basis for decision making and managing development in the borough. The Council will seek to facilitate new development by working positively and proactively with applicants to ensure that schemes come forward in a timely manner.

**7.6.2** Through pre-application discussions, the Council will ensure that developers are fully aware of the Local Plan objectives and expectations. The Council will ensure strict compliance of all necessary standards and policies to encourage development of the highest quality in accordance with the Local Plan.

## **7.7 The Council's role in delivery**

**7.7.1** The Council as a landowner can promote and encourage specific development on its land. This can have the dual benefits of both addressing council priorities e.g. through the provision of new housing, and of increasing or securing investor confidence in the borough. The Council may also look to promote or encourage uses on land adjacent to Council land by entering into partnership agreements.

**7.7.2** The Council can also play a positive role in implementation of the Plan by facilitating development through use of its Compulsory Purchase Powers, where considered appropriate. Land assembly can be a complex and time consuming process. As a result, the Council will use its Compulsory Purchase Powers sparingly, concentrating on priority sites.

**7.7.3** The Council's preferred approach to land assembly will be through proactive and positive negotiation, and the use of formal land assembly powers will be a last resort. On sites where land assembly is required, the Council will work in partnership with developers and other relevant parties to achieve a mutually beneficial outcome.

## 7.8 Flexible implementation of the Local Plan

**7.8.1** The Local Plan needs to be flexible enough to ensure that the Council's vision and objectives for Redbridge can be delivered in future years despite changing circumstances. This is particularly important with regards to delivering our approach to Redbridge's growth and meeting the need for homes, jobs, services and infrastructure.

**7.8.2** Individual policies in this Local Plan include an element of flexibility where appropriate, in particular in relation to the consideration of the viability of development schemes, the feasibility of particular measures and site specific issues. Given the Plan's priority for housing provision it will be important to closely monitor the supply of housing and make adjustments to the way we implement our policies to ensure that targets are met.

## 7.9 Further Guidance

**7.9.1** Within the plan period, it may be necessary to bring forward additional guidance in relation to specific sites or policy issues. This might consist of development briefs for strategic sites to provide guidance in the preparation of development proposals, or Supplementary Planning Documents to explain in more detail the policy approach to particular issues. One particular area of focus will be to develop planning frameworks to guide the development of the proposed Green Belt release sites, ensuring issues like openness and character are managed in a sensitive manner.

## 7.10 Monitoring

**7.10.1** The Council will monitor the effectiveness of the Local Plan in delivering its objectives by regularly assessing its performance against a series of indicators. We will publish authority monitoring reports annually, which will:

- Assess the performance of the Local Plan policies;
- Assess the performance of development management in relation to planning applications;
- Set out the Council's updated housing trajectory;
- Identify the need to reassess or review any policies or approaches;
- Ensure key evidence and assumptions behind the strategy and policies are still relevant; and
- Identify any trends in the wider social, economic, and environmental issues facing Redbridge.

**7.10.2** Regular monitoring will be a key tool in providing flexibility. This will measure progress in delivering the Local Plan, and identify any aspects that are not being achieved as planned and any changing circumstances that may affect implementation.

**7.10.3** The monitoring framework set out in Appendix 3 will be used to monitor the delivery of each local plan policy. The indicators have been specifically selected to address every policy as far as possible. All indicators and targets will be subject to periodic review through the annual monitoring process.

## APPENDICES



## Section 8 | Appendix 1

### Opportunity Sites

- 8.1.1** The table below identifies the Opportunity Sites that have the potential to come forward for mixed use development during the plan period, up to 2030. Indicative individual site capacities based on latest planning information and, consideration of the impact of site based constraints and non-residential uses on residential capacity have been included for each site. Likely phasing for each site is also listed.
- 8.1.2** The sites have come from various sources, including the LDF (2008), Strategic Housing Land Availability Assessment (SHLAA) (2013), windfall sites, sites rolled forward from the Crossrail Corridor, Gants Hill and Ilford Area Action Plans (AAPs) and sites put forward by developers during various consultation stages of the Local Plan.
- 8.1.3** Further detail on each allocation including a site plan is set out within a supplementary document to the Local Plan titled 'Redbridge Local Plan 2015-2030: Opportunity Sites'.
- 8.1.4** Sites are ordered by Investment and Growth Area Order and the rest of the borough. The plan period is split into three phases:
- Phase 1: 2015 – 2020
  - Phase 2: 2021 – 2025
  - Phase 3: 2026 – 2030

Allocated Sites – Ilford Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
1	Sainsbury's, Roden Street, Ilford	Clementswood	Retail	Retail/ Employment/ Housing	1.96	0	4,745	951	683	1	App: 4499/15 for 683 units and commercial space refused.
2	The Exchange Shopping Centre, including Exchange car park, High Road, Ilford	Valentines	Retail	Employment/ Retail/ Housing/ Leisure	2.5	0	300	0	214	1	Planning permission - App. 4265/15 - 214 units and commercial space.
3	Britannia Music - 60-70 Roden Street, and land between Chapel Road and Roden Street, Ilford	Loxford	Vacant	Employment/ Retail/ Housing	0.7	0	831	2,510	354	1	Under construction - Apps: 2434/12, - 354 units and commercial space.
4	Depot Mill Road/ Mill House, Ilford Hill	Loxford	Employment/ Car Park	Employment/ Housing	0.91	0	0	2,275	343	3	No current planning applications or permissions.
5	Ley Street car park and bus depot, Ilford	Valentines	Car Park (Multi-storey)/ Depot	Housing/ Education	0.5	Primary School.	0	0	182	1	Site is within Council ownership. Housing Zone funding is available to facilitate development. A detailed planning application is forthcoming.

Allocated Sites – Ilford Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
6	Town Hall Car Park	Clementswood	Car Park	Civic/ Leisure/ Retail/ Housing	0.7	0	2,000		203	2	No current planning applications or permissions.
7	Land bounded by Clements Road, Chadwick Road and Postway Mews	Clementswood	Royal Mail sorting office/ Depot/ Retail/ Church	Retail/ Employment/ Housing	0.57	0	2,500	1,425	180	1	Planning application for part of site (17 - 23 Clements Road) expected soon.
8	If Bar 71 Ilford Hill	Loxford	Public House (vacant)	Retail/ Employment/ Housing	0.15	0	350	375	52	1	Development options have been considered as part of the Ilford Prospectus.
9	193-207 High Road, Ilford (Harrison and Gibson)	Clementswood	Retail/ Employment	Retail/ Employment/ Housing	0.31	0	3,000	1,750	285	1	Subject to developer interest.
10	Site bounded by Chapel Road, High Road and Clements Lane	Clementswood	Retail/ Employment	Retail/ Employment/ Housing	0.74	0	6,000	1,850	251	1	A significant portion of the site is within Council ownership. The site is subject to developer interest - planning application expected soon.
11	Peachy House, 39 Ilford Hill, Ilford	Loxford	Car Park	Retail/ Employment/ Housing	0.59	0	300	0	141	1	Under construction - App 1279/13 - 141 units and commercial space.
12	51-69 Ilford Hill (Valentines House)	Loxford	Employment	Retail/ Housing	0.43	0	2,412	0	122	1	Under construction - App: 3782/14 - 122 units and commercial space.

Allocated Sites – Ilford Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
13	226-244 High Road, Ilford	Clementswood	Employment	Retail/ Employment/ Housing	0.14	0	405	1,894	124	1	Under construction - App: 2579/09 - 101 units Subsequent App: 4462/16 - 124 units and commercial space undetermined.
14	51-71 Cranbrook Road, Ilford	Valentines	Employment	Retail/ Housing/ Employment	0.1	0	0	0	41	2	No current planning applications or permissions.
15	Land between Mill Road & the Railway Line, Ilford	Loxford	Car Park	Housing	0.24	0	0	0	97	1	Subject to developer interest.
16	245-275 Cranbrook Road, Ilford	Valentines	Employment	Employment/ Housing	0.39	0	0	825	129	2	2604/15 -19 Housing units on part of the site (Wycliffe House).
17	40 Ilford Hill, Ilford	Loxford	Former Police Station/ Car Park	Housing	0.29	0	0	0	117	1	Site is partially within Council ownership and subject to developer interest. Housing Zone funding is available to secure development.
18	73-85 Ilford Hill and 1-7 Cranbrook Road	Loxford	Employment/ Ilford Station	Employment/ Housing	0.26	0	0	650	98	1	Site is part Council owned and planning application expected soon.

Allocated Sites – Ilford Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
19	Land adjacent to Clements Lane and Clements Road	Clementswood	Employment/ Retail/ Hotel/ Car Park	Retail/ Employment Housing	0.24	0	1,500	600	73	1	Council owned and planning application expected soon. Housing Zone funding is available to secure development.
20	262 – 268 High Road, Ilford	Clementswood	Public Toilets/ Retail	Housing	0.13	0	0	0	42	1	Site is largely within Council ownership and subject of developer interest.
21	City House, 9-17 Cranbrook Road	Clementswood	Hotel	Housing	0.05	0	0	0	27	1	Completed - App 0039/15 - 27 units.
22	1 Riches Road, Ilford	Clementswood	Housing	Housing/ Employment/ Retail	0.04	0	100	200	24	1	Completed - App 2978/10 - 24 units and commercial space.
23	22-32 Chapel Road, Ilford	Loxford	Public Toilets/ Retail/ Housing	Housing/ Employment	0.31	0	0	300	97	1	Site is partially within Council ownership and subject to developer interest. Housing Zone funding is available to secure development.
24	Rear of 2-34 Riverdene Road	Clementswood	Employment	Housing	0.07	0	0	0	15	1	Completed – App: 1049/13 - 15 units.

Allocated Sites – Ilford Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
25	20 Clements Lane Ilford	Clementswood	Leisure	Housing/ Retail	0.63	0	64	0	14	1	Under construction: App 06/13/ 12 - 14 units.
26	202-224 High Road Ilford	Clementswood	Employment	Housing	0.1	0	0	0	15	1	Planning permission - App: 0750/15 - 15 units.
27	Central Library Service Yard	Clementswood	Employment	Housing	0.05	0	0	0	20	2	No current planning applications or permissions.
36	Redbridge Enterprise and Ilford Retail Park	Clementswood	Retail/ Employment	Employment/ Retail/ Housing/ Education	1.53	Primary School.	1,500	3,825	370	2	No current planning applications or permissions.
37	Land adjacent to Cranbrook Road, High Road and the railway, incorporating Station Road (Includes Bodgers)	Clementswood	Employment/ Retail	Retail/ Housing	0.8	0	2,500	0	295	1	Subject to developer interest.
38	Kenneth More Theatre and Janice Mews	Clementswood	Theatre/ Warehouses	Retail/ Housing/ Leisure/ Health	0.4	Health Facility.	850	0	124	2	No current planning applications or permissions.
39	Opal Mews rear of 68-126 Ley Street, Ilford	Valentines	Retail/ Housing	Housing/ Health	0.32	Health Facility.	0	0	62	2	No current planning applications or permissions.

