

Planning Note

Land at the junction of Arrowsmith Road and Manford Cross

This note has been prepared by the Redbridge Urban Design Team on the planning context of the site known as 'Land at the junction of Arrowsmith Road and Manford Cross' and its potential for residential development. To date, no consultation has been undertaken with the Council (as Local Planning Authority), local stakeholders, or any statutory consultees. Any applicant should undertake their own due diligence as the circumstances and constraints in this note will vary depending on any proposal that may come forward. The successful applicant is encouraged to use the Council's pre-application service during the development of their planning application.

Document control

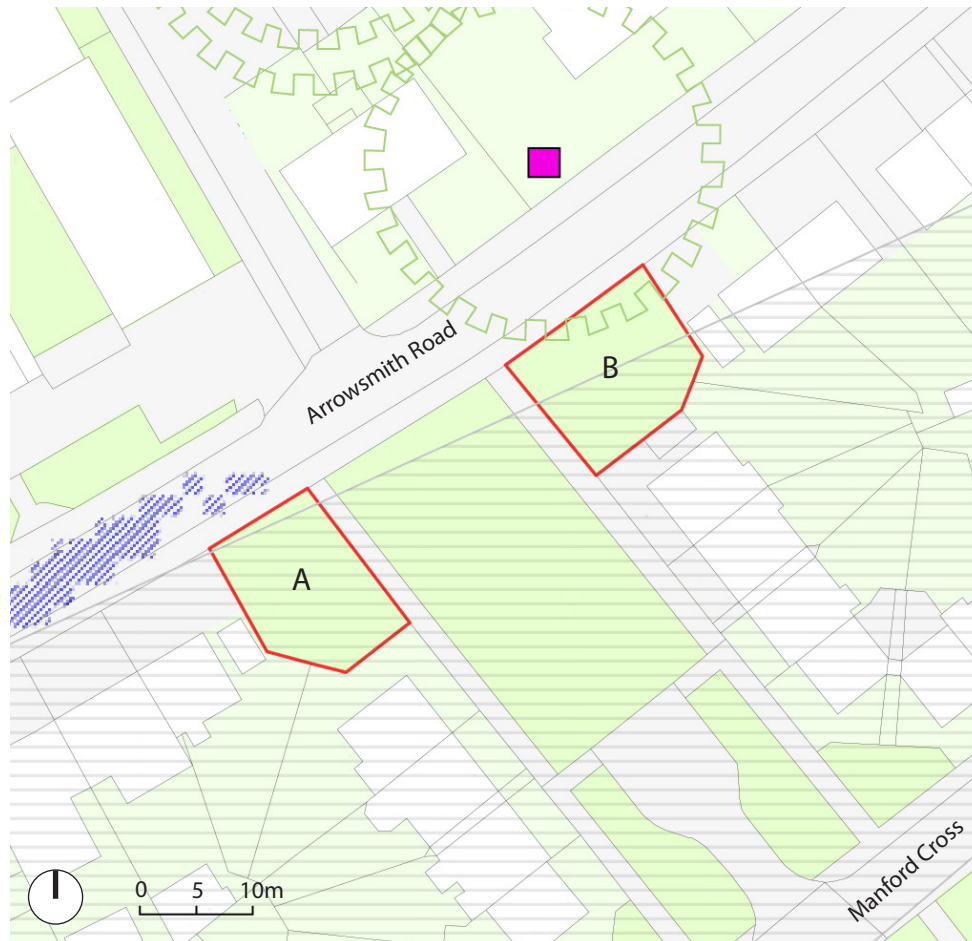
Date	25.10.24
Revision	5
Purpose	Final

Redbridge Urban Design Team



— Indicative site boundaries

Site Details



Site location plan, all boundaries indicative

Key

— Indicative site boundary

— TPO 15m buffer

▨ Surface Water Flood Extent

▨ Area of 'Public open space deficiency'

	Site A	Site B
Address	Land adjacent to 164 Arrowsmith Road	Land adjacent to 166 Arrowsmith Road
Title number	BGL182707	
Ownership	Freehold held by LB Redbridge	
Site area	c. 160m ²	c. 170m ²
PTAL	2 (on a scale of 0-6b where 1 is the lowest)	
Public transport	TfL zone 4, c. 5 minutes walk to Manford Way local centre bus stops (numerous buses available) and c. 25 minutes walk to Hainault tube station (Central line to central London)	
Existing use	Grass amenity land (undesigned)	
Proposed use	Residential (Class C3)	

Site context

The sites are in Hainault and are a c. 5 minutes walk to Manford Way local centre. They are in the 'cottage estate', which was developed in the mid 1950s by the London County Council and has a strong consistent suburban character and symmetry in urban layout. The surrounding context is predominantly 2 storey red-brown brick housing with pitched roofs. The housing stock is relatively well-maintained.

