Foreword

Gants Hill District Centre has been in long-term decline and this Area Action Plan is designed to reverse its fortunes through a range of proactive physical interventions as well as policies to control the location, nature and scale of new development in the district centre.

Gants Hill is located at the intersection of Eastern Avenue (A12), Cranbrook Road (A123) and Woodford Avenue (A1400), about a mile to the north of Ilford. The large volumes of through-traffic have fragmented the centre into a series of wedges radiating from the roundabout. Pedestrian connections between these wedges via the underground station passageways are uninviting and detract from the local shopping environment.

The plan proposes a major intervention in the transport system with the installation of traffic lights and surface pedestrian crossings on the roundabout. Allowing safe surface crossings will eliminate the environmental and safety concerns many people have about the underground subways. The subways themselves will also be improved and the roundabout will be landscaped.

Rebalancing priorities in favour of pedestrians and cyclists should help reunite the town centre, encourage people to shop and assist retailers.

The plan accepts that if Gants Hill is to prosper, it must also change. A minimum of 800 new homes are planned within the district centre. This will increase the local consumer base to support retailers and make a valuable contribution to the Redbridge (and London Plan) target of 9,050 new homes in Redbridge by 2017. Because the new residents will live in one of East London’s best-connected town centres, there will be good opportunities to minimise car use and greenhouse gas contributions to climate change.

Building heights on the key pedestrian frontages will remain modest. High quality paving and landscaping will provide an improved link to Valentines Park, giving residents and visitors excellent recreational opportunities in one of London’s finest Victorian parks and the recently restored Valentines Mansion.

The plan provides strong policy support for a new supermarket to improve the convenience shopping offer and identifies suitable sites. It also supports the growth of the evening economy, which is emerging as one of Gants Hill’s strengths.

The plan is also a practical document which clearly identifies the type of development the Council wishes to encourage on a wide range of sites. It should give comfort to the community, which expects high standards of new development.

Thanks must go to Councillor Ruth Clark for her tireless work as Gants Hill Project Champion, and to Transport for London, who have worked collaboratively with the Council over a number of years to help deliver shared objectives for Gants Hill. Thanks also go to the Council officers, elected members, and members of the public and community organisations, particularly those who participated in the Gants Hill Task Force and the Gants Hill Business Partnership, who helped shaped the proposals contained in the area action plan.

Councillor Nicholas Hayes
Cabinet Member for Planning and Regeneration
Contents

Chapter 1: Introduction ......................................................................................................................... 1
  1.1 Purpose of the Gants Hill District Centre Area Action Plan .......................................................... 1
  1.2 Background ...................................................................................................................................... 1
  1.3 Relationship to Other Local Development Documents ................................................................. 2
  1.4 Structure of the Area Action Plan .................................................................................................... 3

Chapter 2: Policy Context ....................................................................................................................... 5
  2.1 Introduction ...................................................................................................................................... 5
  2.2 European Context for the Development Plan Document ............................................................... 5
  2.3 National Policy Context for the Development Plan Document ..................................................... 5
  2.4 Regional Policy Context for the Development Plan Document ..................................................... 6
  2.5 Local Initiatives and Strategies ........................................................................................................ 7
  2.6 Summary .......................................................................................................................................... 9

Chapter 3: A Vision for Gants Hill .......................................................................................................... 11
  3.1 Spatial Portrait of Gants Hill ............................................................................................................. 11
  3.2 Major Challenges .............................................................................................................................. 13
  3.3 Spatial Vision for Gants Hill District Centre .................................................................................... 13

Chapter 4: Transport .................................................................................................................................. 15
  4.1 Key Planning Issues ............................................................................................................................ 15
  4.2 Policy GH1: Calming Traffic .............................................................................................................. 16
  4.3 Policy GH2: Sustainable Transport .................................................................................................... 18
  4.4 Car Parking ....................................................................................................................................... 19

Chapter 5: Land Use Strategy and Built Form ......................................................................................... 21
  5.1 Key Planning Issues ............................................................................................................................ 21
  5.2 Policy GH3: Place Identity ................................................................................................................ 23
  5.3 Policy GH4: Building Heights .......................................................................................................... 25
  5.4 Policy GH5: Land Use ........................................................................................................................ 27

Chapter 6: Retailing ..................................................................................................................................... 31
  6.1 Key Planning Issues ............................................................................................................................ 31
  6.2 Policy GH6: Expanded Retailing ....................................................................................................... 32
  6.3 The Evening Economy ...................................................................................................................... 32

Chapter 7: Housing ..................................................................................................................................... 35
  7.1 Key Planning Issues ............................................................................................................................ 35
  7.2 Policy GH7: Housing .......................................................................................................................... 36

Chapter 8: Employment and Business ................................................................................................... 39
  8.1 Key Planning Issues ............................................................................................................................ 39
  8.2 Policy GH8: Use of Employment Land .............................................................................................. 39

Chapter 9: Community Uses and Social Infrastructure ........................................................................ 41
  9.1 Key Planning Issues ............................................................................................................................ 41
  9.2 Policy GH9: Amenity Provision, Community Uses and Social Infrastructure .......................... 41

Chapter 10: Monitoring ............................................................................................................................ 45
  10.1 Introduction ..................................................................................................................................... 45
  10.2 General Monitoring ......................................................................................................................... 45
  10.3 Monitoring Arrangements Specific to this Area Action Plan ......................................................... 46

Appendix A: The Evidence Base ............................................................................................................ 49
Appendix B: Local Development Framework for Redbridge ................................................................. 53
Appendix C: Local Development Framework Core Output Indicators .................................................... 55
Appendix D: Glossary of Terms ............................................................................................................... 57
Illustrative Drawings and Maps

Map 1  Key Map  12
Map 2  Transport Initiatives  17
Map 3  Opportunity Sites  22
Map 4  The Gants Hill “High Street”  24
Map 5  Building Heights  26
Map 6  Opportunity Sites: Ground Floor Land Uses  28
Map 7  Opportunity Sites: Upper Floor Land Uses  29
Map 8  Illustrative Masterplan  43

Tables

Table 1  Housing Capacity Estimates  36
Table 2  Monitoring Tasks  46
Chapter 1: Introduction

1.1 Purpose of the Gants Hill District Centre Area Action Plan

1.1.1 Gants Hill is an underperforming district centre which has been in long-term commercial decline. This Gants Hill District Centre Area Action Plan seeks to reverse that decline by providing a positive planning framework to encourage regeneration in Gants Hill District Centre to the year 2017 and beyond.

1.1.2 The Area Action Plan sets out a range of policies and the application of these policies is illustrated on associated maps. The policies perform two functions:

- Most of the policies are development control tools, which will allow the Council to determine the location, nature and scale of new development in the district centre. They are designed to support the district centre’s emerging strengths, such as leisure development and housing, while allowing the conversion of underperforming properties to other uses. All relevant policies must be complied with.

- The transport policies express the Council’s own intentions to upgrade the public realm and transport infrastructure to kick-start and complement new interest and investment in the district centre. Much of this will be achieved through cross-service working with other infrastructure and service providers, most notably Transport for London (TfL).

1.1.3 The Area Action Plan has been prepared by the Council under the terms of the Planning and Compulsory Purchase Act 2004 in partnership with the local community and key stakeholders. An appraisal of the sustainability of the policies contained in this Area Action Plan was also carried out and that report is available separately.

1.2 Background

1.2.1 The preparation of the Area Action Plan for Gants Hill commenced with the production of the Gants Hill Area Action Plan (Interim Document) in September 2004. With the commencement of the Planning and Compulsory Purchase Act 2004, it was decided to progress the plan as a Development Plan Document, forming part of the Council’s Local Development Framework.

1.2.2 Production of the plan has taken place in close collaboration with the local community through the Gants Hill District Centre Area Action Plan Working Group. In April 2006, an Issues and Options Report was published. Following its consideration of public responses to this report, the Council published the Gants Hill Area Action Plan Preferred Options Report in February 2007.

1.2.3 Some 20 individuals and organisations made formal representations on that report. Those representations included nearly 100 separate comments and helped shape the Submission Area Action Plan.
1.2.4 The revised document was submitted to the Secretary of State and formal public consultation took place between 11 July and 22 August 2008. Representations were received from 14 organisations and individuals and these were considered independently by a Planning Inspector appointed by the Secretary of State. The document was subsequently found to be sound by the Planning Inspector in his report issued on 6 February 2009, subject to a number of binding recommendations.

1.3 Relationship to Other Local Development Documents

1.3.1 As set out in the Council’s Local Development Scheme, the Gants Hill District Centre Area Action Plan is one of a number of documents, (collectively known as the Local Development Framework) which the Council is committed to producing. The Local Development Scheme explains in detail the relationship between the Gants Hill District Centre Area Action Plan and the other Development Documents and an extract is reproduced at Appendix B (current at the time the Area Action Plan was adopted).

1.3.2 Users of the Gants Hill District Centre Area Action Plan should be especially aware of its relationship to the following adopted Development Plan Documents:

- The Core Strategy sets out the Council’s spatial vision, strategic objectives and 12 strategic policies. It paints the “big picture” for future planning of the Borough.

  Strategic Policy 1: Overall Growth aims to concentrate growth on the Borough’s hierarchy of district centres, including the Metropolitan Centre of Ilford and the District Centres of Gants Hill, Barkingside, South Woodford, Seven Kings, as well as a number of Local Centres. In relation to the District Centres it states that:

  …some new development will be permitted including housing, retail, office and other commercial, culture, health, leisure and community facilities.

  In the period to 2017, the district centres are expected to provide for 15% to 25% of the planned construction of 9,050 new homes in the borough.

  Consequently, this Area Action Plan is the detailed expression of the Core Strategy in the context of Gants Hill District Centre.

