



# LONDON BOROUGH OF BARKING AND DAGENHAM DRAFT LOCAL PLAN 2037

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REGULATION 19 CONSULTATION  
VERSION (SEPTEMBER 2020)

Prepared by Be First

London's Growth Opportunity

**Barking &  
Dagenham**



## Foreword

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

This is a technical document, but it will be hugely influential in determining the scale, pace and quality of development that takes place in the borough over the next 20 years.

Our recent consultation revealed an interest in, and level of engagement with, inclusive growth that we've rarely experienced and I'm pleased to see it reflected in this draft. I'd like to thank every one who contributed.

The world continues to change, of course, and even since we concluded the regulation 18 public consultation, international, national and local events have started to influence our thinking. For example:

- the lockdown resulting from the Covid-19 pandemic, is resulting in dramatic changes in the way people work, travel and socialise;
- new legislation, heralded in the government's recent white paper on planning, will affect a range of our priorities; and
- planning permission has been granted for the Dagenham Film Studios, potentially a huge job generator and catalyst for major new industrial growth.

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



**Councillor Geddes**  
Cabinet Member for  
Regeneration and  
Social Housing

This is the opportunity for your thoughts or suggestions to this document and I encourage you to contribute. It's vitally important that we have all the policy levers we need to deliver the type of development that we aspire to in this borough. Our ambition remains high. We want to deliver growth in a way that will benefit both established as well as new residents.

Please take a look and let me have your comments.

**Cameron Geddes**

**Cabinet Member of Regeneration and Social Housing**





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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:



**50,000**

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.



**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



Figure 1. 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, the Roding and more

A Town Centre with a new lease of life. A place to live, work, shop and relax. A real destination, day and night. Markets, merchants, makers and more. And the Roding, the new creative and cultural heart of the borough, with new homes and jobs for local people, plus great places to visit.

#### Thames and the Riverside

Barking Riverside, Thames View and Scrattons, connected to each other and properly linked with the borough at large. Old and new neighbourhoods brought together in a healthy new town on the Thames. Castle green completely transformed: a new train station, modern industry and good new jobs for local people.

#### Dagenham East, the Village and beyond

A centre for media, science and technology. The jobs of tomorrow, right next to the historic heart of the borough. From village life to fibre optics, a place in which stories about the borough's past inspire the storytellers of tomorrow. Films, not Fords!

#### Chadwell Heath and Marks Gate

A destination in its own right; full of character, personality and charm. Two neighbourhoods brought together around a vibrant and energetic high street, unlike anywhere else. Modern jobs, industry and transport links. More and better homes. Something for everyone, day and night.

#### Becontree

The Becontree estate, 100 years old in 2021 and still going strong. A moment to celebrate, but also to plan for the future. Our wonderful parks and open spaces and the brand-new youth zone point the way – holding on to the best of the Becontree's pioneering past while looking forward to the 21st century. Always the residential heart of the Borough.

#### Becontree Heath and Rush Green

A place where young people will go to prepare for their futures, and where anyone can learn a new skill or follow their passion. A place for high class education, and a place to call home, right next to a country park and London's newest film studio. Fantastic new facilities for everyone in the borough to enjoy.

#### Dagenham Dock, Beam Park and the Stamping Plant

Moving beyond the legacy of Ford, Dagenham Dock will become home to the next generation of sustainable industry. First up, London's three wholesale markets bringing huge investment and new jobs to the borough. Next door, Beam Park and the Stamping Plant. New neighbourhoods for thousands of working Londoners.



# CHAPTER 2

## Introduction

## Chapter 2: Introduction

### 2.1.

This Local Plan sets out our strategy for delivering our cut? 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 New 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 LBBD.

### 2.3.

The policies in this plan set priorities for different types of development in different parts of our borough. It's accompanied by a Policies Map, which shows the areas where specific policy requirements apply and also identifies development sites having 'site allocations' which 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 account of in 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 from November 2019 to March 2020<sup>4</sup>. This 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>5</sup>.

### 2.6.

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.

<sup>1</sup>This document is anticipated for publication in October 2020.

<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 is currently scheduled for adoption this year. Further details are provided here: <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/examination-public-draft-new-london-plan/news-about-london-plan-and-associated-london-plan-guidance>

<sup>4</sup>The Regulation 18 Consultation Summary Report, 2020 is anticipated for publication in October 2020.

<sup>5</sup>This is in line with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012)



2.7.

The structure of the Local Plan is illustrated in **Figure 2**. Our long-term and strategic approach to growth is contained within the Strategic Area Policies in Chapter 3 and the strategic policies that open subsequent chapters.

2.8.

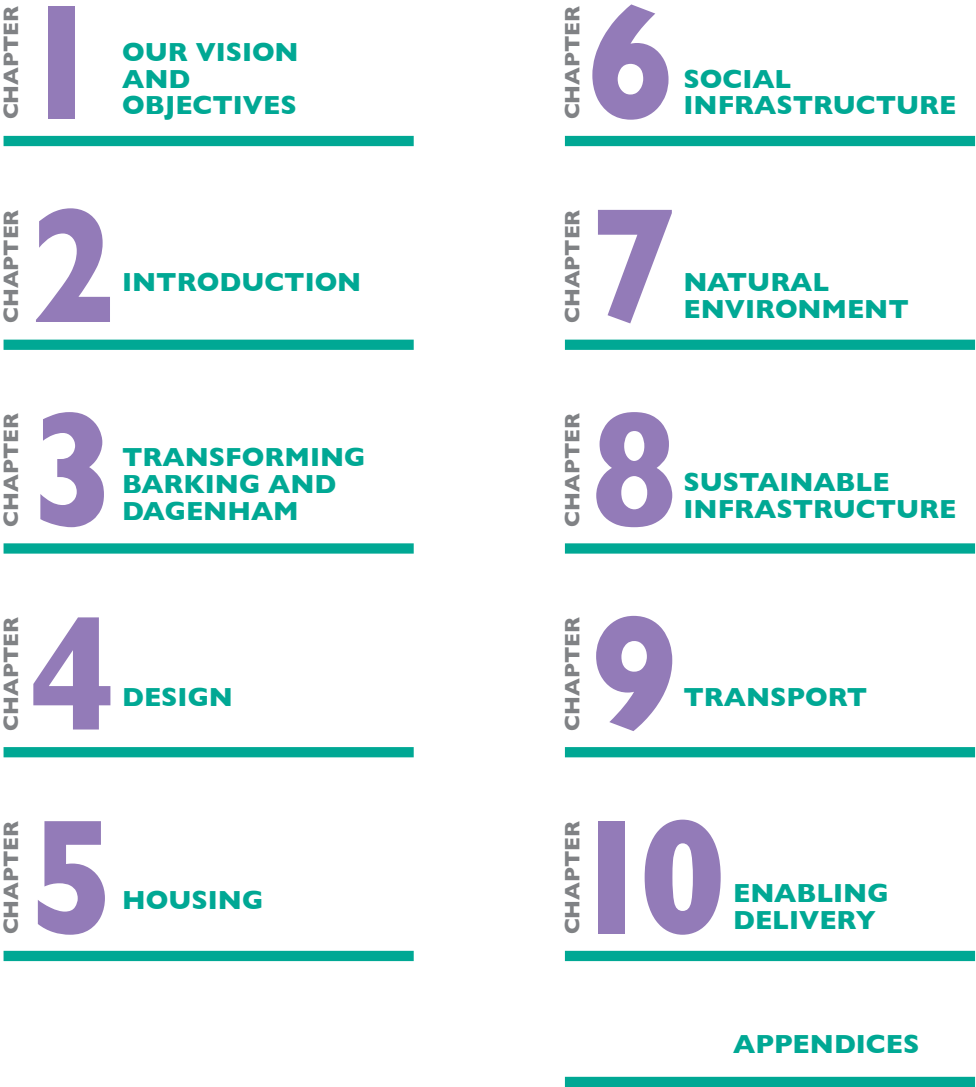
Where policies contain a locally distinctive and alternative approach to that set out in the London Plan or National Planning Policy Framework (NPPF), this is highlighted in the ‘supporting text’ in each section of this Local Plan. However, this is limited to our policy approaches to industrial land release and housing. 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.

2.9.

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>6</sup>. It articulates how these national and regional policies should apply locally, taking account of our specific environmental and socio-economic context.

<sup>6</sup>This Local Plan conforms with the National Planning Policy Framework (2019) and is largely in general conformity with the emerging London Plan

Figure 2. LBBD Local Plan Structure



## The opportunity

2.10.

LBBD is halfway between the City of London, the UK’s financial centre, and the M25 motorway which circles the capital (see **Figure 3**). 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 most affordable premises for businesses, large and small in London.

2.11.

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) railway link is nearing completion and will, once operational, will serve Chadwell Heath. This will slash current journey times to Heathrow International Airport. Important regional economic centres at Stratford, Canary Wharf and Tilbury Docks can all be reached in 30 minutes.

2.12.

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 development. 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>7</sup>LBBD Townscape and Socioeconomic Characterisation Study, 2017

<sup>8</sup>2018 Mid-Year Population Estimates

<sup>9</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)

2.13.

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 .

2.14.

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 important give a sense of place and distinctiveness. There are myriad features of the historic built, natural environment and the character and ‘feel’ of our neighbourhoods, of which our 211,998 residents are rightly proud<sup>8</sup>.

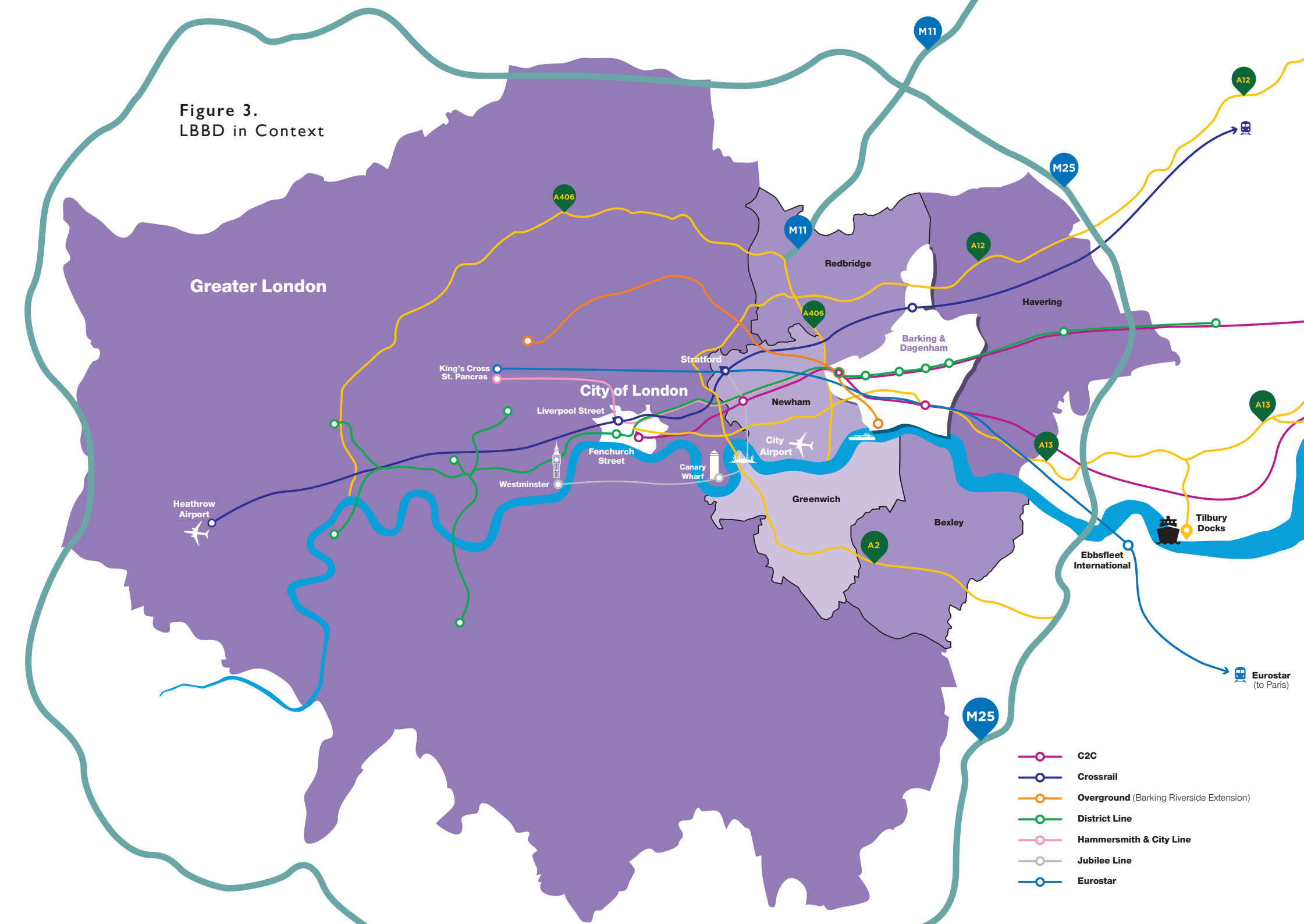
2.15.

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>9</sup>. Coventry University in London and the award-winning Barking and Dagenham College, along with other educational institutions, are raising skills levels in our population. Our population is younger than most other parts of London<sup>10</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 this Local Plan covers.

<sup>10</sup>Barking and Dagenham (2019) Draft Infrastructure Delivery Plan. Available at: <https://www.lbld.gov.uk/sites/default/files/attachments/LBBD-Infrastructure-Delivery-Plan-draft-27-Nov-2019.pdf>



Figure 3.  
LBBD in Context



## 2.16.

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 name of studios here? 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.

## 2.17.

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 a major new logistics hotspot.

## The challenge

### 2.18.

The opportunity is real, 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, constructions and the way we travel. Globally the impacts of a 1°C increase in temperature are already being felt today. 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>11</sup>, taking action to reduce them further is the only way we will meet our ambitious plans for our borough to become net carbon zero before London's 2050 target.

### 2.19.

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.

### 2.20.

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 5%

<sup>11</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>



of total sales in 2008 to around 20% by 2019<sup>12</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.

#### 2.21.

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.

#### 2.22.

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.

<sup>12</sup>Source: ONS Internet sales as a percentage of total retail sales.

## The key drivers for Local Plan policies

#### 2.23.

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 transformation of the borough. It has responsibility for not just delivering our planning services, but also for development, including the delivery of thousands of new homes, many of which will be affordable, and new high-quality jobs as well as creating 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

#### 2.24.

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 floorspace, with 70% of this floorspace being located within the Strategic Industrial Locations and 22% within the Locally Significant Industrial Sites<sup>13</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.

#### 2.25.

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 and linked to our aspiration to become London's Green Capital within London, could spearhead this aspiration.

#### 2.26.

In parallel with this, action to upskill the borough workforce and improve digital infrastructure will need to continue.

<sup>13</sup>LBBD Borough Industrial Strategy (2020)

### Stepping-up housing delivery

#### 2.27.

Our housing target since December 2019 is 1,944 new homes each year until 2029, as set out in the draft New London Plan. In common with the rest of London, the need for affordable housing is particularly high. Most of our current housing stock was built between 1919 and 1944. Development in more recent years has been slower so we are taking action to pick up the pace. We are making every effort to not only identify these sites but also 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 and allowing us to meet and exceed our total supply target.

#### 2.28.

Delivery is, of course, impacted by a range of other factors from site specific matters to such as infrastructure requirements to global trends such as economic impacts arising from COVID-19. We anticipate delivery will be slower in the earlier years, but it is expected to step up later in the Local Plan period.





## Unlocking growth through infrastructure investment

### 2.29.

Ensuring there is necessary social infrastructure – schools and health services – to meet the needs of new and existing communities is a must. 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 has also been upgraded from important to essential. 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>15</sup>, and flood defences and flow control structures must be maintained.

## Becoming the Green Capital of the capital

### 2.30.

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 through our policies. 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 and reducing our waste.

## Promoting sustainable transport

### 2.31.

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. To achieve this, we are promoting ambitious targets in line with the Mayor's Transport Strategy, Vision Zero and our Climate Emergency of 10% traffic reduction and 20% increase in public transport supporting more walking and cycling toward the London Plan sustainable mode share target of 75% for Outer London.

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

<sup>15</sup>WSP Parsons Brinckerhoff (2017) London Borough of Barking and Dagenham Local Flood Risk Management Strategy. Available at: <https://www.lbld.gov.uk/sites/default/files/attachments/Local-Flood-Risk-Management-Strategy.pdf>





# 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. It identifies the quantum of new homes together with other economic uses including industrial and commercial development and the development principles that will shape within the next 17 years. Key infrastructure interventions needed to deliver growth are also outlined. This chapter contains the following policies:

STRATEGIC POLICY SPDGI:	Delivering growth in Barking and Dagenham
AREA POLICY SPP1:	Barking and the River Roding area
AREA POLICY SPP2:	Thames Road, Barking Riverside and Castle Green
AREA POLICY SPP3:	Dagenham Dock, Beam Park and Stamping Plant
AREA POLICY SPP4:	Chadwell Heath and Marks Gate
AREA POLICY SPP5:	Dagenham East and Dagenham Village
AREA POLICY SPP6:	Becontree
AREA POLICY SPP7:	Becontree Heath and Rush Green

### Sustainable growth that is deliverable

**3.2.** The development approach outlined in this chapter has been defined through a sustainability assessment of the impacts of a number of growth options<sup>16</sup>. It focuses more on extensive development in 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. By adopting this planned distribution of growth, we hope to minimise carbon emissions arising from transport as well as addressing local air quality impacts.

**3.3.** Allowing for significantly increased development densities, in identified Transformation Areas and other appropriate locations with good transport access, helps to deliver much needed housing and spaces for businesses to grow. It also limits encroachment on the natural environment, which has an important role in addressing climate change impacts.

**3.4.** 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, and our assessment demonstrates that our approach is deliverable.

<sup>16</sup>Detailed assessment of growth options is set out in the Local Plan Sustainability Appraisal, which will be published in October 2020.



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

**3.5.** Central to our development strategy is the adoption of a more intelligent use of our industrial lands, particularly those benefiting from new public transport infrastructure, enabling the provision of more floorspace and greater job densities on less land, and enabling the provision of new homes to meet needs. We have identified as many housing sites, in our housing trajectory, as we are sustainably able to, in order to maximise delivery of housing and affordable housing in particular, over the Local Plan period to 2037.

**3.6.** Renewal and intensification of our best performing and best located industrial areas, in particular Dagenham Dock, is also planned. Introducing a mix of commercial uses, including office, light industrial and studio commercial floorspace, is key to attracting new industries. These sectors require different types of workspace, more oriented towards office, light industrial and storage space. Many such businesses are capable of being located near residential areas – and even as part of mixed-use residential development.

**3.7.** Providing this flexibility in industrial areas will help to create separation between heavier industrial uses and residential uses. More ‘residential neighbour-friendly’ mixed-use employment zones in strategic locations also have a role in providing better connections between existing and planned new residential neighbourhoods. It will also enable delivery of social infrastructure, shops and services in the right locations, delivering not just more homes, but places people enjoy visiting and living in.

## Strategic Area policies and Transformation Areas

**3.8.** **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 in different areas across the borough. These areas relate to the places identified in the vision at the beginning of the Local Plan, which, in turn, reflect our emerging Inclusive Growth Strategy. These area policies take account of the existing character and contexts of the distinctive neighbourhoods within each of these areas, and their future potential for development and improvement.

**3.9.** **Transformation Areas** are also highlighted within these Strategic Area Policies. Transformation Areas are locations that are likely to be subject to more extensive growth and development. They include our most significant development sites, which have been identified as site allocations or masterplan frameworks. Site allocations that have been identified in Appendix 2 are key to the delivery of the Local Plan and London Plan ambitions. 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 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 development on the site is especially necessary to enable delivery; and
- small sites (less than 0.25 hectare) that contribute to meeting the overall housing target.

**3.10.** The level of detail across these area policies is not standardised. For example, the policy for the Barking and River Roding contains more detail than that for Becontree Heath and Rush Green. This is intentional. More detailed policies reflect the scale of development and complexities involved in unlocking growth in that area. However, policies still set high-level development for these neighbourhoods and highlight some key infrastructure needs in these locations. This is to ensure that the impact of neighbouring development does not adversely impact provision for these communities – and that they benefit from opportunities in Transformation Areas.

**3.11.** We may produce further Supplementary Planning Documents (SPDs) in the form of masterplans or local design guides for these Transformation Areas, or for key sites within them to supplement the policies in this section. We have already started preparing

masterplans for Chadwell Heath, Castle Green and Thames Road and River Road, Barking town centre and Town Quay area. Design guidance may also be prepared for existing neighbourhoods focusing on smaller scale and householder development; such guidance for Becontree Estate is currently being prepared.

