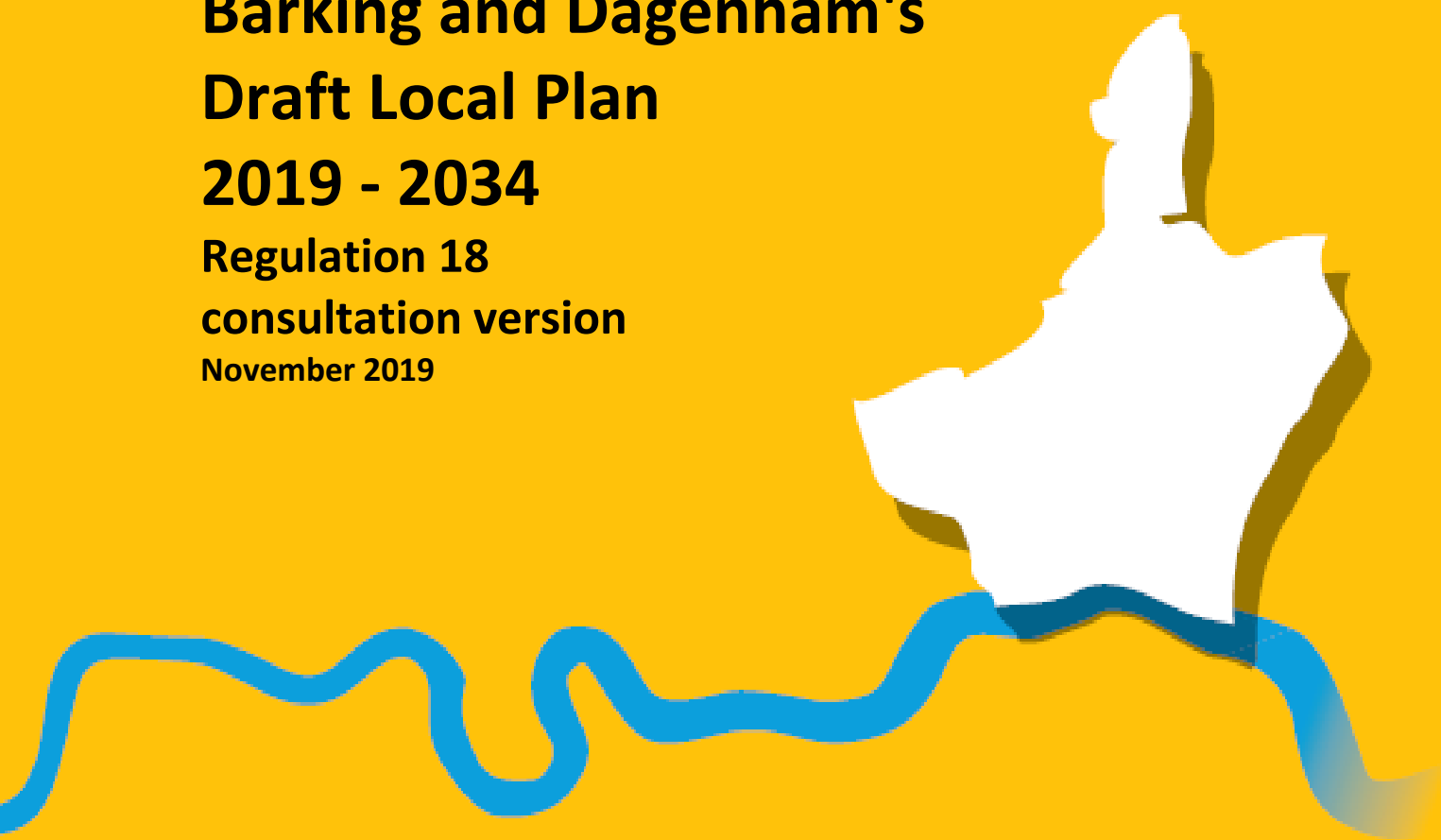


Barking and Dagenham's Draft Local Plan 2019 - 2034

**Regulation 18
consultation version
November 2019**



One borough; one community; one plan

www.lbbd.gov.uk/localplan
London's growth opportunity



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FOREWORD

Without doubt, Barking and Dagenham is London's growth opportunity.

The Borough has the people, the skills, the space and the connectivity to grow in a way that will not only benefit local residents, but also the population of the capital overall.

The Local Plan sets out our spatial vision for this growth. It describes where we expect development to occur and what kinds of growth we expect. At the core, it sets out where new homes will be built, and where and what kind of new industries and employment will develop here in the future. But it's much more than that, as the policies reflect the kind of community we want to build and the quality of life that we, as residents, want to enjoy.

It is informed by the work we have done with local people to generate the Borough Manifesto and considers what physical infrastructure we need to make this vision a reality. For example, what green spaces and environmental standards do residents need to live more active, healthier and more sustainable lives? Or, how do we balance the urgent need for more housing with our desire to protect and enhance our heritage?

These are big questions and the Local Plan goes a long way towards answering them by suggesting where this development will take place and how all the different – and sometimes competing - uses can be accommodated within the Borough.

The Local Plan is necessarily technical because it is primarily a tool for our planners to guide those who have the vision to invest in our community to deliver what the community has said it wants. But in this version we have tried to set out our policies as clearly as possible, and I do hope you will take a look and let us have your comments.

The Council is working hard to encourage and support development and our draft Local Plan sets out the kind of development that we want. It's the sort that will deliver economic growth for the region, health and prosperity for local people, and opportunities for all – so that no-one is left behind.



Caroline Harper

Chief Planning Director, Be First

Chapter 1: About this Consultation

Overview

- 1.1. The Local Plan is a key planning policy document for the London Borough of Barking and Dagenham. It provides a framework for guiding development within the borough from the time that it is adopted until 2034¹. It sets out how the borough will grow, through identifying the number of new homes, jobs and facilities needed to support the changing population, as well as protecting those features that our communities cherish, such as town centres, local parks, water ways, conservation areas and historic buildings.
- 1.2. The Local Plan sets out the Council's spatial vision for development and a number of strategic objectives, which will be delivered through strategic policies and more detailed, area-specific policies. These policies seek to address local issues specific to Barking and Dagenham and to ensure the growth ambitions of the borough are achieved in a sustainable manner and are in line with the Council's emerging Inclusive Growth Strategy. Together with the London Plan, the Local Plan and Proposals Map² will provide comprehensive guidance for determining planning applications and in shaping what the area will look like over the next 15 years.

About this document

- 1.3. This draft of the Local Plan is for consultation. We have published it in order to invite comments and views on our draft policies from members of the public and specific consultation bodies. As such, it fulfils our obligations to consult, under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012³.
- 1.4. We carried out consultation on some of the issues and options underlying it between October 2015 and January 2016. The responses received during this consultation have informed the production of this draft. More details about how the consultation responses made on the first draft of the document have been taken into account can be found in the Issues and Options Consultation Summary Report⁴.
- 1.5. The document is a Development Plan Document (DPD). It has been prepared in line with the relevant legislation, government policy and guidance but in order to keep it as succinct as possible, it does not seek to repeat policies already published elsewhere. Once adopted, it will be a key planning policy document against which planning applications within the borough will be assessed.

¹ The Issues and Options document set out a Plan period of 2015 – 2030. This has been updated to reflect the time elapsed since the Issues and Options document was produced in 2015. The starting point of the plan period is the New Draft London Plan (July 2019) which sets out the 10-year housing requirements from 2019 to 2029. This allows the plan to cover a 15 year period from adoption, as required by the NPPF (2019).

² The Proposals Map will be illustrated on an interactive map, and will be published on the Council's website as part of the Regulation 19 consultation in 2020. It will identify all the policy designations and proposals set out in the Local Plan.

³ This regulation sets out the procedure for the production of Local Plan.

⁴ <https://www.lbbd.gov.uk/local-plan-review>

- 1.6. For completeness this Local Plan should be read in conjunction with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), the London Plan and its Supplementary Planning Guidance, the Joint Waste Plan and other material considerations such as adopted Area Action Plans and Supplementary Planning Documents (SPDs).
- 1.7. Within this draft there are two types of draft policy. These are:
- **draft Strategic Policies** which dovetail with the Council’s strategic priorities and outline how the borough will be transformed over the lifetime of the plan (the plan period) and establish the framework for fulfilling the spatial vision for the future of Barking and Dagenham; and
 - **draft Development Management Policies** which provide specific policy requirements to guide future development and Supplementary Planning documents.
- 1.8. The draft policies included within this document are based on the appropriate available evidence base, although it is worth noting that some evidence is still emerging and will continue to inform the development of the Local Plan. Where the evidence base required supporting a policy position is yet to emerge, we have set out the Council’s intended policy direction.

How to comment on this document

- 1.9. You can send your comment, views and suggestions to us by email or by post.
Email: localplan@lbdd.gov.uk.

By post to:
London Borough of Barking and Dagenham
Planning Policy
C/O Be First
9th Floor Maritime House
1 Linton Road
Barking, IG11 8HG

- 1.10. The Council will not publish postal or email addresses but your comments are not confidential and your name or company name and comments will be made publicly available online once your comments have been logged and accepted.
- 1.11. The Council will not accept any comments considered to be derogatory or discriminatory about any specific groups, contravening the Equality Act 2010. When responding, please use the Local Plan Consultation Response Form⁵, which sets out

⁵ [Insert a direct link once it is uploaded on the website](#)

the different elements of the document to help you to record your comments clearly against the corresponding section.

How to find out more

Visit our website

- 1.12. All Local Plan consultation documents can be read and downloaded from <https://www.lbbd.gov.uk/local-plan-review>

View a hard copy

- 1.13. Hard copies of the proposed Draft Local Plan can be found at Barking Town Hall, the borough libraries⁶ and at Participatory City Offices⁷. Alternatively, you can also request a hard copy by contacting the planning policy team, either via email or by post (see below): localplan@lbbd.gov.uk.
- 1.14. A hard copy of the Draft Local Plan can be posted to you for a charge of £30. This will be sent within five working days of receipt of payment and a postal address.

The deadline for all responses is on 29 February 2020.

Responses submitted after this deadline will not be accepted.

Alternative formats

- 1.15. If you would like to read this consultation document in a different format, such as large print, please contact us either via email or by post (see above).

What happens next?

- 1.16. Following this Regulation 18 consultation, the draft policies may be refined in response to representations made and on the emerging evidence.
- 1.17. A new draft of the Local Plan will be consulted on in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 in mid-2020. Following that, relevant documents, including representations and proposed amendments, will be submitted to the Secretary of State, together with a summary of the main issues raised.
- 1.18. The Council will advertise the submission of the Local Plan and notify all those who have made representations on previous consultations. There will follow an Examination in

⁶ <https://www.lbbd.gov.uk/local-libraries>

⁷ Refer to the LBBd website for a list of Participatory City Offices

Public (EiP) chaired by an independent Inspector. At the EiP, anyone who has made representations seeking to change a development plan document will be given the opportunity to appear before, and be heard by, the Inspector.