- The Borough Wide Primary Policies contain a range of development control policies on matters such as parking standards and density of development. These policies apply across the whole of the borough. Consequently, they apply in Gants Hill District Centre in addition to the requirements of this Area Action Plan.

  Borough Wide Primary Policy BD3: Density in New Residential Development supports the regeneration of Gants Hill by providing for a housing density range of 165 – 275 units per hectare. This is more than twice the density sought in the other district centres.

- The Development Sites with Housing Capacity Development Plan Document identifies sites considered to be suitable for housing and mixed-use development. A small number of these sites occur in Gants Hill District Centre and the Area Action Plan recognises them and considers them in relation to land use and housing delivery. However, the formal designation of these sites occurs through the Development Sites with Housing Capacity Development Plan Document, not the Area Action Plan.
The Development Opportunity Sites Development Plan Document identifies sites for development (other than housing and mixed-use) for a variety of uses, including transport network improvements, cultural and recreational facilities and community uses. One of these sites (the Gants Hill Library) is in the district centre. Again, the Area Action Plan takes account of it, but is not responsible for its formal designation.

The Proposals Map Development Plan Document illustrates on a map base, the geographical extent of all policies and proposals identified in the various Development Plan Documents. The Proposals Map currently contains an inset, which covers the area of Gants Hill District Centre. This illustrates the application of a number of policies. In particular, it illustrates the application of policies which specify the desired balance of different retail uses along frontages in the district centre.

1.3.3 A Development Plan Document dealing with waste is also being produced jointly with the London Boroughs of Havering, Newham and Barking and Dagenham. The Local Development Scheme schedules adoption of this document for 2010.

1.3.4 Appendix B also lists a number of Supplementary Planning Documents. These documents do not set new policy, but give a more detailed explanation and elaboration of some of the policies contained in the Development Plan Documents.

1.4 Structure of the Area Action Plan

1.4.1 This Area Action Plan is structured as follows:

- Chapter 1 (this Chapter) sets out the purpose of the Area Action Plan, a summary of how the plan has been prepared, its relationship with other Local Development Documents, and the timescale of the plan.
- Chapter 2 establishes the policy context within which the Area Action Plan has been prepared.
- Chapter 3 briefly discusses the main planning issues and challenges facing Gants Hill District Centre.
- Chapters 4 - 9 discuss each of the main planning issues in more detail and set out detailed policies to deal with them. The policies are divided into the topic areas of Transport; Land Use Strategy and Built Form; Retailing; Housing; Employment and Business; Community Uses and Social Infrastructure. Each policy is accompanied by a reasoned justification and details of how it will be implemented.
- Chapter 10 provides details on processes for monitoring the delivery of results from this Area Action Plan.
- Appendix A lists the evidence base which informed preparation of the Area Action Plan.
- Appendix B sets out the Redbridge Local Development Framework in a diagram illustrating the relationship between each of the Local Development Documents (current at the time the Area Action Plan was adopted).
- Appendix C lists the Local Development Framework Core Indicators for the purpose of monitoring.
- Appendix D provides a Glossary of Terms.
- The Illustrative Masterplan (Map 8) draws together many of the initiatives set out in this document and provides an overall vision for the future development of the district centre.
Chapter 2: Policy Context

2.1 Introduction

2.1.1 The Core Strategy Development Plan Development provides the overall Spatial Vision and Objectives of the Redbridge Local Development Framework. In seeking to advance that Vision, this Area Action Plan has been prepared within the context of relevant policy influences and local matters outlined below.

2.2 European Context for the Development Plan Document

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

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

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

2.3 National Policy Context for the Development Plan Document

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

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

2.3.2 Sustainable Communities in London – Building for the Future (ODPM, February 2003) is part of a national programme of action setting out how the government intends to achieve sustainable communities for all. It identifies four growth areas in the South-East (Thames Gateway, Milton Keynes-South Midlands, Ashford and London-Stansted-Cambridge-Peterborough Corridor) with capacity to accommodate more homes.
2.3.3 Within the London-Stansted-Cambridge-Peterborough Corridor (which includes the London Borough of Redbridge) it is estimated that there is capacity for some 500,000 homes over the period to 2031. The London Borough of Redbridge is also on the edge of the Thames Gateway, where the Government is planning for an estimated 200,000 new homes.

Planning Policy Statements

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

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

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

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

2.3.5 The Government has published a White Paper Planning for a Sustainable Future (May 2007) which sets out an extensive list of proposals to reform the planning system. A Green Paper Homes for the Future (July 2007) has also been published. This stresses the key role of the planning system in helping lift the rate of house building from its current 185,000 dwellings per year, to 240,000 dwellings per year by 2016.

2.3.6 All National and Government guidance current at time of publication and relevant to this plan, may be found at Appendix A. Appropriate account has been taken of the Government’s overall approach to planning and sustainable development in formulating the Council’s Local Development Framework, including this Area Action Plan.

2.4 Regional Policy Context for the Development Plan Document

2.4.1 Section 24 of the Planning and Compulsory Purchase Act 2004 requires Local Development Documents to be in “general conformity” with the Spatial Development Strategy for London. This document is prepared by the Mayor of London and is generally referred to as the ‘London Plan’. It provides the regional context for the planning of all London Boroughs, including Redbridge.
2.4.2 The current London Plan (consolidated with Alterations since 2004) was published in February 2008 and includes key objectives to:

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

2.4.3 The London Plan also includes 204 separate policies designed to support the growth of the London economy, strengthen the transport systems and deliver its sustainability agenda.

2.4.4 Gants Hill District Centre lies within the North-East London Sub-Region, which is identified in the London Plan as the priority region for future growth and intensification of development.

2.5 Local Initiatives and Strategies

2.5.1 There are many local initiatives and strategies which have influenced the Area Action Plan policies. The most important of these are:

- The Council’s Vision
- Sustainable Community Strategy
- Local Implementation Plan
- Gants Hill District Centre Enhancement Scheme

Council’s Vision

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

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

Sustainable Community Strategy

2.5.3 ‘Shaping our Future Together – A Sustainable Community Strategy for Redbridge’ aims to improve the quality of life for all of the people living in Redbridge over the period 2008-2018. It facilitates a collaborative approach between the Council and key service providers to ensure that each is working towards complementary goals, reflecting local community priorities. The strategy is based on four Overarching Priorities and five Ambitions:

Overarching Priorities

- Strengthen community cohesion
- Address climate change
Increase community participation / engagement
Harness the value of the 2012 Olympics and Paralympics to raise the levels of aspiration and achievement in all areas of people’s lives

**Ambitions**

**Ambition 1:** To make Redbridge safer:
By reducing levels of crime and anti-social behaviour, improving public perceptions of community safety, and working with young people.

**Ambition 2:** To promote a positive attitude to the environment and have a cleaner, greener Redbridge:
By improving and protecting public green spaces, working towards cleaner streets and improved built environment, and reducing waste production and increasing recycling.

**Ambition 3:** To improve peoples’ health, care and well-being:
By increasing levels of affordable housing, decent housing and access to supported housing, reducing obesity, increasing physical activity, reducing health and social inequalities, providing people with more choice and control over care services, and improving / developing local facilities.

**Ambition 4:** To give people the skills and opportunities to make the most of their lives:
By improving children and young people’s achievement in education, improving positive activities for young people, and improving levels of adult skills.

**Ambition 5:** To develop and support the Redbridge economy:
By increasing job sustainability, attracting inward investment, reducing traffic congestion and improving public transport.

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

**Local Implementation Plan**

2.5.5 The Local Implementation Plan sets out what the Council will do in Redbridge to implement the Mayor of London’s Transport Strategy. It identifies Gants Hill roundabout (Figure 2.9) as an area of particularly acute traffic congestion. At Table 3.2 it sets out a number of transport-oriented actions that can benefit the district centre. These include supporting local retailing with short-stay car parking, enhancing the appearance of the centre, upgrading the subways and roundabout and reducing the impact of the car.

**Gants Hill District Centre Enhancement Scheme**

2.5.6 The Council has worked with Transport for London on the implementation of an enhancement scheme for improvements to the transport system and public realm of the district centre. These improvements will support delivery of some of the specific outcomes sought by the Area Action Plan in the short-term. The scheme is supported by £1.6 million of Government funding. The Council has been working with Transport for London to define the scope for enhancement of the public realm before any works are carried out, and having reached a final design for the enhancement scheme, improvements have already begun to be implemented. The work carried out has informed the proposals for the development of the district centre set out in this Area Action Plan.
2.6 Summary

2.6.1 In summary, to reflect the Core Strategy, national and regional planning policy, as well as local initiatives and strategies, this Area Action Plan:

- Gives effect to the ambitions of the London Plan for Gants Hill as a District Centre.
- Translates the strategic policies of the Core Strategy into a number of realistic, measurable and enforceable policies to guide development in Gants Hill District Centre.
- Seeks to ensure that the balance between different land uses is sustainable.
- Promotes high quality, safe and accessible development.
- Seeks to enhance the character and appearance of the district centre, in particular by making the environment more friendly for pedestrians and cyclists.
Chapter 3: A Vision for Gants Hill

3.1 Spatial Portrait of Gants Hill

3.1.1 Gants Hill is located in the north-east of London and is one of five district centres in the London Borough of Redbridge (see Map 1: Key Map). It was established in the early twentieth century as a centre to serve the surrounding Cranbrook, Clayhall and Valentines wards.

3.1.2 It was a successful and prosperous centre and served its purpose well for many decades. Over the past three decades it has suffered decline as people shopped elsewhere and is now in need of regeneration.

3.1.3 Gants Hill is a well-connected district centre and is situated at a busy roundabout junction with the A12 forming a major connection east-west and the A123 and A1400 crossing at this point to provide routes north and south. The district centre also benefits from very good public transport provision. It has a large number of bus routes and a London Underground Central Line station beneath the roundabout. This line provides fast connection to central London.