**3.12.** The key evidence documents that this section relies on includes:

Key evidence documents	Date produced
LBBD Local Plan Sustainability Appraisal	2020
LBBD Local Plan Viability Assessment	2020
LBBD Borough Industrial Strategy	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





# 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 50,000 new homes and 20,000 new jobs across the borough. This will be largely achieved through intensification and redistribution of borough’s industrial floorspace and complementary commercial uses, particularly focusing on the existing sites south of the A13 including Castle Green and Box Lane, River Road and Creekmouth and Dagenham Dock; Chadwell Heath Industrial Estate; and Dagenham East.

## Intelligent use of our industrial land

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

- a) Barking town centre and surrounds
- b) Barking Riverside
- c) Thames Road and River Road
- d) Castle Green
- e) Chadwell Heath
- f) Dagenham Dock
- g) Dagenham East

**4.** These Transformation Areas offer the potential for higher density and taller development, particularly near the existing or planned transport hubs. Existing residential neighbourhoods, including Becontree Estate and Dagenham Village, will be the focus of smaller-scale developments and improvements to connectivity, local environmental and design quality, as well as new services and opportunities.

## Town centres

**5.** Barking’s major town centre and district centres of Chadwell Heath, Dagenham Heathway and Green Lane, together with proposed new District Centres at Barking Riverside and Merrielands Crescent, will remain as our focus for retail development and also for 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

**6.** 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 road.

**7.** We will support schemes that prioritise pedestrians over cars, improve the cycling environment and increase access to stations. These will be prioritised as follows:

- a) Barking town centre and surrounds
- b) Barking Riverside
- c) Thames Road and River Road
- d) Castle Green
- e) Chadwell Heath
- f) Dagenham Dock
- g) Dagenham East

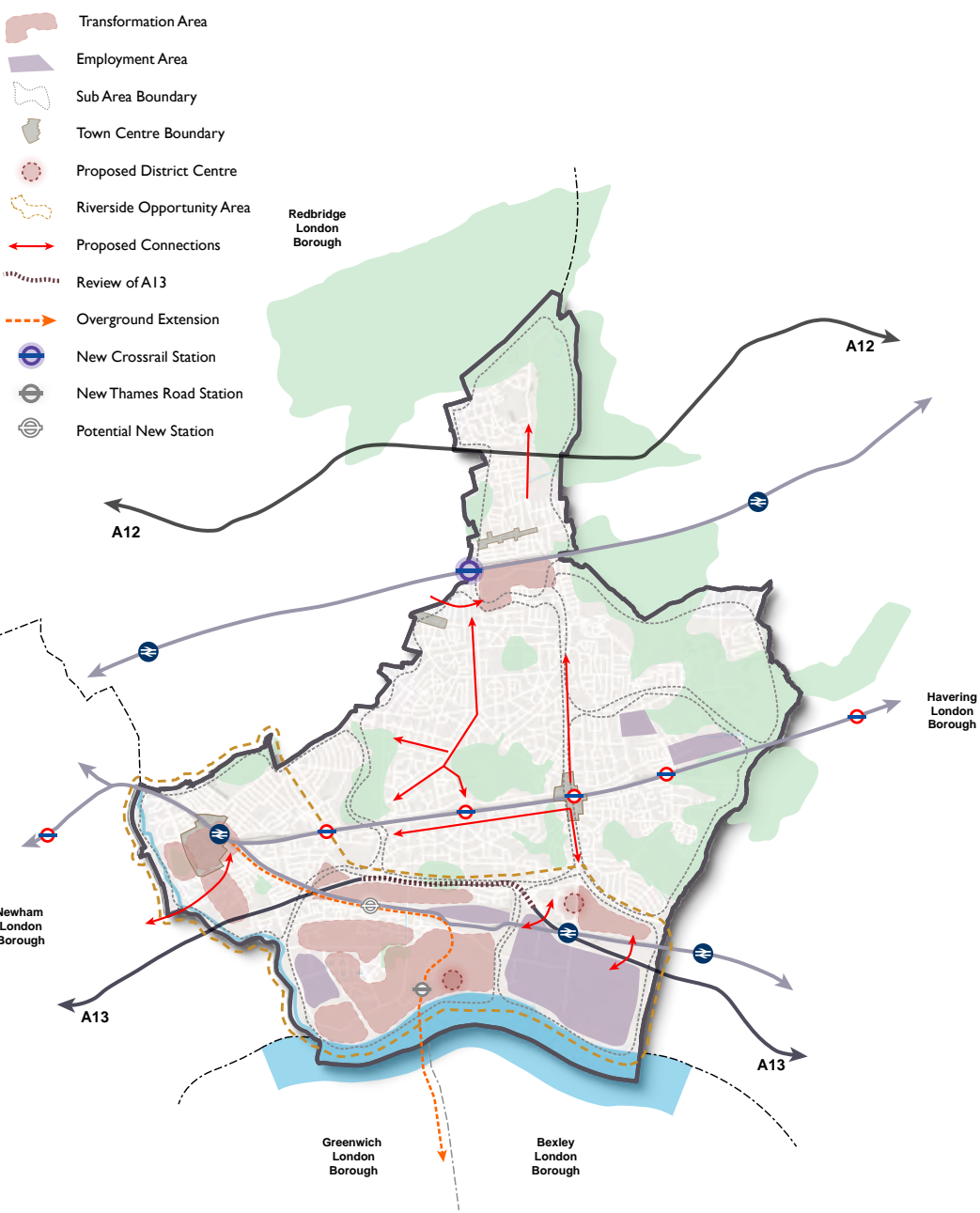
**8.** We will plan and seek future funding to deliver more liveable and low-emission neighbourhoods, which promote good streetscape, healthy streets, and road safety. This will provide benefits in terms of air quality and health, and with new infrastructure, it will encourage cycling and walking and reduce reliance on car use.

## Social and sustainable infrastructure

**9.** 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
- f) improved digital infrastructure

**Figure 4.**  
Key Diagram Illustrating Policy SPDG I





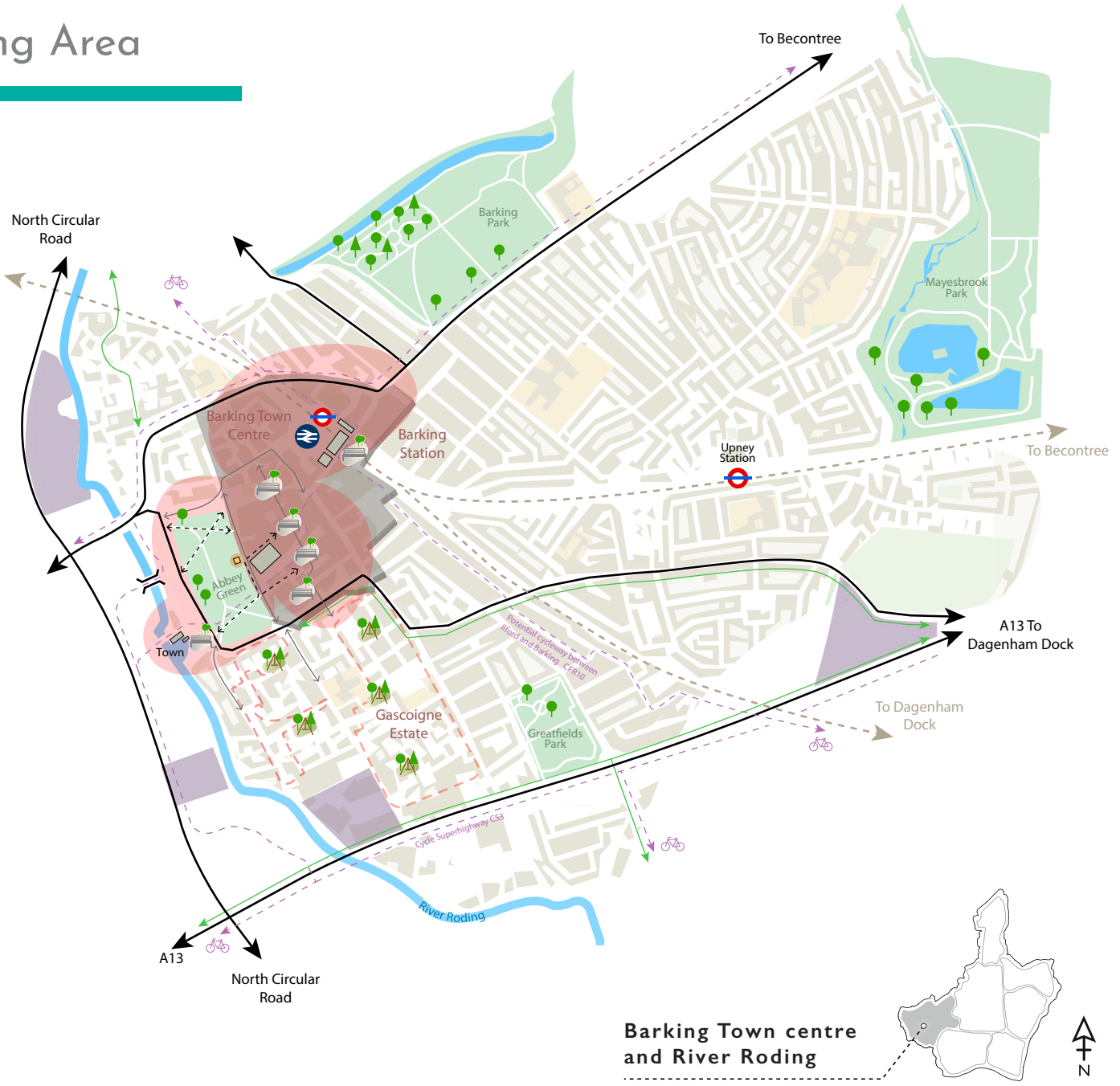


Barking Town Square

# STRATEGIC POLICY SPPI: Barking and the River Roding Area

**Figure 5.**  
Key Diagram Illustrating Policy SPPI

- Primary Route
- Pedestrian Route
- Sub Area Primary Route
- Rail Route
- Cycle Path
- Potential Green Grid Route
- Barking Town Centre
- Transformation Area
- Employment Area
- Existing Green Space
- Key Public Space
- Potential Open Space
- Potential Cycle Bridge
- Curfew Tower





## Development potential

1.

In this area there is indicative capacity for 15,000 new homes in the plan period. The key site allocations are illustrated in Figure 6 below.

**Figure 6.**  
SPPI Site Allocations

## Barking Town Centre and The River Roding



## Barking town centre and surrounds Transformation Area

2.

Development in Barking town centre should contribute to creating a thriving 21st-century town centre, with an intensified range of activities and uses to support existing and new communities. It should be informed by its rich history and heritage; revealing, restoring and telling Barking's story. The Council will support development that contributes to the delivery of:

- a) varied retail, cultural and community offer alongside office and residential development
- b) renewal of the Barking Station building and public realm and redevelopment of the surrounding area to include buildings taller than prevailing heights, where this recognises its historic quality and realises the potential to increase its capacity and provide a fitting gateway to the town centre and LBBD as a whole
- c) comprehensive redevelopment of Vicarage Fields Shopping Centre as a high-quality and high-density mixed-use development, which responds to the existing built form and contributes to the vitality of the centre and which reinstates it as a natural part of the pedestrian network with new routes connecting with existing streets and movement patterns
- d) broad range of social infrastructure, including schools, childcare facilities, health services, place of worship, libraries, youth facilities, sport and leisure facilities, all of which contribute to the quality of life and well-being of the population

- e) continued improvements to public realm between key buildings, and 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
  - f) retaining and developing Barking Market's role in the commercial and community offer area, working with and accommodating existing operators in their current location
  - g) working with the rail industry to upgrade access and capacity at Barking Station in line with Network Rail's increased passenger projections.
  - h) continued improvements to the public realm around the station, including making Station Parade pedestrian and bus only, with greater public transport and cycle access to the town centre, and promoting car-free developments near the station
- 3.
- Reduce separation between the town centre, High Street and the River Roding – reposition Town Quay and Abbey Green as a focal point of the town 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. Key measures could include:
- a) improved access to St. Margaret's Church and the Abbey while avoiding damage or detracting from its historic setting, including improved landscaping, pedestrian paths and amenity provision across Abbey Green, including play, seating and lighting



- b) sensitive development that enables river views and appropriate response to listed granary building, with lower scale development at the quayside increasing to northern and southern edges
- c) greater townscape legibility, including taller buildings, as part of development on the River Roding at varied heights to avoid any canyoning effect.

#### 4.

Redevelopment of the Gascoigne Estate should deliver homes and a new liveable neighbourhood through contributing to:

- 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) 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) the enhancement of the particular biodiversity value throughout the area, including tree planning in appropriate locations and retention of the existing London Plane trees that line and characterise Abbey Road.

## Access and connectivity

#### 5.

Promote further measures to improve access across the town centre including:

- a) creation of new pedestrian links and crossing points over the railway tracks at Barking Station to improve permeability and ease of movement and connectivity to existing and future housing sites
- b) strengthening the existing pedestrian and cycle path at Gascoigne Estate and creating new cycle routes throughout the town centre and connecting to the station, with provision of cycle parking in accessible locations that do not obstruct pedestrian movement, including a more legible green route from the Barking Station to East Street
- c) prioritising pedestrian and cycle movement and safety around Town Quay, including restricting Highbridge Road to a minimum of one-way for vehicular traffic, including a new cycle bridge over the River Roding
- d) coordinated approaches to servicing access to the town centre through applying the “last mile delivery” and locating parking associated with servicing in locations which prioritise pedestrian safety and experience
- e) establishing a clear hierarchy of routes for pedestrian and cyclists throughout the estate through landscaping features and selection

- f) examining potential to close Broadway to general traffic and enhancing walking routes to Abbey Green
- g) downgrading traffic and widening pavements along St Pauls Road in order to improve connections to Gascoigne

#### 6.

Masterplan Supplementary Planning Documents or development briefs may be prepared to support the development of key sites in Barking town centre and Surrounds. The preparation of Masterplan Supplementary Planning Documents for Barking Station, East Street and the River Roding are anticipated. The emerging Gascoigne ‘Big Picture Neighbourhood Strategy’ is also under development and will include design principles to support implementation of this policy where it relates to the Gascoigne Estate.

#### 7.

A town centre Movement Strategy is currently in preparation and will be available on the Council's website later in 2020.



Barking Town Square

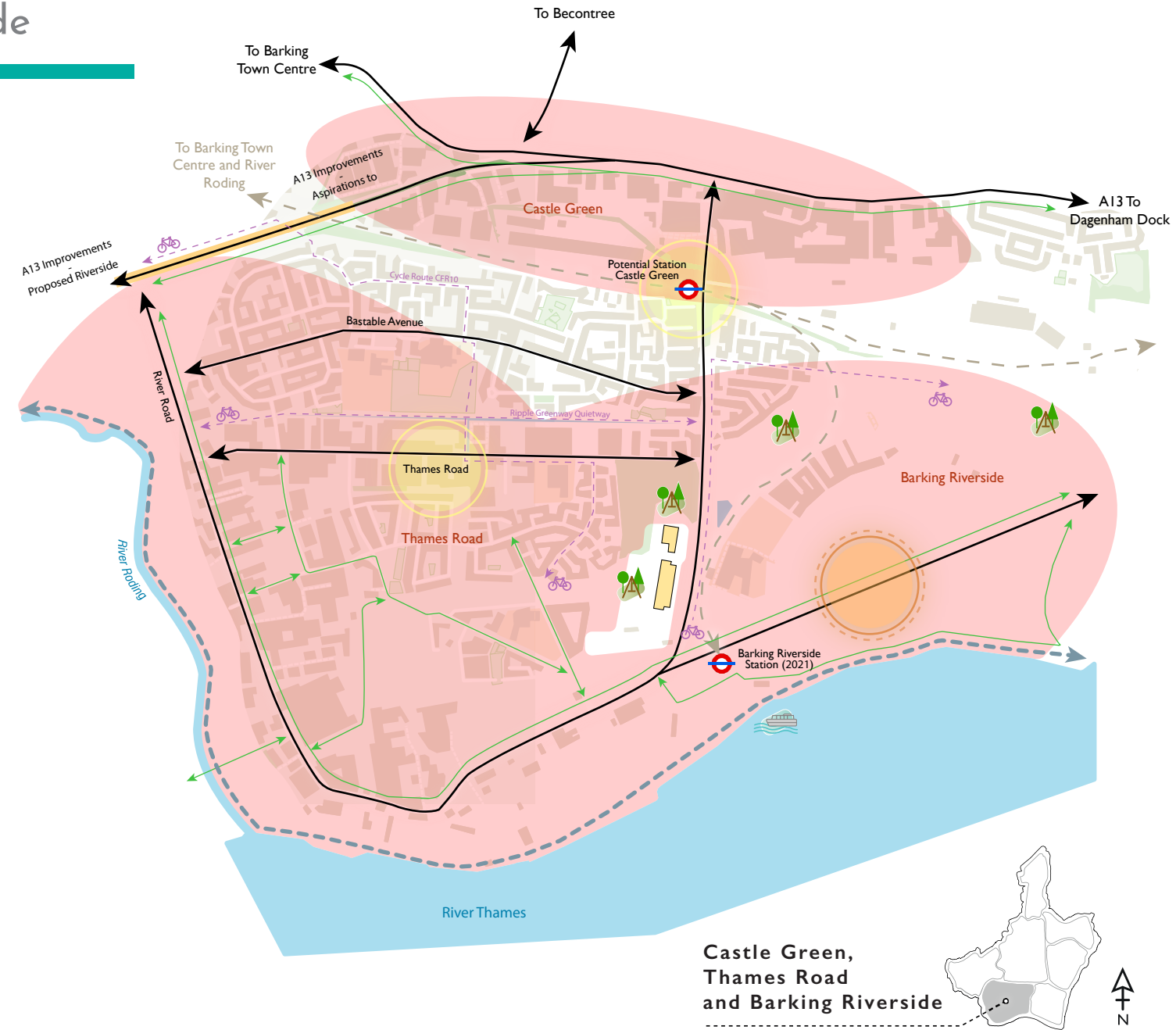




# STRATEGIC POLICY SPP2: Thames and the Riverside

**Figure 7.**  
Key Diagram Illustrating Policy SPP2

- Primary Route
- Rail Route
- Cycle Path
- Potential Green Grid Route
- New River Access
- A13 Improvements
- Transformation Area
- Potential District Centre
- Potential Neighbourhood Centre
- Potential Open Space
- Barking Power Station
- River Passenger and Freight Services



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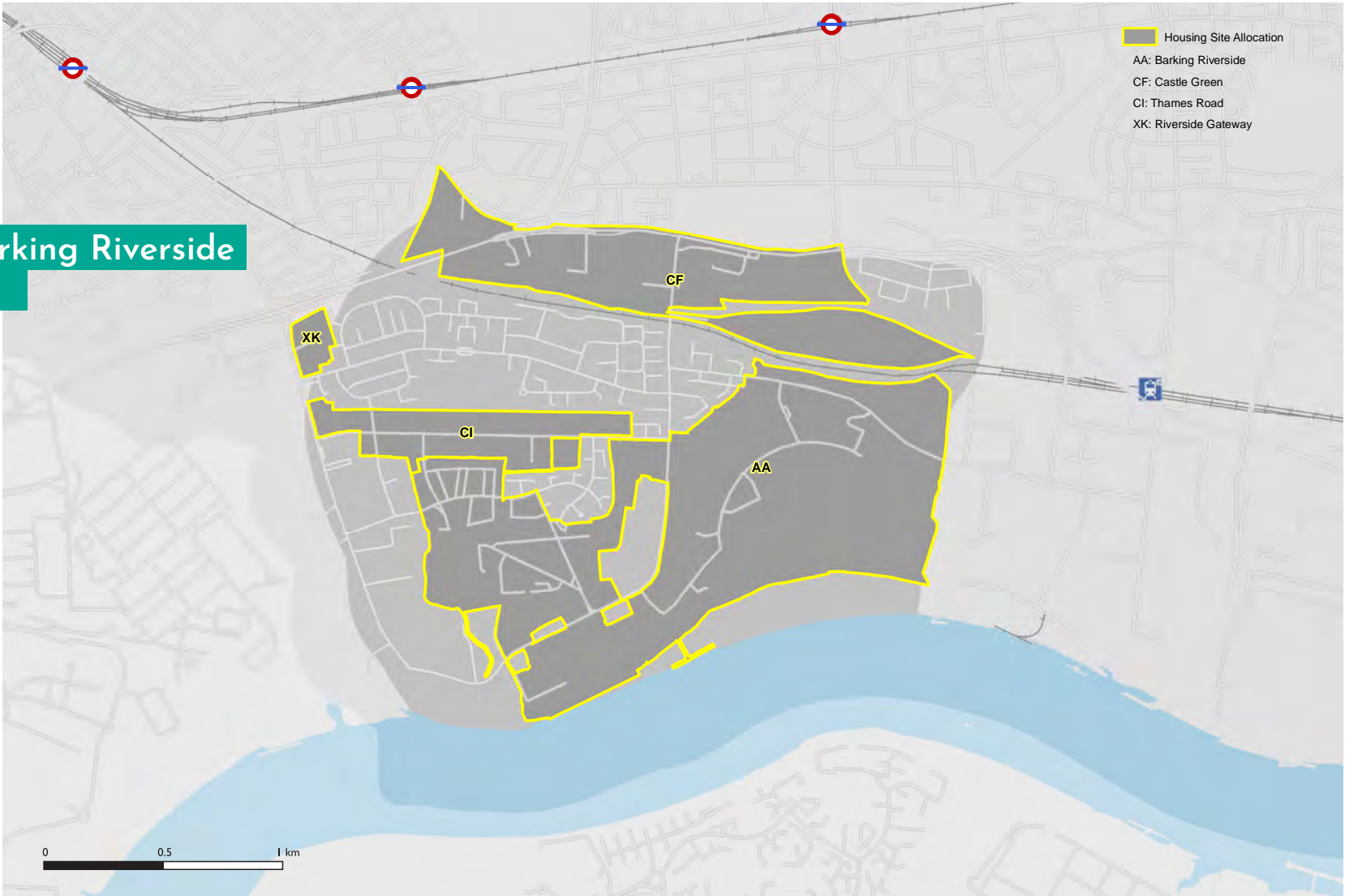


## Development potential

1. In this area there is indicative capacity for 13,000 new homes in the plan period. The key site allocations are illustrated in Figure 8 below.