1.19. Following the Examination, the Planning Inspector will publish a report, which will set out the assessment of the Local Plan. Subject to the outcome of the report, the Council will formally adopt the Local Plan. Details and timescales for adoption are set out in the Local Development Scheme⁸, which will be kept under regular review.

1.20. When adopted the Local Plan will replace the following Development Plan Documents (DPD):

- LBBD's Core Strategy (2010);
- LBBD's Borough Wide Development Policies (2011);
- LBBD's Barking Town Centre Area Action Plan (2011); and
- LBBD's Proposals Map (2012).

1.21. A schedule of how the policies contained in this Draft Local Plan relate to the existing policies can be found in Appendix 1.

1.22. The Local Plan timetable is included in the Council's latest Local Development Scheme 2019.






⁸ https://www.lbdd.gov.uk/sites/default/files/attachments/Local-Development-Scheme-July-2019_0.pdf

Chapter 2: Vision and Borough Places

Introduction

- 2.1. This chapter provides an overview of the spatial vision for the borough that has informed this Local Plan, as well as the challenges and opportunities facing Barking and Dagenham, which were highlighted in the 2015 Issues and Options consultation. It also explains how the emerging Local Plan has categorised the borough into seven sub-areas, as a mechanism for explaining the distinct characters, opportunities, constraints, and broad principles for development for different parts of Barking and Dagenham.
- 2.2. Within the sub areas, the Council has identified potential development sites for housing, employment and other uses. **Appendix 3** provides a site pro-forma for each site listed in the housing trajectory and we will welcome comments in respect of suitability and achievability of these sites. Following the consultation, these sites will be assessed and then selected for the Local Plan Strategic Site Allocations prior to the next stage of the public consultation scheduled in mid-2020.

Table 1 Barking and Dagenham: Development-related opportunities and challenges

	Opportunities	Challenges
Economic growth 	<ul style="list-style-type: none"> Reconfiguring industrial land to increase job densities and deliver homes where they are needed. Strengthening and diversifying existing local businesses and the newly emerging creative and cultural industries in Barking Town Centre and along the River Roding, as well as the science, media, tech cluster in Dagenham East. Expanding the borough's knowledge-based economy, with the arrival of Coventry University to the iconic Dagenham Civic Centre. Creating a new district centre through the amalgamation of Merry Fiddlers, Whalebone Lane South and Althorne Way to support the existing and emerging community. The potential for London's three strategic markets to be relocated in the borough will enable investment in the long-run. 	<ul style="list-style-type: none"> Achieving the right balance as a result of shifting land from industrial to residential uses; ensuring adequate employment land and floorspace is available to meet the future needs of a wide range of businesses; and creating jobs which are accessible to local people. Attracting investment from outside the borough; growing the numbers of jobs in our town centres and industrial locations; and improving economic resilience. Attracting high profile institutions to the borough, while at the same time growing and supporting local talent which will require the Council to plan for more educational facilities in order to support life-long learning opportunities and skills for all. Absence of growth opportunities within the existing major and district town centres will result further decline of the main shopping areas. Providing highly skilled jobs to existing local people who have no qualifications will require more investment in Further Education and training.
Delivering infrastructure 	<ul style="list-style-type: none"> Delivering new and improved infrastructure to unlock land for redevelopment and stimulate and facilitate investment, particularly a new rail station at Barking Riverside with the extension of the London Overground, the proposed undergrounding of a section of the A13 road, and the arrival of Crossrail at Chadwell Heath. Recognising the needs of the borough's faith communities and seeing the cultural diversity of its residents as contributing to the well-being and cohesiveness of all communities. Ensuring new developments create training opportunities for local residents as well as providing new educational facilities. 	<ul style="list-style-type: none"> Increasing pressure on existing social and physical infrastructure, including schools, healthcare, open spaces and leisure facilities, as well as utilities and telecommunications. Providing new infrastructure required to support a much higher housing target in a timely manner will remain challenging. In particular the demographic, social and cultural changes in the borough have resulted in the growth of existing religious meeting places and the demand for new religious ones.
Diversity of housing 	<ul style="list-style-type: none"> Avoiding piecemeal development through masterplanning and working with a wide range of stakeholders to create lifetime neighbourhoods supported by sufficient social infrastructure. Providing better quality, more affordable housing to meet the local needs by building more homes to meet need for all, including unlocking some of the borough's underused industrial land. 	<ul style="list-style-type: none"> Making sure growth is sensitive to, and brings benefits to, existing communities so that 'no-one is left behind'. Prioritising the need for family-sized affordable housing, three and four bedroom properties, including social and intermediate housing. Addressing the need for specialist accommodation and supported housing due to expected increase in numbers of older residents, and residents with learning disabilities and significant mental health issues.
Health and wellbeing 	<ul style="list-style-type: none"> Promoting sustainable construction and addressing societal reliance on private vehicles. Supporting the Council's ambitions to become London's Green Capital, including the development of District Energy Network (DEN's) across the borough utilising low or zero carbon fuel sources. Identifying a green grid and developing design principles to ensure better walking and cycling routes are provided and linking these to existing open spaces. Improving the health of those living and working in the borough by closing the gap in the performance and prospects of the borough's population and the wealthiest parts of London. 	<ul style="list-style-type: none"> Increasing development could increase the challenge of reducing carbon emissions and improving air quality from traffic congestion. The whole borough is designated as an Air Quality Management Area. The residents of every ward in the borough are at risk of fuel poverty. Reducing obesity and improving health of residents in the borough, particularly amongst children, and encouraging more adults to exercise or participate in sport.
Environment and Sustainability 	<ul style="list-style-type: none"> Protect and enhance the quality of the borough's waterbody and seek positive contributions from developments across the borough. Ensure new homes are delivered in appropriate locations where appropriate flood mitigation methods have been undertaken. Working with the relevant stakeholders to manage the existing waste land and facilities; promoting the circular economy to businesses and local residents to help improve quality of life; and tackling global challenges like climate change. Invest in enhancing the borough's parks and open space as well as biodiversity while seeking opportunities to create green infrastructure through new developments. 	<ul style="list-style-type: none"> Requires considerable investment in improving the overall water quality of the River Beam (from Ravensbourne to the Thames), Lower Roding, Mayesbrook River and the Goresbrook. Requires long-term investment in enhancing flood defences across the borough. Increasing competition in land use will make it challenging to deal with waste. The deficiencies of the borough's District and Local Parks and deficiency in access to nature in part of the Borough Open Spaces will be exacerbated over the life of the new Local Plan if existing green infrastructure is not improved and new green infrastructure provided.

2.3. Figure 2 below sets out the overarching spatial vision for the Local Plan, which is intended to guide growth to 2034. This aligns with the long-term vision set out in the Borough Manifesto⁹, and it has been informed by Barking and Dagenham's Growth Strategy¹⁰ and the ongoing work of the emerging Inclusive Growth Strategy.



¹⁰ No-one left behind: in pursuit of growth for the benefit of everyone, February 2016

Barking and Dagenham's places – Seven sub-areas

Sub-Area 1: Barking Town Centre and the River Roding

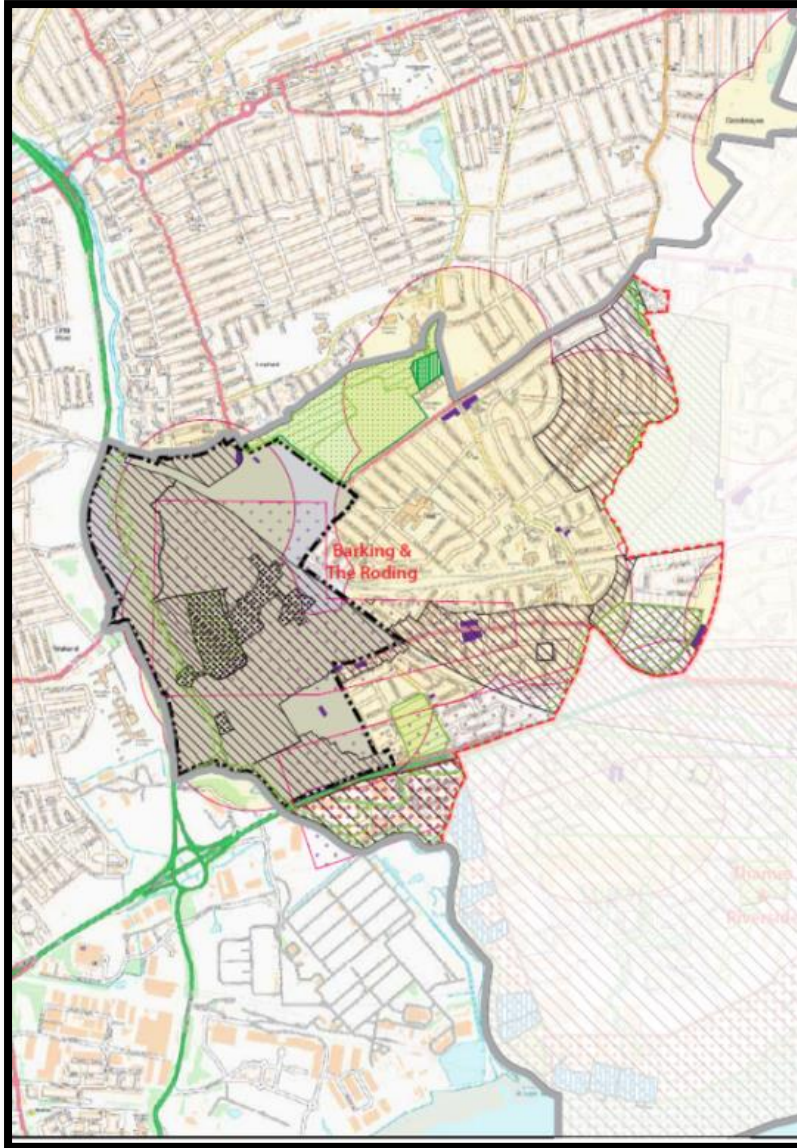


Figure 3 Sub Area 1

Emerging Vision

Barking Town Centre will benefit from a new lease of life which embraces and capitalises on its burgeoning creatives sector, its busy market, the amenity, environmental and leisure opportunities of the River Roding, its proximity to central London and its mixed use character, including a growing residential population. Located within a London Mayoral Housing Zone, it will deliver new homes and new jobs, and be the new cultural and creative heart of the Borough, providing the facilities for Small Medium Enterprises (SMEs) to thrive and grow. This will include affordable, flexible workspace. As such, it will be highly regarded as a place to live, work, visit and relax, during both the day and night.