Allocated Sites – Ilford Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
41	Britannia Car Park, Clements Road/ Albert Road	Clementswood	Car Park	Housing	0.2	0	0	0	81	3	No current planning applications or permissions.
42	112-114 High Road and 18-20 Postway Mews, Ilford	Clementswood	Retail/ Employment	Retail/ Housing	0.2	0	1,000	0	70	2	No current planning applications or permissions.
43	Between Mansfield House & 2 Mansfield Road, Ilford	Valentines	Housing	Housing	0.11	0	0	0	45	2	No current planning applications or permissions.
44	7 Morland Road, Ilford IG1 4JU	Valentines	Employment/ Retail	Housing	0.1	0	0	0	41	2	No current planning applications or permissions.
45	300 – 318 High Road, Ilford	Clementswood	Employment	Retail/ Housing	0.27	0	650	0	97	1	Site subject to developer interest.
218	187 - 191 High Road (Argos)	Clementswood	Retail	Housing/ Retail	0.1	0	500	0	80	1	Subject to developer interest - planning application expected soon.
219	177 - 185 High Road, Ilford (JD Sports/ Boots)	Clementswood	Retail	Housing/ Retail	0.19	0	750	0	110	2	No current planning applications or permissions.

Allocated Sites – Crossrail Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
46	Land in and around King George/Goodmayes Hospitals	Seven Kings/Newbury	Open Space/ Car Park	Hospital retained - Housing/ Community/ Health/ Education/ Public Open Space	51	Secondary School. New Health Hub.	0	0	500	2	Site promoted by both NHS Trusts.
47	Seven Kings Car Park & Lorry Park, High Road, Seven Kings	Seven Kings	Car Park (partly vacant)	Retail/ Health/ Housing	0.62	Health Facility.	1,500	0	170	1	Site is within Council ownership. Development to be brought forward as part of a Council owned development company and planning application expected soon.
49	Charter House, 450 High Road, Ilford	Clementswood	Employment	Housing	0.18	0	0	0	96	1	Under construction - App: 2792/15 - 96 units.
50	Newbury House, 890-900 Eastern Avenue	Newbury	Employment	Housing	0.5	0	0	0	237	1	Under construction - App: 2125/14 - 60 units . Planning App: 5988/16 - 177 units undetermined.
51	Recorder House 531-549 High Road and 501 High Road, Ilford	Clementswood	Employment	Employment/ Housing	1	0	0	1,300	180	1	Under construction – App: 2483/10 - 105 units. Remainder of site – subject to developer interest.
52	567-571 High Road	Goodmayes	Retail	Housing	0.09	0	0	0	35	1	Under construction - App: 2364/15 - 35 units.
53	Shanon Centre, 14 Cameron Road, Seven Kings	Seven Kings	Leisure	Housing	0.08	0	0	0	32	1	Planning permission - App: 0951/13 - 32 units.
54	Former Lord Napier Pub, 521 Green Lane	Clementswood	Public House	Housing	0.09	0	0	0	31	1	Planning permission - App: 2537/15 - 31 units.
55	463 High Road	Clementswood	Retail	Housing	0.1	0	0	0	25	1	App: 2002/14 - 25 units -refused.

Allocated Sites – Crossrail Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
56	Chadwell Heath Service Station, 1023 High Road, Chadwell Heath	Chadwell	Vacant (Former service station)	Housing	0.08	0	0	0	23	1	Completed - App: 3029/05 - 23 units.
57	25-31 Goodmayes Road	Goodmayes	Retail	Housing	0.05	0	0	0	16	1	Under construction - App: 0582/13 - 16 units.
59	58-64 Goodmayes Road, Goodmayes	Goodmayes	Employment/ Public House	Retail/ Housing	0.07	0	170	0	13	1	Subject to developer interest.
65	1145 (Alfa Romeo) High Road, Chadwell Heath	Chadwell	Car Showroom	Retail/ Housing	0.15	Health Facility.	400	0	27	2	No current planning applications or permissions.
67	822 (Tesco) High Road, Goodmayes	Seven Kings	Retail	Housing/ Education/ Retail	3.76	Primary School.	2,500	0	723	2	No current planning applications or permissions.
68	645 – 861 High Road, Seven Kings	Seven Kings	Employment/ Housing	Retail/ Housing	1.37	0	4,500	0	233	2	No current planning applications or permissions.
69	Chadwell Heath Retail Park, High Road, Chadwell Heath	Chadwell	Retail	Housing/ Retail	1.5	0	2,500	0	135	2	No current planning applications or permissions.
70	Goodmayes Retail Park, High Road, Goodmayes	Seven Kings	Retail	Retail/ Housing/ Health	2.74	Health Facility.	500	0	514	2	No current planning applications or new permissions.
72	674-700 High Road, Seven Kings	Seven Kings	Employment/ Restaurant	Retail/ Employment/ Housing	1.06	0	1,000	2,650	170	2	No current planning applications or permissions.
73	706 - 720 (Homebase) High Road, Seven Kings	Seven Kings	Retail	Retail/ Housing	1.04	0	2,500	0	179	2	No current planning applications or permissions.

Allocated Sites – Crossrail Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
74	Metropolitan Police, 919 - 925 High Road, Chadwell Heath	Seven Kings	Employment	Employment/ Housing/	0.91	0	0	2,275	73	2	No current planning applications or permissions.
75	Land at Newbury Park Station, Eastern Avenue	Aldborough	Car Park	Housing	0.54	0	0	0	72	1	Site promoted by TfL - Feasibility studies underway. Planning application expected soon.
76	B&Q Store, Springfield Drive, Barkingside	Aldborough	Retail	Housing	0.59	0	0	0	64	2	No current planning applications or permissions.
77	4-12 Cameron Road and 625-643 High Road	Seven Kings	Housing/ Retail	Housing/ Retail	0.43	0	1,400	0	73	2	No current planning applications or permissions.
78	Car Park and Works, corner of Cedar Park Gardens and Wangey Road, Chadwell Heath	Chadwell	Car Park/ Employment	Housing	0.29	0	0	0	32	2	No current planning applications or permissions.
79	Dunelm Nursing Home and Grovelands Day Centre, Grove Road, Chadwell Heath	Chadwell	Community	Housing	0.69	0	0	0	63	2	No current planning applications or permissions.
80	530-562 High Road, Ilford	Goodmayes	Employment	Housing/ Retail	0.3	0	1,200	0	19	2	No current planning applications or permissions.
81	573-603 High Road, Ilford	Goodmayes	Employment	Housing/ Employment	0.3	0	0	1,100	20	2	No current planning applications or permissions.

Allocated Sites – Crossrail Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
82	Telephone Exchange, Corner of Kingswood Road and High Road, Goodmayes	Seven Kings	Employment/ Nursery	Housing	0.14	0	0	0	17	2	No current planning applications or permissions.
83	55 - 61 Goodmayes Road, Goodmayes	Goodmayes	Retail/ Housing	Retail/ Housing	0.13	0	500	0	21	2	No current planning applications or permissions.
84	16 -32B Cameron Road and 625-643, High Road	Seven Kings	Housing/ Retail	Housing/ Retail	0.21	0	720	0	24	2	No current planning applications or permissions.
85	1171 (Kia) High Road, Chadwell Heath	Chadwell	Car Showroom	Retail/ Housing	0.12	0	500	0	19	2	No current planning applications or permissions.
86	Car park adjacent to Chadwell Heath Station, Chadwell Heath	Goodmayes	Car Park	Housing/Retail	0.43	0	500	0	41	1	Site is within Council ownership.
88	Ilford County Court, High Road, Ilford	Clementswood	Community	Housing	0.14	0	0	0	15	2	No current planning applications or permissions.
90	Car Park rear of 39 Goodmayes Road, Goodmayes	Goodmayes	Car Park	Housing	0.2	0	0	0	25	2	No current planning applications or permissions.
91	Hinds Head Public House, 2A Burnside Road and 76-80 Valance Avenue, Chadwell Heath	Goodmayes	Vacant Public House/ Retail	Housing	0.11	0	0	0	12	2	No current planning applications or permissions.
96	Suffolk Court, Newbury Park	Newbury	Housing	Housing	0.57	0	0	0	15	1	Part of the Council's estate regeneration plans.

Allocated Sites – Crossrail Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
99	Billet Road	Aldborough	Green Belt	Housing/Public Open Space/Sport/Education	21.6	Secondary School.	0	0	800	2/3	Site being promoted by landowners.
220	Newbury Park Station Car Park - West	Aldborough	Car Park	Housing/Car Park	0.28	0	0	0	31	1	Site promoted by TfL - Feasibility studies underway. Planning application expected soon.
221	Access Road adjacent to western Newbury Park Station Car Park	Aldborough	Access Road	Housing	1.4	0	0	0	31	2	No current planning applications or permissions.

Allocated Sites - Gants Hill Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
100	Car Showroom, Eastern Avenue, Gants Hill	Cranbrook	Car Showroom	Housing/ Retail	0.27	0	730	0	105	1	Completed - App: 3410/13 - 105 units and commercial space.
101	Aerodene House, 41-55 Perth Road, Gants Hill	Cranbrook	Employment/ Retail	Housing	0.16	0	0	0	57	1	Under construction - App: 1961/16 - 57 units.
102	395-397 Eastern Avenue, Gants Hill	Cranbrook	Employment	Housing	0.04	0	0	0	25	1	Completed - App: 0384/13 - 25 units.
103	Woodford Avenue/Eastern Avenue Corner, Gants Hill	Barkingside	Employment/ Retail	Retail/ Housing	0.53	0	1,000	0	113	2	No current planning applications or permissions.
104	Eastern Avenue Storage Buildings, Eastern Avenue, Gants Hill	Cranbrook	Employment	Employment/ Retail/ Housing	0.41	0	2,000	1,025	51	2	No current planning applications or permissions.

Allocated Sites - Gants Hill Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
105	Woodford Avenue/ Cranbrook Road North, Gants Hill	Barkingside	Employment/ Retail	Retail/ Housing	0.34	0	1,000	0	68	2	No current planning applications or permissions.
106	Wentworth House, Eastern Avenue, Gants Hill	Cranbrook	Employment	Retail/ Housing/ Employment	0.3	0	1,500	750	37	2	No current planning applications or permissions.
107	Commercial House, Eastern Avenue, Gants Hill	Cranbrook	Employment	Retail/ Employment/ Housing	0.17	0	800	425	26	2	No current planning applications or permissions.
108	Montrose House, Eastern Avenue, Gants Hill	Cranbrook	Employment	Retail/ Employment/ Housing	0.16	0	1,000	400	21	2	No current planning applications or permissions.

Allocated Sites - South Woodford Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
109	KGM House, 14 Eastwood Close, South Woodford	Church End	Employment	Housing	0.1	0	0	0	12	1	Completed - App: 1574/14 - 12 units.
116	120 Chigwell Road, South Woodford	Roding	Employment	Housing/ Employment	0.3	0	0	1,500	48	2	No current planning applications or permissions.
117	Station Estate, off George Lane, South Woodford	Church End	Employment	Employment/ Housing/ Retail/ Community	0.67	0	1,000	1,675	120	2	Site being promoted by landowners.
119	Tesco Store, Southend Road, Woodford Green	Clayhall	Retail	Retail/ Housing	1.58	0	2,500	0	60	2	No current planning applications or permissions.
120	96 George Lane, 53-55 Marlborough Road, and South Woodford Car Park	Church End	Builders Yard/ Retail/ Employment/ Car Park	Sui Generis (Builders/Merchant)/ Employment/ Housing/Car Park	0.78	0	0	1,950	140	1	Site promoted by both TfL and Travis Perkins. Feasibility study underway in relation to car park site.
222	Southend Road and Maybank Road	Roding	Employment	Housing/ Employment	0.4	0	0	1,000	25	3	No current planning applications or permissions.