**Figure 8.**  
SPP2 Site Allocations

### Thames Road, Barking Riverside and Castle Green



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## Barking Riverside Transformation Area

2. The Council will support the comprehensive residential-led redevelopment of Barking Riverside, the largest development in East London, by working collaboratively with the strategic developer, Barking Riverside Limited, and stakeholders. This will optimise the development potential of the site in line with existing and planned transport, including the Barking Riverside Overground Station and the expanded Thames Clipper Service. The Council will support development that contributes to:

- a) strengthening the relationship with the adjacent Transformation Areas. Robust consideration of the long-term relationship with Creekmouth site, and potential for a more integrated development approach, including this location, particularly for infrastructure provision such as school provision.
- b) intensifying residential development and commercial and leisure development in the new District Centre, adopting more innovative delivery models
- c) on-site social infrastructure projects that create capacity for additional new homes and accelerate delivery, enabling new primary school provision in addition to projects already planned for the area
- d) sustainable places that create new local identity and distinctive character within the area, each defined by location, density, form and materiality, providing a sensitive design response to the riverside and focus on higher density development and taller building forms within the new district centre.

- e) a central boulevard to create a central spine through the area with a dedicated bus-only route
- f) high-quality new open space across the entire site, divided between the natural landscape and public parks
- g) East-west green links connecting existing green infrastructure assets and link Barking Riverside to River Road and removing physical and perceptual barriers between Barking Riverside and Thames View Estate and prioritising access to the Riverside by opening up 2km of riverfront to walkways and cycle ways
- h) a new cycle link CFR10 linking Barking Riverside to Ilford and also prioritising the needs of bus passengers
- i) high-quality design that reflects the 10 'Healthy New Town Principles' in development and dissemination of learning to inform other developments within LBBD

## Castle Green Transformation Area

3. The Council will support development that creates a new, thriving community and employment hub that assists the socio-economic development of LBBD. The Council will support development that contributes to the delivery of:

- a) high-quality and cohesive residential, employment and industrial zones including:
  - new residential development and a new neighbourhood around the new railway station at Castle Green



- a primary school linked to a secondary school with shared sites, subject to feasibility
  - units suitable for heavier industries and new commercial hubs containing a hybrid of employment uses that provide high-quality workspaces, suitable for a range of occupier sizes
  - more efficient and intensified use of the freight sites in Box Lane
- b) a fundable and affordable solution for the A13 improvements:
- exploring a new tunnel or sustainable treatment of the A13 by burying or innovatively covering the road to reduce air pollution and releasing development land;
  - enabling new transport and cycle links to improve existing vehicular and pedestrian routes and connections through the site and reducing severance by connections across the A13
- c) digital infrastructure enhancements, including telecommunications and internet such as superfast broadband
- d) improvements to the Green infrastructure network, in particular:
- i. Longbridge Road and the junction of Longbridge Road with the A124 Roding Valley and Abbey Road
  - ii. links between Mayesbrook Park, Barking Park and Goodmayes
  - iii. works to de-culvert the Gores Brook in Parsloes Park
  - iv. Choats Road north and the interface with Pylon Park.

4.  
A Masterplan Supplementary Planning Document will provide further details and policy guidance on this Transformation Area to support design and expedite delivery.

### Thames Road and River Road Transformation Area

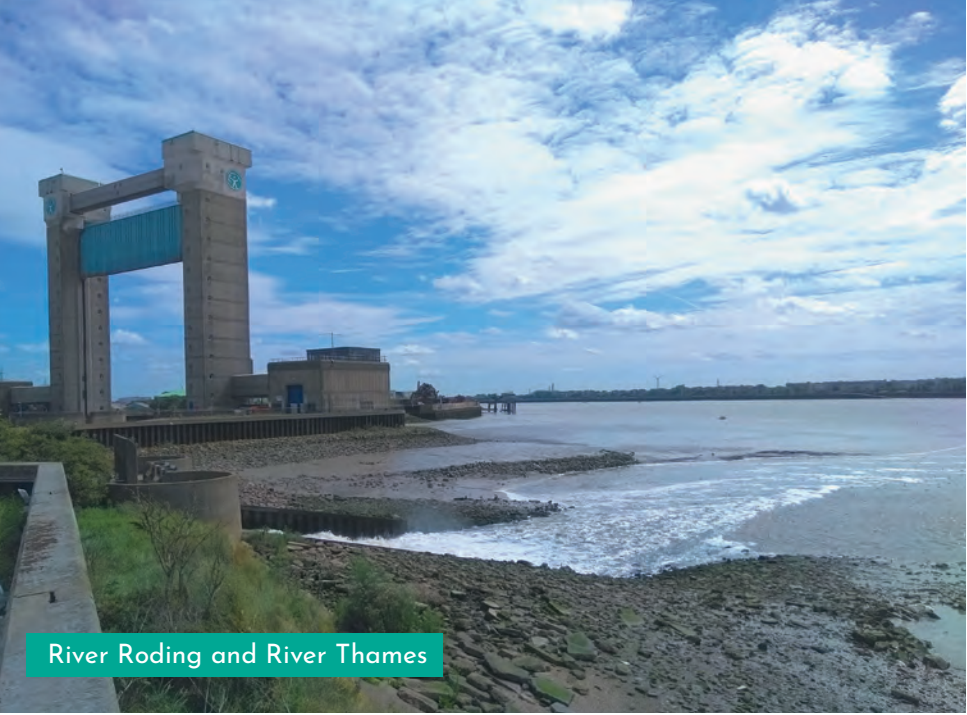
5.  
The Council will support delivery of the station to unlock the creation of a thriving mixed-use neighbourhood characterised by a rich mix of industrial and commercial space alongside new homes, community uses and open space. The Council will support development that contributes positively to the delivery of:

- a) a mixed-use neighbourhood accommodating housing, industrial and commercial space, focusing on industrial uses to the west of the area, adjacent to the River Roding – potentially through stacking of uses, supported by sufficient yard space and delivery access
- b) new residential development, especially to the east of the area, linking the residential areas to the north and south of Thames Road, and creating greater separation of these area from heavy industrial uses
- c) new community uses and smaller scale retail provision to support new residential communities
- d) expanded education provision
- e) connections with district heat network at Barking Riverside

- f) a clear network of streets that prioritise pedestrian and cycle movements to encourage active travel and improving pedestrian and cycle routes to the new station at Castle Green and to Barking Riverside
- g) flood defences investment focusing on improved river frontage along the River Roding, realignment and landscaping along the River Thames

Improved pedestrian and connectivity within and between the Transformation Areas through:

- establishing north-south green links connecting Thames Road with the Ripple Greenway, Thames View and Barking Riverside Phase 1 development
- creation of a riverside walk along River Roding, with pedestrian crossing at Mayesbrook and A13 underpass enhancements
- enhancements to pedestrian and cycle links between Thames Road, River Road and Barking Riverside to River Roding and Barking centre
- a new green link along the Roding via Newham into Redbridge and to Wanstead flats.







# STRATEGIC POLICY SPP3: Dagenham Dock, Beam Park and Stamping Plant

**Figure 9.**  
Key Diagram Illustrating Policy SPP3

- Primary Route
- Rail Route
- Cycle Path
- Potential Green Grid Route
- New River Access
- A13 Improvements
- Chequers Lane Improvements
- Transformation Area
- Proposed New District Centre
- Potential Open Space
- River Passenger and Frieght Services



Dagenham Dock, Beam  
Park and the former  
Ford Stamping Plant



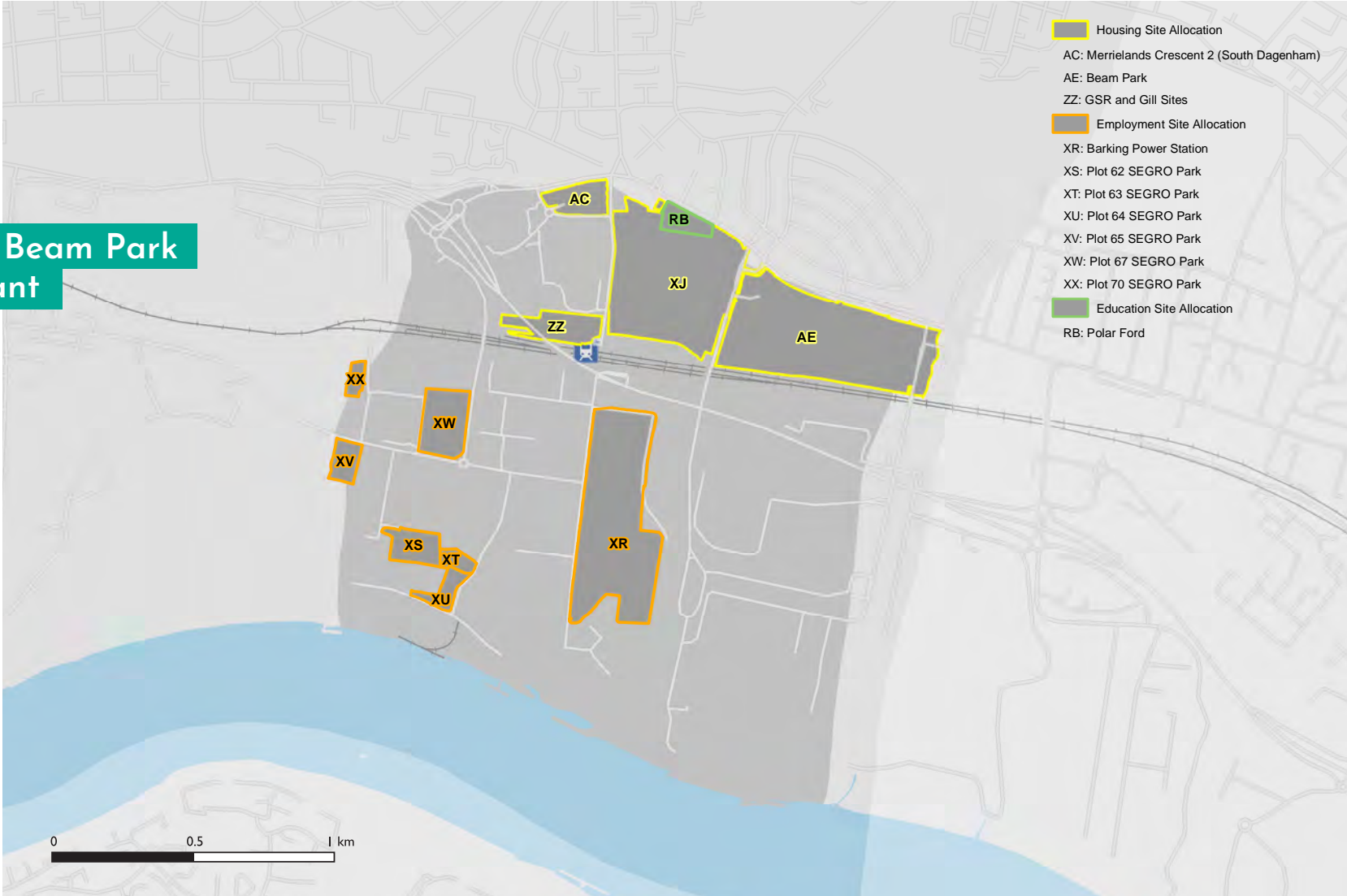


Development potential

1. In this area there is indicative capacity for 6,300 new homes in the plan period. The key site allocations are illustrated in Figure 10 below.

Figure 10. SPP3 Site Allocations

Dagenham Dock, Beam Park and Stamping Plant



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Dagenham Dock Transformation Area

2. Dagenham Dock is already one of London's key industrial and commercial areas, home to the Ford Motor Company, and many other leading food, logistics industry and energy sector businesses. It is the new location for London's three main wholesale food markets and will be the focus of innovative forms of industrial design, including stacked industrial buildings. The Council are working with partners, including the Thames Estuary Commission, Department of Education, as well as existing main landowners including SEGRO, Network Rail, Peabody and the Ford Motor Company Development to regenerate the area and unlock regeneration in the wider Thames Estuary. The Council will support development that contributes positively to the delivery of:

- a) comprehensive redevelopment of this area as London's premier Sustainable Industrial Business Park – incorporating a sustainable and green industries hub and building on its location's logistics, food and energy operations, capitalising on the extensive road, rail and river infrastructure connections, which provide national and international connections
- b) 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.
- c) expansion and intensification of employment floorspace across and complementary commercial uses across the area
- d) supporting and developing opportunities to use waste as energy, and to consolidate current waste operations to minimise any detrimental impacts to the wider area

- e) 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
- f) a new secondary school to the north of the area
- g) 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 cycling and walking paths and green infrastructure
- h) creating an active frontage to northern boundary of site.

3. The Council will support development that celebrates the unique industrial heritage value of the site through design and architectural features, as well as introducing new cultural facilities such as museums and art galleries.

4. The scale and massing of development in this area should contribute to the creation of a new coherent townscape and, taking as its starting point, the appearance and materiality of existing spaces and built form to create a organised, unified character.

5. The areas along the A1306 and the railway line, which are primarily higher density plots and frame vistas from this transport infrastructure into the site and areas in this location are particularly appropriate to building significantly taller than prevailing heights, subject to design quality. Development sites close to and adjacent the River Thames could also accommodate taller buildings; however, a variety of heights should be along the river to avoid the homogeneous canyoning effect.



## Beam Park Transformation Area

6.

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. The Council will support development that contributes to the delivery of:

- a) new affordable family homes with low rise housing terraces
- b) two new primary schools, 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 and experience across the area.



Proposed CGI of Beam Park

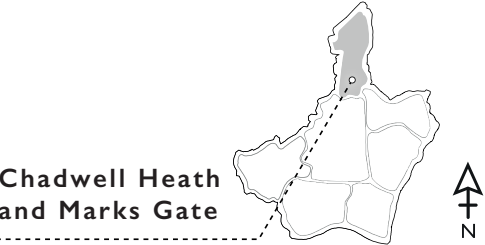
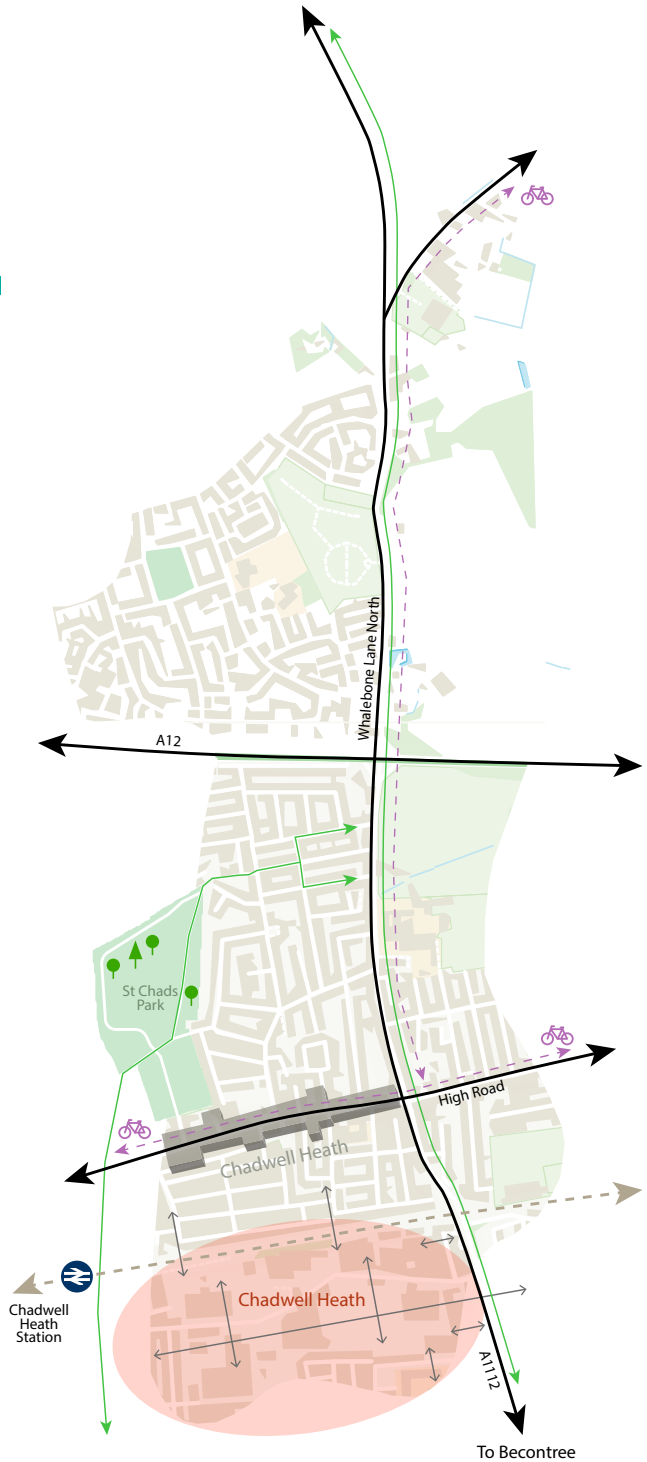




# STRATEGIC POLICY SPP4: Chadwell Heath and Mark's Gate

**Figure 11.**  
Key Diagram Illustrating Policy SPP4

- ↔ Primary Route
- Sub Area Primary Route
- Rail Route
- ↔ Cycle Route
- ↔ Potential Green Grid Route
- Neighbourhood Centre
- Green Space
- Transformation Area





Development potential

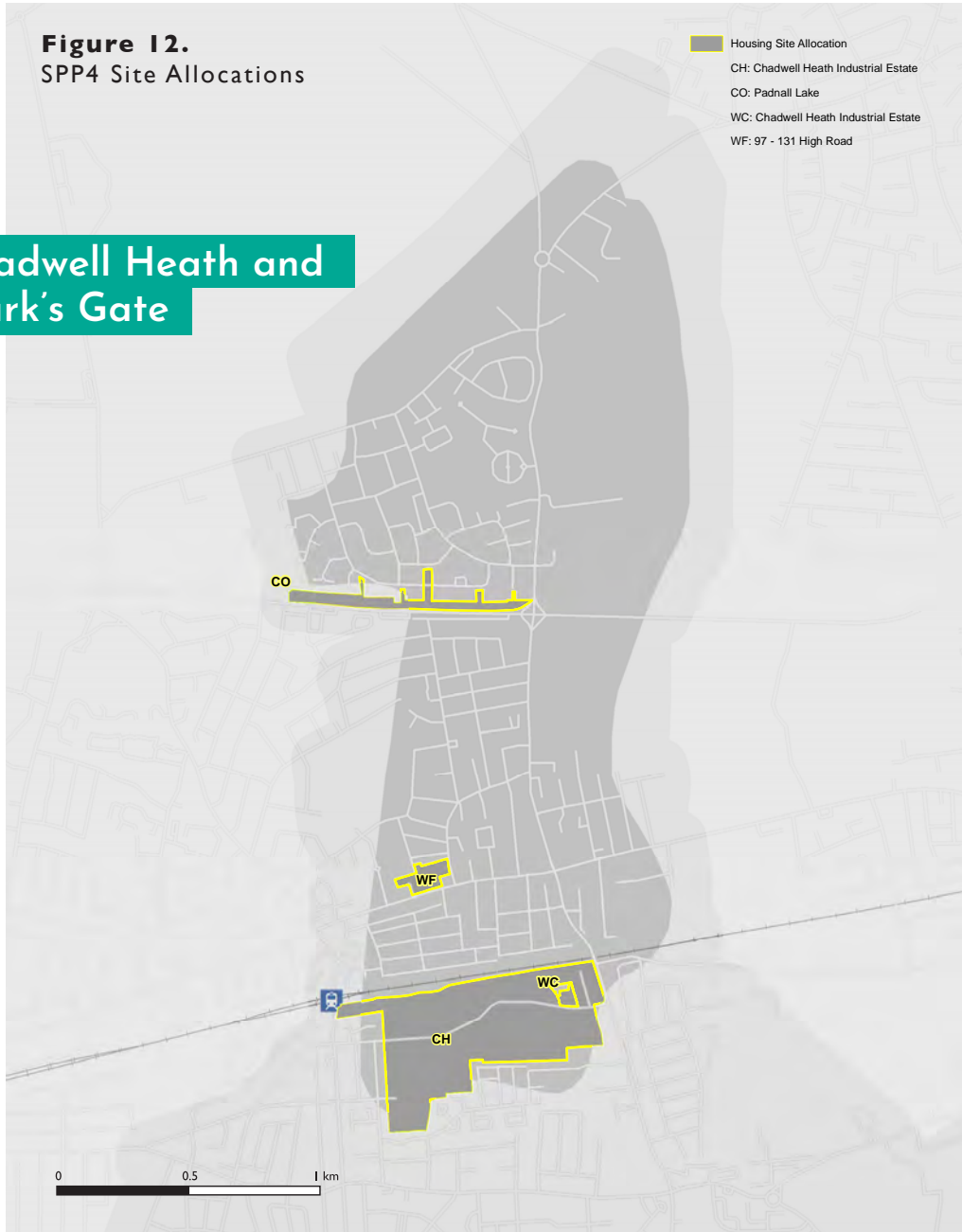
1. In this area there is indicative capacity for 3,800 new homes in the plan period. The key site allocations are illustrated in Figure 12 below.