The intention is to re-centre Barking around the Abbey Green and achieve better integration from around Barking train station and down to the River Roding, drawing on the area's rich heritage to create a coherent town centre and underpin a resilient and sustainable economy. This will include improvements to the existing thriving market, including extending and diversifying this into new and enhanced public spaces within the Town Centre.

Re-landscaping and lighting improvements, alongside a regular deep cleaning and maintenance programme, will also enhance the general ambience and presentation of the Town Centre.

The regeneration of the Gascoigne Estate and housing development on former industrial sites along the River Roding have created opportunities for improved connections, movement and architecture. Surrounding neighbourhoods will retain their individual identities but will become part of a vibrant and creative community.

The current road circulation system will be rationalised to better address through and local traffic, car parking and cycle and pedestrian priorities.

Masterplan Supplementary Planning Documents (SPD) will be prepared to provide more detailed guidance for the River Roding (including Abbey Green), around East Street and around Barking Train Station.

Priorities

Broad development principles for the Sub-Area are set out below.

Land use, including residential and economic development

Around Barking Train Station

- Support high density, mixed use development to deliver new homes and new jobs, including a new office quarter focused around the train station, recognising the quick public transport connections into the City and central London.

- Enable public realm improvements to Station Parade, befitting of its entry-way into the Town Centre and providing a green route into the town centre that links into East Street and beyond.
- Include additional overbridges and new pedestrian links across the railway tracks to: free up development land parcels; provide new entrances to the station, allowing for improved capacity; and improving connectivity, such as between existing homes and Vicarage Fields.
- Support the redevelopment of Vicarage Fields ensuring this is appropriately integrated into the surrounding context.

East Street

- Protect and enhance the existing mosaic of public spaces, so that these are better interconnected and incorporate new structures including kiosks and pavilions that will both frame and animate.
- Drawing on the area's history to ensure the urban design and architecture is a sensitive historical interpretation, celebrating the past while also looking forward to the future, incorporating sustainability.
- Implement the Heritage Lottery programme and deliver a programme of shopfront improvements and enveloping schemes.
- Use the redevelopment of the Clockhouse Avenue site to set a new tone for the Town Centre, delivering a building which respects the scale of the context, knits together the neighbourhood and is fully flexible to adapt as Barking evolves and grows. This should also facilitate the creation of a new enlarged public space between the Town Hall and East Street with an interconnecting building / structure.

River Roding

- Re-establish the connectivity from East Street, across Abbey Green and into Town Quay, with clear pedestrian and cycle routes having regard to the positioning of the Abbey, St Margaret's church and re-landscaping including tree management.
- Draw on the Town Quay's history as Barking's commercial core, introducing traffic calming and shared surfaces for a pedestrian crossing from Abbey Green and creating a new plaza that better frames the space and benefits from the waterfront and water access. Town Quay will become a leisure and creative hub including house boats located within the basin to provide creative workspace.
- Improve Abbey Gateway as both the entrance to Abbey Green and as a proper setting for an important historic building.

Connectivity and linkages

- Strengthen the physical and visual connection from the urban core to the historic Abbey Green and the River Roding.
- Improve landscaping and foot and cycle paths to improve pedestrian and cyclist movement, as well as overall permeability and accessibility.

Infrastructure

- Continued investment in facilities, including additional services at Barking Train Station.
- Strategic review of the road network, including bus routes and stops.
- Facilitate delivery of a comprehensive, high quality riverside environment which is accessible on foot and bicycle, and will link into similarly high quality access to the north and south of the Sub-Area. This includes installing new paths and regenerating established routes.
- Create additional crossing points over the River Roding where appropriate.

Public realm

- Invest in the quality, appearance and maintenance of the public realm, including landscaping and street cleaning, to create an attractive environment in which to live and work
- Significant improvements to Abbey Green
- Maximise the visual, leisure and natural amenity of the River Roding.

Sub-Area 2: Thames Road, Barking Riverside and Castle Green

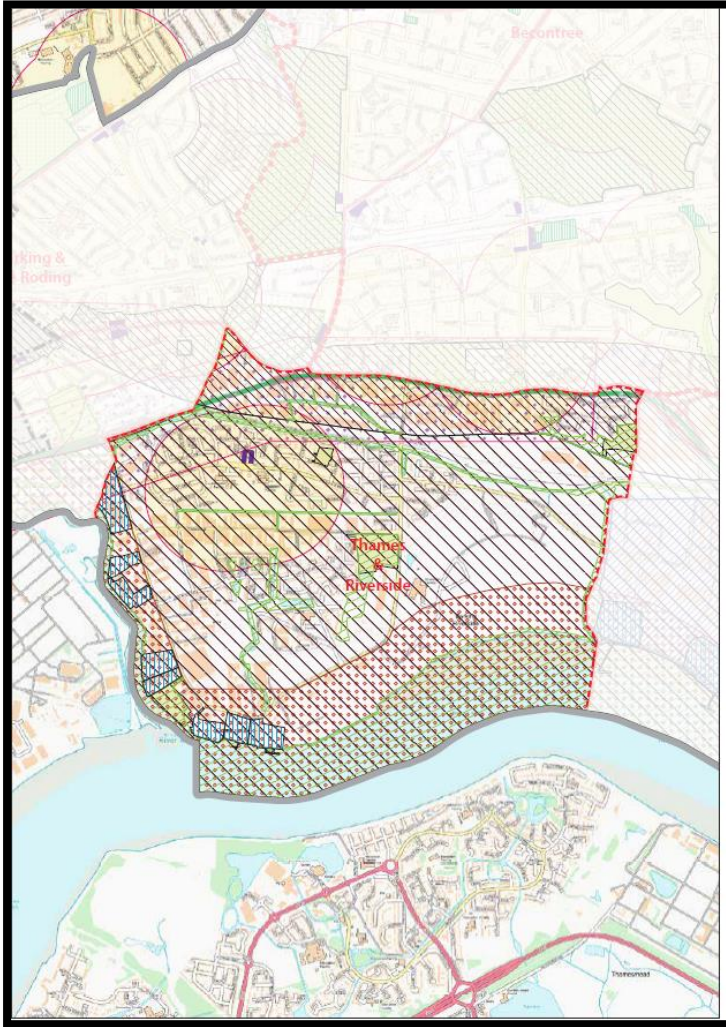


Figure 4 Sub Area 2

Emerging Vision

This Sub-Area will undergo significant change, as the Borough proactively pursues a strategy that makes more intelligent use of its industrial land to relocate suitable businesses from Thames Road and Castle Green, so as to free up these locations for alternative land uses, including residential. The residential-led new neighbourhood at Barking Riverside will enhance and support this, with later development expected to extend into Creekmouth to ensure a cohesive, well designed approach that makes the most of the River Roding and Thames.

This will include significant transport improvements and rationalisation, as well as an appropriate strategy that facilitates leisure and recreation along the rivers whilst enhancing its biodiversity.

Masterplan Supplementary Planning Documents (SPD) will be prepared to provide more detailed guidance for Castle Green and for Thames Road.

Priorities

Broad development principles for the Sub-Area are set out below.

Land use, including residential and economic development

- Establish new district centres within Barking Riverside and Castle Green.
- Undertake industrial audits to determine how both Thames Road and Castle Green should come forward, and incorporate innovative development typologies that intensify land use and optimise site potential, including the co-location of commercial (including industrial) and residential uses.
- Deliver a range of employment uses, including office, distribution / logistics and light industrial, and potentially a logistics hub at Box Lane.
- Regeneration of the industrial areas will be appropriately stitched together with existing residential neighbourhoods, while adding vitally needed new services and social infrastructure alongside improvements in local transport (including buses, walking and cycling) and the public realm. This includes through to Thames View, Barking Riverside and beyond.
- At Barking Riverside, provide at least 10,800 new homes, supported by appropriate social infrastructure and new public transport including the new London Overground extension.

Connectivity and linkages

- Prioritise the interconnectivity of the different neighbourhoods within the Sub-Area to ensure ease of movement and support pedestrians and cyclists.

Infrastructure

- Deliver a new train station at Castle Green.

- Consider additional public transport interconnections, including direct links to the Royal Docks (and Custom House Crossrail), and from Stratford and Barking.

Heritage and character

- Recognise, protect and enhance the Borough's most valuable industrial heritage.

Sub-Area 3: Dagenham Dock, Beam Park and the Ford Stamping Plant

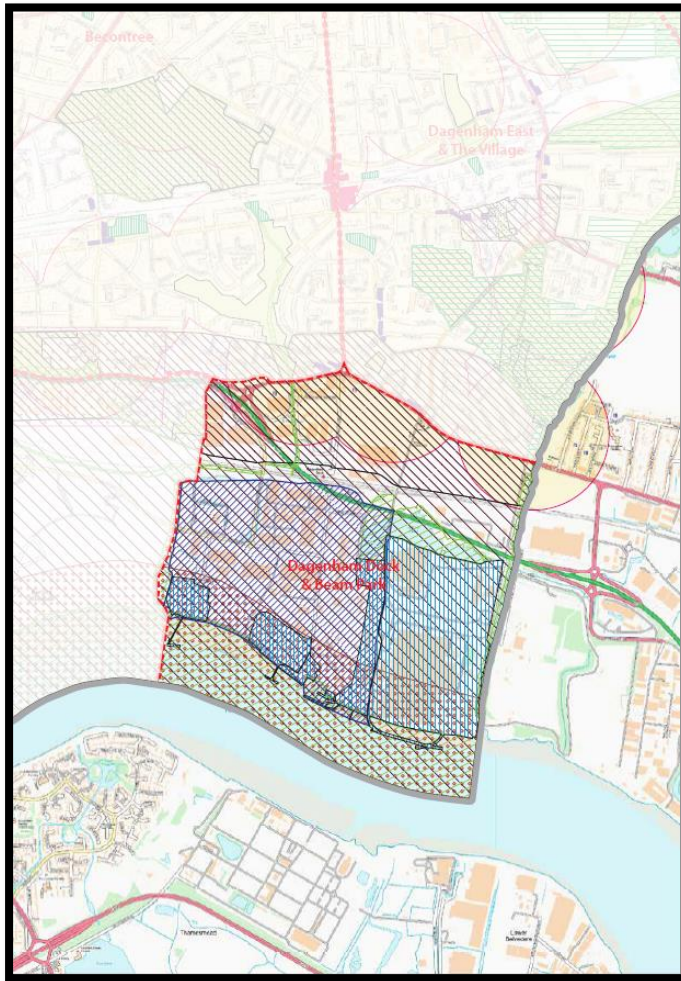


Figure 5 Sub Area 3

Emerging Vision

Dagenham Dock, which stretches from the A13 to the Thames, is designated Strategic Industrial Land (SIL) and will be known as London's premier business park and commercial location. Employment intensification will be strongly encouraged, so as to optimise land use and accommodate a wide range of uses that deliver 21st century jobs which are accessible to local people and underpin the Borough's resurgent prosperity.