Allocated Sites - Barking-side Investment and Growth Area											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
123	New Mossford Site, Part of Barnardos Village	Aldborough	Vacant	Housing	1.8	0	0	0	212	1	Under construction - App: 1140/11 (144 units) and 2715/13 (68 units).
128	187-191 High Road, Argos), Ilford	Fullwell	Leisure	Leisure/ Retail/ Housing	0.35	0	1,000	0	61	2	No current planning applications or permissions.
129	Fullwell Cross Health Centre, Fencepiece Road, Barking-side	Fairlop	Health	Health/ Housing	0.34	Replacement health provision.	0	0	59	2	No current planning applications or permissions.
130	Queen Victoria House, Cranbrook Road, Barking-side	Aldborough	Employment	Housing	0.35	0	0	0	24	1	Council owned - planning application expected soon.
133	Craven Gardens Car Park, Craven Gardens, Barking-side	Fairlop	Car Park	Retail/ Housing	0.35	0	1,000	0	61	2	No current planning applications or permissions.
134	Station Approach/ Carlton Drive, Barking-side	Aldborough	Employment	Housing/ Car Park	0.75	0	0	0	65	1	Site promoted by TfL - Feasibility studies underway. Planning application expected soon.
223	Fairlop Station Car Park	Fairlop	Car Park	Housing/ Car Park	0.1	0	0	0	11	1	Site promoted by TfL - Feasibility studies underway. Planning application expected soon.

Allocated Sites - Rest of Borough											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
136	Car park at Medway Close, Ilford	Loxford	Car Park	Housing	0.24	0	0	0	18	1	Under construction - App: 0608/15 - 18 units.
139	Newton Industrial Estate, Eastern Avenue	Newbury	Education (temporary)	Housing	0.4	0	0	0	16	1	Site promoted by land owner. Temporary educational use to end in 2018.
140	107-111 Netley Road, Aldborough	Aldborough	Housing	Housing	0.12	0	0	0	14	1	Completed - App: 0776/12 - 14 units.
149	480-482 Ley Street and 22-30 Lynn Road, Ilford	Newbury	Employment	Housing	0.45	0	0	0	49	2	No current planning applications or permissions.
150	Ley Street House, 497-499 Ley Street, Ilford	Newbury	Employment	Housing	0.47	0	0	0	117	1	Planning permissions: 3702/15, 2301/16, 3663/15 - 117 units.
156	Repton Court, Claire House and Fullwell Avenue	Fullwell	Housing	Housing	1.79	0	0	0	149	1	Completed - App: 0664/12 - 149 units.
157	723-733 Cranbrook Road	Barkingside	Housing	Housing	0.08	0	0	0	14	1	Under construction - Apps: 2515/12 - 14 units.
160	Land at Five Oaks Lane, Chigwell	Hainault	Housing/Open Space/ Derelict Land	Housing	22	0	0	0	425	1	Under construction.
161	Kelvin Hughes, New North Road, Hainault	Fairlop	Employment	Employment/Housing	2.23	0	0	1,017	182	1	Completed - App: 3444/13 - 182 units and employment space.
162	Covered Reservoir, New North Road, Hainault	Hainault	Reservoir (Covered)	Housing	1.65	0	0	0	99	1	Completed - App: 0362/14 - 99 units.

Allocated Sites - Rest of Borough											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
163	Marlyon Road Housing Estate, Hainault, Ilford, IG6- 3XN.	Hainault	Housing	Housing	1.07	0	0	0	85	1	Planning permission - App: 4695/16 - 85 units.
176	61-63 & rear of 59-91 Wanstead Park Road, IG1 3TQ	Valentines	Storage/ Housing	Housing	0.59	0	0	0	37	1	Under construction - App: 1880/10 - 37 units.
177	Land r/o 41-57 Wanstead Park Road, Ilford	Valentines	Garages/ Vacant	Housing/ Employment	0.24	0	0	775	13	2	No current planning applications or permissions.
181	225-227 Green Lane, Ilford	Clementswood	Employment	Housing	0.17	0	0	0	14	2	No current planning applications or permissions.
182	330- 332 Eastern Avenue, Ilford	Cranbrook	Car Showroom	Housing	0.13	0	0	0	14	2	No current planning applications or permissions.
188	Ley Street Council Depot	Newbury	Employment	Housing	2.56	0	0	0	279	2	No current planning applications or permissions.
189	Chase Lane/ Perkins Road, Newbury Park	Aldborough	Employment	Housing	3.45	0	0	0	193	2	No current planning applications or permissions.
190	Land r/o 73-83 Little Gearies, Gants Hill	Barkingside	Housing	Housing	0.17	0	0	0	30	1	Council owned. Feasibility work on intensification underway.
192	Works at Maybank Road & Chigwell Road, Woodford	Roding	Employment	Housing/ Employment	0.8	0	0	2,500	73	2	No current planning applications or permissions.
194	Redbridge Station, Eastern Avenue, Redbridge	Clayhall	Car Park	Housing/Car Park	0.45	0	0	0	55	1	Site promoted by TfL - Feasibility studies underway. Planning application expected soon.
195	Capital Gate, 320 New North Road	Fairlop	Employment	Housing	1.1	0	0	0	70	2	No current planning applications or permissions.

Allocated Sites - Rest of Borough											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
196	Charteris Road Car Park & Woodford Station Car Park	Monkhams	Car Park	Housing/ Car Park/Retail	0.88	0	1,000	0	61	1	Site promoted by TFL - Feasibility studies underway. Planning application expected soon. Prior approval for conversion to 21 residential units on part of site - App 0299/14.
197	330-348 Uphall Road, Ilford	Loxford	Employment	Housing/ Employment	0.44	0	0	1,100	27	2	No current planning applications or permissions.
198	Hills of Woodford, 536-564 High Road, Woodford Green	Monkhams	Car Showroom	Housing	0.36	0	0	0	20	2	No current planning applications or permissions.
200	Land between 135-137 Brocket Way, Hainault	Hainault	Public Open Space	Housing	0.37	0	0	0	15	2	No current planning applications or permissions.
201	Wanstead Hospital, Makepeace Road, Wanstead	Snaresbrook	Health	Health Centre/ Community/ Housing	1.21	Health Hub.	0	0	70	1	Site promoted by landowner/ developer.
202	Woodford Library, Snakes Lane, Woodford Green	Monkhams	Library	Housing	0.21	0	0	0	13	2	No current planning applications or permissions.
209	Site at Roding Lane North, Woodford Green	Fullwell	Employment	Housing	1.6	0	0	0	32	1	Completed.
211	TA Centre, Gordon Road, Ilford	Mayfield	Community	Housing	1.2	0	0	0	109	3	No current planning applications or permissions.

Allocated Sites - Rest of Borough											
Site No.	Address	Ward	Existing Use	Proposed Use	Site Area (ha)	Indicative Social Infrastructure Provision	Indicative Retail Floorspace (gross)	Indicative Employment Floorspace	Indicative Housing Capacity	Phasing Period	Planning Status
212	Hainault LUL Depot, Thurlow Gardens, Hainault	Fairlop	Employment	Housing	1.49	0	0	0	83	3	No current planning applications or permissions.
213	153-221 Manford Way, Hainault	Hainault	Employment/ Housing	Retail/ Housing (infill and extension)	0.86	0	1,000	0	37	3	No current planning applications or permissions.
214	Land to rear of Church, Foremark Close, Hainault	Hainault	Car Park/ Open Space	Housing	0.34	0	0	0	19	3	No current planning applications or permissions.
215	Library and Community Centre, Manford Way, Hainault	Hainault	Library/ Community	Community/ Housing	0.55	0	0	0	31	3	No current planning applications or permissions.
224	Hainault Station Car Park	Fairlop	Car Park	Housing/Car Park	0.28	0	0	0	18	1	Site promoted by TfL - Feasibility studies underway. Planning application expected soon.
226	Wanstead Station Car Park	Wanstead	Car Park	Housing/Car Park	0.07	0	0	0	18	1	Site promoted by TfL - Feasibility studies underway. Planning application expected soon.
227	Snaresbrook Station Car Park	Snaresbrook	Car Park	Housing/Car Park	0.36	0	0	0	44	1	Site promoted by TfL - Feasibility studies underway. Planning application expected soon.
229	713 Newbury Park (Holiday Inn), Newbury Park	Aldborough	Hotel	Housing	0.4	0	0	0	44	2	No current planning applications or permissions.

## Appendix 2 | Infrastructure Delivery Plan Schedule of Projects

Category	Type	Infrastructure Project	Future growth Costs 2016 – 2030	Sources of Funding	Delivery Agency	Phase	Local Plan Delivery	Location
Childcare/ Early Years	Childcare/ Early Years	Childcare spaces	TBC	London Borough Redbridge/DfT	Private and voluntary sector	All	Potential demand - keep under review	Borough Wide
Education	Primary School	Parkhill Infants 1 Form of Entry expansion	£1,736,608.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	Central
Education	Primary School	ATAM Academy Expansion	TBC	-	Atam Academy	Phase 1	Critical	South
Education	Primary School	Parkhill Junior 1 Form of Entry expansion	£2,315,477.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	South
Education	Primary School	Gordon Infants 2 Forms of Entry Expansion	£8,450,000.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	South
Education	Primary School	South Park Primary 1 Form of Entry expansion	£2,142,747.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	South
Education	Primary School	Cleveland Infants 1 Form of Entry expansion	£3,589,000.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	South
Education	Primary School	Al-Noor Primary 2 Forms of Entry expansion	£8,450,000.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	South
Education	Primary School	Gearies Primary 1 Form of Entry expansion	£3,556,686.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 2	Critical	Central
Education	Primary School	Nightingale 1 Form of Entry expansion	£3,692,538.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 3	Critical	North east
Education	Primary School	Addition 10 Forms of Entry (FE) equivalent to 4 schools based on average primary school size of 4 FE	£45,906,600.00	London Borough Redbridge / DfT /Developer contributions (not, costs shown excludes land costs and is based on LB Redbridge Build Cost only)	Redbridge / Free Schools	All	Critical	Borough wide
Education	Primary School	Expansion of education facilities at Chadwell Primary School	TBC	TBC	London Borough of Redbridge / DfT	Phase 2	TBC	Chadwell
Education	Secondary School	Expansion of Ilford County School Two Form Expansion (180 per year group)	£7,000,000.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	South
Education	Secondary School	Expansion Woodford County High School Two Form Expansion (180 per year group) Excluding land costs	£7,600,000.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	North West
Education	Secondary school	To provide sufficient additional teaching and non-teaching accommodation to allow Wanstead High School to expand by 2 forms of entry; from 8 to 10 forms of entry in September 2019.	£11,000,000.00	London Borough Redbridge/DfT	London Borough Redbridge	Phase 1	Critical	West