3.1.4 Valentines Park is also located close to and just south of the district centre. This provides Gants Hill with a major recreational open space and sporting facilities. To the south west of the district centre a new primary school and associated playing fields and sporting pitches have been established on former Port of London Authority land.

3.1.5 These factors provide Gants Hill with tremendous advantages and a positive basis to promote change and create the conditions necessary to retain, extend and diversify its role as a District Centre.

3.1.6 Despite these advantages, Gants Hill is at present an under-performing centre. This is a product of the relative strength of nearby competing centres (notably Ilford Metropolitan Centre and Barkingside District Centre), the poor range of retail services Gants Hill offers and the poor quality shopping environment which discourages pedestrian access across the centre (notably due to traffic congestion, poor air quality and its fragmented lay-out).

3.1.7 Nearly half of all shopping units in Gants Hill represent the services sector, compared to only 30% nationally. The comparison retail sector is under-represented and there are no multiple retailers. The largest units are occupied by operators such as Crown Car Sales, Gennaros Pizza Restaurant, Burger King and Lloyds TSB. The centre has an above average vacancy rate of 12% and low levels of pedestrian flows compared to the borough’s other district centres.

3.1.8 This retail under-performance may be explained at least in part, by the high levels of through traffic. Lack of pedestrian safety is a key issue. The centre clusters around the major roundabout which facilitates traffic movement and provides access to the station, but is a barrier for visitors to the centre and creates the perception of danger for pedestrians.

3.1.9 There is no industrial property in the vicinity of Gants Hill. The centre does have a number of office buildings dating back to the 1960s and which employ 300 to 500 people. However, they are under-let and look “tired” in appearance.
3.1.10 On the other hand, Gants Hill appears to have significant potential for growth. It is highly accessible and has a relatively dense catchment area which is being intensified through residential development. Demand for housing is strong and the district centre is developing a reputation for its evening economy. There are a significant number of potential development sites in and around the district centre. Much of the eastern half of the centre is currently either vacant or allocated for development.

3.2 Major Challenges

3.2.1 In order to reverse the declining fortunes of Gants Hill, a number of major planning challenges must be addressed:

- There is an urgent need to remodel the centre with less emphasis given to highway functions and much more given to pedestrians and cyclists.
- The inhospitable environment needs to be improved by making the centre feel safer and easier to navigate and by improving connections to local green space.
- The quality and range of the retail offer must be expanded, including provision of a major supermarket within the district centre.
- There needs to be a rebalancing of land uses which recognises the decline in industrial and office employment and builds upon the strength of the housing and evening economy sectors and the good accessibility of the district centre.

3.3 Spatial Vision for Gants Hill District Centre

3.3.1 In attempting to deal with these challenges, the Gants Hill Working Group developed the following overall vision for this Area Action Plan.

Spatial Vision

For Gants Hill to be a unique and well-designed thriving district centre, which maintains its architectural heritage and has a strong local economy, a healthy safe, quality environment, where people want to live, work and build a future.

3.3.2 The following chapters contain policies to address the major challenges facing Gants Hill and to give effect to the vision for the district centre.
Chapter 4: Transport

4.1 Key Planning Issues

4.1.1 Gants Hill is a major node in the strategic and local road network and this is the source of both strengths and weaknesses of the district centre. On a daily basis, some 50,000 cars pass through the busy roundabout, mainly along Eastern Avenue (A12), Cranbrook Road (A123) and Woodford Avenue (A1400), making it an important point of access to the M11 and the North Circular (A406). Clarence Avenue forms an additional local connection to the roundabout with much lower levels of traffic.

4.1.2 The district centre also has a good public transport system, with some 5,500 people using the London Underground Central Line station during working days. Gants Hill is only five Central Line stops from Stratford and the 2012 Olympics site. There are good bus connections, especially to the east and south, including to Ilford, Wood Green, Claybury, Barkingside, Romford, Chigwell, Barking, Chingford, Leytonstone and Goodmayes.

4.1.3 Transport for London (TfL) is considering the extension of the East London Transit (ELT) from Ilford to Barkingside via Gants Hill. ELT is a 53 kilometre bus-based scheme serving regeneration areas, district centres and residential neighbourhoods through a large part of east London. It could make the public transport system truly excellent, especially if construction of the Thames Gateway Bridge allows direct connection to the southern side of the Thames River.

4.1.4 This level of transport accessibility makes Gants Hill potentially very attractive as a location for new investment, but it has also permitted considerable leakage of local spending to other destinations (notably Ilford) and this has contributed to the decline of its retail offer.

4.1.5 The failure of Gants Hill to attract new investment is also related to the poor quality of its environment which is dominated by the transport system, especially the heavy road traffic. The pedestrian environment around the station suffers from poor connectivity and legibility and there are safety concerns, vandalism and street crime issues around public spaces, particularly in the network of underground passages.

4.1.6 The poor connection across the busy roads has resulted in the lack of a clear centre. Gants Hill is fragmented into a number of distinct segments.

4.1.7 The Government is seeking to promote public transport, walking and cycling in order to reduce the impact of the private car. It suggests that “within district centres….priority should be given to people over traffic” and that “pedestrian priority schemes generally prove popular and commercially successful”.

4.1.8 In order to address these issues, the Council has been working with Transport for London (TfL) to reduce the impact of the car and to make major improvements to the environment for pedestrians and cyclists. These initiatives are set out in the following transport policies and illustrated on Map 2: Transport Initiatives.

---

1 PPS13 Transport para. 67
4.2 Policy GH1: Calming Traffic

**Policy GH1: Calming Traffic**

The Council will work with Transport for London to signalise the roundabout and introduce surface pedestrian crossings on all arms of the Gants Hill round-about. To facilitate this, access from Clarence Avenue to the roundabout will be closed. Access from the roundabout to Clarence Avenue will be maintained.

During the lifetime of this Plan,² the Council will explore with Transport for London/London Underground, opportunities to provide pedestrian crossings to a new station entrance on the central island and landscaping of the island itself.

Proposed transport initiatives are indicated on Map 2: Transport Initiatives and Map 8: Illustrative Masterplan.

**Justification**

4.2.1 The introduction of traffic signals and pedestrian crossings will calm traffic and allow pedestrians and cyclists to move easily and directly across the major arms of the intersection, rather than use the more circuitous subway system. This will help overcome the severance effect of the roads and restore a better sense of place to the district centre. This in turn, should encourage more people to live, work and shop there.

4.2.2 Given the small number of vehicles using Clarence Avenue, the introduction of an extra set of traffic signals to permit access from Clarence Avenue onto the roundabout cannot be justified. Traffic modelling undertaken by TfL demonstrates that this would result in an unacceptable delay for vehicles using the main arms of the roundabout. If traffic to Clarence Avenue is restricted to one-way off the roundabout only, the modelling suggests that these initiatives will not increase overall vehicle journey times through the system.

4.2.3 An option which was explored, but not taken forward in the policy, is to completely close Clarence Avenue at the roundabout. This would allow the creation of a small new public open space in the very heart of the district centre. The Council may review this option in future, in conjunction with TfL and in light of actual experience with the new arrangements.

4.2.4 There are potential advantages in constructing a new station entrance on the roundabout itself, with access via additional pedestrian crossings. However, the feasibility of this option has not yet been established with TfL. Consideration of feasibility would include a review of the subway usage (post-signalisation of the roundabout), scoping of the works required to upgrade the existing subway system to meet current Disability Discrimination Act accessibility standards and investigating funding options.

**Implementation**

4.2.5 TfL has responsibility for both the underground station and the roundabout intersection which forms part of London’s Strategic Road Network. Consequently, Transport for London is the primary implementation body. The Council will co-ordinate with TfL to ensure its own activities complement the signalisation of the roundabout and the new surface crossings. Growth Area Funding of £1.6 million has been secured and TfL is contributing a further £5.6 million towards the traffic calming initiatives proposed in the policy.

² 2007/08 to 2016/17
Gants Hill Town Centre Area Action Plan
Map 2: Transport Initiatives
4.3 Policy GH2: Sustainable Transport

The Council will support a range of improvements to promote public transport and enhance the environment for pedestrians and cyclists, including:

1. Creation of a peak-hour “bus only” lane along Cranbrook Road, north and south from the district centre.
2. In the longer term, the possible extension of East London Transit from Ilford to Barkingside via Gants Hill.
3. Improvements to bus-stops.
4. Improvements to the cycle network in the vicinity of the district centre.
5. Removal of unnecessary obstacles, barriers and street clutter within the public realm.
6. The introduction of a comprehensive lighting scheme to improve safety and security around the district centre and within the subway.
7. The introduction of consistent signage to improve orientation around the district centre and assist access to Valentines Park.
8. Measures to enhance place identity and safety and security within the underground station, including the introduction of retail uses (see Policy GH6: Expanded Retail).

Proposed sustainable transport initiatives and key public realm improvements are indicated on Map 2: Transport Initiatives and Map 8: Illustrative Masterplan.

Justification

4.3.1 The Council wishes to promote alternatives to use of the private car by improving public transport and enhancing the environment for pedestrians and cyclists. Providing effective public transport and reducing traffic congestion are identified in the Redbridge Sustainable Community Strategy as means of achieving its fifth ambition to “develop and support the Redbridge economy”. Measures such as improved signage and lighting and removal of street clutter will complement the initiatives set out in Policy GH1: Calming Traffic and make the district centre a more inviting place.

4.3.2 In the short term, the bus network can be improved by the introduction of a peak-hour “bus only” lane and by improvements to the bus stops themselves. Opportunities to improve the cycle network in and around the district centre also need to be explored.

4.3.3 In the longer-term, the Council supports the possible extension of the East London Transit through Gants Hill. This would provide the district centre with rapid bus connections to Barkingside in the north and to Barking District Centre in the south and across the River Thames if the Thames Gateway Bridge is built.