The sites are corner plots, separated by a Council-owned communal green. Arrowsmith Road is to the north-west, and on the other side of it, facing the sites, is a church and community hall which do not follow the prevailing block pattern. The other site edges are bounded by the flank walls, garages and gardens of the adjacent houses. Site A has a tree on it and site B has an electricity box (see constraints and opportunities for more information).

Opportunities and Constraints



This page gives an indication of the opportunities and constraints of the sites. The purchaser will need to develop this information.

Opportunity

- ◇◇◇◇ Road to the north, reducing potential overshadowing impact on neighbours
- Good frontage / access from Arrowsmith Road
- Site facing onto communal green
- 1 Blank flank walls of adjacent homes and their garages

Constraints

- Site / party boundary of varying condition
- 1 Tree (non-TPO)
- 2 Telecoms box
- 3 Grassy area, which will require mitigations for the loss of biodiversity / greening/ permeable surfaces
- 4 Neighbouring amenity space restricts windows due to overlooking / privacy
- 5 TPO tree with 15m buffer

Planning Context

Planning history	There are no planning records for the sites on LBR's online planning register. The site's planning history is not relevant for future development.
Community Infrastructure Levy (CIL)	CIL is charged based on the net uplift in floorspace at a flat rate across the borough: <ul style="list-style-type: none"> • London Mayoral CIL £35/sq m + indexation; and, • LBR CIL £70/sq m + indexation. There may be relief available from CIL for affordable housing or self-builders.
Planning policy and documents	Compliance with all planning policies is required. Particular relevant policies are referenced below. National: <ul style="list-style-type: none"> • Biodiversity Net Gain of 10% The London Plan 2021: <ul style="list-style-type: none"> • D3 Optimising site capacity • H2 Small sites • H4 Delivering affordable housing • SI2 Minimising greenhouse gas emissions • SI4 Managing Heat Risk • T6 Car-parking Housing Design Standards LPG Redbridge Local Plan 2015-2030: <ul style="list-style-type: none"> • LP26 Promoting High Quality Design • LP29: Amenity and Internal Space Standards • LP32 Sustainable Design and Construction Redbridge Housing Design Guide SPD 2019
Biodiversity Net Gain	The sites will be subject to the 10% biodiversity gain condition (Environment Act 2021), with the exception of a few exemptions.

Designations

Site allocations	No site specific allocations
Heritage	The site does not fall within a conservation area.
Flood zone	1 (low probability of flooding from rivers or sea)
Habitats Regulation Assessment Requirements	Both sites fall within the 0-6.2km Zone of Influence of Epping Forest Special Area of Conservation. This means development is subject to tariffs to mitigate harmful impacts by visitors and comply with the Conservation of Habitats and Species Regulations 2017. These are Strategic Access Management Measures (SAMMs) and Suitable Alternative Natural Greenspace (SANGs) payments.
SAMMs tariff	As of Feb 24, the tariff is £255.84 per net new residential unit, with an additional monitoring fee (subject to review and annual inflation / change).
SANGs tariff	Subject to Cabinet approval, as of May 24, a tariff of £1890.87 per net new residential unit will apply, with an additional monitoring fee (subject to review and annual inflation / change).
Tree Protection Order (TPO) buffer	Refer to Local Plan policy LP38 and government guidance on tree preservation procedures . A TPO protects trees that bring significant amenity benefit. Site B is on the edge of a buffer for a tree with a TPO. The potential impact of the works will need to be assessed by an arboricultural consultant. While it is unlikely the site is within the root protection zone, they will clarify what mitigations are required, if any.

Planning Context

Designations

Surface Water Flood Extent (SWFE)	<p>A SWFE reaches in front of site A on Arrowsmith Road. This means rainwater cannot drain away at a depth of 0.15m or above, leaving it at a 1% or greater chance of flooding in any given year. Surface water management will be important in the proposed development, including the following:</p> <ul style="list-style-type: none"> • Reducing the volume of water entering the drainage system. For example incorporating rainwater attenuation and SUDS. • Avoiding an increase in impermeable surfaces. For example by using permeable paving.
Within an area of 'Public open space deficiency'	<p>Refer to Local Plan policy LP35, figure 24 and the Redbridge Open Space Study.</p> <p>Access to some types of open space (local and small local parks) is deemed insufficient from the site. Due to the potential scale of development on these sites, this designation will likely impact how any Community Infrastructure Levy (CIL) is apportioned.</p>
Borough-wide Article 4 Direction on houses in multiple occupation	<p>Permitted development rights to change the use of a dwelling house -Class C3- into a house in multiple occupation (HMO) -Class C4 are removed borough-wide. This suggests additional justification may be required if the proposed development is a HMO.</p>

Initial Planning Analysis

Principle of development

The sites are currently grassy amenity land bordering a communal green.