Category	Type	Infrastructure Project	Future growth Costs 2016 – 2030	Sources of Funding	Delivery Agency	Phase	Local Plan Delivery	Location
Education	Secondary School	Addition 47 Forms of Entry (FE) through extensions and new provisions (equivalent to 6-7 secondary schools based on average secondary school size of 8 FE)	£271,355,910.00	London Borough Redbridge/ DfT/ Developer contributions (note: costs shown excludes land costs and is based on LB Redbridge Build Cost only)	Redbridge / Free Schools	All	Critical	Borough wide - particularly south/ creating capacity in Crossrail Corridor
Education	Secondary School	Further education place / expansion at Chadwell Health Academy	TBC	London Borough of Redbridge / DfT	London borough of Redbridge	Phase 2	TBC	Seven Kings
Education	Further Education and Adult Community Learning	Further education places / expansion	TBC	TBC	TBC	All	Potential demand – keep under review	Borough wide
Health	Primary Care	New health hub on Wanstead Hospital site	TBC	CCG / Developer contributions	CCG	Phase 2	Critical	Wanstead and Woodford
Health	Primary Care	Improvements to South Woodford Health Centre	TBC	CCG / Developer contributions	CCG	Phase 2	Critical	Wanstead and Woodford
Health	Primary Care	Improvements to Hainault Health Centre / Fullwell Cross Health Centre	TBC	CCG / Developer contributions	CCG	Phase 2	Critical	Fairlop
Health	Primary Care	Improvements / redevelopment of Fullwell Cross Health Centre	TBC	CCG / Developer contributions	CCG	Phase 3	Critical	Fairlop
Health	Primary Care	Improvements to Loxford Polyclinic	TBC	CCG / Developer contributions	CCG	Phase 2	Critical	Cranbrook and Loxford
Health	Primary Care	New health hub in Ilford town centre	TBC	CCG / Developer contributions	CCG	Phase 2	Critical	Cranbrook and Loxford
Health	Primary Care	Improvements to Newbury Park Health Centre	TBC	CCG / Developer contributions	CCG	Phase 2	Critical	Seven Kings
Health	Primary Care	New health hub at King George / Goodmayes Hospital	TBC	CCG / Developer contributions	CCG	Phase 2	Critical	Seven Kings
Health	Primary Care	New health facility in Goodmayes	TBC	CCG / Developer contributions	CCG	Phase 2	Critical	Seven kings
Health	Primary Care	Enhancements to ALdersbrook Medical Centre	TBC	CCG / Developer contributions	CCG	Phase 2	TBC	Wanstead
Transport	Public realm	Ilford Growth Area Integrated Masterplan and Delivery	£22,000,000.00	£12m Redbridge funding £10m Transport for London (subject to funding bid to Transport for London, £100,000 already awarded for feasibility )	London Borough Redbridge	Phase 1 and 2	Critical	Ilford Growth Area
Transport	Public Realm/ Highways Improvements	Radial Corridor 1: High Road A118, A118 Ilford Hill, Goodmayes Road B177 and Green Lane A1083.	£2,135,000.00	Transport for London - Local Implementation (LIP)	Transport for London/ London Borough of Redbridge	Phase 1	Necessary	South
Transport	Public Realm/ Highways Improvements	Orbital Corridor 2: A123/A1400/ A104/A121	£2,014,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	Borough wide

Category	Type	Infrastructure Project	Future growth Costs 2016 – 2030	Sources of Funding	Delivery Agency	Phase	Local Plan Delivery	Location
Transport	Highways Improvement	Radial Corridor 3: Redbridge Lane East / Longwood Gardens/ Forest Road	£755,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	Borough wide
Transport	Highways Improvement	Ilford Eastern Gateway (complementary works)	£500,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	Ilford Growth Area
Transport	Public realm	Ilford Station (complementary works)	£40,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	Ilford Growth Area
Transport	Public realm	Woodford (complementary works)	£170,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	North east
Transport	Public realm	Seven Kings Station (complementary works)	£300,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	Crossrail Corridor
Transport	Public realm	Goodmayes Road Station (complementary works)	£300,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	Crossrail Corridor
Transport	Public realm	Orbital Corridor 3 Ley Street/ Horns Road	£160,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	
Transport	Public realm	Snaresbrook Station Neighbourhood ( Public realm)	£149,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	
Transport	Public realm	Orbital Corridor 5 Chadwell Health Lane	£55,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	
Transport	Public realm	Green Corridor 2: Roading Valley walking and cycling route	£353,000.00	Transport for London - Local Implementation (LIP)	London Borough of Redbridge	Phase 1	Necessary	
Transport	Public realm	Crossrail Stations/ Infrastructure	£2,272,000.00	Transport for London (non-LIP funding)	London Borough of Redbridge	Phase 1	Necessary	Crossrail Corridor
Transport	Public realm	Improved cycling infrastructure and pedestrian links to Fairlop Waters and Hainault Forest Country Park (Mayors Green Grid)	£905,000.00	Transport for London	London Borough of Redbridge	Phase 1	Necessary	Barkingside Investment and Growth Area
Transport	Public Realm	Urban realm improvement scheme - New public space at the heart of Seven Kings	£2,020,000.00	Crossrail complementary measures Transport for London - Local Implementation Plan	London Borough of Redbridge	Phase 1	Necessary	Crossrail Corridor
Transport	Public Realm	Urban realm improvement scheme - Goodmayes	£1,230,000.00	Crossrail complementary measures Transport for London - Local Implementation Plan	London Borough of Redbridge	Phase 1	Necessary	Crossrail Corridor
Transport	Public Realm	Urban realm improvement scheme - Chadwell Heath	£147,000.00	Crossrail complementary measures	London Borough of Redbridge	Phase 1	Necessary	Crossrail Corridor

Category	Type	Infrastructure Project	Future growth Costs 2016 – 2030	Sources of Funding	Delivery Agency	Phase	Local Plan Delivery	Location
Transport	Public Realm	Urban realm improvement scheme - to enhance the centre and improve legibility, way finding and safety	£3,778,000.00	Crossrail complementary measures Redbridge Community Infrastructure Levy, Section 106 Funding, Transport for London - Local Implementation Plan	London Borough of Redbridge	Phase 1	Necessary	Ilford Growth Area
Transport	Public Realm	Ilford Town Centre/ Gants Hill Town Centre/Roding Valley/Fairlop Plain "greenway" connection	£2,500,000.00	Redbridge/ Transport for London	London Borough of Redbridge	Phase 1	Necessary	Roding Valley
Transport	Public realm	River Roding Leisure Route (Bridge) - improving access to linear park	TBC	TBC	London Borough of Redbridge/ Transport for London	TBC	Necessary	Ilford Town Centre and
Transport	Public realm	Quietway cycle route (initial phases)	£917,000.00	Transport for London	London Borough of Redbridge	Phase 1	Necessary	Borough Wide
Transport	Public Realm	Public realm improvements including improved links to Valentines Park	£100,000.00	Redbridge	London Borough of Redbridge	Phase 1	Necessary	Gants Hill Investment and Growth Area
Transport	Public Realm	High street and public realm improvements.	TBC	Redbridge/ Transport for London	London Borough of Redbridge	All	Necessary	Investment and Growth Areas
Transport	Public Realm	Green Corridor 1: Woodford – Hainault walking and cycling route	£200,000.00	London Borough of Redbridge/ Transport for London Local Implementation (LIP)	London Borough of Redbridge/ Transport for London	Phase 1	Necessary	
Flood risk	Reducing Flood Risk	Flood Storage Area	£518,000.00	London Borough of Redbridge (with additional funding for works from the Environment Agency)	DEFRA and Environment Agency	Phase 1	Critical	Roding, Shonks Mill (Outside Borough)
Open Space	Open space improvements	Maintenance and enhancement to open spaces	TBC	Redbridge	London Borough of Redbridge	All	Necessary	Borough Wide
Open Space	Access to Allotments	Bringing allotments back into use/ Creation of new allotments	TBC	TBC	London Borough of Redbridge	All	Important	Borough Wide
Open Space	Public Open Space	Ilford Garden Junction	£1,000,000	GLA Air Quality Fund	London Borough of Redbridge	Phase 1	Necessary	Ilford Growth Area"
Energy	Decentralised energy	Development of Decentralised Energy network (initial cost estimate)	£2,000,000.00	Redbridge	London Borough of Redbridge/ Private Sector	Phase 1	Necessary	Ilford and Goodmayes
Leisure / Culture	Community facilities	Swimming pool at Wanstead	£5,500,000.00	Redbridge	London borough of Redbridge	Phase 1 and 2	Important	Wanstead
Leisure/ Culture	Community Facilities	Maintenance / improvements and new securing new facilities in growth areas	TBC	TBC- potentially Developer Contributions (CIL/S106) and other grant funding	London Borough of Redbridge/ Voluntary Sector	All	Necessary	Borough Wide

Category	Type	Infrastructure Project	Future growth Costs 2016 – 2030	Sources of Funding	Delivery Agency	Phase	Local Plan Delivery	Location
Leisure/Culture	Community facilities	Enhanced facilities and public realm improvements at Fullwell Swimming Pool	TBC	London Borough of Redbridge	London Borough of Redbridge	Phase 2	TBC	Fairlop
Leisure / Culture	Community facilities	Enhanced community facilities at Community Care Advice Centre, Alborough Road North.	TBC	TBC – potentially developer contributions (CIL/S106) and other grant funding.	London borough of Redbridge / Voluntary sector	Phase 2	TBC	Aldborough
Leisure / Culture	Community facilities	Improved leisure facilities at Woodford Town Hall	TBC	TBC	TBC	Phase 3	TBC	Bridge
Leisure / Culture	Community facilities	Provision of leisure facilities at Carpark, adjacent 24 Primrose Road	TBC	TBC	TBC	Phase 2	TBC	Roding
Leisure/ Culture	Sports facilities	Maintenance and improvements / Access and quality improvements to sports and leisure facilities	TBC	Vision and potentially Developer Contributions (CIL/S106) and other grant funding	London Borough of Redbridge/ Voluntary Sector	All	Necessary	Borough Wide
Leisure / Culture	Sports facilities	Enhanced facilities at Ashton Playing Fields	TBC	TBC	London Borough of Redbridge	Phase 3	TBC	Bridge
Leisure/ Culture	Refurbishment and improvement of existing libraries	Refurbishment and improvement of existing libraries	TBC	Vision	London Borough of Redbridge / Vision	All	Necessary	Borough Wide
Waste	Waste Facilities	Detailed in Waste DPD	-	-	-	-	Critical	Borough Wide
<b>TOTAL</b>			<b>£427,613,556.00</b>					

## Appendix 3 | Monitoring Framework

The table below sets out the Local Plan's monitoring framework of performance indicators and includes targets where these apply. Progress against these indicators will be set out in the Council's Authority Monitoring Report (AMR).