The Borough will actively pursue a strategy to relocate suitable businesses from other industrial locations, so as to free up these locations for alternative land uses, including residential.

North of the A13 will be a new, mixed use quarter including new residential-led neighbourhoods at Beam Park and the Ford Stamping Plant. This will be complemented by improvements to the commercial offerings on Chequers Lane and around Merrielands Crescent, including scope for new residential-led development.

Addressing land contamination will be an important part of the redevelopment process across the Sub-Area.

It is possible that the Council will prepare a Masterplan Supplementary Planning Document (SPD) to provide more detailed guidance for Dagenham Dock.

Priorities

Broad development principles for the Sub-Area are set out below.

Land use, including residential and economic development

- Consider how best to address educational requirements within the Sub-Area, including scope for new school facilities on the Ford Stamping Plant.
- Incorporate a new museum that celebrates the Borough's heritage into the redevelopment of the Ford Stamping Plant.
- Deliver a new District Centre at Merrielands Crescent.

Dagenham Dock

- Develop a strategic approach including identifying appropriate locations / zones for the development of waste management, sustainable power generation facilities and poor neighbour uses like scrap metal processing.
- Address how best to utilise underused or vacant space suitable for good quality employment uses, having regard to employment provision (existing and future) across the borough, London and the southeast, to market signals, and to the need to relocate a considerable number of existing businesses from elsewhere in the Borough to facilitate housing delivery and more intelligent use of the Borough's land. There is scope for a wide range of employment uses, including facilities for modern industry and waste management, recycling and sustainable power generation.

- Work with Ford's, which occupies an extensive site that is currently underused, as to how to optimise the site's potential having regard to the car market and challenges arising if the UK leaves the European single market and / or Customs Union.
- Support the redevelopment of the currently vacant Barking Power Station for an appropriate use, potentially the relocation of the City's wholesale food markets.

Infrastructure

- Work with key stakeholders, including major developers, TfL and the GLA, to undertake a strategic review of the A13 to shape how it operates in the immediate, medium and long-term and having regard to critical factors including but not limited to: the Lodge flyover; Goresbrook junction; Renwick Road junction; tunnelling; its severing of the south of the Borough; air quality; consolidation and additional transport corridors such as the Thames.
- Capitalise on the area's multi-nodal transport accessibility, including road, rail and port facilities. This includes modernising, and potentially rationalising if appropriate, the number of wharves in the Sub-Area.
- Utilise development to make public realm improvements, including in and around Dagenham Dock train station, so that this sets an appropriate new tone and gateway into the area.

Connectivity and linkages

- Improve walk and cycle ways across the Sub-Area to enhance integration and permeability, including to retail and leisure facilities and from Dagenham Dock Train Station and the new train station at Beam Park to the new neighbourhoods at the Ford Stamping Plant and Beam Park, as well as to Barking Riverside.

Sub-Area 4: Becontree

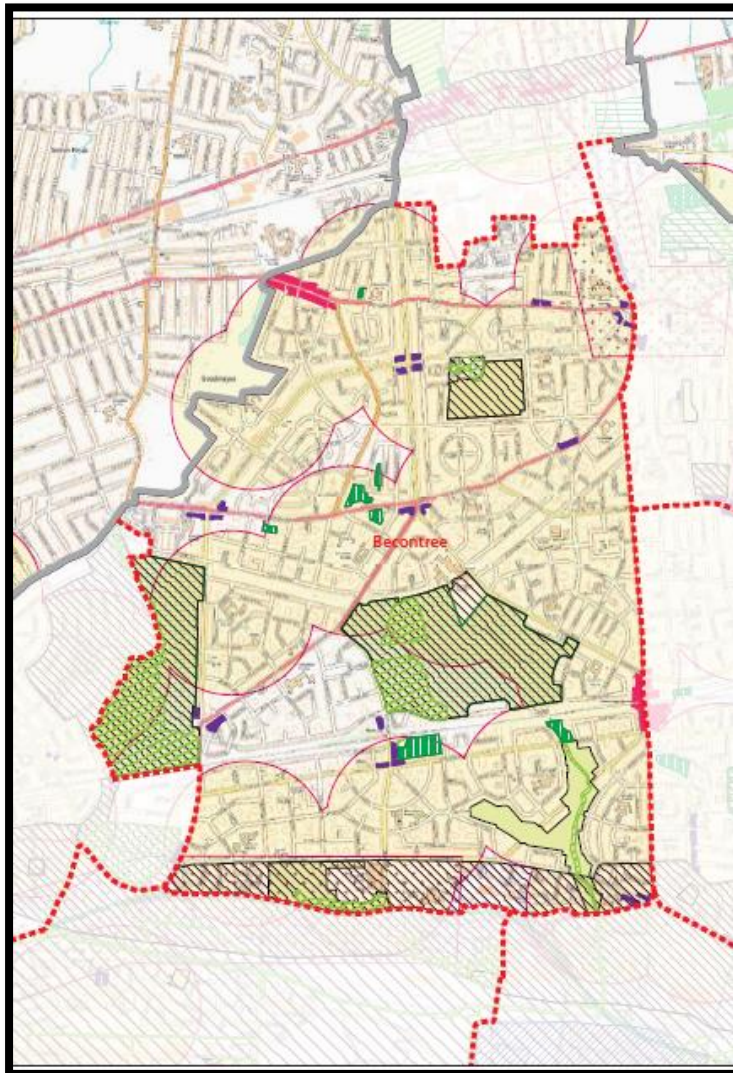


Figure 6 Sub Area 4

Emerging Vision

The Becontree Estate will be restored to its former glory as a coherent, homogenous whole. Its renaissance will reflect its origins as a high quality, publicly owned housing estate, incorporating modern interior design standards but in an environment which is close to its original design. Excellent walking and cycling provision will enhance permeability, whilst facilitating the footfall to support the prosperity of local retail centres.

Sensitive, sympathetic infill of underutilised, disused and vacant sites will be encouraged and supported to deliver new homes and appropriate supporting uses.

An Intervention Strategy and architectural code will be prepared to provide more detailed guidance as to how the Becontree is regenerated. Masterplan Supplementary Planning Documents (SPDs) will be prepared for Dagenham Heathway, providing more detailed development guidelines for these areas.

Priorities

Broad development principles for the Sub-Area are set out below.

Land use, including residential and economic development

- Originally under a single ownership, this has fragmented over time. The Estate now suffers from a high level of private letting, which has implications for how properties are managed and maintained. As a major landlord, the Council is committed to doing more as a custodian of the Estate.
- Designate the Becontree as a 'Becontree Special Local Character Area' to allow for the preservation and enhancement of this historic fabric.
- Support sensitive infill and modernisation development to complement improved community, cultural, and retail facilities and the establishment of a local restaurant offer. Shop fronts will be required to address the Estate's historic design integrity to improve their overall appearance and quality.
- Support and encourage development which positively contributes to the public realm, including Neighbourhood Centres, to bring civic pride and reinforce local distinctiveness.
- Resist the loss of existing allotments.
- Support and encourage development which positively contributes to enhancing Parsloes Park, Mayesbrook Park, Goresbrook Park and Valence Park.

Infrastructure

- The Estate was designed for very low levels of car ownership and its design cannot cope with the current level of car ownership. A strategic review needs to be undertaken to determine how best to manage this in the short and longer term,

alongside innovative public transport approaches and pedestrian and cycling improvements that enhance the Estate's liveability. This includes putting back walk and cycle ways that have previously been removed.

- Look at the feasibility of introducing some form of rapid transit system along arterial routes.
- Consider how best to utilise and maintain the current green infrastructure, including disused gardens, neglected public realm and general landscaping and trees.

Heritage and character

- When it was built, the Becontree Estate was modelled similarly to garden cities like Welwyn Garden City and Letchworth. It was designed to provide affordable, good quality housing for working Londoners. One hundred years later, and its centenary provides the opportunity to re-establish the Estate's former architectural integrity, delivering an environment that is clean, healthy and includes its own recreation and retail spaces.

Sub-Area 5: Chadwell Heath and Marks Gate

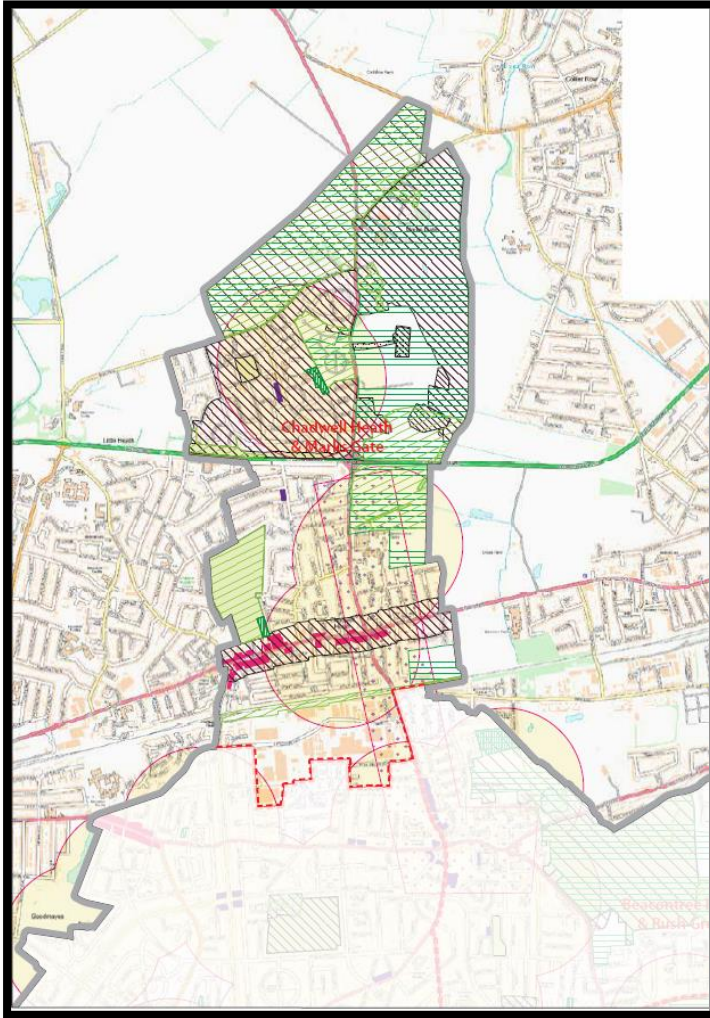


Figure 7 Sub Area 5

Emerging Vision

Chadwell Heath and Marks Gate will benefit from the delivery of a new Crossrail station, which will provide quicker transport connections into central London, Canary Wharf, west London and Heathrow. This will drive development, attract investment and act as a catalyst for regeneration within the Sub-Area.