Chadwell Heath Transformation Area

2. A new liveable mixed-use neighbourhood is planned – optimising the development potential arising from Crossrail – to deliver new homes and jobs that are ‘stitched’ together with existing neighbourhoods. The Council will support development that contributes to the delivery of:
- a) intensification and modernisation of industrial uses and integration of these new uses as part of a mixed-use neighbourhood, including through innovative new typologies that enable co-location of industrial and residential uses
  - b) new homes supported by expanded social infrastructure, such as health facilities, schools, community and faith spaces, and cultural facilities
  - c) development that is seamlessly woven into the surrounding context with an appropriate massing strategy that responds to the existing context and urban grain focusing

Figure 12.  
SPP4 Site Allocations

Chadwell Heath and Mark's Gate



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- i. larger-scale development, including buildings significantly taller than prevailing heights in the heart of the area centred on Chadwell Heath Crossrail Station and Chadwell areas along the Freshwater Road and Selinas Lane
  - ii. smaller, lower-scale buildings on the perimeter to respond to the existing terraced housing
- a) a ‘sense of place’ and local identity through the creation of distinctive character areas across the neighbourhood within the Transformation Area, each defined by location, density, form and materiality
  - b) improvements to Freshwater Road and Selinas Lane for vehicular access and public transport
  - c) improvements to the pedestrian environment and connections throughout the area, including markers for intuitive wayfinding
  - d) 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
  - e) enhancement and refurbishment of buildings with local heritage value

3. A Masterplan Supplementary Planning Document is being prepared for Chadwell Heath Transformation Area to provide further policy guidance to support design and expedite delivery.

Other locations

4. The Council will work in partnership with the London Borough of Redbridge, and in consultation with existing residential communities, to achieve more efficient use of land adjacent to Padnall Lake and redevelopment at Mark's Gate.
5. 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.
6. Mark's Gate site will be a focus of estate renewal through proactive consultation and engagement with existing community in terms of design principles and community infrastructure, particularly where appropriate, sharing of community infrastructure such as schools and library facilities. Further area specific guidance will be set out in a planning brief or a masterplan.



# Dagenham East Film Studios



Proposed CGI

## STRATEGIC POLICY SPP5: Dagenham East and Dagenham Village

**Figure 13.**  
Key Diagram Illustrating Policy SPP5

- Primary Route
- Rail Route
- Cycle Path
- Potential Green Grid Route
- District Centre
- Employment Area
- Existing Green Space
- Conservation Area
- Enhancements to District Centre
- Dagenham Film Studios



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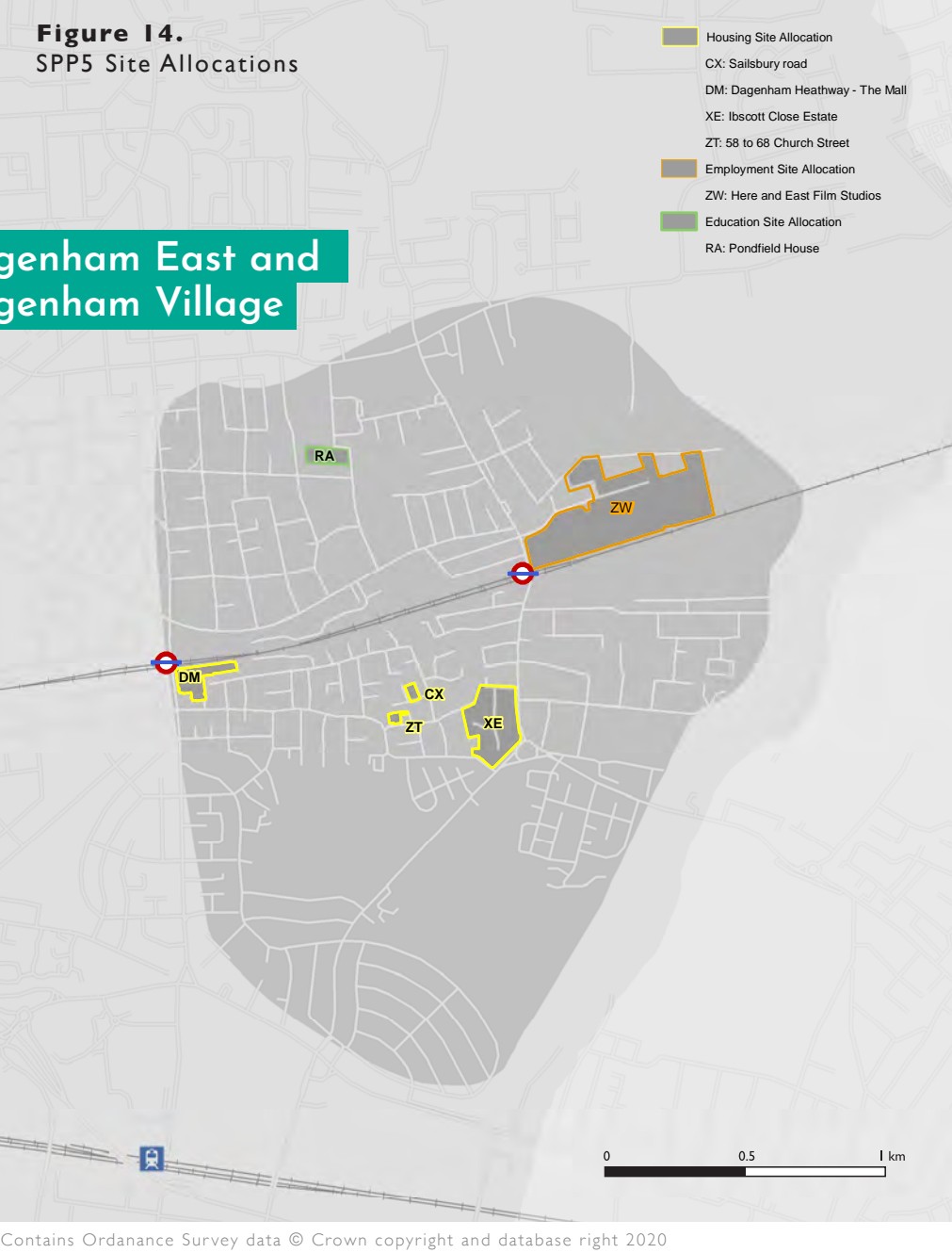
Development potential

1. 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 below.

Dagenham East Transformation Area

2. A new media, science and technology cluster is planned alongside the expanded development of new homes that are well integrated with existing residential neighbourhoods. The Council will support development that contributes to the delivery of:

- a) London’s newest and largest film studios on the former May and Baker site
- b) enhancements to the Dagenham Heathway District Centre in Dagenham Village to create a mixed-use development and create a heart of the residential community
- c) special education needs school provision
- d) improvements to the environmental quality and public realm in the district centre
- e) improvements to the Green infrastructure network including:



- I. new Green Infrastructure grid route – Wood Lane and Rainham Road North
- II. Reed 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. Reed Road, Rainham Road and Foxlands Crescent
- VI. linkages to Thames Chase Community Forest

Dagenham Village

3. Dagenham Village is the historic heart of the borough, 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.

Supporting infrastructure

4. The Council will support and enable the delivery of infrastructure to support communities in Dagenham East and Village to ensure development is sustainable. Key infrastructure interventions and projects planned include:

- 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





**Becontree**  
A typical housing banjo

# STRATEGIC POLICY SPP6: Becontree

**Figure 15.**  
Key Diagram Illustrating Policy SPP6

- ↔ Primary Route
- ⚡ Rail Route
- ➡ Potential Green Grid Route
- ⛶ District Centre
- Green Space
- ▭ Becontree Estate Boundary





## Development potential

1.

In this area there is indicative capacity for 1,300 new homes in the plan period. The key site allocations are illustrated in Figure 16 below.

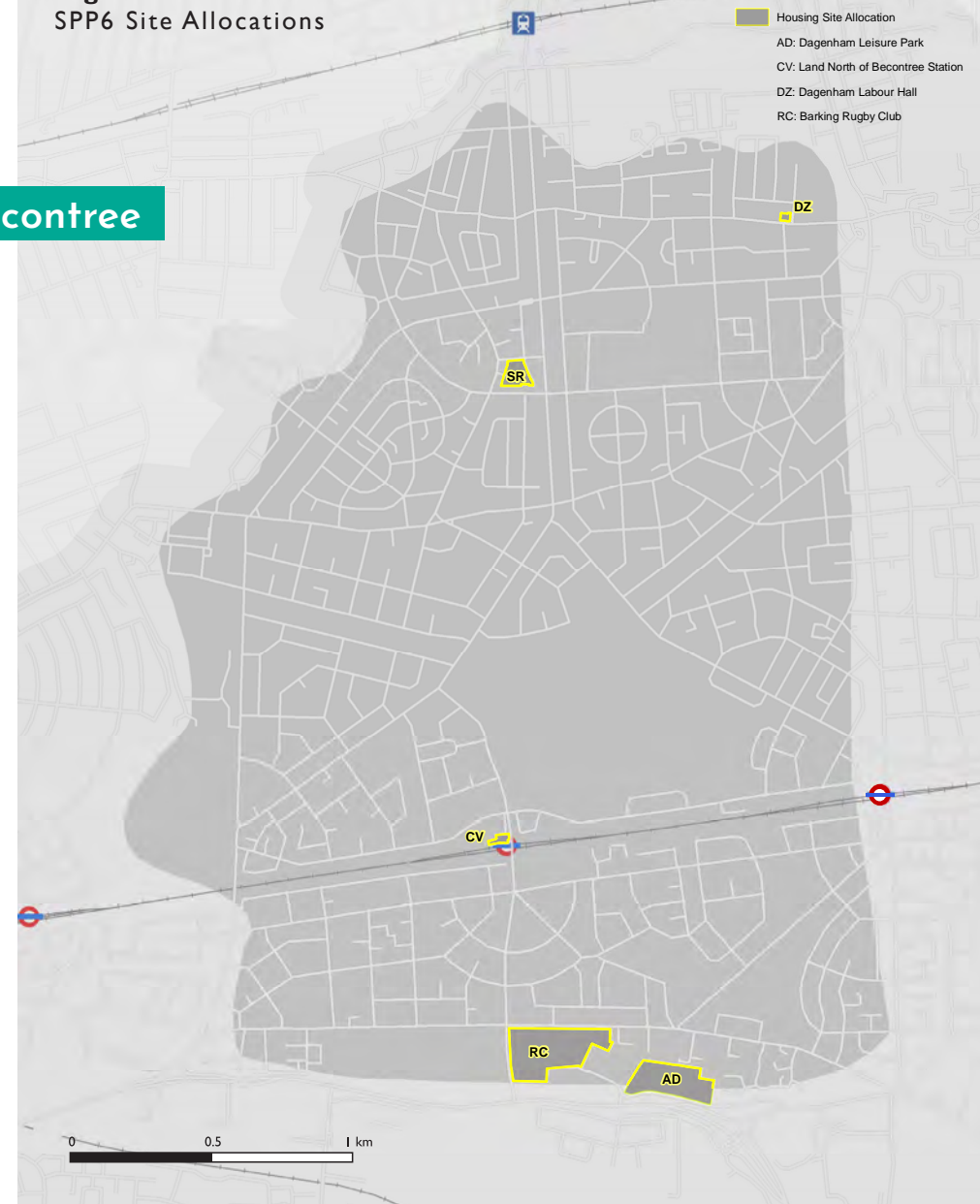
2.

Development of new homes that integrate with the existing character of the area and enable preservation and restoration of the historic fabric of the estate. The Council will support development that contributes to the delivery of:

- inclusion of the urban 'set pieces' and street types that are unique to the area
- Improvements to the public realm, including regreening and tree planting, renewing or improving surface treatments, street furniture, signage and lighting
- improvements to Parsloes Park, including the expansion of sports facilities.
- rationalised car-parking and improved cycle links to Crossrail Station at Chadwell Heath
- retention of small shops and services where they meet community needs
- improvements to shopfronts and reintroducing awnings
- improvement to the Green infrastructure network, including the east-west green grid route (Porters Avenue and Parsloes Avenue).

### Becontree

**Figure 16.**  
SPP6 Site Allocations



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3.

The Council will support and enable delivery of infrastructure to ensure development is sustainable including:

- transport and connectivity improvements, including Becontree Station access improvements
- creation of liveable or low-traffic neighbourhoods set out in the Mayor's Transport Strategy, with measures to improve safety, health and air quality including measures to reduce speeding and rat-running
- digital Infrastructure improvements e.g. fast broadband
- early years facilities, primary and secondary school places
- special education needs school provision
- parks and open spaces
- indoor and outdoor sports facilities
- community centres and faith spaces
- children's play and youth facilities.







Becontree Heath  
and Rusg Green

# STRATEGIC POLICY SPP7: Becontree Heath and Rush Green

**Figure 17.**  
Key Diagram Illustrating Policy SPP7

- ↔ Primary Route
- ↔ Cycle Path
- ↔ Potential Green Grid Route
- Existing Green Space
- Dagenham Civic Centre



Becontree Heath  
and Rush Green



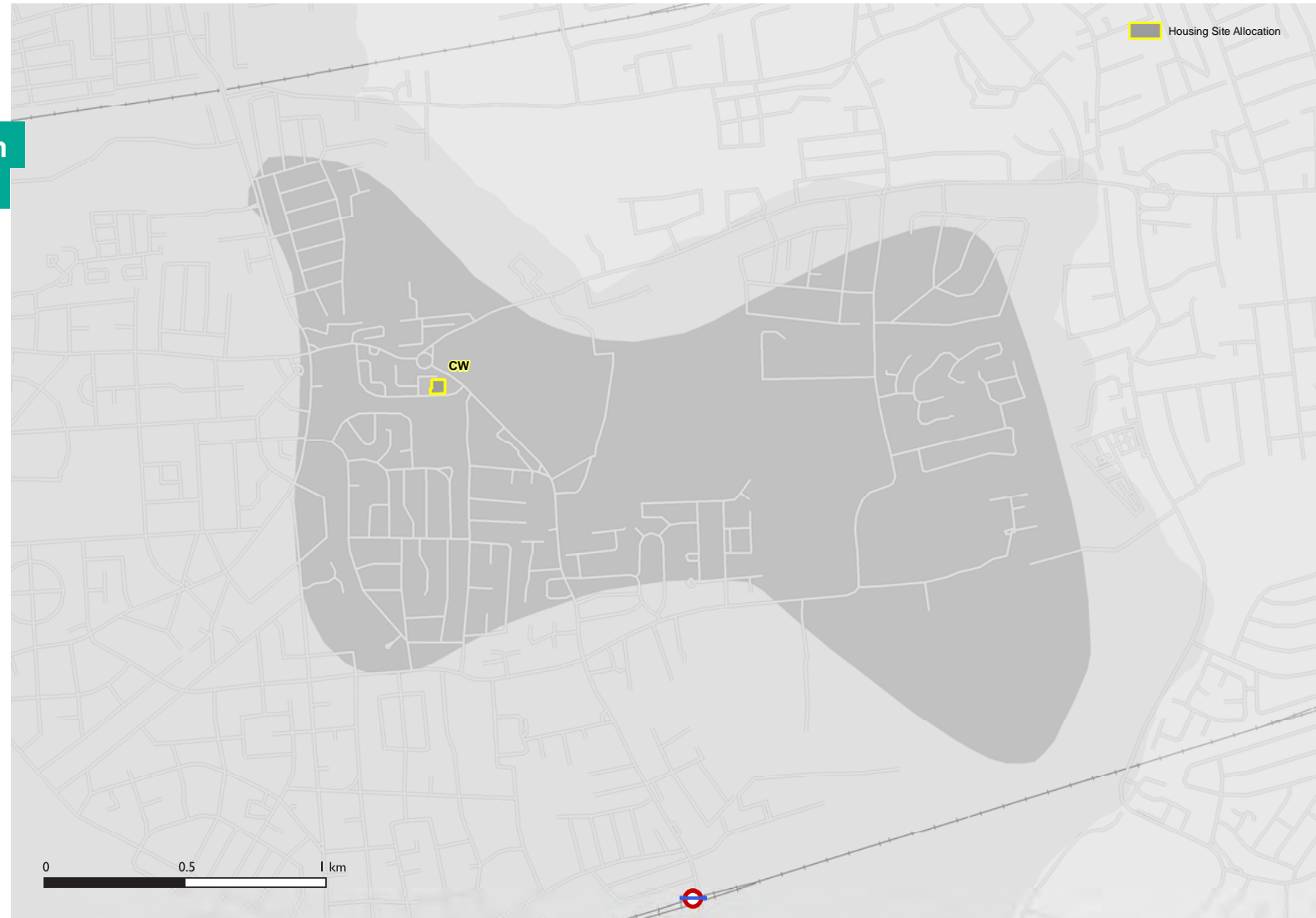
## Development potential

1.

In this area there is indicative capacity for development of 570 new homes. The key site allocations are illustrated in Figure 17 below.

**Figure 18.**  
SPP7 Site Allocations

### Becontree Heath and Rush Green



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2.

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 of 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.

## Supporting infrastructure

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.





# CHAPTER 4

## Design

### Chapter 4: Design

#### Introduction

- 4.1.**  
The purpose of this chapter is to set out clear design policies. The following defines our approach.
- We promote good design as an essential part of the transformation of our town centres and transport stations, and at our development sites in the south of the borough.
  - We require new developments to respect and enhance the existing urban fabric (including the existing cultural and heritage assets), strengthen and reinforce local identity, and foster a sense of place based on the Council's characterisation study.
  - We will sustainably manage the historic environment within the borough such as Eastbury Manor House, Valence House Museum, the Abbey Ruins and Dagenham Village. 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 that encourage community participation and social inclusion in line with Healthy New Town Principles.

- We help applicants provide high-quality design developments by using local design guidelines and detailed masterplans, along with pre-application advice and the Barking & Dagenham Quality Review Panel (QRP).

**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:	Managing the borough's 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
Borough Characterisation Study	2017
Barking Town Centre Conservation Area Appraisal and Management Plan	2020
Historic England: Tall Buildings Advice Note 4 (Consultation Draft)	2020
Heritage Strategy 2016-2020	2016
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
Conservation Area Appraisals	2009

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

- I. The Council will promote high-quality design, providing a safe, convenient, accessible and inclusive built environment and interesting public spaces and social infrastructure for all through:
  - a) recognising and celebrating local character and the borough’s heritage, adopting a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context;
  - b) encouraging development to use local context and, where applicable, to inform detail, materials and landscape. Local character should be incorporated and interpreted with developments;
  - c) protecting important identified views and vistas, conservation areas and historic assets within the borough as shown in the Policies Map;
  - d) championing sustainable design and construction principles; including water and waste management, resource efficiency and emission control, and by encouraging the efficient use of existing buildings and previously developed land and seek to mitigate and adapt to climate change;

- e) supporting development that improves and facilitates active lifestyles, and improves the wellbeing of new and existing communities, taking inspiration from Barking Riverside, London’s first healthy new town; and Active Design Principles and guidance<sup>17</sup> (or its updated equivalent);
  - f) encouraging the adoption of appropriate technology within the built environment, and futureproof for new technology and innovation that improves health outcomes across a range of areas both at an individual level and also within the public realm;
  - g) encouraging community participation and social inclusion for all population groups including older people, vulnerable adults, low income groups and children to identify an appropriate strategy.