Strategic Objective	Local Plan Policy (LP)	Local Plan Indicator	Target	Delivery Agency
Theme 1 – Promoting and Managing Growth				
SO1	LP1 – LP 17	<p>Net additional dwellings for the current year;</p> <p>Net additional dwellings over the previous five year period or since the start of the relevant Local Plan period, whichever is the longer;</p> <p>Projected net additional dwellings up to the end of the relevant Local Plan period or over a ten year period from its adoption, whichever is the longer;</p> <p>The annual net additional dwelling requirement; and</p> <p>Annual average number of net additional dwellings needed to meet overall housing requirements, having regard to the previous year's performances.</p> <p>Number of non-commenced dwelling approvals</p> <p>Number of dwelling units under construction</p> <p>Number of dwelling units started</p> <p>Number of Affordable housing completions in all new developments.</p> <p>Number of M4(2) accessible dwelling completions (new build and overall).</p> <p>Number of M4(3) accessible wheelchair user dwelling completions (new build and overall).</p> <p>Number of dwellings conversions</p> <p>Number of new Buildings in Multiple Occupation</p> <p>Dwelling completions by tenure and number of bedrooms</p> <p>Percentage of new and converted dwellings on previously developed land.</p> <p>Number of specialist accommodation units (i) approved and (ii) completed by type</p> <p>Percentage of new dwellings completed with densities in dwellings per hectare:</p> <p>(i) Below the London Plan density range;</p> <p>(ii) Within the London Plan density range; and</p>	<p>Delivering a minimum of 1,123 new dwellings per year.</p> <p>Delivering at least 35% or 393 new affordable homes per year.</p> <p>Delivering all new build housing as M4(2) or M4(3) accessible dwellings.</p> <p>Delivering at least 10% of new build housing as M4(3) wheelchair user dwellings per year.</p> <p>Resisting the loss of larger family sized housing in the boroughs housing stock</p> <p>At least 50% of housing completions to have 3 or more bedrooms.</p> <p>Making provision for all housing needs including the provision of 7 additional Gypsies and Traveller pitches to 2030.</p> <p>Affordable tenure split - 60% social rented/ affordable rented and 40% Intermediate</p> <p>Net reduction in the number of empty properties</p> <p>No more than 14.45 hectares of industrial land to be released from employment use over the plan period.</p> <p>Protecting existing employment land for a full range of business and commercial activities.</p>	<p>LBR Regeneration Property &amp; Planning</p> <p>Development industry</p> <p>Registered Providers</p> <p>Private Landlords</p> <p>GLA</p> <p>Land Owners</p> <p>LBR Housing</p> <p>Town Centre Management</p> <p>Business Partnership</p> <p>Local Business</p> <p>Local Quarry Operators</p> <p>LBR Children's Services</p> <p>LBR Library Service</p> <p>Public Health Authority</p>

Strategic Objective	Local Plan Policy (LP)	Local Plan Indicator	Target	Delivery Agency
Theme 1 – Promoting and Managing Growth				
		<p>(iii) Above the London Plan density range.</p> <p>(i) Average density of residential approvals</p> <p>(ii) Average density of residential completions</p> <p>Number of empty properties brought back into use</p> <p>Amount of employment land lost to development.</p> <p>Losses of employment land in (i) development/ regeneration areas and (ii) town centres.</p> <p>Amount of floorspace developed for employment by type, by Investment and Growth Area.</p> <p>Amount of floorspace by employment type, which is on previously developed land.</p> <p>Employment land available by type</p> <p>Amount of completed retail, office and leisure development.</p> <p>Amount of completed retail, office and leisure development in town centres.</p> <p>Numbers of hot food takeaways, betting shops, shisha bars, and payday lenders within each local / town centre.</p> <p>Number of hotels in borough.</p> <p>Number of new hotel, guest house bed spaces</p>	<p>Facilitating business growth in the borough with the provision of a minimum of 21,206m<sup>2</sup> of new B1 space for SME's</p> <p>Making provision for a minimum of 23,911sqm of comparison retail floorspace by 2030.</p> <p>Making provision for a minimum of 8,562sqm of convenience retail floorspace by 2030.</p> <p>Provision of new community infrastructure in a timely and efficient manner in appropriate locations to support population, housing, employment and economic growth, in accordance with Appendix 2 of the Local Plan and the Infrastructure Delivery Plan.</p> <p>Enhancing the quality of Ilford's retail offer more benefitting its Metropolitan Town Centre Status</p> <p>Increasing the numbers of bedspaces (visitor accommodation) in the borough to help promote Redbridge as a destination for leisure and tourism</p>	

Strategic Objective	Local Plan Policy (LP)	Local Plan Indicator	Target	Delivery Agency
Theme 2 – Promoting a Green Environment				
SO2	LP19–LP 25	<p>Number of jobs within a 45 minute public transport journey of each local centre and town centre (as measured in the AM peak).</p> <p>Amount of new residential development within 30 minutes public transport time of: a GP; an A&amp;E department; a primary school; a secondary school; areas of employment; and a major retail centre(s).</p> <p>Amount of completed non-residential development within UCOs A, B and D complying with car-parking standards set out in the local Plan.</p> <p>Amount of eligible open spaces managed to Green Flag Award standard.</p> <p>Change in areas and populations of biodiversity importance, including: (i) Change in priority habitats and species (by type); and (ii) Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance.</p> <p>Levels of the following pollutants: PM2.5 particulates, PM10 particulates, Carbon Monoxide, Nitrogen Dioxide, Oxone, Sulphur Dioxide.</p> <p>Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality.</p> <p>Renewable energy capacity installed by type.</p>	<p>Provide an annual increase in the number of jobs available within 45 minutes of each local centre and town centre.</p> <p>Reduce dependence on the private car, minimising greenhouse gases from vehicle emissions and improving air quality.</p> <p>Maintain at least 50 per cent of net B1 additional floorspace in PTAL Zones 5-6.</p> <p>Promoting walking, cycling, and use of public transport.</p> <p>Annual average % carbon dioxide emissions savings for strategic development proposals progressing towards zero carbon in residential developments by 2020 and in all developments by 2022.</p> <p>Maintain 2.9ha of green space per 1000 persons in Redbridge to ensure residents quality of life and access to open space.</p> <p>Maintaining tree coverage within the borough is maintained and in areas of deficiency, increased.</p> <p>No net loss of Sites of Importance for Nature Conservation.</p> <p>No net loss of open space designated for protection in the Local Plan due to new development.</p> <p>Net reduction in annual average, hourly peak, and daily peak readings of all monitored pollutants.</p>	<p>LBR Regeneration Property &amp; Planning</p> <p>LBR Nature Conservation</p> <p>RSP Environment Partnership</p> <p>Crossrail</p> <p>GLA/TfL</p> <p>Environment Agency</p> <p>Thames Water</p> <p>Sustrans</p> <p>Network Rail</p> <p>City of London as the Conservators of Epping Forest</p> <p>Corporation of London</p> <p>London Air Quality Network &amp; LBR Community Safety Service Pollution &amp; Public Health Team</p>

Strategic Objective	Local Plan Policy (LP)	Local Plan Indicator	Target	Delivery Agency
Theme 3 – Achieving Design Quality				
SO3	LP26- LP33	<p>Delivery of high quality mixed-use developments</p> <p>Number and location of tall buildings</p> <p>Number and location of tall buildings approved</p> <p>Number of all assets on the Heritage at Risk Register.</p> <p>Number of conservation areas with up to date character appraisals and management plans.</p> <p>Planning/Listed Building Consent applications for Listed Buildings approved in accordance with the advice of Historic England</p> <p>Number of basement applications</p>	<p>Promoting good design in all new development schemes.</p> <p>Review of design quality through assessment of completed schemes, including Building for Life assessments and monitoring of active ground floor uses within major developments over 50 units.</p> <p>Ensuring development makes a positive contribution to place making and local distinctiveness.</p> <p>Shopfronts and signage respects the overall character and appearance of the building and the street scene generally.</p> <p>Sustainable design and construction techniques are used in all new developments.</p> <p>Review of quality of tall buildings provided within the borough, undertaking Building for Life assessments.</p> <p>Tall buildings are appropriately located and well integrated into the urban fabric and are suitable to their location.</p> <p>Heritage assets within the borough are conserved and enhanced in a manner appropriate to their special interest, character or appearance and significance.</p> <p>Annual reduction in the number of assets on the Heritage at Risk Register.</p>	<p>LBR Regeneration Property &amp; Planning</p> <p>Development Industry</p> <p>GLA</p> <p>Historic England</p>

Strategic Objective	Local Plan Policy (LP)	Local Plan Indicator	Target	Delivery Agency
Theme 4 – Protecting and Enhancing the Borough's Assets				
SO4	LP34-LP40	<p>Change in areas and populations of biodiversity importance, including:</p> <p>(i) Change in priority habitats and species (by type); and</p> <p>(ii) Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance.</p> <p>Number of Planning applications affecting sites of biodiversity importance.</p>	<p>No net loss of Green Belt and Metropolitan Open Land.</p> <p>No net loss of allotment sites.</p> <p>No net loss of international, national and local sites of nature conservation importance including SSSIs covering Epping Forest, Wanstead Flats and Hainault Forest.</p> <p>Protection of Sites of Metropolitan Importance for Nature Conservation (SMI's) covering the River Roding and Seven Kings Water Corridor.</p> <p>The quality of open spaces and public access to them is improved through new development opportunities and as part of the wider All London Green Grid network.</p> <p>No net loss of open spaces in areas of high open space deficiency.</p> <p>Promotion of a quality network of accessible green spaces across the borough to benefit biodiversity and provide opportunities for outdoor recreation for residents.</p> <p>Maintain tree coverage in the borough and increase provision in areas of deficiencies.</p>	<p>LBR Regeneration Property &amp; Planning</p> <p>LBR Leisure Services</p> <p>Sport England</p> <p>Natural England</p> <p>City of London as the Conservators of Epping Forest</p> <p>Corporation of London</p>

Strategic Objective	Local Plan Policy (LP)	Local Plan Indicator	Target	Delivery Agency
LP41 – Monitoring and Delivery				
		<p>Number of relevant new infrastructure programmes completed</p> <p>Amount of Planning Obligations/CIL secured and spent, and by type</p> <p>Percentage of major planning applications determined within 13 weeks</p> <p>Percentage of planning applications processed in 8 weeks (Minor)</p> <p>Percentage of planning applications processed in 8 weeks (Other)</p> <p>Number of enforcement notices issued</p> <p>Number of appeals against non-determination made</p> <p>Number of appeals against non-determination upheld</p> <p>Number of appeals against refusals made</p> <p>Number of appeals against refusals that are upheld</p> <p>Numbers of apprenticeships, job brokerage agreements, and contributions relating to skills and training through Section 106 agreements</p> <p>Completion of Annual Monitoring Report (including review of LDS milestones)</p>	<p>Delivery of key infrastructure programmes as set out in the Infrastructure Delivery Plan</p> <p>65% of major planning applications to be determined within 13 weeks</p> <p>65% of minor planning application to be determined within 8 weeks</p> <p>80% of other planning applications to be determined within 8 weeks</p> <p>Continuous partnership working and cross-boundary working</p> <p>Production of Authority Monitoring Report to measure the effectiveness of the Local Plan.</p>	

## Appendix 4 | Metropolitan, District and Local Open Spaces

### Metropolitan Open Space

- Fairlop Waters Country Park
- Hainault Forest Country Park
- Wanstead Park
- Claybury Park
- Wanstead Flats\*

### District Open Spaces

- Valentines Park

### Local Open Spaces

- Clayhall Park
- Ray Park
- South Park
- Seven Kings Park
- Goodmayes Park
- Elmhurst Gardens
- Queen Elizabeth II Field Barkingside Recreation Ground
- Christchurch Green
- Loxford Park
- Upper Green
- Westwood Road Recreation Ground
- The Green
- Woodford Green
- Knighton Woods
- Epping Forest
- Epping Forest Hatch
- Cocked Hat Plantation
- Hainault Lodge Nature Reserve
- Reeds Forest
- Walthamstow Forest
- Roding Valley Green Corridor

Sites marked with an asterisk (\*) are also historic Parks and Gardens.