4.3.4 Improving the pedestrian and cycle connections to Valentines Park is also important so that the recreational and open space value of the park can be fully realised. Although an entrance to Valentines Park is located only about 250 m from the central roundabout, it is not easily found by casual visitors.
4.3.5 This policy includes both direct improvements to public transport services which are the responsibility of TfL (e.g. the East London Transit) and indirect improvements to make the district centre more accessible (e.g. better lighting and signage). These are the responsibility of the Council. Consequently, implementing this policy will require effective and on-going partnership working between the Council and TfL.

4.4 Car Parking

4.4.1 The Core Strategy DPD aims to reduce reliance on the private car and to promote public transport use, walking and cycling. Policies GH1: Calming Traffic and GH2: Sustainable Transport also seek to do this. However, within this overall strategy, it must be recognised that provision of adequate car parking is critical to the economic regeneration of Gants Hill. The Government also recognises that “A balance has to be struck between encouraging new investment in district centres by providing adequate levels of parking, and potentially increasing traffic congestion caused by too many cars”.

4.4.2 The Redbridge Retail and Leisure Study identified only 220 off-street car parking spaces in Gants Hill and stated that this reduced the number of speculative visits and was an impediment to the retail sector. It also encourages the leakage of local expenditure to other centres where car parking is more easily accessed. The Local Implementation Plan has identified provision of short-term car parking as one means of supporting local retailing.

4.4.3 Therefore, provision of appropriately located, short-term car parking spaces is of importance to the vitality of the retail sector and will be encouraged along the key shopping streets in the district centre. The on-street parking provision will need to be kept under review. In the short-term, hours can be managed to avoid conflict with the proposed “bus only” lane. In the longer-term, a dedicated corridor in Cranbrook Road for the East London Transit may require other solutions to be found.

4.4.4 Parking provision in new development will be required in accordance with Policy T5: Parking Standards of the Borough Wide Primary Policies DPD. In addition, the Council seeks to promote alternatives to car use wherever possible and Green Travel Plans should be submitted for major new development in accordance with Policy T1: Sustainable Transport of that DPD.

Implementation

4.4.5 Control of short-term, on-street car parking in front of retail premises is the responsibility of the Council’s Engineering and Building Services. Off-street car parking will be required within new development through the planning approval process and in accordance with Borough Wide Primary Policy T5: Parking Standards.

---

3 Strategic Policy 6 Movement and Transport
4 PPS13 Transport para. 56
5 Roger Tym and Partners (2006) para 3.52
Chapter 5: 
Land Use Strategy and Built Form

5.1 Key Planning Issues

5.1.1 The physical form of Gant’s Hill as a roundabout fed by major roads, has fragmented the shopping and public realm areas. The roundabout itself is a large area of wasted space and a void at the heart of the district centre. Without a focus, the individual shopping parades operate as separate entities and the commercial viability of the area is diminished.

5.1.2 There is no industrial employment in the district centre and office accommodation is largely outdated and characterised by high levels of vacancy. The continued concentration of new office development in central London and at the Isle of Dogs makes it unrealistic to expect any sudden or sustained pick-up in office floor-space rents.

5.1.3 The demand for housing is strong and the borough has an ambitious target to supply 9,050 new homes by 2017. There is an opportunity for Gants Hill to make a significant contribution to supplying these homes. In the district centre environment, any dwellings would generally be supplied as apartments in multi-storey buildings. To promote an active and vibrant street-scene, a mixed-use approach will often be appropriate, with retail or other commercial uses on the ground floor of such buildings.

5.1.4 The built character of Gants Hill and its surrounds is varied and diverse with no strong unifying theme. There are several buildings of local distinction in the core of the district centre and the Gants Hill library is locally listed. Buildings in the surrounding residential area are primarily two storeys, rising to four storeys around the Gants Hill junction and centre. There are several tall buildings in the area, including two above ten storeys.

5.1.5 The good transport access to Gants Hill suggests that it is an ideal place to maximise development densities by making use of taller buildings. The LDF Proposals Map shows most of the district centre as being suitable for tall buildings.

5.1.6 Government advice is that planning policies should “encourage well-designed and, where appropriate, higher-density, multi-storey development within and around existing centres, including the promotion of mixed-use development and mixed-use areas”\(^6\). The Gants Hill Area Action Plan Supporting Studies document identified a number of district centre sites which are considered suitable for such development. These are identified on Map 3: Opportunity Sites.

5.1.7 The following policies seek to provide a rational planning response to these issues.

\(^6\) PPS6 Planning for District centres para 2.20
Gants Hill Town Centre Area Action Plan
Map 3: The Opportunity Sites

Town Centre boundary
Area Action Plan boundary
Opportunity Sites -
Site A - Wentworth House
Site B - Eastern Avenue Storage Buildings
Site C - Commercial House
Site D - Montrose House
Site E - Car Showroom
Site F - Woodford Avenue/Eastern Avenue corner
Site G - Cranbrook Road North/Woodford Avenue corner

Approved housing development sites -
Site H - Bramley Crescent
Site I - Parham Drive
Site J - Citygate House
Site K - Odeon Site
5.2 **Policy GH3: Place Identity**

**Policy GH3: Place Identity**

The Council will encourage primary district centre activities along Cranbrook Road, North and South and will promote improved pedestrian and cycle movement along this corridor as shown on Map 4: *The Gants Hill “High Street”*. Planning permission will be granted for development proposals which comply with Borough Wide Primary Policies R1: *Sustainable Centres* and R3: *Protection of Shopping Uses*.

**Justification**

5.2.1 Map 4 shows the primary “High Street” corridor for Gants Hill, based on Cranbrook Road North and South, which already contains the highest quality retail parades and has the lowest vacancy rates in the district centre. In addition, the pedestrian environment of Cranbrook Road has recently been improved with new paving, lighting and street furniture and a number of short-term car parking spaces on either side of the road.

5.2.2 This is consistent with the LDF Proposals Map Inset 4, which shows primary and secondary retail areas, subject to Borough Wide Primary Policies R1: *Sustainable Centres* and R3: *Protection of Shopping Uses*. It also reflects the Government’s advice that Local Authorities should identify primary district centre frontages with a high proportion of retail uses and secondary frontages which provide more flexibility and diversity of uses.

5.2.3 Reinforcing Cranbrook Road as the primary shopping street should help overcome some of the current fragmentation of the centre and provide a logical basis for its future commercial development. In contrast, Eastern Avenue (A12) is a busy dual carriageway and represents the least suitable environment for retail development. Woodford Avenue (A1400) is also dual carriageway and the pedestrian environment is used for servicing and unloading.

**Implementation**

5.2.4 The policy will be implemented through the application of the Council's development control powers.

---

2 PPS6 *Planning for Town Centres* para 2.17.
5.3 **Policy GH4: Building Heights**

**Policy GH4: Building Heights**

Planning permission will be granted for development which complies with the building heights shown on Map 5: *Building Heights*. In the case of tall buildings (i.e. over 30 metres in height), excellent design quality is especially important and planning permission will only be granted for proposals which comply with the design criteria set out in Borough Wide Primary Policy BD2: *Tall Buildings*.

**Justification**

5.3.1 The majority of the district centre is included as an area for tall buildings under Policy BD2: *Tall Buildings* in the Borough Wide Primary Policies Development Plan Document, in recognition of the centre’s good public transport accessibility and the presence of a number of existing tall buildings within the centre.

5.3.2 However, in order to preserve an open and inviting environment in the most heavily pedestrianised areas within the district centre, the building height strategy is refined within this Area Action Plan to maintain relatively modest heights (3 storeys on street frontages rising to 5 storeys for set-back development) around the heart of the district centre and along Cranbrook Road North and South, where pedestrian use is at its greatest (see Policy GH3: *Place Identity*), while allowing greater heights towards the edge of the centre. This is consistent with the current distribution of taller buildings.

5.3.3 While the Council wishes to promote good design everywhere, it is especially important for tall buildings, because of their greater visual impact. Borough Wide Primary Policy BD2: *Tall Buildings* sets out a range of design criteria which allow the Council to assess tall building applications. Furthermore, Policy BD1: *All Development* requires development to be compatible with the character and amenity of the area in which it is located. The policy lists criteria such as the impact upon sunlight, daylight, and privacy of adjoining owners. These criteria are relevant for sites anywhere in the borough and it is appropriate simply to reference them, rather than to repeat them in the policy.

5.3.4 The strategy aims to balance the opportunity to lead regeneration with higher district centre densities with the need to preserve an open and inviting environment in the most heavily pedestrianised areas.

**Implementation**

5.3.5 The policy will be implemented through the application of the Council's development control powers.
5.4 Policy GH5: Land Use

Policy GH5: Land Use

The Council will grant planning permission for development which complies with the land use strategy for the Opportunity Sites shown on Map 6: Opportunity Sites – Ground Floor Land Uses and Map 7: Opportunity Sites – Upper Floor Land Uses. Elsewhere in the district centre, planning permission will be granted for mixed use development proposals which include active ground floor retail/commercial uses that address the street frontage.

Justification

5.4.1 The Opportunity Sites shown on Map 6: Opportunity Sites – Ground Floor Land Uses and Map 7: Opportunity Sites – Upper Floor Land Uses were identified through the Gants Hill Area Action Plan Supporting Studies document. The sites are considered to have significant redevelopment potential for housing or mixed-use development during the lifetime of this plan. The area on the southern side of Eastern Avenue, to the west of the roundabout is also considered appropriate for the provision of a supermarket (refer to Policy GH6: Expanded Retailing).

5.4.2 The new building block layouts shown on the maps are indicative only and are not meant to prescribe actual outcomes.