<sup>17</sup><https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>





## 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 ten design characteristics, as prescribed by the National Design Guide and or its equivalent, local policies and guidance including the Council's Design Principles, Conservation Area Guidance, Construction Guidelines and Public Realm Guidelines.
2. All development proposals should:
  - a) where appropriate, commit to using 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 a Section 106 monitoring contribution if the original architects or landscape architects are not retained for the detailed design stage;
  - b) where appropriate, demonstrate high-quality design as a result of early engagement with planners and the Barking and Dagenham Quality Review Panel (QRP) in accordance with its Terms of Reference;
  - c) enable active lifestyle by designing for walkable neighbourhoods with attractive public realm and supporting infrastructure for cycling;

- d) be creative and innovative, recognising that existing local character and accommodating change is not mutually exclusive, architecture should be responsive, authentic, engaging, and have an enduring appeal;
- e) seek to maximise opportunities for urban greening and bio diversity, and demonstrate that appropriate measures have been taken to protect or enhance the natural environment;
- f) consider the impact on the amenity of neighbouring properties with regard to significant overlooking (loss of privacy and immediate outlook) and overshadowing (unacceptable loss of daylight and sunlight), wind and microclimate;
- g) mitigate the impact of air, noise and environmental pollution;
- h) adopt the Agent of Change principle;
- i) have regard to the Council's Archaeological Priority Areas Appraisal<sup>18</sup> (or its updated equivalent), and best practice guidance to assess how development may affect a site's archaeology; for sites falling within tier 1, 2 or 3 APAs;
- j) Demonstrate how avoidance or minimisation of harm has been achieved through design and and or mitigation; and agree appropriate mitigation with the Council, subject to early engagement and consultation with Historic England.

<sup>18</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 should:

- a) be accompanied by a Design and Access Statement and a Health Impact Assessment (HIA);
- b) be subject to independent design scrutiny by the QRP;
- c) clearly demonstrate how different options for site development have been considered as part of the pre-application process;
- d) 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, amenity space (private, communal and child play space);
- e) provide a range and mix of publicly accessible open space that promote biodiversity, safety, health and well-being;
- f) seek to achieve the highest standards of sustainable design, by considering a fabric-first approach in relation to site layout and orientation, construction and materials, energy efficiency, and use of renewable energy sources; and
- g) undertake proactive meaningful engagement with the local community and potential end users to inform design in line with the Council's Statement of Community Involvement and other relevant guidance.





## POLICY DMD 2: Tall buildings

1. Tall buildings are defined as buildings that significantly taller than the prevailing building height, or have a significant impact on the skyline.
2. The Council will prepare a localised planning framework to identify sites, form and density of locations suitable for tall buildings as proposed within the Transformation Areas in Chapter 3.
3. Tall buildings will be assessed using the design criteria set out in policy DMD1, Securing High-quality Design and against the following criteria alongside the London Plan Policy and the Historic England Advice note 4<sup>19</sup> on tall buildings.
  - a) The Council will support tall buildings where they:
    - i. contemplate local design guidance and, where relevant, be fully justified in respect of the Council's place policy for the area
    - ii. where applicable, are subject to independent design scrutiny by the QRP by referring to appropriate best practice design guidance
    - iii. individually, or as part of a group, reinforce the spatial hierarchy of the local and wider context and improve legibility and wayfinding

- iv. avoid and mitigate against any adverse micro-climatic effects such as sun, reflection, wind and overshadowing of public spaces, especially public open spaces or watercourses
    - v. contribute positively to the quality of the public realm
    - vi. preserve or enhance the borough's heritage assets, their significance, and their settings in line with policies DMD4 Preserving and Enhancing Heritage Assets and Archaeology and DMD5 Managing the Borough's Local Views
    - vii. do not constrain development potential on adjoining sites including sites within adjoining boroughs.
  - b) Development proposals for tall buildings should be supported by:
    - i. a detailed townscape analysis carried out as part of the application process, including long and short view
    - 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.

<sup>19</sup>Historic England's Tall Building note is available at: <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note>.

## POLICY DMD 3: Development in town centres

1. Proposals for development within town centres (as defined in Part 4 of Policy SP5 and identified on the Policies Map) should, where relevant and appropriate:
  - a) respect the building lines of the existing urban environment and 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 maintained at all times 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;
  - f) traditional and historic shop fronts are retained and refurbished, where reasonably practicable restoring existing architectural and heritage features;
  - g) signage location and design are sensitive (see Policy DMD 7), and not overly dominant to the shop fronts and the surrounding area; and
  - h) out of hours lighting is incorporated to enhance a well-lit, safe and secure streetscape.



# POLICY DMD 4: Heritage assets and archaeological remains

- 1. The borough’s designated and non-designated heritage assets<sup>20</sup>, conservation areas and Archaeological Priority Area (APA) are identified on the Policies Map.
- 2. Other heritage assets and the wider historic environment, aside from the four conservation areas and other areas that are locally distinctive and historically important (e.g. Becontree Estate) will be identified, celebrated and promoted where relevant through the Council’s heritage strategy (or its updated equivalent).

**Designated heritage assets**

- 3. The Council will give great weight to the preservation or enhancement of the significance of designated heritage assets, including their settings, in accordance with Paragraph 195 and 916 of the NPPF (or its updated equivalent).
- 4. Applicants must undertake a Heritage Impact Assessment that sets out:
  - a) a description of the significance of any affected heritage as sets and their settings
  - b) how the application accords with the latest relevant national guidance and London Plan policies

- c) how the application justifies any harm to the significance of designated heritage assets
- d) how the application positively responds to the relevant heritage themes (as set out in the Council’s latest heritage strategy) in their design.

**Non-designated heritage assets**

- 5. When assessing the impact of a proposal (individually and cumulatively) on a non-designated heritage asset, applicants must:
  - a) demonstrate that the proposed use is the optimum viable use, which causes the least harm to the significance of the building and its setting and secures its long-term viability
  - b) demonstrate that the development is appropriate in terms of height, scale and massing, form, materiality and detailing and its relationship to the surrounding context
  - c) submit detailed plans to an appropriate level as part of design and access statements and heritage impact assessments to clearly demonstrate how heritage assets, including their setting, will be impacted and to ensure that significance is protected and enhanced

- d) agree an appropriate strategy for conserving, 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

**Other heritage assets**

- 6. 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**

- 7. 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).
- 8. 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**

- 9. 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 affect archaeological heritage assets or their setting will be not supported.
- 10. Where development is proposed on sites of archaeological significance or potential significance, the Council will require desk-based assessments and appropriate level of investigation and recording within an Archaeology Impact Statement before development proposals are determined.

**Scheduled monuments (designated heritage assets)**

- 11. 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>21</sup>.

<sup>20</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>21</sup>The relevant information about Scheduled Monument Consent is available at: <https://historicengland.org.uk/advice/planning/consents/smc/>



## 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.

## POLICY DMD 6: Householder extensions and alterations

1. Householder extensions and alterations will need to be designed in a sensitive and appropriate manner, in line with the latest government guidance such as permitted development right (PD) and the latest Council's Supplementary Planning Document and any local design guidelines that apply to the surrounding area.
2. Proposals must not significantly impact on quality of life for surrounding residents. Development proposals must respect the character of the area. This will be achieved through:

- a) being sympathetic to the design of the original dwelling with regards to scale, form, materials and detailing
- b) considering the impact on the amenity of neighbouring properties, avoiding significant overlooking (loss of privacy and immediate outlook) and overshadowing (loss of daylight and sunlight).

## 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 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 illumination of hoardings (a billboard or large outdoor signboard), 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. 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 comply with the standard conditions outlined in the DCLG's Outdoor Advertisements and Signs: A Guide of Advertisers (2007)<sup>22</sup>, or its updated equivalent.

<sup>22</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 housing policies. The following defines our approach to these policies.

- We are committed to delivering new homes to meet the needs of residents and working Londoners. 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. 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 latest New Draft London Plan sets us a small sites target of 199 units per year. In LBBD, we are seeking new ways of achieving this target, nevertheless the proportion of housing from small sites fluctuates over the Local Plan period and remains much lower than the GLA's requirement at the moment. We are closely monitoring the borough's small sites delivery and the progress of programmes to stimulate small site development and build capacity for local and community-led housing development.
- We have identified the size, type and tenure of housing needed for different groups, including older people, householders with disabled members (including wheelchair users); vulnerable groups, LBGT community, students, families and private rented sectors (PRS) etc. We are focusing on two groups:

- 1) local people in housing need on the Council's housing register
- 2) local working people who struggle to afford private rents or to access home ownership.

- Our Strategic Housing Market Assessment (SHMA) estimates we need 1,557 affordable homes a year justifying our approach to securing affordable housing as set out in this chapter.
- In the past we lost much needed existing family housing through the conversion to houses in multiple occupation (HMO). To reverse this trend, we have established an Article 4 Direction<sup>23</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.
- We have considered the need for Gypsy and Traveller accommodation in line with the Planning Policy for Traveller Sites (PPTS)<sup>24</sup>. A topic paper has been prepared alongside the Local Plan explains our policy approach.
- The Housing Evidence Paper has been prepared alongside the Local Plan explains how our approach to housing policies informed by our Strategic Housing Land Availability Assessment (SLAA)<sup>25</sup> and reflecting identified housing need based on the LBBD Strategic Housing Market Assessment, which takes the 'standard method' for calculating housing need in national planning guidance as its starting point.

<sup>23</sup>The Article 4 for HMOs is available at: <https://www.lbld.gov.uk/sites/default/files/attachments/Article4-Direction-HMO.pdf>

<sup>24</sup>We are updating the relevant sections within the 2017 Gypsy and Traveller Accommodation Need Assessment to support this Local Plan.

<sup>25</sup>Insert a [weblink](#).



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

4.1.  
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
Policy DMH 4:	Houses in multiple occupation (HMO)
Policy DMH 5:	Gypsy and Traveller accommodation

4.2.  
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

1. The Council will support the delivery of the ten-year net housing target for the borough, as set out in the most up-to-date London Plan. This will be achieved through:

  - a) supporting proposals that contribute to building new homes that seek to meet and exceed the draft New London Plan target (1,944 per annum) in general accordance with the ‘delivery phases’ outlined below (table 2);
  - b) delivering a minimum of 40,000 homes on Site Allocations (including development of small sites), supporting the achievement of the housing targets identified in accordance with the Place policies (see Chapter 2: Transforming Barking and Dagenham);
  - c) seeking the maximum reasonable amount of affordable housing on all private sector housing schemes, subject to viability and site context;
  - d) building council homes by developing residential-led schemes on council-owned land, and ensuring that this estate regeneration delivers improved social facilities and environmental amenity
  - e) supporting planning applications for self-build and custom-build, as well as purpose built shared housing through innovative approaches, subject to proposals adhering to meeting other development plan policies
2. In order to address borough’s housing need, the Council will:

  - a) seek to ensure development does not undermine the supply of self-contained housing, in particular family homes;
  - b) seek to meet wheelchair accessible accommodation and require it across all tenures where possible;
  - c) support planning applications that seek to meet the needs of specific communities, including older people, disabled and vulnerable people, students and Gypsies and Travellers;
  - d) encourage community groups and local organisations to develop their capacity to lead on the delivery of new homes through the Council’s programme of housing innovation<sup>26</sup>, taking the opportunity to test and trial innovations around sustainability and construction
  - e) deliver quality new homes to high design and build quality standards in accordance with the Mayoral supplementary planning guidance, the Council’s latest design guides, and the Building Regulations and emerging guidance regarding building safety
  - f) work proactively with the local community, landowners, developers and other key stakeholders to ensure that, wherever possible, homes are marketed to, and occupied by, people who live and work primarily in Barking and Dagenham, or within the surrounding areas of London.

Delivery period	Years	Indicative delivery target	Indicative annual delivery target
Overall housing target	2019-20 – 2036/37	42,737	
Short term	2019/20 – 2023/24	10,817	2,163
Medium term	2024/25 – 2028/29	18,470	3,694
Long term	2029/30 – 2037/38	13,450	1,681
Small and windfall sites			
Long term	2019/20 – 2036/37	1,242	69

Figure 19.  
Stepped Trajectory for Housing Delivery to 2037 (Source: Barking and Dagenham Housing Trajectory August 2020)

<sup>26</sup>The Council is undertaking further review of wider potential sites for housing development and also agreeing on the approaches in which homes will be delivered un the programme.





# POLICY DMH 1: Affordable Housing

I. All development with the capacity to provide 10 or more self-contained units, or have a gross internal residential floorspace of more than 1,000 sqm will be required to provide affordable housing as follows:

a) Seek to meet an overarching 50% of on-site affordable housing target, by applying the threshold and viability approach set out in the Mayor of London’s policy guidance and include early and advanced stage review mechanisms in line with Policy DMM1 ‘Planning Obligations’.

b) Where affordable housing is provided on site, applicants will be expected to demonstrate that their proposal distributes the affordable housing throughout a new development, wherever appropriate, and ensure that all new dwellings contribute to the delivery of a range of housing tenures in accordance with the following tenure split (or in any subsequent updates on affordable housing products:

i. 50% mix of social housing including London Affordable Rent (LAR) or Social Rent

ii. 50% mix of intermediate housing including London Living Rent (LLR), Affordable Rent (AR) or London Shared Ownership (LSO).

c) As set out in Figure 20, 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

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 local average income levels in the borough.

2. Off-site affordable housing or payments in-lieu will only be acceptable in the following circumstances:

a) Where other sites may be more appropriate to provide affordable housing than the site of the proposed development to better deliver mixed and inclusive communities. The applicant will need to clearly demonstrate that:

i. it is not practical to deliver affordable housing on-site;

ii. it will not result in an over-concentration of one type of housing in any one local area;

iii. it can provide a minimum of 50% affordable housing overall; and

iv. it can provide a better outcome for all of the sites, including a higher level of affordable rented family homes and housing.

b. If a suitable site cannot be found in accordance with Part 3a), a financial contribution towards the off-site provision of affordable housing may be accepted in accordance with policy DMM1 Planning Obligations.

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 review in the London Plan.

Figure 20. Forms of affordable housing



## POLICY DMH 2: Housing mix

1. Development proposals will be required to provide a range of unit sizes (including larger family homes) in accordance with the Council's preferred dwelling size mix table below, or in any subsequent affordable housing needs evidence in light of future circumstances. Where a different housing size mix is proposed, the Council will have regard to up-to-date evidence of housing need and all of the issues such as the housing type, site characteristics, viability, location and other constraints in accordance with the latest London Plan to determine whether the housing size mix is acceptable.

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.

## POLICY DMH 3: Specialist housing

1. Existing specialist housing will be protected where it is considered suitable for its use and it meets relevant standards for this form of accommodation. 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 for specialist housing will be supported where can be demonstrated that:
- a) it meets the relevant Mayoral policy requirements, including the Mayor's annual indicative benchmarks for specialist older persons housing for the borough (Policy H13) and criteria for new accessible or adapted housing (Policy D7 Accessible Housing);
  - b) It meets an identified need within the borough based on up-to-date evidence base<sup>27</sup>;
  - c) it is located in, or close to, designated town centres with good access to local services and public transport links. Alternatively, these services will need to be provided to serve the development (see chapter 5: Social Infrastructure);

<sup>27</sup>It is estimated that the borough needs 180 units of Extra Care between 2019 and 2029, via three 60 bedded units (LBBD, 2018).

## POLICY DMH 4: Purpose-built shared housing and houses in multiple occupations (HMOs)

1. The Council will support new purpose-built shared housing schemes (including student accommodation) where they:
- a) meet the relevant Mayoral policy requirements (Policy H15 and H16)
  - b) meet an identified need within the borough based on up-to-date evidence base
  - c) are located within preferred areas in accordance with Place Policies (see chapter 2: Transforming Barking and Dagenham).
2. The Council is seeking to preserve and increase the stock of family housing in the borough. Proposals for conversions or loss of existing family housing with three bedrooms or more will be resisted. Other proposals for flat conversions of homes in multiple occupation (HMOs) will only be considered acceptable provided that:
- a) the number of houses that have been converted to flats or HMOs in any road (including unimplemented but still



## POLICY DMH 5: Gypsy and Traveller accommodation

valid planning permissions) does not exceed 10% of the total number of houses in the road. No two adjacent properties apart from dwellings that are separated by a road should be converted

b) no significant loss of character or amenity occurs to the area as a result of increased traffic, noise or general disturbance

c) Regard is had to the appropriate design, transport, and internal and external amenity space standards policies.

3. Planning permission is required for all new HMOs due to an Article 4 Direction, which withdraws permitted development rights for small HMOs across the borough. A licence is also required for a large HMOs within the borough and is assessed independently of any planning application<sup>28</sup>.

1. The Council will safeguard the existing Gypsy and Traveller site at Eastbrookend Country Park. All the Gypsy, Traveller and Travelling Showpeople sites considered to meet the identified accommodation needs for 2019 – 2024 as outlined in Table 2 below. Proposed broad locations are identified on the policies map and set out as follows:

- Choats Lane
- Lane at Collier Row 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. Future need in the latter periods of this Local Plan period (2034 – 2037) as a result of new household formation will be addressed against the criteria set out below and through any subsequent monitoring and review of the Local Plan.

4. 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 as defined by national planning policy and guidance);

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;and

g) Arrangements can be put in place 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

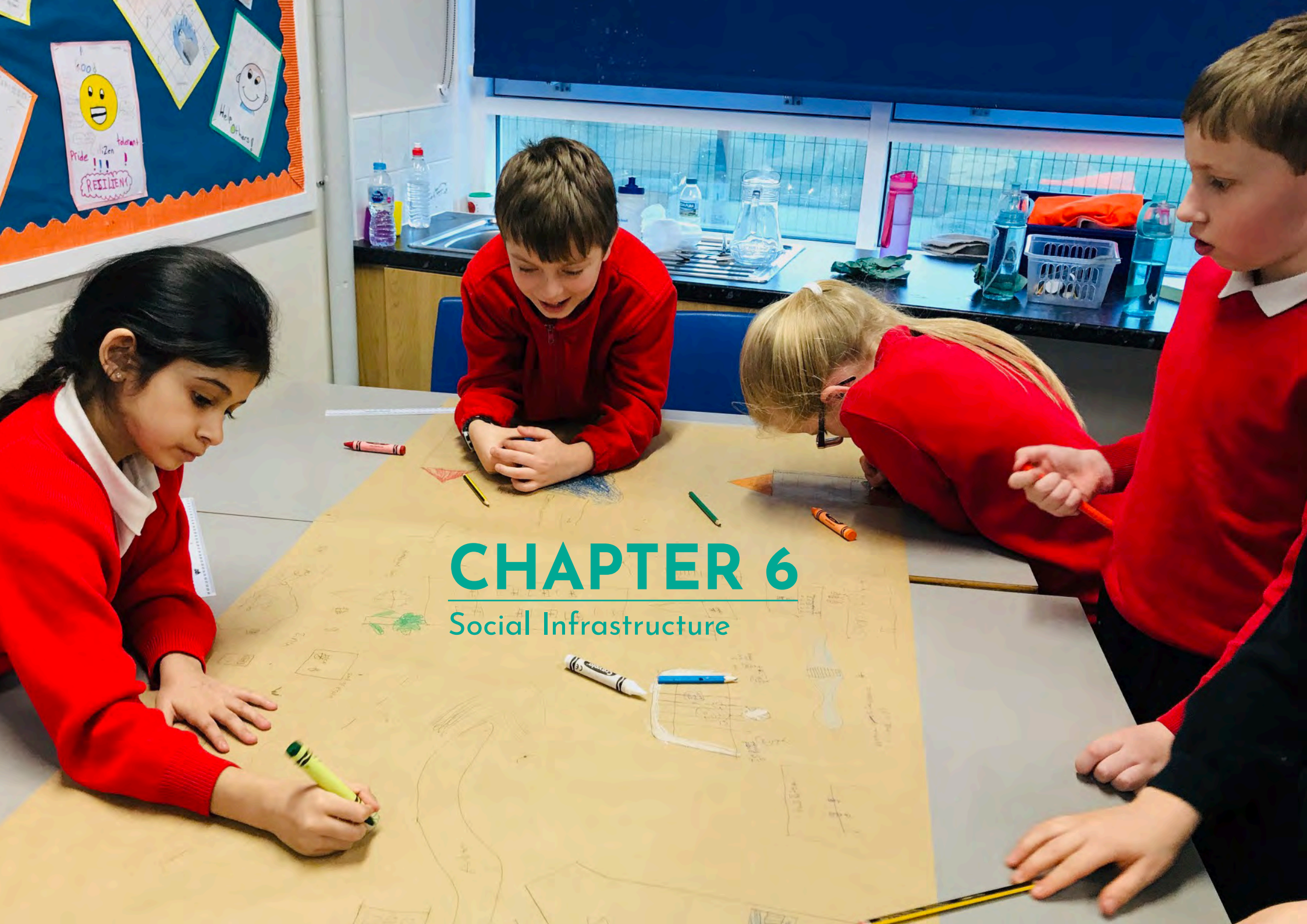
2020–2024	2025–2029	2030–2034	Total
19	2	3	24

Source: LBBD GTAA, 2020

<sup>28</sup>For details, please visit: <https://www.gov.uk/house-in-multiple-occupation-licence>.