This list does not include every open space in the borough, only the most significant in terms of size. Local Plan policy applies to all areas of existing open space, not those just listed in this Appendix. For further information, please refer to Redbridge Open Spaces Study, 2016.

## Appendix 5 | Sites of Importance for Nature Conservation

### Sites of Metropolitan Importance

- Epping Forest
- Hainault Forest
- Epping Forest South
- River Roding north of the Liverpool Street to Southend Railway
- Claybury Wood

### Sites of Borough Importance (Grade 1)

- Claybury Park Grassland
- Fairlop Plain and Fairlop Water
- Hainault Forest Country Park and Golf Course
- Roding Valley Park
- Hainault Lodge Local Nature Reserve
- Hargreaves Scout Camp, Seven Kings Water and Goodmayes Hospital
- River Roding South of Liverpool Street to Southend Railway

### Sites of Borough Importance (Grade 2)

- South Park
- Valentines Park
- Woodford Bridge Green Pond
- Central Line Railsides
- Goodmayes Park
- Ilford to Chadwell Heath rail sides
- Aldersbrook at Ilford Golf Course
- Woodford Green and Ponds
- The Exchange Lands
- Wanstead War Memorial (Tarzy Wood)
- Whiskers Island
- Trinity High School Pond
- Loxford Water

### Sites of Local Importance

- Ilford Cemetery and St. Mary's Churchyard
- Clayhall Park
- Cocked Hat Plantation (Hurstleigh Gardens Open Space)
- Loxford Park
- The Glade, Woodford Bridge
- Newbury Park War Memorial Garden
- West Wood Recreation Ground
- Well Brook at Navestock Crescent Recreation Ground
- Gardens of Peace
- Redbridge Recreation Ground"

## Appendix 6 | Town Centres, Key Retail Parades and Retail Park

### Metropolitan Centre

- Ilford

### District Centres

- Barkingside
- Chadwell Heath
- Gants Hill
- Green Lane
- South Woodford
- Wanstead

### Local Centres

- Goodmayes
- Green Lane
- Ilford Lane
- Manford Way
- Seven Kings
- Woodford Bridge
- Woodford Broadway/ Snakes Lane
- Woodford Green

### Key Retail Parades

- 110-122, 217-229, 249-261, 265-273 Aldborough Road
- 89-95 Aldersbrook Road
- 45-55 Atherton Road
- 1-3 Beattyville Gardens & 779-793 Cranbrook Road
- 1-35, 2-18 Beehive Lane, 439-461 Cranbrook Road
- Highview Parade, 1-11 Redbridge Lane East, Corner of, 202 Beehive Lane, Spurway Parade, Woodford Avenue
- 80-90, 71-89b Belgrave Road
- 95, 103-127 Belgrave Road
- 154-Broadmead Road, Woodford Green
- 64-70, 65-79, 105 Chadwell Heath Lane
- 524-542 Chigwell Road
- 1-14 Claybury Broadway
- 225-241 Clayhall Avenue
- 552-586, 604-606, 632-650, 685-713, 733 Cranbrook Road, 10 Gants Hill Crescent
- 105, 109-127, 158-168, 208, 250-260 Fencepiece Road, 1, 35-57 New North Road
- 115-129, 130 Eastern Avenue
- 1-6 Fullwell Parade
- 123-143 Gordon Road, 279 Hampton Road
- 19-59, 63, 96-98 Green Lane
- 126-140 Hermon Hill
- 211-249, 253-269, 168-218 High Road Woodford Green
- 314-320, 316 to 324, 332-356, 370-378, 392-418, 399-415, 474 Ilford Lane, 1 Roman Road
- 309-365, 322-366 Ley Street, 1 Vicarage Road
- 80-90 Leyswood Drive
- 561-567 Longbridge Road

- 165-173 Longwood Gardens/1-15 Longwood Parade, Dr Johnson PH
- 358-368 Manford Way
- 37-61, 74a, 74c, 98-102 Meads Lane
- 194-204, 206-218, 209-223 New North Road
- 593-603 New North Road
- 214-226 Redbridge Lane East, 2-14 Roding Lane South
- 119-141, 122-132 Woodlands Road, 116 Windsor Road
- 108-134 Horns Road, 2-4 Tring Close
- 3, 41-49, 55, 18, 56-58, 68, 74 Chigwell Road
- 902-910, 731-755, 940-994 Eastern Avenue
- 341-347 Chigwell Road
- 85 Barley Lane
- 99-109 Goodmayes Lane
- 169 Barley Lane, Little Heath
- 1-2 Aldborough Parade, Aldborough Road North
- 117 Aldborough Road South
- 86-100, 110, 137-147, The Beehive, 151 and 86-110 Beehive Lane, 293-295 Eastern Avenue
- 635, 639-645 Cranbrook Road, Gants Hill
- 1-12 Station Parade, 1-4 Station Approach, Gwynne House, Countrywide House. Wanstead High St
- 1-8 Station Parade, Cherry Tree Rise
- 113-119 Maybank Road, South Woodford
- 1033-1087 High Road, Chadwell Heath
- 333-445, 461, 378 High Road (East of Ilford west)
- 543-561, 490-492, 500-540 High Road (East of Ilford (east))
- 710-730, 736-756, 768 Eastern Avenue, Grays Corner, Central Parade, 544-570, 623 Ley St
- 732-742 High Road
- 89-97, 109-111, 129-135, 145, 153, 225, 229, 190-194, 208, 258, 298-310 Green Lane, 24 South Park Drive
- Forest Farm Shop, Forest Road, Hainault

## Appendix 7 | Designated Key Industrial and Employment Areas

### Strategic Industrial Locations (SIL):

- Hainault Business Park
- Southend Road Business Park

### Local Business Areas:

- Forest Road
- Hainault Works
- Newton Industrial Estate
- Raven Road
- Connaught Road West
- The Shrubberies
- Barnardo's
- Coventry Road and Cranbrook Road
- Beal Road
- Wellesley Road
- Roden Street North

## Appendix 8 | Conservation Areas

### Conservation Areas

- Aldersbrook
- Barnardo's Village Homes
- Claybury
- George Lane
- Little Heath
- The Bungalow Estate (Previously known as Mayfield C. A.)\*\*
- Snaresbrook (\*\*\*)
- South Woodford
- Valentines Mansion
- Wanstead Park \*
- Wanstead Grove
- Wanstead Village (2 x \*\*\*)
- Woodford Bridge
- Woodford Broadway
- Woodford Green
- Woodford Wells

Conservation Areas marked with an asterisk (\*) are also Historic Parks and Gardens.

Whole Conservation Areas marked with an asterisk (\*\*) are the subject of Article 4 Direction and carry additional planning controls put in place by the Council in order to preserve or enhance the character or appearance of the areas.

Individual Properties within a Conservation Areas marked with an asterisk (\*\*\*) are the subject of Article 4 Direction and carry additional planning controls put in place by the Council in order to preserve or enhance the character or appearance of the areas.

## Appendix 9 | Glossary of Terms

Term	Definition
Affordable Housing	<p>Affordable Housing is defined as follows:</p> <p>Social rented housing is owned by local authorities or private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements, as agreed with by the Council.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes available for sale or rent at a cost above social rent, but below market levels. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rent.</p>
Air Quality Management Area (AQMA)	An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded. The whole of Redbridge Borough is designated as an AQMA.
Amenity	Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.
Aggregates	These are granular materials such as sand or stone used in construction. Aggregates may be natural, artificial or recycled.
Archaeological Priority Zones	An area that is known to be of archaeological importance because of past finds, excavations or historical evidence.
Article 4 Direction	A Direction under Article 4 of the Town and Country Planning (General Permitted Development) Order 1995, which may be made by a local authority (subject to notifying the Secretary of State) to remove specified permitted development rights from a particular site or for a particular type of development across a locality.
Annual Monitoring Report (AMR)	The Localism Act 2011 requires Planning Authorities to produce monitoring reports on at least an annual basis. The report monitors the implementation of the Council's Local Development Scheme (the work programme for preparing Local Development Documents such as the Local Plan and other Development Plan Documents). It also assesses the extent to which the objectives of planning policies contained in these planning documents are being achieved and seeks explanations if they're not.
Biodiversity	This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.
Blue Ribbon Network	The name given in the London Plan to the network of London's waterways and the land alongside them.
Brownfield (land/sites)	Both land and premises are included in this term, which refers to a site that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. This excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development.
Business Improvement Districts	Defined areas within which the businesses have voted to invest collectively in local improvements to enhance their trading environment. This is achieved through changes to local taxation based on a supplementary rate levied on businesses within the areas.
Carbon dioxide (CO <sub>2</sub> )	Carbon dioxide is a naturally occurring gas comprising 0.04 per cent of the atmosphere. The burning of fossil fuels releases carbon dioxide fixed by plants many millions of years ago, and this has increased its concentration in the atmosphere over the past century. It is the major contributor to the potential global warming effect of man-made emissions of greenhouse gases.
Car club	A scheme which facilitates vehicle sharing
Combined Heat and Power	The Combined production of electricity and useable heat is known as Combined Heat and Power (CHP). Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.
Commercial waste	Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the controlled Waste Regulations 1992.