5.4.3 On the remaining district centre sites which were not specifically considered in the supporting study, development proposals will be considered on their merits, but mixed use schemes with active retail/commercial ground floor uses will be required. Such schemes will help create a “passing parade” and add to the sense of human activity and vibrancy in the district centre. This is especially important on the primary thoroughfare of Cranbrook Road North and South.

Implementation

5.4.4 The policy will be implemented through the application of the Council’s development control powers.

---

*Urban Practitioners (2007)*
Gants Hill Town Centre Area Action Plan
Map 6: Opportunity Sites - Ground Floor Land Uses

Town Centre boundary
Area Action Plan boundary
Retail/mixed use
Mixed use (incorporating a supermarket along Eastern Avenue frontage - refer to Policy GHT)
Commercial/business use
Predominantly residential (including parking)
Courtyards/car parking

Gants Hill Town Centre Area Action Plan
Map 6: Opportunity Sites - Ground Floor Land Uses

Date May 2009 Scale: 1/4000

Chief Planning & Regeneration Officer Planning & Regeneration

Reproduced from the Ordnance Survey material with permission of the Controller of HMSO. Unauthorised reproduction infringes Crown Copyright & may lead to prosecution or civil proceedings. LB Redbridge 100017755 & MSA Agreement No. DRED104 (c) Crown Copyright. All rights reserved.
Chapter 6: Retailing

6.1 Key Planning Issues

6.1.1 The retail offer in Gants Hill is relatively modest and is distributed among the five main streets leading into the central roundabout. In general, Gants Hill has a small customer base within its catchment area due to a lack of passing trade stopping off within the centre. The nearest competing centres – Ilford and Barkingside – have a more extensive retail offer and are only a short distance away.

6.1.2 Of all the district centres in Redbridge, Gants Hill has the lowest proportion of A1 uses (shops) (41%) providing comparison and convenience goods. Unlike the other centres there are no major foodstores or multiple comparison retailers to anchor a customer base.

6.1.3 The Redbridge Retail and Leisure Study\(^9\) estimated additional convenience shopping need of 11,000 m\(^2\) gross floor area in the period to 2016. While this figure is for the whole borough, the study concluded that Gants Hill and Ilford District Centres should be the main priorities for meeting this need. Gants Hill requires a major supermarket to improve upon the small scale Tesco Express and Iceland stores currently operating in the District Centre. Although the Study does not specify a size, the Council has adopted the definition in PPS6: “a self-service store selling mainly food with a trading floorspace less than 2,500 square metres, often with car parking”. In relation to this, the study stated that “Public sector intervention is required most in Gants Hill District Centre, which substantially under-performs compared to the Borough’s other centres”\(^10\).

6.1.4 Gants Hill underperforms as a district centre because there is no reason to stop in the centre for many of the road users who pass through it. While much of this is due to the poor quality of the environment and lack of parking, the subsequent narrowing of the retail offer compounds the problem and has led to a downward spiral.

6.1.5 There are however, a number of restaurants and cafes, drinking establishments and hot-food take-aways (proportionately more than in other district centres in the borough) and some have a sub-regional reputation for high quality. These represent an emerging evening economy, as a niche sector which is helping to distinguish Gants Hill from other centres. Concerns over noise and the proximity of evening economy uses to residential dwellings is recognised and therefore effective management of the evening economy is vital.

6.1.6 Government policy says that where district centres are in decline, Local Authorities should consolidate and strengthen these centres “by seeking to focus a wider range of services there, promote the diversification of uses and improve the environment”\(^11\). The Government also advises Local Authorities to prepare policies to help manage the evening economy and that these should consider the scale of leisure developments and their “impact on the character and function of the centre, anti-social behaviour, crime and the amenities of nearby residents”\(^12\).

---

\(^9\) Roger Tym and Partners (2006) page 58
\(^10\) Roger Tym and Partners (2006) page 64 (para. 7.9)
\(^11\) PPS6 Planning for Town Centres para. 2.8
\(^12\) PPS6 Planning for Town Centres paras. 2.23 and 2.24
The following policies respond to these issues.

**6.2 Policy GH6: Expanded Retailing**

<table>
<thead>
<tr>
<th>Policy GH6: Expanded Retailing</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Council will grant planning permission for development which broadens the retail offer within Gants Hill. In particular, planning permission will be granted for:</td>
</tr>
<tr>
<td>1. A supermarket appropriate in scale to a district centre and providing for more than the local catchment. Opportunity Sites A-E along Eastern Avenue (on Map 3: Opportunity Sites) (either individually or combined) would be suitable locations.</td>
</tr>
<tr>
<td>2. Other convenience retail within the District Centre.</td>
</tr>
<tr>
<td>3. Retail uses within the subway system.</td>
</tr>
<tr>
<td>4. Ground-floor retail uses within mixed-use developments.</td>
</tr>
</tbody>
</table>

**Justification**

6.2.1 The LDF defines a District Centre as a “Medium sized shopping and commercial centre proving for more than a local catchment”\(^{13}\). This is consistent with the definition in the London Plan which also recognises that “Developing the capacity of District centres for convenience shopping is critical …”\(^{14}\). PPS6 indicates that district centres often contain at least one supermarket\(^{15}\). Gants Hill is currently underperforming as a District Centre against all these measures. This is not simply due to a quantitative lack of shops. It is also due to the absence of a major supermarket to retain local spending being lost to other centres, and to capture new spending from the many people who currently just pass through Gants Hill.

6.2.2 The *Redbridge Retail and Leisure Study* provides ample evidence to support this view. It found the need to secure a supermarket of sufficient scale, so “as to enable it to better anchor the district centre and so as to increase the unacceptably low localised retention of the convenience goods expenditure”\(^{16}\).

6.2.3 The study also stated that, “It is likely there will be a need for pro-active assistance from the Council in assembling a suitable site”\(^{16}\). Responding to this, Policy GH6: Expanded Retailing identifies Sites A-E on Map 3: Opportunity Sites as suitable sites for a supermarket as these are currently subject to low intensity use and likely to come forward in the short to medium term. Development of a supermarket on any of these sites would need to be accompanied by a package of public realm improvements (refer to Policy GH9: Amenity Provision, Community Uses and Social Infrastructure).

6.2.4 Expanding the number of retail shops of all kinds is also the key to attracting more people to Gants Hill and creating a lively and vibrant public realm. Retailing within the subway system will be limited in scale but is nevertheless supported because it can play an important role in promoting safety and security in accordance with the first ambition of the *Sustainable Community Strategy* “to make Redbridge safer”. This is in turn will encourage more people to use the Underground. Likewise, the Council wishes to see retailing on the ground floor of mixed-use developments, to ensure an active street frontage is developed and maintained.

---

\(^{13}\) LB Redbridge (2008), Core Strategy DPD (Glossary)

\(^{14}\) London Plan, page A1

\(^{15}\) PPS6 *Planning for Town Centres*, Table 1, p. 30.

\(^{16}\) Roger Tym and Partners (2006) page 64
**Implementation**

6.2.5 The Council will use the full range of implementation tools available to it in order to broaden the retail offer within Gants Hill.

6.2.6 Firstly the Council, through its Planning and Regeneration Service, will “sell” this policy to potential developers to interest them in bringing forward development proposals in the first place. Actions will potentially include:

- Promoting sites to retail operators, particularly supermarket operators
- Working directly with landowners to realise the potential of their sites
- Producing Planning Briefs
- Showing flexibility in S106 negotiations
- Providing free development advice
- Undertaking infrastructure enhancements to complement a supermarket, such as providing or securing attractive pedestrian and cycle links to the primary retail frontage within the centre
- Assisting with relocation to other sites (i.e. moving existing businesses).

6.2.7 As formal proposals come forward, the Council will use the development control process to secure the outcomes sought by the policy.

6.2.8 The Council will work with potential supermarket operators in the first instance to develop a supermarket within the centre. However, if a supermarket has not been completed within the District Centre by 2012 or if prior to this date only one opportunity site remains potentially available and feasible (from Sites A-E), the Council will consider use of compulsory purchase order powers on the most suitable site at that point in time.

6.2.9 Any introduction of retail uses into the subway system will need the agreement and support of TfL. Consequently, the Council will work with TfL to explore this opportunity.

6.3 The Evening Economy

6.3.1 The growth of the evening economy is the one recent sign of retail strength in Gants Hill and the Council wishes to build on this. However, while the entertainment and leisure sector is an important source of employment and commercial opportunity, the Sustainability Appraisal pointed out that negative cumulative effects can result from an increase in the number of late night entertainment establishments, due to drunkenness and anti-social behaviour and noise.

6.3.2 These effects are currently more potential than real, but they need to be carefully monitored, given that this plan aims to increase the permanent residential population of the district centre. The Council will apply Policy R1: **Sustainable Centres** of the Borough Wide Primary Policies DPD to control the number of A4 drinking establishments or night clubs (sui generis) if this becomes necessary to manage the evening economy. The Council also has powers available as part of a Licensing Policy under the Licensing Act to set an upper capacity limit for evening economy uses.

**Implementation**

6.3.3 This approach will be implemented through the application of the Council’s development control powers.
Chapter 7: Housing

7.1 Key Planning Issues

7.1.1 The Redbridge Core Strategy DPD seeks to deliver a minimum of 9,050 new homes in the borough in the period to 2017 and the district centres are earmarked to provide between 15% and 25% of this figure. Gants Hill District Centre currently has a very small residential population, housed mainly in units above shops.

7.1.2 The Government suggests that an important consideration in selecting sites for new housing should be the extent to which development “is easily accessible and connected to public transport and community facilities…”\textsuperscript{17}. It further stresses the role of good public transport in reducing carbon emissions from the private car\textsuperscript{18}.