A balanced judgement will be made between the loss of the amenity land and the impact and public benefits of any new proposal. Positive consideration will be given to affordable residential uses that achieve the following:

- Facilitate the delivery of new homes for local people on low incomes.
- Provide opportunities for small local developers and community-led housing groups to develop in Redbridge.
- Support growth and local business in the borough.

Conditions: Planning

The disposal of the freehold will be subject to planning permission.

Conditions: Affordable housing

The Council's are applying further conditions in relation to affordable housing and will require these to be secured via a S106 agreement.

The site is to be developed for residential use only and all units should qualify as affordable housing with the following criteria.

1. All units to be sold to:

- Owner-occupiers
- Purchasers with a household income of no more than £90k (in line with the GLA rate set for shared ownership eligibility)
- Persons with a local connection to Redbridge e.g. live, work, have family or care for someone in Redbridge
- Persons who do not own another home

2. Affordable housing requirements above are to apply to all units in perpetuity on any future sales.

Public engagement

No consultation has been undertaken with the Council (as the Local Planning Authority), local stakeholders, or any statutory consultees.

Initial Planning Analysis: Design Guidance

The following guidance indicates a preferred approach to the site, developed by the Council's Urban Design team. It is broadly in compliance with existing planning policies at the date of publication.

Any applicant or interested party should use the Council's pre-application service and undertake their own due diligence as the circumstances and constraints in this note will vary depending on any proposal that may come forward. Compliance with all planning policies is required.

Design guidance

- **Density:** The density of development must be informed by the site's context and capacity for growth, and supporting infrastructure capacity (London Plan Policy D3).
- **Designed as a pair:** The sites will read as a pair, sharing unifying aspects, to integrate with and respect the strong consistent character and symmetry in urban layout of the surrounding context.
- **Height:** The buildings are likely to be limited to a maximum of three storeys. An architectural feasibility study should be undertaken to explore options to maximise the massing while ensuring proposals do not overly dominate the streetscape/skyline or detrimentally impact neighbouring amenity.
- **Set backs:** The buildings will be set back from the site boundary to allow for defensible space.
- **Inclusive design:** The design should adhere to the Council's [Child Friendly Action Plan](#).

Access and parking

- **Pedestrian access:** Entrances may be appropriate from Arrowsmith Road or fronting onto the green.
- **Parking:** Whether any vehicular parking associated with the development can be accommodated on Arrowsmith Road will be dependent on an assessment of on-street capacity and in discussion with the Council's Highways Department.
- **Cycle parking:** Cycle parking should be provided on site.
- **Refuse access:** Refuse assumed to be collected from Arrowsmith Road.
- **Fire access:** Fire tender access assumed to be from Arrowsmith Road.

Technical and environmental

- **Net zero:** Redbridge Council have committed to being Carbon Neutral by 2030 (set out in our [Climate Action Plan](#)) and the Mayor of London has committed to [London being Net Zero by 2030](#). In support of this, we ask applicants to follow the London Plan's energy hierarchy and use the [LETI Climate Emergency Design Guide](#) to inform designs.
- **Open Space:** Due to the proximity of the communal green, and deficiency of small local parks in the area, careful consideration must be given so that development does not adversely affect its quality.
- **Drainage:** To avoid an increase in impermeable surfaces and due to the proximity of the Surface Water Flood Extent, particular consideration will need to be given to rainwater run-off and a sustainable drainage strategy.
- **Ecology:** An ecological survey of the land will be required to establish the baseline biodiversity and resulting actions.

Illustrative proposals

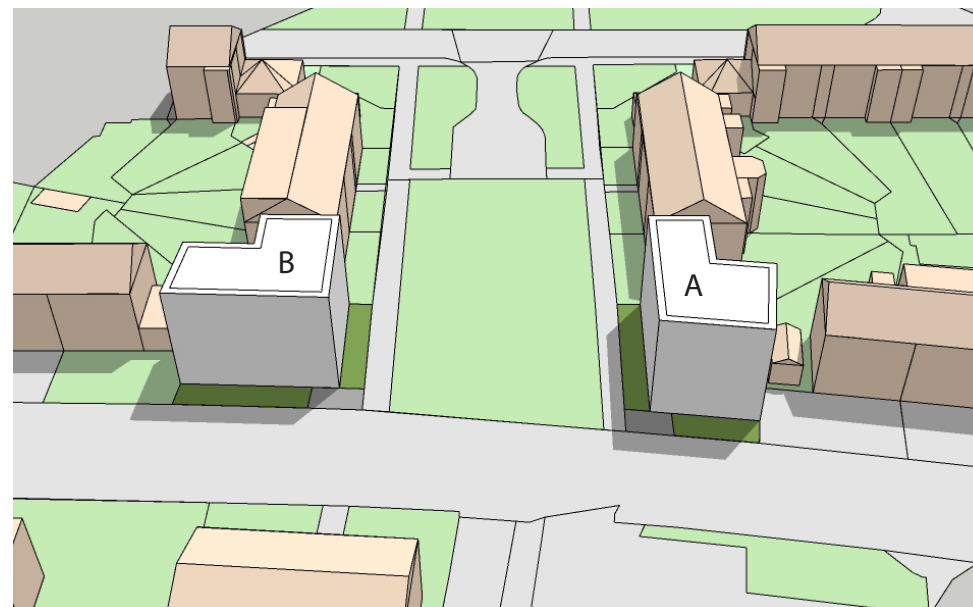
The illustrative proposals shown in this chapter are possible design options for how the site may be developed to give an indicative idea of site capacity and key driving constraints. They are broadly in compliance with existing planning policies. Any applicant or interested party should use the Councils pre-application service and undertake their own due diligence as the circumstances and constraints in this note will vary depending on any proposal that may come forward.

Compliance with all planning policies is required.

All areas are approximate and in m².

Flat sizes estimated using GLA Housing Design Standards.

Op1 Flat block, parking provided on-street

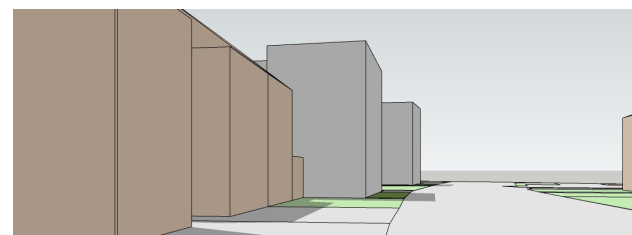
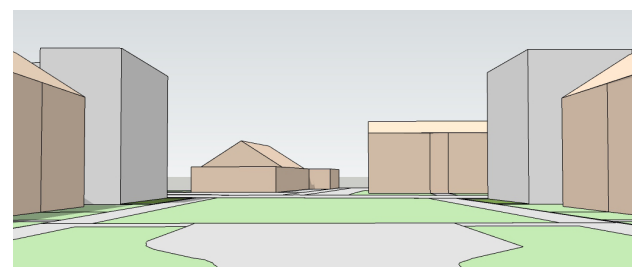


Block	Floor	GEA	GIA (GEA * 0.9)	Flat GIA	Private amenity	Communal amenity
A	GF	95	85	65 (2b3P)	6	15
	1	95	85	71 (2b4p)	7	
	2	95	85	71 (2b4p)	7	
B	GF	100	90	74 (3b4p)	8	15
	1	100	90	80 (3b4P)	8	
	2	100	90	80 (3b4P)	8	

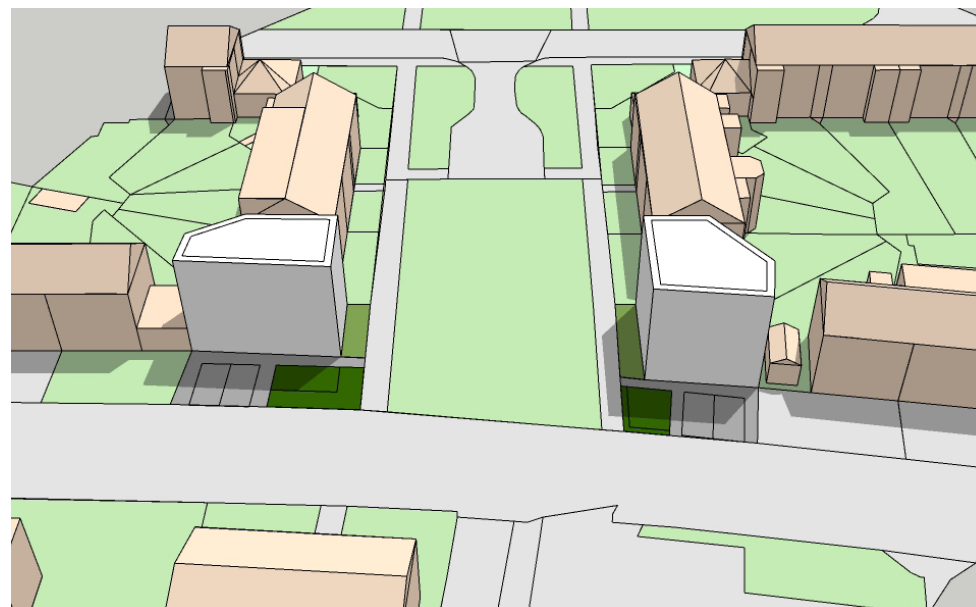
All areas are approximate and in m2.

Flat sizes estimated using GLA Housing Design Standards.

Assumptions: Parking on-street, stair access, bins on front garden, bikes inside ground floor.



Op2 Flat block, parking provided on-plot

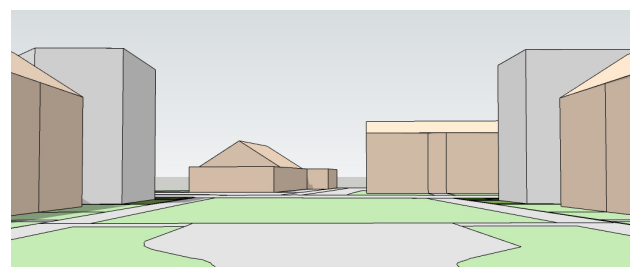


Block	Floor	GEA	GIA (GEA * 0.9)	Flat GIA	Private amenity	Communal amenity
A	GF	80	72	52 (1b2p)	5	15
	1	80	72	58 (1b2p)	5	
	2	80	72	58 (1b2p)	5	
B	GF	70	63	45 (1b1p)	5	15
	1	70	63	50 (1b2p)	5	
	2	70	63	50 (1b2p)	5	

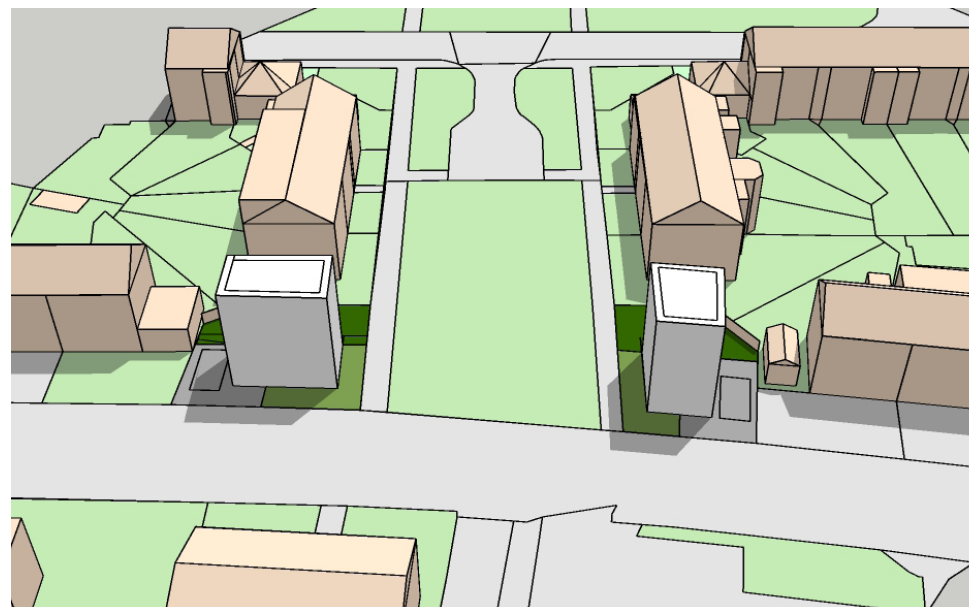
All areas are approximate and in m2.

Flat sizes estimated using GLA Housing Design Standards.

Assumptions: Parking on-plot, stair access, bins on front garden, bikes inside ground floor.



Op3 3B House, parking provided on-plot



Block	Floor	GEA	GIA (GEA * 0.9)	House size	Private amenity
A	GF	37	33	3b5p	60
	1	37	33		
	2	37	33		
B	GF	43	39	3b6p	60
	1	43	39		
	2	43	39		

All areas are approximate and in m2.

Flat sizes estimated using GLA Housing Design Standards.

Assumptions: Parking on-plot, stair access, bins on front garden, bikes inside ground floor.