Term	Definition
Change of Use	A change in the way that land or buildings are used. Planning permission is usually necessary in order to change from one 'land use class' to another.
Character	A term relating particularly to Conservation Areas or Listed Buildings, but also to the appearance of any location in terms of its landscape or the layout of streets and open spaces and the design of its buildings, often giving places their own distinct identity.
Climate Change	For the purpose of a policy response, climate change is taken as anthropogenic climate change- that is, change caused by human activities.
Community Infrastructure Levy	The Community infrastructure Levy is a levy that local authorities can choose to charge on new development in their area. The money can be used to support development by funding infrastructure that the Council, local community and neighbourhood wants.
Conservation Area	An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, designated under S69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Conservation Area Appraisal	A document defining the special architectural and historic interest which warrants the designation of the conservation area.
Convenience Shopping	These refer to shopping for everyday, essential items like food, drink, newspapers and confectionary.
Comparison shopping	This refers to shopping for things like clothes, products, household and leisure goods which are not bought on a regular basis.
Contaminated Land	Land that has been polluted or harmed in some way, making it unfit for safe development and usage without first being cleaned up.
Decentralised energy	The local generation of electricity and where appropriate, the recovery of the surplus heat (combined heat and power- CHP) for purposes such as building space heating and domestic hot water production. CHP is often used in District Heating Systems, with the heat generated as a by-product of electricity generation being pumped into homes, either as hot water or as steam, through networks of reinforced pipes.
Density	A measure of the amount of residential accommodation on any given site. It can be measured by calculating the number of habitable rooms per hectare, or by calculating the number of dwellings per hectare. In either case, the net site area is the appropriate unit of measurement.
District Centre	District centres – Barkingside , Gants Hill, South Woodford, Wanstead and Chadwell Heath - distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sq.m of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions.
Family sized housing	Generally defined as three or more bedrooms.
Flood Risk Assessment	An assessment of the likelihood of flooding in a particular area so that the location and design of development and mitigation measures can be carefully considered.
Greater London Authority	The Greater London Authority (GLA) is the body responsible for strategic citywide government for London, and consists of the Mayor of London and the London Assembly.
Green chains	Linked but separate open spaces with footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.
Green Belt	Designated area of countryside 'belting' a settlement, which is protected from most forms of development in order to maintain the openness of the countryside and prevent urban sprawl.
Green Infrastructure	A network of green spaces – and features such as street trees and green roofs – that is planned, designed and managed to provide a range of benefits, including: recreation and amenity , healthy living, reducing flooding, improving air quality, cooling the urban environment, encouraging walking and cycling, and enhancing biodiversity and ecological resilience.
Green Industries	The business sector that produces good and services which, compared to other more commonly used goods and services, are less harmful to the environment.
Gypsy and Travellers' sites	These are sites either for settled occupation, temporary stopping places, or transit sites for people of nomadic habit of life, such as travellers and gypsies.
Heritage Assets	The valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and those identified by the Local Authority during process of decision-making or plan making process.
Household Waste	All waste collected by Waste Collection Authorities under Section 45 (1) of the Environmental Protection Act 1990, plus all waste arising from the civic amenity sites and waste collected by third parties for which collection or disposal credits are paid under Section 52 of the Environmental Protection Act 1990.

Term	Definition
Houses in Multiple Residential Occupation	Larger shared houses occupied by more than six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. Classified in the Use Class Order as Sui Generis.
Infrastructure	Term used to describe the facilities and services necessary for local people to live their everyday lives. Infrastructure can take many forms; it can be defined in physical, green and social terms, and can range from strategic provision, such as a new road or school, to the creation of a local play space.
Local Plan Indicator	A variable selected to measure progress towards achieving an objective over time.
Lifetime Homes	Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from families with young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, and can be easily adapted to meet the needs of future occupants. The 16 criteria are set out and explained in <a href="http://www.lifetimehomes.org.uk">www.lifetimehomes.org.uk</a> and are included in the health and wellbeing category of the Code for Sustainable Homes. They have been built upon and extended in the British Standards Institution Draft for Development (DD 266:2007) 'Design of accessible housing –Lifetime Homes – Code of practice'.
Local Centres	Local Centre – Woodford Broadway/ Snakes Lane, Woodford Bridge, Woodford Green, Manford Way, Seven Kings, Goodmayes, Ilford Lane and Green Lane – typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services.
Local Development Scheme (LDS)	Document that sets out the Local Planning Authority's intentions for the Local Development Framework. It is a 3-year project plan that sets out all the Local Development Documents that will be produced and includes a timetable for their preparation.
Local Implementation Plan (LIP)	Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
Listed Buildings	Statutory listing means that the building is protected by law. This protection extends over the whole building including its interior. It also extends to any object or structure fixed to the building as well as freestanding objects or structures, which lie within the curtilage of the building and were erected before 1 July 1948. Listed Building Consent is required for any works that might affect the special interest of the listed building.
Locally Listed Buildings	The Council maintains a list of buildings of local architectural or historic interest which it believes are worthy of conservation. Local listing brings with it no additional planning controls but it is a material consideration when planning applications are considered.
London Aggregates Working Party (LAWP)	An advisory body to both the Mayor of London and the Department of Communities and Local Government that monitors the supply and demand for aggregates.
London Plan	Spatial Development Strategy prepared by the Greater London Authority for the strategic planning of the Greater London Area.
London plan Opportunity Area	London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility. Ilford Metropolitan town centre is identified as an opportunity area within the London Plan.
Metropolitan Centre	Metropolitan centres – Ilford - serve wide catchments which can extend over several boroughs and into parts of the wider South East region. Typically they contain at least 100,000 sq.m of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions.
Major Development	Development involving any one or more of the following: <ul style="list-style-type: none"> <li>a) the winning and working of minerals or the use of land for mineral-working deposits;</li> <li>b) waste development;</li> <li>c) the provision of dwelling houses where <ul style="list-style-type: none"> <li>i. the number of dwelling houses to be provided is 10 or more; or</li> <li>ii. the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within paragraph C (i);</li> </ul> </li> <li>d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or</li> <li>e) development carried out on a site having an area of 1 hectare or more.</li> </ul>
Metropolitan Open Land	Strategic open land within the urban area that contributes to the structure of London.
Mixed Use Developments	Development for a variety of activities on single sites or across wider areas such as town centres.

Term	Definition
Nature Conservation	Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and recreation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.
National Planning Policy Framework	This document sets out the Government's planning policies for England and how these are expected to be applied.
Neighbourhood Plan	A type of statutory development plan document whose preparation is led by the local community, acting through a Neighbourhood Forum. Must be in conformity with the strategic outcomes identified in this Local Plan.
Open space	All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
Policies Map	A type of Development Plan Document which illustrates on an Ordnance and Survey map base, individual sites or geographical areas to which adopted planning policies and proposals relate.
Public Realm	This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
Public Transport Accessibility Levels (PTALS)	The extent and ease of access by public transport, or where it can reasonably be used as a proxy, the degree of access to the public transport network.
Radial Destination	As per Radial Parade but with a wider catchment based on distinctive market factors or visitor appeal creating a recognised destination (but not a town centre) for specialised goods/ services or shopping experience.
Recycling	Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.
Registered Providers	Landlords of social housing that are registered with the Housing Corporation. Most are housing associations but they also include trusts, co-operatives and companies.
Renewable energy	Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.
Sites of Importance for Nature Conservation	Sites of Importance for Nature Conservation (SINCs) are areas designated for their importance for wildlife to help inform planning decisions and management. In London SINCs are designated as one of a hierarchy of types: Sites of Metropolitan Importance, Sites of Borough Importance (grade 1 and 2), and Sites of Local Importance.
Specialist Accommodation	Specialised Accommodation includes: <p>Sheltered housing - commonly self contained homes with limited on-site care and support (usually within Use Class C3);</p> <p>Residential care homes - non – self contained bedsit rooms with shared lounges and eating arrangements (within Use Class C2);</p> <p>Nursing homes - accommodating ill or frail elderly people in non – self contained bedsit rooms with on site care and support (Use Class C2);</p> <p>Dual registered care homes - non – self contained bedsit rooms where on site care and support is provided for the residents who require it (Use Class C2);</p> <p>Extra-care homes - non - self contained bedsit rooms providing independent living alongside on site care and support (usually within Use Class C2);</p> <p>Non - self contained shared homes occupied by no more than 6 people with an element of on site care and support (usually in Use Class C3);</p> <p>Residential colleges and training centres (e.g. student housing) (usually in Use Class C2); and</p> <p>Hostels for a number of households or individuals. The occupiers are usually linked in terms of circumstances or age group. There is usually a common management regime and some shared facilities and an element of care and support on site.</p>

Term	Definition
Section 106 Agreements	These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant policies by Section 106 of the Town and Country Planning Act 1990.
Sequential Approach	As defined in the national planning policy framework paragraph 24.
Statement of Community Involvement	A local development document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications.
Sui generis uses	Use which do not fall within any use class, including scrap yards, petrol filling stations, nightclubs, taxi businesses and casinos, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
Supplementary planning documents	Supplementary Planning Documents provide further explanation or elaboration of policies contained in Development Plan Documents. Supplementary Planning Documents may take the form of design guides, area development briefs, master plan or issue-based documents.
Sustainability Appraisal (SA)	A systematic process, required by the Planning and Compulsory Purchase Act 2004 and incorporating the requirements of SEA Directive, aimed at appraising the social, environmental and economic effects of the plan strategies and policies and ensuring that they accord with the objectives of sustainable development.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of land availability for housing which informs the London Plan and borough local development documents.
Strategic Housing Market Assessment (SHMA)	An assessment of housing need and demand which informs the London Plan and borough local development documents
Strategic Waste Infrastructure	Waste management infrastructure may include reuse and recycling centres, bulking and storage of recyclables, composting mechanical biological treatment, anaerobic digestion, thermal treatment, reprocessing of recyclable waste into new materials for industry and other advanced waste treatment technologies.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable drainage systems (SuDS)	An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.
Tenure	Describes the type of ownership of a property e.g. privately rented, social rented, freehold etc.
Transport Assessment	This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.
Transport for London (TfL)	One of the GLA Group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.
Tree Preservation Orders	A mechanism for securing the preservation of single trees or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

Term	Definition
Use Class Order	<p>A1 - Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.</p> <p>A2 - Financial and professional services - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as "sui generis" uses (see below).</p> <p>A3 - Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.</p> <p>A4 - Drinking establishments - Public houses, wine bars or other drinking establishments (but not night clubs).</p> <p>A5 - Hot food takeaways - For the sale of hot food for consumption off the premises.</p> <p>B1 - Business - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.</p> <p>B2 - General industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).</p> <p>B8 - Storage or distribution - This class includes open air storage.</p> <p>C1 - Hotels - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).</p> <p>C2 - Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.</p> <p>C2A - Secure Residential Institution - Use for provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.</p> <p>C3 - Dwellinghouses - this class is formed of 3 parts:</p> <p>C3 (a): covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.</p> <p>C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.</p> <p>C3(c): allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</p> <p>C4 - Houses in multiple occupation - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.</p>
Wheelchair accessible housing	This refers to homes built to meet the standards set out in the second edition of the Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006.
Work live space	The flexible use of buildings and space to allow both functions within them.
Worklessness	A term used to describe all those who are out of work but who would like a job. Workless individuals include individuals who are unemployed and claiming unemployment benefits, individuals who are economically inactive and eligible for inactive benefits and individuals who are working exclusively in the informal economy.