# 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 outlines our commitment to these policies.
- We are ensuring that planned growth will be supported by a range of social infrastructure, particularly plans for new primary and secondary school places in the long-term to support the borough's expanding educational needs.
  - We are committed to protecting existing facilities from inappropriate new development while guiding new developments to provide the right social and cultural 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. in the right location.
  - We aim to improve people's health and wellbeing and enable skills development and lifelong learning.

**6.2.** The 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
LBBD Playing Pitch Strategy	2016
LBBD Playing Pitch Strategy Update <sup>29</sup>	
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
Strategic Estates Plan (East London Health & Care Partnership)	2018
GLA School Place Demand Projections	2018
LBBD Faith groups and meeting places: Evidence base study	2017
GLA London Cultural Infrastructure Plan	2019
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

1. The Council will seek to ensure that a range of high quality social and cultural infrastructure facilities for existing and new residents and workers are provided in appropriate locations throughout the borough by:
2. a) protecting existing social and cultural infrastructure facilities in accordance with policy DMS1 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, in accordance with policy DMM1 Planning Obligations;
- c) working with service providers and other stakeholders to identify funding sources for the long-term management and maintenance of social/cultural infrastructure and where necessary and viable, securing contributions towards this from development;
- 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 Infrastructure Delivery Plan, taking account of the needs of the future local community

- ii. contribute to the capacity, quality, usability and accessibility of existing facilities and services, particularly where development will increase demand;
- iii. can be delivered at an appropriate time to support new development i.e. in advance of substantial need arising;
- iv. promote the growth and expansion of educational facilities that meet the borough's requirements for all stages of life, and including special schools;
- v. include connectivity through walking, cycling and public transport;
- vi. work in partnership with health authorities and other key stakeholders to improve healthcare access and support people's overall health and well-being;
- vii. undertake innovative approaches to the delivery and operation of social infrastructure; for example, creating the multi-functional use of spaces (including multi-use places of worships) and maximising use of existing community facilities (i.e. community use of educational facilities).

## POLICY DMS 1: Protecting and enhancing existing facilities

1. In accordance with policy SP4, development proposals involving the net loss of existing facilities (excluding sports facilities, playing fields, and recreational buildings and land) or viable cultural facilities will be resisted, unless:
  - a) the existing facility is being re-provided on-site and of a similar nature that would better meet (in quantum and quality) the needs of existing users or forms part of a strategy agreed by the Council and the relevant service provider to serve local needs;
  - b) there is no longer an identified need or demand for the existing use of the facility. In such circumstances, the applicant must provide robust evidence to demonstrate:
    - i. active marketing over a continuous 24-month period of time for alternative forms of social and cultural infrastructure on the site, taking into account the needs of the future local community, including if the facility was refurbished and/or multi-functional;
    - ii. demonstrate that the loss of the facility would not lead to a shortfall in provision for the specified use for the population that it serves.
2. The Council will expect applicants to submit competitive marketing evidence in accordance with Part 1 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>30</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 1 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. This is unless they can meet one of the criteria set out in the paragraph 97 of the NPPF and the exceptions in Sport England Playing Field Policy, or their updated equivalent.
  4. Extensions to existing schools should demonstrate that the current level of child play space will be enhanced and increased.
  5. The Council will allow six months for bidding to buy a community/cultural facility that is listed on the Assets of Community Value (ACV) register<sup>31</sup>. The marketing statement could be reduced to 12 months in accordance with part 1 and 2 above (from a continuous period of six months that the community has to prepare a bid to buy it).

<sup>30</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 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) in accordance with Policy DMM1 Planning Obligations.
- 2. In accordance with policy SP4, new social and cultural infrastructure facilities will be located across the borough, to support growth in each area (see Chapter 3: Transforming Barking and Dagenham); and the Council's latest IDP.
- 3. Development proposals for social infrastructure should accord with the relevant policies set out in the New London Plan.
- 4. Development proposals for residential and mixed-use development including provision of community facilities will need to submit a community needs strategy to accompany the planning application demonstrating how the community space needs generated by the development, including faith space, have been met.
- 5. Development proposals will be expected to 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 co-locate or integrate a range of community uses and functions, such as community halls, sport facilities and shared worship space, by taking account of the principles of active and inclusive design and making relevant provision outside of core hours where appropriate.
- 6. Development proposals for faith facilities in employment and industrial areas will only be permitted 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. 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 consult on the proposal with the Council.
- 7. Development proposals for improved leisure and sports facilities (including any essential ancillary facilities<sup>32</sup>) to support the endeavours of the sports organisations to use these facilities will be acceptable subject to discussions with Sport England.

<sup>32</sup>These facilities could include uses such as changing rooms, clubhouses<sup>5b</sup>, 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 relevant policies set out in the New London Plan. Development proposals resulting in the loss of a public house will be strongly resisted unless justified by robust and up-to-date planning and marketing evidence in accordance with policy DMS1 Protecting and Enhancing Existing Facilities.
- 2. Development proposals which would make a public house unviable (e.g. loss of the cellar etc.) will not be considered acceptable.
- 3. Where a public house is replaced or re-provided, the new development:
  - a) 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
  - b) should make an equal or greater contribution to the street scene and community benefit. For example, buildings considered to be heritage assets (statutorily listed buildings,

- locally listed buildings) or making a strong contribution to local character are expected to be retained
  - c) where appropriate, incorporates a community use in the redevelopment or contribute towards enhancing community facilities in the local area.
- 4. 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, the applicant will be required to send important components of the building 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.
- We aim to set out a clear economic vision involving a borough-wide industrial strategy, which positively and proactively encourages sustainable economic growth through promoting intelligent use of under-utilised industrial land within the borough.
  - Through setting out criteria-based policies and identifying strategic sites for mixed-use development, we seek to attract local and inward investment to match the strategy and to meet anticipated needs over the Local Plan period.
  - In response to the latest government planning reform, our policy defines a network and hierarchy of town centres and promote 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
Borough’s Industrial Strategy	2020
Barking and Dagenham Retail and Town Centre Study Update and Addendum Report	2019 2020
Industrial Land Evidence Paper	2020
LBBD Economic and Temporary Use Strategy	2018
GLA Safeguarded Wharves Review	2020
GLA Hot Food Takeaways Topic Paper	2018
London Industrial Land Review	2017
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 promote:
  - a) efficient use of employment land to support economic growth sectors;
  - b) retention of suitable locations and capacity;
  - c) intensification with innovative approaches to building design;
  - d) plan-led managed release of land as set out in the Borough’s Industrial Strategy.
3. Proposed LBBD Strategic Industrial Land (SIL) and Locally Significant Industrial Locations (LSIS) as shown on the Policies Map. They are designated as intelligent SIL and LSIS for protection, managed intensification in accordance with Policy DME1 Utilising the Borough’s Employment Land More Efficiently. They are suitable for industrial type activities as identified in the New London Plan (Policy E4 and E5) and the Borough Industrial Strategy.

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 Table 3 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.
5. The Council will support a new town centre hierarchy for the borough, in line with the latest town centre strategies and guidance; major office development will be directed to Barking town centre with secondary provision directed to District Centres as set out in the town centre hierarchy as show on the Policies Map.
6. The Council will encourage the provision of affordable workspace within developments for new employment in accordance with Policy DME2 ‘Providing Flexible, Affordable Workspace’ alongside the relevant policies as set out in the New London Plan.
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 centres uses, not limited to traditional retail, which could include residential

- above existing commercial, social infrastructure and transport infrastructure uses, temporary or ‘meanwhile’ uses<sup>33</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 support 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>33</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).



**Table 2.** LBBD Safeguarded wharves and maritime infrastructure  
(Source: GLA and PLA 2019)

Located in Barking	Located in Dagenham
Alexander Wharf	Dagenham Wharf
Steel Wharf	Pinnacle Terminal
Docklands Wharf	De Pass Wharf
Victoria Stone	Fords Dagenham Terminal
Pinns Wharf	Amey’s Jetty
Rippleway Wharf	No.1 Western Extension
No.8 Jetty	East Jetty
No.4 Jetty	

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

### Employment within the designated SIL and LSIS boundary

1. The Council will support development proposals where they can deliver employment floorspace that:
  - a) contributes to meeting the strategic target of a minimum 20,000 new jobs, focusing on enabling skills development and lifelong learning
  - b) accords with the site allocations and the Council’s most up to date area specific guidance
  - c) comprises uses that are suitable for broad industrial-type activities as identified in the New London Plan
  - d) provides a mix of unit sizes to meet the needs of small and medium enterprises (SMEs).
2. The Council will prepare localised planning framework, such as supplementary planning documents to provide strategic guidance on intensification and more intelligent use of the borough’s designated industrial land within the identified Transformation Areas (see **chapter 3: Transforming Barking and Dagenham**). These documents will include details on industrial intensification and redistribution including the relocation of existing businesses that cannot be incorporated within a redevelopment. They will also make reasonable endeavours to ensure such uses have a suitable alternative site secured and address transitional arrangements that are cognisant of their local and regional economic role.

3. Development proposals must ensure neighbourly development is achieved (in line with Policy DMSI 2 Energy, Heat and Carbon Emissions and DMSI 8 ‘Waste Sites’ and must not jeopardise the functioning of any remaining employment uses, including those incorporated within the redevelopment.
4. Where the site is suitable for industrial intensification the applicant is expected to demonstrate that the proposal is a genuine intensification and will increase or maintain employment numbers on less space than the existing use, subject to development viability.
5. Applicants must demonstrate that new employment floorspace within the redevelopment is designed to respond to market demand and occupier requirements to secure viable occupation.

### Employment sites outside of SIL and LSIS

6. The Council will resist development proposals that would result in the net loss of viable employment floorspace, particularly affordable and low-cost workspace. The Council may consider proposals in exceptional circumstance where the applicant can:
  - a) clearly demonstrate that the site is genuinely unsuitable for continued employment use due to its history, condition and reasonable alternatives for restoring the site to employment use have been considered (including temporary employment use)
  - b) provide robust evidence of unsuccessful active marketing of the existing use over a continuous period of at least 24 months at a reasonable market rent, which accords with indicative figures.

## POLICY DME 2: Providing flexible, affordable workspace

1. Development of a minimum 1,000 sqm office and workspace will be required to incorporate an appropriate provision of affordable workspace on-site, offered at below market rate, for shared workspace or small business units through Section 106 agreement, 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 following completion.
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**).
3. The Council will expect developments to go beyond “shell and core” provision of affordable workspace. To be considered as acceptable turnkey spaces, upon the completion of the development, 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.

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

1. The extent of town, district and neighbourhood centres are defined on the Policies Map. The boundaries will clearly relate to the application of the sequential and impact tests, which seek to direct retail and other key town centre uses to town centres, and requires proposed retail development in edge, or out of town centre sites to be considered against the sequential approach below:

- a) Development proposals for commercial, businesses and service uses will be permitted within the town centre boundaries

- b) Development proposals for retail and leisure uses will be supported on the edge of or outside of designa ed town centre location where the sequential approach to site identification has been applied in accordance with the NPPF

- c) Preference would be given to accessible sites which are well connected to the town centre

- d) Applicants should demonstrate flexibility on issues such as format and scale of the proposal, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored in accordance with paragraph 87 of the NPPF.

2. Out-of-centre retail developments that include new local facilities should only be exempt from compliance with the sequential test where the proposed main town centre uses serve the local needs, generated by the development, or serve an area of deficiency, and where that need cannot be met by existing facilities within nearby centres.

3. When considering applications for town centre uses the Council will recognise the need for flexibility 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. Development proposals will be required to deliver and maintain active ground floor frontages generating high footfall (proportionate to the scale and nature of the centre). This includes, but is not limited to, shops, markets, community, cultural and civic uses<sup>34</sup>.

5. Outside the designated town centres, development proposals for retail and leisure development exceeding 500sq.m<sup>35</sup> gross (or its updated equivalent) will be required to submit an impact assessment in accordance with the NPPF and NPPG.

6. In addition to compliance with the impact criterion above (part 6) development proposals for a new local shopping centre must seek to meet the needs of local residents based on up to date evidence<sup>36</sup>. The applicant should submit information which considers factors including:

- i. the relative size of a local parade and the range of shops and services each centre can offer
- ii. 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
- iii. 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

- iv. 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. '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.

8. Development proposals for new hot food takeaways (sui generis), new betting shops and pay day loan shops (sui generis) within the designated town centres must submit:

- 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) and discuss proposals at the pre-application stage with the Council.

<sup>34</sup>Uses which offer a service to the general public.

<sup>35</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.

<sup>36</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 (CI) will be supported within the borough's designated town centre, along primary routes adjacent to transport interchanges, and in locations where they will support the function of employment and strategic industrial land, where:
  - a) it accords with principal land uses and does not compromise regeneration visions
  - 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.
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).

## 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; 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.



CGI of Barking Town Centre





# 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
  - 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, mitigating climate change, and increasing biodiversity
  - We seize opportunities for creating 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 its blue infrastructure, including the River Roding, the River Thames and the River Beam. And maintain clean, green environments.

**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 Inclusive Growth Strategy	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 Green Belt Review	2016
LBBD Biodiversity Survey	2016
LBBD SINC's Citation	2016
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 green and blue infrastructure and address deficiencies<sup>37</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 and the planting of street trees;
  - c) working with local partners, the Environment Agency, Natural England and other key stakeholders including the local community to resurvey and review SINC's and areas of biodiversity deficiency 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>37</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 blue network, improving walking and cycling accessibility to the water environment and improving the relationship with the river (including public realm, habitats and waste heat energy sources). Where possible, opportunities should be sought to 'naturalise' the riverbank by removing hard engineered walls and introducing new habitats to the river corridor
- 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

- 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
- i) protecting and enhancing the borough's habitat and wildlife resources, including linking green spaces with identified wildlife 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 development 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.



## 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 Green Belt and on Metropolitan Open Land (MOL), except in very special circumstances, in line with the NPPF and Policy G3 of the Draft New London Plan Intend to Publish version.
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 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, include replacement space of at least equivalent quality as close as possible to the open space that would be lost.
5. 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:
  - 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 Draft New London Plan Intend to Publish version 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.
6. 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 draft New London Plan Intend to Publish version.
7. 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.

## POLICY DMNE 2: Urban greening

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 etc
  - 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 accordance with the Council's guidance. In line with Policy G5 of the draft New London Plan Intend to Publish version, 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).





# POLICY DMNE 3: Nature conservation and biodiversity

- 1. Development should not lead to loss or degradation of Sites of Importance for Nature Conservation (SINCs), including local nature reserves and Epping Forest’s Special Area of Conservation (SAC). All existing SINC boundaries are defined 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 draft New London Plan Intend to Publish version
  - 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, whether within the development area or off-site
  - d) provide wider, off-site, 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 Draft New London Plan Intend to Publish version
  - b) contribute to increasing 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
- 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 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).

# POLICY DMNE 4: Water environment

- Rivers, Waterways and Watercourses**
- 1. 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 wetlands);
    - d) conserve the waterways’ heritage and improve public understanding of this;
    - 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;



- 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 DMSI 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;
- i) 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;

- j) encourage active travel (walking and cycling) through the provision of cycle and foot paths adjacent to the waterway (but outside of the buffer zone);
- k) 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;
- l) 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;
- m) 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; and
- d) protects Safeguarded Wharves and jetties from any development that would prejudice their future use for river transport.



## 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 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, they should be replaced by species of at least equivalent value with a preference for on-site planting.
4. Where 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 programme dependent on the specific development and the value of the trees.



## POLICY DMNE 6: Local food growing including allotments

### 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 Draft New London Plan Intend to Publish version, 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.

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.
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, 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.

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.
- We are committed to creating a clean, green and sustainable borough with low emission neighbourhoods, reinforced by the Council's climate change emergency declaration, and targets to becoming a carbon neutral council by 2030 and a carbon neutral borough by 2050. This will be achieved through:
  - ✓ reducing energy use
  - ✓ utilising low-carbon heat
  - ✓ using low-carbon electricity
  - ✓ ensuring affordable energy
  - ✓ delivering co-benefits.
- 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 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 to meet World Health Organisation limits, conserving water, reducing waste, and mitigating flood risk. New development will be required to be greener and more sustainable with increased energy efficiency and 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.
- A topic paper published as supporting information alongside the draft Local Plan, will explain the draft policy position (DMSI 2) by linking with the available evidence base, including the Council's Cost of Carbon Report<sup>38</sup>.
- We support the targets set out in Policy SI 8 of the draft New London Plan Intend to Publish version 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 (LBBB) for all household, commercial and industrial waste between 2021 and 2041 (505,000 tonnes by 2021 and 537,000 tonnes by 2041).

<sup>38</sup>The LBBB commissioned the study jointly with some other London boroughs to inform the zero-carbon target. Further discussions are required with the LBBB officers on next steps.



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	Waste sites
Policy DMSI 9	Demolition, construction and operational waste
Policy DMSI 10	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
Towards Net Zero Carbon (draft)	2020
LBBD Inclusive Growth Strategy (draft)	2020
LBBD Planning Advice Note: Waste and Recycling Provisions in New and Refurbished Residential Developments	TBC
Planning briefing paper – Connection Opportunities to B&D Energy Limited: Low Carbon Energy for East London	2019
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 and nuisance, and promoting sustainable infrastructure;
- b) expect major development to be net zero carbon and employ low carbon technologies in line with the Council's agenda, 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 fuel sources;
- c) expect all development to minimise the risk of overheating through the prioritisation of passive design measures;
- d) phase-out gas heating and encourage as much as renewable energy as possible;
- e) ensure all development manages nuisance (such as noise, vibration, artificial light, odour, fumes and dust pollution) during both construction and operation through appropriate mitigation;
- f) improve the borough's air quality in line with the Council's Air Quality Action Plan; requiring new development to be air quality neutral; and promoting sustainable transport and green infrastructure;

- g) expect development and large-scale regeneration to facilitate the remediation of land affected by contamination;
- h) 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;
- i) co-operate with other boroughs to jointly address cross-boundary flood risk issues;
- j) safeguard all waste sites within the borough and review the approach until the new Joint Waste Plan<sup>39</sup> is adopted;
- k) minimise waste production by promoting sustainable waste management, the principles of circular economy and the use of sustainable materials;
- l) seek to deliver secure, affordable and low carbon utilities and physical infrastructure.

<sup>39</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 Policy SI 9 of the draft New London Plan Intend to Publish version.



## POLICY DMSI 1: Sustainable design and construction

1. All development will be required to incorporate sustainable design and construction, relating to the scale, nature and form of the proposal.
2. Major development proposals must demonstrate, in a supporting sustainability statement, how sustainable 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 over 500sqm floorspace (gross) must be designed and built to meet or exceed a BREEAM non-domestic refurbishment 'Excellent' rating (or updated equivalent), and;
  - c) All residential refurbishment development of 10 dwellings or more should 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 and where possible exceed the borough's target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon homes and buildings, in line with the Council's latest guidance.
2. Development proposals are required to submit a detailed Energy Assessment, 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 draft New London Plan Intend to Publish version.
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. Development proposals will be expected to address an area's energy infrastructure requirements, as identified in the

Council's Infrastructure Delivery Plan, with major development expected to adhere to the London Plan's heating hierarchy (Policy SI 3 of the Draft New London Plan Intend to Publish version). Decentralised energy will need to be prioritised in accordance with the London Plan's energy hierarchy and connect to any existing or planned low carbon District Energy Network (DEN) in the local area and be delivered with an on-site DEN serving the entire development site.

5. Where there is no existing local DEN, developments should be designed to incorporate decentralised energy in accordance with the hierarchy outlined in the London Plan and subsequently connect to any future off-site DEN without modification. All new large-scale development (over 500 dwellings) should liaise with the Council about the creation of a new DEN.

### Low carbon and renewable energy technologies

6. Development proposals will be expected to incorporate as much as low carbon and renewable energy technologies as possible with minimal impact on the environment, amenity and human health. 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.

### Overheating risk

7. All major development will be expected to mitigate overheating risk (for example through solar shading, building orientation, solar-controlled glazing and efficient mechanical ventilation) and submit an Overheating Assessment in accordance with the requirements of Policy SI 4 the New 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 draft New London Plan Intend to Publish version)
- c) 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 of a construction management plan
- 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 exceed the 'air quality neutral' benchmark (in line with Policy SI 1 of the draft New London Plan Intend to Publish version 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 demonstrate this in an air quality impact assessment as part of the planning application. If avoidance is not possible, exposure should be appropriately minimised and mitigated in accordance with the London Plan requirements. Developments proposing biomass boilers will be required to forecast pollutant concentrations and permission will only be granted if no adverse air quality impacts are identified.

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 be accompanied by a preliminary risk assessment (desk study), site investigations and risk assessments in line with the current guidance, and to prepare remediation proposals to deal with any contamination. Remediation proposals must be agreed with the Council prior to the commencement of any works.
2. Development proposals will:
  - a) ensure safe transportation, storage, and use of hazardous substances
  - b) protect neighbouring occupiers and the natural environment from remediation impacts consult the Health and Safety Executive (HSE) and the Environment Agency (EA) on proposals involving hazardous substances where required.
3. 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.

## POLICY DMSI 6: Flood risk and defences

### Flood risk

1. Development should seek to deliver a neutral or positive 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.
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 SFRA<sup>40</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.

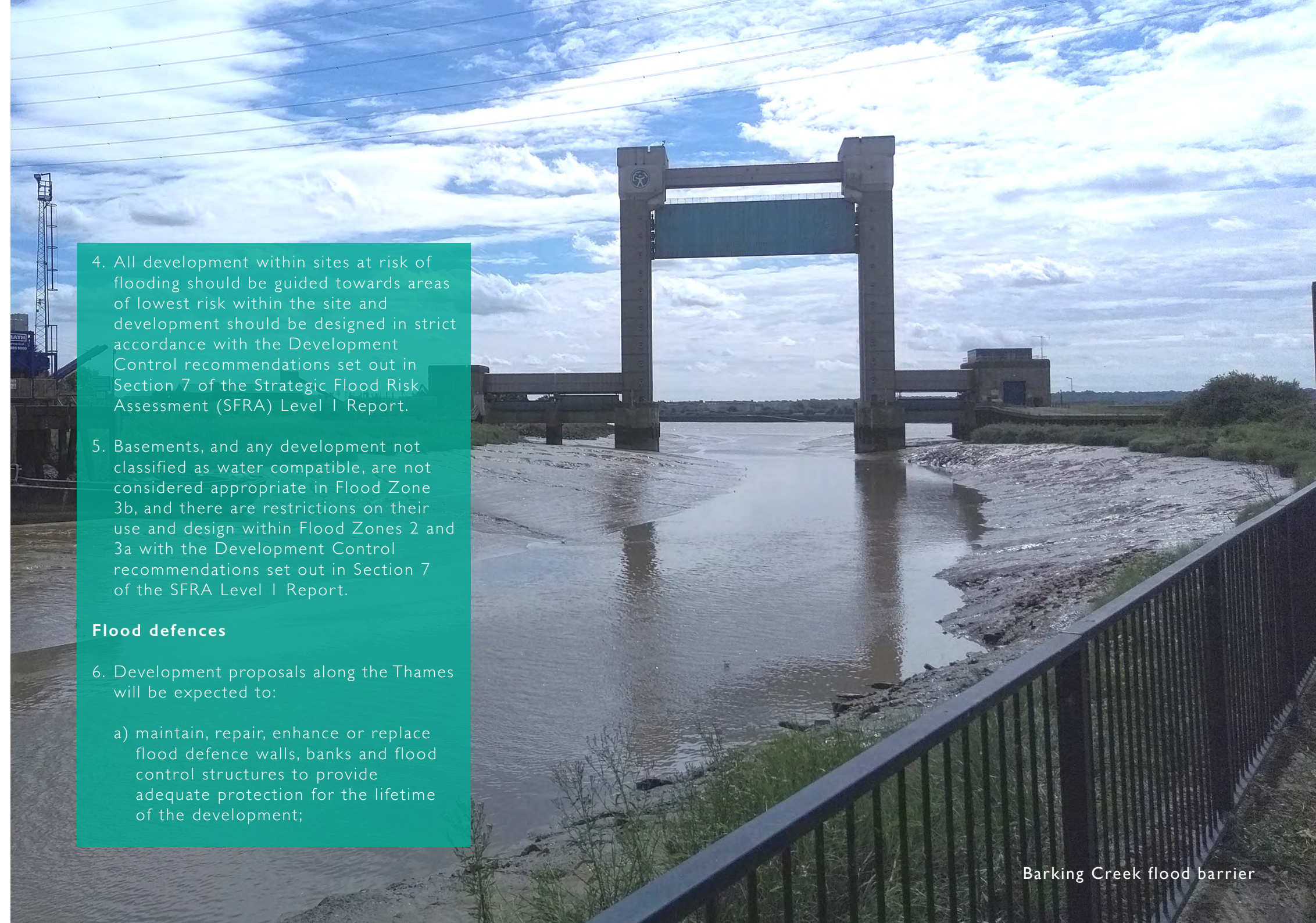
<sup>40</sup>Since the Council's SFRA was completed, the Environment Agency has updated the hydraulic model of the Lower Roding and Loxford Water and intends to carry out further breach modelling downstream of the Thames Barrier.

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;



Barking Creek flood barrier



## 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 unfeasible
  - b) seek advice from the Council as the Lead Local Flood Authority (LLFA) as to their preference 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 draft New London Plan Intend to Publish version 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 draft New London Plan Intend to Publish version. 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, if no or low water pressure and internal or external sewage flooding of property is to be avoided;
  - b) engage with Thames Water and use their free pre-planning service at an early stage if there will be capacity in the Thames water or wastewater networks to serve their 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: Waste sites

### Waste sites

1. Development proposals will be supported where they:
  - a) comply with the policies set out in the latest East London Waste Authority Plan and consult with the council on the emerging plans currently being updated
  - b) safeguard the existing permitted capacity at the waste sites within the borough to meet the Council's apportionment requirements set out in Policy SI 8 of the draft New London Plan Intend to Publish version
  - c) seek to maximise the efficiency and capacity of waste facilities within the borough.
2. Proposals for non-waste uses on safeguarded sites will only be considered acceptable where it is clearly demonstrated that a compensatory site provision, or compensatory capacity, will be delivered on a suitable replacement site within the borough in the first instance or another part of London that provides equivalent to, or greater than, the maximum annual throughput than the existing site could achieve.
3. Compensatory capacity will be sought which is equivalent to or greater than the maximum annual throughput over the last five years, as per the Environment Agency tonnage data for the site such as the waste data interrogator or waste returns data. Compensatory provision should be provided locally. The area of search for a replacement site, or increased capacity within an existing facility, should be within the



borough in the first instance, or failing that, elsewhere in London. Compensatory provision will usually be secured through conditions or a legal agreement at the planning permission stage.

4. Additional waste site allocations could be made by means of a specific review as part of the development of the new waste plan.

#### **New or enhanced waste facilities**

1. New waste management facilities will be directed towards existing safeguarded sites and areas of search in accordance with the latest ELWA strategy. Proposals for new waste facilities, or to replace or extend an existing waste facility, will be support where they:
  - a) are appropriately located within a safeguarded waste site, or area of search, or integrated into a suitable new development
  - b) help to move waste up the waste hierarchy with a focus on reuse, repair and remanufacture
  - c) ensure that the scale and nature are compatible with adjacent existing and proposed land uses
  - d) do not conflict with the vision for the area (see Chapter 2 and Chapter 3) in which they are located

e) propose technology which is suitable for the location and nature of the site, including future-proofed renewable energy generation opportunities (in line with Policy SI 8 of the New London Plan)

f) are fully enclosed, unless it can be demonstrated that environmental and amenity impacts, including in respect of nuisance and traffic, can be mitigated both during and after operations

g) it provides effective on-site measures to ensure safety and security.



## POLICY DMSI 9: Demolition, construction and operational waste

### **Demolition and construction waste**

1. Prior to demolition and construction, major development proposals will be expected to:
  - a) develop an appropriate construction waste management plan in order to reduce, reuse and recover waste and to mitigate environmental impact in accordance with the targets set out in Policy SI 7 of the draft New London Plan Intend to Publish version
  - b) adopt the principles of circular economy in the design of the development, using sustainable materials and aiming to achieve net zero-waste. A circular economy statement should be submitted with all major planning applications, in line with requirements of Policy SI 7 of the draft New London Plan Intend to Publish version and associated guidance
  - c) 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 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 inc CL:AIRE: The Definition of Waste: Development Industry Code of Practice (DoWCoP) should be applied. If a proposed material reuse scenario cannot meet these principals, 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.

### **Operational waste**

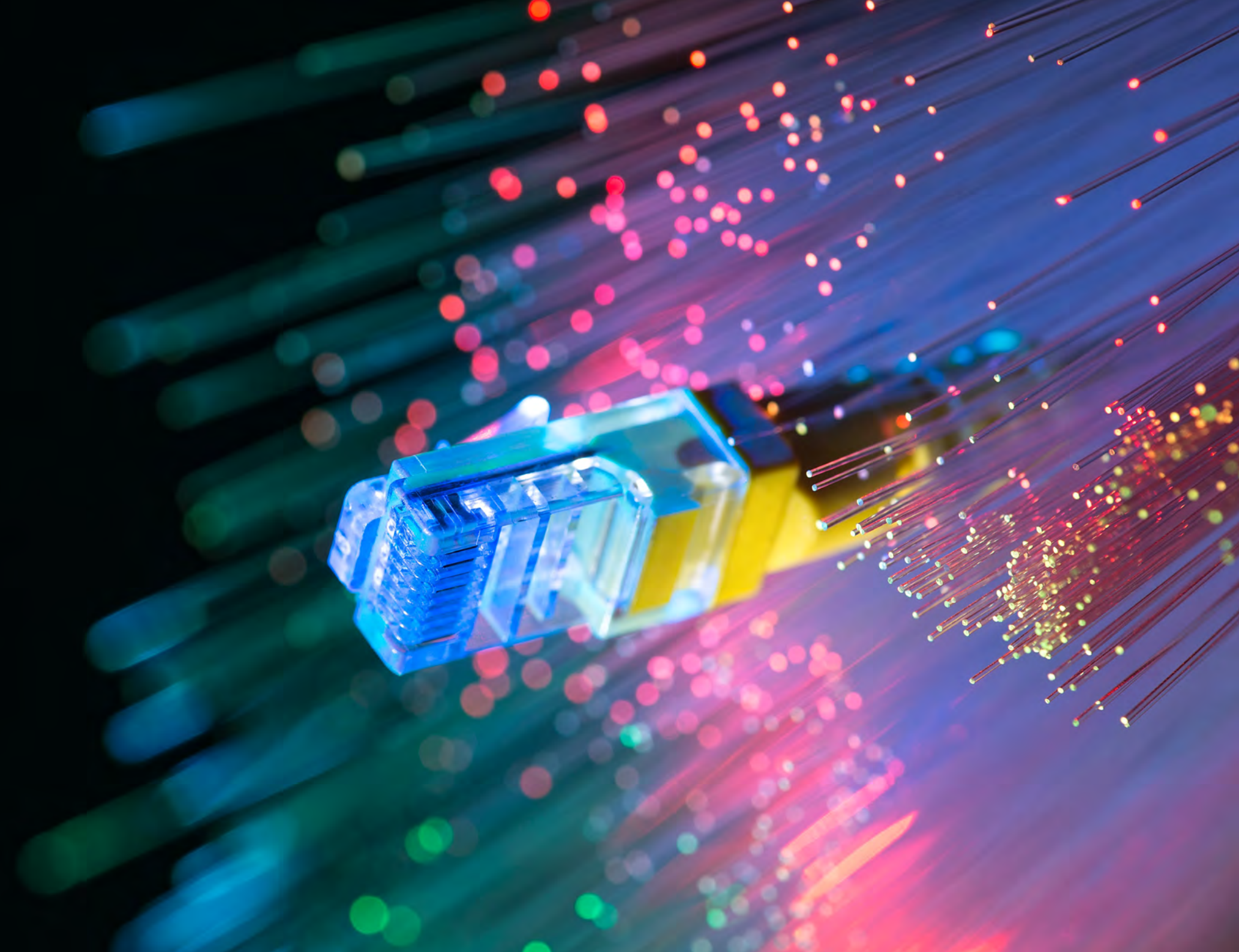
3. All new and refurbishment development proposals must submit a strategy for the minimisation and collection of waste and recycling and include sufficient and accessible space in their design and layout for waste storage and collection within developments, in accordance with the London Waste Recycling 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 will be supported where can demonstrate that the risks to public safety and the environment are appropriately managed in line with Policy DMSI 3 Nuisance.



## POLICY DMSI 10: Smart utilities

1. Development proposals 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 access to place makers and service providers 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.

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

- Our Transport Impact Assessment (TIA) 2020 identifies a local and strategic road network which is currently near capacity. The A13, a key economic artery for the borough and the region, must also be addressed in terms of access and its negative impact on severance, placemaking and air quality.
- To support the levels of growth identified in this Local Plan and ensure it is sustainable, we will enable and encourage walking and cycling as primary modes of travel and improve access to public transport.
- We are therefore committed to enabling a mode shift towards healthy, active and sustainable travel targeting 75% of all trips in the borough being made on foot, by cycle or using public transport by 2041, as identified in the Draft New London Plan and Mayor's Transport Strategy.
- In line with this, we will develop and promote cycling as a key mode of transport in the borough by expanding local cycling infrastructure. We will work with Transport for London (TfL) to develop more cycle routes, increase cycle parking and cycle training to encourage mode shift away from the car.
- We want to improve access to public transport across the borough through our programme of bus and rail improvements identified below.
- 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), and promoting car-lite developments.
- In parallel, working in conjunction with TfL, our aim is to deliver a programme of new charging points for electric vehicles.
- We support the use of alternative delivery and servicing practices, such as freight consolidation, and 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, cargo bikes as advocated in the Mayor's Transport Strategy and the draft New London Plan.





**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
LBBD Infrastructure Delivery Plan	2020
Local Implementation Plan 3	2019
Local Implementation Plan 3 updated (COVID 19 Response Measures)	2020 (emerging due July 2020)
LBBD Transport Impact Assessment	2020
LBBD Barking town centre Movement Strategy	2020 (emerging due October 2020)
A13 Strategic Study (by Jacob’s Consulting) with TfL and City of London	2020 (emerging due September 2020)

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

1. The Council will work proactively with the GLA, TfL and other network operators 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 Liveable & Low Emission Neighbourhoods. The borough’s overall transport vision is outlined in Figure 22 below and is continually evolving.
2. The borough 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
  - b) identifying and safeguarding new sites and space and route alignments, as well as supporting infrastructure and sites which allow for modal shift of freight from road to rail or river
  - c) seeking to adopt a multifaceted approach which recognises the inter-relationship with successful placemaking, health and wellbeing and the environment in

developing an integrated, joined-up system that allows people to travel easily both within the borough and between other inner and outer London boroughs

d) seeking to further explore the feasibility and business case of wider strategic schemes to improve the A13, improve public transport access across the borough and into the town centres

e) Work with rail operators and TfL to improve Barking Station, which projections show will require increased capacity over the next decade.

3. The Council will work with key stakeholders and partners to support the delivery of the Mayor’s two strategic target by 2041 to achieve improved air quality and the health and quality of life of borough residents: 1) 75% of all trips in London to be made by walking, cycling or public transport; and 2) the adoption of 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 as standard, schemes which are car-free or offer a low level of parking provision. 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 encourage developments which prioritise the installation of electric vehicle charging points, in line with London Plan targets.

6. The Council will support new and planned schemes such as Cycle Route CFR10, the National Cycle Route NCN13 extension and the Barking to Chadwell Heath cycle route, which will reduce severance and improve connectivity across the borough.

7. The Council will seek a more sustainable approach to freight transport by working with developers, local businesses, freight operators and other partners to reduce traffic congestion and environmental impacts, whilst recognising the role of businesses in the local economy.

8. Wharves can play an important role in supporting non-road-based freight and the Council will seek to maximise their use by the Council’s partners.

9. Mixed-use development proposals should be located where employment, housing and supporting facilities and services are within easy reach of each other and ensure they are connected by high-quality, safe and attractive cycling and walking routes.



Figure 22. Transport infrastructure required (LBBD IDP, 2020)



## 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 and connected by high-quality, safe and attractive cycling and walking routes.
  2. Active travel routes, which support walking and cycling, should connect to areas of Green Infrastructure around the borough. Walking routes must be suitable for wheelchairs, pushchairs and other users with limited mobility and must include places to stop and rest.
  3. Cycle routes should, where possible, be segregated from road transport and pedestrian walkways, following the best current design guidance. Infrastructure proposals should also demonstrate how they meet the Mayor's Healthy Streets approach in line with TfL's guidance<sup>41</sup>.
  4. Development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving, in line with the Mayor's Transport Strategy.
  5. 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 and a travel plan<sup>42</sup>, in accordance with Policy T4 of the draft New London Plan Intend to Publish version.
- a) A travel plan should be prepared 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
  - b) Applicants should also ensure they engage early with relevant stakeholders, including the borough, in order to establish the likely transport impacts and agree appropriate mitigation measures
  - c) All developments will be required to demonstrate how they contribute to promoting sustainable modes of travel and limiting car use.
6. Development that will have an adverse impact on the highway network (in terms of 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 of vehicular parking spaces. Where appropriate, conditions will be imposed or planning obligations secured through a Section 106 Agreement and in accordance with Policy DMM1 Planning Obligations.

<sup>41</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>.  
<sup>42</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>.



## POLICY DMT 2: Car parking

7. Strategic developments should provide bus access and the land required for bus standing which is vital for making new services operable. Development should also design and implement new junctions and road connections to allow buses to travel through the site. The borough will 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 National Cycle Network (NCN).



1. Car-free or car-lite development 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), with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development will have no general parking but should still provide disabled persons parking in line with London Plan policy.

2. Development will be resisted where anticipated car parking and vehicle use will impact on the delivery and design of liveable neighbourhoods or increase congestion and parking stress. Developments must comply with the following standards:

- a) New residential development should comply with DMT2 (1), with 'car-free' or 'car-lite' development as standard. For developments which exceed this, developers must provide a robust justification through Transport Assessments and Travel Plans as to why this level of parking provision is necessary and prove that it would not have negative impacts in terms of congestion and air quality or the development of sustainable transport networks
- b) New office development should comply with the parking standards as set out in Table 10.4 (Maximum office parking standards) and policy T6.2 of the New London Plan Intend to Publish version
- c) New retail development should comply with the parking standards as set out in Table 10.5 (Maximum retail parking

standards) and policy T6.3 of the draft New London Plan Intend to Publish version

d) For redeveloped sites vehicle parking provision should be based on a transport assessment as per policy DMT1 (4), reflecting the current approach and not being re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport

e) Disabled parking is provided for all development, including car-free proposals in line with standards set out in the Draft London Plan

3. Where parking is provided in a development is will be expected to:

- a) Provide a parking design and management plan, which follows the guidance provided by TfL's Parking Design and Management Guidelines, detailing mechanisms for leasing spaces, providing disabled parking to meet future demand and activating passive electric charge points
- b) All car parking spaces must be allocated to occupants, and strategies to convert car parking spaces to appropriate non-car parking uses (such as pocket gardens, parklets, public realm etc.) over time are encouraged, 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 controlled parking zones

d) Where existing residents' parking would be significantly impacted by the additional cars from a development, and this cannot be appropriately mitigated, developments will be expected to fund the costs of implementing a Controlled Parking Zone (CPZ), including permits for existing residents for the first year

e) Car Clubs should be proposed for all developments which are 'car-free' or 'car-lite'. 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.

4. Development is required to ensure that provision of on-street parking does not obstruct cycleways and pedestrian lines; all car parking spaces should be allocated with no potential for providing more spaces than planned for. Parking spaces should be designed in accordance with the draft New London Plan Intend to Publish version and London Cycle Design Standards, having regarded to best practice guidance.



## POLICY DMT 3: Cycle parking

1. Cycle parking guidelines must be guided by New London Plan Policy T5, with Table 10.2 providing the minimum cycle parking requirements for developments. Any developments proposing a more generous provision of cycle parking will be supported.
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.
3. Where it is considered that proposed developments cannot accommodate sufficient cycle parking provision, borough officers must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure on-street parking facilities such as bicycle hangers.

## Policy DMT 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 DMNE 4), the use of electric and low or zero-emission vehicles, cycle freight, and the use of lockers in residential developments.
2. All major new development proposals must be supported by an Outline Construction Logistics Plan and a Delivery and Servicing Plan in accordance with relevant TfL guidance.
6. All developments should maximise the use of the river for freight, where appropriate, 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 and follow TfL guidance on Construction Logistics Plans and Delivery and Servicing Plans.





# CHAPTER 10

## Enabling Delivery



## Chapter 10: 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 permission 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 secure 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) and help fund infrastructure to support the development envisaged in this Local Plan.

- 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.

**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 policies are mainly supported by the key evidence below:

Key evidence documents	Date produced
LBBD Whole Plan Viability Assessment	2020
LBBD Infrastructure Delivery Plan	2019



# 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 will secure:
  - a) a phased approach to place-making, where appropriate, to ensure coordinated and comprehensive development
  - b) delivery of key infrastructure to ensure development is sustainable.
- 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 2: 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 to inform and shape development.

- 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.
- 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 the delivery of the growth strategy, 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. 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 the following 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) requirements arising from transport assessments and travel plans

- 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 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>43</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 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>43</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:Waste sites

	DMSI 9: Demolition, construction and operational waste DMSI 10: 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 DMSI 8:Waste sites DMSI9: 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 (HMO)
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 5: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 DMD3: 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 DMSI 7:Waste
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 10: Smart utilities
BC12: Telecommunications	DMSI 10: 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 loans
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 3: Design
Barking Town Centre Area Action Plan (DPD) (2011)	
Site Specific Allocations (DPD) (2010)	
	Chapter 2: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	Marriellands 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 Recoed 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
Housing					
3	Net and gross number of new homes completed, started and permitted within monitoring period.	SP1DG: 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
4	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).	SPDGI: 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
5	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
Design, heritage conservation					
6	Percentage of units approved and completed which are: M4(2) : accessible and adaptable dwellings complaint and M4(3) wheelchair user dwellings compliant	SP3: Delivering homes that meet peoples' needs	DMH3: Specialist housing	N/A	Planning database
7	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 20-17-2029	Planning database and LBBD housing manager
8	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
9	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					
10	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
11	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
12	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					
13	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
14	Net area of designated SINC's through permitted schemes.	SP6: Green and blue infrastructure	DMNE1: Parks, open spaces and play space DMNE 3: Nature conservation and biodiversity	N/A	Planning database
15	Percentage of permitted schemes achieving at least 10% Biodiversity Net Gain.	SP6: Green and blue infrastructure	DMNE 3: 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					
16	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
17	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
18	Number of new and expanded waste management facilities permitted, including their capacity to deal with apportioned waste.	SP7: Securing a clean, green and sustainable Borough	DMSI7:Waste	N/A	Environment Agency
Transport					
19	Net loss and gain of depots and wharves	SP8: Planning for integrated and sustainable transport	DMT:3 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





# 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, 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/or 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	The 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 P articulate 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>	The Council supports DENs and the Council's energy company (B&D Energy) has undertaken extensive heat mapping and energy masterplanning 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.
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.
Local design guidelines	



<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>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 1,000m <sup>2</sup> 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 1,000m <sup>2</sup> , 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>Proposals map</b>	The adopted Proposals Map illustrates on a base map all the policies contained in the Development Plan Documents. The Proposal 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 Local Plan.
<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 nonfinancial 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. 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,



<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 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>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.lbld.gov.uk/tree-preservation-orders-and-high-hedges">https://www.lbld.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.





# Proposed Policies Map

The London borough of Barking and Dagenham map in situation of Greater London. (Draft Septemeber 2020)

Over the following pages we have broke up the borough map into 6 sections to enhance the details.

## Key

The whole Borough is covered by the Air Quality Management Policy  
The whole Borough is covered by Flood Risk Zone 1

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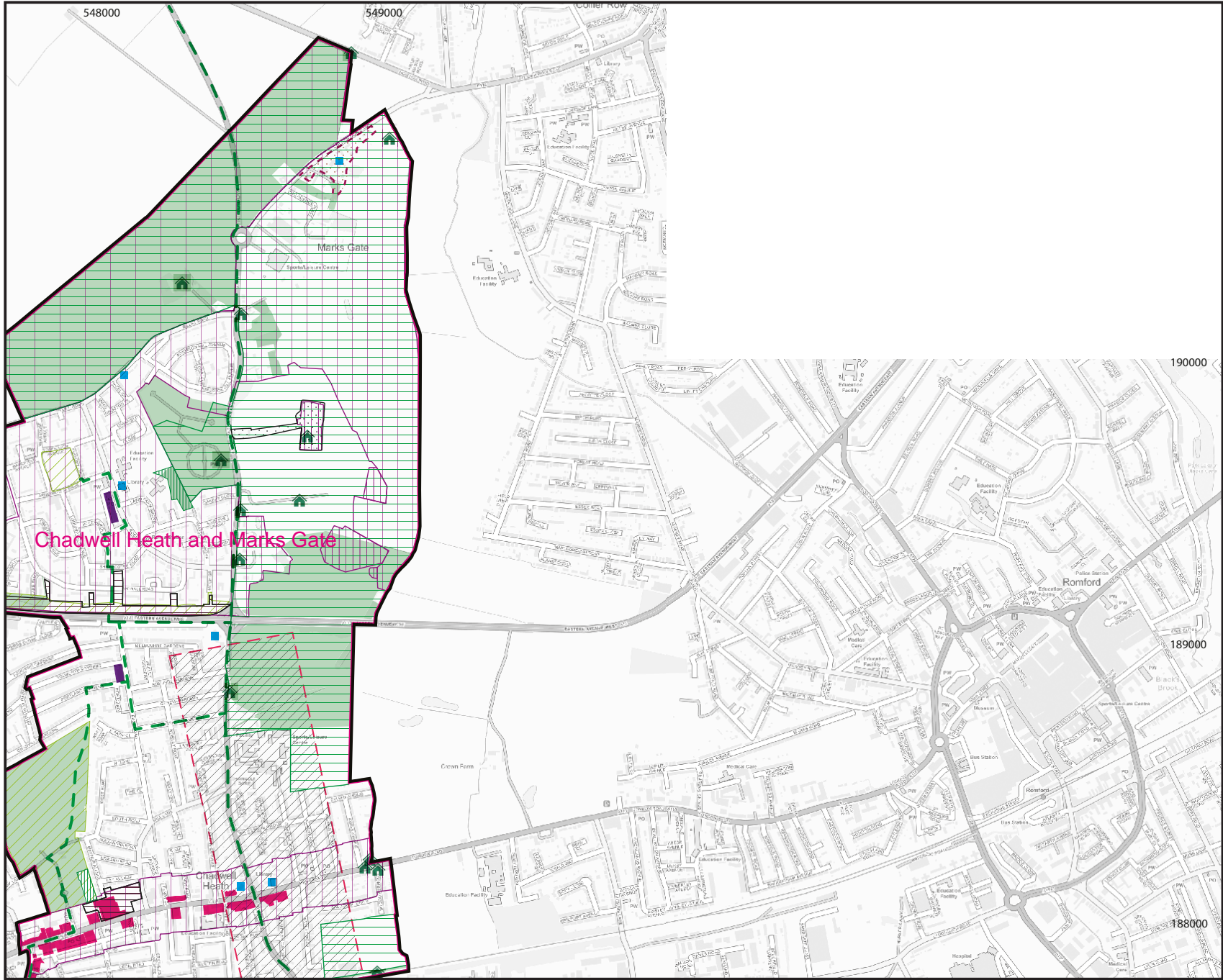
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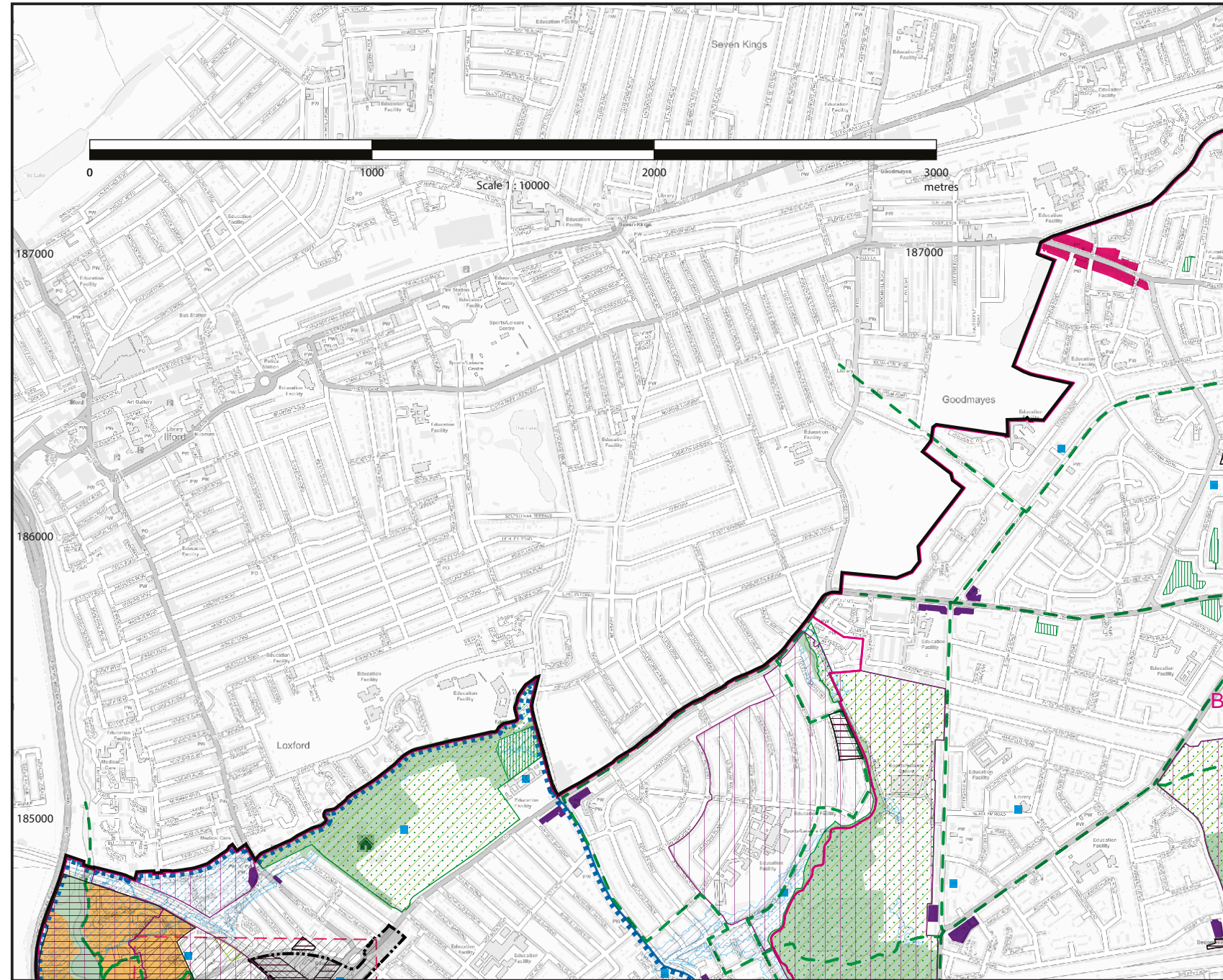


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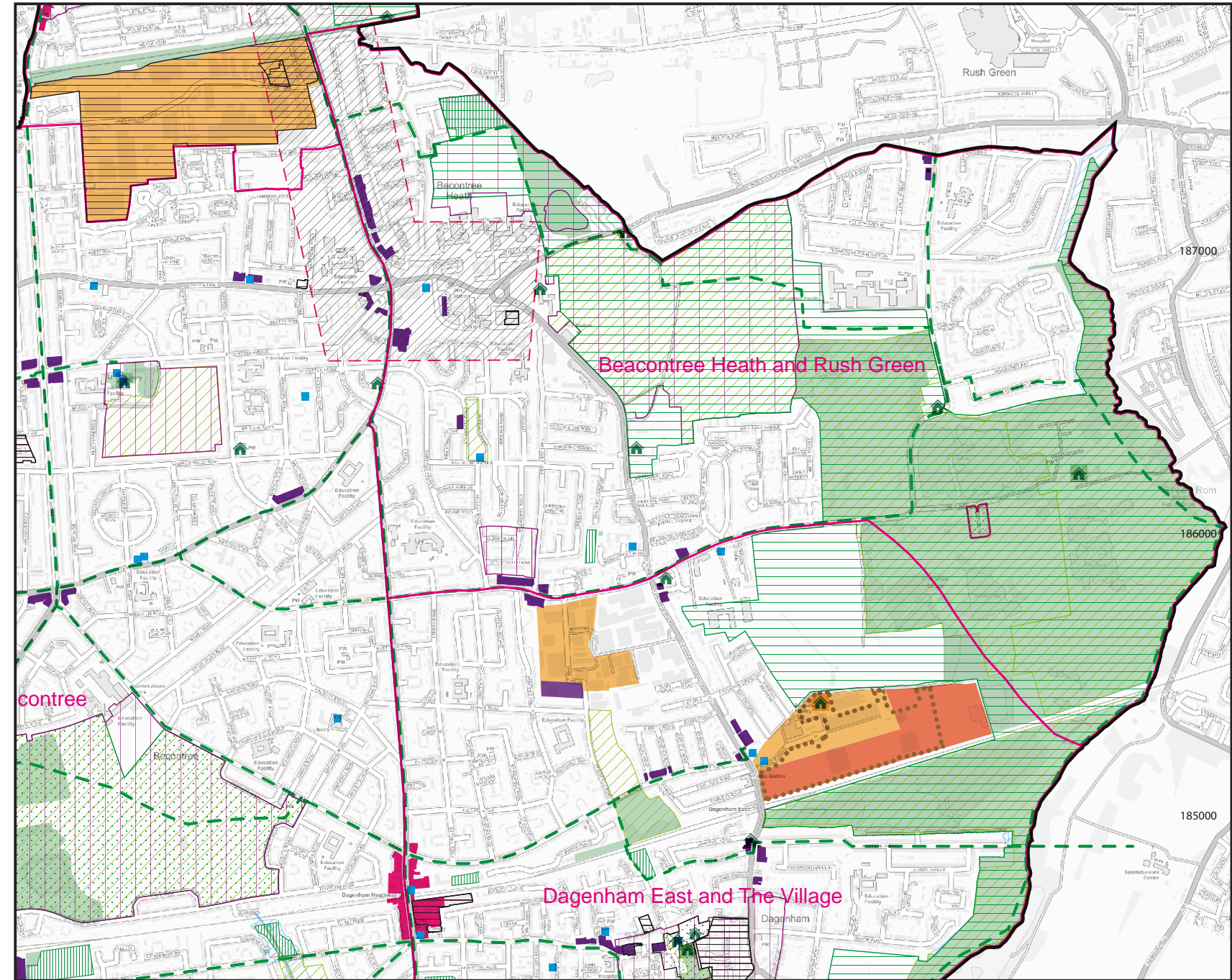




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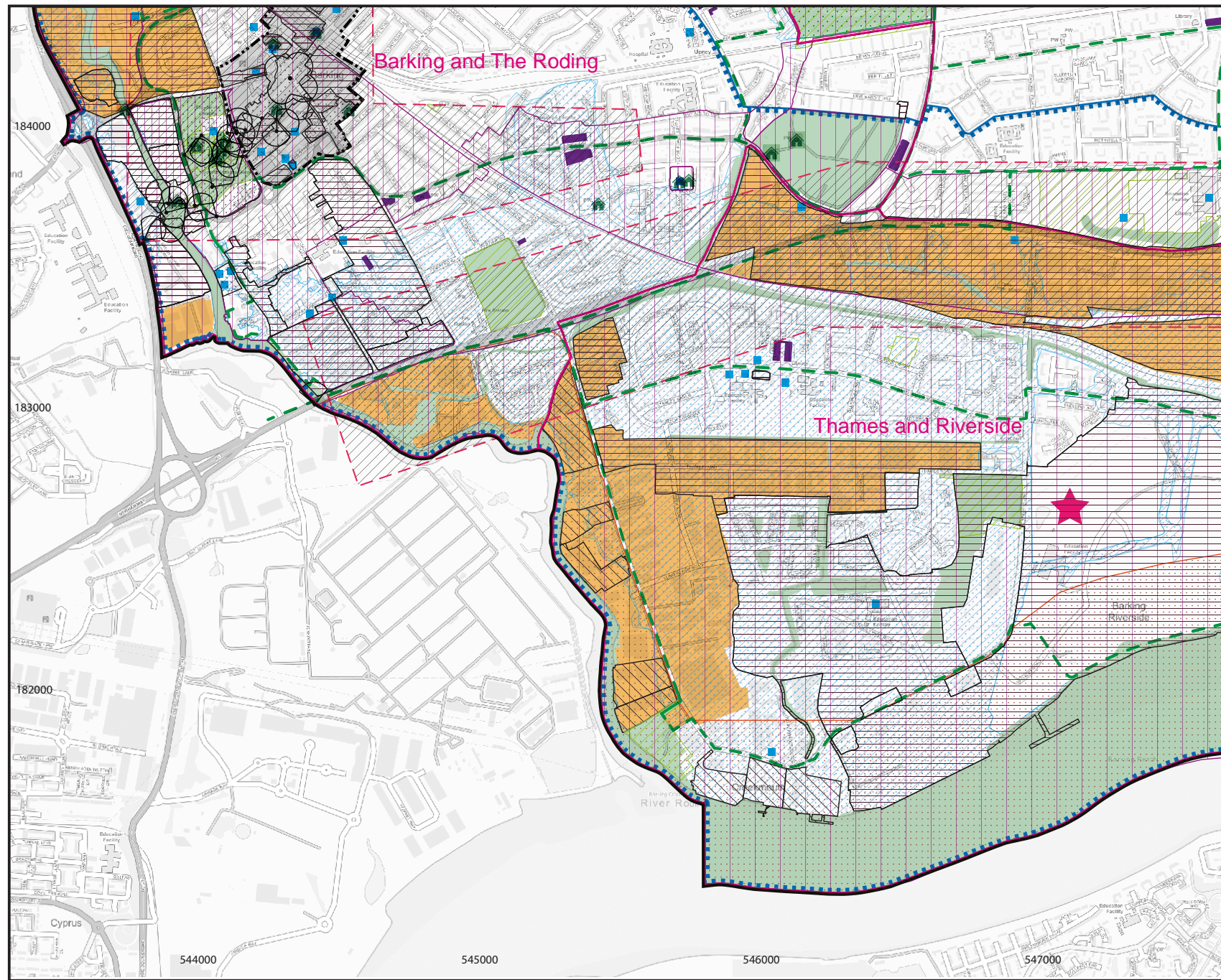


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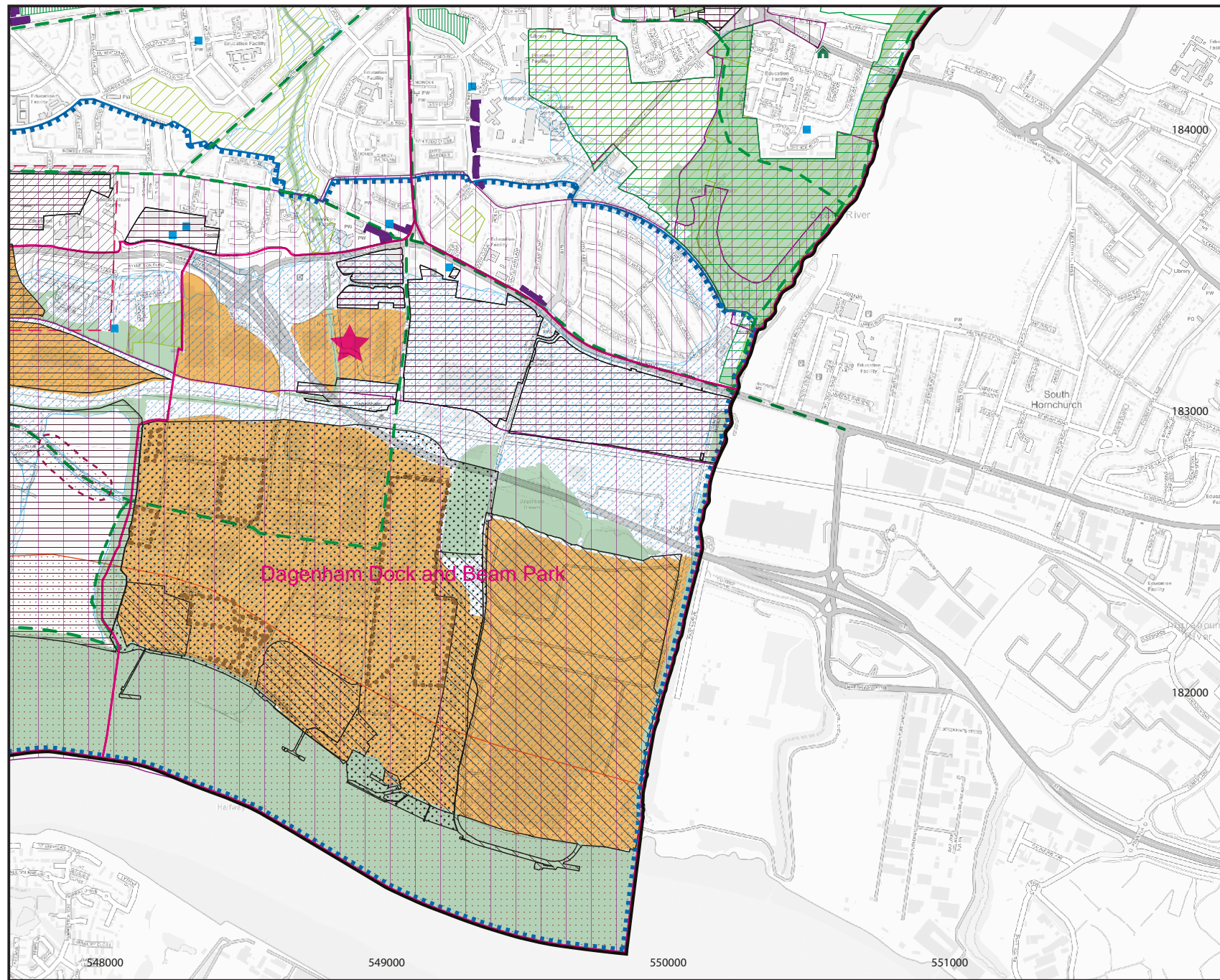




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# BARKING & DAGENHAM PART OF GREATER LONDON

Working in partnership

**BeFirst**

**Barking &  
Dagenham**