7.1.3 The relatively low density of the district centre, combined with its good public transport access and links to central London, make it an ideal location for new housing. The Borough Wide Primary Policy BD3: Density in New Residential Development sets a housing density range for Gants Hill District Centre of 165-275 dwellings per hectare. The policy sets a density range for the remaining district centres at only 80-120 dwellings per hectare. This recognises the regeneration agenda and the special potential of Gants Hill for new housing, which sets it apart from the other district centres.

7.1.4 At present, a number of commercial buildings are being converted for residential use and the Development Sites with Housing Capacity DPD identifies a number of sites that are suitable for housing (see Approved Housing Development Sites in Table 1 below). The Gants Hill District Centre Area Action Plan Supporting Studies document examined these and other sites and compiled a list of all district centre sites that are currently known to be suitable for housing.

7.1.5 The table below gives an estimate of the housing capacity of each site. For the Opportunity Sites, this is calculated by multiplying the area of each site by the mid-point of the density range for Gants Hill District Centre set out in Borough Wide Policy BD3: Density in New Residential Development (see above) – that is, 220 units per hectare. Any planning applications for sites within the centre would have to satisfy all Local Development Framework policies, including GH4: Building Heights, BD1: All Development and BD2: Tall Buildings, therefore ensuring compatibility with its surroundings. For the Approved Housing Development Sites, the figure given is the actual number of units for which planning permission has been granted.

\textsuperscript{17} PPS3 Housing para. 16
\textsuperscript{18} PPS3 Housing para. 38
### Table 1

**Gants Hill District Centre Housing Capacity Estimate**

<table>
<thead>
<tr>
<th>Opportunity Sites</th>
<th>Site Area (ha)</th>
<th>Units (220 units/ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site A: Wentworth House</td>
<td>0.2969</td>
<td>65 units</td>
</tr>
<tr>
<td>Site B: Eastern Avenue Storage Buildings</td>
<td>0.4136</td>
<td>91 units</td>
</tr>
<tr>
<td>Site C: Commercial House</td>
<td>0.1671</td>
<td>37 units</td>
</tr>
<tr>
<td>Site D: Montrose House</td>
<td>0.1596</td>
<td>35 units</td>
</tr>
<tr>
<td>Site E: Car Showroom</td>
<td>0.2779</td>
<td>61 units</td>
</tr>
<tr>
<td>Site F: Woodford Avenue/Eastern Avenue Corner</td>
<td>0.5333</td>
<td>117 units</td>
</tr>
<tr>
<td>Site G: Woodford Avenue/Cranbrook Road North</td>
<td>0.3412</td>
<td>75 units</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>481 units</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Approved Housing Development Sites</th>
<th>Development Sites with Housing Capacity DPD</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site H: Bramley Crescent</td>
<td>CR03</td>
<td>122 units</td>
</tr>
<tr>
<td>Site I: Parham Drive</td>
<td>BA03</td>
<td>56 units</td>
</tr>
<tr>
<td>Site J: Citygate House</td>
<td>BA04</td>
<td>125 units</td>
</tr>
<tr>
<td>Site K: Odeon Site</td>
<td>NE11</td>
<td>224 units</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>527 units</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td></td>
<td><strong>1008 units</strong></td>
</tr>
</tbody>
</table>

7.1.6 The following policy grasps the opportunity which new housing offers to regenerate the district centre.

### 7.2 Policy GH7: Housing

**Policy GH7: Housing**

To promote the regeneration of Gants Hill and to contribute to the borough-wide target of 9,050 new homes by 2017, the Council will seek to deliver a minimum of 800 new homes in Gants Hill District Centre. In pursuit of this, planning permission will be granted for residential schemes:

1. On the Opportunity Sites identified on Map 3.
2. Through the conversion of existing office premises in accordance with Policy: GH8 Use of Employment Land.
3. Elsewhere as part of mixed-use schemes with active ground floor retail or community use frontages.

**Justification**

7.2.1 The investment generated by new housing can be used to kick-start development generally in Gants Hill, especially when housing is delivered as part of mixed-use schemes. In addition, the expanding permanent residential population will add to the Gants Hill customer base and give new confidence for retail investment.

---

19 Refer to Map 3: Opportunity Sites
20 Refer to Map 3: Opportunity Sites
7.2.2 The Opportunity Sites shown on Map 3 have all been appraised by the Council and are considered suitable for housing. In addition, there may be office premises not already shown on Map 3: Opportunity Sites which come forward for redevelopment. On these sites, housing will be acceptable as part of mixed-use schemes. This is discussed further in relation to Policy GH8: Use of Employment Land. On other sites, housing will be an acceptable land use, as long as it complies with the basic mixed-use strategy and provides active ground floor uses which encourage a vibrant street environment.

7.2.3 The housing capacities in Table 1 are best estimates only. They are not meant to prescribe actual outcomes. Applications for individual sites will be considered on their merits and site capacities will be assessed in relation to Policy GH4: Building Heights and all other relevant LDF policies, such as BD1: All Development and BD2: Tall Buildings; these policies require consideration of the potential impact of any proposal on issues such as daylight, sunlight, overlooking and scale of development on surrounding uses.

7.2.4 It is unreasonable to expect all the Opportunity Sites to be developed within the lifetime of this plan. On the other hand, additional housing may be constructed on sites not specifically identified in Table 1, but which comply with criteria 2 and 3 of the policy. The Council believes that a reasonable collective target for all sites over the lifetime of this plan is 800 dwellings. This will be an important contribution towards delivering the overall borough housing target and become a means of monitoring the success of this plan (as recommended by the Sustainability Appraisal).

Implementation

7.2.5 The policy will be implemented primarily through the application of the Council’s development control powers. However, it is also necessary to “sell” this policy to potential developers to interest them in bringing forward development proposals in the first place. The Council’s Planning and Regeneration Service will play a role here, with the Service potentially undertaking a range of actions, such as:

- Promoting sites to house builders
- Working directly with landowners to realise the potential of their sites
- Producing Planning Briefs
- Showing flexibility in S106 negotiations
- Providing free development advice
- Undertaking infrastructure enhancements to complement housing
- Assisting with relocation to other sites (i.e. moving existing businesses)
- Consideration of Compulsory Purchase Orders to assemble sites and ensure that land is brought forward for development.
8.1 Key Planning Issues

8.1.1 There is approximately 12,000 m² of office floorspace within or immediately adjacent to Gants Hill District Centre. Most of this is provided within purpose-built office blocks constructed from the 1960s to the 1980s. Much of the office space is outdated and there are high vacancy rates, although new investment has recently led to the renovation of office space at Aerodene House.

8.1.2 In responding to the Preferred Options Report, the Mayor of London advised that “the London Office Policy Review indicates that there is no demand for large-scale office development in Gants Hill District Centre. If there is static and declining demand for offices, then a managed release for other uses, such as housing, should be considered”.

8.1.3 Even with the recent conversion of Citygate House to residential uses, office space remains hard to let and there is little prospect of a turn-around in the market. Most office investment continues to be directed to central London, the Isle of Dogs and some of the larger district centres in London.

8.1.4 The Government advises that in preparing development plans, Local Authorities should carry out an assessment of the need for new office floorspace and that the “needs for other main district centre uses” also need to be considered.

8.1.5 Given this, there appears to be little benefit in safeguarding the existing office floorspace as this would only lead to rising vacancy rates. Where it is viable to maintain or refurbish office space (as in the case of Aerodene House), the employment this generates is welcome, but for much of the existing office stock, alternative uses need to be considered.

8.1.6 There is no industrial property in or near to Gants Hill District Centre. In Redbridge as a whole, industrial employment forms a small and declining share of the total employment base. Consequently, there is little likelihood that there will be demand for industrial sites in Gants Hill and little reason to think that industrial uses will play a role in the regeneration of Gants Hill. Indeed, there is potential for conflict between industrial uses and the planned expansion of the district centre resident population.

8.1.7 The following policy responds to these issues.

8.2 Policy GH8: Use of Employment Land

The Council will grant planning permission for the conversion of existing offices to other uses, including housing, as part of mixed-use schemes with active ground floor retail or community use frontages.

21 PPS6 Planning for Town Centres paras. 2.39 and 2.40.
**Justification**

8.2.1 There is little demand for office space in Gants Hill and this situation is unlikely to change during the lifetime of this plan. Consequently, it is reasonable to allow conversion to other uses, rather than continue with high vacancy rates.

8.2.2 The most likely alternative use is residential, for which demand is strong. A number of existing office sites have already been specifically ear-marked for residential use in Table 1. Any new scheme should include a mix of uses with active ground floor uses that address the street, in order to encourage a vibrant public realm.

**Implementation**

8.2.3 The policy will be implemented through the application of the Council’s development control powers.
Chapter 9: Community Uses and Social Infrastructure

9.1 Key Planning Issues

9.1.1 Achieving social cohesion and inclusion is a key objective of sustainable development. The Government advises that "while regeneration of the built environment alone cannot deal with poverty, inequality and social exclusion", planning policies should "ensure that the impact of development on the social fabric of communities is considered and taken into account".

9.1.2 The new housing development proposed in this plan will need to be supported by appropriate community and social infrastructure. Not all the required infrastructure will necessarily have to be provided in the district centre, especially as the nearby Metropolitan Centre of Ilford is easily accessible.

9.1.3 Given the relatively small number of sites in Gants Hill, the Preferred Options Report established that it would not be appropriate to specifically designate locations for new community or social infrastructure, although the Gants Hill Library is one site that would likely be acceptable and this site has been identified within the Development Opportunity Sites DPD (Proposal CR1.6). The Council will identify potential community or social infrastructure uses to development proponents as individual sites come forward for development.

9.1.4 The following policy gives a general indication of what types of sites are considered suitable for community uses and social infrastructure.

9.2 Policy GH9: Amenity Provision, Community Uses and Social Infrastructure

Policy GH9: Amenity Provision, Community Uses and Social Infrastructure

The Council will encourage the provision of amenities on mixed use sites with a high density of residential use, and grant planning permission for community uses and social infrastructure:

1. As part of mixed-use development on the Opportunity Sites identified on Map 7: Opportunity Sites – Upper Floor Land Uses.
2. In other accessible locations, where an active ground floor street frontage is provided.

The Council will require through planning obligations any supermarket located outside the Key High Street corridor (refer Map 4: Gants Hill “High Street”) to provide an improved public realm and pedestrian / cycle connections to the Key High Street corridor.

Development which improves access to Valentines Park will be supported and measures to enhance landscaping on approach streets to Valentines Park will be welcome.

22 PPS1 Delivering Sustainable Development paras. 15 and 16.
**Justification**

9.2.1 Providing for community uses and social infrastructure, is critical to building a strong, sustainable community in Gants Hill District Centre, where residents enjoy a good quality of life, businesses wish to invest and visitors want to return. Delivering quality, modern services is also identified by the *Redbridge Sustainable Community Strategy* as a means of achieving its third ambition “to improve peoples’ health, care and well-being”.

9.2.2 This policy provides a general indication of the types of sites where such uses will receive planning permission. They potentially encompass a wide range of locations and should allow for any reasonably foreseen requirement for land. Provision of facilities may occur through planning obligations as part of the development of larger mixed-use sites.

9.2.3 As the Gants Hill Library already provides an important community use, it would be appropriate to provide additional community/social uses on that site, if this can be achieved without compromising the effective provision of library services.

**Implementation**

9.2.4 The policy will be implemented primarily through the application of the Council’s development control powers and the planning obligations process.
The above Masterplan shows the following series of proposals for Gants Hill Town Centre:-

1 Redevelopment to provide housing units, with ground floor active uses (such as a supermarket). Taller building possible away from the centre, on the edge of Gants Hill district centre.

2 Redevelopment for housing, incorporating ground floor active uses (such as a supermarket). Pedestrian access provided through the site between Clarence Avenue and Eastern Avenue.

3 Redevelopment for housing, incorporating leisure uses or a supermarket at ground floor along Eastern Avenue.

4 Clarence Avenue open to one-way traffic from the roundabout only.

5 High quality paving scheme and landscaping to provide a green link to Valentines Park.

6 Signalisation of the roundabout to enable the introduction of surface pedestrian crossings.

7 Redevelopment for medium-density housing.

8 Redevelopment for housing, incorporating ground floor retail uses. Building heights restricted to 3-storesys, with opportunity for additional 2-storesys set-back from street frontages.

9 Redevelopment for housing, incorporating ground floor retail uses. Building heights restricted to 3-storesys, with opportunity for additional 2-storesys set-back from street frontages, provided these additional storesys do not have an unacceptable impact upon existing residential dwellings immediately to the north of the site.

10 Landscaping to improve the appearance of the roundabout island.

11 Accepted proposals for high-density housing development.

12 Short-term parking in front of retail premises.

Gants Hill Town Centre Area Action Plan
Map 8: Illustrative Masterplan
Chapter 10: Monitoring

10.1 Introduction

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

10.1.2 There are five key monitoring tasks which the Annual Monitoring Report addresses:

- To review actual progress in terms of Local Development Document preparation against the timetable and milestones in the Local Development Scheme.
- To assess the extent to which policies in the Local Development Documents are being implemented.
- Where policies are not being implemented, explain why and set out what steps are to be taken to ensure that the policy is implemented, or whether the policy is to be amended or replaced.
- To identify the significant effects of implementing policies in Local Development Documents and whether they are as intended.
- To set out whether policies are to be amended or replaced.

10.1.3 Survey, monitoring and review are therefore crucial to the successful delivery of all Local Development Documents, including this Area Action Plan.

10.2 General Monitoring

10.2.1 Government guidance\(^{23}\) requires Planning Authorities to report upon a series of nationally set core output indicators with relevant local output indicators to be developed by Planning Authorities as appropriate. The national indicators are updated and revised from time to time and Appendix C sets out the indicators as updated in July 2008.

10.2.2 The Council currently seeks to collect information on all the national core output indicators. Additionally, the Council monitors the loss of Green Belt and Metropolitan Open Land as a local output indicator. Information is collected from a number of sources, including:

- Residential Land Availability monitoring including annual housing completions, density, and outstanding planning permissions (London Borough of Redbridge Planning Service).
- Annual Retail Surveys for district centres (London Borough of Redbridge Planning Service).
- District Centre Health Checks (London Borough of Redbridge Planning Service).
- Site Availability Register (London Borough of Redbridge Planning Services).
- Open Space Survey (London Borough of Redbridge Planning Service).
- Borough Profile – includes a variety of social, economic and environmental information (London Borough of Redbridge Planning Service).
- Best Value Performance Indicators.

---

10.2.3 Should the Government change national core output indicators, monitoring procedures will be amended accordingly. Similarly, should local priorities change or new issues emerge, relevant indicators will be developed.

10.3 Monitoring Arrangements Specific to this Area Action Plan

10.3.1 In addition to the borough-wide monitoring arrangements, the Council will monitor a number of additional items which it believes will help measure the effectiveness of the policies contained in this Area Action Plan. Table 2 below sets out the specific additional monitoring tasks which will be reported on annually.

**Table 2**

<table>
<thead>
<tr>
<th>Item</th>
<th>Task</th>
<th>Delivery Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Delivery of 800 new homes as set out in policy GH7 Housing (80 units per annum). Monitor on-going housing delivery to ensure a minimum 80 new homes are delivered annually. Should the average annualised new housing delivery (from 2007/08) fall below 80 new homes, consider use of compulsory purchase order powers on remaining opportunity sites. Secure developers for Opportunity Sites F and G (refer Map 3: Opportunity Sites) and complete construction. Should either Opportunity Sites F or G not be completed by early 2014, consider use of compulsory purchase order powers over these.</td>
<td>2017, Annually, Early 2014, Mid 2014</td>
</tr>
<tr>
<td>2</td>
<td>Signalisation of round-about and installation of pedestrian crossings.</td>
<td>2010</td>
</tr>
<tr>
<td>3</td>
<td>Public realm improvements: removal of street clutter; improved signage and lighting. Explore with Transport for London opportunities to provide pedestrian crossings to a new station entrance on the central island and landscaping of the island itself. This would include review of the subway usage (post-signalisation of the roundabout), scoping of the works required to upgrade the existing subway system to meet current Disability Discrimination Act accessibility standards and investigating funding options.</td>
<td>2010, By 2017</td>
</tr>
</tbody>
</table>
## Specific Monitoring Tasks for this Area Action Plan

<table>
<thead>
<tr>
<th>Item</th>
<th>Task</th>
<th>Delivery Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>New Supermarket</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Secure developer for a supermarket within the District Centre and complete construction.</td>
<td>Early 2012</td>
</tr>
<tr>
<td></td>
<td>If a supermarket has not been completed within the District Centre by early 2012 or if prior to this date only one opportunity site remains potentially available and feasible (from Sites A-E), the Council will consider use of compulsory purchase order powers on the most suitable site at that point in time.</td>
<td>Mid 2012</td>
</tr>
</tbody>
</table>
## Appendix A: The Evidence Base

### National/Government Documents

<table>
<thead>
<tr>
<th>Document</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Compulsory Purchase Act 2004</td>
<td>Six Acre Standard: Minimum standards for outdoor playing space</td>
</tr>
<tr>
<td>Planning for Leisure and Tourism</td>
<td></td>
</tr>
</tbody>
</table>

### Planning Policy Statements

<table>
<thead>
<tr>
<th>Statement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PPS 1: Delivering Sustainable Development (February 2005)</td>
<td></td>
</tr>
<tr>
<td>PPS3: Housing (November 2006)</td>
<td></td>
</tr>
<tr>
<td>PPS 6: Planning for Town Centres (March 2005)</td>
<td></td>
</tr>
<tr>
<td>PPS 9: Biodiversity and Geological Conservation (August 2005)</td>
<td></td>
</tr>
<tr>
<td>PPS 12: Local Development Frameworks (September 2004), superseded by PPS12: Local Spatial Planning (July 2008)</td>
<td></td>
</tr>
<tr>
<td>PPS 13: Transport (March 2001)</td>
<td></td>
</tr>
<tr>
<td>PPS 15: Planning and the Historic Environment (September 1994)</td>
<td></td>
</tr>
<tr>
<td>PPS 16: Archaeology and Planning (November 1990)</td>
<td></td>
</tr>
<tr>
<td>PPS 17: Planning for Open Space, Sport and Recreation (July 2002)</td>
<td></td>
</tr>
<tr>
<td>PPS 23: Planning and Pollution Control (November 2004)</td>
<td></td>
</tr>
<tr>
<td>PPS 25 Development and Flood Risk (December 2005)</td>
<td></td>
</tr>
</tbody>
</table>

### Planning Policy Guidance

<table>
<thead>
<tr>
<th>Guidance</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PPG 4: Industrial, Commercial Development and Small Firms (November 1992)</td>
<td></td>
</tr>
<tr>
<td>PPG 13: Transport (March 2001)</td>
<td></td>
</tr>
<tr>
<td>PPG 15: Planning and the Historic Environment (September 1994)</td>
<td></td>
</tr>
<tr>
<td>PPG 16: Archaeology and Planning (November 1990)</td>
<td></td>
</tr>
<tr>
<td>PPG 17: Planning for Open Space, Sport and Recreation (July 2002)</td>
<td></td>
</tr>
<tr>
<td>PPG 24: Planning and Noise (September 1994)</td>
<td></td>
</tr>
</tbody>
</table>
### Government Circulars

<table>
<thead>
<tr>
<th>Circular</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 / 02</td>
<td>The Town &amp; Country Planning (Residential Density)</td>
</tr>
<tr>
<td>05/05</td>
<td>Planning Obligation</td>
</tr>
<tr>
<td>05/094</td>
<td>Planning Out Crime</td>
</tr>
<tr>
<td>06/98</td>
<td>Planning &amp; Affordable Housing</td>
</tr>
</tbody>
</table>

### Regional and Sub-Regional Documents

<table>
<thead>
<tr>
<th>Document</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayor’s Air Quality Strategy (2002)</td>
<td>Mayor’s Transport Strategy Implementation Targets</td>
</tr>
<tr>
<td>Mayor’s Ambient Noise Strategy (2003)</td>
<td>Thames Gateway Development and Investment Framework</td>
</tr>
<tr>
<td>Mayor’s Accessible London: Achieving an Inclusive Environment (2005)</td>
<td>TFL Investment Programme</td>
</tr>
<tr>
<td>Mayor’s Biodiversity Strategy</td>
<td>East London Affordable Housing Investment Framework 2004/05</td>
</tr>
<tr>
<td>Mayor’s Cultural Strategy</td>
<td>London Stansted Cambridge Corridor – Initial Assessment Study</td>
</tr>
</tbody>
</table>

### Redbridge Local Development Framework

<table>
<thead>
<tr>
<th>Document</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Redbridge Documents</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Affordable Housing Strategy 2003-2007</td>
<td>Local Implementation Plan</td>
</tr>
<tr>
<td>Biodiversity Action Plan</td>
<td>Key Worker Strategy</td>
</tr>
<tr>
<td>Contaminated Land Strategy</td>
<td>Libraries Position Statement</td>
</tr>
<tr>
<td>Sustainable Community Strategy &amp; Action Plan</td>
<td>LEA Education Development Plan 2002-2007: Improving Learning, Teaching and Achievement in Redbridge</td>
</tr>
<tr>
<td>Cultural Strategy</td>
<td>Nature Conservation Strategy for Redbridge</td>
</tr>
<tr>
<td>Crime &amp; Disorder Strategy</td>
<td>Private Sector Housing Strategy 2003</td>
</tr>
<tr>
<td>Gants Hill District Centre Area Action Plan Supporting Studies (Urban Practitioners 2007)</td>
<td>Redbridge Retail and Leisure Study (Roger Tym and Partners 2006)</td>
</tr>
<tr>
<td>Homelessness Strategy 2003-2008</td>
<td>Social Inclusion Strategy</td>
</tr>
<tr>
<td>Environment Strategy for Redbridge 2002-2007</td>
<td>Youth Involvement Strategy</td>
</tr>
<tr>
<td>Housing Strategy 2003-2007</td>
<td></td>
</tr>
</tbody>
</table>
Appendix B: Local Development Framework for Redbridge

Background Research Studies  Community Strategy  London Plan (SDS)  National Policy (PPS)

Development Plan Documents (DPDs)

Core Strategy
Waste Strategy


Supplementary Planning Documents (SPDs)

Borough Wide

Percent for Art  Trees & Landscaping  Planning Obligations  Nature Conservation  Affordable Housing

Area Based

Wanstead Village Conservation Area Enhancement Scheme  Wanstead Park Conservation Area Enhancement Scheme  Woodford Green Conservation Area Enhancement Scheme

Statement of Community Involvement

Annual Monitoring Report

Strategic Environmental Assessment

53
## Appendix C: Local Development Framework Core Output Indicators

<table>
<thead>
<tr>
<th>Business Development (BD)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>BD1</td>
<td>Total amount of additional employment floorspace – by type</td>
</tr>
<tr>
<td>BD2</td>
<td>Total amount of employment floorspace on previously developed land – by type</td>
</tr>
<tr>
<td>BD3</td>
<td>Employment land available – by type</td>
</tr>
<tr>
<td>BD4</td>
<td>Total amount of floorspace for ‘town centre uses’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing (H)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>H1</td>
<td>Plan period and housing</td>
</tr>
<tr>
<td>H2</td>
<td>Net additional dwellings:</td>
</tr>
<tr>
<td></td>
<td>(a) In previous years;</td>
</tr>
<tr>
<td></td>
<td>(b) For the reporting year;</td>
</tr>
<tr>
<td></td>
<td>(c) In future years; and</td>
</tr>
<tr>
<td></td>
<td>(d) Managed delivery target</td>
</tr>
<tr>
<td>H3</td>
<td>New and converted dwellings - on previously developed land</td>
</tr>
<tr>
<td>H4</td>
<td>Net additional pitches (Gypsy and Traveller)</td>
</tr>
<tr>
<td>H5</td>
<td>Gross affordable housing completions</td>
</tr>
<tr>
<td>H6</td>
<td>Housing Quality – Building for Life Assessments</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environmental Quality (E)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>E1</td>
<td>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</td>
</tr>
<tr>
<td>E2</td>
<td>Change in areas of biodiversity importance</td>
</tr>
<tr>
<td>E3</td>
<td>Renewable energy generation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minerals (M)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>Production of primary land won aggregates by mineral planning authority.</td>
</tr>
<tr>
<td>M2</td>
<td>Production of secondary and recycled aggregates by mineral planning authority.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Waste (W)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>W1</td>
<td>Capacity of new waste management facilities by waste planning authority.</td>
</tr>
<tr>
<td>W2</td>
<td>Amount of municipal waste arising, and managed by management type by waste planning authority</td>
</tr>
</tbody>
</table>
### Appendix D: Glossary of Terms

**Affordable Housing**
Housing which is available to people whose income is insufficient to enable them to afford adequate housing locally on the open market. Such housing will be classified as either Social Housing or Intermediate Housing, which meet the affordability and access criteria as set out in the London Plan. This includes such schemes as Housing Association homes for rent, shared ownership and key worker housing.

**Borough Profile**
A document published annually by the London Borough of Redbridge Planning Service and containing an extensive collection of evidence about the social, economic and environmental state of the Borough.

**Borough-Wide Primary Policies Development Plan Document**
Document that contains the main policies to be considered in the determination of planning applications across the Borough.

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

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

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

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

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

**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.

**Indicator**
A variable selected to measure progress towards achieving an objective over time.

**Land Use Classes**

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class A1</td>
<td>Shops (including retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, dry cleaners)</td>
</tr>
<tr>
<td>Class A2</td>
<td>Financial and Professional Services</td>
</tr>
<tr>
<td>Class A3</td>
<td>Restaurants and cafés</td>
</tr>
</tbody>
</table>

24 For complete details of the use classes, consult the Town and Country Planning Use Classes (Amendment) Order 2005.
| Class A4 | Drinking establishments (i.e. public houses, bars etc) |
| Class A5 | Hot Food Takeaways |
| Class B1 | Business |
| Class B2 | General Industry |
| Class B8 | Storage and Distribution |
| Class C1 | Hotels |
| Class C2 | Residential Institutions |
| Class C3 | Dwelling Houses |
| Class D1 | Non-Residential Institutions |
| Class D2 | Assembly and Leisure |
| Sui Generis | Any use which does not fit into the above classes |

**Local Development Framework (LDF)**

A portfolio of Local Development Documents that forms the Development Plan for a Local Authority.

**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**

Outlines how the Council will implement the aims and objectives of the London regional strategy for transport.

**Local List**

List of buildings of special architectural or historic merit in the London Borough of Redbridge, but which are not included in the Statutory List.

**London Plan**

Spatial Development Strategy prepared by the Greater London Authority for the strategic planning of the Greater London Area.

**Metropolitan Centre**

A major shopping and commercial centre with a catchment far larger than a single Borough, with good public transport links to a wide variety of destinations. The centre will also be a major employment location and will normally include entertainment and service facilities.

**Mixed Use Developments**

A project that combines different land uses, such as residential space above a commercial establishment.

**North-East London Sub-Region**

One of the sub-regions that have been established by the London Plan (consolidated with Alterations since 2004). The North-East Sub-Region currently covers seven boroughs including Redbridge, City of London, Tower Hamlets, Newham, Waltham Forest, Barking & Dagenham, and Havering.
<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and Compulsory Purchase Act 2004</td>
<td>Legislation which introduced fundamental changes to the planning system and which sets out the mechanism for preparing Local Development Frameworks and the role of Area Action Plans.</td>
</tr>
<tr>
<td>Planning Policy Guidance</td>
<td>National planning policies that local planning authorities need to take into account when drawing up development plans and other documents and making decisions on planning applications. Currently being replaced by Planning Policy Statements.</td>
</tr>
<tr>
<td>Planning Policy Statements</td>
<td>A new system of national planning policies that local planning authorities need to take into account when drawing up development plans and other documents and making decisions on planning applications.</td>
</tr>
<tr>
<td>Proposals Map Development Plan Document</td>
<td>Illustrates on a map base the geographical extent of all policies and proposals identified in the various Local Development Documents.</td>
</tr>
<tr>
<td>Secretary of State</td>
<td>Cabinet Member responsible for the Communities and Local Government Department.</td>
</tr>
<tr>
<td>Section 106 Agreements</td>
<td>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.</td>
</tr>
<tr>
<td>Spatial Vision</td>
<td>A statement of long term shared goals for the spatial structure of an area.</td>
</tr>
<tr>
<td>Statement of Community Involvement</td>
<td>A Local Development Document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications. It is a statutory document subject to an inspector's examination.</td>
</tr>
<tr>
<td>Sui Generis</td>
<td>See “Land Use Classes”</td>
</tr>
<tr>
<td>Supplementary Planning Documents</td>
<td>Supplementary Planning Documents provide further explanation or elaboration of policies contained in Development Plan Documents. Supplementary Planning Documents may take the form of design guides, area development briefs, master plan or issue-based documents.</td>
</tr>
<tr>
<td>Sustainable Development</td>
<td>Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.</td>
</tr>
</tbody>
</table>

59