## Appendix 10 | List of Evidence Base

### Air Quality

- Air Quality Assessment (2015)
- Billet Road Air Quality Report (2015)

### Borough Profile

- Redbridge Borough Profile (2015)

### Environment

- Redbridge Environmental Action Plan (REAct) 2010 to 2018 (2013 revision)

### Green Belt and Open Space

- Green Belt Review (2016)
- Green Belt Review Addendum (2017)
- Concept Masterplans Green Belt release sites (2017)

### Health and Wellbeing

- Health and Wellbeing Strategy 2013-2016 (2013)
- Children and Young People's Plan 2015-2018 (2015)

### Housing

- North East London Strategic Housing Market Assessment (SHMA) (2016)
- North East London SHMA Update for Redbridge (2017)
- London Strategic Housing Land and Availability Assessment 2013 (SHLAA) (2013)
- Empty Properties Strategy 2012-15 (2012)
- Housing Strategy 2014-2019 (2014)
- Development Opportunity Sites (2016)
- Gypsy and Travellers Needs Assessment (2016)

### Infrastructure

- Redbridge Infrastructure Delivery Plan (2017)
- Infrastructure Delivery Plan (2017)

### Minerals

- Minerals Report (Land at Willow Farm) (2016)
- Minerals Report (Land at Forest Road) (2016)

**Open Space**

- Open Space Study (2016)
- Biodiversity Action Plan (2007)
- Playing Pitches Strategy (2016)

**Spatial Strategy Topic Paper**

- Spatial Topic Paper (2017)

**Tall Buildings Study**

- Tall Buildings Study (2017)

**Town Centres and Employment**

- Employment Land Review (2016)
- Local Economic Assessment (2016)
- Draft Economic Strategy (2016)
- Retail Capacity Assessment (2016)
- Retail Site Opportunities Assessment (2015)
- Employment, Skills and Enterprise Plan (2015)

**Transport**

- Transport Assessment (2017)
- Phase 1 High Level Transport Study (2015)
- High Level Transport Study (Billet Road) (2016)
- Local Implementation Plan (2011)
- Sustainable Modes of Travel Strategy (2014)

**Urban Design**

- Redbridge Characterisation Study (2014)
- Seven Kings Urban Integration Study (2014)
- Goodmayes Urban Integration Study (2014)
- Ilford Urban Integration Study (2012)
- Goodmayes Urban Integration Study (2012)

**Viability**

- Whole Local Plan Viability Assessment (2016)

**Water**

- Flood Risk Sequential and Exception Test (2016)
- Strategic Flood Risk Assessment (SFRA) Level 1 and Level 2 (2016)

**Assessment and other supporting documents**

- Sustainability Appraisal Interim Report (2017)
- Sustainability Appraisal and Equalities Impact Assessment (2016)
- Habitats Regulations Assessment (2016)
- Duty to Cooperate Statement (2017)
- Local Plan Consultation Statement (2017)

## Appendix 11 | Schedule of Superseded Policies

The Redbridge Local Plan will supersede the policies set out in the Core Strategy and Borough Wide Primary Policies (2008). It will also supersede the policies contained within the

Area Action Plans for Ilford (2008), the Crossrail Corridor (2011) and Gants Hill (2009), as well as Development Sites with Housing Capacity (2008) and Development Opportunity Sites (2008).

<b>Core Strategy (2008)</b>			
<b>CS Policy</b>	<b>Core Strategy Policy Name</b>	<b>LP Policy</b>	<b>LP Policy Name</b>
<b>Strategic Policies</b>			
SP1	Overall Growth	LP1	Spatial Development Strategy
SP2	Green Environment	LP19, LP34	Climate Change Mitigation, Managing and Protecting the Borough's Green Belt and Metropolitan Land
SP3	Built Environment	LP26, LP33	Promoting High Quality Design, Heritage
SP4	Retail	LP10	Managing Town Centres and Retail Uses
SP5	Employment	LP14	Stimulating Business and the Local Economy
SP6	Movement and Transport	LP22	Promoting Sustainable Transport
SP7	Housing	LP2	Delivering Housing Growth
SP8	Affordable Housing	LP3	Affordable Housing
SP9	Culture and Recreation	LP17, LP35	Delivering Community Infrastructure, Protecting and Enhancing Open Spaces
SP10	Community Facilities	LP17	Delivering Community Infrastructure
SP11	Waste	n/a	Joint Waste DPD (2012)
SP12	Planning Obligations	LP41	Delivery and Monitoring

<b>Borough Wide Primary Policies (2008)</b>			
<b>Policy</b>	<b>Borough Wide Policy Name</b>	<b>LP Policy</b>	<b>Local Plan Policy Name</b>
<b>Environment Policies</b>			
E1	Green Belt and Metropolitan Open Land	LP34	Managing and Protecting the Borough's Green Belt and Metropolitan Land
E2	Nature Conservation	LP39	Nature Conservation and Biodiversity
E3	Conservation of the Built Heritage	LP33	Heritage
E4	Archaeological Remains	LP33	Heritage
E5	Flooding and Water Quality	LP21	Water and Flooding
E6	Telecommunications	LP25	Telecommunications
E7	Minerals	n/a	Minerals Local Plan (2012)
E8	Air Quality	LP24	Pollution
<b>Transport Policies</b>			
T1	Sustainable Transport	LP22	Promoting Sustainable Transport
T2	Public Transport	LP22	Promoting Sustainable Transport
T3	Walking and Cycling	LP22	Promoting Sustainable Transport
T4	Enhancing the Transportation Network	LP22	Promoting Sustainable Transport
T5	Parking Standards	LP23	Cycle and Car Parking
T6	Service and Delivery Vehicles	LP22	Promoting Sustainable Transport

<b>Housing Policies</b>			
H1	Housing Provision	LP2, LP3	Delivering Housing Growth, Affordable Housing
H2	Housing Choice	LP5	Dwelling Mix
H3	Travellers & Gypsy Sites	LP8	Gypsies and Travellers
<b>Retail Policies</b>			
R1	Sustainable Centres	LP9	Ensuring the Future Vitality and Viability of Town Centres
R2	New Shopping Development	LP10	Managing Town Centres and Retail Uses
R3	Protection of Shopping Uses	LP10	Managing Town Centres and Retail Uses
<b>Business, Industry, and Warehousing Policies</b>			
B1	Promoting Employment	LP14, LP16	Stimulating Business and the Local Economy, Skills and Training
B2	Office Accommodation	LP14, LP15	Stimulating Business and the Local Economy, Managed Workspace
<b>Culture and Recreation Policies</b>			
CR1	Protection of Important Urban Open Space	LP35	Protecting and Enhancing Open Spaces
CR2	Allotments	LP36	Allotments and Local Produce
CR3	Sport, Leisure and Cultural Facilities	LP17, LP35	Delivering Community Infrastructure, Protecting and Enhancing Open Spaces
CR4	Provision of Open Space	LP34, LP35	Managing and Protecting the Borough's Green Belt, Protecting and Enhancing Open Space
<b>Community Facilities Policies</b>			
C1	Existing Community Facilities	LP17, LP18	Delivering Community Infrastructure, Health and Wellbeing
C2	Access to Community Facilities	LP17	Delivering Community Infrastructure
<b>Building Design Policies</b>			
BD1	All Development	LP26	Promoting High Quality Design
BD2	Tall Buildings	LP27	Tall Buildings
BD3	Density in New Residential Development	n/a	London Plan (2016) policy 3.4 & Table 3.2
BD4	Amenity Space in New Residential Development	LP29	Amenity and Internal Space Standards
BD5	Extensions to Existing Dwellings	LP30	Household Extensions
BD6	Advertisements	LP28	Advertising and Shop Fronts
BD7	Internal Space	LP29	Amenity and Internal Space Standards

<b>Gants Hill Area Action Plan (2009)</b>			
GH1	Calming Traffic	LP22	Promoting Sustainable Transport
GH2	Sustainable Transport	LP22	Promoting Sustainable Transport
GH3	Place Identity	LP1C	Gants Hill Investment and Growth Area
GH4	Building Heights	LP1C, LP26, LP27	Gants Hill Investment and Growth Area, Promoting High Quality Design, Tall Buildings
GH5	Land Use	LP1C	Gants Hill Investment and Growth Area
GH6	Expanded Retailing	LP1C, LP9	Gants Hill Investment and Growth Area, Ensuring the Future Vitality and Viability of Town Centres
GH7	Housing	LP1C, LP2	Gants Hill Investment and Growth Area, Delivering Housing Growth
GH8	Use of Employment Land	LP14	Stimulating Business and the Local Economy
GH9	Amenity Provision, Community Uses and Social Infrastructure	LP17	Delivering Community Infrastructure

<b>Iford Area Action Plan (2008)</b>			
<b>Land Use</b>			
LU1	A Vibrant Mix of Uses	LP10, LP11	Managing Town Centres and Retail Uses, Managing Clustering of Town Centre Uses
LU2	Retail and Leisure Activity	LP10	Managing Town Centres and Retail Uses
LU3	Interest and Vitality	LP10	Managing Town Centres and Retail Uses
LU4	Employment	LP14, LP16	Stimulating Business and the Local Economy, Skills and Training
LU5	Housing Type and Density	LP5	Dwelling Mix
LU6	Contributions to Infrastructure	LP41	Delivery and Monitoring
<b>Transport</b>			
TR1	Traffic Calming	LP22	Promoting Sustainable Transport
TR2	Public Realm Improvements	LP1A	Iford Investment and Growth Area
TR3	A High Quality Pedestrian Environment	LP1A	Iford Investment and Growth Area
TR4	Facilitating Cycling	LP22	Promoting Sustainable Transport
TR5	Public Transport	LP22	Promoting Sustainable Transport
<b>Open Space and Public Realm</b>			
OS1	New Spaces and Places	LP35	Protecting and Enhancing Open Spaces
OS2	Other Open Space Opportunities	LP35	Protecting and Enhancing Open Spaces
OS3	The Roding Valley	LP37	Green Infrastructure and Blue Ribbon Network
<b>Built Form and Building Heights</b>			
BF1	Built Form	LP26	Promoting High Quality Design
BF2	Design Quality	LP26	Promoting High Quality Design
BF3	Building Height	LP27	Tall Buildings

<b>Crossrail Corridor AAP (2011)</b>			
CC1	Opportunity Sites	Appendix 1	Development Opportunity Sites
CC2	Character Area Design Principles	LP26	Promoting High Quality Design
CC3	Building Height	LP27	Tall Buildings
CC4	Safeguarding Crossrail	LP1B	Crossrail Corridor Investment and Growth Area
CC5	Energy Efficiency and Sustainable Development	LP32	Sustainable Design and Construction
CC6	Delivering New Homes	LP2	Delivering Housing Growth
CC7	Dwelling Type and Tenure Mix	LP3, LP5	Affordable Housing, Dwelling Mix
CC8	Improving Access to Public Transport	LP22	Promoting Sustainable Transport
CC9	Walking and Cycling	LP22	Promoting Sustainable Transport
CC10	Parking	LP23	Cycle and Car Parking
CC11	Improving the Retail Offer	LP10	Managing Town Centres and Retail Uses
CC12	Provision of Community Facilities	LP17, LP18	Delivering Community Infrastructure, Health and Wellbeing
CC13	Improving Quality of and Access to Open Spaces	LP35	Protecting and Enhancing Open Spaces
CC14	Improving Public Realm and Streetscape	LP1B	Crossrail Corridor Investment and Growth Area

<b>Development Sites With Housing Capacity (2008)</b>			
Schedule 1	Sites with Planning Permission not yet started	Appendix 1	Development Opportunity Sites
Schedule 2	Sites without Planning Permission	Appendix 1	Development Opportunity Sites

<b>Development Opportunity Sites (2008)</b>			
Schedule TR1	Transport	Appendix 1	Development Opportunity Sites
Schedule B1	Employment	Appendix 1	Development Opportunity Sites
Schedule CR1	Community & Leisure	Appendix 1 Appendix 2	Development Opportunity Sites Infrastructure Delivery Plan & Schedule of Projects
Schedule C1	Community & Leisure	Appendix 1 Appendix 2	Development Opportunity Sites Infrastructure Delivery Plan & Schedule of Projects



Regeneration Property & Planning  
Lynton House,  
High Road,  
Ilford, IG1 1NY

[www](#)

Graphic design & cartography by:



