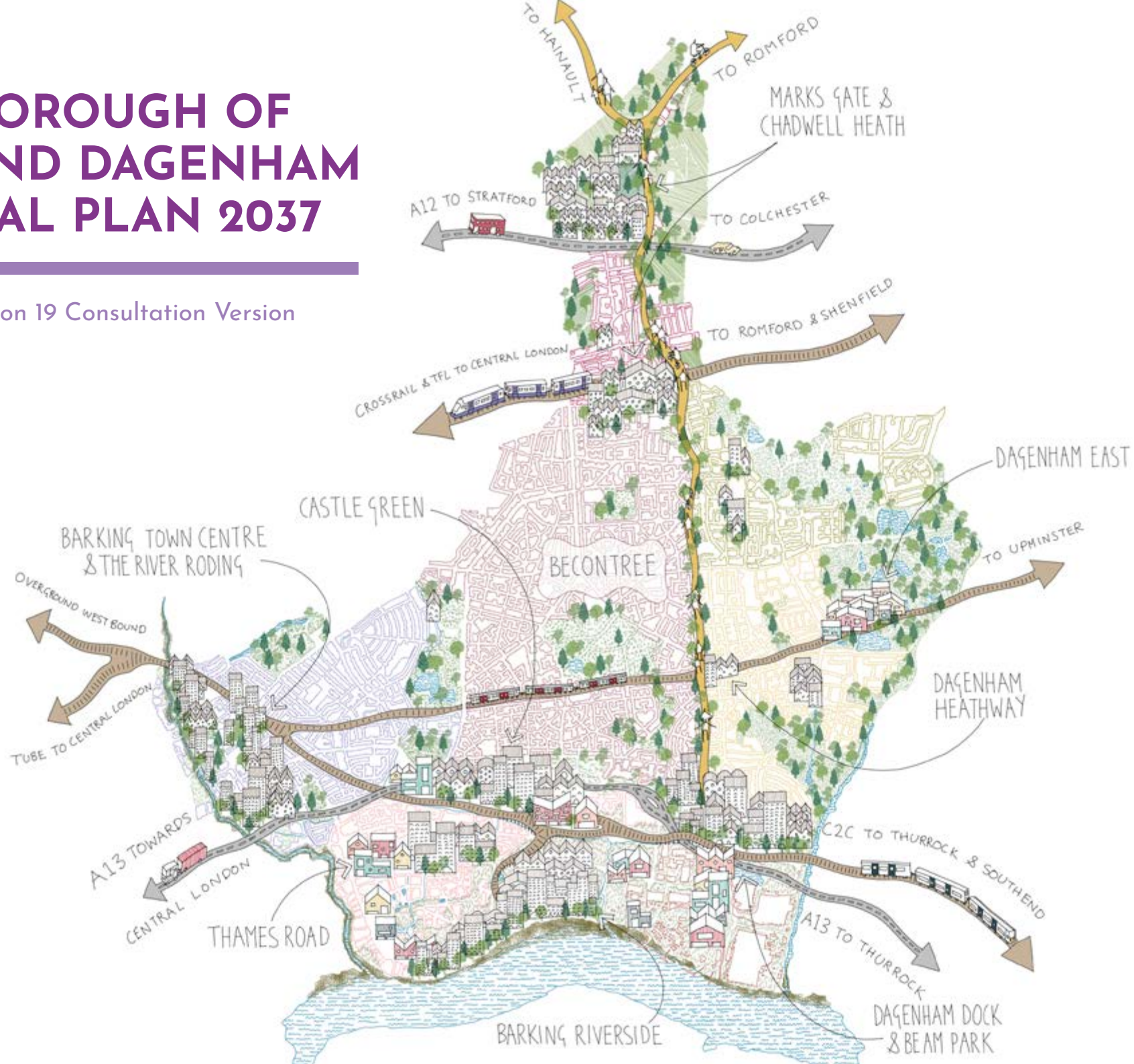


# LONDON BOROUGH OF BARKING AND DAGENHAM DRAFT LOCAL PLAN 2037

Second Revised Regulation 19 Consultation Version  
(Autumn 2021)



**Barking &  
Dagenham**



# Foreword

I'm pleased to introduce the latest version of our Local Plan to you.

We've strengthened this plan very significantly since the last draft, in response to your comments and suggestions. So, I must thank everybody that responded to the consultation.

You'll see many improvements in the document both as a result of this consultation and in response to changing government guidance and the recently adopted London Plan 2021. But, also because Barking and Dagenham continues to evolve. In fact, the extent to which the borough has grown as we've been preparing this blueprint is remarkable, and it's been quite a feat to keep up. Examples include:

- the proposed relocation of the capital's major wholesale markets – Billingsgate, New Spitalfields, and Smithfield – to Dagenham
- the development of the film studios by Hackman MBC – now driving ahead with their TV and media complex – and the acquisition of a further site at Barking Creekside
- the accelerated growth of Barking town centre, with hundreds of new homes coming on stream rapidly, particularly along the River Roding
- the announcement of the Thames Freeport, with Dagenham Dock at the heart
- the huge strides forward at Barking Riverside, with better rail and river connections now palpably evident.

Over and above this, of course, has been the impact of global events, particularly the coronavirus pandemic which has forced everybody to reconsider the way we work, socialise and travel. We have responded successfully to this by accelerating our School



**Cameron Geddes**  
Cabinet Member of Regeneration  
and Social Housing

Streets programme and other ways to encourage people walk and cycle more.

All of the above underlines the importance of the document. It will provide not just a robust framework for determining the scale, pace and quality of development that takes place in the borough but it also set out the principles and mechanisms that will ensure that local people really feel the benefit over the next 20 years.

We've started to reflect on how these issues impact our community and to respond to them in this revised version of the Local Plan. We ask you to do the same as you consider this, the final draft in this process before submission.

So, I would like to ask you to look at this draft and let us have any final thoughts or suggestions that you may have. It's vitally important that you contribute so that we have all the policy levers we need to deliver top quality development for established as well as new residents. Our ambition remains to deliver growth in a way that leaves no one behind.

Please take a look and let me have your comments.

**Cameron Geddes**  
**Cabinet Member of Regeneration and Social Housing**





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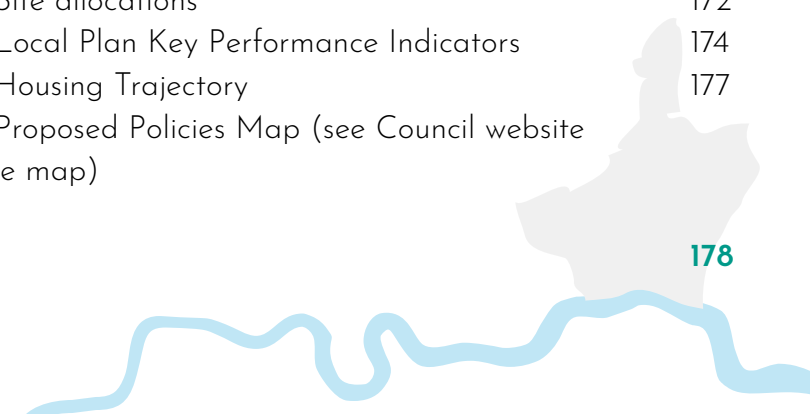
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# CHAPTER 1

## A vision for Barking and Dagenham 2037

### Chapter 1: Our vision and objectives

By 2037, we want to realise our vision for inclusive growth, to **harness the growth opportunity that arises from our people, our land and our location, while ensuring it is sustainable and improves prosperity, wellbeing and participation for all.** This will mean achieving our objective to deliver:



**44,051**

High-quality new homes that meet the needs of our residents and working Londoners – in the plan period – in safe and ‘liveable’ neighbourhoods, which are well supported by optimum health, education and community facilities. (Latest Housing Trajectory)



**20,000**

Jobs in diverse enterprises, from media to biotech to food-based industries; re-asserting our role as a key part of London’s industrial engine and an important economic centre in our own right.



**463**

Hectares of beautiful parks and natural open spaces in combination with development of energy-efficient homes and a decarbonised energy system to make our borough the ‘Green Capital of the Capital’.



**7**

Areas characterised by distinctive neighbourhoods that are well-connected to each other and where residents and businesses are connected to the opportunity development and growth brings.



**0**

People left behind



# CHAPTER 2

## Introduction

## Chapter 2: Introduction

### 2.1.

This Local Plan sets out our strategy for delivering our vision and objectives by 2037. It sets out a framework for new development in the borough, shaped by engaging with our delivery partners and communities. The Local Plan distils development-related aspects of our emerging Inclusive Growth Strategy<sup>1</sup> and covers a range of issues, from our commitment to building new homes, creating new jobs and taking climate change actions, to our desire to embed healthy new town principles across the borough<sup>2</sup>.

### 2.2.

The Local Plan has the status of a Development Plan Document (DPD) under planning legislation. This means that, together with the London Plan<sup>3</sup>, it will be used to assess and decide on whether planning applications for development in the borough should be granted permission. It should be the starting point for, and set the brief for, developers who wish to submit planning applications in the borough.

### 2.3.

The policies in this plan set priorities for different types of development in different parts of our borough. The plan is accompanied by a Policies Map, which shows the areas where specific policy requirements apply, and also identifies those development sites that have 'site allocations' to define the way they should be used.

### 2.4.

Our Local Development Scheme (LDS), published on our website and regularly updated, can help you identify any other DPDs and related policies set out in Supplementary Planning Documents (SPDs) that are relevant to development in the borough and that should be taken into account when developing planning applications. The LDS identifies all DPDs that have already been adopted or are currently being prepared. It also identifies any adopted and forthcoming SPDs.

### 2.5.

We consulted on a draft Local Plan (Regulation 19 stage) from October 2020 to November 2020. Notwithstanding the positive response to the Plan, we have made amendments to reflect the recently adopted London Plan 2021 and have provided more details on site allocations (Chapter 3 and Appendix 2), and an updated industrial land strategy reflected in Chapter 7 (Economy).

### 2.6.

The other key section is Transport (Chapter 10). This is supported by our new borough-wide Transport Strategy, new Cycling and Walking plans and the A13 Transport Study prepared jointly with TfL and the City of London. The work presents a greater emphasis on how we connect and strengthen links between new and existing communities with an emphasis on active travel, improved public transport while recognising car use is still a vital part of Barking and Dagenham's heritage, economy and day-to-day life.

<sup>1</sup>For details, please visit the Council's website at: <https://www.lbdd.gov.uk/inclusive-growth>

<sup>2</sup>Healthy New Town Principles in a LBBD doc: <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>

<sup>3</sup>The New London Plan 2021 has been adopted and is available at: <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/london-plan-2021>



**2.7.** This revised version of the Local Plan is now being published for comment before it is submitted to the Planning Inspectorate, along with any comments received, for an independent examination. This independent examination will consider whether the plan is ‘sound’ when considered against the criteria in national planning policy before it can be formally adopted by the Council as planning policy<sup>4</sup>.

**2.8.** Details of how to make comments on this document, including when and where these should be sent, and more details about the examination process are set out in the Statement of Representations Document, which has been published and circulated alongside this document.

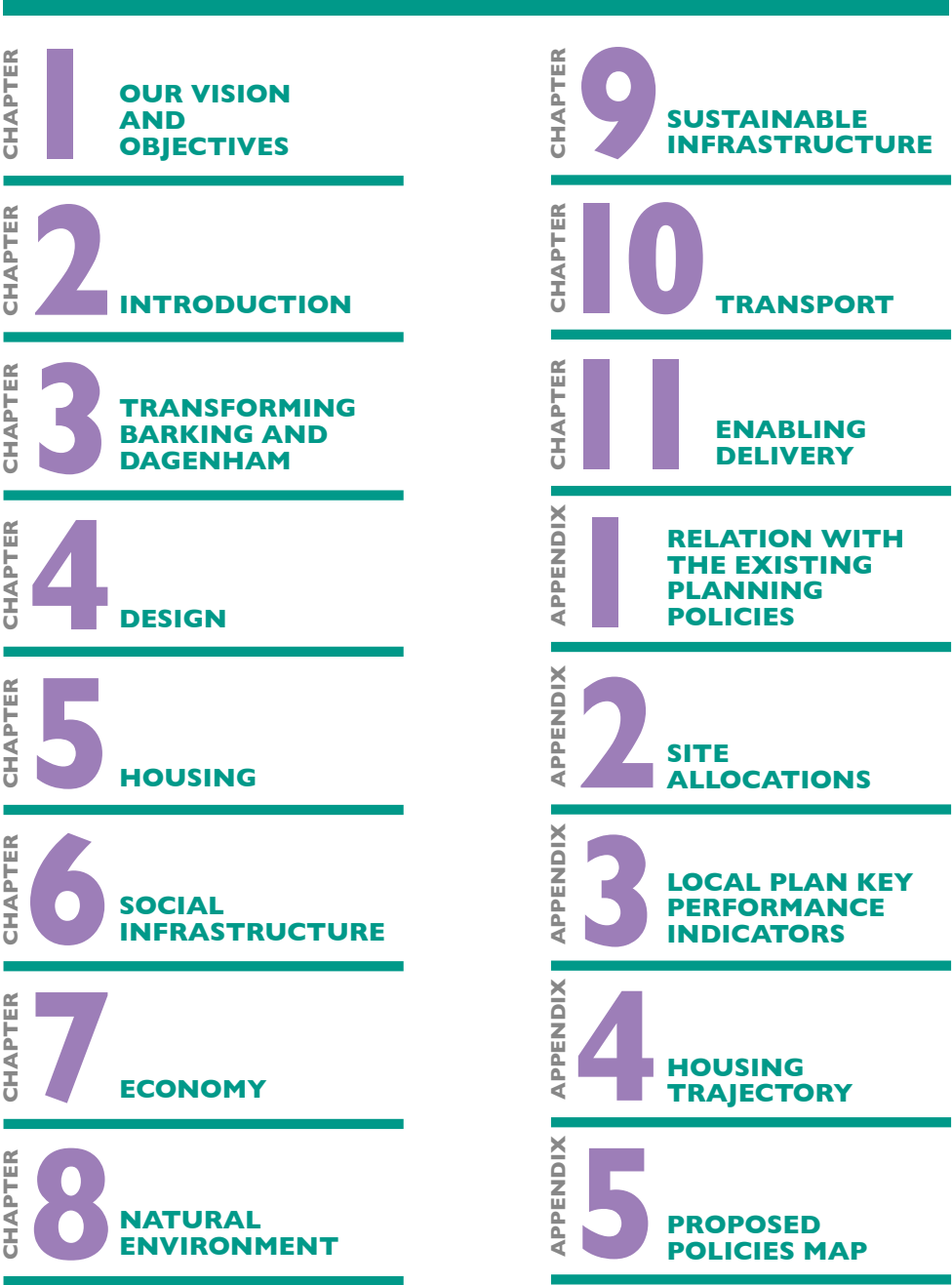
**2.9.** The structure of the Local Plan is illustrated in Figure 1. Our long-term and strategic approach to growth is contained within the Area Policies in Chapter 3 and the strategic policies that open subsequent chapters.

**2.10.** Our policy approach in each case is: (a) justified by local evidence; and (b) will still deliver the outcomes sought by regional and national policies. Once adopted, this Local Plan will supersede our current adopted planning policies as set out in Appendix 1.

**2.11.** The remainder of this Local Plan sets the framework for the kind of development we want to see. It also aligns with relevant government policy, and the Mayor of London’s planning policies<sup>5</sup>. It articulates how these national and regional policies should apply locally, taking account of our specific environmental and socio-economic context.

<sup>4</sup>This is in line with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012).  
<sup>5</sup>This Local Plan conforms with the National Planning Policy Framework (2019) and is largely in general conformity with the emerging London Plan.

**Figure 1.** Barking and Dagenham Local Plan Structure



## The opportunity

**2.12.** Barking and Dagenham is located between the City of London, the UK’s financial centre, and the M25 motorway which circles the capital (see Figure 2, page 12). It is London’s single biggest growth opportunity with some of the best-value land for development, including many of capital’s largest stretches of undeveloped riverside frontage, and the most affordable premises for large and small businesses in London.

**2.13.** Central London is just 20 minutes by rail. London City Airport, offering international connections, is within 30 minutes by train and the borough is well-connected to the Eurostar at London St Pancras and Ebbsfleet International. The Elizabeth Line (Crossrail 1) railwaylink is nearing completion and will, once operational, serve Chadwell Heath. This will slash current journey times to Heathrow International Airport by 20 minutes. Important regional economic centres at Stratford, Canary Wharf and Tilbury Docks can all be reached in 30 minutes.

**2.14.** Our natural landscapes and heritage assets add value to the future development of the borough – providing a rich and interesting setting for high-quality new developments. The River Thames forms the southern boundary of the borough and the River Roding and Beam River are to the west and east. A massive third of the borough, some 463 hectares, is green open space and Epping Forest and the Essex countryside are just a few miles away.

<sup>6</sup>LBBD Townscape and Socioeconomic Characterisation Study, 2017  
<sup>7</sup>2018 Mid-Year Population Estimates  
<sup>8</sup>A cohesion and integration strategy for Barking and Dagenham, 2019 Accessed: [https://www.lbld.gov.uk/sites/default/files/attachments/LBBD8687\\_Cohesion%26Integration2019\\_A4\\_32pp\\_AUG19\\_digital.pdf](https://www.lbld.gov.uk/sites/default/files/attachments/LBBD8687_Cohesion%26Integration2019_A4_32pp_AUG19_digital.pdf)

**2.15.** The borough grew from an ancient settlement; evidence of habitation has been found dating back to the Neolithic or early Bronze age, and Barking is mentioned in the Domesday Book of 1066. By the 14th century Saltwater fishing was Barking’s main trade and a thriving fishing port supplied London Market’s by the 17th Century, reaching its peak in the mid-19th century before railway enabled delivery from East Coast Ports<sup>6</sup>.

**2.16.** There are 45 statutory listed buildings, 123 locally listed buildings, 1 scheduled ancient monument and four conservation areas – these buildings and areas of architectural and historic importance give a sense of place and distinctiveness. There are a myriad of features of the historic built and natural environment and the character and ‘feel’ of our neighbourhoods, of which our 211,998 residents are rightly proud<sup>7</sup>.

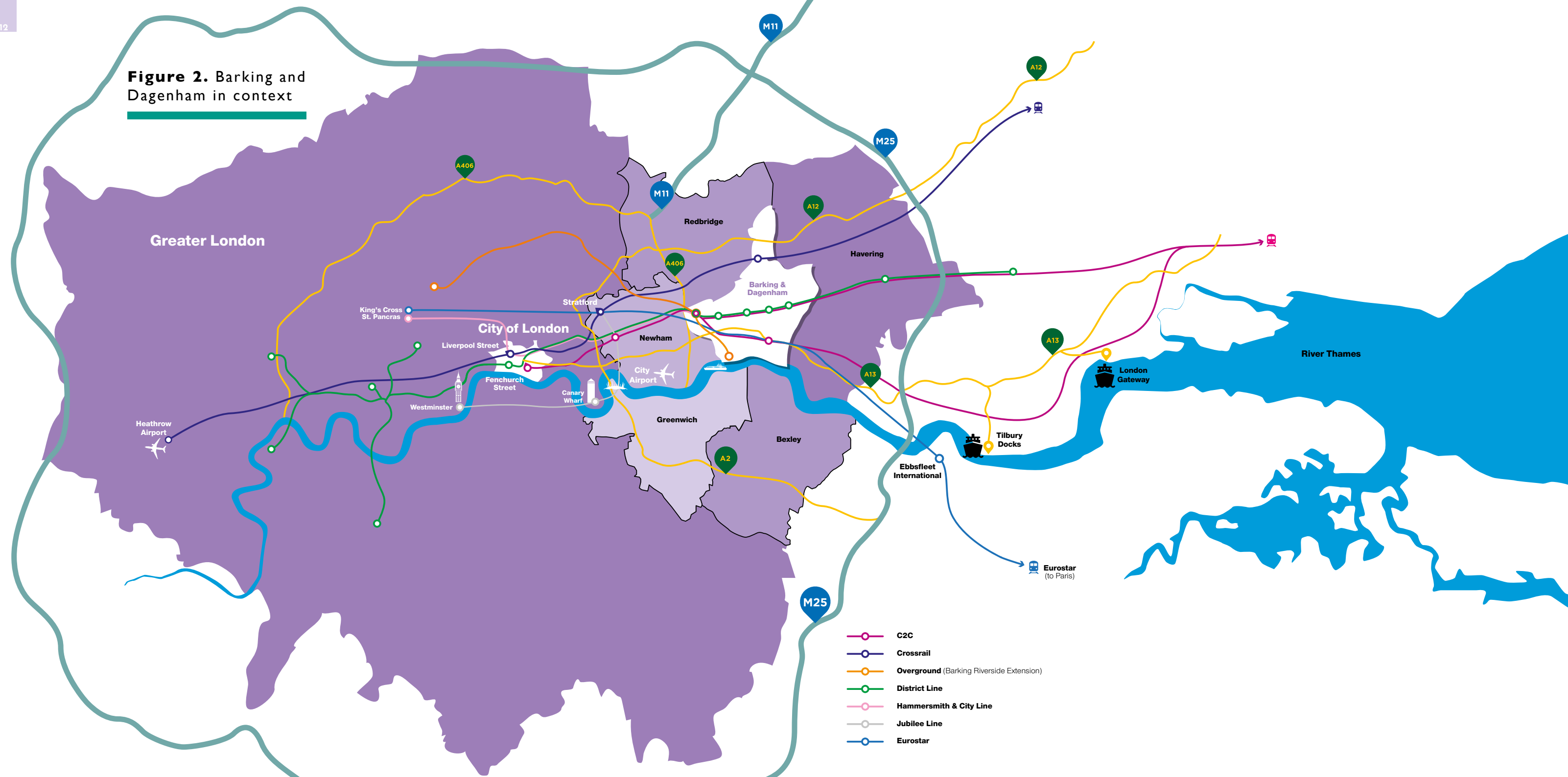
**2.17.** Our population is diverse; nearly 40% of our residents were born abroad, and as many as 72 different non-English languages are spoken in households across the borough. We celebrate this through a range of programmes that build and reinforce a strong community spirit<sup>8</sup>. Coventry University in London and the award-winning Barking and Dagenham College, along with other educational institutions, are raising skill levels in our population, which is younger than most other parts of London<sup>9</sup>. These institutions are already acting to connect their learning, research and innovation activities with the local economy and we will continue to capitalise and expand on this over the period that this Local Plan covers.

<sup>9</sup>Barking and Dagenham (2020) Infrastructure Delivery Plan.





**Figure 2.** Barking and Dagenham in context



### 2.18.

We are driving a range of interventions to diversify and strengthen the local economy with the GLA and other partners. The planned consolidation and relocation of London's three historic wholesale markets in our borough – Billingsgate, Smithfield and New Spitalfields – will also bring thousands of new jobs and create opportunities in food-based employment. Development of the Made in Dagenham film studios at Dagenham East is envisaged as part of a wider digital, science and tech cluster in the borough. The beginnings of an expanded creative sector and cultural offering are also in evidence. Icehouse Quarter Studios on the Roding River are the first steps in a set of longer-term ambitions for Barking town centre to become a location and destination for creative businesses and entrepreneurs.

### 2.19.

We also recognise the unique opportunities for developing modern freight and logistics hubs in the south of the borough at the Eurohub, Dagenham Dock and Ford sites. LBBD has the only operational intermodal rail terminal in London (other than ports); the only location in the UK with freight access to HSI and fast connection to the continent. The area has unique access to the River Thames, the M25 and road access to Central London. We want to work collaboratively with key stakeholders such as Network Rail, DB Cargo, Ford, Tesco, Unilever and the City of London to create an innovative, 21st century logistics hub. The opportunity for creating a new freeport in Dagenham as a special economic zone could create up to 25,000 new jobs, alongside the Ports of London Gateway and Tilbury in Thurrock.



## The challenge

### 2.20.

The opportunity is huge, but we are also being realistic about the challenges we face. There is an urgent need to tackle climate change through reducing the amount of carbon emitted from homes, businesses, construction and the way we travel. We also need to strengthen the borough's resilience to the impacts of climate change, such as increased flood and heat risk. The urgency of this challenge led us to declare a climate emergency in January 2020. While carbon emissions in LBBD are lower than other parts of London<sup>10</sup>, taking bold action to reduce them further is the only way we will meet our ambitious plans for the borough to become carbon neutral.

### 2.21.

The Covid-19 pandemic is another global challenge that has had a profound impact on way that we live and work. This challenge is likely to continue to affect the way our neighbourhoods are planned, with more emphasis on sustainability, active travel and place-making and access to open space. The economic implications of Covid-19 are still unfolding, but it is almost certain this will cause economic uncertainty in addition to that already anticipated from Brexit.

### 2.22.

These immediate problems all take place in the context of other longer-term changes arising from a decline in UK manufacturing, and shift to a service and knowledge-based economy. Industry is already being transformed by technological change, including increased labour automation and the consequent reduced workforce demand. Online retail shopping grew from less than

<sup>10</sup>Department for Business, Energy & Industrial Strategy (2019) 2005 to 2017 UK local and regional CO2 emissions – data tables. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>

5 per cent of total sales in 2008 to around 20 per cent by 2019<sup>11</sup> and has exploded under COVID-19 lock down. These challenges for the high street retail sector mean that town and district centres across the country are already in decline. LBBD is not immune from this. Our centres need to develop a new identity as commercial and community centres beyond just shopping if they are to attract new investment and remain viable and vibrant.

### 2.23.

These wider economic shifts have meant that many of the major industrial employers in the area have declined from their peak and some have disappeared entirely. A question mark hangs over the future for the Former Ford Stamping Plant, which manufactures diesel engines, the sale of which will be halted by 2035 at the latest under the government's carbon neutral plans.

### 2.24.

There are other local challenges to overcome, too. Longstanding issues of deprivation linked to lower local economic opportunity that have resulted from these local economic shifts, cannot and must not be ignored. The health of our residents is worse than in other parts of London, with lower life expectancy and higher levels of child obesity. Educational attainment continues to be an area of underperformance and this results in a skills deficit – and workforce supply challenges.

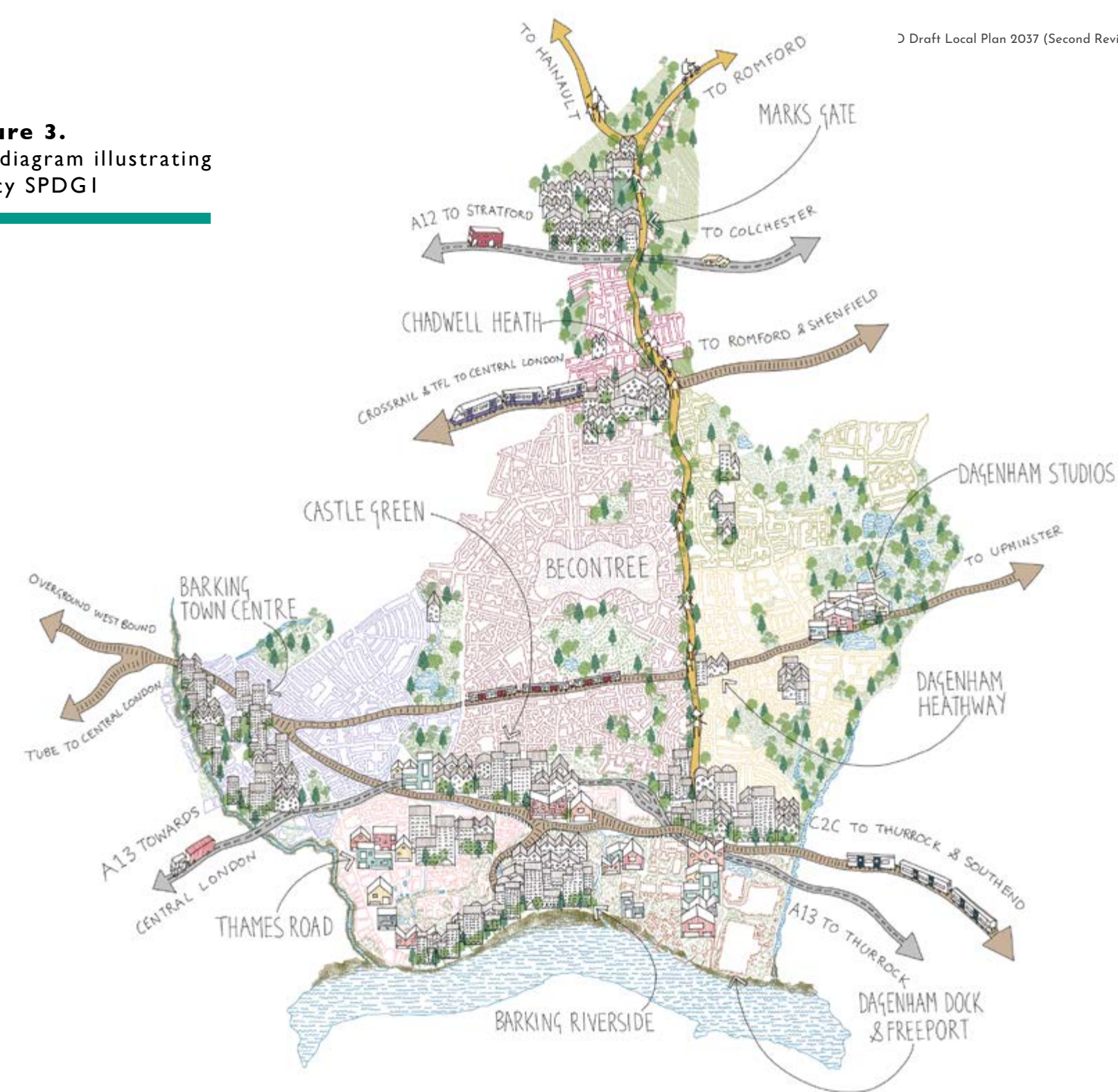
### 2.25.

Our borough-wide vision for harnessing these opportunities is illustrated on the right.

<sup>11</sup>Source: ONS Internet sales as a percentage of total retail sales.

**Figure 3.**

Key diagram illustrating Policy SPDGI





## The key drivers for Local Plan policies

### 2.26.

Even in the face of these challenges, we are aiming to seize the present opportunities to generate social and financial value in LBBD and we have established and invested our own funds in Be First – our own regeneration company. Be First is tasked with capitalising on the emergence of LBBD as London's growth opportunity, through accelerating the pace and scale of transformation of the borough, and ensuring development is sustainable, high quality and benefits local people. It has responsibility for delivering our planning services, and for directing development, including the delivery of thousands of new, high quality, sustainable homes, many of which will be affordable, and the creation of new high-quality jobs and great places to live, work and play that build on the borough's amazing history and traditions. Profit that we make will be channelled into funding Council services, including for the most vulnerable in our communities. Existing residents will benefit from the opportunities that come from new investment and regeneration.

### Industrial areas fit for future growth industries

### 2.27.

We want to support our local economy, and that of Greater London, by stepping up investment in our ageing industrial stock. LBBD has around 446.3 hectares of strategic industrial land accommodating slightly more than 1.5 million square metres of commercial floor-space, with 70% of this floorspace being located within the Strategic Industrial Locations and 22% within the Locally Significant Industrial Sites<sup>12</sup>. We want to transform these floorspaces into modern commercial stock capable of attracting modern businesses, and creating diverse new jobs at all levels, along with supply opportunities for our residents and businesses.

### 2.28.

While there is much uncertainty, we know the future is not in the heavier, and often more polluting, industries. Growth prospects lie within the rising care, creative, logistics, city markets, education, and construction sectors. Within these sectors there are opportunities to provide training and career progression in the borough. We also have ambitions to attract investment in the decarbonisation sector, bringing both economic and environmental benefits by creating space and opportunities for new industries as part of our Industrial Land Strategy and supporting Masterplans (See Chapter 3, Chapter 7, Chapter 9 and Appendix 2).

<sup>12</sup>LBBD Borough Industrial Strategy (2021)

### Stepping-up housing delivery

### 2.29.

Our housing target since December 2019 is 1,944 new homes each year until 2029, as set out in the London Plan. In common with the rest of London, the need for affordable housing is high. In the past, the speed of housing delivery has been slow, however we are taking action to pick up the pace and increase the number of affordable homes for local residents. We are making every effort to work with developers and infrastructure providers to improve our rates of delivery, and to align growth with critical and necessary infrastructure. Our own development activity, driven by Be First, the Council's Regeneration Company, will increase housing supply significantly (See Chapter 5).

### 2.30.

Delivery is, of course, impacted by a range of other factors from site specific matters, such as infrastructure requirements, to global trends such as economic impacts arising from Covid-19<sup>13</sup>.

<sup>13</sup>Greater London Authority's post crisis housing delivery recovery plan: [https://www.london.gov.uk/sites/default/files/2020-07-21\\_housing\\_delivery\\_taskforce\\_recovery\\_plan\\_rev1\\_1.pdf](https://www.london.gov.uk/sites/default/files/2020-07-21_housing_delivery_taskforce_recovery_plan_rev1_1.pdf)

### Unlocking growth through infrastructure investment

### 2.31.

Ensuring there is necessary social infrastructure – such as schools and health services – to meet the needs of new and existing communities is fundamental. While strategic transport access is good, connectivity and capacity issues at stations in Barking and Dagenham, on the Tube, C2C line and the A13 and other parts of the road network must be addressed to avoid 'holding the borough back' from attracting investment<sup>14</sup>. In the wake of COVID-19, improving walking and cycling infrastructure is essential to Pandemic Recovery in London<sup>15</sup>. There are other local environmental infrastructure needs, too. Areas of land within the south of the borough are at significant risk of tidal and coastal flooding<sup>16</sup>, and flood defences and flow control structures must be maintained (see Chapter 8 and 9).

<sup>14</sup>Metro Dynamics (2019) Growth Commission Stocktake Towards Inclusive Growth for Barking and Dagenham. Available at: <https://modgov.lbdd.gov.uk/internet/documents/s128726/Growth%20Commission%20Stocktake%20Report%20-%20App.%20A.pdf>

<sup>15</sup>Fraser Macdonald of Transport for London issued a letter to Londoners in September 2020 and pointed out the importance of giving people an alternative way to travel in order to reduce road congestions and ensure the efficient operation of emergency services, businesses and buses and taxis: [https://consultations.tfl.gov.uk/general/f2826d1b/user\\_uploads/cs7-notable-issues-28-september.pdf](https://consultations.tfl.gov.uk/general/f2826d1b/user_uploads/cs7-notable-issues-28-september.pdf)

<sup>16</sup>WSP Parsons Brinckerhoff (2017) London Borough of Barking and Dagenham Local Flood Risk Management Strategy. Available at: <https://www.lbdd.gov.uk/sites/default/files/attachments/Local-Flood-Risk-Management-Strategy.pdf>



## Becoming the green capital of the capital

### 2.32.

We are committed to creating a clean, green and sustainable borough, reinforced by our climate change emergency declaration, and our targets to becoming a carbon neutral council by 2030 and a carbon neutral borough by 2050. To help achieve these targets, we are promoting the development of sustainable infrastructure and the protection and enhancement of our natural environment. In particular, there is a strong emphasis on high standards of: energy efficiency; sustainable design and construction; utilising innovative renewable energy technologies; vastly improving air quality; conserving our water and natural resources, reducing our waste, promoting the 'Circular Economy', and enhancing biodiversity and green infrastructure.

## Promoting sustainable transport

### 2.33.

We recognise our ambitions for the scale of new housing and development will require a new emphasis, promoting a shift to sustainable modes of transport (walking, cycling and public transport) with less dependency on car use. We also need to address the borough's poor position in health and activity levels. To achieve this, we are promoting ambitious targets (see Policy SP8, Chapter 10) in line with the London Plan 2021. This will be achieved by a combination of behavioural change and education initiatives, prioritising new infrastructure all underpinned by policies surrounding new developments in this plan.

## Unlocking the London Riverside Opportunity Area and beyond

### 2.34.

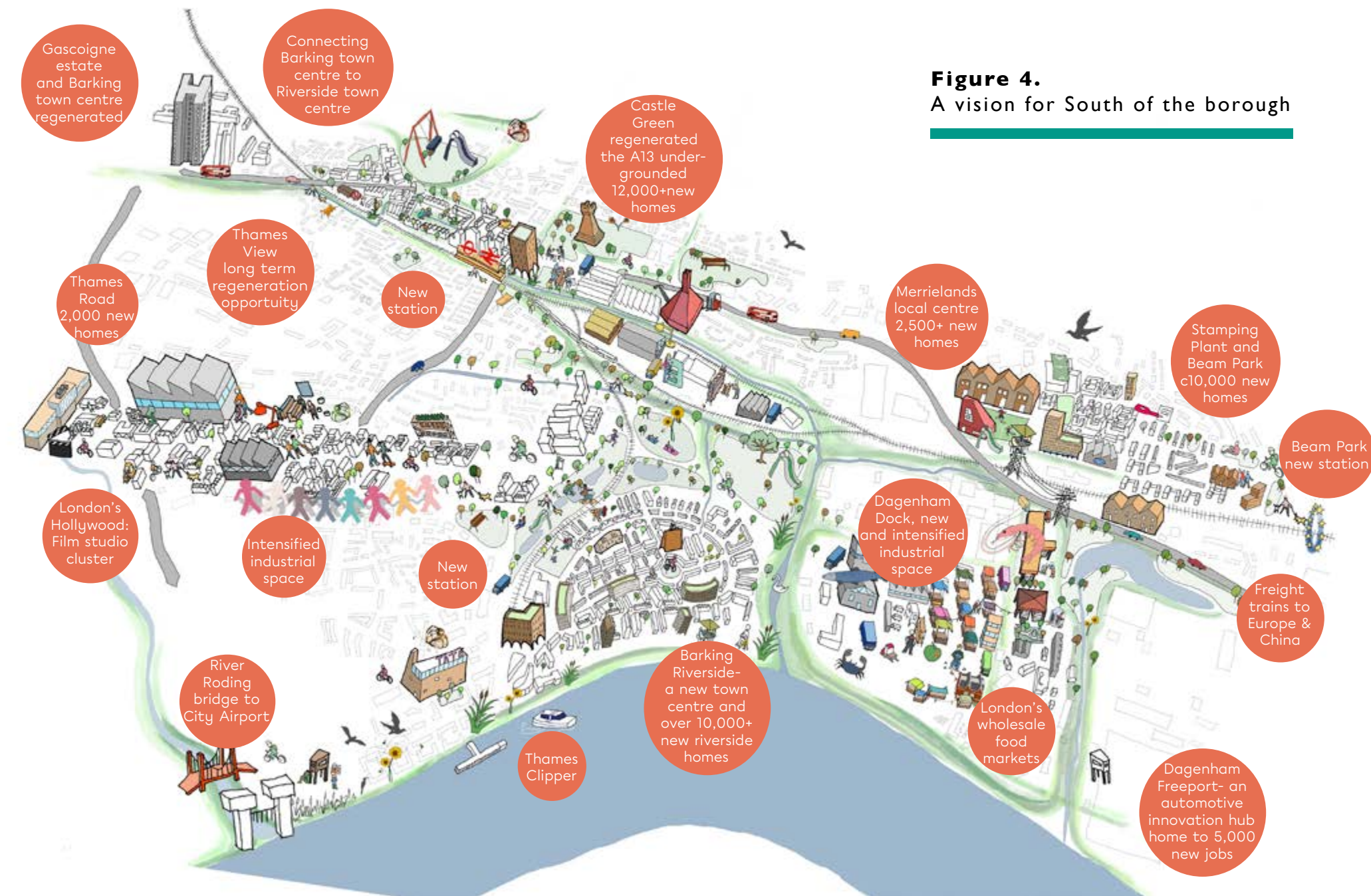
The Council is focused on working with our neighbouring boroughs, TfL, GLA, Barking Riverside, Network Rail, C2C, City of London, Ford, London Freeport and many other developers, local people to unlock the huge economic and social opportunities which exist through development and investment in new infrastructure in the London Riverside area.

### 2.35.

These are already happening with the City Markets and the Thames Freeports and the massive redevelopment of Barking Riverside and the new rail extension. The potential for the borough and surrounds is enormous with the likelihood of creating a new town with over 40,000 homes in this area alone by 2050.

### 2.36.

The illustration to the right, shows the scale of this ambition and the next sections describe the policy framework which will enable this transformation.



**Figure 4.**  
A vision for South of the borough



# CHAPTER 3

## Transforming Barking and Dagenham

### Chapter 3: Transforming Barking and Dagenham

#### LBBD Strategic Development Strategy

##### 3.1.

This chapter sets out our growth and development strategy, which reflects the borough's significant potential to deliver new homes, jobs and supporting ancillary uses alongside key infrastructure interventions.

##### 3.2.

This chapter contains the following policies:

STRATEGIC POLICY SPDGI:	Delivering growth in Barking and Dagenham
AREA POLICY SPP1:	Barking and the River Roding
AREA POLICY SPP2:	Thames Riverside
AREA POLICY SPP3:	Dagenham Dock and Freeport
AREA POLICY SPP4:	Chadwell Heath and Marks Gate
AREA POLICY SPP5:	Dagenham East
AREA POLICY SPP6:	Dagenham Heathway and Becontree
AREA POLICY SPP7:	Becontree Heath and Rush Green

##### 3.3.

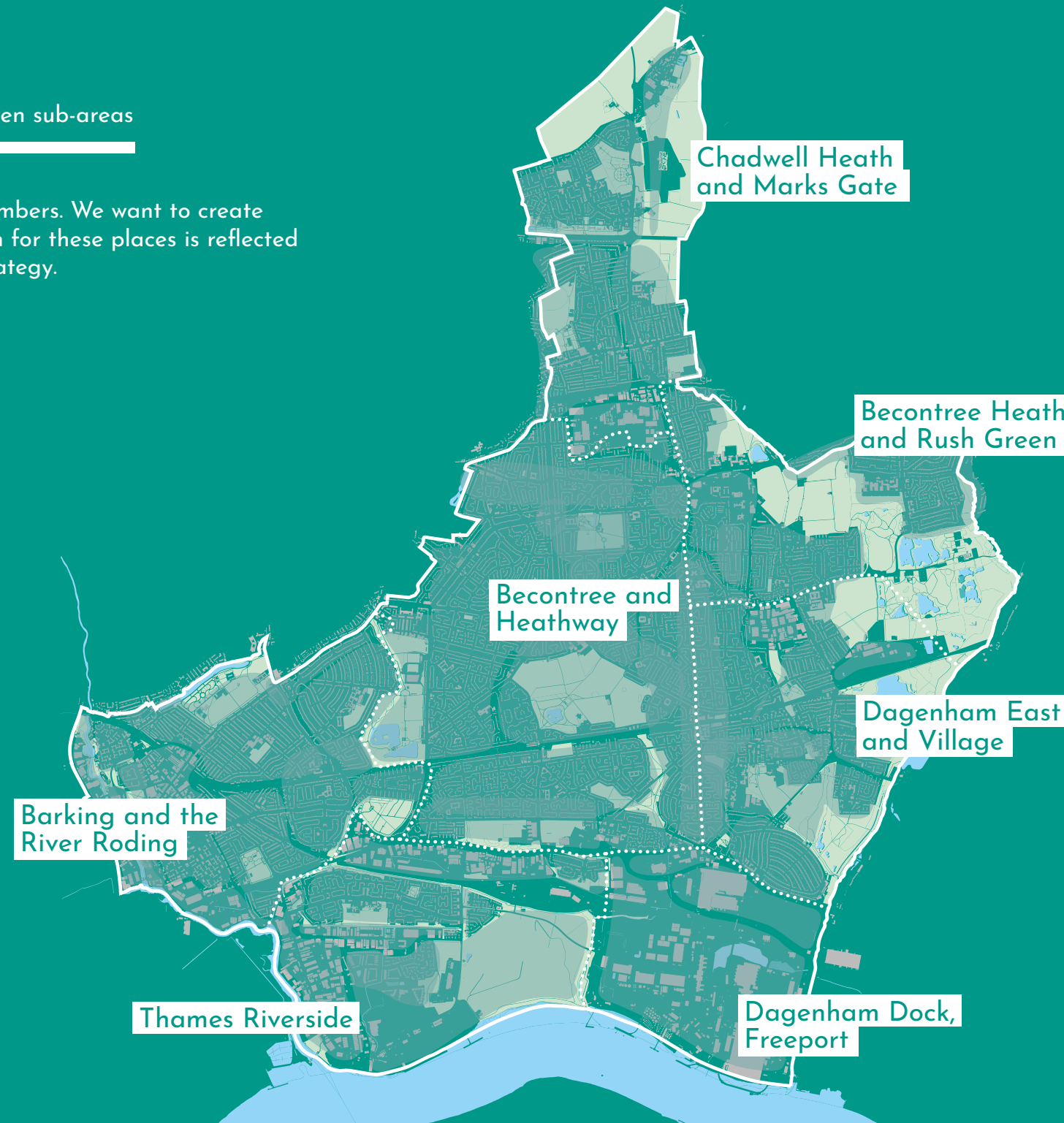
The key evidence documents that this section relies on include:

Key evidence documents	Date produced
LBBD Local Plan Sustainability Appraisal	2021
Be First Industrial Strategy	2021
LBBD Local Plan Viability Assessment	2020
LBBD Infrastructure Delivery Plan	2020
LBBD Green Grid & Biodiversity Strategy	2019
LBBD Townscape and Socioeconomic Characterisation Study	2017
Barking Riverside Gateways Housing Zone	2015



**Figure 5. Our vision for seven sub-areas**

We are not planning by numbers. We want to create great places, and our vision for these places is reflected in our emerging growth strategy.



### Barking and the River Roding

A town centre reborn with an improved station as its gateway: The potential to be a great place to live, work, shop and relax with aspiration to attract markets, merchants, makers and more. Homes, arts and culture that will better connect the Roding Riverside and Abbey grounds with the new town centre community.

### Thames Riverside

A new riverside community offering a great place to live, work and play, with thousands of new homes, new urban centres, two new rail stations and clipper boats to the heart of London and a second film studio. Intensified and improved industrial space will deliver more and better jobs, delivering modern space for future industries and also bringing vibrant communities together through co-location and growth of space for creative workspace.

### Dagenham Dock, Freeport

A home to the next generation of London's sustainable industries. Anchored by London's iconic wholesale markets and the Thames Freeport, interwoven with unique international rail accessibility. An unrivalled opportunity for intensification, investment and international rail freight offering potential for thousands more green jobs. North of the railway stations a new community with new green streets and schools close to the River Thames.

### Becontree and Heathway

The heart of the borough, the Becontree estate, will be revitalised with a new design code, and enhanced parks which retain its 100 year-old character. The centre of Dagenham, the Heathway will complement Barking town centre as a second gateway to London.

### Chadwell Heath and Marks Gate

Crossrail and a comprehensively redeveloped industrial estate will deliver homes for thousands of the borough's residents. Creating a community with the knowledge, skills, and passion to drive the borough's future through science, technology and the arts. Marks Gate will be sensitively improved and better connected to the borough.

### Becontree Heath and Rush Green

A place where young and old alike can learn and train or simply follow their passion. Enhanced urban spaces to green places. Transitioning from learning to living, the suburban character of homes and streets will be strengthened, with small scale delivery of new homes to reinforce the strength of the community.

### Dagenham East and Village

A centre for film, science and technology close to the historic heart of Dagenham. A reopened rail station will bring Hollywood to Eastbrook. At its heart, the character of the village will be reborn, sensitively creating places for people to call home, with the look, feel, and richness of an Essex market town.



## Sustainable growth that is deliverable

### 3.4.

The development approach outlined in this chapter has been informed by a sustainability assessment of the impacts of several growth options<sup>17</sup>. It focuses more extensive development within those areas of the borough where there is existing or planned sustainable transport provision to meet demand, and in locations where social infrastructure is already accessible or can be delivered to serve the community.

### 3.5.

By adopting this planned distribution of growth, we hope to minimise carbon emissions arising from vehicular transport, which in turn will help to address local air quality impacts. It also limits encroachment on the natural environment, which plays an important role in addressing the impact of climate change.

### 3.6.

While sustainability has driven our approach, we have also considered the viability implications of the development strategy set out in this chapter and the specified policy ‘asks’ of development set out in the remainder of the Local Plan. We have tested the individual and cumulative effects of our policies on development viability<sup>18</sup>, and our assessment demonstrates that our approach is deliverable.

## Intelligent use of industrial land to deliver more homes and more business space

### 3.7.

Central to our development strategy is the adoption of a more intelligent use of our extensive industrial land in accordance with Policy E4 and E7 of the London Plan 2021. We recognise that industrial occupiers and activities require a wide range of operational needs, including yard space, and that we need to facilitate this provision, having regard to which parts of the borough are most suitable for specific industrial activities and/or other land uses including residential.

### 3.8.

Adopting a comprehensive approach to our industrial land has enabled us to identify which parts of the borough are most suitable for encouraging continued industrial activity, which are suitable for the intensification of industrial floorspace and greater job densities on less land, and which parts can be released to enable the co-location of industrial activities with other uses, such as residential, and/or new residential-led neighbourhoods.

### 3.9.

Our proposed approach will therefore ensure that the borough continues to meet current and future demands for industrial and related functions through the intensification and modernisation of industrial stock within Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS). This will provide a significant opportunity for the provision of additional residential dwellings and mixed-use developments with supporting social infrastructure alongside new intensified industrial uses or on former industrial land.

### 3.10.

This approach is backed by a robust evidence base which demonstrates that we will continue to provide a significant amount of additional industrial space to meet future demand whilst also delivering an ambitious housing target. There is also sufficient capacity across the borough to manage any short-term displacement of industrial uses through the loss or intensification of existing industrial space.

## Strategic Area policies and Transformation Areas

### 3.11.

**Policy SPDG I** explains our overall strategy for delivering growth. The seven ‘area policies’ that follow explain how this overall growth strategy will be implemented across the borough.

### 3.12.

**Transformation Areas** are locations that are likely to be subject to more extensive growth and development. They include our most significant allocated development sites and build on existing and planned public transport hubs. Allocations are included on the basis that they:

- have a total site area or remaining developable area (where applicable), of greater than 0.25hectare; and
- deliver 150 homes or more or 500 sqm or more of commercial floorspace over the Local Plan plan period (excluding sites with implemented planning consents); or

- can deliver a critical and essential piece of identified infrastructure for the area over the Local Plan plan period; or
- where existing site-specific characteristics mean establishing the acceptability of uses and quantum of development on the site is especially necessary to enable delivery.

### 3.13.

The level of detail across these area policies are not standardised. This is intentional. More detailed policies reflect the scale of development and complexities involved in unlocking growth in that area. All policies set high-level development principles and highlight some key infrastructure needs in these locations. This is to ensure that the impact of new development is mitigated, and existing communities also benefit from opportunities in the identified Transformation Areas.

### 3.14.

We will produce further Supplementary Planning Documents (SPDs) and guidance for Transformation Areas, for key sites within them, or for existing neighbourhoods and smaller scale householder development, to supplement the policies in this chapter. We have already started preparing Masterplans for Thames Road and River Road Employment Area and Chadwell Heath, as well as design guidance for the Becontree Estate. We also have ambitions for Masterplans at Barking Town Centre (including Town Quay, Barking Station, Harts Lane and East Street), Castle Green, Marks Gate and Dagenham Heathway.

<sup>17</sup>Detailed assessment of growth options is set out in the Local Plan Sustainability Appraisal.

<sup>18</sup>See the LBBD Local Plan Viability Report (2020) published on the Council's website.



# STRATEGIC POLICY SPDG 1: Delivering growth in Barking and Dagenham

**1.** The Council will take a positive approach to development and will work with the local community, landowners, developers and other key stakeholders to proactively deliver the borough’s development vision and objectives.

## Intelligent use of our industrial land

**2.** The Council will support the development of a minimum of 44,051 new homes across the plan period, with ambitions to exceed this policy-driven target where possible, together with some 20,000 new jobs across the borough. This will be largely achieved through:

- a) concentrating the existing industrial floor space capacity and jobs to the south of the borough as employment land and floor space
- b) focus on intensifying existing sites south of the A13 and Dagenham Dock (including the Thames Freeport in Dagenham) plus other locations such as Dagenham East and Chadwell Heath
- c) releasing some industrial sites, balanced by reprovision and intensification of the borough’s industrial floor space capacity elsewhere
- d) where appropriate, co-location of industrial activities with other uses, including residential and other commercial activities.

**3.** Designated industrial areas are listed in Local Plan policy SP5, (see Figure 26 and Table 1) and in detail shown on the Site Allocations (Appendix 2) and Policies Map (Appendix 5).

## Transformation areas

**4.** Extensive and larger scale development will be focused primarily in Transformation Areas. These are:

- a) Barking Town Centre and the River Roding
- b) Barking Riverside
- c) Thames Road
- d) Castle Green
- e) Chadwell Heath and Marks Gate
- f) Dagenham Dock and Beam Park
- g) Dagenham East
- h) Dagenham Heathway.

**5.** These Transformation Areas offer the potential for higher density and taller development, particularly near existing and planned transport hubs. Existing residential neighbourhoods, including Becontree Estate and Dagenham Village, will be the focus of smaller-scale development and improvements.

**6.** Masterplan Supplementary Planning Documents (SPDs), Area Action Plans (AAPs) and other guidance may be prepared to support the achievement of cohesive communities across the Transformation Areas and adjoining areas.

## Town centres

**7.** Barking's major town centre and the district centres of Chadwell Heath, Dagenham Heathway and Green Lane, together with proposed new district centres at Barking Riverside and Merriellands Crescent, will remain as our focus for retail development and complementary commercial, cultural and community uses. At a neighbourhood level, existing neighbourhood centres will also continue to have an important role in providing for convenience shopping.

## Key transport improvements

**8.** Delivery of key transport improvements, which support strategic links into London, regionally and internationally will be promoted through providing greater access to the rail network, new and enhanced local public transport and walking and cycling connections, which address the north-south severance across the borough and the barrier created by the A13.

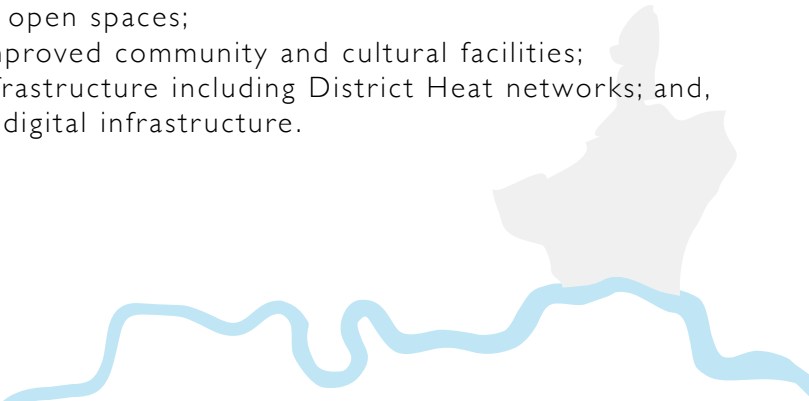
**9.** We will plan and seek funding to deliver more sustainable travel programmes including Liveable Neighbourhoods, and continuing our School Streets Programme, which promote good streetscape, healthy streets, and road safety through more 20mph zones. This will provide benefits in terms of air quality and health, and with new infrastructure it will encourage cycling and walking and reduce reliance on car use.

**10.** Our vision, proposals and delivery plans are set out in our borough-wide Transport Strategy and Chapter 10.

## Social and sustainable infrastructure

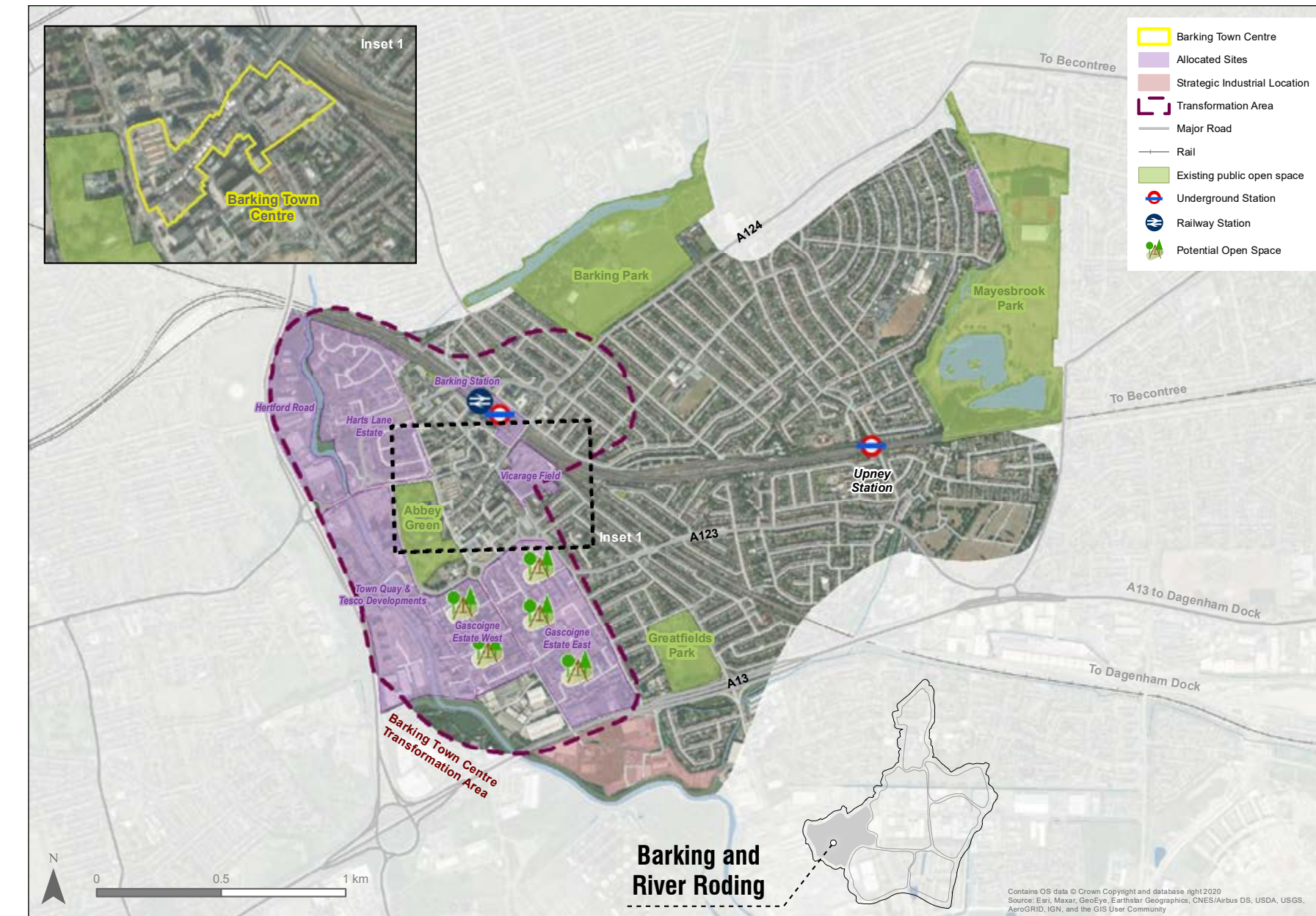
**11.** We will seek the delivery of other social and sustainable infrastructure, identified in the Council's most up-to-date Infrastructure Delivery Plan, which will be prioritised as follows:

- a) expanded education provision;
- b) primary health care facilities;
- c) parks and open spaces;
- d) new or improved community and cultural facilities;
- e) energy infrastructure including District Heat networks; and,
- f) improved digital infrastructure.





## AREA POLICY SPP1: Barking and the River Roding



Barking Town Square

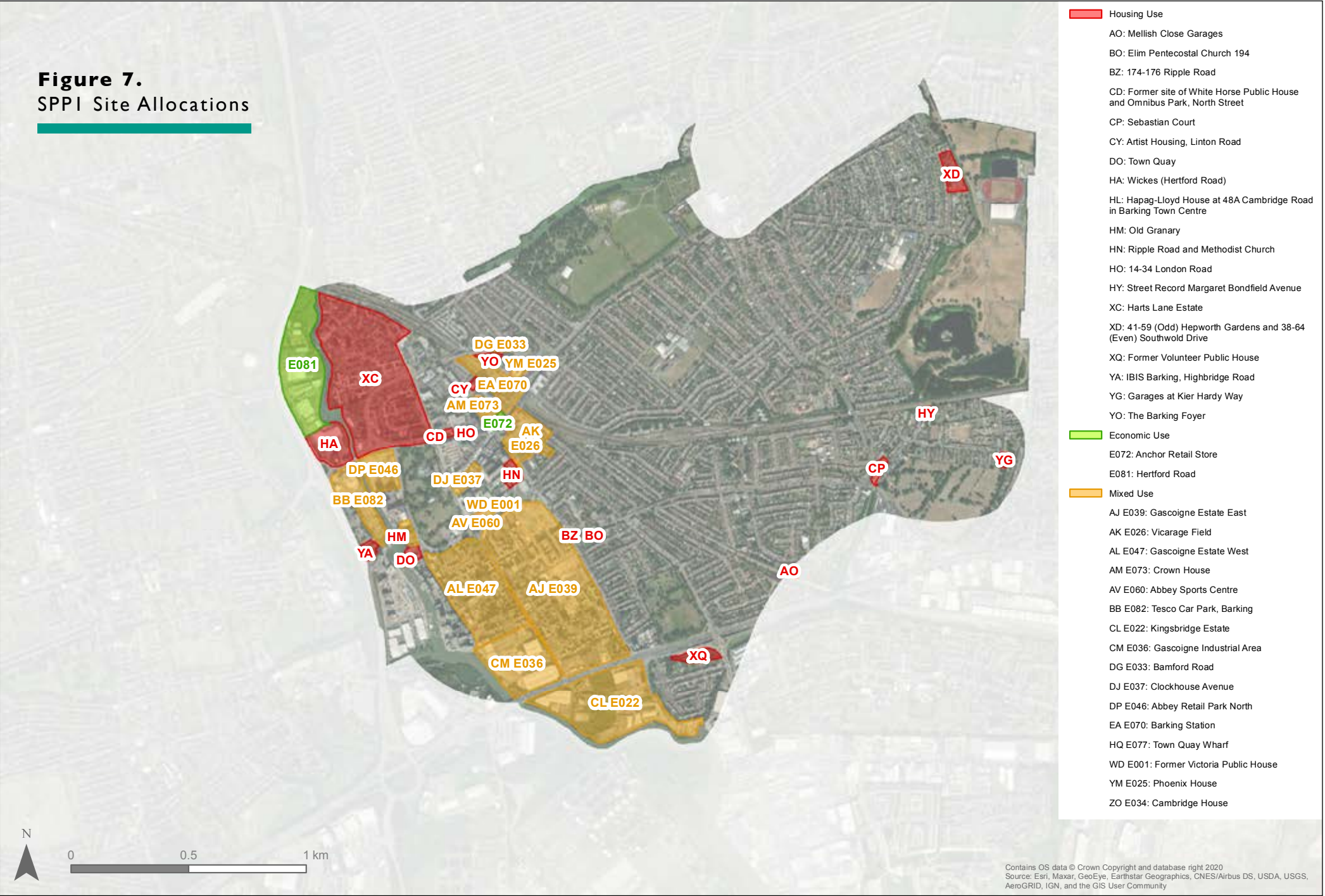


1.
- We are committed to the transformation of Barking town centre into a great place for people. Its historic past will be rediscovered and strengthened as part of its evolution into a 21st century town centre. This will mean new homes and reinvigorated shopping, leisure and workspace facilities, the rediscovery and animation of its historic buildings and the opening of the Roding Riverside to achieve the borough's new creative and cultural centre.
2.
- Barking station will be strengthened by delivering new homes, offices and a hotel. The heritage listed concourse will be brought back to its former glory and become a gateway fit for the future. East Street will form a spine connecting life from the station to Abbey Green. A new riverside walk from Town Quay to the River Thames will animate the Roding with residential and commercial development, cafes and creative workspaces. We will also be bringing forward a comprehensive delivery plan for Gascoigne East and West to provide more and better homes for local people.

Development potential

3.
- In this area there is indicative capacity for 16,175 new homes in the plan period. The key site allocations are illustrated in Figure 7.

Figure 7.  
SPPI Site Allocations







Barking Town Square

## Barking Town Centre and the River Roding Transformation Area

### 4.

To deliver our vision (see figure 6) development proposals should be consistent with the principles listed below.

- a) Planning for a comprehensive mixed-use development of retail, cultural and community uses alongside office and residential development. This will be supported by a broad range of social infrastructure, including schools, childcare facilities, health services, places of worship, libraries, youth facilities, sport and leisure facilities, all of which contribute to the quality of life and well-being of the population.

- b) Renewal of the Barking Station by working with the rail industry to upgrade access and capacity in line with Network Rail's increased passenger projections<sup>19</sup>.
- c) Any buildings taller than prevailing heights must recognise the historic quality of the existing environment and realise the potential to increase its capacity and provide a fitting gateway to the town centre and the borough as a whole.
- d) Conserving and enhancing heritage and cultural assets, having regard to the Council's latest guidance on Barking Town Centre and Abbey Conservation Area.
- e) Working with existing operators to retain and develop Barking's street markets role as a commercial and community offer area in their current location.
- f) Continued improvements to the public realm between key buildings, the introduction of urban greening and the creation of a lively street culture and safe environment in East Street, reinforcing the role of this area as an important social asset for the borough.
- g) Continued improvements to the public realm around Barking Station, addressing anti-social behaviour, including trials to make the Station Parade area safer with pedestrian, taxi and bus only. Improving public transport and cycle access to the town centre, and promoting car-free developments near the station.
- h) Reducing the perceived separation between the High Street, Abbey Green and the River Roding, repositioning Town Quay and Abbey Green as a focal point of the Town

<sup>19</sup>Essex Thameside Study: Railway investment choices (July 2020) <https://www.networkrail.co.uk/wp-content/uploads/2021/02/Essex-Thameside-Study.pdf>

Centre and strengthening pedestrian and cycle routes and way-finding in the entire area, opening up access to and attracting visitors to the River Roding.

- i) Promoting further measures to improve access across the Town Centre, in line with the Barking Town Centre Movement Strategy.

## Gascoigne Estate

### 5.

The emerging Gascoigne 'Big Picture Neighbourhood Strategy' is under development and will include design principles to support implementation of this policy in a co-ordinated and comprehensive fashion. Development proposals should be consistent with the principles listed below.

- a) Locating community buildings in strategic places to create points of attraction and more active street frontages.
- b) Restoring the historic grid pattern in Gascoigne Estate through more legible connections and fine grain permeability that allows ease of movement and creates a more walkable environment.
- c) Establishing a clearly defined hierarchy of public, private and semi-private outdoor spaces, which are tailored to fit well in the context of the fine grain permeability and promotes activity and play.
- d) Enhancing biodiversity value throughout the area, including tree planting in appropriate locations and retention of the existing London Plane trees that line and characterise Abbey Road.

- e) Deliver an integrated nature-based blue and green strategy, providing flood mitigation and adaptation measures to comply with the Local Plan policy DMNE4 and DMSI 6.
- f) Creation of new high-quality places through a clearly defined hierarchy of spaces, homes and articulated architecture to strengthen the identity of the place; the massing and typology should be varied across the site to allow for a different silhouette and scale depending on view.

## Harts Lane Estate, Hertford Road Industrial Estate and Wickes

### 6.

Development proposals should be consistent with the principles listed below.

- a) Planning for a comprehensive mixed-use development of commercial and community uses alongside residential development. This will be supported by a broad range of social infrastructure, including schools, open spaces, community centre, health care facilities, places of worship and a new river crossing.
- b) Deliver high quality design, amenity space and improvements to the public realm by working collaboratively with other developers and landowners from adjacent sites to form a north-south link along the river path.
- c) The scale and massing of development should contribute to the creation of a new coherent townscape which responds positively to its existing and emerging context.



- d) Provide riverside towers and gateway blocks facing the Northern Relief Road.
- e) Create a green link at the heart of Harts Lane to link the River Roding to Barking Park with new civic space on the river front.
- f) Create a new legible hierarchy of pedestrian, vehicular and cycle routes into the existing fabric to connect the neighbourhood with an additional access from the Northern Relief Road (A124).
- g) Create a new pedestrian bridge across the River Roding to link the sites together and improve accessibility.
- h) Include a new green pedestrian link over rail to Barking Park towards the east.
- i) Enhancement of existing social infrastructure including an opportunity to expand existing schools.

### Vicarage Field Shopping Centre

#### 7.

Development proposals should be consistent with the principles listed below.

- a) Work collaboratively with key stakeholders to improve and transform the site as an important gateway opposite Barking Train Station, enhancing the immediate environment and create new housing and employment opportunities.

- b) Deliver comprehensive redevelopment of the Shopping Centre as a high-quality and high-density mixed-use development, which responds to the existing built form.
- c) Contribute to the vitality of the centre and reinstate it as a natural part of the pedestrian network with new routes connecting with existing streets and movement patterns.

#### 8.

The preparation of a Masterplan SPD is anticipated for Barking Town Centre (including Barking Station, East Street, Town Quay and Harts Lane). The emerging Gascoigne 'Big Picture Neighbourhood Strategy' is also under development and will include design principles to support the implementation of this policy where it relates to the Gascoigne Estate.

#### 9.

Development within this area is to come forward in accordance with the relevant approved Masterplan SPDs and Neighbourhood Strategies and proposals will be expected to demonstrate how they deliver comprehensive and co-ordinated redevelopment in accordance with these documents.

#### 10.

Proposals for piecemeal development which may undermine the delivery or viability of the comprehensive and co-ordinated redevelopment of these areas in accordance with the approved Masterplan SPDs or Neighbourhood Strategies will not be supported.

### Vicarage Fields

#### Proposed CGI

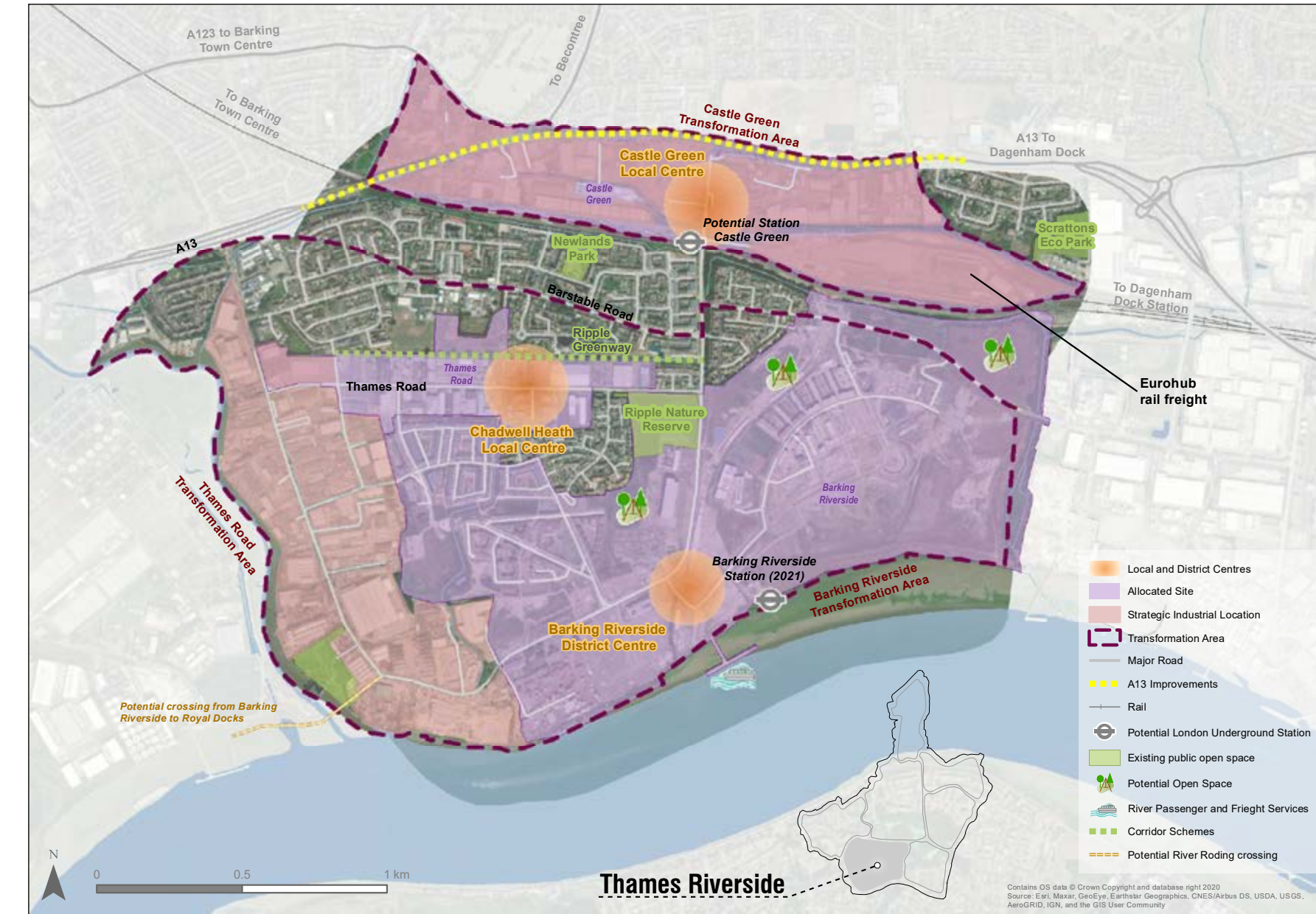




## Barking Riverside



## AREA POLICY SPP2: Thames Riverside



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Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**1.**  
Our plan is to create one new integrated community, a whole new Thames side district of London with more homes and better industry in improved, intensified space. Masterplan led growth will deliver new integrated sustainable communities. The new rail and river connections will join Thames Riverside to Barking town centre and the rest of London. The A13 will be improved, upgraded and, subject to funding and Government support, undergrounded to create one contiguous borough community.

**2.**  
Thames Road will be re-developed providing new homes and a new street network linking the rest of the borough to Barking Riverside. Castle Green will have its industrial uses reduced, intensified, improved and pushed to the periphery with new homes delivered as part of the overall area's regeneration following the undergrounding of the A13. A new town centre will be born at the heart of Barking Riverside, anchored by culture, sustainability and life generating uses.

## Development potential

**3.**  
In this area there is indicative capacity for 15,619 new homes and approximately 119,260 sqm of industrial floorspace in the plan period. The key site allocations are illustrated in Figure 9.

**Figure 9.**  
**SPP2 Site Allocations**





Barking Riverside Transformation Area

4. To deliver our vision (see Figure 8) development proposals should be consistent with the principles listed below.

- a) A comprehensive and co-ordinated residential-led redevelopment of Barking Riverside, by working collaboratively with Barking Riverside Limited and Transport for London to provide significant transport infrastructure including:
  - i. the extension of London Overground;
  - ii. the extension Thames Clipper Services;
  - iii. significant investment in bus services; and,
  - iv. on-site walking and cycling.
- b) Intensifying residential, commercial and leisure development in the new District Centre.
- c) On-site social infrastructure projects that create capacity for additional new homes and accelerate delivery, enabling new primary school provision.
- d) Sustainable places that create a new local identity and distinctive character within the area, each defined by location, density, form and materiality. Provide a sensitive design response to the riverside and focusing on higher density development and taller building forms within the new District Centre and elsewhere where appropriate.
- e) Strengthening the relationship with the adjacent Transformation Areas to ensure a comprehensive and

joined-up delivery approach, particularly for infrastructure schemes such as school provision.

- f) A central boulevard to create a central spine through the area with a dedicated bus-only route.
- g) High-quality, new open space across the entire site, divided between public parks and a more natural landscape.
- h) East-west green links connecting existing green infrastructure assets and:
  - i. linking Barking Riverside to River Road;
  - ii. removing physical and perceptual barriers between Barking Riverside and Thames View Estate; and,
  - iii. prioritising access to the Riverside by opening up 2km of riverfront to walkways and cycle ways.
- i) High-quality design that reflects the 10 ‘Healthy New Town Principles’ in development.

Castle Green Transformation Area

5. Castle Green is an industrial area currently allocated as Strategic Industrial Land (SIL) but identified as a key Transformation Area to be developed during and beyond the plan period to deliver new local and regional benefits. Castle Green has potential to deliver a major new community with circa 10,000 new homes, new jobs, supported by community infrastructure and new green space. The eastern section contains the existing Euro-hub site with opportunities for enhanced rail/freight links from Europe and onward across the UK by rail or road.

6. Development is currently blighted by the existing A13 Lodge Avenue flyover (see below) which severs the borough, dividing communities. The borough is working with key stakeholders (Government, TfL and Homes England) to examine options to replace the flyover, which is no longer fit-for-purpose and a safety hazard. Plans include undergrounding the A13 to remove the physical severance, as part of a comprehensive masterplan solution benefiting Castle Green, the London Riverside Area and beyond with improved connections.

7. The A13 undergrounding solution would be part of an overall transport vision for the area, including a new overground station at Castle Green and supported by additional public transport and cycling and walking links to create a new, sustainable community.

8. The business case for A13 improvements and the Castle Green Masterplan will be brought forward over the next two years. This is supported by the evidence in the Industrial Land Strategy which identifies scope for releasing some industrial floorspace at Castle Green in the longer term. However, the ILS makes clear that such consideration is subject to the delivery of schemes to tunnel the A13 and a new station.





**9.**

The Masterplan SPD for Castle Green will also identify key infrastructure requirements and accommodate the delivery and phasing of A13 improvement works necessary to provide suitable environmental conditions for residential use. Any proposals for the release of SIL or change of use within the Transformation Area is only to come forward in accordance with the approved Masterplan SPD and comprehensive delivery strategy as per Policy DME1 and London Plan Policy E7. Proposals for piecemeal development which may undermine the delivery or viability of the comprehensive and co-ordinated redevelopment in accordance with this approach will not be supported.

## Thames Road Transformation Area

**10.**

To deliver our vision (see Figure 8) development proposals should be consistent with the following principles:

- a) a thriving mixed-use neighbourhood characterised by a rich mix of industrial and commercial space alongside new homes, community uses, schools and open space, in accordance with the latest Masterplan SPD
- b) incorporate innovative typologies that intensify land use and optimise site potential, including multistorey industrial and co-located industrial and residential uses
- c) provide high quality, mixed tenure housing for local people and working Londoners with new homes and jobs near to and stitched together
- d) create an improved streetscape and active frontages to industrial and commercial plots



- e) deliver additional pocket squares and gardens to support a new mixed-use centre, plant new trees and vertical greening to improve air quality and introduce new sustainable drainage systems
- f) create a new legible identity and sense of place for Thames Road whilst retaining its distinctive industrial character
- g) promote sustainable modes of transport including car lite and car free principles
- h) have full regard to the consented scheme at Barking Riverside and to engage with Barking Riverside Limited in the common interest of securing the benefits and comprehensive regeneration of London Riverside and Strategic Opportunity Area
- i) flood defences investment should focus on improved river frontage along the River Roding, realignment and landscaping along the River Thames
- j) improved pedestrian and connectivity within and between the Transformation Areas through:
  - i. establishing north-south green links connecting Thames Road with the Ripple Greenway, Thames View and Barking Riverside Phase 1 development
  - ii. creation of a riverside walk along River Roding, with pedestrian crossing at Mayesbrook and A13 underpass enhancements
  - iii. enhancements to pedestrian and cycle links between Thames Road, River Road and Barking Riverside to River Roding and Barking centre

- iv. establishing a new green link along the Roding via Newham into Redbridge and to Wanstead flats
- v. in addition to the new station at Barking Riverside planned for 2022, the area needs the planned second station at Castle Green to provide more public transport links.

**11.**

The ILS identifies scope for areas of Strategic Industrial Land in the Thames Road Transformation Area to become Local Significant Industrial Sites allowing for some further co-location development. However any release of Strategic Industrial Land within the Transformation Area is only to come forward in accordance with an approved Masterplan SPD and comprehensive delivery strategy, Policy DME1 and London Plan Policy E7.

**12.**

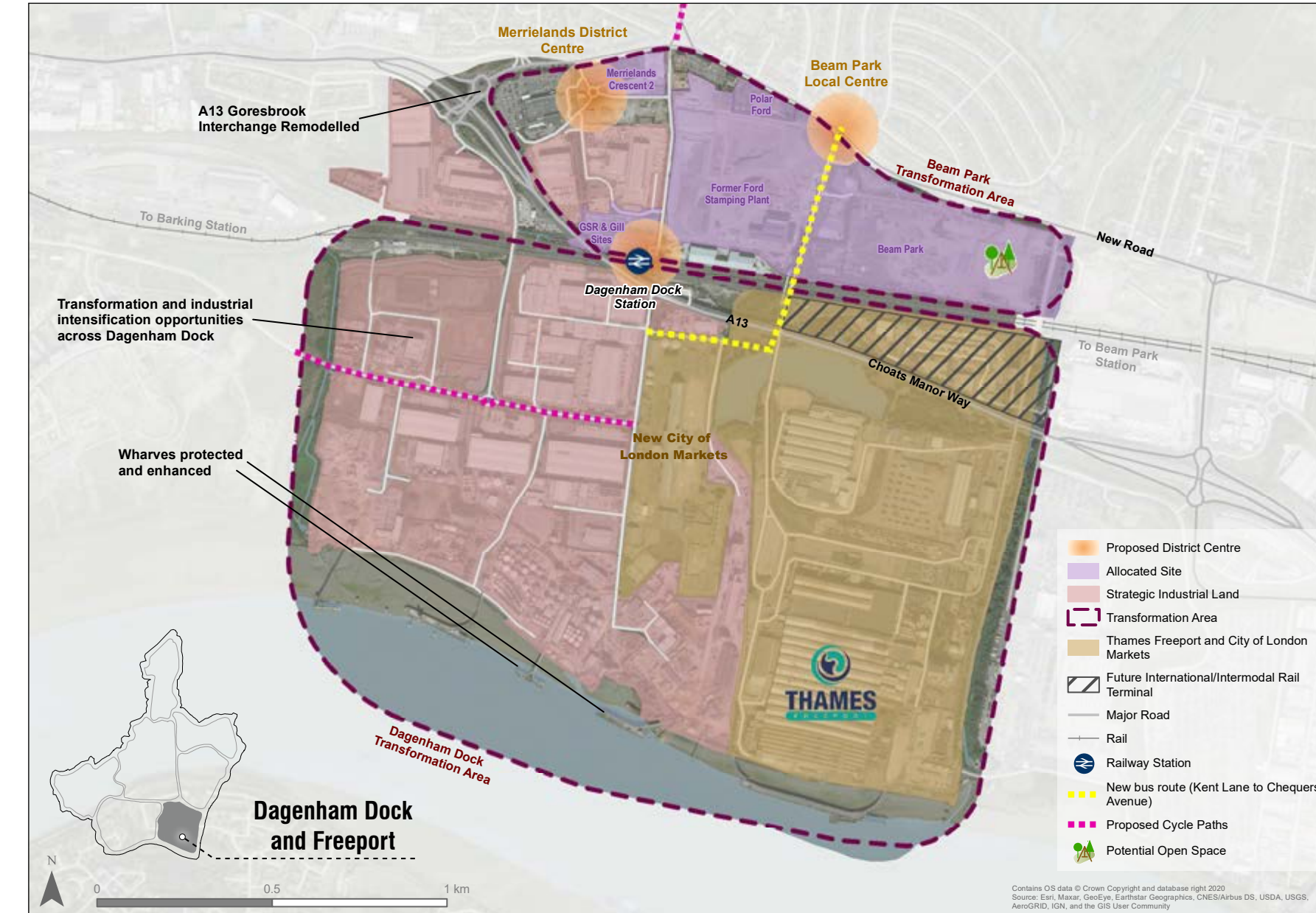
The Masterplan SPDs for Castle Green and Thames Road Transformation Areas will provide further details and policy guidance on the implementation of an employment use intensification and co-location strategy in these Transformation Areas.

**13.**

Development proposals within the Masterplan SPD areas will be expected to demonstrate how they deliver comprehensive and co-ordinated redevelopment in accordance with the Masterplan SPD. Proposals for piecemeal development which may undermine the delivery or viability of the comprehensive and co-ordinated redevelopment of this area will not be supported.



## AREA POLICY SPP3: Dagenham Dock and Freeport





1.
- Dagenham Dock is the borough's economic heart. A home to the next generation of sustainable industries, London's wholesale markets and the new Thames Freeport. International rail access provides unrivalled opportunity for investment and industrial intensification leading to more and better jobs. Ford's 20th century car production will be encouraged to evolve into the 21st century sustainable industry, creating jobs and opportunity for the future.
2.
- New housing at Beam Park and the former Stamping Plant will bring thousands of new homes, supported by an improved public realm, sustainable transport modes and social infrastructure to create a cohesive new community. These new residential districts will be anchored by a motoring heritage attractor of regional significance.

Development potential

3.
- In this area there is indicative capacity for 6,011 new homes and approximately 647,636 sq.m of industrial floorspace in the plan period. The key site allocations are illustrated in Figure 10.

Figure 11.  
SPP3 Site Allocations





## Dagenham Dock Transformation Area

### 4.

To deliver our vision (see Figure 10) development proposals should be consistent with the following principles:

- a) redevelopment of the area, incorporating sustainable and green industries and building on the location's logistics, food and energy operations
- b) capitalising on the extensive road, rail and river infrastructure connections, which provide national and international connections, including a rail hub as part of the proposed Freeport
- c) having full regard to the consented scheme at Barking Riverside and to engage with Barking Riverside Limited in the common interest of securing the benefits and comprehensive regeneration of London Riverside and Strategic Opportunity Area
- d) the successful relocation and consolidation of London's three wholesale city markets – Billingsgate, Smithfield and New Spitalfields, enabling development that will support its operation within the borough
- e) expansion and intensification of employment floorspace enabling wider regeneration opportunity for the Thames Freeport in Dagenham (see also below)
- f) supporting the development of existing rail, maritime and river transport infrastructure to be utilised within the wider area and the Thames Estuary as a whole

- g) a new secondary school to the north of the area, at the Ford Stamping Plant site; and a new primary school at the GSR & Gill site
- h) strengthening links to Dagenham Dock Station with a clear hierarchy of movement routes through the site up to New Road. There will be a strong focus on improved visual connections, including new bus cycle walking links incorporating enhanced green infrastructure
- i) improving road and bus links along Kent Avenue to improve access to the Freeport and the City Markets
- j) removing the service bridge across Chequers Lane to improve the visual appearance in this area and public realm
- k) the areas along the A13, railway line and the River Thames are particularly appropriate to building significantly taller than prevailing heights, subject to design quality.

### 5.

The Council may also develop a vision plan for the south of the borough in order to set out how the Masterplan SPDs will integrate with each other and how the spaces between them will be managed.

## Thames Freeport in Dagenham

### 6.

The Thames Freeport is an economic zone connecting Ford's Dagenham engine plant to the global ports at London Gateway and Tilbury, with an emphasis on introducing electric and autonomous vehicle technology. The Freeport will combine a customs zone with tax zone designed to incentivise and encourage new investment.

### 7.

The Ford estate will diversify through reuse, redevelopment and intensification of industrial use with new businesses moving in. River connectivity will be improved and works undertaken to allow larger ships to access the wharves. The site also offers unrivalled international rail connectivity.

### 8.

Development of an open access international intermodal rail terminal will be supported and any development proposals on the Ford site will need to demonstrate they do not prejudice the potential for delivery of such a rail terminal.

### 9.

The Council may develop a vision plan for Dagenham Dock in order to set out how the Freeport will be delivered and integrated with the surround area.

## Beam Park Transformation Area

### 10.

The Council will continue to support the comprehensive redevelopment of Beam Park by working collaboratively with the Greater London Authority, London Borough of Havering and other stakeholders to support development that contributes to the delivery of a thriving, mixed-use residential neighbourhood supported by health, education and other community infrastructure in line with the Council's latest Infrastructure Delivery Plan. The Council will support development that delivers:

- a) new affordable family homes with low rise housing terraces
- b) two new primary schools and a new medical centre

- c) a station square to provide a new retail and commercial focus to the area, integrated with the planned new transport interchange – Beam Park Station
- d) new park and community meeting spaces in an open space and parkland setting to form a natural meeting place for the neighbourhood
- e) new hierarchy of routes for safe connections within and between neighbourhoods; a street pattern provides wide shared footpaths and cycle routes
- f) a landscape identity that creates clear wayfinding links to and from the park; visible verdant environments that can double for amenity and ecological value
- g) a green corridor providing a pedestrian connection to the station and enhancements to the pedestrian and cycle network across the area
- h) strengthen the relationship with adjacent land/areas, including Dagenham Dock and Castle Green Transformation Areas and Merrielands Crescent
- i) provide flood mitigation and adaptation measures to comply with Local Plan DME4 and DMSI 6.





## Ford Stamping Plant

### 11.

The Council will support development in this location which:

- a) provides a comprehensive residential-led mixed-use development including flexible community and commercial floorspace
- b) new supportive social infrastructure including a 10-form intake secondary school, cultural facilities and open space
- c) creates a coherent townscape which responds positively to its existing and emerging context, including amenity space and improved public realm
- d) integration of improved public transport links including new accessible bus stops and improved accessibility to Dagenham Dock station
- e) creates an improved walking environment to allow access to employment sites, retail hubs and the proposed secondary school.

## Merrielands

### 12.

The Council will support development in this location which:

- a) strengthens the relationship with adjacent land/areas including Merrielands Crescent One and the Transformation Areas at Beam Park and Dagenham Dock

- b) contributes to the creation of a new district centre for the wider area
- c) provides flood mitigation and adaptation measures in line with Local Plan policy DMNE4 and DMSI6
- d) promotes sustainable modes of transport and incorporates car free and car lite principles.

## GSR and Gill Sites

### 13.

The Council will support development in this location which:

- a) delivers outstanding design and makes a positive contribution to the local character and neighbourhood
- b) improves links with the site to the north and Stamping Plant and new public realm and accessibility to the station to the south as well as the roads to the north and west
- c) delivers improvements to the overall quality of the greenway
- d) the scale and massing of development should contribute to the creation of a new coherent townscape which responds positively to its existing and emerging context
- e) seeks to minimise car parking in the location with the deliver of car lite and car free principles.



Beam Park

Proposed CGI



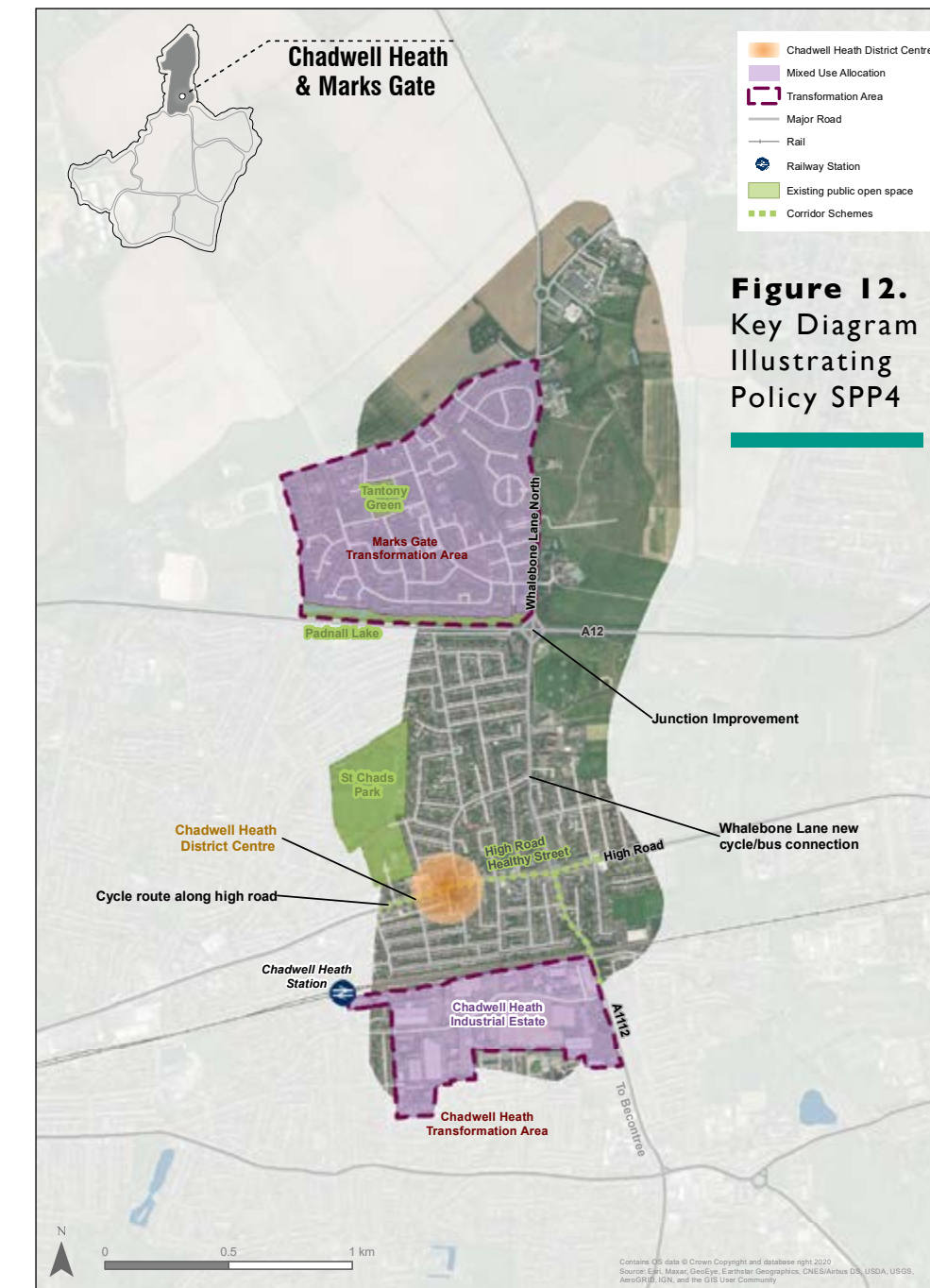


Chadwell Heath

Proposed CGI

# AREA POLICY SPP4: Chadwell Heath and Marks Gate

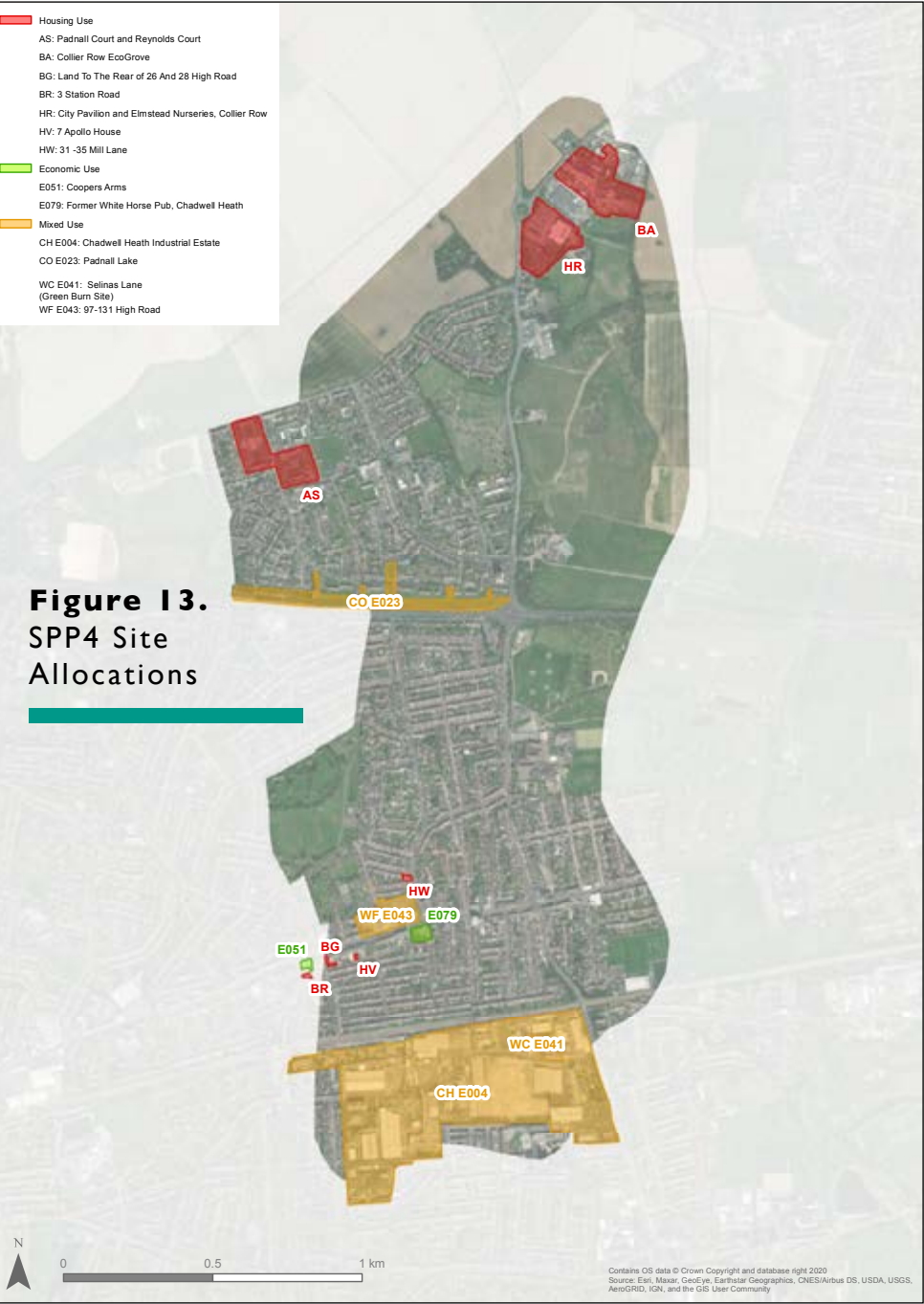
- Chadwell Heath is one of the biggest remaining regeneration opportunities at a Crossrail station. The industrial estate will be comprehensively redeveloped to create new homes as well as improved and intensified industrial space. This will see new homes stitched into the existing residential neighbourhoods, adding new services and social infrastructure, improvements to local transport and the renewal of the whole public realm.
- North of Chadwell Heath, Marks Gate will be sensitively improved to deliver more and better homes with further work to review the existing flatted parts of the estate and improvements to wider infrastructure necessary for any further expansion, including the impact of the development of the neighbouring de-designated Green Belt land in Redbridge.
- Masterplan SPDs for the Chadwell Heath and Marks Gate Transformation Areas will provide further details and policy guidance to shape proposals for these Transformation Areas.
- Development proposals will be expected to demonstrate how they deliver comprehensive and co-ordinated redevelopment in accordance with the relevant Masterplan SPD. Proposals for piecemeal development which may undermine the delivery or viability of the comprehensive and co-ordinated redevelopment of the area in accordance with the relevant Masterplan SPD will not be supported.





Development potential

5. In this area there is indicative capacity for 4,839 new homes in the plan period. The key site allocations are illustrated in Figure 12.



Chadwell Heath Transformation Area

6. Development proposals should be consistent with the following principles:
- a) comprehensive delivery of a new liveable mixed-use neighbourhood is planned – optimising the development potential arising from Crossrail – to deliver new homes and jobs that are integrated with existing neighbourhoods
  - b) intensification and modernisation of industrial activities and integration of these with, potentially, new media, film and gaming uses as part of a mixed-use neighbourhood including residential. Innovative new typologies that enable the co-location of industrial and residential uses will be encourage and supported in the appropriate locations
  - c) new homes supported by expanded social infrastructure, including two primary schools and one secondary school
  - d) development that is seamlessly woven into the surrounding context with an appropriate massing strategy that responds to the existing context and urban grain focusing:
    - i. larger-scale development, including buildings significantly taller than prevailing heights scaling upwards to the heart of the area
    - ii. smaller, lower-scale buildings on the perimeter to respond to the existing terraced housing.

- e) establishing a 'sense of place' and local identity through the creation of distinctive character areas across the neighbourhood, each defined by location, density, form and materiality
- f) improvements to Freshwater Road and Selina's Lane for vehicular access and public transport
- g) improvements to the pedestrian environment and connections throughout the Area, including markers for intuitive wayfinding and links into the existing surrounding neighbourhoods
- h) improvements to the green infrastructure network, including a green spine through the area connected to a variety of public realm spaces including parks and squares which are pedestrian and cycle friendly and integrated with existing street and movement patterns
- i) enhancement and refurbishment of buildings with local heritage value.

7. While the ILS identifies scope for the loss of industrial floorspace in Chadwell Heath, the Council is committed to delivering employment space alongside new homes and the expectation is that there will be no net loss of industrial floorspace across the Chadwell Heath Transformation Area. Any release of Local Significant Industrial Land within the Transformation Area is only to come forward in accordance with the approved masterplan SPD, Policy DMEI and London Plan Policy E4.



**8.** Proposals resulting in the net loss of industrial floorspace across the Transformation Area will only be supported in accordance with Policy DME1 of the Local Plan, and will be expected to robustly demonstrate why this is justified through, for example, reprovion elsewhere in the borough, a significant demonstrable uplift in the number and quality of jobs, and/or other significant material benefits that demonstrably meet the Council's regeneration aspirations as set out in this Local Plan.

Marks Gate and Padnall Lake Transformation Area

**9.** Marks Gate will be a focus of estate renewal and improvements to community facilities through proactive consultation and engagement with the existing community.

**10.** A vision document will be developed to inform the strategic vision for the area which will seek to enhance the area through:

- a) delivery of improved sustainable transport connectivity to surrounding neighbourhoods and open spaces, including east west connections throughout Marks Gate, and in particular connections across the A12 and towards Chadwell Heath station.

- b) enhancements to public realm, streetscape and open spaces, including maximising opportunities for greening to reflect the landscape character of the wider area.
- c) improving the vibrancy and facilities offered within the local centre.

**11.** Further area specific guidance will be set out in a Masterplan SPD if needed.

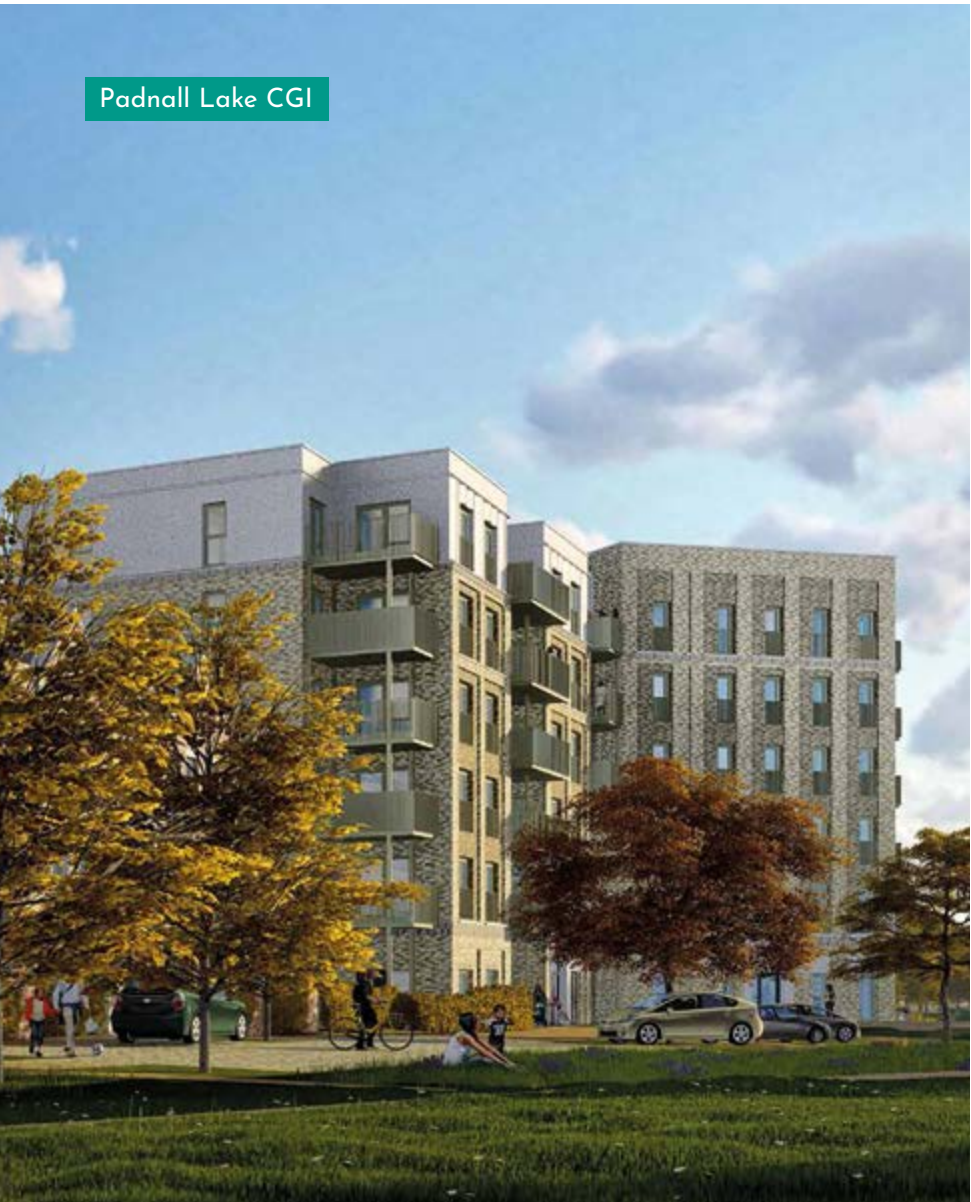
**12.** The Council will work in partnership with the London Borough of Redbridge to ensure proposals complement housing development to the west of Marks Gate in terms of sustainable transport connections and community infrastructure.

**13.** The Padnall and Reynolds Court and Padnall Hall site will be subject to estate renewal, seeking to:

- a) enable delivery of new, high quality homes with an improved public realm
- b) improve sustainable transport links throughout the sites
- c) provide supporting commercial and community uses.

**14.** The Padnall Lake site will be a significant focus on placemaking activity to create a more liveable residential area that development in this location must contribute to:

- a) enabling delivery of more homes set in an improved public realm
- b) reconfigured and better located open space that improves quality, access and function
- c) provide small-scale community use
- d) enhancing areas for wildlife and biodiversity around Padnall Lake as part of any future development masterplans.







## AREA POLICY SPP5: Dagenham East

1. Dagenham East is now developing a new life as the centre of London's ever-growing film sector. Other businesses are also beginning to wrap the film studio site including University College London's transport research facility (PEARL), a tech business hub and the data industry. We will turn Dagenham East into a centre for modern media and research-based business.
2. We are seeking to reopen the adjoining mainline station to provide faster connections to central London and the Thurrock Freeports. We will develop the area around the station into a gateway to provide new homes and a hotel. In the wider area we will support future intensification of industrial uses and residential areas will be sensitively improved and enhanced, bringing village character to post war suburban development. This will provide more and better homes and a great place for people to live.





## Development potential

3.

In this area there is indicative capacity for 1,200 new homes in the plan period. The key site allocations are illustrated in Figure 14.



## Dagenham East Transformation Area

4.

To deliver our vision (see figure 14) Development proposals should be consistent with the principles listed below.

- a) A residential-led mixed-use development at Ibscott Close which should aim to deliver outstanding design and have regard to its local context, making a positive contribution to the local character and neighbourhood
- b) A new media, science and technology cluster is planned alongside the expanded development of new homes that are well integrated with existing residential neighbourhoods
- c) London's newest and largest film studios on the former May and Baker site
- d) Special education needs school provision



- e) Improvements to the environmental quality and public realm in the district centre
- f) Improvements to the Green infrastructure network including:
  - i. new Green Infrastructure grid route – Wood Lane and Rainham Road North
  - ii. Reede Road, Rainham Road and Foxlands Crescent
  - iii. linkages to Thames Chase Community Forest
  - iv. new Green Infrastructure grid route – Wood Lane and Rainham Road North
  - v. Reede Road, Rainham Road and Foxlands Crescent
  - vi. linkages to Thames Chase Community Forest.

## Dagenham Village

### 5.

Dagenham Village is the historic heart of Dagenham, and the design will need to respond to this unique and sensitive development context. Development proposals must comply with the local plan policies and the Dagenham Village Conservation Area Character Appraisal (or its updated equivalent) to preserve and where possible enhance the borough's historic environment.

### 6.

The Council will support and enable the delivery of infrastructure to support communities in Dagenham East and Village to ensure development is sustainable. The Council will also support development that contributes to:

- a) flood defences including measures to reduce flood risk at Dagenham East Station and numerous defence structures along the Wantz Stream
- b) transport and connectivity improvements, including the new C2C station at Dagenham East and Dagenham East Station Accessibility Scheme
- c) digital infrastructure enhancements including telecommunications and fast broadband
- d) healthcare facilities (e.g. new primary care hub)
- e) early years facilities
- f) parks and open spaces
- g) community centres and faith spaces
- h) children's play and youth facilities.





## AREA POLICY SPP6: Dagenham Heathway and Becontree

1. Dagenham Heathway is currently the borough's second town centre despite its modest size, serving the wider Becontree area. Our plan is to reinvigorate the Heathway as the heart of the Becontree and Dagenham community, and build on its gateway connection on the District Line.
2. We will pursue the redevelopment of the shopping centre and make it fit for the 21st century, including options to provide new dwellings above the centre.
3. The historic Becontree estate will see the least development in the borough in order to protect its existing character. We will support light touch interventions to help it thrive into the future.

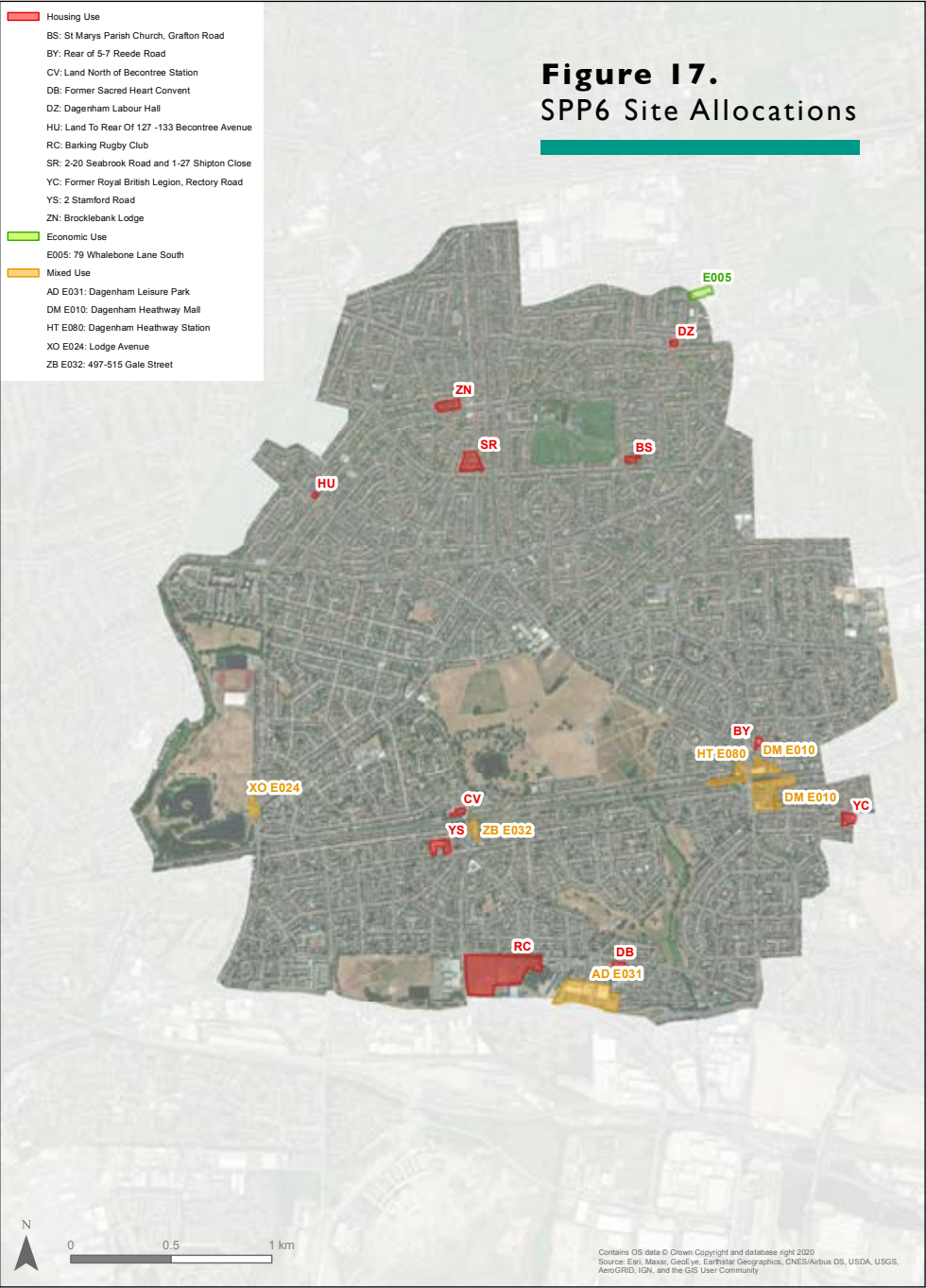
**Becontree**  
A typical housing banjo





Development potential

4. In this area there is indicative capacity for 1,194 new homes in the plan period. The key site allocations are illustrated in Figure 17.



Dagenham Heathway Transformation Area

5. To deliver our vision (see figure 16) development proposals should be consistent with the following principles:

- a) a comprehensive mixed-use redevelopment of Dagenham Heathway shopping centre to comprise of modern retail accommodation which better services the needs of local residents
- b) ensure that the redevelopment of the shopping centre provides continuity of trade by retaining existing retailers in the new scheme
- c) improved public realm and permeability of the shopping centre to provide a more accessible and pedestrian friendly environment
- d) deliver a coordinated approach with the surrounding area, including incorporation of the Lidl and Iceland stores
- e) improvements to transport and connectivity, with new cycle lanes, improved bus priority and improved road junctions including Gale Street and Reede Road
- f) Dagenham Heathway station access improvements
- g) deliver outstanding design and have regard to its context, making a positive contribution to local character within its neighbourhood
- h) minimise car parking in the location to create liveable or low-traffic neighbourhoods, with measures to improve safety, health and air quality.

Becontree Estate

6. All development (including any extensions) must integrate with the existing character of the area and enable preservation and restoration of the historic fabric of the estate. A detailed design code may be prepared to support the delivery of the Local Plan to supplement this policy. The Council will also support development that contributes to:

- a) inclusion of the urban ‘set pieces’ and street types that are unique to the area
- b) improvements to the public realm, including regreening and tree planting, street furniture, signage and lighting
- c) improvements to Parsloes Park, including the expansion of sports facilities
- d) rationalised car-parking and improved cycle links to the new Crossrail Station at Chadwell Heath
- e) retention of small shops and services where they meet community needs
- f) improvements to shopfronts and reintroducing awnings
- g) improvement to the Green infrastructure network, including the east-west green grid route (Porters Avenue and Parsloes Avenue)
- h) improvements to transport and connectivity, including Becontree Station access improvements



- i) creation of liveable or low-traffic neighbourhoods, with measures to improve safety, health and air quality including measures to reduce speeding and rat-running
- j) digital Infrastructure improvements e.g. fast broadband
- k) early years facilities, primary and secondary school places
- l) special education needs school provision
- m) parks and open spaces
- n) indoor and outdoor sports facilities
- o) community centres and faith spaces
- p) children's play and youth facilities.

A Masterplan SPD for Dagenham Heathway is proposed and will provide further details and policy guidance to shape proposals for this part of the Transformation Area including the approach to the design and delivery of the required supporting infrastructure.

Development within the Masterplan SPD area is only to come forward in accordance with the adopted Masterplan SPD. Development proposals will be expected to demonstrate how they deliver comprehensive and co-ordinated redevelopment in accordance with the Masterplan SPD. Proposals for piecemeal development which may undermine the delivery or viability of the comprehensive and co-ordinated redevelopment of the area in accordance with the Masterplan SPD will be not be supported.

## Dagenham Library







## AREA POLICY SPP7: Becontree Heath and Rush Green



**Figure 18.**  
Key Diagram  
Illustrating  
Policy SPP7



1. Becontree Heath is home to Coventry University London and provides a thriving community and commercial hub. This will be strengthened with spot redevelopment interventions delivered as part of a programme to identify opportunities to deliver more and better homes.



### Development potential

2. In this area there is indicative capacity for development of 258 new homes. The key site allocations are illustrated in Figure 19.





**3.**

The Council will support environmental and connectivity improvements across the area and build on the successful integration of Coventry University's new campus by expanding education and other social infrastructure. The Council will also support development that contributes to:

- a) smaller-scale development of new homes that are well-integrated with the existing area
- b) improvements to pedestrian routes through the area including strengthening east-west walking and cycle links
- c) a continuous walking or cycling route, running through the green belt edge and waterways that follow the eastern edge through to Hainaut Country Park
- d) restoration and improvements that preserve or reinstate original features in existing 1930's suburban homes that are characteristic of the northern part of Rush Green
- e) active ground floors in development that comes forward on Dagenham Road public realm improvements throughout the area, in particular Rainham Road High and the area of Dagenham Civic Centre and other key points of interest in this area
- f) improvements to the Green Infrastructure Network, including a new Green Infrastructure grid route at Wood Lane and Rainham Road North and improved linkages to Thames Chase Community Forest.

**4.**

Infrastructure that is required to support sustainable development, identified in the Infrastructure Delivery Plan will be supported, including:

- a) transport and connectivity improvements, for example, Wood Lane roundabout
- b) improvements to bus services and connections to ensure good public transport access
- c) digital infrastructure improvements
- d) fire and rescue service
- e) early years facilities, primary and secondary schools
- f) parks and open space
- g) community centres and faith spaces
- h) children's play and youth facilities.



**Eastbrookend  
Country Park**





# CHAPTER 4

## Design

## Chapter 4: Design

### Introduction

#### 4.1.

The purpose of this chapter is to set out clear design policies for creating well-designed places in the borough. The following defines our approach.

- We promote high quality design as an essential part of the transformation of our town centres, transport stations and development sites.
- We require new developments to respect and enhance the existing urban fabric (including existing cultural and heritage assets), strengthen and reinforce local identity, and foster a sense of place.
- We will sustainably manage the historic environment within the borough. This includes conservation areas, designated and non-designated heritage assets and local views.
- We are committed to improving our residents' health and well-being by creating safe, convenient, accessible and well-designed built environments, interesting public spaces, and social and green infrastructure.
- We will encourage community participation and social inclusion in line with the Healthy New Town Principles.

- We help applicants provide high-quality design developments by using masterplans, design codes and local design guidelines, along with pre-application advice.
- We encourage applicants to undertake proactive meaningful public consultations with the local community and potential end users to inform design in advance of submitting a planning application.

#### 4.2.

This chapter outlines the following policies:

Policy SP 2:	Delivering a well-designed, high-quality and resilient built environment
Policy DMD 1:	Securing high-quality design
Policy DMD 2:	Tall buildings
Policy DMD 3:	Development in town centres
Policy DMD 4:	Heritage assets and archaeological remains
Policy DMD 5:	Local views
Policy DMD 6:	Householder extensions and alterations
Policy DMD 7:	Advertisements and signage



**4.3.**  
The policies are mainly supported by the key evidence set out in the table below.

Key evidence documents	Date produced
LBBD Townscape and Socioeconomic Characterisation Study	2017
Abbey and Barking Town Centre Conservation Area Appraisal and Management Plan	2020
Historic England’s Independent Heritage Review of the Industrial Land to the South of the Borough	2016
Historic England’s Independent Archaeological Review of the Borough	2016

## STRATEGIC POLICY SP 2: Delivering a high quality designed and resilient built environment

1. The Council will promote high-quality design, providing safe, convenient, accessible and inclusive developments and interesting public spaces for all through:

- a) adopting a design-led approach to optimising density and site potential by responding sensitively to local distinctiveness
- b) ensuring that developments relate to their local context, incorporating and interpreting local character and, where applicable, using this to inform detail, materials and landscape, which will reinvent the borough as a distinctive place in its own right
- c) ensuring developments create well-designed homes that are flexible enough to accommodate different ways of living and respond to social infrastructure needs over time
- d) supporting development that aims to create attractive, engaging spaces which are more likely to be well-used and resilient for the future
- e) supporting development that improves and facilitates active lifestyles, and improves the wellbeing of new and existing communities

- f) supporting development that harnesses the potential for improved quality and innovative Modern Methods of Construction (MMC), and adheres to the Local Plan policy DMSI 1: sustainable design and construction
- g) adopting the Circular Economy principles in the design of developments, demonstrating actions taken to reduce resource use and embodied carbon throughout the building lifecycle and aiming to achieve net zero-waste. A Circular Economy Statement should be submitted with referable planning applications, in line with requirements of the London Plan Policy SI 7: reducing waste and supporting the circular economy
- h) preserving or enhancing the borough’s heritage such as Eastbury Manor House, Valence House Museum, the Abbey Ruins and Dagenham Village, as well as conservation areas, and both designated and non-designated heritage assets in accordance with the Local Plan policy DMD 4: visitor accommodation
- i) protecting important identified views and vistas within the borough in accordance with the Local Plan policy DMD5: local views.





# POLICY DMD 1: Securing high-quality design

- 1. The Council will support development proposals that make a positive contribution to the character of the surrounding area, have regard to the National Design Guide and/or its updated equivalent, design codes developed in accordance with the National Model Design Code and other local guidance.
- 2. All development proposals should expect:
  - a) where appropriate, to be required to use mechanisms such as Section 106 agreements and planning conditions, to ensure that design quality is carried through into the detailed design and construction of the development. Amendments to the design of major applications may be subject to appropriate Section 106 monitoring contributions if the original architects or landscape architects are not retained for the detailed design stage
  - b) where appropriate, to demonstrate high-quality design as a result of early engagement with Planning Officers and the Barking and Dagenham Quality Review Panel (QRP)<sup>20</sup> in accordance with its Terms of Reference, or its equivalent
  - c) where appropriate, to enable active lifestyle by designing for walkable neighbourhoods with attractive public realm and supporting infrastructure for walking and cycling<sup>21</sup>, taking inspiration from Barking Riverside, London's first healthy new town<sup>22</sup>; and Active Design Principles and guidance<sup>23</sup> (or its updated equivalent)

<sup>20</sup>For details, please visit: <https://www.lbld.gov.uk/quality-review-panel>  
<sup>21</sup>Please refer to the Council's latest walking and cycling strategy for information: <https://www.lbld.gov.uk/planning-guidance-and-policies>

- d) to be creative and innovative, recognising that existing local character and accommodating change is not mutually exclusive. Architecture should be responsive, inclusive, authentic, engaging, and have an enduring appeal
- e) to seek to maximise opportunities for urban greening and biodiversity, and demonstrate that appropriate measures have been taken to protect or enhance the natural environment in accordance with Local Plan policies: DME 2: providing flexible, affordable workspace and DME 3: encouraging vibrant, resilient and characterful town centres
- f) to consider the impact on the amenity of neighbouring properties
- g) to assess how development may affect a site's archaeology in accordance with the Archaeological Priority Areas Appraisal (or its updated equivalent) and best practice guidance<sup>24</sup>
- h) to demonstrate how avoidance or minimisation of harm to the local character and setting has been achieved through design and or mitigation; and agree appropriate mitigation with Planning Officers.

<sup>22</sup>The 10 Healthy New Town Principles are available at: <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>  
<sup>23</sup><https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>  
<sup>24</sup>London Borough of Barking and Dagenham Archaeological Priority Areas Appraisal (July 2016), Historic England is available at: <https://historicengland.org.uk/content/docs/planning/apa-barking-and-dagenham-pdf/>

- 3. Major and strategic development proposals (including estate regeneration schemes) should:
  - a) provide a Health Impact Assessment (HIA) in the design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities
  - b) clearly demonstrate consideration of the individual and cumulative impact on amenity, neighbouring buildings, skyline, infrastructure and the natural and historic environments, provision of public realm and amenity space (private, communal and child play space)
  - c) provide a range and mix of publicly accessible open spaces that promote biodiversity, safety, health and well-being
  - d) seek to achieve the highest standards of construction (e.g. MMC), and adhere to the Local Plan policy DMSI 1: sustainable design and construction.





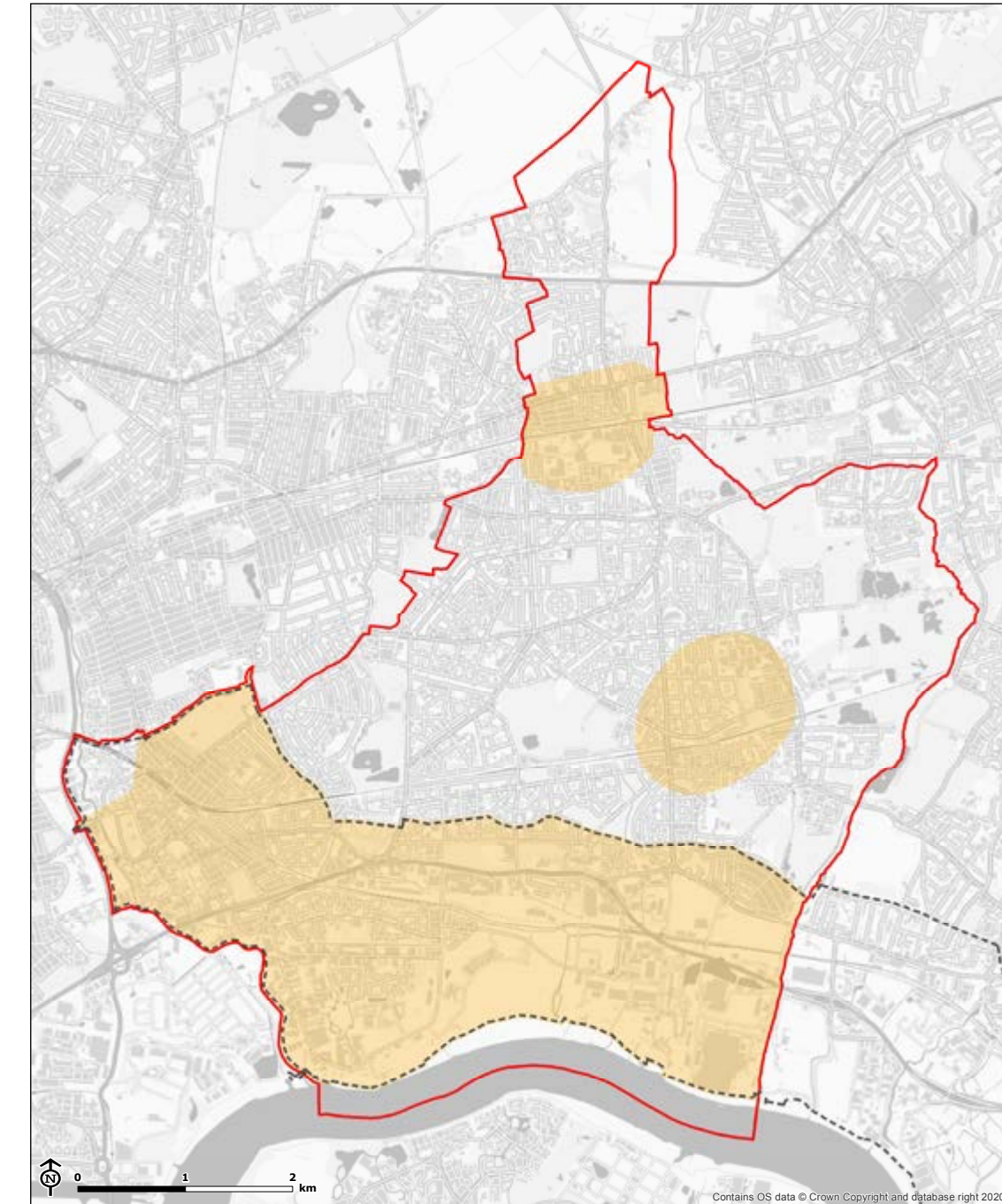
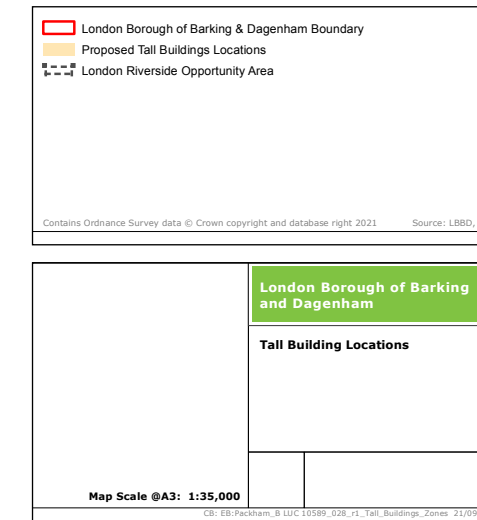
## POLICY DMD 2: Tall buildings

1. Unless otherwise specified in localised Masterplan SPDs, Tall Buildings in the borough are taller than six storeys (or 18 metres) measured from ground to the floor level of the uppermost storey.
2. Development of tall buildings will be directed towards appropriate Tall Building Locations (as shown on the Policies Map and Figure 20 below) and must accord with latest relevant national guidance, London Plan policies and relevant policies within Chapter 3 of the Local Plan.
3. Any proposals that include Tall Buildings will be assessed on their own merits and will need to respond appropriately to identified sensitive locations including natural and built heritage assets.
4. Developments that include Tall Buildings must demonstrate how they:
  - a) will deliver benefits for the surrounding area and communities, including delivering high quality and accessible public realm, as well as promoting legibility and wayfinding; and
  - b) will create mixed and integrated communities and aim to appear “tenure blind”
  - c) do not constrain development potential on adjoining sites including sites within adjoining boroughs. Specific consideration should be given to the impacts on the

amenity of existing residential neighbourhoods and publicly accessible and private open spaces.

5. Development proposals that include Tall Buildings should be supported by:
  - i. an appropriate townscape analysis (including verified views to demonstrate how they positively contribute to the skyline)
  - ii. a compatible modelling tool in agreement with the Council, which provides an accurate visual representation of what the change will look like, and the cumulative effect for the borough and surrounding areas.

**Figure 20.**  
Proposed Tall Buildings  
Locations





## POLICY DMD 3: Development in town centres

1. Proposals for development within town centres (designated boundaries are as defined shown on the Policies Map) should, where relevant and appropriate:
  - a) respect the building lines of the existing urban environment and, where appropriate, build up to the edge of the curtilage
  - b) co-ordinate and consolidate elements of street furniture, such as seating, bins, bollards, cycle stands and lighting, to streamline the appearance of the public realm and avoid visual clutter
  - c) avoid the creation of inactive frontages and contribute positively to the street scene and public realm to coordinate the design of development around town centres consider street widths, crossings locations; integration of bus stands along with other public realm elements (as mentioned in b) above) and focus on reducing vehicle dominance along with promoting safe walking and cycling environment
  - d) provide clearly defined public and private space, placing servicing away from street frontages, for example at the rear of building
  - e) provide level access and ensure new development is fully accessible.

2. New or replacement shop fronts are required to be robust and well-designed. Proposals must ensure that:
  - a) they retain or restore traditional shop fronts and existing architectural and heritage features
  - b) active shop fronts are well maintained in order to contribute positively to the building, street-scene and public realm
  - c) a sensitive relationship is maintained between the shop front and the upper floors, with neighbouring shop fronts and surrounding buildings
  - d) the use of materials is appropriate to and enhances the local character and value of existing architectural and historic features
  - e) the use of external mounted shutters or solid roller shutters are avoided.
3. Development outside town centres is set out in the Local Plan policy DME 3: encouraging vibrant, resilient and characterful town centres.

## POLICY DMD 4: Heritage assets and archaeological remains

The borough's designated and non-designated heritage assets<sup>25</sup>, conservation areas and Archaeological Priority Area (APA) are identified on the Policies Map.

Other heritage assets and the wider historic environment will be identified, celebrated and promoted where relevant through the Council's heritage strategy<sup>26</sup> (or its updated equivalent).

The Council will ensure that new development takes into account the wider social, cultural, economic and environmental benefits that the historic environment can bring. Developments should make a positive contribution to local character and distinctiveness while recognising the role of the historic environment to the character of place.

### Heritage assets

Development proposals affecting designated and non-designated heritage assets of local importance will be granted provided they:

- a) set out how the application accords with the latest relevant national guidance and London Plan policies
- b) demonstrate that the proposed development is appropriate in terms of height, scale and massing, form, materiality and detailing and its relationship to the surrounding context

- c) preserve the setting of the asset/s and its historic significance, and include hard and soft landscape proposals, where appropriate, that respect the character and appearance of the heritage asset; and
- d) demonstrate that the proposed use is the optimum viable use, which causes the least harm to the significance of the asset and its setting and secures its long-term viability
- e) agree an appropriate strategy for conserving, and where appropriate, enhancing in a manner appropriate to their significance as key and distinctive elements of the areas' character having regard to the relevant Conservation Area Appraisal and Management Plan, as well as the Townscape and Socioeconomic Study (2017)(or its updated equivalent)
- f) seek to remove heritage assets from the Heritage at Risk Register in collaboration with Historic England and other relevant stakeholders.

Development proposals that affect the significance of any heritage assets must be accompanied by a Built Heritage Statement. The Built Heritage Statement must provide:

- g) a description of the significance of any affected heritage assets and their settings

<sup>25</sup>London Borough of Barking and Dagenham's conservation areas and listed buildings are available at: <https://www.lbld.gov.uk/conservation-areas-and-listed-buildings>

<sup>26</sup>London Borough of Barking and Dagenham's Heritage Strategy is available at: <https://modgov.lbld.gov.uk/internet/documents/s103565/Heritage%20Strategy%20Report%20-%20App.%201%20Strategy.pdf>



- h) how the application accords with the latest relevant national guidance and London Plan policies
- i) how the application justifies any harm to the significance of designated heritage assets
- j) how the application positively responds to the relevant heritage themes (as set out in the Council’s latest heritage strategy) in their design.

Where a development proposal would lead to harm to designated or non-designated heritage assets, they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.

**Other heritage assets**

- k) development within or affecting any heritage feature should respect its local context and avoid materially detracting from its significance, including its archaeological, architectural, historic, landscape or biodiversity interest, or harming its setting.

**Conservation areas**

- l) development proposals affecting conservation areas or their settings will be supported where they preserve or enhance the character and appearance of the area including,

the established local character of individual buildings and groups of buildings in accordance with the relevant Conservation Area Appraisal and Management Plan, as well as the Townscape and Socioeconomic Study (2017) (or its updated equivalent) and subject to proposals adhering to other relevant Local Plan policies.

- m)demolition of buildings or structures that are considered to make a positive contribution to a conservation area will not generally be permitted. In exceptional circumstances, where this is permitted, replacement buildings or structures must demonstrably preserve or enhance the conservation area’s distinct character.

**Archaeological heritage**

- n) all new development must protect, or enhance, and promote archaeological heritage (both above and below ground) within the borough. Proposals that would adversely affect or have the potential to adversely affect archaeological heritage assets or their setting will be not supported.
- o) where development is proposed on sites of archaeological significance or potential significance, the Council will require appropriate assessments or appropriate level of investigation and recording within an Archaeology Impact Statement before development proposals are determined.

**Scheduled monuments (designated heritage assets)**

- p) the site of Barking Abbey is Barking and Dagenham’s only scheduled ancient monument. It includes the ruins of the Abbey and most of Abbey Green. Works affecting the scheduled ancient monument (including repair works) are subject to a statutory consent regime administered by Historic England on behalf of the Secretary of State<sup>27</sup>.

<sup>27</sup>The relevant information about Scheduled Monument Consent is available at: <https://historicengland.org.uk/advice/planning/consents/smc/>

St Margaret’s Church  
Barking Abbey



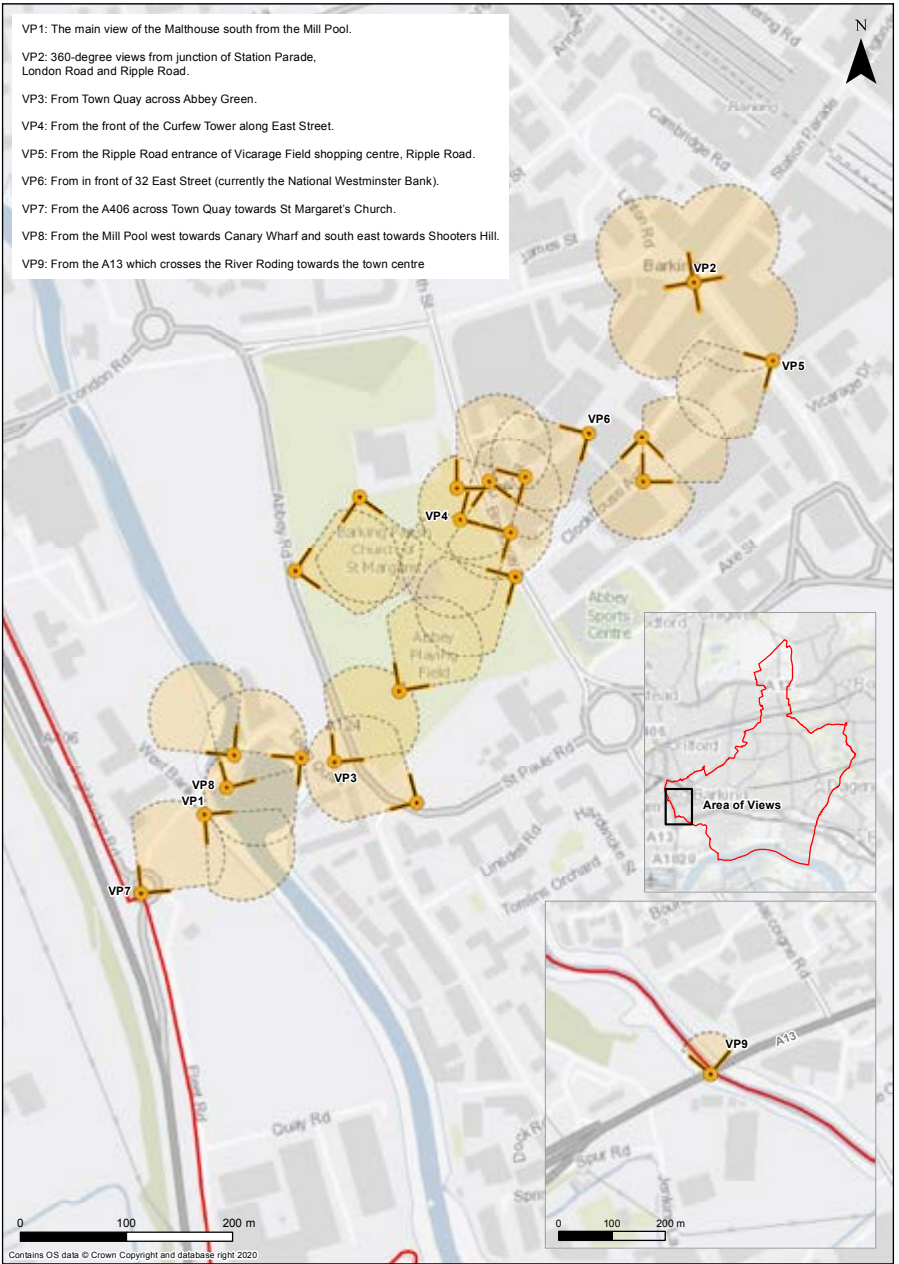


# POLICY DMD 5: Local views

1. The Council will protect the borough's local views identified on the policies map and set out as follows:
- a) view 1: The main view of the Malthouse south from the Mill Pool
  - b) view 2: 360-degree views from junction of Station Parade, London Road and Ripple Road, north along Station Parade, east along Ripple Road and west along Linton Road
  - c) view 3: From Town Quay across Abbey Green towards St Margaret's Church and Barking Town Hall
  - d) view 4: From the front of the Curfew Tower along East Street
  - e) view 5: From the Ripple Road entrance of Vicarage Field shopping centre, Ripple Road, to 2 Town Square
  - f) view 6: From in front of 32 East Street (currently the National Westminster Bank) towards the Curfew Tower, this gives a glimpse of the Abbey Green area and a hint of the Abbey beyond
  - g) view 7: From the A406 across Town Quay towards St Margaret's Church and Barking Town Hall
  - h) view 8: From the Mill Pool west towards Canary Wharf and south east towards Shooters Hill

- i) view 9: From the bridge on the A13 which crosses the River Roding towards the town centre and the Clock Tower.
2. Development must seek to positively contribute to the characteristics and composition of identified local views of significant landmarks relevant to the development proposal within Barking and Dagenham.
3. Development that affects the borough's local views (its updated equivalent) should provide Accurate Visual Representations (AVRs) to demonstrate the impact of the proposal upon them.

Figure 21. Local Views illustration



# POLICY DMD 6: Householder extensions and alterations

1. Householder extensions and alterations will need to be designed in a sensitive and appropriate manner.
2. Proposals must not significantly impact on quality of life for neighbouring residents. Development proposals must respect and complement the character of the area in which they are located and the appearance of the original house and the group of buildings of which it forms a part. The Council will expect that:
- a) any proposed extension or alteration to a property should be sympathetic and subordinate to the design of the original dwelling with regards to scale, form, materials and detailing
  - b) an extension should not cause harmful visual impact upon the street scene, for example, the space between properties should be considered and any loss of such spaces should be avoided
  - c) extensions should be designed to be respectful of neighbouring privacy, considering the impact on the amenity of neighbouring properties
  - d) extensions should take into account the positive aspects of the existing roofscape of the area and seek to apply the same style as the roof of the original property including the pitch, eaves treatment and materials used



- e) an extension should be well laid out, bright, spacious and accessible for all
- f) any proposed extension or alteration should promote and enhance biodiversity
- g) where practicable, any extension or alteration should be energy efficient and incorporate renewable energy sources.

## POLICY DMD 7: Advertisements and signage

1. The Town and Country Planning (Control of Advertisements) (England) Regulations 2017 (as amended) sets out the different classes of advertisements and groups according to whether they require consent. Advertisements that do not fall into one of the classes in Schedule 1 or Schedule 3 of the regulations will need to be subject to an application for consent from the Council.

2. An excessive amount of signage can lead to visual clutter in the street scene and negatively impact on visual, amenity and public safety. The amount of signage must therefore be appropriate to the character of the area and must consider proximity to conservation areas and listed buildings.
3. Proposals for advertisements and signage are required (individually and cumulatively) to:
  - a) avoid adverse impacts on amenity, including its visual and aural impact and impact on trees or other aspects of the natural and historic environment
  - b) design fascias and projecting signs of an appropriate size and depth in relation to the building and respect its architectural features and be designed for public safety relevant to the safe use and operation of any form of traffic or transport for all users.
4. For illuminated displays, the illumination levels of advertisements should be in accordance with the guidance set by the Institute of Lighting Engineers PLG05 The Brightness of Illuminated Advertisements or its updated equivalent. The Council will resist the illumination of hoardings where it is a nuisance or out of character with the area.

5. All outdoor advertisements are expected to be of high quality, well suited to the building or street for which it is proposed and makes a positive contribution to the appearance and character of an area; and to comply with the standard conditions outlined in the DCLG's Outdoor Advertisements and Signs: A Guide of Advertisers (2007)<sup>28</sup>, or its updated equivalent.
6. Free-standing signs, such as ‘A” boards on the public highway (which includes the pavement) will require a separate consent under the Highways Act for any temporary or permanent obstruction on the highway.
7. Proposals for new or replacement shop fronts must ensure that:
  - a) signage location and design are sensitive and not overly dominant to the shop fronts and the surrounding area
  - b) out of hours lighting is incorporated to enhance a well-lit, safe and secure streetscape.

<sup>28</sup>The guide is available at: <https://www.gov.uk/government/publications/outdoor-advertisements-and-signs-a-guide-for-advertisers>





# CHAPTER 5

## Housing

## Chapter 5: Housing

### Introduction

#### 5.1.

The purpose of this chapter is to set out clear and robust housing policies. The following defines our approach to these policies.

- We are committed to delivering new homes to meet the needs of local people on the Council's housing register and other working Londoners including local working people who struggle to afford private rents or to access homeownership.
- The Local Plan sets out a strategy to meet London Plan housing requirements to deliver 19,440 new homes (minimum 1,944 units per year) between 2019 and 2029 in the borough. Beyond 2029, the requirements are rolled forward to 2037 in line with the GLA's Strategic Housing Land Assessment (2017), delivering 19,424 new homes between 2030 and 2037.
- Some of these new homes will be on small sites. The NPPF requires development plans and brownfield registers to identify land to accommodate at least 10 per cent of the housing requirement on sites no larger than one hectare. The London Plan 2021 sets out a small site target of 199 units per year for the borough. We are looking to stimulate small site development and build capacity for local and community-led housing development by the Council's regeneration company – Be First. This includes identifying small infill sites such as vacant garage sites and Council-owned land which could be suitable for small scale residential development.

- Our policy approaches are informed by the LBBB Strategic Land Availability Assessment (SLAA) and reflect identified housing need based on the LBBB Strategic Housing Market Assessment (SHMA). The SHMA adopts the 'standard method' for calculating housing need in line with national planning guidance.
- We have identified the size, type and tenure of housing needed for different groups which includes, but is not limited to: older people, householders with disabled members (including wheelchair users); vulnerable groups, the LGBT community, students, families and private rented sectors (PRS).
- Our Strategic Housing Market Assessment (SHMA) estimates we need to build 1,557 affordable homes each year. Our approach to securing affordable housing is set out in this chapter.
- In the past, we lost much needed family housing through the conversion to houses in multiple occupation (HMO). To reverse this trend, we have established an Article 4 Direction<sup>29</sup> since May 2012, which withdraws permitted development rights for small HMOs across the borough and means we can manage, and where appropriate limit, conversions through the planning process.

<sup>29</sup>The Article 4 for HMOs is available at: <https://www.lbbd.gov.uk/sites/default/files/attachments/Article4-Direction-HMO.pdf>



- The London Borough of Barking and Dagenham Gypsy and Traveller Accommodation Assessment (GTAA) 2020 identified a need of 24 pitches up to 2034. When considering current household formation rates, this would mean meeting a need of 25 pitches by the end of the Plan period in 2037. We have considered the need for Gypsy and Traveller accommodation in line with the Planning Policy for Traveller Sites (PPTS)<sup>30</sup>, and aim to explore all options of site allocations to meet this need over the plan period.

<sup>30</sup>The planning policy for travellers sites are available on: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)

**5.2.**  
This section contains the following policies:

Strategic Policy 3:	Delivering homes that meet peoples’ needs
Policy DMH 1:	Affordable housing
Policy DMH 2:	Housing mix
Policy DMH 3:	Specialist housing for older persons
Policy DMH 4:	Houses in multiple occupation (HMO)
Policy DMH 5:	Gypsy and Traveller accommodation

**5.3.**  
The policies are mainly supported by key evidence set out in the table below.

Key evidence documents	Date produced
LBBD Strategic Housing Market Assessment and Update	2020
LBBD Strategic Land Availability Assessment	2020
Housing Evidence Paper	2020
LBBD Towards a Better Housing Pathway for Older People (Draft)	2019
LBBD Gypsy and Traveller Accommodation Assessment and its update	2020
LBBD Local Plan Viability Study	2020

## STRATEGIC POLICY SP 3: Delivering homes that meet peoples’ needs

1. The Council will support the delivery of at least 44,051 new homes across the borough between 2019 and 2037. This will be achieved through:
- a) focusing the majority of new housing in the identified Transformation Areas and site allocations, as set out in the Place policies (see Chapter 3: Transforming Barking and Dagenham)
  - b) building council homes by developing residential-led schemes on council-owned land, and ensuring that these council-led schemes can also deliver the highest design standards in accordance with the Council's design guidelines
  - c) supporting planning applications for self-build and custom-build, as well as purpose built shared housing through innovative approaches, subject to proposals adhering to other relevant Local Plan policies
  - d) continuing to actively promote development of Build to Rent in accordance with London Plan Policy H11: Build to Rent
  - e) continuing to monitor housing delivery effectively to resolve any anticipated shortfalls with the Mayor of London, and publish an annual update on housing trajectories<sup>31</sup>.

<sup>31</sup>Appendix 4 sets out a summary of the expected housing supply over the plan period.

2. In order to address borough's housing need, the Council will:
- a) seek a 50% strategic target on affordable housing on all private sector housing schemes
  - b) ensure development does not undermine the supply of self-contained housing, in particular family housing
  - c) require provision of wheelchair accessible accommodation across all tenures
  - d) support the delivery of quality new homes that accord with policy DMD 1: securing high quality design, and the Mayoral supplementary planning guidance
  - e) support planning applications that meet the needs of specific communities, including older people, disabled and vulnerable people, LGBT community, students, families and private rented sectors (PRS) and Gypsies and Travellers
  - f) encourage community groups and local organisations to take on leading roles in the delivery of new homes through the Council's programme of housing innovation<sup>32</sup>, taking the opportunity to test and trial innovations around sustainability and construction
  - g) work proactively with developers to ensure that, wherever possible, homes delivered are marketed to, and occupied by, people who live and work primarily in Barking and Dagenham.

<sup>32</sup>The Council is undertaking a further review of wider potential sites for housing development and also considering approaches in which homes will be delivered within the programme.

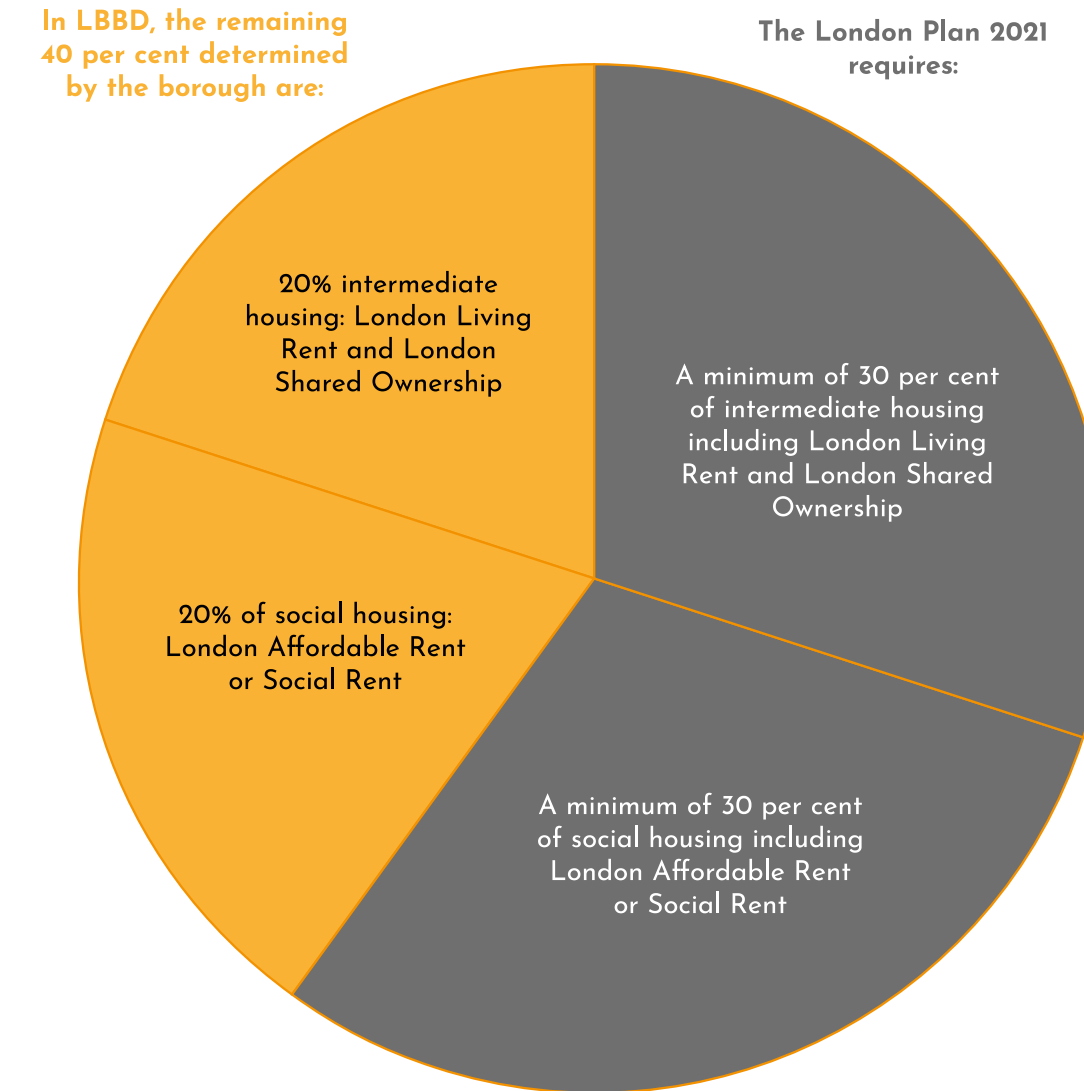


## POLICY DMH 1: Affordable housing

1. All development with the capacity to provide 10 or more self-contained units, or which have a gross internal residential floorspace of more than 1,000 sqm will be required to provide affordable housing (measured in habitable rooms) in accordance with Part 2 a) of the Local Plan Policy SP3: delivering homes that meet people's needs as follows:
  - a) applying the threshold approach to viability in accordance with the most up to date London Plan Policy H5: threshold approach to applications, and/or guidance
  - b) providing early and advanced stage review mechanisms in line with Mayoral guidance, to maximise the delivery of affordable housing where development viability improves
  - c) maximising the delivery of affordable housing on-site and where appropriate, ensuring that all new dwellings contribute to the delivery of a range of housing tenures in accordance with the following tenure split as show in Figure 22 below, or in any subsequent updates on affordable housing products
  - d) as set out in Figure 23, below, affordable housing should be genuinely affordable for the people they are intended for. Applicants will be required to include homes that are affordable to households on a range of incomes, including the local average income levels in the borough. Applicants will also be required to demonstrate, through their Affordable Housing Statement, how the affordability of the proposed tenure mix compares to average income levels in the borough<sup>33</sup>.

2. Off-site affordable housing or payments in-lieu will only be acceptable in exceptional circumstances where:
  - a) it can be robustly demonstrated that affordable housing cannot be delivered on-site and other sites may be more appropriate to provide affordable housing than the site of the proposed development to better deliver mixed and inclusive communities. If a suitable site cannot be found, a cash in lieu contribution towards the off-site provision of affordable housing may be accepted. The applicant will need to clearly demonstrate that:
    - i. it is not practical to deliver affordable housing on-site, off-site options have been explored but are not acceptable
    - ii. it must result in additional affordable homes and all sites are expected to deliver at least the threshold level of affordable housing and any cash in lieu or off-site contribution should deliver units in addition to this
    - iii. agreements for off-site provision or in lieu contributions should provide no financial benefit to the applicant relative to on-site provision and should include review mechanisms in line with the Viability Tested Route; and
    - iv. it will not result in an over-concentration of a particular size of unit in any one local area
    - v. it can provide a greater yield of family sized affordable rent product subject to individual site characteristics, viability, location.

**Figure 22. LBBD tenure split**



<sup>33</sup>The average income levels in the borough is available on the government website: <https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/incomeandwealth/bulletins/smallareamodelbasedincomeestimates/financialyearending2018#average-household-income-by-local-area>



Figure 23. Forms of affordable housing

London affordable rent	Social rent	Affordable rent	London living rent	London shared ownership
Capped Target Rents set in accordance with government guidance.	Capped rent level based on the formulas in the government guidance.	Capped target rents at 65% to 80% below the market rate.	Benchmark Rents set in accordance with GLA guidance.	Household purchases at least 25% stake and pays rent on the retained equity.
Affordable to most households but limited to eligible households who have been assessed and accepted onto the Housing Register by the Council.	Affordable to most households but limited to eligible households who have been assessed and accepted onto the Housing Register by the Council.	Affordable to households who are in employment, but can't afford to buy or rent privately and have limited access to social housing.	Affordable to households on medium incomes who are renting privately and wish to save for a deposit and who can afford to spend one third of their gross income on rent. Maximum income of £60,000 subject to annual review under the London Plan.	Maximum income cap of £90,000 applies subject to annual review under the London Plan.





## POLICY DMH 2: Housing mix

1. Development proposals will be required to provide a range of unit sizes (including family housing) in accordance with the Council's preferred housing size mix table below, or in any future subsequent affordable housing needs evidence.

Bedrooms/Dwelling size	Private	Intermediate	Social
1 bed	39%	17%	10%
2 bed	26%	44%	40%
3 bed	25%	19%	40%
4+ bed	10%	19%	10%

Source: LBBD SHMA March 2020 and information provided by Reside.

2. The Council will consider a different housing mix, having regard to the following factors:
- a) the proposal must meet the tenure split requirements outlined in the Local Plan Policy DMH 1: affordable housing
  - b) the applicant will be expected to provide up-to-date evidence of housing needs by taking account of the Council's latest local evidence identified by the LBBD Strategic Housing Market Assessment along with the local Housing Register.

## POLICY DMH 3: Specialist housing

1. Existing specialist older persons housing will be protected. Loss of existing supported and specialist housing will be resisted unless re-provided elsewhere in the borough with at least the equivalent number of bed spaces, and would result in improved standards and quality of accommodation, or where it can be demonstrated that there is no local need for its retention in current or refurbished format.
2. Development proposals for specialist older person housing should:
- a) meet the relevant London Plan policy requirements (Policy H13: specialist old persons housing ) and criteria for new accessible or adapted housing (Policy D7), or its updated equivalent
  - b) deliver affordable housing in accordance with the Local Plan policy DMH 1: affordable housing
  - c) meet an identified need within the borough based on up-to-date evidence base, through providing a diverse range of tenures to meet varying needs, including opportunities to rent and buy, as well as schemes with varying levels of support and care (e.g. specialist support for mental health needs in Extra Care provision)
  - d) be co-designed with service users and their families and other key stakeholders to satisfy user requirements
  - e) is supported by a legal agreement for occupation by a relevant operator.

## POLICY DMH 4: Purpose-built shared housing

1. The Council will support new purpose-built shared housing schemes where they:
- a) meet the London Plan policy H16: large-scale purpose-built shared living, and planning guidance, including space standards, for this form of accommodation
  - b) meet an identified need within the borough based on up-to-date evidence base by taking account of the Council's latest local evidence identified by the LBBD Strategic Housing Market Assessment, and along with the local Housing Register
  - c) are located within preferred areas in accordance with Place policies (see Chapter 3: Transforming Barking and Dagenham).

## POLICY DMH 5: Houses in multiple occupations (HMOs)

1. New houses in multiple occupation (HMOs) will only be supported where they:
- a) meet an identified need
  - b) do not result in the loss of existing family housing, or dwelling houses capable of accommodating a small family with children
  - c) do not result in the loss of character or amenity to the area as a consequence of increased traffic, noise or general disturbance
  - d) are located in an area of high transport accessibility
  - e) comply with relevant standards and satisfy the housing space standards outlined in the London Plan policy D6: housing quality and standards, and/or its relevant guidance.
2. The number of houses that have been converted to flats or HMOs in any road (including unimplemented but still valid planning permissions) must not exceed 10 per cent of the total number of houses in the road; and no two adjacent properties apart from dwellings that are separated by a road should be converted
3. Proposals for conversions or loss of existing family housing, or dwelling houses capable of accommodating a small family with children, will be resisted.



## POLICY DMH 6: Gypsy and Traveller accommodation

1. The Council will meet the identified current and future accommodation needs of Gypsies and Travellers and Travelling Showpeople in Barking and Dagenham by:
  - a) retaining and protecting the existing Gypsy and Traveller sites at Eastbrookend Country Park
  - b) delivering a maximum of 12 pitches by expanding the existing public site at Eastbrookend Country Park within the first five years of the plan period
  - c) delivering the remaining identified need by the end of the plan period at Collier Row Road and/or Choats Road
2. The Council will consider granting temporary planning permission for proposals that come forward in advance of the allocated sites being developed and will be addressed against the criteria set out below.
3. Development of a site to provide additional short-stay/or permanent Gypsy and Traveller accommodation to meet the long-term needs of these communities will be supported where:
  - a) the site is able to accommodate the number of pitches identified in an up to date and robust needs assessment
  - b) the site is accessible to public transport, safe, convenient walking and cycling environment, essential services and facilities (e.g. water, power, sewerage and waste disposal)

- and be capable of supporting by local social infrastructure and does not place undue pressure on local infrastructure and services (such as healthcare, schools and shops)
- c) it provides safe access to and from the public road network
  - d) the site is a safe location (e.g. not located in an inappropriate area of high flood risk, including functional floodplains, given the particular vulnerability of caravans)
  - e) the proposal would not result in significant adverse impacts on the amenity of other site occupants and the occupiers of neighbouring sites
  - f) the proposal supports the health and wellbeing of the occupiers of the site by providing appropriate facilities, layout and design quality
  - g) arrangements can be put in place at the planning application stage, to ensure the proper management of the site in line with the policy requirements above.

**Table 1.** New pitches needed for Gypsy and Traveller households that meet the PPTS (2015) definition

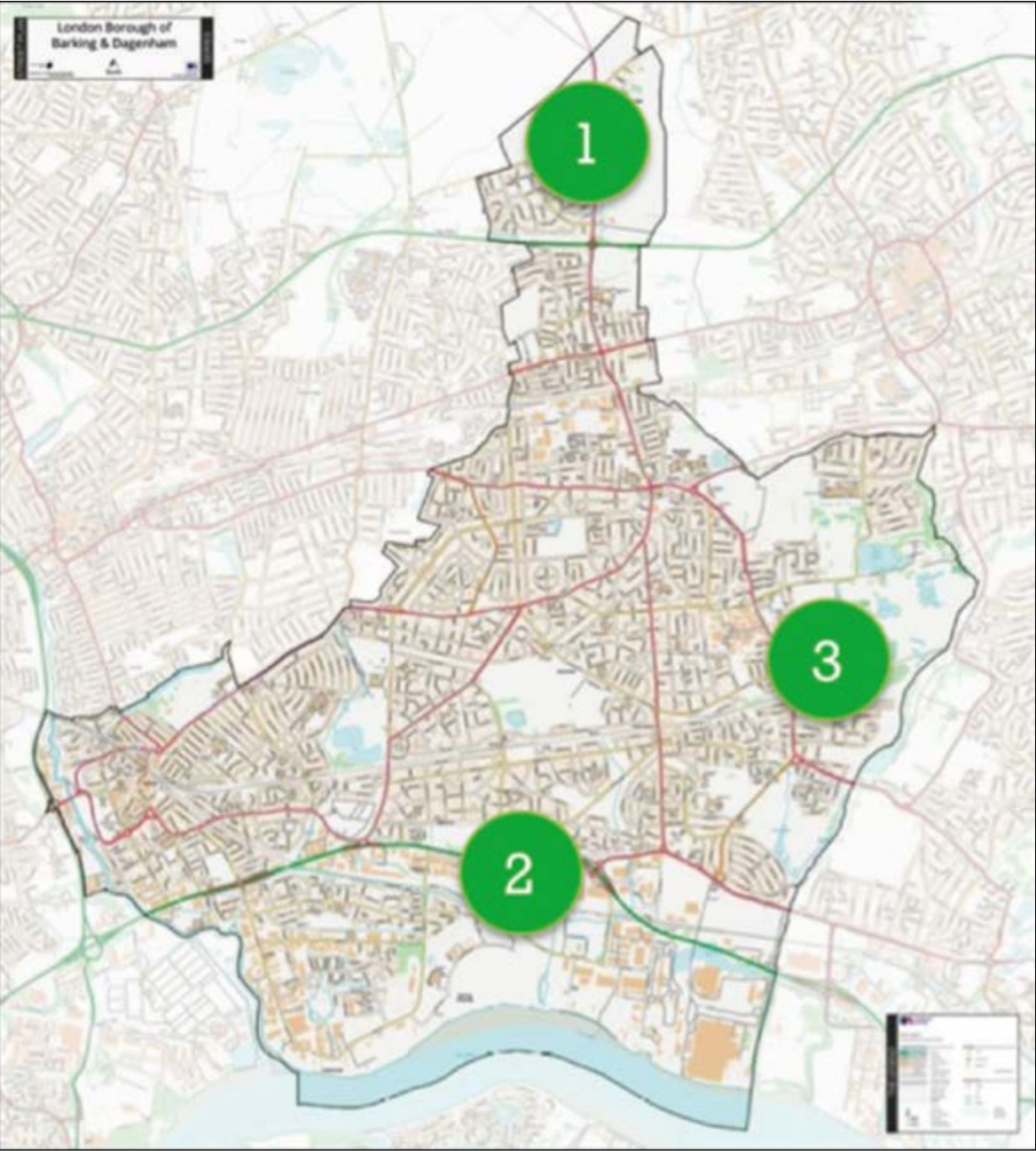
2020–2024	2025–2029	2030–2034	Total
19	2	4	25

Source: LBBD GTAA updates, 2020

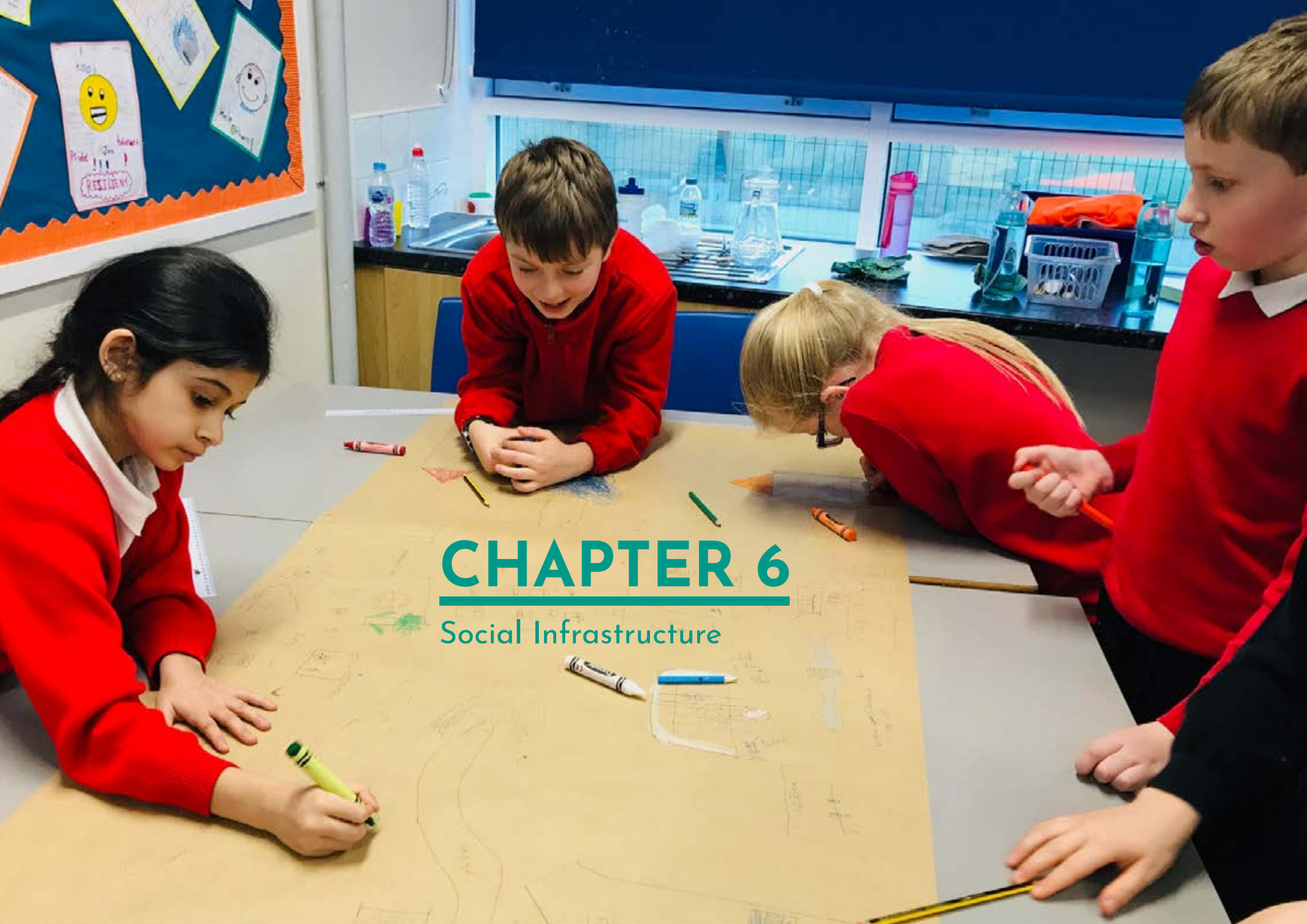
**Figure 24.** Gypsy and Traveller site options

**Sites:**

- 1 Collier Row Road
- 2 Choats Road
- 3 Eastbrookend Country Park







# CHAPTER 6

## Social Infrastructure

## Chapter 6: Social infrastructure

### Introduction

#### 6.1.

The purpose of this chapter is to set clear social infrastructure policies. The following defines our approach.

- We will ensure that planned growth will be supported by a range of social infrastructure in the right location over the plan period.
- We are committed to protecting existing facilities from inappropriate loss while guiding new developments to provide the appropriate social and community facilities such as health provision, emergency services, community (including recreation and sports facilities) and cultural, play, recreation and sports and leisure facilities, places of worship etc.
- We are committed to frequently updating the Infrastructure Delivery Plan as to enable us to achieve strategic delivery of the critical, necessary and important physical, social and green infrastructure required to support growth across the borough.

#### 6.2.

This section contains the following policies:

Strategic Policy 4	Delivering social infrastructure, in the right location
Policy DMS 1	Protecting and enhancing existing facilities
Policy DMS 2	Planning for new facilities
Policy DMS 3	Public houses

#### 6.3.

The policies are mainly supported by the key evidence set out in the table below.

Key evidence documents	Date produced
LBBD Infrastructure Delivery Plan	2020
Strategic Estates Plan (East London Health & Care Partnership)	2018
Strategic Estates Plan (East London Health & Care Partnership)	2018
GLA School Place Demand Projections	2018
LBBD Parks and Open Spaces Strategy	2017
Strategic Assessment of Need – Artificial Grass Pitch (AGP) Provision in London 2017-41 (Sport England)	2017
Strategic Assessment of Need – Swimming Pools Provision in London 2017-41 (Sport England)	2017
Strategic Assessment of Need – Sports Hall Provision in London 2017-41 (Sport England)	2017
LBBD Faith groups and meeting places: Evidence base study	2017
LBBD Playing Pitch Strategies LBBD Playing Pitch Strategy Update	2016
An Audit of London Burial Provision – A report for the Greater London Authority	2011



## STARTEGIC POLICY SP 4: Delivering social and cultural infrastructure facilities in the right locations

- I. The Council will seek to ensure that a range of high-quality social and cultural infrastructure facilities for existing and new residents, visitors and workers are provided in appropriate locations throughout the borough by:
  - a) protecting existing social and cultural infrastructure facilities in accordance with policy DMSI Protecting and Enhancing Existing Facilities
  - b) securing the delivery of, or contributions towards enhanced or new social and cultural infrastructure facilities to meet the needs arising from development
  - c) working with service providers and other stakeholders to identify funding sources for the long-term management and maintenance of both new and existing social and cultural infrastructure
  - d) supporting proposals for new and enhanced social and cultural infrastructure facilities where they:
    - i. meet an identified need in line with the Council's latest Infrastructure Delivery Plan, taking account of the needs of the future local community

- ii. contribute to the capacity, quality, usability, sustainability and accessibility of existing and enhanced facilities and services, particularly where development will increase demand
- iii. should be delivered in advance to support new development
- iv. promoting the growth and expansion of educational facilities (both mainstream and special needs) to meet an identified need and demand
- v. increasing sustainable connectivity through walking, cycling and public transport
- vi. working in partnership with health authorities and other key stakeholders to improve healthcare access and support people's overall health and well-being
- vii. undertaking innovative approaches to the delivery and operation of social infrastructure; for example creating multi-functional spaces.

## POLICY DMS 1: Protecting and enhancing existing facilities

- I. Development proposals involving the net loss of existing social and community facilities (excluding sports facilities, playing fields, and recreational buildings and land) will be resisted, unless:
  - a) the existing facility is being re-provided, whether on site or in a nearby location, that would continue and enhance the needs of existing local users
  - b) there is no longer an identified need or demand for the existing use of the facility or use. In such circumstances, the applicant must provide robust documental evidence to demonstrate:
    - i. active marketing over a period of not less than 12 months for its continuous use and be based on a realistic price/rent which is supported by the Council
    - ii. if the facility can be refurbished or used by multi-occupiers to prevent the loss
    - iii. the loss of the facility or use would not lead to a shortfall in provision for the specified use for the community that it serves.
2. The Council will expect applicants to submit competitive marketing evidence in accordance with Part I b), which should:
  - a) outline where and how marketing has been undertaken,

with details also provided to demonstrate that the asking rent has been at a realistic rate for the type, size and condition of the property or unit<sup>34</sup>;

- b) submit a report detailing the level of interest in the property over the agreed marketing period, details of any viewings and offers and details of why any interest had not been taken forward.

3. Notwithstanding the provisions of Part I of this policy, development proposals that would result in the net loss of sports and recreational buildings and land, including playing fields will not be considered acceptable, unless it meets the requirements set out in the NPPF (or its updated equivalent) and the loss is supported by Sport England.

4. Extensions to existing schools should demonstrate there is an identified need to support the expansion and that it would not result in any shortfall of child play space overall.

5. The Council will allow six months for bidding to buy a community or cultural facility that is listed on the Assets of Community Value (ACV) register. The marketing statement could be reduced from 12 months to 6 months in accordance with part I and 2 above to take into account the period of time that the community has to prepare a bid to buy it.

<sup>34</sup>The Council would be expected that the property or site has been actively marketed, including appearing on local and national commercial property websites and visible display boards being displayed at the site.



## POLICY DMS 2: Planning for new facilities

1. Development that is within, or part of, a site allocation is expected to accommodate supporting infrastructure requirements alongside the identified land uses and other development principles, or where appropriate contribute to provision or expansion off site (as part of an agreed strategy).
2. New facilities will be located across the borough, to support growth in each sub-area (see Chapter 3: Transforming Barking and Dagenham).
3. Development proposals for residential and mixed-use development including provision of social, community and cultural facilities will need to submit a community needs strategy to accompany the planning application, demonstrating how the community space needs generated by the development have been met.
4. Development proposals should deliver high-quality design that:
  - a) is accessible and inclusive to all sections of the community
  - b) adheres to the latest national, regional and local design guidelines
  - c) provides opportunities to make space multipurpose and open to different sections of the community.

5. Development proposals for faith facilities in employment and industrial areas will only be permitted if they are in accordance with other policies of the Local Plan, and where conflicts between employment and industrial use and faith use can be avoided (i.e. meeting the other policies of the Local Plan, with regards to increased traffic and parking issues, congregations of people, and noise; and the safety of users or workers will not be compromised). Applicants will be expected to engage in pre application discussions with the Council before making a formal planning application.
6. To support the endeavours of the sports organisations, development proposals for improved leisure and sports facilities (including any essential ancillary facilities<sup>35</sup>) to use these facilities will be acceptable subject to discussions with Sport England.

<sup>35</sup>These facilities could include uses such as changing rooms, clubhouses, public toilets and nature education facilities.

## POLICY DMS 3: Public houses

1. The Council will protect public houses within the borough in accordance with the London Plan policy HC 7: protecting public houses.
2. Where a public house is replaced or re-provided, the new development:
  - a) should make an equal or greater contribution to preserve or enhance local character
  - b) where appropriate, incorporates a community use in the redevelopment or contribute towards enhancing community facilities in the local area
  - c) would be subject to a sequential site assessment where applicable
  - d) must provide adequate floorspace to ensure the continued viability of the public house, demonstrate that all reasonable efforts have been taken to preserve the facility as a public house, including evidence of appropriate maintenance and upkeep and efforts to diversify the business. A full detailed marketing report demonstrating that the public house has been continuously marketed for at least 24 months as a public house at a reasonable market rent and free of tie and restrictive covenant.

3. Where the public house is considered to be a heritage asset (see policy DMD4 'Heritage Assets and Archaeology Remains') or to make a valued contribution to the borough's history and its loss is considered justified, the applicant will be required to send significant architectural and historic components relating to the building's use for archiving or public display to the Council, in line with Historic England's guidance.







# CHAPTER 7

## Economy

### Chapter 7: Economy

#### Introduction

- 7.1.** The purpose of this chapter is to set out clear employment land and town centre policies. The following defines our approach to these policies.
- Setting out a clear economic vision involving a borough-wide industrial land strategy, which positively and proactively encourages sustainable economic growth through promoting intelligent use of industrial land within the borough.
  - Identify strategic sites for mixed-use development, which support anticipated employment needs over the Local Plan period.
  - In response to the latest government planning reforms, our policy defines a network and hierarchy of town centres and promotes their long-term vitality and viability, while recognising the importance of being flexible in setting policies to respond to future needs and supporting a diverse and mixed economy providing at least 20,000 new jobs by 2037, focusing on supporting growing sectors and SMEs.

**7.2.** This chapter includes the following policies:

Strategic Policy 5	Promoting inclusive economic growth
Policy DME 1:	Utilising the borough’s employment land more efficiently
Policy DME 2:	Providing flexible, affordable workspace
Policy DME 3:	Encouraging vibrant, resilient and characterful town centres
Policy DME 4:	Visitor accommodation
Policy DME 5:	Evening economy





## STRATEGIC POLICY SP 5: Promoting inclusive economic growth

7.3.

The policies are mainly supported by the key evidence set out in the table below.

Key evidence documents	Date produced
Industrial Strategy	2021
Barking and Dagenham Retail and Town Centre Study Update and Addendum Report	2020
GLA Safeguarded Wharves Review	2020
GLA Hot Food Takeaways Topic Paper	2018
LBBD Economic and Temporary Use Strategy	2018
Projections of Demand and Supply for Visitor Accommodation in London	2017
The Value of Workspace (Institute of Public Policy Research)	2016

1. The Council will focus on growing a thriving and productive enterprise and small business economy, alongside new business investment, and ensuring the delivery of at least 20,000 new jobs and a wider employment base.
2. The Council will protect office floorspace in accordance with Policy EI: Offices of the London Plan.
3. The Council will protect, strengthen and intensify land within the designated Strategic Industrial Location (SIL) and Locally Significant Industrial Sites (LSIS) boundaries through:
  - a) retention of suitable locations (see Figure 26) to accommodate future employment growth
  - b) promoting efficient use of employment land to support economic growth sectors through managed renewal and intensification of industrial sites, alongside plan-led managed release, and co-location of existing industrial land with other sympathetic and appropriate uses
  - c) promoting efficient use of industrial land to support strategic sectors, including: Transport & Logistics, Advanced Manufacturing, Green Technology and Digital Cultural Creative Industries etc.
4. All safeguarded wharves and maritime infrastructure will be protected and retained in line with Mayoral policy and the Marine Management Organisation. The locations are

defined in the Policies Map and in Figure 25 below. Opportunities for intensification of wharf use, or rationalisation of wharves and infrastructure, will require discussions with the Port of London Authority and the Marine Management Organisation at an early stage. Proposals that come forward on sites adjacent to wharves must recognise the importance of the agent of change policy in accordance with London Plan Policy D13 so that future development is designed to ensure that there are no conflicts of use and freight capacity is not reduced.

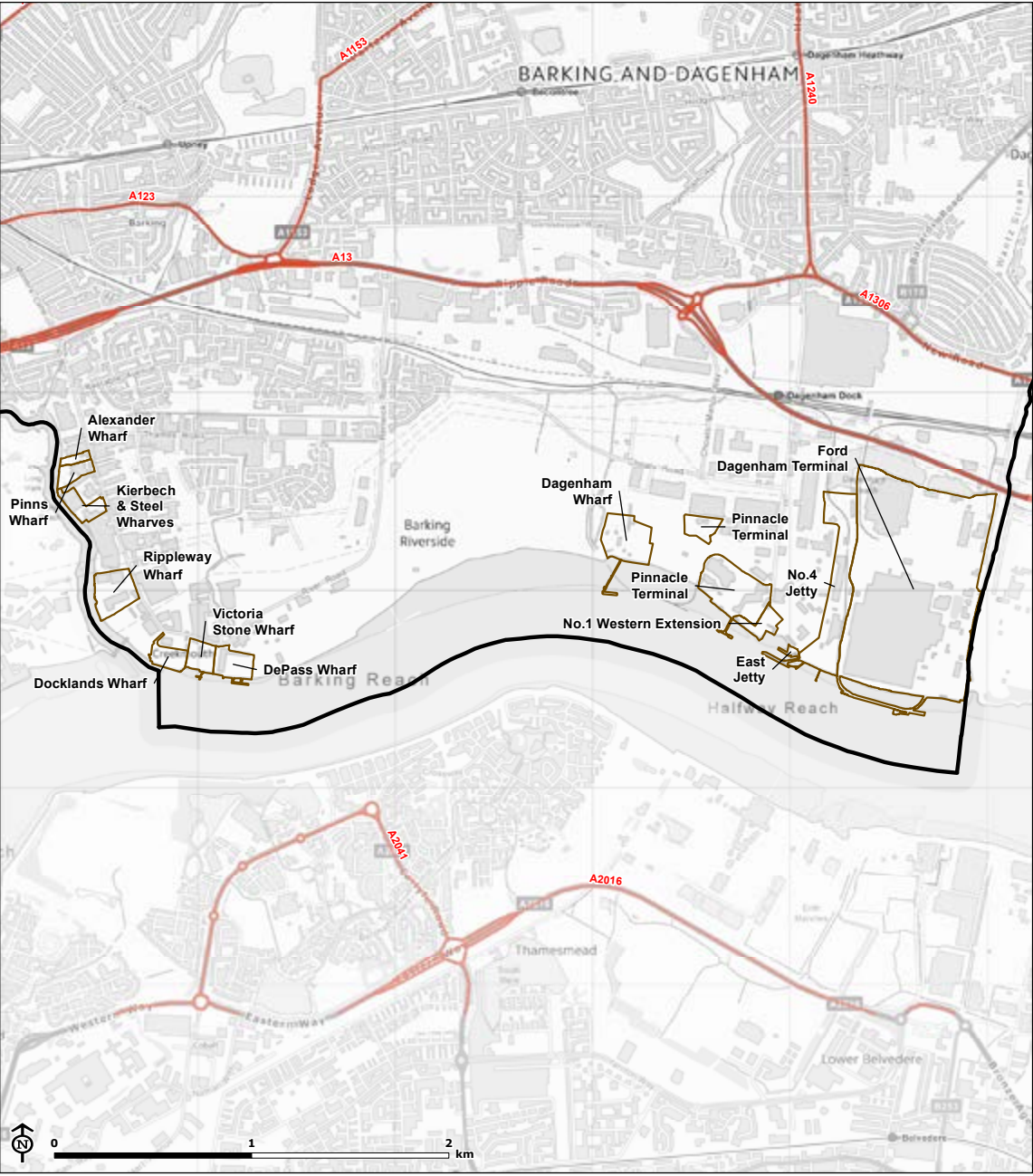
5. The Council will support a new town centre hierarchy for the borough with major office development directed to Barking town centre and secondary provision directed to District Centres as set out in the town centre hierarchy on the Policies Map.
6. The Council will encourage the provision of affordable workspace within developments for new employment in accordance with Policy DME 2: providing flexible, affordable workspace, alongside the London Plan policy E3: affordable workspace.
7. The Council will support businesses who seek to evolve, diversify, and contribute to a more thriving and more inclusive local economy through:
  - a) supporting a range of appropriate town centre uses, not limited to traditional retail, which could include residential

uses above existing commercial, social infrastructure and transport infrastructure uses, temporary or ‘meanwhile’ uses<sup>36</sup> of vacant properties, affordable workspace and educational facilities

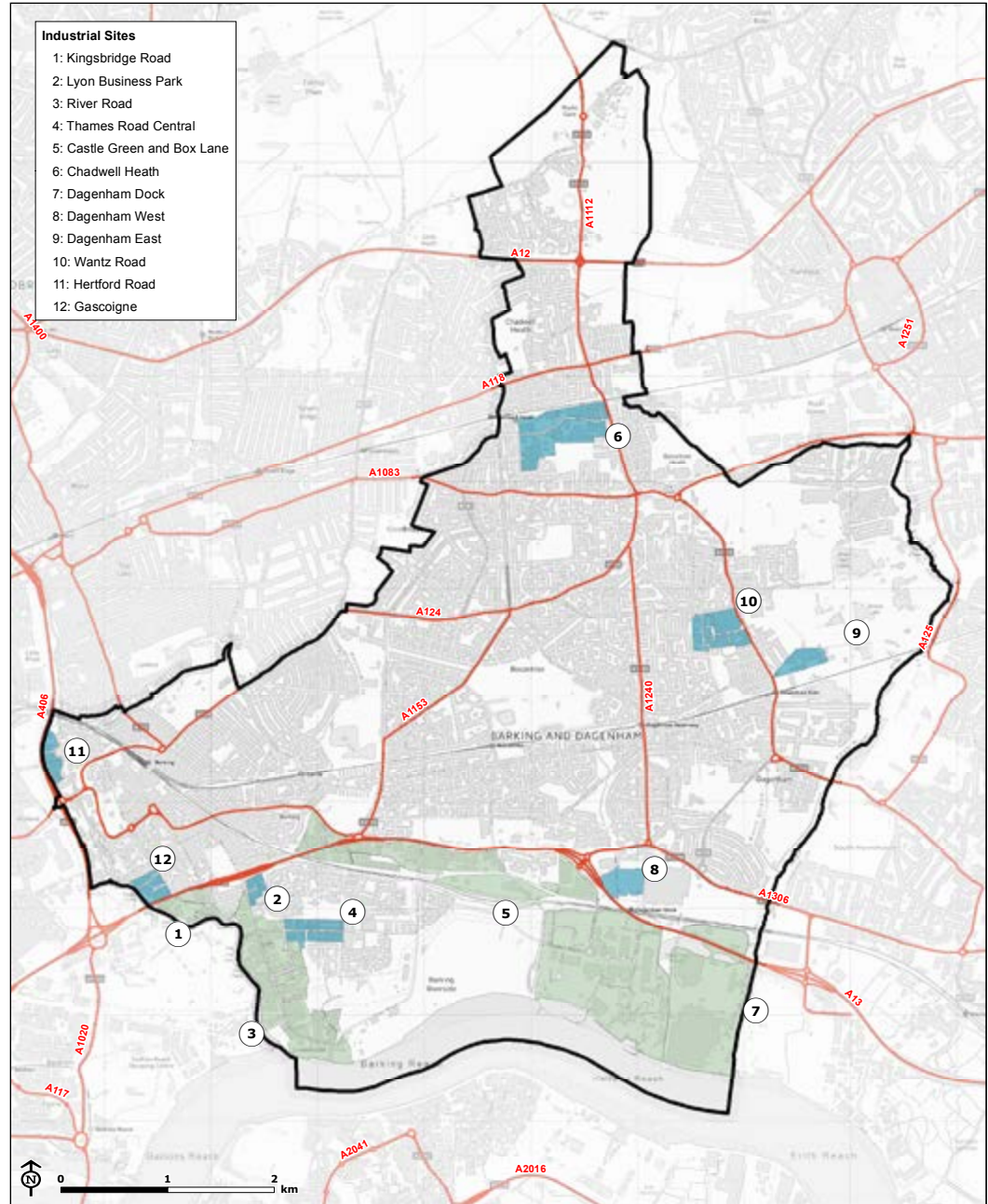
- b) supporting new development and redevelopment that stimulates the evening economy, contributing to the vitality of district centres and supporting a balanced and socially inclusive evening and night-time economy
- c) supporting the provision of flexible, affordable, modern employment spaces in suitable locations; ensuring the design of employment space is flexible and adaptable to the changing needs of different types of potential user
- d) avoiding vacant or under-utilised buildings and spaces by encouraging better utilisation of industrial sites, and where appropriate supporting the re-use of surplus industrial land and floorspace for other uses
- e) providing new high-quality employment and training opportunities for local people, and procurement opportunities for local businesses, focusing on investment in physical improvement, but also in the long-term social infrastructure and education required for producing talented, entrepreneurial individuals locally.

<sup>36</sup>In London, meanwhile use sector ranges from property guardianship, housing (e.g. manufactured homes) small community gardens to large workspaces (Centre for London, 2018).





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# POLICY DME 1: Utilising the borough’s employment land more efficiently

- 1. SIL/LSIS Land release will only be considered in accordance with the London Plan policy E7: industrial intensification, co-location and substitution.
- 2. Development proposals must ensure neighbourly development is achieved, in line with the Local Plan policy DMSI 2: Energy, Heat and Carbon Emissions and must not jeopardise the functioning of any remaining or re-provided employment uses, including those incorporated within the redevelopment.
- 3. Any development on-site or surrounding SIL, LSIS or Non-Designated Industrial Sites must not compromise their continued efficient function, access, service arrangements and days/hours of operation, in line with Policies E5 and E7 of the London Plan. Particular regard should be made to the design of residential development adjacent to SILs to ensure that existing or potential industrial activities within these locations are not compromised or curtailed.
- 4. The Council may prepare masterplan supplementary planning documents (SPDs) to guide development. Where adopted, development must be in accordance with an SPD.

## Strategic Industrial Locations (SIL)

- 5. SIL provides strategic protection and intensification for warehousing and logistics uses, which often require larger spaces.

- 6. Industrial intensification may involve placing smaller industrial units above or alongside larger warehouses and hybrid office/ industrial activity in multi-use buildings accommodated at higher plot ratios to deliver additional capacity.
- 7. Proposals for residential elements will be refused. Planning conditions or legal agreements may be required to prevent subsequent conversion of SIL sites to residential use.
- 8. Applicants should clearly demonstrate how their proposal contributes to meeting the future industrial floorspace capacity targets (as set out in Table 1) on site, through setting out all options explored for intensification as part of the Planning Application.

## Locally Significant Industrial Sites (LSIS)

- 9. The Council will protect local business' needs, and support development that is in accordance with this Local Plan or an adopted localised planning framework.
- 10. The Council will support co-location of industrial and non-industrial land uses (including employment and residential uses) where appropriate and where this would meet the requirements of Policy E7 of the London Plan. This could involve a mix of industrial and residential and/or other uses on the same site, either side-by-side or through vertical stacking.

11. In Locally Significant Industrial Sites the following uses for industrial type activities and relation functions, including ancillary facilities, will be permitted and safeguarded:

- a) Class B2 and B8
- b) Class E(g)(i), E(g)(ii) and E(g)(iii), only where the permitted function cannot change to any other E use class.

12. Applicants must clearly demonstrate that the proposal:

- a) contributes to meeting the future industrial capacity targets (as set out in Table 1 below). Where industrial capacity will be re-provided off-site, relocation arrangements should be secured through a legal agreement to ensure that the delivery of operational industrial capacity is prioritised over other uses
- b) can deliver at least 50 per cent affordable housing where the scheme includes residential uses and would result in a net loss of industrial capacity (as required by London Plan policy H4 and H5)
- c) can provide a mix of unit sizes and adequate servicing and delivery space in accordance with Policy DMT4: deliveries, servicing and construction
- d) are well designed for their intended purpose in accordance with DMD1: securing high quality design, having regard to providing flexibility for incorporating innovative typologies,

such as smaller scale, cleaner type industrial uses that are more compatible with residential uses.

## Outside designated SIL or LSIS

13. The Council will direct industrial or warehousing uses towards areas of the borough that are designated for SIL or LSIS. Development proposals that would result in the net loss of viable employment floorspace outside of SIL or LSIS areas will be required (in accordance with London Plan policy E7: industrial intensification, co-location and substitution) to demonstrate that the site has 'no reasonable prospect' for industrial related purposes and will be required to comply with London Plan Policies H4 and H5 in respect of affordable housing.



**Table 1.** Proposed future industrial capacity across London Borough of Barking and Dagenham (Industrial Land Strategy, 2021)<sup>37</sup>

Industrial Land	Functions	Indicative Future Capacity (sqm)	Potential for industrial use
1 Kingsbridge	LSIS	107,867	Accommodating relocation from Gascoigne South and accommodate demand of logistics industry serving the Greater London market.
2 Lyon Business Park	LSIS	10,800	Cleaner industrial uses, supported by lighter, van-based servicing with smaller service yards.
3 River Road	SIL	538,757	Advanced manufacturing, transport and logistics, green technology.
4 Thames Road Central	LSIS	62,202	Cleaner industrial uses, supported by lighter, van-based servicing with smaller service yards.
5 Castle Green and Box Lane	SIL	375,949	Larger logistics and distribution (possibility for multistorey/ramp access warehouse) and heavier industrial activities with advantage of rail connection (freight of heavy goods).
6 Chadwell Heath	LSIS	136,732	Digital/cultural creative industries such as small makers space, craft industry etc.
7 Dagenham Dock	SIL	1,346,520	Logistics activities, consolidated wholesale market (and supporting uses), business park, advanced manufacturing, green technology.
8 Dagenham West (west to the Stamping Plant)	LSIS	99,053	Large distribution units with operational yard space with opportunity for co-location to accommodate the vision for regeneration around the station area.
9 Dagenham East	LSIS	92,800	Digital/cultural creative industries such as small makers space, craft industry etc. Industrial and other employment (office) to deliver ancillary space for the film studio.
10 Wantz Road	LSIS	114,861	Light industrial estate and trade counter activities.
11 Hertford Road	LSIS	30,244	Industrial space for last mile delivery activities and trade counters servicing the North East of London, with opportunity for co-location to accommodate the vision for regeneration of the nearby transformation areas.
12 Gascoigne South	LSIS	47,674	Multi-storey industrial buildings with lift servicing for lighter distribution activities or warehousing with vertical storage solutions, with opportunity for co-location to accommodate the vision for regeneration of the nearby transformation areas.
Total		2,915,785	

<sup>37</sup>For guidance on minimum and targeted plot ratio for each area, please refer to the Borough Industrial Land Strategy 2021.

## POLICY DME 2: Providing flexible, affordable workspace

1. Development of 1,000 sqm employment floorspace<sup>38</sup> or greater will be required to incorporate an appropriate provision of affordable workspace<sup>39</sup> on-site, offered at below market rate, for shared workspace or small business units through Section 106 agreements, subject to development viability. This must meet the needs of local start-ups, small-to-medium enterprises and creative industries. The applicant should establish robust management links with registered workspace providers agreed by the Council and be able to:

a) demonstrate that there is sufficient critical mass to ensure the sustainability of any provision

b) provide units in turnkey form which are accepted by the Council or the registered workspace provider following completion. To be considered as acceptable turnkey spaces, the Council will expect the workspace units to be secure, vacant, and fully glazed, with smooth sealed concrete finishes to ceiling and walls, functional lighting, running water, sanitary facilities, and having capped essential services such as electricity and gas, as well as access provision of wired and wireless broadband technologies delivering the highest speeds to provide a wide range of services. These works will avoid substantial fit out costs for potential occupiers and enable the workspace to be more affordable for smaller businesses.

<sup>38</sup>This policy applies to applications for Planning Use Class E: Commercial, Business and Service.  
<sup>39</sup>Workspace are: E(g) Uses which can be carried out in a residential area without detriment to its amenity.

2. In circumstances where it is not feasible to meet Part 1 of the policy, a payment in lieu may be accepted to support delivery of affordable workspace in other parts of the borough, focusing primarily in identified Transformation Areas (see Chapter 3: Transforming Barking and Dagenham).

## POLICY DME 3: Encouraging vibrant, resilient, and characterful town centres

1. The location of town, district and neighbourhood centres are defined on the Policies Map. The boundaries clearly relate to the application of the sequential and impact tests, which seek to direct main town centre uses to town centres, and proposals for large retail development in edge, or out of town centre locations to be considered against the sequential approach in accordance with the most up to date NPPF.

2. Development proposals should seek to deliver and maintain active ground floor frontages. This includes, but is not limited to, shops, markets, community, cultural and civic uses<sup>40</sup>.

3. When considering applications for town centre uses the applicants are expected to take account of the flexibility

<sup>40</sup>Uses which offer a service to the general public.



which may be required to meet changing needs in terms of what contribution the new development will make to the success of our town centres. This could include the potential need for temporary or 'meanwhile or interim' space to support the creative industries or serve needs in the early phases of a business.

4. 'Meanwhile' uses of buildings in designated town centres must not have an unacceptable impact on residential amenity or prevent development sites from being brought forward for development in a timely fashion. Meanwhile use of sites for housing uses should be consistent with other Local Plan policies in relation to the residential amenity.
5. Outside the designated town centres, development proposals for retail and leisure development exceeding 500sq.m<sup>41</sup> gross (or its updated equivalent) will be required to submit an impact assessment in accordance with the NPPF and NPPG.
6. Development proposals for a new local shopping centre outside designated town centres must seek to meet the needs of local residents based on up to date documental evidence<sup>42</sup>. The applicant should submit information which considers factors including:
  - a) the relative size of a local parade and the range of shops and services each centre can offer

<sup>41</sup>The Council will apply a 500 sqm gross threshold for impact assessments, which is consistent with the retail floorspace projections within the borough. The Town Centre Topic Paper sets out the rationale behind this policy approach. The revised floorspace capacity projections in this Addendum are lower than the 2019 Update and the need for a lower impact threshold (500 sqm gross) is reinforced. The Council will keep the retail impact analysis threshold under review in light of future circumstances.

- b) the proximity of other town centres, local centres and 'standalone' shops, which may mean that local need may be met at an alternative location within walking distance and local needs are therefore still being met
  - c) the quality of the shopping centre or parade, in terms of its environment, type and range of retailers, affecting how it is perceived and used by local residents
  - d) the relative accessibility of each centre since this is an important factor in how local people use the local shops and services. The reasonable and maximum walking distances as prescribed in GLA's Town Centre SPG and its equivalent update should be considered in the statement or assessment.
7. Development proposals for new hot food takeaways (sui generis), new betting shops and pay day loan shops (sui generis) within the designated town centres should be discussed with the Council in advance of any application, must accord with Local Plan Policy DMD1: securing high quality design, and where appropriate, be supported by:
  - a) a cumulative impact assessment of other existing uses of hot food takeaway, or betting shop or pay day loan shop (including extant but unimplemented planning permissions)
  - b) a health impact assessment (HIA).

<sup>42</sup>The local needs index provides a useful indicator of whether a local centre or important local parade is meeting some or all the needs of local residents.

## POLICY DME 4: Visitor accommodation

1. Proposals for new visitor accommodation must be in accordance with Policy DME3 of the Local Plan, and they should:
  - a) accord with principal land uses and not compromise regeneration visions (see the Local Plan Place Policies in Chapter 3)
  - b) the size, scale and nature of the proposal is proportionate to its location
  - c) it does not create an over-concentration of such accommodation, taking account of other proposals and unimplemented consents in the local area
  - d) it does not have significant adverse impact on surrounding amenity or local character.
  - e) would be subject to a sequential assessment and impact assessment where applicable
2. Applications for serviced apartments must demonstrate that they meet the criteria stated in Part (1) of this policy and will be managed appropriately as short-term accommodation (i.e. accommodation for up to 90 days in any 365 day period).

## POLICY DME 5: Evening economy

1. The Council will support development that contributes to the vitality of Barking town centre, and supports a balanced and socially inclusive evening and night-time economy, subject to the following considerations:
  - a) cumulative impact – in areas where a concentration of night-time uses may be detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities. For example, the existing number of similar establishments in the immediate area and their proximity to each other; and the potential impacts of the proposal on the wider community
  - b) residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance. For example, the type and characteristics of other uses, such as housing, shops and public houses; any known unresolved amenity, traffic or safety issues arising from existing uses in the area
  - c) balance – new uses in centres should support both the day-time and evening and night-time economies whilst not undermining the role and function of the designated town centres in accordance with DME3 Encouraging Vibrant, Resilient, and Characterful Town Centres.



# CHAPTER 8

## Natural Environment

### Chapter 8: Natural environment

#### Introduction

##### 8.1.

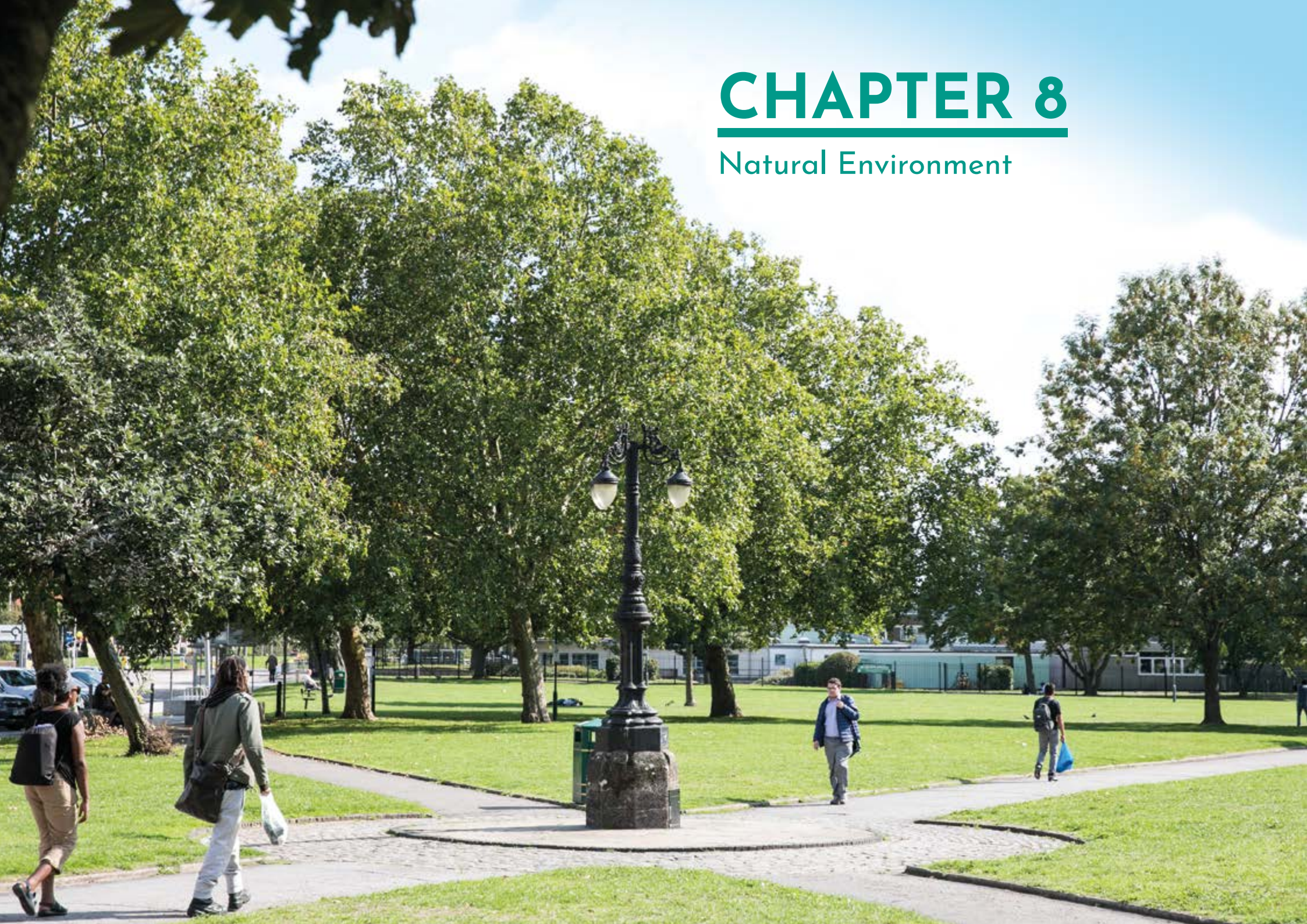
The purpose of this chapter is to set out clear policies related to the borough's natural environment. The following defines our approach to these policies.

- We aim to protect and enhance parks, open spaces, Green Belt, Metropolitan Open Land (MOL), allotments, ponds, rivers and waterways, and the natural environment, and maintain clean, green environments.
- We are making sure that the borough's public open space, and its green and blue infrastructure, is of high-quality and able to fulfil a number of functions, including providing play opportunities, improving health and wellbeing, mitigating and adapting to climate change, and increasing biodiversity.
- We seize opportunities for creating, enhancing and connecting green infrastructure and improving access to existing open spaces and nature are strongly supported in this Local Plan.
- We want to make the most of the borough's blue infrastructure, including the River Roding, the River Thames and the River Beam.

##### 8.2.

This section contains the following policies:

Strategic Policy SP6	Green and Blue Infrastructure
Policy DMNE 1:	Parks, open spaces and play space
Policy DMNE 2:	Urban greening
Policy DMNE 3:	Nature conservation and biodiversity
Policy DMNE 4:	Water environment
Policy DMNE 5:	Trees
Policy DMNE 6:	Local food growing, including allotments





8.3.

The policies are mainly supported by the key evidence base set out in the table below.

Key evidence documents	Date produced
LBBD Habitats Regulations Assessment	2020
LBBD Infrastructure Delivery Plan	2020
LBBD Green Infrastructure and Biodiversity Strategy	2019
London Environment Strategy	2018
LBBD Parks and Open Spaces Strategy	2017
LBBD Playing Pitch Strategy	2016
LBBD Biodiversity Survey	2016
LBBD SINCs Citation	2016
LBBD Green Belt Review	2015
All London Green Grid SPG	2012

## POLICY SP6: Green and blue infrastructure

1. The Council will protect and enhance the quality of the natural environment (including the borough's parks, public open spaces and playing pitches) and will work with a range of stakeholders to maximise the creation of new and improved green and blue infrastructure and address deficiencies<sup>43</sup> in quantity, quality and access. This will be achieved through:
- a) protecting and enhancing the borough's Green Belt and Metropolitan Open Land (MOL) to maintain its function, quality and openness
  - b) ensuring development protects and enhances significant ecological features, achieves biodiversity net gain, and maximises opportunities for urban greening through appropriate landscaping schemes, green roofs and the planting of street trees
  - c) working with local partners, the Environment Agency, Natural England and other key stakeholders including the Wildlife Sites Board officers to resurvey and review SINCs, ecological corridors and areas of biodiversity (as shown on the Policies Map) every 5 to 10 years, to ensure development contributes as appropriate to the borough's overall biodiversity and environmental quality
  - d) improving the quality, character, value and accessibility of existing publicly accessible open space across the borough,

<sup>43</sup>The borough's open space provision requirement is 2.4 hectares per 1,000 head of population. The Council will keep this standard under review.

in line with the Council's Parks and Open Spaces Strategy, Green Infrastructure and Biodiversity Strategy and Sport England's Active Design Guidance (or updated equivalent)

- e) maximising the opportunity to deliver an improved network of green grid links to enhance access through walking, cycling and public transport to key destination points such as town centres, community facilities and publicly accessible open spaces, and along rivers and waterways
- f) protecting, improving and enhancing blue spaces, to create a coherent blue network, improving walking and cycling accessibility to the water environment and improving the relationship with the river<sup>44</sup> (including public realm, habitats and waste heat energy sources). Where possible, opportunities should be sought to 'naturalise' riverbanks and water features by removing hard engineered walls and introducing new habitats and sustainable flood management
- g) protecting and enhancing the existing residential moorings located on the River Roding and explore opportunities for part of the River Roding in the borough, north of the existing safeguarded wharves as a potential residential mooring opportunity zone in line with local and regional planning policies

<sup>44</sup>River Thames, River Roding, Gores Brook and the Beam.

h) maximising opportunities to create and increase publicly accessible open space (including playing pitches and ancillary sporting facilities) with a range of sizes and for a range of users, particularly in locations which experience the highest level of open space deficiency within the borough (as shown on the Policies Map)

i) protecting and enhancing the borough's habitat and wildlife, including linking green spaces with coherent ecological corridors, protecting species and habitats identified in the London Biodiversity Action Plan or updated equivalent, and creating new nesting and roosting sites

j) supporting community food growing through protection of existing allotments, provision of space for urban agriculture in new developments and as a meanwhile use, and building partnerships with social enterprise and voluntary organisations that have already started working in the borough; and supporting communities that aspire to designate important local open spaces as local green spaces

k) working with strategic partners, developers and the community to position the natural environment at the heart of estate regeneration and development, having regard to the Council's latest park masterplans<sup>45</sup>.

<sup>45</sup>The Council has been working on 10 masterplans for the borough's most important parks. These masterplans will give us a framework for the future development of these sites that we can bring into effects as resource become available. Chapter 7 of the Borough's Parks and Open Space Strategy provides information on these masterplans: <https://modgov.lbbd.gov.uk/Internet/documents/s114608/Parks%20Strategy%20-%20App.%201b.pdf>



## POLICY DMNE 1: Parks, open spaces and play space

1. The Council will protect and enhance the borough's parks, public open spaces and playing pitches, working closely with a range of stakeholders to address deficiencies in quantity, quality and access. Public open spaces should be safe and easily accessible through walking, cycling, and public transport for all users, and supportive infrastructure such as crossings, cycle parking, bus stops and clear signage should be provided appropriately near the entrance of open spaces. To reduce car dominance, these should be provided in proximity to residential, commercial and social infrastructure.
2. The Council will prevent inappropriate development within the designated sites, areas and green space (Green Belt) and on Metropolitan Open Land (MOL), except in very special circumstances, in line with the NPPF and Policy G3 of the London Plan.
3. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
  - a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirement
  - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and in a suitable location
  - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

4. Development of 100 dwellings or greater which falls within the 3 km to 6.2 km Recreational Pressure 'Zone of Influence' (Zol) around the Epping Forest SAC (as shown on the Policies Map) will be required to mitigate the impacts of recreational pressure upon the SAC in compliance with Natural England's Interim Mitigation Advice<sup>46</sup> and any subsequent Full Mitigation Strategy release. Applicants should provide mitigation in the form of Suitable Alternative Natural Greenspace (SANG) within the footprint of the development site. If this is not possible due to space constraints, contributions will be required for Strategic Access Management and Monitoring (SAMM) of the SAC. Any development which would cause an adverse impact upon the integrity of Epping Forest SAC will not be supported.
5. Development on non-designated open space, including amenity greens and amenity spaces with limited public access, will be resisted, except where proposals accord with an agreed Council regeneration strategy, and include replacement space of higher quality to the open space that would be lost to mitigating this loss as part of any future works.
6. Development should not rely upon existing publicly accessible open space to contribute towards on-site communal amenity space and child play space. All major and strategic development should contribute to the delivery of sufficient new publicly accessible open space on-site which should:

<sup>46</sup>Natural England 2019. Emerging strategic approach relating to the Epping Forest Special Area of Conservation (SAC) Mitigation Strategy. Interim advice following feedback from London Borough's and Greater London Authority.



Phoenix Park



## POLICY DMNE 2: Urban greening

- a) meet the needs of current and any future residents
  - b) be of a high-quality that is accessible to all
  - c) provide multiple benefits, including recreation, food growing, SuDS, improvements to biodiversity and links to green infrastructure, as well as any blue infrastructure, on and adjacent to the development site
  - d) consider taking the form of new parks (including pocket parks), allotments or play space in accordance with the Council's guidance as set out in the Parks and Open Spaces Strategy, the Green Infrastructure and Biodiversity Strategy and park masterplans and their updated equivalents
  - e) comply with Policy G4 of the London Plan and the Council's guidance in the design of new open space. In exceptional circumstances, where on-site provision cannot be adequately accommodated, the Council may agree a financial contribution towards improvements to existing or new open spaces within the borough via planning obligations.
7. Large major development proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation in line with Policy S4 of the London Plan.
  8. Proposals for new playing pitches should be developed in accordance with Policy DMS1, the Council's Playing Pitch Strategy (or updated equivalent) and in consultation with Sport England.

### 1. Development proposals will be supported where they:

- a) maximise opportunities for urban greening, including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens and nature-based sustainable drainage
- b) contribute to the All London Green Grid, the Council's Green Infrastructure and Biodiversity Strategy and the Council's Parks and Open Spaces Strategy.

### 2. The applicant is expected to calculate the site's Urban Greening Factor (UGF). In line with Policy G5 of the London Plan, a target score of 0.4 should be achieved for developments that are predominately residential, and a target score of 0.3 should be achieved for commercial development (excluding B2 and B8 uses, which have no target but are required to quantify the UGF score and demonstrate measures to achieve urban greening on site).

## POLICY DMNE 3: Nature conservation and biodiversity

### 1. Development should not lead to adverse effects on the integrity of Epping Forest Special Area of Conservation (SAC), or loss or degradation of Sites of Importance for Nature Conservation (SINCs), including local nature reserves. All existing SINC boundaries and Areas of Deficiency in access to nature are shown on the Policies Map.

### 2. All development proposals are required to:

- a) minimise the impacts of development on biodiversity and nature in accordance with the mitigation hierarchy set out in Policy G6 of the London Plan
- b) demonstrate a minimum of 10% biodiversity net gain using the DEFRA metric (or agreed equivalent). Applications where loss or degradation of habitat would be negligible, such as material change of use applications, alterations to buildings, and house extensions, are excluded from this requirement
- c) prepare a long-term monitoring and management plan of biodiversity net gain sites for a period of 30 years, preferably within the development area
- d) provide wider environmental net gain where possible.

### 3. The Council's Green Infrastructure and Biodiversity Strategy identifies opportunities for habitat creation, wildlife corridors and Green Design Codes for different parts of the borough, which should be used to inform net gain proposals.

### 4. Major development proposals are required to:

- a) contribute to the strategic network of green and blue spaces, as identified in the Council's Green Infrastructure and Biodiversity Strategy (or updated equivalent) and in accordance with Policy G1 of the London Plan
- b) contribute to improving local access to nature, in accordance with national and London Plan requirements and taking account of Natural England's latest Accessible Natural Greenspace Standards
- c) submit an ecology assessment demonstrating biodiversity enhancements that contribute to the objectives of the latest Council's strategies, as well as guidance and best practice for habitat creation
- d) submit a habitat management plan setting out the long-term maintenance and monitoring of all biodiversity protection and enhancement measures
- e) use only native species of local provenance in soft landscaping schemes within 250m of Sites of Importance for Nature Conservation, waterways, and wildlife corridors, and on green and brown roofs and roof gardens. On all other sites, the use of native plants of local provenance should be at least 75% by area of the soft landscaping scheme



## POLICY DMNE 4: Water environment

- f) incorporate soft landscaping that minimises the risk of new plant diseases and avoids introducing invasive species by sourcing plants from stock grown in the UK and avoiding the use of plants listed in Schedule 9 of the Wildlife and Countryside Act (1981). Landscaping and planting around developments must control potentially invasive non-native species and eradicate these where possible as part of redevelopment
- g) create new, appropriately located nesting and roosting sites for wildlife (for example through integrated nesting and roosting bricks, towers and boxes together with street trees, green walls and green roofs).

### Rivers, waterways and watercourses

- I. Development proposals within and adjacent to rivers and waterways will be required to:
  - a) contribute to achieving the objectives of the Thames River Basin Management Plan, Water Framework Directive or updated equivalent and catchment partnership local measures
  - b) protect and enhance biodiversity and geomorphology in and along watercourses, banks and waterways, adjacent terrestrial habitats, the foreshore and the floodplain
  - c) improve water quality, including reducing or minimising pollution from adjacent land and roads (e.g. by using oil interceptors in car parks) and improve the ecological status of waterbodies (e.g. by investigating and rectifying misconnections, retrofitting sustainable urban drainage systems, fitting hydrocarbon interceptors and creating and restoring wetlands)
  - d) conserve the waterways and make them as part of a cohesive place-making strategy tailored to local context
  - e) avoid harm or negative impacts on navigation and use of existing waterways
  - f) conserve and enhance the existing character of the waterway and its setting



River Roding Wetlands



- g) provide open space for recreation, habitat provision and increasing the blue space network, which can also be used to store excess floodwater, where appropriate
- h) provide a naturalised buffer zone between the proposed development and the top of bank of any nearby watercourse or body of water as follows:
  - i. at least 16m for tidal watercourses
  - ii. at least 8m for fluvial main watercourses
  - iii. at least 8m for an ordinary watercourse
  - iv. at least 5m buffer around ponds or other standing water bodies
  - v. buffer zones should not include development, hard standing, paths or lighting, underground structures (including tie rods and anchors), or be used for storage of materials. Land adjacent to flood defences should also be protected in line with Policy DMS1 5. Buffer zones should be designed to be dark (less than 1.0 lux) to protect their function as wildlife corridors; open up river corridors, making space for water through the creation of natural buffer zones adjacent to water courses, and increasing floodplain connectivity
  - vi. improve safe, public access to waterways and provide opportunities for enjoyment and understanding of the waterways; development will be expected to provide appropriate riparian lifesaving equipment (e.g. grab

- chains, access ladders and life buoys) alongside the riverside areas to a standard recommended in the 1991 Hayes Report on the Inquiry into River Safety
- vii. encourage active travel (walking and cycling) through the provision of cycle and foot paths adjacent to the waterway (but outside of the buffer zone)
- viii. have regard to the HM Government's UK Marine Policy Statement (2011) or updated equivalent and the emerging South East Marine Plan, which applies to the River Thames and the River Roding
- ix. identify and deliver natural flood management opportunities to help alleviate fluvial and surface water flooding, as well as measures to prevent litter entering waterways. On sites with culverted watercourses, proposals for new development will be expected to investigate and secure the implementation of measures to restore sections of the watercourse, with clear and robust justification provided, if considered unachievable
- x. maximise the use of the river for freight, including for the transportation of construction materials to, and waste from a development site either directly to and from the site or through the supply chain.

**Thames Policy Area**

2. The Thames Policy Area, including the River Roding, is designated on the Policies Map. Within this area, development will be supported where it meets the requirements above and it:

- a) improves public access to and along the River Thames
- b) protects and enhances views towards and along the River Thames
- c) facilitates and acts on the recommendations of the Thames Estuary 2100 Plan (or updated equivalent) for Action Zone 4, within which the borough lies
- d) protects safeguarded wharves and jetties from any development that would prejudice their future use for river transport in accordance with policy SP5.

**POLICY DMNE 5: Trees**

1. Development proposals should retain existing trees, shrubs and 'vegetation of value' where possible unless it can be demonstrated that their removal would provide substantial public benefit or if they are considerably damaged or deceased. This value should be assessed by an appropriate valuation system, as agreed with the Council.
2. Trees, shrubs or vegetation must be retained where one or more of the criteria below are met:
  - a) it is considered to be of significant value, including ecological value, as per an agreed appropriate arboriculture valuation system (such as i-tree or CAVAT) and subject to consultation with the Council
  - b) it makes a significant contribution to amenity or local character
  - c) it is of special character, age, or has scope for screening other properties or features.
3. If existing trees and vegetation of value cannot be retained, a robust justification must be provided and they should be replaced by species of at least equivalent value with a preference for on-site planting.
4. Where it is agreed with the Council that it is not possible to provide adequate replacement trees as part of a development, the applicant will be required to make a financial contribution to the Council's tree planting and maintenance programme dependent on the specific development and the value of the trees.



## POLICY DMNE 6: Local food growing including allotments

5. Major development is expected to incorporate planting including trees, shrubs and vegetation over and above any existing provision. Planting should use trees, shrubs and vegetation that are appropriate to the context and location of the development site and provide complementary habitat.
6. Applicants will be expected to demonstrate how a development has been designed to allow trees and other vegetation to grow and thrive, including during construction. This includes ensuring that urban planting allows tree roots to grow sufficiently, allows water filtration and avoids soil compaction around street planting.
7. When identifying locations for new trees, it is vital that eventual root and branch growth of a tree are taken into account when determining how much space will be needed in the future. This is to ensure the tree survives and thrives, and to prevent damage to existing properties and structures.
8. All trees and vegetation planted in close proximity to flood defences and within the 'buffer zone' must have appropriate root containment systems installed, to prevent future tree root growth negatively affecting flood defence structures.

### Existing allotments

Redevelopment of existing allotments will only be permitted in exceptional circumstances where it can be demonstrated that they are no longer needed by the community or existing allotment users are relocated to an alternative allotment that is within reasonable proximity to their homes.

### Creation of new food growing opportunities

1. Proposals for community food growing and gardening will be encouraged in line with Policy G8 of the London Plan, particularly where this forms part of the overall landscaping and open space strategy for residential development or as part of a school, playground or recreational area. Innovative food growing solutions, such as edible landscaping, rooftop growing, vertical and hydroponic growing and indoor growing will be strongly encouraged.
2. Major residential-led developments are expected to provide community food growing opportunities and to provide a strategy for the ongoing management of this.
3. Proposals for new allotments will be supported where there is a demonstrable local need through appropriate engagement with key stakeholders and the local community, and where this does not prejudice alternative land uses from coming forward, including residential use.

4. All new community food growing areas should include access for disabled residents, access to water and irrigation and access to composting facilities.

Food growing is also encouraged as a meanwhile use on vacant or under-utilised sites.





# CHAPTER 9

## Sustainable Infrastructure

## Chapter 9: Sustainable infrastructure

### Introduction

#### 9.1.

The purpose of this chapter is to set out clear policies on sustainable infrastructure. The following are the reasons for our approach to policies in this chapter.

- We will promote sustainable infrastructure and transform the borough to become the 'green capital of the capital', allowing for the rapidly changing regional policies surrounding energy and sustainability, and strengthening the borough's resilience to the impacts of climate change, through reducing the impacts of urban heat island effect, overheating within buildings.
- We are committed to creating a clean, green and sustainable borough with low emission neighbourhoods, reinforced by the Council's climate emergency declaration, and targets to become a carbon neutral council. This will be achieved through:
  - ✓ reducing energy use
  - ✓ utilising low-carbon heat
  - ✓ using low-carbon electricity
  - ✓ ensuring affordable energy
  - ✓ delivering co-benefits, such as improved health and wellbeing
- The promotion of sustainable transport, including walking and cycling, and reduced car use, will also be critical in meeting the borough's carbon neutral targets, as well as improving air quality.

- We believe that the creation of a sustainable and resilient future for residents and for businesses is central to the success of this Local Plan, through good planning and managing our resources (including land, energy, water and materials) in a sustainable manner.
- We are committed to reducing carbon emissions, improving air quality, conserving water, reducing waste, improving biodiversity and mitigating flood and heat risk. New development will be required to contribute to these objectives, for example with energy efficient design and on-site renewable energy technologies such as photovoltaics and heat pumps. This will be supported by the borough's growing District Energy Networks (DENs), retrofitting programmes and decarbonisation initiatives.
- We support the targets set out in Policy SI 8 of the London Plan in order to manage London's waste sustainably and self-sufficiently and deliver the Mayor's ambition for London to manage 100% of its own waste by 2026. This includes the borough-level apportionment of 6.1% for the London Borough of Barking and Dagenham (LBBD) for all household, commercial and industrial waste between 2021 and 2041 (505,000 tonnes by 2021 and 537,000 tonnes by 2041).
- LBBD adopted the Joint Waste Development Plan for East London in 2012 alongside the East London waste authority boroughs of Newham, Redbridge and Havering. The Joint Waste Plan sets out a waste management strategy to 2021 and an updated version will deal with wider strategic waste management issues.



**9.2.**  
This section contains the following policies:

Strategic Policy SP7	Securing a clean, green and sustainable borough
Policy DMSI 1	Sustainable design and construction
Policy DMSI 2	Energy, heat and carbon emissions
Policy DMSI 3	Nuisance
Policy DMSI 4	Air quality
Policy DMSI 5	Land contamination
Policy DMSI 6	Flood risk and defences
Policy DMSI 7	Water management
Policy DMSI 8	Demolition, construction and operational waste
Policy DMSI 9	Smart utilities

**9.3.**  
The policies are mainly supported by the key evidence base set out in the table below.

Key evidence documents	Date produced
LBBD Air Quality Action Plan 2020-2025	2020
LBBD Infrastructure Delivery Plan	2020
LBBD Inclusive Growth Strategy (draft)	2020
LBBD Waste Evidence	2018
London Environment Strategy	2018
London Waste Planning Forum: Monitoring Report	2018
London Plan Topic Paper: Waste	2018
GLA Energy Assessment Guidance	2018
LBBD Strategic Flood Risk Assessment L1 & L2	2017
LBBD Local Flood Risk Management Strategy	2017
East London Waste Authority (ELWA) Joint Waste Development Plan	2012

## STRATEGIC POLICY SP 7: Securing a clean, green and sustainable borough

- I. The Council will:
- a) encourage innovative approaches to tackling climate change, reducing air pollution, managing flood risk, heat risk and nuisance, and promoting sustainable infrastructure
  - b) expect major development to be net zero carbon and employ low carbon technologies in line with the London Plan Policy SI 2: minimising greenhouse gas emissions, and work with developers, landowners and other key stakeholders to ensure, where appropriate, development supports and connects into the borough’s strategic District Energy Networks and associated infrastructure, utilising low or zero carbon energy sources and heat recovery
  - c) expect all development to minimise the risk of internal overheating in line with the London Plan policy SI 4: managing heat risk
  - d) ensure all development manages nuisance (such as noise, vibration, artificial light, odour, fumes and dust pollution) during both construction and operation through appropriate design, planning and mitigation
  - e) improve the borough’s air quality in line with the Council’s Air Quality Action Plan; requiring new development to accord with policy SI 1 of the London Plan; and promoting sustainable transport and green infrastructure
  - f) expect development and large-scale regeneration to facilitate the remediation of land affected by contamination

- g) work with developers and key stakeholders to reduce flood risk (including through the use of Sustainable Drainage Systems), improve wastewater infrastructure in line with the Council’s Infrastructure Delivery Plan, and reduce mains water consumption
- h) co-operate with other boroughs to jointly address cross-boundary flood risk issues
- i) seek to maintain an appropriate landbank as per the apportionment for the Borough set out in the London Plan 2021 and review the approach until the new Joint Waste Plan<sup>47</sup> is adopted
- j) meet the borough-level apportionment target of household, commercial and industrial waste set out in the London Plan 2021 within an updated joint waste plan
- k) reduce waste and promote the circular economy principles as set out in policy SI 7 of the London Plan 2021
- l) meet the municipal waste recycling target by 65 per cent by 2050
- m) ensure that zero biodegradable or recyclable waste goes to landfill by 2026
- n) seek to deliver secure, affordable and low carbon utilities and physical infrastructure.

<sup>47</sup>The constituent East London Waste Authority (ELWA) boroughs are currently developing a new Joint Waste Plan, alongside their respective Local Plan work. The programme for this is still to be finalised, however waste sites will need to be protected until the joint strategy is completed, at which point it will form part of LBBD’s development plan and will set out the strategic approach for the sustainable management of waste over the Local Plan period in accordance with London Plan.



## POLICY DMSI 1: Sustainable design and construction

1. All development will be required to incorporate sustainable design and construction, relating to the scale, nature, orientation, layout and form of the proposal.
2. Major development proposals must demonstrate, in a supporting sustainability statement, how sustainable principles, standards, and materials and low carbon technologies are integral to the design, construction and operation of the development; and be accompanied by a pre-assessment, demonstrating how the following standards, or any future replacement standards, will be met.
  - a) all new non-residential development over 500 sqm floorspace (gross) must be designed and built to meet or exceed a BREEAM 'Excellent' rating (or updated equivalent)
  - b) all non-residential refurbishment of existing buildings and conversions (including change of use) over 500sqm floorspace (gross) must be designed and built to meet or exceed a BREEAM non-domestic refurbishment 'Excellent' rating (or updated equivalent)
  - c) all residential refurbishment development of 10 dwellings or more must be designed and built to meet or exceed a BREEAM Domestic Refurbishment 'Excellent' rating (or updated equivalent).
3. All new residential development should meet a Home Quality Mark 3 star rating (or updated equivalent).

## POLICY DMSI 2: Energy, heat and carbon emissions

### Carbon dioxide emissions

1. The Council will expect major development to contribute to, and where possible exceed, the borough's target of becoming carbon neutral by 2050 by maximising energy efficiency and carbon reduction on-site and demonstrating the achievement of net-zero carbon buildings and neighbourhoods, in line with the Council's latest guidance.
2. Major development proposals are required to submit a detailed Energy Assessment, which provides information on predicted energy demand and carbon savings, following the most recent guidance from the GLA, demonstrating how the development has been designed in accordance with the energy hierarchy and relevant policies set out in Policy SI 2 of the London Plan. Minor development proposals are also encouraged to submit an Energy Strategy.
3. Where it is clearly demonstrated that the zero-carbon target cannot be achieved on-site and there is a well-justified shortfall, applicants will be expected to make a financial contribution in agreement with the Council, either through a cash in lieu contribution to the Council's Carbon Offset Fund, or agreement of sufficient alternative offsetting arrangements within the borough via planning obligations.

### Connection to district energy networks

4. All development proposals will be expected to:
  - a) address an area's energy infrastructure requirements, as identified in the Council's latest Infrastructure Delivery Plan; and
  - b) prioritise decentralised energy; and
  - c) adhere to the London Plan's heating hierarchy (Policy SI 3).
5. All new large-scale development (over 500 dwellings) should liaise with the Council about the creation of a new District Energy Network (DEN).

### Low carbon and renewable energy technologies

6. Development proposals will be expected to incorporate as much low carbon and renewable energy technologies as possible with minimal impact on the environment, amenity, affordability/operational costs and human health and wellbeing. They must demonstrate that the most appropriate and well-performing technologies are incorporated into new development and that any adverse effects on human health or the environment are avoided, or otherwise appropriately mitigated, including in respect of managing overheating risk and end user affordability.

### Overheating risk

7. All development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

8. All major development proposals will be expected to mitigate overheating risk (for example through orientation, shading, insulation, solar-controlled glazing, natural ventilation and efficient mechanical ventilation with heat recovery) and submit an Overheating Assessment in accordance with the requirements of policy SI 4 the London Plan and the cooling hierarchy. This assessment must have regard to the Noise and Vibration Assessment in terms of managing both overheating risk and acoustics.





## POLICY DMSI 3: Nuisance

### 1. Development proposals are required to:

- a) submit a noise and vibration assessment for all major applications to reduce any adverse impacts to an acceptable level using the most appropriate layout, orientation, design and use of buildings. This assessment must have regard to the overheating assessment in terms of managing both overheating risk and acoustics
- b) have regard to the Agent of Change principle (Policy D13 of the London Plan)
- c) submit and implement a construction management plan in order to avoid, minimise and mitigate significant adverse demolition, construction and operational impacts (such as noise, vibration, artificial light, odour, fumes and dust pollution) on people and the built and natural environment through the development
- d) manage nuisance resulting from development in areas where industrial and residential land uses are co-located; the emphasis should be on the developer of the sensitive use to provide accommodation that provides an acceptable level of amenity, particularly where this sensitive use will be located nearby an established industrial area
- e) ensure noise-sensitive and air quality-sensitive development is directed to appropriate locations, and protect these against any existing and proposed sources of noise and air pollution through careful design, layout and use of materials and adequate insulation

- f) where appropriate, work with the Council to manage noise by identifying and protecting areas of tranquillity that have remained relatively undisturbed by noise and are valued for their recreational and amenity value for this reason.

### 2. Development proposals which generate unacceptable levels of nuisance, either individually or cumulatively, will generally be resisted.

## POLICY DMSI 4: Air quality

- 1. The whole borough is designated as an Air Quality Management Area (AQMA) for both nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>). LBBD also have three designated Air Quality Focus Areas (see Policies map) – A13 Ripple Road, Barking town centre and Whalebone Lane North) where the EU annual mean limit value for NO<sub>2</sub> has been exceeded.

- 2. Major development proposals must achieve or improve upon the 'air quality neutral' benchmark (in line with Policy SI 1 of the London Plan and LBBD's latest Air Quality Action Plan) by avoiding people's exposure to poor air quality. This should be achieved through:

- a) effective design solutions

- b) appropriate plant, machinery and technology

- c) facilitating the use of low or zero emission transport and reducing the reliance on private motor vehicles, while promoting walking and cycling

- d) improving traffic management

- e) providing new green infrastructure in line with the Council's Infrastructure Delivery Plan and Green Infrastructure & Biodiversity Strategy (or updated equivalents).

- 3. All major development will be required to provide an Air Quality Impact Assessment as part of the planning application in accordance with Policy S11 of the London Plan: improving air quality.

- 4. Development located within the borough's designated Air Quality Focus areas will be closely scrutinised as to the approach to air quality and will be expected to help reduce air pollution in the area.

- 5. Where proposals do not achieve the air quality neutral benchmark, applicants will be expected to make a financial contribution in agreement with the Council, either through the Air Quality Fund, or through off-site measures within the borough, agreed via planning obligations. During demolition and construction, all developments must adhere to the requirements of the GLA's Control of Dust and Emissions during Construction and Demolition SPG 2014 (or updated equivalent) including the emissions standards set for all Non-Road Mobile Machinery (NRMM) used on-site.





## POLICY DMSI 5: Land contamination

1. Development proposals on, or adjacent to land potentially affected by previous contaminative land use will be required to apply the latest government guidance on land contamination<sup>48</sup>.
2. Remediation proposals to deal with contamination must be agreed with the Council prior to the commencement of any works.
3. Development proposals will:
  - a) ensure safe transportation, storage, and use of hazardous substances
  - b) protect neighbouring occupiers and the natural environment from remediation impacts
  - c) consult the Health and Safety Executive (HSE) and the Environment Agency (EA) on proposals involving hazardous substances where required.
4. Hazardous substances are to be located where they would not cause potential health and safety risks to neighbouring uses or to the environment. Other uses should be prevented from being located near potentially polluting substances where future users could be at risk.

<sup>48</sup>The government guidance on land contamination is available at: <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

## POLICY DMSI 6: Flood risk and defences

### Flood risk

1. Development should seek to deliver a neutral impact or reduction in flood risk, on and off-site, by demonstrably giving sufficient consideration from the outset of the design, and during pre-application discussions with the Environment Agency (EA) and Thames Water and the Council.
2. Development is required to undertake Flood Risk Assessments for schemes meeting the thresholds set out in DEFRA and EA guidance:
  - a) adapt to climate change by planning for future flood risk. If a site is not currently shown to be within Flood Zone 2 or 3, but detailed modelling shows it is expected to be impacted when climate change is assessed, then the same design considerations should be applied as if it was within the present-day Flood Zone
  - b) consult the Environment Agency to obtain these models and any other updates to modelling that contribute to the Strategic Flood Risk Assessment (SFRA)<sup>49</sup>.
3. Development proposals for vulnerable uses and sleeping accommodation must be located away from areas of high flood risk, and above the tidal breach level or fluvial 1 in 100 plus climate change flood level.

<sup>49</sup>Since the Council's SFRA was completed, the Environment Agency has updated the hydraulic model of the Lower Roding and Loxford Water and intends to carry out further breach modelling downstream of the Thames Barrier.

4. All development within sites at risk of flooding should be guided towards areas of lowest risk within the site and development should be designed in strict accordance with the Development Control recommendations set out in Section 7 of the Strategic Flood Risk Assessment (SFRA) Level 1 Report.
5. Basements, and any development not classified as water compatible, are not considered appropriate in Flood Zone 3b, and there are restrictions on their use and design within Flood Zones 2 and 3a with the Development Control recommendations set out in Section 7 of the SFRA Level 1 Report.

### Flood defences

6. Development proposals along the Thames will be expected to:
  - a) maintain, repair, enhance or replace flood defence walls, banks and flood control structures to provide adequate protection for the lifetime of the development



## POLICY DMSI 7: Water management

### Surface water management

1. As a minimum all development must:
  - a) utilise permeable surfaces (including on areas of public realm and on small surfaces such as front gardens and driveways) unless they can be shown to be unavoidable
  - b) seek advice from the Council as the Lead Local Flood Authority (LLFA) as to their preference and guidance on Sustainable Drainage Systems (SuDS).
2. Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with Policy SI 13 of the London Plan and the drainage hierarchy. All major development must incorporate SuDS into proposals, where appropriate, having regard to the government’s latest Non-Statutory Technical Standards for Sustainable Drainage Systems and the Council’s latest Strategic Flood Risk Assessment (SFRA).
3. Minor developments are also expected to incorporate SuDS, where feasible. SuDS should be green, provide multiple benefits and integrate with the Council’s green infrastructure network.
4. Proposals for SuDS will also need to include a long-term SuDS Management and Maintenance Plan, including details of who is responsible for maintenance.

- b) protect land adjacent to, and set buildings back from, flood defences to allow future replacement of defences and provision of public amenity and biodiversity, in accordance with the Thames Estuary 2100 Plan
  - c) seek opportunities to raise existing tidal flood defences to the required levels in line with the Thames Estuary 2100 Plan (or updated equivalent) in preparation for future climate change impacts, or demonstrate how defences can be raised to the required levels in the future through submission of plans and cross-sections of the proposed raising
  - d) demonstrate the provision of improved access to existing defences, or where opportunities exist to realign or set back defences
  - e) provide landscape, amenity and habitat improvements, where appropriate, in line with the riverside strategy approach
  - f) safeguard land for future defence raising
  - g) secure financial contributions from partners in order to enable flood defence works.
7. Where appropriate the Council will require proposals to include a condition survey of existing flood defences and watercourse infrastructure to demonstrate that it will adequately function for the lifetime of the development, and if necessary, make provision for repairs or improvements or replacement.

### Wastewater

5. Major development is required to demonstrate that the local water supply and public sewerage networks have adequate capacity, both on and off-site, to serve the development, taking into consideration the cumulative impacts of current and proposed development.

### Reducing water consumption

6. All new development is required to reduce water consumption. New residential development must achieve a maximum internal water use target of 105 litres per person, per day, and non-residential development must achieve at least the BREEAM ‘Excellent’ standard for the Wat 01 water category (or updated equivalent) in line with Policy SI 5 of the London Plan: water infrastructure. The use of rainwater and grey water to minimise the use of mains water will be encouraged.
7. The Council will support development proposals where they:
- a) consider the net increase in water and wastewater demand to serve their developments and also any impact the development may have off-site further down the network, in order to avoid no or low water pressure and internal or external sewage flooding of property
  - b) engage with Thames Water and use their free pre-planning service at an early stage to determine if there will be capacity in the Thames water or wastewater networks to serve the development, or what they will do if there is not. The outputs of the communication can be included as evidence to support a planning application.

## POLICY DMSI 8: Demolition, construction and operational waste

### Demolition and construction waste

1. Prior to demolition and construction, all development proposals will be expected to:
  - a) develop an appropriate construction waste management plan in order to reduce, reuse, recycle and recover waste and to mitigate environmental impact in accordance with DMSII of the Local Plan
  - b) where appropriate, consider the use of the river for freight, including for the transportation of waste, from a development site either directly to and from the site or through the supply chain in line with the Local Plan Policy DMNE 4: Water Environment.
2. The Council supports sustainable waste management, however there are instances where it is not appropriate to re-use materials on site and the principles defined in CL:AIRE:The Definition of Waste: Development Industry Code of Practice (DoWCoP) should be applied. If a proposed material reuse scenario cannot meet these principles, it is likely that material is waste, and its reuse will need to be managed in line with the requirements of the Environmental Permitting (England and Wales) Regulations 2010, or its updated equivalent.



### Operational waste

3. All new and refurbishment development proposals must submit a strategy for the minimisation and collection of waste and recycling and include sufficient and accessible space in their design and layout for waste storage and collection within developments, in accordance with the London Waste Recycling Board's (LWARB) latest guidance on recycling and storage. As a minimum, appropriate facilities must be provided, both within individual units and for the building as a whole, in order to separate and store dry recyclables (card, paper, mixed plastics, metals, glass), organic and residual waste.
4. Major residential developments are required to incorporate high-quality, on-site waste collection systems that are based on current best practice and do not include traditional methods of storage and collection, such as kerbside collections and wheeled bin methods. The type of systems could include compactors, underground storage containers, vacuum systems and automated or pneumatic waste collection systems. These systems require land to be set aside to store bulky waste materials, with the size and footprint of the space varying from system to system. Applicants should discuss options with the Council regarding waste collection prior to the submission of an application.
5. Non-residential proposals involving the use or disposal of hazardous substances must demonstrate that the risks to public safety and the environment are appropriately managed in line with Policy DMSI 3 Nuisance.



## POLICY DMSI 9: Smart utilities

1. Development proposals should accord with the London Plan Policy SI 6: digital connectivity infrastructure, and will be supported where they directly provide, and demonstrate in their design the flexibility and adaptability to:
  - a) incorporate smart technologies and approaches that enable resources, space, systems and materials to be monitored and managed efficiently, as well as support the balancing of the grid
  - b) adopt protocols and systems that are compatible with others used in the borough and London, such as the local planning authorities, statutory undertakers, independent distribution network operators, social infrastructure providers and other organisations that are responsible for managing the public realm and supply vital services to the area, in order to allow for the safe sharing of information and efficient service provision
  - c) ensure open access provision of wired and wireless broadband technologies delivering the highest speeds to provide a wide range of services
  - d) work proactively with the Council to plan, deliver and manage development
  - e) give data access to the Council and service providers at no cost to provide joined-up and efficient services that respond to customer needs.

2. Development should prioritise connecting to strategic area wide telecommunications networks when and where they are available.
3. Telecommunications development should be sited and designed in such a way that it does not adversely affect the appearance of the surrounding area. The Council will only support such development where:
  - a) the siting is not intrusive in the street scene
  - b) the design is of a scale, height and appearance which does not disrupt the character of an area
  - c) the equipment has been designed to keep the size of the installation to the technical minimum and sited, so far as practicable, to minimise the impact on the environment
  - d) screening of equipment housing and other visually intrusive development associated with the proposal is provided
  - e) applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators
  - f) the applicant has certified that the development will operate within the latest (ICNIRP) guidelines for public exposure.



# CHAPTER 10

## Transport

## Chapter 10: Transport

### Introduction

#### 10.1.

This chapter sets the Council's approach to delivering a cohesive, inclusive and healthy transport network which supports and connects 44,051 new homes and 20,000 new jobs over the next 20 years. Our approach is summarised below.

- We are committed to the visions and objectives identified in the London Plan 2021 and the Mayor's Transport Strategy 2018 and similarly the Local Plan seeks to meet the target that 75% of all trips in the borough being made on foot, by cycle or using public transport by 2041.
- To support the levels of growth identified in this Local Plan and ensure it is sustainable, we will enable and encourage a shift to walking and cycling and improve access to public transport and promote wider health benefits; with the aim to facilitate modal shift away from the use of the private car to help support good growth across the borough.
- The Council have produced a new Transport Strategy and Cycling and Walking Strategy to support our policies<sup>50</sup>.
- In addition, our Transport Impact Assessment (TIA) 2020 demonstrates that controlling the level of traffic on the A13 and impact on the local road network is key to sustainable development across the borough. The A13 is a key economic artery for the borough and the region and the resultant increase in traffic resulting from London's growth must be addressed in terms of access and its negative impact on

severance, placemaking and air quality. We are working closely with TfL and the City of London as part of the new markets relocation scheme to improve the A13, see below.

- We want to improve access to public transport across the borough through our programme of bus and rail improvements. These will be strategically positioned to support the identified growth areas in the borough but also enhance options for existing residents and those working in the borough.
- We are also committed to exceeding London's 2050 carbon neutral target by introducing new sustainable transport initiatives outlined in our Infrastructure Delivery Plan (IDP).
- Moreover, our aim is to programme the delivery of charging points and supporting infrastructure for electric vehicles. We will ensure that no one is left behind and will actively look at initiatives to ensure all can access charging.
- We support the use of alternative delivery and servicing practices, including freight consolidation, re-timing of deliveries away from peak, and the use of electric and low or zero-emission vehicles.
- We also support a sustainable approach to freight transport, including greater use of the river as advocated in the Mayor's Transport Strategy 2018 and the London Plan 2021.
- We have prepared a new Transport Strategy Topic Paper, which provides an overview of our strategic approach and lists key priorities which support the policies listed below.

<sup>50</sup>Borough Transport Strategy Topic Paper, Be First/Arup, August 2021. LBBD Cycling and Walking Strategy, August 2021.



## STRATEGIC POLICY SP 8: Planning for integrated and sustainable transport

10.2.

The section contains the following policies:

Strategic Policy SP8	Planning for integrated and sustainable transport
Policy DMT 1	Making better connected neighbourhoods
Policy DMT 2	Car parking
Policy DMT 3	Cycle parking
Policy DMT 4	Deliveries, servicing and construction

10.3.

The policies are mainly supported by the key evidence below:

Key evidence documents	Date produced
Borough-wide Transport Strategy Topic Paper (ARUP)	2021
A walking and cycling strategy for LBBD	2021
LBBD Infrastructure Delivery Plan	2020
Local Implementation Plan 3	2019
LBBD Transport Impact Assessment and Evidence Base	2020
London Riverside Opportunity Area Transport Strategy (Jacob’s Consulting) with TfL and City of London	2020

1.

In line with the borough-wide Transport Strategy Topic Paper the Council will seek to create a cohesive transport network for the whole borough that prioritises sustainable transport modes.

a) The Council will work proactively with the GLA, TfL, C2C, Network Rail and other network operators/stakeholders to develop strategic transport plans which enhance growth by improving local connectivity across the borough and the wider London area. The Council will promote sustainable active travel by extending current schemes including Low Emission Neighbourhoods & School Streets Programme. The Borough’s overall transport vision is outlined in Figure 25 below.
2.

The Council will continue to follow the Mayor’s Transport Strategy through delivery of its Local Implementation Plan (LIP) and supporting programmes. This will be achieved by:

a) seeking improvements to and, where necessary, safeguarding existing land and buildings used for active travel (walking and cycling), public transport or related support functions critical for delivering the borough’s strategy for improving the transport network and services, as set out in the Local Implementation Plan and borough-wide Transport Strategy Topic paper

b) identifying and safeguarding new sites, space and route alignments, as well as supporting infrastructure which

- allow for modal shift of freight from road to rail or river such as the proposed Dagenham Free Port and the City Markets relocation at Dagenham Dock

c) seeking to adopt a multifaceted approach to sustainable transport which recognises the inter-relationship between successful placemaking, health and wellbeing, and the environment. We will develop an integrated, joined-up system that allows people to travel easily both within the borough and between other inner and outer London boroughs, prioritising active travel on key desire lines connected to new and existing public transport hubs

d) exploring the feasibility and business case of wider strategic schemes to improve the A13 and a potential future link across the River Roding that aim to reduce severance and improve environmental conditions

e) improve public transport access across the borough and into the town centres in respect of Policy DMD3: Development of Town Centres. This will include identifying locations for new bus priority infrastructure as well as the upgrading of existing services to meet future growth aspirations

f) supporting for consolidation of deliveries in town centres, logistics hubs and in new masterplans, with low or zero emission last-mile deliveries

g) working with rail operators, river freight operators, TfL and other partners to improve the operation and capacity of all stations, and maximising the use of rail sites, as well as safeguarded wharves in respect of Policy SP5: Promoting Inclusive Economic Growth

h) expand the borough’s network of ‘School Streets’ where all motor vehicles, except those belonging to residents and school staff, are restricted from the immediate area during school drop-off and pick-up.
3.

The Council will work to support the delivery of the Mayor’s two strategic targets in by 2041:

a) 75% of all trips (based on the citywide target of 80%) in Outer London to be made by walking, cycling or public transport

b) the Mayor’s Vision Zero ambition to eliminate all deaths and serious injuries on the roads.
4.

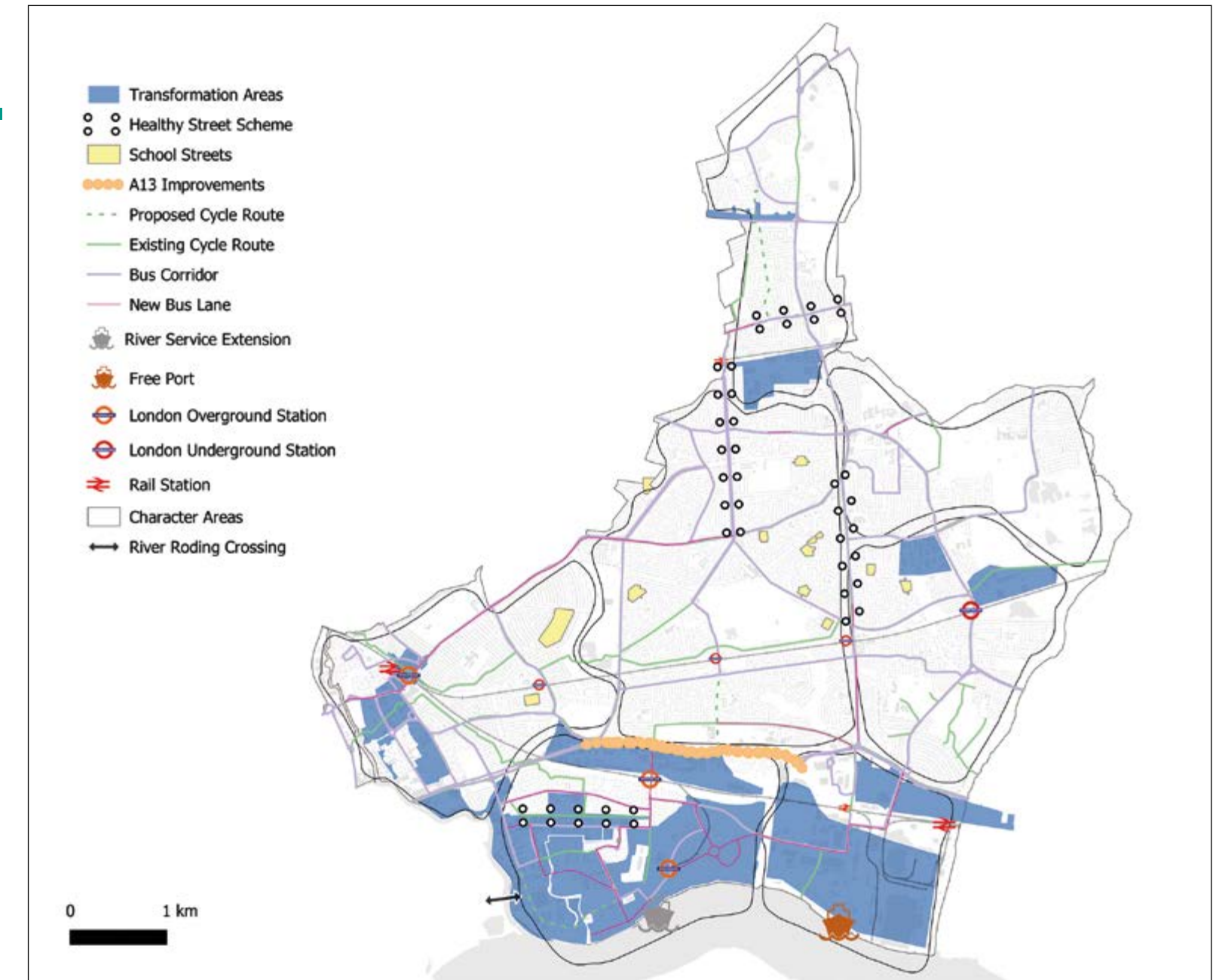
In order to support the borough’s growth, the Council will seek where appropriate, schemes which are car-free or offer a low level of parking provision in line with the London Plan 2021 parking standards. This will be supported by further development of local public transport networks and sustainable modes of travel such as wider footpaths, good cycling infrastructure and well-designed public realm walking and cycling routes.



5. We will also support developments to include the installation of electric vehicle charging points and supporting infrastructure, in line with London Plan 2021 targets. This will be further supported by the borough's emerging EV vision.
6. In line with the borough's Walking and Cycling Strategy the Council will support new and planned schemes such as Cycle Route CFR10, and the Barking to Chadwell Heath cycle route, which will reduce severance and improve connectivity across the borough. The Walking and Cycling Strategy also identifies existing routes to be upgraded, ensuring routes follow the Healthy Streets approach and are along key desire lines, which feed other transport modes.
7. The Council will seek a sustainable approach to freight by working with developers, local businesses, river and rail freight operators, and other partners to reduce highway congestion and environmental impacts. This will include the development of a Freeport on the River Thames to support planned industrial intensification.



**Figure 27.** Planned transport infrastructure (LBBD.2021)





## Barking Riverside Clipper

Proposed CGI

## POLICY DMT 1: Making better connected neighbourhoods

1. Strategic and major development proposals should be located where employment, housing and supporting facilities and services are within easy reach of each other by sustainable modes, reducing the need to travel and ensuring people are connected to places by, and with, high-quality, safe and attractive cycling and walking routes, both new and existing.
2. Active travel routes, which support walking and cycling, should connect to areas of Green and Blue Infrastructure as well as transport hubs around the borough, where possible. Walking routes must be suitable for wheelchairs, pushchairs and other users with limited mobility and must include places to stop and rest, with suitable and sufficient safe crossing points, where required, to reduce severance.
3. All proposals for new walking and cycling measures should be developed with an explicit understanding of how they promote use by women, children, elderly people, families, people from different ethnic backgrounds, and other people with protected characteristics as set out in the Equality Act.
4. Cycle routes should, where possible, be fully protected from road transport and walkways, following the best current design guidance (currently LTN 1/20 and LCDS). Routes should be attractive for users of all ages, and be designed for both leisure and commuter travel.

<sup>51</sup>TfL has developed cycle route quality criteria to improve the standard of London's cycle network. These criteria are designed to be consistent with recommendations in the London Cycling Design Standards and - working alongside other guidance and tools - should be used to shape the design of new cycling infrastructure. The criteria and tools are provided at <https://tfl.gov.uk/corporate/publications-and-reports/cycling>

5. Active travel infrastructure proposals should demonstrate how they meet the Mayor's Healthy Streets approach in line with TfL's guidance<sup>51</sup>. Emerging schemes in the borough include: the Heathway Regeneration and Vallance Avenue Healthy Streets, High Road Proposals, and Thames Road Regeneration.

6. Expanding the school streets scheme will be considered in areas with low active travel method of travel to school mode shares.

### Assessing Development Proposals

7. Development proposals should seek reduce the dominance of vehicles on London's streets whether stationary or moving, in line with the Mayor's Transport Strategy.
8. Any development which is likely to have a significant impact on the borough's transport network will be required to submit a robust Transport Assessment (TA) or Transport Statement (TS) and a Travel Plan<sup>52</sup>, in accordance with Policy T4 of the London Plan: assessing and mitigating transport impacts.
9. TA/TSs should be submitted with the development proposals outlined and ensure that any potential capacity

<sup>52</sup>Please refer to guidance available on TfL's website: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>



effects on the transport network (including the walking and cycling network, public transport and road network) are fully assessed, in line with available best practice guidance for London. TAs / TSs should demonstrate how they accord with the Mayor's 'Healthy Streets' approach.

10. Developments likely to generate significant amounts of movement should be supported by a Travel Plan (TP) as part of a planning application so that it can be considered in parallel to development proposals and readily integrated into the design and occupation of the new site, rather than retrofitted after occupation. TPs should include clear, measurable targets with a key focus on ongoing monitoring and evaluation of its effectiveness.

11. Applicants should also ensure they engage early with relevant stakeholders, including the borough, in order to establish the likely transport impacts and agree the assessment parameters and appropriate mitigation measures.

12. All developments will be required to demonstrate how they contribute to promoting sustainable modes of travel and limiting car use, particularly for short, local journeys.

13. Any development that will have an adverse impact on the highway and transportation network (for example, demonstrable disbenefits on congestion, safety, air quality and noise), as well as the operation of public transport (including crowding levels and journey times) will be required to contribute and deliver appropriate transport infrastructure or effective mitigation measures, including a reduction in vehicular parking spaces (in line with the London Plan).

14. Where appropriate, conditions will be imposed or planning obligations secured through a Section 106 or S278 agreement. CIL contributions will also be expected, where appropriate, to fund larger schemes of a wider benefit such as improving the A13.

15. Developments in transformation areas as denoted by the Local Plan will be expected to contribute towards delivering the spatial strategies developed for that specific area, for instance the Barking Town Centre Movement Strategy.

16. Strategic developments should provide bus access and safeguard the land required for bus standing, which is vital for ensuring new services are operable. Developments should also design and implement new junctions and road connections to allow buses to travel through the site. The borough will also seek cycle facilities and local cycle routes to be provided within individual development sites to form a series of routes which would integrate locally into the borough and National Cycle Network (NCN). This will improve the borough's permeability, removing severance by connecting people with places and helping to create one cohesive transport network through sustainable movement.

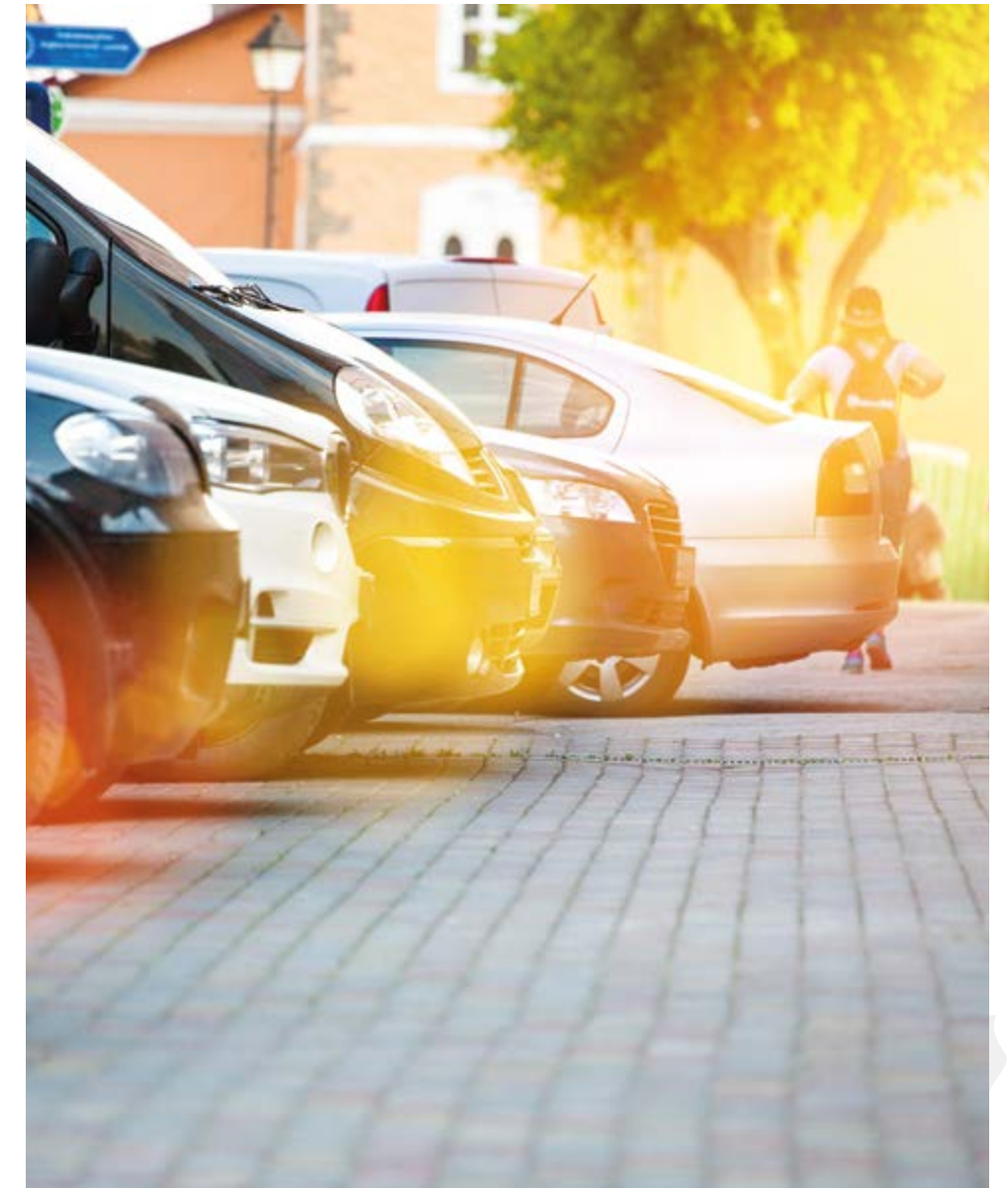
17. Development proposals will be required to include the installation of electric vehicle charging points and supporting infrastructure, in line with the London Plan Policy T6: car parking, Policy T6.1: residential parking, T6.2: office parking, T6.3: retail parking and T6.4 hotel and leisure parking.

## POLICY DMT 2: Car parking

1. All developments will be required to demonstrate how they contribute to promoting sustainable modes of travel and reducing car use by adopting the maximum London Plan car parking standards (see Policy T6: car parking of the London Plan).

2. Car-free developments should be the starting point for all development proposals on sites that are (or are planned to be) well-connected by public transport (designated by an appropriate PTAL 5 or 6 rating). Car-free development will have no general parking but should still provide disabled persons parking in line with London Plan. Developments in areas of poor/moderate transport accessibility will be required to be Car-lite, providing low-level car parking spaces on-site and a high-quality public realm that encourages walking, cycling and public transport use. Early engagement with the Council to discuss appropriate car parking levels that reflect policy and based on the "LBBD Parking Guidance" is recommended.

3. Residential developments in the borough will be expected to adhere to the London Plan's maximum car parking standards. In areas of poor public transport accessibility, car parking can help facilitate the building of family housing so developments may be required to provide a car parking provision nearer the London Plan maximum. Developers would be required to provide clear justification of the higher parking provision. On larger strategic schemes early engagement with the Council and TFL is encouraged.





4. Where parking is provided in a development it will be expected to:
  - a) provide a parking design and management plan, which follows the guidance provided by TfL's best practice guidance on parking design and management, detailing mechanisms for leasing spaces, providing disabled parking to meet future demand and activating passive electric charge points
  - b) all parking provided by developments will be expected to be utilised by the development users with strategies to convert car parking spaces to appropriate non-car parking uses, including pocket gardens, parklets, public realm spaces or cycling parking. over time developments will be encouraged to actively convert their parking spaces into these uses, provided this does not have significant detrimental impacts on street parking, traffic and highways
  - c) include a car-free agreement within s106 agreements, restricting new residents from accessing parking permits within existing and proposed controlled parking zones
  - d) contribute to a Controlled Parking Zone (CPZ) Programme where existing residents' parking would be significantly impacted by the additional cars from a development, and this cannot be appropriately mitigated
  - e) Car Clubs should be proposed for all developments which are 'car-free' or 'car-lite' and considered for all other developments. In these cases, or if an existing Car Club is

located within a reasonable distance of the development, free membership for residents will be required for at least the first two years after first occupation.

5. All developments are required to ensure that provision of on-street parking does not obstruct walking and cycling desire lines; all car parking spaces should be allocated with no potential for providing more spaces than planned for. Car parking, if required, should be designed in accordance with the London Plan and local masterplan SPDs, in line with the available best practice guidance.



## POLICY DMSI 3: Cycle parking

1. All developments must adopt the maximum London Plan cycle parking standards (see Policy T5: cycling of the London Plan). Any developments proposing a more generous provision of cycle parking and supporting infrastructure (e.g. changing rooms, maintenance facilities, lockers and shower facilities) will be supported, and this is actively encouraged.
2. The design and layout of cycle parking should be in accordance with the guidance contained in the London Cycling Design Standards, supported by appropriate on-site security measures. Accessible cycles should also be considered and designed for meeting minimum requirements as set out in the London Plan.
3. Where it is considered that proposed developments cannot accommodate sufficient cycle parking provision, developers will be obligated to work with borough officers to propose alternative solutions which meet the standards. These may include options such as providing spaces in secure on-street parking facilities such as cycle hangers or providing contributions to accessible Cycle Hubs in key areas identified in the Cycling and Walking Strategy. Developers in this situation should engage with the Council early in the planning process to discuss appropriate levels of provision and potential solutions.

## POLICY DMSI 4: Deliveries, servicing and construction

1. Development proposals must explore the use of alternative delivery and servicing practices and emerging technologies, including: freight consolidation and re-timing of deliveries; freight movements by water (see Local Plan Policy DMNE 4 Water Environment), the use of carbo bikes, cycle freight, electric and low or zero-emission vehicles; and the use of delivery lockers in residential developments.
2. Where appropriate, all developments should maximise the use of the river for freight including the proposed free port at Dagenham Dock. This includes operational needs as well as for the transportation of construction materials and waste to/from a development site, either directly via the site or through the supply chain.
3. All developments which may have construction impact will have to submit a Construction Logistics Plan (CLP) and Delivery and Servicing plan (DSP) as part of the planning process in accordance with relevant TfL guidance.

All construction, demolition and major logistic activities within the borough will be required to work with the council in developing the scope and impact of their operations. In order to mitigate the impact of any additional traffic or potential disruption to the network, careful planning and co-ordination with the council is required to ensure the smooth operation of the highway network.



# CHAPTER 11

## Enabling Delivery

### Chapter 11: Enabling delivery

#### Introduction

##### 10.1.

The purpose of this chapter is to set our approach to enabling the delivery of the Local Plan. The following defines our approach.

- We want to ensure that individual and cumulative impacts of development are managed. Ensuring that infrastructure investment and delivery keep pace with growth is central to the delivery of our vision for inclusive growth. Our infrastructure delivery plan will be kept up to date and Infrastructure Funding Statements, setting out our priorities for the spend of developer contributions, will be published annually.
- We will undertake regular monitoring of permissions and developments to allow us to understand the effectiveness of the Local Plan and whether it is leading to the expected outcomes and remains appropriate strategy. The annual Authority Monitoring Report will track progress of the Local Plan aims.
- Engagement with our existing communities will continue through consultation on masterplans and other guidance and individual planning applications. Further detail on our approach to engagement is provided in our latest Statement of Community Involvement published on our website.
- We will use the planning tools available to us including developer contributions secured through Planning Obligations (Section 106) and Community Infrastructure Levy to achieve our development vision, which has been shaped by consultation

with our communities. These, along with, the Mayor of London's Community Infrastructure Levy (CIL) will help to fund infrastructure to support the development envisaged in this Local Plan, LIP and other supporting documents.

- We have assessed the impact of these charges, along with other policy requirements, to ensure development is viable. Further information and guidance will be set out in a Planning Obligations supplementary planning document (SPD).

##### 10.2.

This chapter sets out and contains the following policies:

Strategic Policy 9	Managing and monitoring development
Policy DMM 1	Planning obligations (Section 106)

##### 10.3.

The key evidence documents that this section relies on includes:

Key evidence documents	Date produced
LBBD Whole Plan Viability Assessment	2020
LBBD Infrastructure Delivery Plan	2019
Borough-wide Transport Strategy - Topic Paper (ARUP)	2021
Barking Town Centre Transport Strategy	2021



# STRATEGIC POLICY SP 9: Managing development

1. The Council encourages development proposals to come forward as early as possible to support the regeneration of the borough and which secure:
  - a) coordinated and comprehensive development
  - b) delivery of key infrastructure to ensure development is sustainable and encourages active travel and public transport usage.
2. The Council will work with private sector and public sector partners including Homes England, registered providers and, on cross boundary issues, neighbouring authorities, to front-load infrastructure investment and delivery and unlock development especially in the Transformation Areas identified in Chapter 3 of this Local Plan: 'Transforming Barking and Dagenham'.
3. The Council's Infrastructure Delivery Plan (IDP), which will be periodically reviewed, identifies the infrastructure necessary to support development and to connect it to its surroundings and integrate new and existing communities.
4. The Council and developers will be expected to proactively engage with residents and local businesses, using communications that best suit the communities, to ensure continued opportunity for local communities to inform and shape development in their area.

5. The Council will use planning tools, including preparation of masterplans and design codes, to support the delivery of the Local Plan and secure delivery of key community priorities, highlighted in the Barking Town Centre Transport Strategy and the borough-wide Transport Strategy
6. The Council may also use compulsory purchase powers to facilitate land assembly and the acquisition of all necessary rights to carry out development to enable delivery, including key infrastructure, as set out in this Local Plan and detailed in the latest IDP.
7. The Council will monitor implementation of this Local Plan to assess whether growth targets and development outcomes are aligned and promote sustainability. A framework identifying the key indicators that will be monitored is included in Appendix 4.
8. The Council will undertake a full or partial update of this Local Plan if our assessment indicates that changes to policy would better support delivery or if our monitoring indicates an amended development strategy would be more effective.

# POLICY DMM 1: Planning obligations (Section 106)

## Indicative planning obligations

1. The Council may use planning obligations to address a development's impacts and to ensure it aligns with the Development Plan for the borough. This may include Planning Obligations applied in line with the requirements set out in the rest of this Local Plan and the Planning Obligations SPD:
  - a) affordable housing on-site or, if acceptable, an off-site financial contribution in place of this
  - b) carbon offset payment, where policy requirements are not met on-site
  - c) air quality measures off-site or a financial contribution if development does not meet the 'air quality neutral' benchmark
  - d) measures or payment to increase biodiversity where net gain is not feasible on-site
  - e) contributions to new green infrastructure and ecological resilience
  - f) highways works or payments towards addressing any impacts as a result of the development
  - g) other transport (including public transport, walking and cycling infrastructure) requirements arising from transport assessments, travel plans and growth projections. This will also include use of the waterways

- h) construction-phase employment and procurement targets
  - i) occupation-stage employment and procurement targets
  - j) delivery of on-site social or physical infrastructure or payments necessary to mitigate the specific impacts of the development
  - k) affordable workspace, where required, or a payment in lieu
  - l) fees associated with the monitoring of any planning obligation secured which are separate and additional to any legal fees required to be paid to the Council for the preparation of the legal agreement or undertaking.
2. Other planning obligations may also be sought, where necessary, to mitigate the specific impacts of the development and where these cannot be secured by planning condition. Requirements for planning obligations will be assessed on a case-by-case basis and used where they meet the legal tests set out in Community Infrastructure Levy Regulations (2010) as amended.
3. Payments secured as planning obligations will normally be required prior to commencement of the development (or phase of development in the case of outline permissions) unless a financial appraisal demonstrates that later payment is acceptable. Where delivery of specific infrastructure or other works are required to enable development, the Council will use planning obligations to define the timing of development in relation to delivery of this.



### Financial appraisals and viability review mechanisms

4. Developments which cannot meet the Local Plan requirements because of viability impacts will be expected to provide evidence of this in a financial appraisal submitted as part of their planning application. If a financial appraisal demonstrates that planning obligations cannot viably be afforded, the Council will prioritise affordable housing, sustainability, public transport and active travel improvements and employment.
5. The Council may include a Planning Obligation requiring a viability review of a development including up-to-date values and costs. Payments up to the level required by policy will be necessary if the viability review indicates these can be supported when the review is undertaken.
6. Viability reviews will be required to comply with the GLA's Homes for Londoners, Affordable Housing and Viability Supplementary Planning Guidance 2017<sup>53</sup> (or its updated equivalent) and will typically be undertaken when:
  - a) substantial implementation, as agreed and defined in the legal agreement, of the scheme has not occurred within 24 months of grant of planning permission
  - b) 75 per cent of units are have been sold or rented
  - c) prior to implementation of the second or defined phase of the development or on an annual basis for phased development.

### Vacant Building Credit

7. Where a Vacant Building Credit is sought to reduce the affordable housing contribution, a Vacant Building Credit Statement must be submitted alongside a planning application and such schemes are not eligible for a Fast Track assessment. The statement should demonstrate that:
  - a) no part of the building has been in continuous use for any six months during the last five years up to the date of the planning application is submitted;
  - b) the building has not been vacated solely for the purpose of redevelopment; or
  - c) the building has been marketed for at least 24 months prior to the point of application.
8. The Vacant Building Credit must define the existing gross internal floor area and the proposed gross internal floor area. Where the total proposed floorspace is unclear at the time of application, such as may be the case for outline applications, the final calculation of any Vacant Building Credit will be deferred to a later phase of the development when details are available. This approach will be secured through a Section 106 agreement.

<sup>53</sup>This is available at: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/affordable-housing-and-viability-supplementary-planning-guidance-spg>





# APPENDICES

## Appendix 1: Relation with the existing planning policies

Adopted Local Development Framework Policies	Draft Local Plan
Core Strategy (DPD) (2010)	
CM1: General principles for development	SPDG1: Delivering growth; SPP1 – SPP7 Place policies
CM2: Managing housing growth	SP4: Delivering homes that meet peoples’ needs DME 1: Utilising the borough’s employment land more efficiently
CM3: Green Belt and public open space	SP6: Green and blue infrastructure DMNE 1: Parks, open spaces and play space
CM4: Transport links	SP8: Planning for integrated and sustainable transport DMT 1: Making better-connected neighbourhoods
CE1: Vibrant and prosperous town centres CM5: Town centre hierarchy	SPDG1: Delivering growth SP5: Promoting inclusive economic growth DME 3: Encouraging vibrant, resilient, and characterful town centres DME 4: Over-concentration of hot food takeaways, betting shops and pay day loan shops DME 5:Visitor accommodation DME 6: Evening economy
CR1: Climate change and environmental management	SP2: Delivering a well-designed, high-quality and resilient built environment SP7: Securing a clean, green and sustainable borough DMSI 1: Sustainable design and construction DMSI 2: Energy, heat and carbon emissions DMSI 4:Air quality DMSI 6: Flood risk and defences DMSI 7:Water management DMSI 8: Demolition, construction and operational waste DMSI 9: Smart utilities

CR2: Preserving and enhancing the natural environment	SP6: Green and blue infrastructure DMNE 3: Nature conservation and biodiversity
CR3: Sustainable waste management	SP7: Securing a clean, green and sustainable borough DMSI8: Demolition, construction and operational waste
CR4: Flood management	SP7: Securing a clean, green and sustainable borough DMSI 6: Flood risk and defences
CC1: Family housing	SP3: Delivering homes that meet peoples’ needs SP2: Delivering a well-designed, high-quality and resilient built environment DMH 2: Housing size mix DMH 4: Purpose-built shared housing and houses in multiple occupations (HMOs)
CC2: Social infrastructure to meet community needs	SP4: Delivering social infrastructure, in the right location DMS 1: Protecting and enhancing existing facilities DMS 2: Planning for new facilities DMS 3: Public houses
CC3: Achieving community benefits through developer contributions	DMM 1: Managing and monitoring DMM 2: Planning obligations (Section 106) DME 3: Encouraging vibrant, resilient, and characterful town centres
CE2: Location of office development	SP5: Promoting inclusive economic growth DME 2: Providing flexible, affordable workspace
CE3: Safeguarding and release of employment land CE4: Mix and balance of uses within designated employment areas	SP5: Promoting inclusive economic growth DME 1: Utilising the borough’s employment land more efficiently



Adopted Local Development Framework Policies	Draft Local Plan
CP1: Vibrant culture and tourism	DME 4:Visitor accommodation
CP2: Protecting and promoting our historic environment	SP2: Delivering a well-designed, high-quality and resilient built DMD 4: Heritage assets and archaeological remains DMD 5: Local views
CP3: High-quality built environment	SP4: Delivering quality design in the borough DMD 1: Securing high-quality design DMD 2: Tall buildings DMD 3: Development in town centres
Borough wide development policies DPD (2011)	
BR1: Environmental building standards	DMD 1: Securing high-quality design DMSI 1: Sustainable design and construction DMT 4: Deliveries, servicing and construction
BR2: Energy and on-site renewables	DMSI 2: Energy, heat and carbon emissions
BR3: Greening the urban environment	DMNE 1: Parks, open spaces and play space DMNE 2: Urban greening DMNE 3: Nature conservation and biodiversity DMNE 4:Water environment DMNE 5:Trees DMNE 6: Local food growing, including allotments
BR4: Water resource management	DMNE 4:Water environment DMSI 6: Flood risk and defences
BR5: Contaminated land	DMSI 5: Land contamination
BR6: Minerals	N/A
BR7: Open space (quality and quantity)	DMNE 1: Parks, open spaces and play space
BR8: Allotments	DMNE 6: Local food growing including allotments
BR9: Parking	DMT 2: Car parking DMT 3: Cycle parking
BR10: Sustainable transport	DMT 1: Making better connected neighbourhoods
BR11: Walking and cycling	DMT 1: Making better connected neighbourhoods

BR12: Hazardous development	DMSI 5: Land contamination
BR13: Noise mitigation	DMSI 3: Nuisance
BR14: Air quality	DMSI 4:Air quality
BR15: Sustainable waste management	SP7: Securing a clean, green and sustainable borough
BC1: Delivering affordable housing accommodation	DMH 1:Affordable housing DMH 2: Housing size mix DMM 2: Planning obligations (Section 106)
BC2: Accessible and adaptable housing	DMH 3: Specialist housing
BC3: Gypsies and Travellers	DMH 5: Gypsy and Traveller accommodation
BC4: Residential conversions and houses in multiple occupation	DMH 4: Purpose-built shared housing and houses in multiple occupations (HMOs) DMD 6: Householder extensions and alterations
BC5: Sports standards	DMS 1: Protecting and enhancing existing facilities DMS 2: Planning for new facilities DMNE 1: Parks, open spaces and play space
BC6: Loss of community facilities	DMS 1: Protecting and enhancing existing facilities
BC7: Crime prevention	DMD 1: Securing high-quality design DMD 2:Tall buildings
BC8: Mixed use development	All Local Plan development management policies
BC9: Live-work units	N/A
BC10: The health impacts of development	DMD 1: Securing high-quality design
BC11: Utilities	Chapter 2:Area development strategy (linking with the Council's latest infrastructure delivery plan) DMSI 2: Energy, heat and carbon emissions DMSI 9: Smart utilities
BC12: Telecommunications	DMSI 9: Smart utilities
BE1: Protection of retail uses BE2: Development in town centres BE3: Retail outside of town centres	DME 3: Encouraging vibrant, resilient, and characterful town centres DME 4: Over-concentration of hot food takeaways, betting shops and Pay Day
BE4: Managing the evening economy	DME 6: Evening economy

BE5: Offices – design and change of use	DMD 1: Securing high-quality design DME 2: Providing flexible, affordable workspace
BP1: Culture and tourism	DME 5:Visitor accommodation DME 6: Evening economy
BP2: Conservation areas and listed buildings	DMD 4: Heritage assets and archaeological remains DMD 5: Local views
BP3: Archaeology	DMD 4: Heritage assets and archaeological remains
BP4: Tall buildings	DMD 2:Tall buildings
BP5: External amenity space	DMD 1: Securing high-quality design DMNE 1: Parks, open spaces and play space
BP6: Internal space standards	N/A (This is covered in the London Plan)
BP7: Advertisement control	DMD 7:Advertisements and signage
BP8: Protecting residential amenity	DMD 1: Securing high-quality design DMD 6: Householder extensions and alterations DMSI 3: Nuisance
BP9: Riverside development	SP4: Delivering quality design in the borough DMNE 4:Water environment
BP10: Housing density	N/A (This is covered in the London Plan)
BP11: Urban Design	Chapter 4: Design
Barking Town Centre Area Action Plan (DPD) (2011)	
Site Specific Allocations (DPD) (2010)	
	Chapter 3:Transforming Barking and Dagenham and Appendix 2: Site Allocations





## Appendix 2: Site allocations

The purpose of this section is to identify and allocate key strategic development sites and small housing sites in LBBD, as well as the identified broad locations for Gypsy and Traveller sites.

This section should be read in conjunction with Chapter 3: Transforming Barking and Dagenham and the rest of the Local Plan policies.

The site proformas are enclosed in a separate document and are available to view online.

	Site reference	Site name	Ward
1	AA	Barking Riverside	Thames
2	AC	Marrieland's Crescent Two	Thames
3	AD	Dagenham Leisure Park	Goresbrook
4	AE	Beam Park (South Dagenham East)	River
5	AJ	Gascoigne East Estate (3 phases)	Gascoigne
6	AK	Vicarage Field	Abbey
7	AL	Gascoigne Estate West (phased development)	Gascoigne
8	AM	Crown House & Linton Road car park	Abbey
9	AU	Abbey Retail Park (South)	Gascoigne
9	BB	Tesco car park	Gascoigne
10	CD	Land at the Corner of London Road and North Street (Former Site of White Horse PH and Omnibus Park)	Abbey
11	CF	Castle Green	Thames and Eastbury
12	CH	Chadwell Heath Industrial Estate	Whalebone and Valence

	Site reference	Site name	Ward
13	CI	Thames Road	Thames
14	CM	Gascoigne Industrial Area (phased development)	Gascoigne
15	CO	Padnall Lake	Chadwell Heath
16	CW	90 Stour Road	Heath
17	DJ	Clockhouse Avenue	Abbey
18	DM	Dagenham Heathway Mall	Village
19	DN	Gascoigne South (phased development)	Gascoigne
20	DO	Town Quay	Gascoigne
21	EA	Barking Station	Abbey
22	HA	Wickes (Hertford Road)	Abbey
23	HN	Ripple Road and Methodist Church	Abbey
24	RC	Barking Rugby Club	Thames
25	WF	Sainsburys 97-131 High Road	Chadwell Heath
26	XC	Harts Lane Estate	Abbey
27	XD	41-59 (Odd) Hepworth Gardens 38-64 (Even) Southwold Drive 1-32 Hepworth Court Hepworth Gardens	Longbridge
28	XE	Ibscott Close Estate and highways land at Rainham Road South and Ballards Road	Village
29	XJ	Former Ford Stamping Plant	River
30	XK	Riverside Gateway	Thames
31	YM	Phoenix House, 12-14 Wakering Road, Barking	Abbey
32	ZZ	GSR and Gill Sites – Land on the West side of Chequers Lane, Dagenham	Thames
33	CV – Small housing site allocations	North Becontree Station	Becontree

	Site reference	Site name	Ward
34	CV – Small housing site allocations	Salisbury Road car park	Village
35	DZ – Small housing site allocations	Dagenham Labour Hall	Whalebone
36	HL – Small housing site allocations	Hapag Lloyd House	Abbey
37	HO – Small housing site allocations	14-34 London Road	Abbey
38	WD – Small housing site allocations	Former Victoria Public House	Abbey
39	YG – Small housing site allocations	Garages at Keir Hardie Way	Eastbury
40	ZT – Small housing site allocations	58-62 Church Street	Village
41	RA – School allocation	New Pondfield School (special school)	Alibon
42	RB – School allocation	Ford Polar (special school)	Thames
43	XR – Employment allocations	Barking Power Station	River
44	XW – Employment allocations	Plot 67 SEGRO Park	River
45	XX – Employment allocations	Plot 70 SEGRO Park	River

	Site reference	Site name	Ward
46	XV – Employment allocations	Plot 65 SEGRO Park	River
47	XS – Employment allocations	Plot 62 SEGRO Park	River
48	XT – Employment allocations	Plot 63 SEGRO Park	River
49	XU – Employment allocations	Plot 64 SEGRO Park	River
50	ZW – Employment allocations	Here East and Film Studios	Eastbrook
51	Proposed Traveller Broad Location 1	Choats Road	Thames
52	Proposed Traveller Broad Location 2	Collier Row Road	Chadwell Heath



# Appendix 3: Local Plan key performance indicators

The following key indicators will be monitored along with commentary on other key social, economic and environmental changes that impact on plan delivery and the delivery context as part of the authorities. Informed by the strategy in the Local Plan they are grouped into five themes

- **Design, heritage and conservation**
- **Housing**
- **Employment**
- **Infrastructure**
- **Environment**

Number	Key performance indicator	Strategic policies	Development management policies	Target (if applicable)	Source of monitoring information
Design, heritage conservation					
1	% of planning appeals allowed on design grounds.	SP2: Delivering quality design in the borough	DMD1: Securing high-quality design	N/A	Appeals Record from the Quality Review Panel, Local, national and international design awards
2	Number of designated or non-designated heritage assets: - Lost; - Subject to harm	SP2: Delivering quality design in the borough	DMD6: Heritage assets and archaeological remains	N/A	Planning database and Heritage Risk Register
3	Number of tall buildings within and outside of Tall Building Locations (for the purposes of this indicator, only developments referable to the Mayor of London for being over 30 metres in height will be looked at)	SP2: Delivering quality design in the borough	DMD2: Tall buildings	N/A	Planning database
Housing					
4	Net and gross number of new homes completed, started and permitted within monitoring period.	SPDG1: Delivering growth; SP3: Delivering homes that meet peoples' needs	N/A	19,440 between 2019-2029, including 1,990 small sites target	Planning database and on-site monitoring
5	Capacity for additional housing from developable sites for years 0-5, 5-10 and 10+ of the borough's housing trajectory (including small sites below 0.25ha).	SPDG1: Delivering growth; SP3: Delivering homes that meet peoples' needs	N/A	To demonstrate a five-year supply for housing (on a rolling basis) and a fifteen year housing trajectory.	GLA SHLAA and LBBD Housing Land Assessment
6	Total number of completed, started and permitted within the monitoring period classified as affordable by unit size for including breakdown by: - Low cost rent (social rent or affordable rent); - Intermediate (London Living Rent or shared ownership). - Market.	SP3: Delivering homes that meet peoples' needs	DMH1: Affordable housing	Borough wide strategic target 50%	Planning database and affordable Housing Team

Number	Key performance indicator	Strategic policies	Development management policies	Target (if applicable)	Source of monitoring information
Housing					
7	Percentage of units approved and completed which are: M4(2): accessible and adaptable dwellings compliant and M4(3) wheelchair user dwellings compliant	SP3: Delivering homes that meet peoples' needs	DMH3: Specialist housing	N/A	Planning database
8	Number of beds provided as part of specialist housing schemes completed and permitted within the monitoring period, categorised by type and sub-area.	SP3: Delivering homes that meet peoples' needs	DMH3: Specialist housing	GLA Target for specialist older persons housing: 70 units per annum between 2017-2029	Planning database and LBBD housing manager
9	Total number of Build-to-Rent units completed and permitted within the monitoring period.	SP3: Delivering homes that meet peoples' needs	N/A	N/A	Planning database
10	Number of student beds completed and permitted within the monitoring period, categorised by place, and the proportion of which are considered affordable.	SP3: Delivering homes that meet peoples' needs	DMH4: Purpose-built share house and HMOs	N/A	Planning database
Employment					
11	Net gain and loss (sq.) SIL and LSIS within the borough (approved and completed).	SP1: Delivering growth; SP5: Promoting inclusive economic growth	DME1: Utilising the borough's employment land more efficiently	N/A	Planning database and VOA database and on-site
12	Total affordable employment floorspace proposed in permitted and the proportion of overall employment space.	SP1: Delivering growth; SP5: Promoting inclusive economic growth	DME2: Providing flexible, affordable workspace	N/A	Planning database
13	Number of new hotel rooms and floorspace granted planning permission and completed within the monitoring period and by sub-area.	SP1: Delivering growth; SP5: Promoting inclusive economic growth	DME5: Visitor accommodation	N/A	Planning database
Environment					
14	Total amount of new publicly accessible open space, new parks (part of a large-scale development) and play space by sub-area	SP6: Green and blue infrastructure	DMNE1: Parks, open spaces and play space;	N/A	LBBD Parks Team
15	Net area of designated SINC's through permitted schemes.	SP6: Green and blue infrastructure	DMNE1: Parks, open spaces and play space DMNE3: Nature conservation and biodiversity	N/A	Planning database
16	Percentage of permitted schemes achieving at least 10% Biodiversity Net Gain.	SP6: Green and blue infrastructure	DMNE3: Nature conservation and biodiversity	N/A	Planning database



Number	Key performance indicator	Strategic policies	Development management policies	Target (if applicable)	Source of monitoring information
Sustainable Infrastructure					
17	Number of permitted and completed major development schemes designed to achieve the net zero carbon target	SP7: Securing a clean, green and sustainable borough	DMSI2: Energy, heat and carbon emissions	N/A	Planning database and on-site monitoring
18	Total sum of Carbon Offset Funds secured and received through Section 106 Agreements	SP7: Securing a clean, green and sustainable borough	DMSI2: Energy, heat and carbon emissions	N/A	Section 106 Monitoring database
Transport					
19	Net loss and gain of depots and wharves	SP8: Planning for integrated and sustainable transport	DMT3: Deliveries, servicing and construction		Planning database
20	Number of car-free developments permitted	SP8: Planning for integrated and sustainable transport	DMT1: Making better connected neighbourhoods		Planning database

## Appendix 4: Housing trajectory

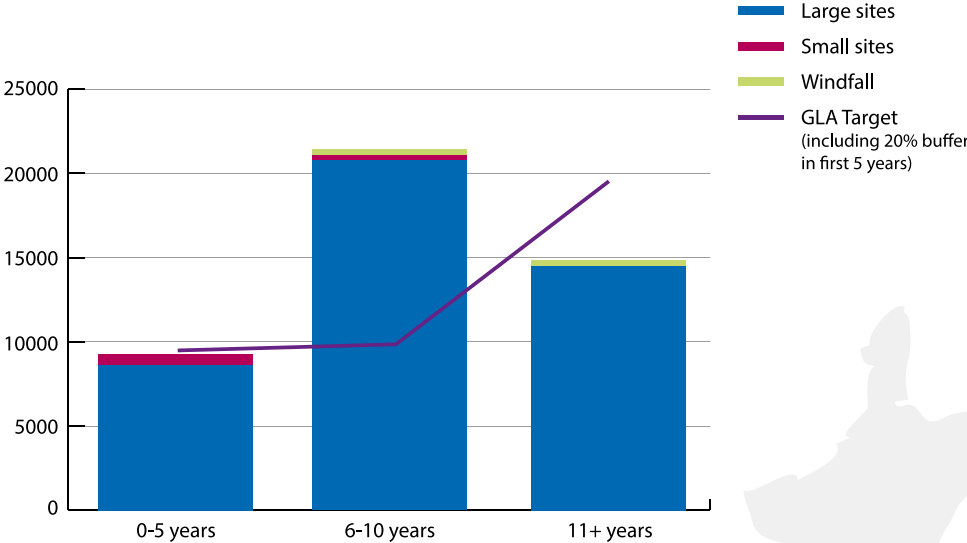
It has identified a shortfall towards the end of the plan period, the Council is committed to working with all the key stakeholders to maximise housing supply with the parameters of sustainable development and address this unmet need.

In addition, it is anticipated that through normal plan delivery over the plan period, sufficient additional units can be delivered to meet the London Plan target. This is due to factors relating to uncertainties and assumptions in the housing supply which have not been factored into the trajectory and are anticipated to accelerate the delivery of new homes over the plan period. For example, this includes higher than average density levels and delivery rates as a result of development interest in the borough, and the emergence of new delivery mechanisms led by the Council’s regeneration company – Be First and other interventions.

If our targets are not being met, we will undertake an update of the Local Plan to explore ways of addressing this unmet need, taking into account the outcomes of future revisions the London Plan and opportunities to increase the supply of housing.

**Table 2.** Indicative housing supply: stepped trajectory for housing delivery to 2037 (Source: LBBD housing trajectory August 2021)

Delivery period	Years	Indicative delivery target
Overall housing target	2020/21-2036/37	44,051
0 to 5 years	2020/21-2023/24	8,681
6 to 10 years	2024/25-2028/29	20,818
11+ years	2029/30-2037/38	14,552
NB: Additional windfall housing may also increase the overall supply through a variety of sources, including through changes of use of non-residential building and conversions of existing residential buildings.		





# GLOSSARY

## Glossary

Term	Definition
Adoption	The final confirmation of a Local Development Document as having statutory status by a Local Planning Authority.
Affordable housing	Housing for households whose needs cannot be met by the market, either for rent or sale. Affordable housing should be genuinely affordable for the people the units are intended for and below market prices. Affordable housing comprises Social rented, affordable rented and intermediate housing.
Affordable workspace	<p>Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.</p> <p>The definition of affordable workspaces varies across London. In Barking and Dagenham, mixed-use development is capable of providing 35% affordable workspace at 25%-50% of market rents subject to development viability. The Council-owned B-Use Class floorspaces are charged at subsidised rents up to 80% of market rent for the occupiers or to the workspace provider (who must pass onto occupier) that use the spaces for charitable purpose and in return for delivering significant community benefits in line with LBBD’s Social Value policy priorities. The Council has also been securing affordable workspace at the current market rate for cultural or creative purposes.</p>
Agent of Change Principle	The principle places the responsibility of mitigating the impact of nuisances from existing nuisance-generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.
Air quality focus areas	Areas in the borough where the EU annual mean limit value for NO <sub>2</sub> has been exceeded.

Air Quality Action Plan	A plan which sets out the Council’s policy, approach and commitments to key issues affecting air quality, including clean transport, parking enforcement, green spaces and tree planting.
Air Quality Management Area (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Air quality neutral development	An air quality neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the GLA. The benchmarks set out the maximum allowable emissions of NOx and Particulate Matter based on the size and use class of the proposed development. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.
Amenity	Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.
Archaeological Priority Area (APA)	An area where there is significant known archaeological interest or potential for new discoveries. APAs are used to help highlight where development might affect heritage assets.
Article 4 Direction	A Direction under Article 4 of the Town and Country Planning (General Permitted Development) Order 1995, which may be made by a local authority (subject to notifying the Secretary of State) to remove specified permitted development rights from a particular site or for a particular type of development across a locality.
Assets of community value	Land determined to be of community value because it furthers the social wellbeing or social interests of the local community (which include cultural, sporting or recreational interests). Local groups can nominate land and buildings for listing, and can bid to buy listed assets when they are to be sold. Information of Community Right to Bid is available at: <a href="https://www.lbld.gov.uk/community-right-to-bid">https://www.lbld.gov.uk/community-right-to-bid</a>



<b>Authority Monitoring Report (AMR)</b>	A statutory requirement of the Council is to monitor the implementation of the Local Plan, monitors the effectiveness of the policies in delivering the vision and objectives for the borough, and identify alterations if necessary.
<b>B&amp;D Energy</b>	B&D Energy Ltd is the provider of district energy in the Barking and Dagenham area and is wholly owned by Barking and Dagenham Council.
<b>Biodiversity</b>	A variety of plants and animals and other living things in a area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society (London Plan 2016).
<b>Biodiversity Net Gain (BNG)</b>	Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Where biodiversity is lost as a result of a development, the compensation provided should be of an overall greater biodiversity value than that which is lost. This approach does not change the fact that losses should be avoided, and biodiversity offsetting is the option of last resort.
<b>Blue Infrastructure</b>	Blue infrastructure refers to water elements such as rivers, canals, ponds, wetlands, floodplains and water treatment facilities.
<b>Blue Ribbon network</b>	The strategic network of London's waterways and waterspaces, including the River Thames; the canal network; tributaries, rivers and streams within London; and London's open water spaces such as docks, reservoirs and lakes. It includes culverted (or covered over) parts of rivers, canals or streams.
<b>Borough-wide Development Policies (2011)</b>	A Development Plan Document within the Local Development Framework, which contains detailed development policies focused on the implementation of the 2010 Core Strategy. This document has been replaced by the new Local Plan (2019)
<b>BREEAM</b>	The Building Research Establishment Environmental Assessment Method (BREEAM) is the UK's most widely recognised industry standard for assessing environmental performance in non-residential buildings. The aims of BREEAM are to mitigate the life cycle impacts of buildings on the environment; enable buildings to be recognised according to their environmental benefits; provide a

	credible, environmental label for buildings; and stimulate demand for sustainable buildings, building products and supply chains.
<b>Car Clubs</b>	<p>A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.</p> <p>The London Plan states that car clubs count towards the maximum parking permitted because they share many of the negative impacts of privately-owned cars. However, in some areas, car club spaces can help support lower parking provision and car-lite lifestyles by enabling multiple households to make infrequent trips by car.</p>
<b>Car-free development</b>	<p>Car-free properties are homes which have been built without car parking spaces. The idea is to reduce traffic congestion, reduce air pollution and better manage the limited amount of space available for on-street parking.</p> <p>Details about permits for commuters and residents in car-free developments can be found here: <a href="https://www.lbdd.gov.uk/permits-for-commuters-and-residents-in-car-free-developments">https://www.lbdd.gov.uk/permits-for-commuters-and-residents-in-car-free-developments</a></p>
<b>Carbon offsetting</b>	Where the zero-carbon target cannot be achieved on-site, applicants will be expected to make a financial contribution either through a cash in lieu contribution to the Council's Carbon Offset Fund, or agreement of sufficient alternative offsetting arrangements within the borough via planning obligations.
<b>Change of use</b>	A change in the way that land or buildings are used. Planning permission is usually necessary in order to change from one 'land use class' to another.
<b>Circular economy</b>	An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.
<b>Climate Change</b>	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate attributed largely to the increased levels of atmospheric carbon dioxide produced using fossil fuels.
<b>Community facilities</b>	Refers to (but not limited to) health provision, early years provision, education facilities, recreation and sports

	facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities, burial spaces. May also be referred to as "Social Infrastructure".
<b>Community infrastructure levy (CIL)</b>	A planning charge, introduced by the Planning Act 2008 as a tool for local authorities to help deliver infrastructure to support the development of their area. It came into force through the Community Infrastructure Levy Regulations 2010.
<b>Conservation area</b>	Areas of special architectural or historic interest, the character, appearance or setting of which is desirable to preserve or enhance.
<b>Contaminated land</b>	Land that has been polluted or harmed in some way, making it unfit for safe development and usage without first being cleaned up.
<b>Core strategy (2010)</b>	The Local Development Framework document which set out the long-term spatial vision for the local authority and the spatial objectives and strategic policies to deliver that vision. Replaced by the new 2019 Local Plan.
<b>Cultural infrastructure</b>	Cultural infrastructure includes a wide variety of premises and places that reflect the interests and needs of our community. Premises for cultural production and consumption such as performing and visual arts studios, creative industries workspace, museums, theatres, cinemas, libraries, music, spectator sports, and other entertainment or performance venues, including public houses and night clubs etc.
<b>District energy network (DENs)</b>	An energy network which extends over a wider area. The Council supports DENs and the Council's energy company (B&D Energy) has undertaken extensive heat mapping and energy master-planning of the entire borough. They have identified district energy opportunity areas where there is significant potential to create area-wide heat networks, the largest of which will be in Barking town centre, with Phase 1 already under construction.
<b>Design access statement</b>	A design access statement is a short report accompanying and supporting a planning application. It provides a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.
<b>Deliverable</b>	To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be

	delivered on the site within five years and in particular that development of the site is viable (PPG, 2014).
<b>Developable</b>	To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged (NPPG, 2014).
<b>Development plan</b>	A type of planning policy document which sets out policies and site allocations. The preparation of the document should accord with the procedures set out in the Town and Development Plan Document (DPD)
<b>District centre</b>	A large suburban centre with a broad range of facilities and services which fulfils a function as a focus for the community and public transport.
<b>District Energy Network (DEN)</b>	A District Energy Network provides an area with a low carbon energy source that is generated in a central location, which is then converted to hot water and pumped through a network of underground pipes and delivered to a heat exchanger within buildings.
<b>Diversity</b>	The difference in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.
<b>Drainage hierarchy</b>	<p>A London Plan policy hierarchy helping to reduce the rate and volume of surface water runoff:</p> <ol style="list-style-type: none"><li>1) rainwater-use as a resource</li><li>2) rainwater infiltration to ground at or close to source</li><li>3) rainwater attenuation in green infrastructure features for gradual release</li><li>4) rainwater discharge direct to a watercourse</li><li>5) controlled rainwater discharge to a surface water sewer or drain</li><li>6) controlled rainwater discharge to a combined sewer.</li></ol>
<b>Employment land</b>	Land defined by the Council for employment uses (usually B class uses) and appropriate sui generis uses.
<b>Energy efficiency</b>	Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience.
<b>Energy hierarchy</b>	The Mayor of London's tiered approach to reducing carbon dioxide emissions in the built environment:



	<div>1) Be lean: use less energy and manage demand during operation</div> <div>2) Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly</div> <div>3) Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site</div> <div>4) Be seen: monitor, verify and report on energy performance.</div>
Evening economy	Evening economy is defined as uses and activities including bars, cafés, nightclubs, restaurants and leisure activities which provide opportunities for people to enjoy and socialise in the evening and night-time.
Evidence base	The information and data gathered by local authorities and used to inform policy development. It includes a wide range of numerical data and other information, including, surveys, studies, discussions and consultations.
Family Housing	A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms.
Fast track assessment	The Mayor of London introduced this approach through its Affordable Housing and Viability SPG in 2017. It enables applicants to avoid protracted debates on viability, speeds up the grant of permission. For further details, please visit: <a href="http://www.london.gov.uk/sites/default/files/intend_to_publish_-_clean.pdf">www.london.gov.uk/sites/default/files/intend_to_publish_-_clean.pdf</a>
Financial viability	An objective financial viability test of the ability of a development project to meet its costs including the cost of planning obligations, while ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer in delivering that project (RICS, 2012).
Flood risk assessment	An assessment of the likelihood of flooding in an area so that the location and design of development and mitigation measures can be carefully considered.
Flood Zone	Flood zones have been created by the Environment Agency to determine how likely an area is to flood from rivers or the sea. Flood Zone 1 areas are least likely to flood and Flood Zone 3 areas more likely to flood.
Floorspace	The floor area (on all floors) of a building or set of buildings. Gross floorspace includes areas ancillary to the main use. Net Floorspace excludes ancillary areas.

Freight	A general term to refer to trips made for the purposes of delivering goods, enabling servicing activity or supporting construction.
Greater London Authority (GLA)	The strategic authority for London, which assumed its main responsibilities in July 2000
Green Belt	A national policy designation (NPPF) that helps to contain development, protect the countryside, promote brownfield development and assist in urban renaissance. There is a general presumption against inappropriate development on the Green Belt.
Green Grid	A policy framework to promote the design and delivery of ‘green infrastructure’ across London.
Green infrastructure	A network of parks and green spaces – and features such as street trees and green roofs – that is planned, designed and managed to provide a range of benefits, including: recreation and amenity, healthy living, reducing flooding, improving air quality, cooling the urban environment, encouraging walking and cycling, and enhancing biodiversity and ecological resilience.
Green space	All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health.
Habitat	An area or type of natural area within which certain species or groupings of species can exist naturally. They should not be considered in isolation but instead they are linked, overlapping and take many forms.
Health impact assessment	A Health Impact Assessment helps ensure that health and wellbeing are being properly considered in planning application process.
Healthy streets approach	The TfL’s approach to improving air quality, reducing congestion and making London’s diverse communities greener, healthier and more attractive places to live, work, play and do business.
Heritage assets	The valued components of the historic environment. They include buildings, monuments, sites, places, areas or

	landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and those identified by the Local Authority during process of decision-making or plan making process.
Home Quality Mark (HQM)	The Home Quality Mark (HQM) is BRE’s certification scheme for new homes. Similar to BREEAM, new buildings are assessed against a set environmental performance standard by an independent Assessor. The HQM assessment is focused on the needs and expectations of people living in the home and every home with an HQM certificate meets standards that are significantly higher than minimum standards such as Building Regulations.
Houses in Multiple Occupation (HMO)	Larger shared houses occupied by more than six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. Classified in the Use Class Order as Sui Generis.
Housing need	The future housing needs of a borough in terms of size, type and affordability of dwellings.
Housing trajectory	A forecast, usually across ten years, of how many new homes are likely to be built in the borough taking into account development opportunities and existing planning permissions.
Inclusive design	Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.
Independent examination	The process by which a Local Authority submits a final draft of the Local Plan to the Secretary of State, who appoints an Inspector to carry out an independent examination to assess whether the Local Plan has been prepared in accordance with legal and procedural requirements and if it is sound.
Independent inspector	Independent Planning Inspector will publicly examine a Development Plan Document to ensure that it is ‘sound’ in terms of factors such as the evidence on which it is based, national policy and consultations undertaken.
Infill development	Development of a vacant piece of land in an established urban area.

Infrastructure	Basic services necessary for development to take place such as roads, electricity, sewage, water, education and health facilities.
Infrastructure Delivery Plan (IDP)	A live document setting out the key infrastructure and funding streams and identifying funding gaps essential for the successful implementation of the Local Plan.
Intermediate Housing	Housing whose rent or costs is above social rent housing but below normal open-market levels.
Last mile delivery	The principle of last mile delivery is to consolidate delivery points and small logistics points at the edge of a site to which vans can access, with the final delivery to take place on foot or using small electric-assisted vehicles.
Listed building	A building of special architectural or historic interest included on the statutory list. Listed buildings are graded I, II* or II with grade I being the most important. Listing provides protection for the exterior as well as the interior of a building, and any buildings or permanent structures pre-1948 (e.g. walls) within its curtilage).
Liveable and low emission neighbourhoods	This is a new ‘Liveable Neighbourhoods’ programme of local measures which will be essential to address pollution from transport at borough level in local air quality hotspots and at sensitive locations such as schools.
Local Development Scheme	A Local Development Scheme (LDS) is a ‘live’ project plan that sets out the timescales for preparing the new planning policy documents. Local planning authorities are required to prepare a LDS under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011).
Local Implementation Plan (LIP)	Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor’s Transport Strategy at the local level.
Local Lead Flood Authority (LLFA)	LLFAs are responsible for managing the risk of flooding from surface water, groundwater and ordinary watercourses and lead on community recovery. They are responsible for maintaining a register of flood risk assets and surface water risk.
Local Plan	The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with other stakeholders. Under the Town and Country Planning Regulations 2012 and the National Planning Policy Framework.



<b>Locally Significant Industrial Sites (LSIS)</b>	Boroughs may designate as Locally Significant those industrial sites that lie outside the SIL framework which robust demand assessments show to warrant protection because of their particular importance for local industrial type functions.
<b>London Plan (The)</b>	The London Plan is the name given to the Mayor’s spatial development strategy which replaces the previous strategic planning guidance for London
<b>Main Town Centre Uses</b>	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
<b>Major development</b>	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015 ; and waste development.
<b>Masterplan</b>	Depiction of how an area could be developed through a design-led planning document.
<b>Metropolitan Open Land (MOL)</b>	Strategic open land within the urban area that contributes to the structure of London (London Plan 2016).The London Plan affords Metropolitan Open Land the same level of protection as the greenbelt.
<b>Minor Development</b>	For housing, development where less than 10 homes will be provided, or the site has an area of less than 0.5 hectares. For non-residential development it means additional floorspace of less than 1,000m², or a site of less than 1 hectare.
<b>Mixed–use development</b>	Development for a variety of activities on single sites or across wider areas such as town centres (London Plan 2016).
<b>National Policy Planning Framework (NPPF)</b>	A government planning document that sets out policies for England and how they are expected to be applied.
<b>National Design Guide</b>	The government introduced National Design Guide on 1 <sup>st</sup> October 2019.The guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

<b>Nuisance</b>	Examples of nuisance include noise, vibration, dust, odour and light.
<b>Open Space</b>	Open space includes all land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. It also includes areas of water such as rivers, canals, lakes and reservoirs.The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
<b>Opportunity Area</b>	Areas designated in the London Plan as the principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
<b>Permitted Development Rights (PDR)</b>	Permitted development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impact and to protect local amenity (NPPG, 2014).
<b>Planning Obligations (Section 106 Agreements)</b>	These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990. (London Plan 2016)
<b>Policies map</b>	The adopted Policies Map illustrates on a base map all the policies contained in the Development Plan Documents. The Policies Map will be revised each time a new Development Plan Document is prepared which has site specific policies or proposals. It will always reflect the up-to-date planning strategy for the area.
<b>Public open space</b>	Public Open Space includes areas defined by the London Plan Open Space Hierarchy (District Parks and Local Parks and Open Space, Small Open Spaces, Pocket Parks and Linear Open Spaces) in addition to allotments protected from development as detailed in the Site Specific Allocations DPD.
<b>Public Realm</b>	This is the space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.

<b>Public Transport Accessibility Level (PTAL)</b>	A measure of the relative extent and ease of access by public transport, or, where it can reasonably be used as a proxy, as the degree of access to the public transport network. Levels range from 1-6 with 6 being very accessible and 1 indicating poor public transport accessibility.
<b>Recycling</b>	Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.
<b>Regeneration</b>	The economic, social and environmental renewal and improvement of a rural or urban area.
<b>Renewable energy</b>	Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy.
<b>Safeguarded waste site</b>	Existing waste sites should be protected and retained in waste management use.
<b>Section 106 contributions</b>	Section 106 of the Town and Country Planning Act 1990 allows a local authority to enter into an agreement which can mean that a developer must make a financial or non-financial contribution to mitigate the effect of a development and make it acceptable in planning terms. Also referred to as developer contributions or planning obligations.
<b>Site allocation</b>	The process of identifying land which can be used only for specific purposes. For example, land could be “allocated” (set aside) for employment uses, retail uses or open space or a mixture of these.
<b>Sites of Importance for Nature Conservation (SINCS)</b>	A series of non-statutory local sites designated to seek to ensure, in the public interest, the conservation, maintenance and enhancement of species and habitats of substantive nature conservation value. SINCs should include all areas of substantive value, including both the most important and the most distinctive species, habitats, geological and geomorphological features within a national, regional and local context.
<b>Site of Specific Scientific Interest (SSSI)</b>	Areas of land with ecological or geological interest of national importance.They are designated by Natural England under the Wildlife and Countryside Act (1981 as amended) and have legal protection.

<b>Smart infrastructure</b>	Infrastructure, such as sensors, that produce, analyse and help to securely share data on the performance of the built and natural environment, as opposed to data purely on economic or social performance.
<b>Social Infrastructure</b>	Refers to (but not limited to) health provision, early years provision, education facilities, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people’s play and informal recreation facilities, burial spaces and community facilities (land uses typically falling within Calls D1, D2 and Sui Generis).
<b>Special Area of Conservation (SAC)</b>	Designated under the EC Habitats Directive (1992), areas identified as best representing the range and variety within the EU of habitats and (non-bird) species.
<b>Specialist housing</b>	For the purpose of this Plan, specialist housing is defined as homes for older people, households with specialist needs, supported housing, hostels and student accommodation. Examples of specialist housing include: <ul style="list-style-type: none"><li>• sheltered housing – commonly self-contained homes with limited on-site support;</li><li>• retirement homes (– including age restricted dwellings where no care is provided or small communities of older persons living together as a single household with some degree of support;</li><li>• residential care homes – commonly bedsit rooms with shared lounges and eating arrangements;</li><li>• nursing homes – similar to residential care, but accommodating ill or frail elderly people, and staffed by qualified nursing staff;</li><li>• dual-registered care homes – residential care homes where nursing care is provided for those residents who need it;</li><li>• extra-care homes – combinations of the above providing independent living alongside care and support, and sometimes also offering support for older people in the wider community;</li><li>• staff accommodation ancillary to a relevant use; and</li><li>• hostels - a form of shared accommodation.</li></ul>
<b>Statement of Community Involvement (SCI)</b>	A local development document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications.



<b>Strategic Development</b>	Developments referable to the Mayor in accordance with Parts 1 - 4 of the Town and Country Planning (Mayor of London) Order 2008. Examples include more than 150 dwellings, more than 15,000 sq. m of commercial space, buildings more than 25m high adjacent to the River Thames or buildings elsewhere which are more than 30m high and developments which would increase the height of a building in any location by more than 15m.
<b>Strategic Flood Risk Assessment (SFRA)</b>	A high-level assessment of flood risk carried out by or for planning authorities as part of the authority's evidence base.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	An assessment of land availability for housing which informs the London Plan and borough local development documents.
<b>Strategic Housing Market Assessment (SHMA)</b>	An assessment of housing need and demand which informs the London Plan and borough local development documents.
<b>Strategic Industrial Land (SIL)</b>	An employment area comprised of several large sites which enjoy good road access and opportunities for large employers.
<b>Sui generis use</b>	Use which does not fall within any use class, including scrap yards, petrol filling stations, nightclubs, taxi businesses and casinos, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
<b>Supplementary Planning Document (SPD)</b>	Elaborates on policies or proposals in development planning documents and gives additional guidance.
<b>Sustainability Appraisal (SA)</b>	A systematic process, required by the Planning and Compulsory Purchase Act 2004 and incorporating the requirements of SEA Directive, aimed at appraising the social, environmental and economic effects of the Local Plan strategies and policies and ensuring that they accord with the objectives of sustainable development.
<b>Sustainable Development</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Sustainable Drainage Systems (SuDS)</b>	An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

<b>Sustainable industries park</b>	A defined industrial location in which new employment opportunities embrace the following: research and development, sustainable industrial and business accommodation, recycling operations, energy efficiency, 'green links' between businesses, sustainable transportation, environmental technology and waste minimisation.
<b>Sustainable infrastructure</b>	The designing, building, and operating of structural elements in ways that do not diminish the social, economic and ecological processes required to maintain human equity, diversity, and the functionality of natural systems.
<b>Site Wide Energy Network (SWEN)</b>	A heating network which either only initially supplies the development site itself and acts as a catalyst for the creation of a DEN on connects into a DEN.
<b>Tenure</b>	Describes the type of ownership of a property e.g. privately rented, social rented, freehold etc.
<b>Thames Gateway</b>	A corridor of land on either side of the Thames extending from east London through to north Kent and south Essex. The London part of the area extends eastwards from Deptford Creek and the Royal Docks and includes parts of the lower end of the Lee Valley around Stratford. It includes Barking Riverside and Barking Town Centre.
<b>Transport assessment</b>	This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.
<b>Transport for London (TfL)</b>	One of the GLA Group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.
<b>Travel plan</b>	A long-term management strategy for integrating proposals for sustainable travel into the planning process.
<b>Tree Preservation Order (TPO)</b>	A mechanism for securing the preservation of single trees or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority. More information on TPOs and high hedges can be found on the Council's website: <a href="https://www.lbdd.gov.uk/tree-preservation-orders-and-high-hedges">https://www.lbdd.gov.uk/tree-preservation-orders-and-high-hedges</a>

<b>Urban greening</b>	The act of adding green infrastructure elements such as green roofs, street trees, and additional vegetation.
<b>Urban Greening Factor (UGF)</b>	A land-use planning tool to help determine the amount of greening required in new developments.
<b>Urban heat island effect</b>	The height of buildings and their arrangement means that while more heat is absorbed during the day, it takes longer to escape at night. As a result, the centre of London can be up to 10°C warmer than the rural areas around the city. The temperature difference is usually larger at night than during the day.
<b>Vacant Building Credit (VBC)</b>	The government introduced a VBC that reduces the requirement for affordable housing where a vacant building is brought back into any lawful use or its demolished to be replaced by a new building. This is to help encourage developers to bring forward sites containing vacant buildings that would not otherwise come forward for development.
<b>Visitor accommodation</b>	Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering aparthotels, caravans and camping.
<b>Waste hierarchy</b>	A hierarchy developed by the Waste Framework Directive which places the management of waste in a preferred order based on their environmental and quality of life impacts: 1) Prevention 2) Preparing for re-use 3) Recycling 4) Other recovery 5) Disposal
<b>Wayfinding</b>	Better wayfinding can help improve people navigate to, from and within an interchange facility or zone.
<b>Whole life cycle carbon</b>	Whole life-cycle carbon emissions are the total greenhouse gas emissions arising from a development over its lifetime, from the emissions associated with raw material extraction, the manufacture and transport of building materials, to installation/construction, operation, maintenance and eventual material disposal.
<b>Zero carbon</b>	Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.
<b>Zero emission</b>	Activity that causes no release of air pollutants and carbon dioxide or other greenhouse gases.





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