Chadwell Heath Industrial Area will be comprehensively regenerated and redeveloped to deliver a coherent, liveable and affordable neighbourhood. This will deliver more and better jobs, as part of a more diverse and modernised industrial base for the borough, alongside new, high quality, mixed use tenure housing for local people and working Londoners. The regeneration of this area will also play an important contributory role in future improvements to Marks Gate, in terms of employment opportunities and delivery social infrastructure.

Marks Gate will be regenerated to improve current living conditions and address the challenges of the current layout, providing more and better homes for local residents and delivering an attractive and desirable gateway into this part of the Borough. This includes good quality affordable properties. Particular attention will be given to improving safety and ensuring the public realm and green infrastructure is more user-friendly for residents.

Masterplan Supplementary Planning Documents (SPDs) will be prepared for both Chadwell Heath and Marks Gate, providing more detailed development guidelines for these areas.

Priorities

Broad development principles for the Sub-Area are set out below.

Land use, including residential and economic development

Chadwell Heath industrial Area

- Deliver a range of employment uses, including office, distribution / logistics and light industrial, and potentially more distinctive, destination-type uses such as a centre for emerging entertainment and leisure sectors.
- Incorporate innovative development typologies that intensify land use and optimise site potential, including the co-location of commercial (including industrial) and residential uses.
- Retain Freshwater / Selinas Lane as a key route through the new neighbourhood, including an active frontage comprising a mix of uses including residential.
- Regeneration of the industrial area will be appropriately stitched together with existing residential neighbourhoods, while adding vitally needed new services and social infrastructure alongside improvements in local transport (including buses,

walking and cycling) and the public realm. This includes through to Redbridge and existing residential areas.

- Establish strong interconnections with the neighbouring high street / district centre to the West in Redbridge, creating a distinctive, liveable community.
- Consider scope and merits of additional access points to the new Crossrail Station to facilitate and unlock development.

Marks Gate

- Work with neighbouring Redbridge to ensure a joined-up approach to regeneration, including in terms of delivering social infrastructure such as schools, community facilities, amenity spaces and local transport improvements.
- Ensure any retained buildings are sensitively and appropriately incorporated into the wider masterplan, and conversely that these existing buildings do not prejudice the coherent and comprehensive regeneration of the Estate.
- Consider scope for utilising modern methods of construction (MMC) / off-site manufacture.
- Optimise density to deliver good quality development at an appropriate scale, including family sized homes, and with adequate affordable housing provision.
- Incorporate appropriate social infrastructure to support residents.
- Enhance and improve interconnections with the adjacent Green Belt, whilst also protecting its fundamental character.

Connectivity and linkages

- Improve access and permeability across the A12, particularly in terms of improvements to cycle and pedestrian infrastructure.
- Embrace innovative ideas to address public transport improvements.

Infrastructure

- Strategic review of public transport provision, having regard to creating better pick-up points and bus interchanges.

Heritage and character

- Protect and enhance statutorily and locally listed heritage assets and their settings, including: the Warren Stone (Grade II); the Marks Stone (Grade II); the Anti-Aircraft Site at TQ (Grade II); Warren Farm Barn (Grade II); Chadwell Heath Cemetery Chapel (Grade II); the White House (Grade II); and Furze House Farmhouse (Grade II).

Sub-Area 6: Becontree Heath and Rush Green

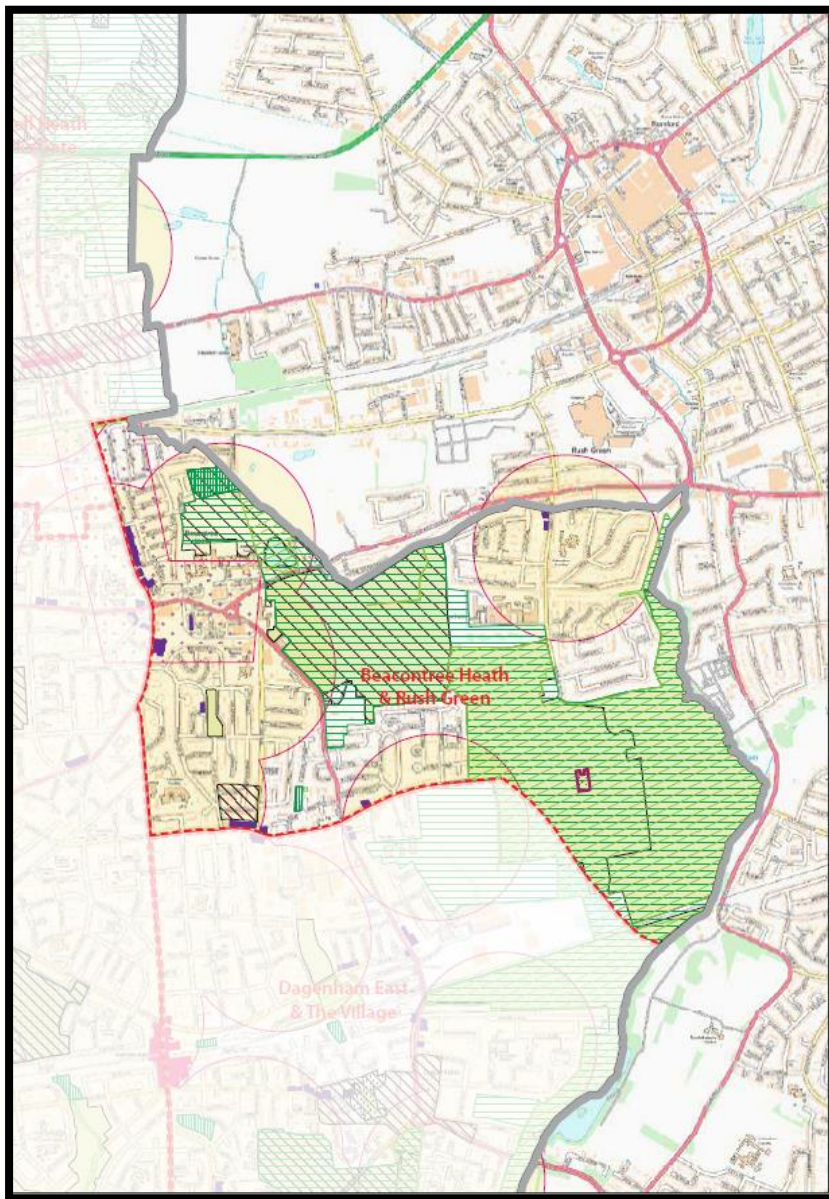


Figure 8 Sub Area 6

Emerging Vision

This Sub-Area will continue to provide a diverse urban environment, benefitting from its existing park land as well as some pockets of light industry.

Where appropriate, interconnections and permeability between Rush Green and Romford will be enhanced, and the Borough will working with Havering to ensure that the delivery of a significant number of homes by our neighbouring Council is co-ordinated with associated improvements to social and physical infrastructure needs.

At Becontree Heath, redevelopment will continue to build on the residential schemes that have come forward, as well as the new leisure centre. There is scope for new student accommodation to support Coventry University, and for development generally to improve the cohesion and physical environment of the area.

Priorities

Broad development principles for the Sub-Area are set out below.

Land use and economic development

- Support development of pubs, restaurants and community and leisure uses where these stimulate community interaction and place-making.

Connectivity and linkages

- Improve public transport access from Rush Green, Rylands Estate, the Leys, Becontree Heath and into the rest of the Borough to help improve the connectivity and socioeconomic performance and isolation of this area.
- Strengthen the existing links to and from Romford Centre to Rush Green. Infrastructure.
- Support development that contributes positively to creating a continuous green corridor which makes up the eastern aspect of the Borough's green belt. This includes: Old Dagenham Park, Beam Valley Country Park (including the Leys), Eastbrookend Country Park, the Chase and Central Park.
- Enhance the existing public open space and green infrastructure in the area.

Heritage and Character

- Support development that seeks to deliver high-quality design which will reinforce the diverse architectural character of the sub-area and reflect the local scale and character.

Sub-Area 7: Dagenham East and Dagenham Village

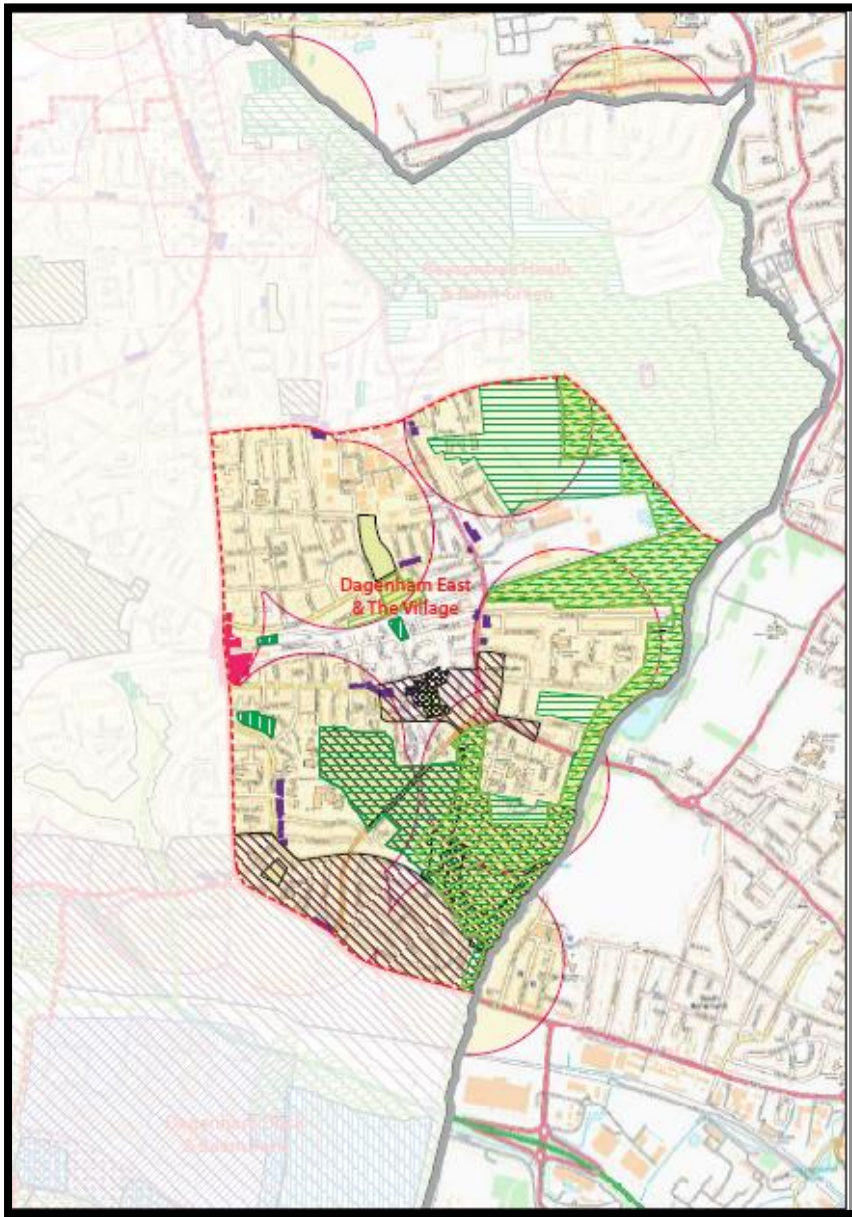


Figure 9 Sub-Area 7

Emerging Vision

Redevelopment across this Sub-Area will enhance important historical features, deliver new and improved housing for local communities and continue to build on the growing economic cluster focused around media, digital services and higher education and research.

Dagenham Village will continue to be an important part of the Borough's past, and any development will be expected to protect and enhance its designation as a Conservation Area. An Intervention Strategy and architectural code will be prepared to provide more detailed guidance as to how the heritage and distinct character of Dagenham Village is preserved and enhanced.

A Masterplan Supplementary Planning Document (SPD) will be prepared for Dagenham Heathway, providing more detailed development guidelines for this area.

Priorities

Broad development principles for the Sub-Area are set out below.

Land use, including residential and economic development

- Support and encourage the redevelopment of the former Sanofi plant as a major economic hub, including a new film studio, higher education and research facilities, and digital services including a data centre.
- Protect and enhance appropriate commercial uses at Sterling and Wantz Industrial Estates, having regard to the emerging economic cluster of media and education uses in the area.
- Supporting development at Ibscott Estate, Salisbury Road and Exeter Road which seeks to re-establish connectivity and permeability between Dagenham Village and surrounding residential neighbourhoods.

Dagenham Heathway

- Co-ordinate different land ownerships to address the area's tired physical environment, and facilitate better integrated, more cohesive District Centre which offers a consolidated and appropriate mix of commercial and community uses to enhance its vibrancy and vitality for local every-day needs.
- Improve the poor living conditions of existing homes around the station, ensuring any redevelopment optimises development while being sympathetic and appropriate for the area.

Connectivity

- Deliver cohesive and continuous routes, particularly for pedestrians and cyclists, to connect Dagenham Heathway to Chequers Lane and south to the Thames.

Heritage and character

- Reinforce the importance of the Dagenham Village Conservation Area through urban design and architectural integrity.
- Support development that delivers high quality design which enhances the diverse architectural character of this area.

DRAFT POLICY SP1: Delivering growth

The Council's preferred option is to support the delivery of the distinct places listed above with the Strategic Policy below. This policy will be reinforced by other policies within this Local Plan and will be refined as the evidence base emerges, and in response to representations made during the public consultation.

1. Development will be focused in Barking Riverside and our town centres as well as a number of industrial locations where uses will be reconfigured and intensified. Draft potential development sites are presented within Appendix 3. These present a number of significant development opportunities to deliver over 40,000 new homes together with new employment floorspace and support infrastructure over the plan period. [Note: An infrastructure schedule and figures for the estimated scale of new employment floorspace will be provided in the next iteration of the Draft Local Plan based on the up to date evidence base.]
2. The Council will take a positive approach to development reflecting a presumption in favour of sustainable development that underpins the planning system. In doing so, we will:
 - a) work with the local community, landowners, developers and other key stakeholders to ensure planning is proactive in delivering the borough's vision and aspirations and:
 - i. undertakes a coordinated and phased approach to place making that delivers development in line with the Council's regeneration vision and site allocations as set out in the seven sub-areas; and
 - ii. supports earlier delivery of allocated sites where appropriate subject to provision of infrastructure.
 - b) deliver and support a new town centre hierarchy that offers a range of town centre uses, serving the needs of development.
3. The Council is committed to improving its residents' health and well-being, and will expect all development to seek to demonstrate how it meets the 10 Healthy New Town Principles¹¹ or the updated equivalent below. This does not apply to small and windfall sites that are capable of providing 1-25 homes or are less than 0.25 hectares.
4. The Council will engage residents proactively and continuously with new development opportunities through plan making and the planning application processes, to ensure that the benefits of growth are reinvested to support greater levels of inclusion and so that no one is left behind, focusing particularly on helping to meet the Borough Manifesto targets .

¹¹ The Healthy New Town Principles are adapted from the Barking Riverside development scheme.

Supporting text

2.4. The 10 Healthy New Town Principles are set out below:

I.	Actively promote and enable community leadership and participation in planning, design and management of buildings, facilities and the surrounding environment and infrastructure to improve health and reduce health inequalities.
II.	Reduce health inequalities through addressing wider determinants of health such as the promotion of good quality local employment, affordable housing, environmental sustainability and education and skill development.
III.	Provide convenient and equitable access to innovative models of local healthcare services and social infrastructure, with the promotion of self-care and prevention of ill health.
IV.	Provide convenient and equitable access to a range of interesting and stimulating open spaces and natural environments ('green' and 'blue' spaces) providing informal and formal recreation opportunities for all age groups.
V.	Ensure the development embodies the principles of lifetime neighbourhoods and promotes independent living.
VI.	Provide access to fresh, healthy and locally sourced food (e.g. community gardens, local enterprise) and provide opportunities for food growing and managing the type and quantity of fast-food outlets.
VII.	Encourage active travel; ensuring cycling and walking is a safer and more convenient alternative to the car for journeys within and without the development and providing interesting and stimulating cycle paths and footpaths.
VIII.	Create safe, convenient, accessible, well-designed built environments and interesting public spaces and social infrastructure that encourage community participation and social inclusion for all population groups including older people, vulnerable adults, low income groups and children.
IX.	Embrace the Smart Cities agenda by incorporating and future-proofing 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.
X.	Ensure workplaces, schools, indoor and outdoor sports and leisure facilities, the public realm and open spaces are well-designed and managed in ways which promote an active and healthy lifestyle, including regular physical activity, healthy diet and positive mental health.

Chapter 3: Housing

Introduction

3.1. Population and economic growth within Barking and Dagenham and throughout London has continued to increase the need for housing supply to rise rapidly. The draft New London Plan (GLA, 2019) has identified that London Borough of Barking and Dagenham has the capacity to deliver at least 22,640 new homes over the period 2019/20 - 2028/29. This totals 2,264 per annum, as opposed to the 1,236 which was previously specified. The Council aims to improve housing delivery within the borough by capitalising on opportunities provided by investment in, and regeneration of, its underutilised industrial land and existing town centres.

What you have said previously

In previous consultation, respondents have said that the Council should:

- support a higher annual housing target than the current London Plan (2016) by building on under-used and vacant industrial land;
- seek to exceed the current London Plan (2016) housing target due to rising housing needs for working class people in outer London boroughs;
- ensure that additional housing does not overload the road network and spoil the quality of life for residents;
- facilitate the development of infrastructure such as additional schools, nurseries, healthcare centres and transport; and
- support accelerated house building while preventing the loss of too much industrial land, which is needed to allow businesses to grow.

Our proposed approach

3.2. In order to provide homes for new and existing communities, the Council acknowledges a strong positive response to the option to exceed the housing targets specified in the existing London Plan and will support proposals that contribute to the delivery of a 10-year New Draft London Plan housing target of 22,640 new homes between 2019 and 2029. The Council undertook a Call for Sites between May and June to invite landowners, developers, site promoters and other bodies to put forward potential sites for housing or economic development. This exercise has helped us to update information on development sites within the borough and inform the existing evidence on matters including housing, gypsies and travellers, employment, and infrastructure planning. An updated housing trajectory and sites pro-forma are included within Appendix 3. Following the Regulation 18 consultation, we will undertake detailed assessments to evaluate whether these sites should be taken forward through the Local Plan as proposed strategic site allocation.

3.3. This chapter includes draft policies which clearly articulate the Council's commitment to optimising housing supply and addressing unmet housing need. The Council aims to deliver a mix of different types of homes in terms of tenure, size, design, and locations to build communities, help working people to stay in the borough, and help families to stay near each other. The policies are set out in the table below.

Strategic Policy 2:	Delivering homes that meet peoples' needs
Development Management Policy 1:	Affordable Housing
Development Management Policy 2:	Housing Size Mix
Development Management Policy 3:	Specialist Housing
Development Management Policy 4:	Houses in Multiple Occupation (HMO)
Development Management Policy 5:	Gypsy and Traveller Accommodation

3.4. This chapter is supported by evidence set out in the table below.

Key Evidence Documents	Date Produced
LBBB Local Plan Viability Assessment	2019 (Emerging)
LBBB Strategic Housing Market Assessment	2019 (Emerging)
LBBB Strategic Housing Land Availability Assessment Update	2019 (Emerging)
LBBB Absorption Study	2018
LBBB Towards a Better Housing Pathway for Older People	2019 (Emerging)
GLA Strategic Housing Land Availability Assessment	2017
GLA Strategic Housing Market Assessment	2017
GLA Affordable Housing and Viability Supplementary Planning Guidance	2017
LBBB Gypsy and Traveller Accommodation Assessment	2016

DRAFT POLICY SP2: Delivering homes that meet peoples' needs

1. The Council will support the delivery of the ten-year net housing target for Barking and Dagenham, as set out in the most up-to-date London Plan. This will be achieved through:
 - a) optimising housing supply and addressing unmet housing need;
 - b) supporting proposals that contribute to a net increase of more than 33,765 additional quality homes between 2019 and 2034, in general accordance with the 'delivery phases' outlined below (table 3);
 - c) optimising affordable housing, and supporting proposals which contribute to the net additional requirement for 1,581 affordable homes per year, pushing for 50% on-site provision;
 - 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, subject to proposals adhering to other Development Plan policies;
 - f) ensuring development does not undermine the supply of self-contained housing, in particular family homes;
 - g) optimising the use of existing housing stock, including refurbishing existing housing stock where appropriate and working to return vacant homes back to use;
 - h) supporting planning applications that seek to meet the needs of specific communities, including older people, disabled and vulnerable people, students and gypsies and travellers; and
 - i) working 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.

Supporting text

Housing supply and delivery

3.5. The Draft New London Plan (July 2019) identifies that the London Borough of Barking and Dagenham has the capacity to deliver at least 22,640 new homes over the period 2019/20 -2028/29. Both the Council and the GLA have recognised that unlocking the borough's extensive industrial land is the key to making a substantial contribution towards increasing London's housing supply.

3.6. There are no specific housing targets beyond 2029, but the GLA states that boroughs should consult with them on a target beyond the 10-year period by drawing on the 2017 Strategic Housing Land Availability Assessment (SHLAA) findings. At this stage the New Draft London Plan policies are still in flux, so the Council considers it more appropriate to adopt the figure of 2,225 as indicated in the borough's 2019 Strategic Housing Market Assessment update (SHMA), which has applied central government's standard methodology to the 2014-based projections as its estimated need. The standard

method for assessing local housing need is considered as a minimum starting point in determining the number of homes needed in the area. We will consult the GLA about this approach as part of the consultation on the draft Local Plan.

3.7. The Council has identified sufficient land suitable for residential development and intensification in the 2017 SHLAA to meet and exceed the New Draft London Plan 10-year housing delivery target. But it is facing a significant change in the level of housing requirement between the adopted Local Development Framework (LDF) and the emerging London Plan policy. Therefore, the Council has decided to set out a stepped trajectory (see table 2 below) with a different target for every five year phase of the Plan. This is to ensure that planned housing requirements are met fully within the plan period based on local circumstances.

Table 2 Proposed stepped trajectory for housing delivery to 2034

Delivery Period	Years	Delivery Target	Annual Delivery Target
Short Term	2019/20 – 2023/24	10,703	2,140
Medium Term	2024/25 – 2028/29	14,828	2,966
Long Term	2029/30 – 2033/34	14,013	2,803

Source: Barking and Dagenham Housing Trajectory Nov 2019

NB: The figures will be updated in accordance with the latest housing trajectory, which will be updated and published annually as part of the Local Plan Monitoring.]

3.8. The Council will monitor housing delivery annually and publish information on the rate of housing starts and completions and the trajectory of a deliverable and developable housing supply. Chapter 10 of this document provides details about how the land supply will be monitored.

Self-build and custom build

3.9. From 1 April 2016 to date, the Council received a total of 305 applications from both individuals and associations. The Council is currently considering the introduction of a new application process to facilitate self-build and custom housebuilding. Further information will be published on the Council's website in the future: <https://www.lbdd.gov.uk/self-build-and-custom-house-building>. At this stage the register will help us to understand the level of interest in self-build and custom build serviced plots¹² in Barking and Dagenham.

¹² Serviced plots are those which have access to the public highway and connections for utilities such as electricity, water, waste water etc.

DRAFT POLICY DM1: Affordable housing

1. All residential development with the capacity to provide 10 or more self-contained units is required to provide a minimum of 35% affordable housing (subject to financial viability) in accordance with the London Plan and related supplementary guidance.
2. All residential development on small sites with the capacity to provide 2 to 9 new self-contained units may be required to provide an affordable housing contribution subject to financial viability.
3. 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 are designed to a high quality, contributing to delivery of a range of housing tenures and prioritising the provision of affordable housing on site where possible (subject to viability considerations).
4. Lower levels of affordable housing and/or off-site provision of affordable housing will only be considered in exceptional circumstances, including where other sites may be more appropriate to provide affordable housing than the site of the proposed development. The exceptional circumstances case for off-site affordable housing provision will need to clearly demonstrate that:
 - a) it is not practical to provide affordable housing on-site;
 - b) it will not result in an over-concentration of one type of housing in any one local area;
 - c) it can provide a minimum of 35% affordable housing overall; and
 - d) it can provide a better outcome for all of the sites.
5. A financial contribution towards the off-site provision of affordable housing may be considered where it can be demonstrated that this would result in a better outcome of the delivery of the total number of affordable housing units. Details about affordable housing contributions will be set out in the Council's latest Planning Obligations Supplementary Planning Document.
6. All development with the capacity to provide more than 10 self-contained units is required to provide an appropriate mix of tenure and dwelling size, having regard to the most up-to-date Mayoral policy and/or guidance, as well as any relevant SPDs, as set out below.
 - a) A minimum of 30% of low cost rented homes, including London Affordable Rent;
 - b) A minimum of 30% intermediate homes, including shared ownership; and
 - c) 40% of low cost rented homes, to be split 50:50 between London affordable rent and social rent, and intermediate (including shared ownership).
 - d)

Supporting text

- 3.10. In accordance with the National Planning Policy Framework (NPPF) affordable housing is for households whose needs cannot be met by the market, either for rent or sale. Additionally, affordable housing should be genuinely affordable for the people the homes are intended for and below market prices.

London Affordable Rent	Social 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	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 by the Council.	Affordable to most households but limited to eligible households who have been assessed by the Council.	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 10 Form of affordable tenures

Source: The Mayor of London's Homes for Londoners, GLA

DRAFT POLICY DM2: Housing size and mix

1. The Council will support a range of innovative housing, such as 'build to rent' private rented housing, where they can demonstrate that they are compatible with optimising the use of land and facilitate the delivery of housing to meet needs for each tenure.
2. Development is required to provide a range of unit sizes in accordance with New Draft London Plan policy H12 (and its updated equivalent) and the Council's latest guidance.
3. Development that will result in sustained loss of homes and that does not meet the identified local housing need in the borough will not be considered acceptable.

DRAFT POLICY DM3: Specialist housing

1. Proposals for specialist housing will be supported where this meets the relevant Mayoral policy requirements and an identified need within the borough.
2. The applicant will be expected to demonstrate that the design satisfies user requirements, and that the need for new or expanded specialist accommodation will be balanced against the need to preserve the amenity standards of existing residents and the various operational requirements of adjacent activities.
3. Proposals for specialist housing must be supported by agreement for occupation by a relevant operator. Speculative planning applications will not be considered acceptable.
4. Specialist housing should be delivered through a range of tenures to meet varying needs, including opportunities to rent and buy, as well as schemes with varying levels of support and care.
5. Loss of existing specialist housing will be resisted unless re-provided elsewhere in the borough with at least the equivalent number of bed spaces or where it can be demonstrated that there is no local need for a facility (including if refurbished).
6. New specialist housing must be 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.
7. The Council will expect developments to provide high quality-design that can satisfy the requirements of the specific use or group it is intended for in terms of facilities, design of buildings, density, parking, internal space, and amenity space.

Supporting text

- 3.11. The Council recognises its duty to provide specialist and supported housing for meeting a wide range of needs. This will be achieved through working with partners to facilitate the appropriate quantity and quality of specialist housing. In addition, the Council will also work with the Mayor of London, the Homes for Londoners Board, and other relevant stakeholders to make sure that homes are first marketed to and occupied by Londoners.
- 3.12. For the purpose of this policy, specialist housing is defined as homes for older people, households with specialist needs, supported housing, hostels and student accommodation. Examples of specialist housing include:
- sheltered housing – commonly self-contained homes with limited on-site support (usually in use class C3);
 - retirement homes (C3) – 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;
 - residential care homes – commonly bedsit rooms with shared lounges and eating arrangements (within use class C2);
 - nursing homes – similar to residential care, but accommodating ill or frail elderly people, and staffed by qualified nursing staff (within use class C2);

- dual-registered care homes – residential care homes where nursing care is provided for those residents who need it (within use class C2);
- 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;
- staff accommodation ancillary to a relevant use; and
- hostels - a form of shared accommodation (C4).

3.13. The New Draft London Plan Policy H15 (Specialist Older Persons Housing) sets out the policy requirements of specialist older persons housing provision. This policy is further supported by paragraph 4.15.3A, B and C.

3.14. Barking and Dagenham is moving away from specialist forms of housing for vulnerable groups, towards a model of independent tenancies, with support externally provided. The Local Plan's role in supporting these groups is limited and further guidance is set out in the Council's latest Inclusive Growth Strategy.

DRAFT POLICY DM4: New houses in multiple occupation (HMO)

1. New houses in multiple occupation (HMO) resulting in loss of existing family housing will be resisted.
2. A HMO will only be supported where:
 - a) it helps meet an identified need, in accordance with policy **DM2 Housing Size and Mix** and **DM3 Specialist Housing**;
 - b) the benefits demonstrably outweigh the loss of any conventional housing (Class C3);
 - c) this would not be located next to an existing HMO (including extant but unimplemented planning permissions);
 - d) it is located in an area of high transport accessibility, close to local shops and services;
 - e) it would not give rise to any significant amenity impact(s) on the surrounding neighbourhood; and
 - f) it is of high-quality and meets relevant best practice guidance for this form of accommodation.

Supporting text

3.15. HMOs are residential properties that take the form of shared houses, flats and non-self-contained dwellings. Central government defines an HMO as a property rented out by at least three people who are not from one household (e.g. family) but share facilities like the bathroom and kitchen. A property rented to five or more people who form more than one house is considered as a large HMO. Planning permission is required for an HMO where there are more than six unrelated individuals forming a household who share a kitchen, bathroom or toilet. They are classified as 'sui generis' (a use like no other) and always require planning permission. A licence is required for a large HMOs

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

- 3.16. The Council recognises that HMOs contribute towards meeting the diverse housing needs of Barking and Dagenham, particularly for low cost housing. However, there has been a loss of existing family housing because of conversions to HMOs. To control this, the Council established an Article 4 Direction¹³ which withdraws permitted development rights for small HMOs across the borough. The Direction came into force on 14 May 2012. Since this date, planning permission has been required to develop a property as an HMO.

DRAFT POLICY DM5: Gypsy and traveller accommodation

1. The Council will retain and protect the existing gypsy and traveller site at Eastbrookend Country Park.
2. 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) it is an appropriate site suitable for housing;
 - b) it is an accessible and safe location (e.g. not located in an area of high flood risk);
 - c) it will employ high quality-design and be sympathetic to local character and design;
 - d) it will maintain and enhance the quality of the environment; and
 - e) it does not give rise to any quantifiable amenity impact(s) on the surrounding neighbourhood.

Supporting text

- 3.17. The New Draft London Plan Policy H16 (Gypsy and Traveller Accommodation) has defined Gypsies and Travellers for assessing their accommodation needs. The Ministry of Housing Communities and Local Government's written representation on the New Draft London Plan objects to the definition of Gypsies and Travellers as set out in Policy H16. The representation states that the Government's concern regarding the proposed definition of Gypsy and Travellers in New Draft London Plan Policy H16 can be resolved by the London Plan acknowledging that the Government's planning supports the assessment of the accommodation needs for all travellers, both within and outside the definition in Annex 1 of the Policy for Traveller Sites (Department for Communities and Local Government, 2015) (PPTS). The New Draft London Plan is still under the examination, so it is unclear at this stage if the definition of Gypsies and Travellers set out in Policy H16 will be changed. This has implications for the number of new pitches that Barking and Dagenham will need to provide.

¹³ <https://www.lbbd.gov.uk/article-4-directions-and-local-development-orders>

3.18. The table below sets out the number of new pitches needed for Gypsies and Traveller households that meet the new London Plan definition over the plan period.

Table 3 New pitches needed for gypsies and traveller households over the plan period

2019 - 2023	2024 - 2028	2029 - 2034
21	4	4

Source: LBBD GTAA, 2016

4. Based on the proposed London Plan definition there is a need for 21 pitches over the first five years of the Plan. The Council assumes that two new sites are required as part of proposed development sites. The Council is now searching for locations and land that is suitable to meet this need for the first five year of the plan period, and the following locations are being considered:

- Choats Lane
- Lane at Collier Row Road
- Roosevelt Way
- Crabtree Avenue
- Kier Hardy Way
- Expand the existing site at Eastbrookend Country Park.

4.1. The Council will consider development proposals which include new gypsy and traveller sites against the criteria set out above in line with the latest Government guidance. Any new provision should be prioritised to meet local gypsy and traveller needs.

Chapter 4: Delivering a Resilient Economy

Introduction

4.1 The Council is committed to revitalising the borough's economy, supporting more and better jobs for local residents, as well as education and skill training. Whilst retaining some of the borough's industrial land, there is significant scope to use the land more intelligently so that it meets modern requirements whilst embracing green technology. We also want to maintain our town centres, and support the borough's growing creative sector, including affordable workspace.

What you have said previously

In previous consultation, respondents have said that the Council should:

- support the delivery of new jobs across the six economic sectors identified (green technology, biotech, health and social care, creative industries, logistics and other London service industries, and advanced manufacturing);
- encourage the expansion of environmentally responsible and sustainable industries;
- acknowledge the role of retail and commercial industries in employment creation within town centres;
- provide flexibility to ensure enough industrial land is available in the borough to meet market demand and accommodate businesses displaced from elsewhere;
- ensure that proposed new centres will function as integrated mixed-use centres with the potential to grow and intensify in terms of floor space, scale and mix of uses;
- support changes to retail hierarchy so that the current town centre is encouraged to prosper and grow; and
- ensure there is not too much of one type of shop or high street use in our town centres.

Our proposed approach

4.2 This chapter includes the following draft policies which illustrate the Council’s approach to delivering a resilient economy.

Strategic Policy 3:	Promoting inclusive economic growth
Development Management Policy 6:	Utilising the borough’s employment land more efficiently
Development Management Policy 7:	Providing flexible, affordable workspace
Development Management Policy 8:	Encouraging vibrant, resilient and characterful town centres
Development Management Policy 9:	Overconcentration of hot food takeaways, betting shops and pay day loan shops
Development Management Policy 10:	Visitor accommodation

4.3 This chapter is supported by evidence justifications set out in the table below.

Key Evidence Documents	Date Produced
Borough’s Industrial Strategy	2019 (Emerging)
Barking and Dagenham Retail and Town Centre Study Update	2019
LBBD Economic and Temporary Use Strategy	2018
Safeguarded Wharves Review	2018 (Emerging)
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

DRAFT POLICY SP3: Promoting inclusive economic growth

The Council’s preferred option is to set establish a strategic policy that will promote inclusive economic growth throughout the plan period. The policy will be informed by the emerging evidence, and by representations received during public consultation. The Council’s preferred option will:

1. focus on growing a thriving and productive enterprise and small business economy, alongside new business investment, and ensuring the delivery of

more employment and a wider employment base. A thriving economy will attract and retain strong communities and create distinctive places. The Council's preferred option will seek to achieve this through:

- a) supporting the delivery of new jobs between 2019 and 2034;
 - b) supporting a new town centre hierarchy for the borough in line with the Council's most-up to date strategies and guidance; and directing major office development to Barking's town centre with smaller, secondary provision in District Centres;
 - c) maintaining an effective supply of employment land and floorspace;
 - d) strengthening and intensifying the borough's extensive and underutilised Strategic Industrial Land (SIL) and Locally Significant Industrial Sites (LSIL);
 - e) advocating for the rationalisation or relocation of Safeguarded Wharves in line with emerging guidance and Regulation 18 feedback; and
 - f) meeting forecast sector requirements, including clusters around logistics; film & media, modern methods of construction and wholesale food markets.
2. The Council's preferred option is to support businesses who seek to evolve, diversify, and contribute to a more productive and future facing economy. The Council envisages that this will be achieved through:
- a) supporting a range of appropriate town centres uses, not limited to traditional retail;
 - b) avoiding over-concentration or clustering of uses; in particular hot food takeaways (A5), betting offices and pay day loan shops (Sui Generis);
 - c) supporting the provision of flexible, affordable workspace across the borough; ensuring the design of employment space is flexible and adaptable to the changing needs of artists, small creative business and local people;
 - d) avoiding vacant or under-utilised buildings and spaces by encouraging meanwhile and creative uses; and
 - e) providing 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.

DRAFT POLICY DM6: Utilising the borough's employment land more efficiently

Subject to consideration of the emerging evidence base, and to representations received following public consultation, the Council's preferred approach is to set out criteria that will be used to protect, intensify and relocate the borough's employment land and floorspace. The Council's preference is to:

1. protect, strengthen and intensify the Borough's Strategic Industrial Land (SIL) and Locally Significant Industrial Sites (LSIS) in accordance with the most up to date Mayoral and Borough policies and/or guidance.

Within the designated SIL and LSIS boundary

2. The Council's preference is to support development proposals where they can deliver employment floorspace that:
 - a) contributes to meeting the strategic target as set out SP1: in line with emerging borough guidance and Regulation 18 feedback;
 - 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 defined in the Mayoral policy and /or guidance;
 - d) achieves no net loss of industrial floorspace capacity and where feasible, retains and intensifies use of industrial floorspace, and forms part of the mix in redevelopment proposals; and
 - e) provides a mix of unit sizes to meet the needs of small and medium enterprises. Existing small business units should be re-provided for.

Employment sites outside of SIL and LSIS

3. The Council's preference is to resist development proposals which would result in the net loss of viable employment floorspace, particularly affordable and low-cost workspace. If the site is no longer suitable for employment use, the Council's preference is to propose a requirement that the existing use will be re-provided elsewhere within the borough and deliver a better job offer, in terms of job density, job quality and/or commitments to local labour and skills training, which will be secured via a Section 106 Agreement. However, the Council may consider proposals in exceptional circumstance where it can:
 - a) clearly demonstrate that the site is genuinely unsuitable for continued employment use due to its condition and reasonable alternatives for restoring the site to employment use have been considered (including temporary employment use); and
 - b) provide robust evidence of unsuccessful active marketing over a continuous period of time at a reasonable market rent which accords with indicative figures.

Supporting text

- 4.4 The principle of no net loss of floorspace capacity does not apply to sites previously used for utilities infrastructure or land for transport functions which are no longer required.

- 4.5 With regards to the supporting evidence required to implement parts (3) (a) and (b) of policy DM 6, the Council's preferred approach expects applicants to submit marketing evidence covering a continuous period of at least 12 months and submit a detailed report on the history and condition of the property.
- 4.6 The marketing evidence should 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/unit. It 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. Applicants should also include 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.
- 4.7 In respect of the condition of the existing employment land and floorspace, a detailed report on the history and condition of the property which robustly justifies why marketing evidence should not be required and that re-provided employment space as part of the redevelopment would not be viable should be submitted to the Council.
- 4.8 Where appropriate, it should be demonstrated that the proposed development would not prejudice wider land use objectives or the delivery of site allocations, and that reverse sensitivity issues would not arise through conflict with surrounding existing uses within the cluster of other employment uses. The applicant should also demonstrate that the benefits of an alternative use would outweigh the benefits of the employment use to meet other local plan objectives, such as the need for complementary town centre uses.

DRAFT POLICY DM7: Providing flexible, affordable workspace

The Council's preferred approach is to set out criteria which would encourage the provision of affordable workspace within developments for new employment.

1. Development proposals which generate new employment floorspace will be required to incorporate an appropriate provision of affordable workspace on-site, offered at below market rate, for shared workspace and/or small business units 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 a registered workspace agreed by the Council and be able to:
 - a) demonstrate that there is sufficient critical mass to ensure the sustainability of any provision; and
 - b) provide units in turnkey form which are accepted by the Council following completion.

2. In circumstances where it is not feasible to meet Part 1 of the policy, a cash in lieu contribution may be accepted where there would have demonstrable benefits for furthering affordable workspace in the borough and other policies in the Plan.

Supporting text

4.9 The Council's preferred approach is to secure affordable workspace via a Section 106 Agreement.

4.10 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.

4.11 For the purpose of Part 2 of this policy, demonstrable benefits could include the provision of publicly accessible open space, social or green infrastructure. Any proposed benefits should be clearly set out as part of an applicant's Planning Statement.

DRAFT POLICY DM8: Encouraging vibrant, resilient, and characterful town centres

The Council's preferred approach is set out below.

1. To support and reinforce the role and function of the borough's designated town centres, and the surrounding town centre hierarchy, development proposals for a town centre, community and cultural uses will:
 - a) be supported within the primary shopping area¹⁴ within the borough's designated town centres;
 - b) be supported on the edge of designated town centres where the sequential approach to site identification has been applied in accordance with the NPPF sequential test. When considering applications for town centre uses we 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/interim space to support the creative industries or serve needs in the early phases of a business; and

¹⁴ The primary shopping area is the defined area where retail development should be concentrated.

- c) deliver and/or 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 uses¹⁵.
2. New retail uses outside the primary shopping area, but still within the town centre boundary, would be considered as edge of centre in planning policy terms and therefore subject to the impact and sequential tests.
3. Outside the designated town centres, development proposals for retail and leisure development exceeding 500sq.m gross will be required to submit an impact assessment in accordance with the NPPF and NPPG.
4. Development proposals for a new local shopping centre must seek to meet the needs of local residents.

Supporting text

- 4.12 The extent of town, district and neighbourhood centres will be illustrated on the Proposals 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.
- 4.13 The Council recognises that successful town centres require a wide range of uses, beyond only Class A1 retail. Proposals involving the loss of an existing Class A1 use will be expected to demonstrate that this is no longer viable and there is no reasonable prospect of re-use despite attempts over a minimum period of at least 12 months to market it at values prevailing in the centre. The alternative non-Class A1 use must demonstrate that a local need exists for the proposed alternative use. Community uses will generally be considered favourably.
- 4.14 For proposals for town centre uses located outside of a designated centre, the Council will expect the applicant to demonstrate a sequential approach to site selection, focussing uses firstly on the edge of designated town centres.
- 4.15 The Council's Retail and Town Centre Study Update (2019) indicates that the NPPF minimum threshold of 2,500 sq.m gross for impact assessment continues to be inappropriate as a blanket threshold across the borough. This is because the scale of development would represent a significant proportion of the overall retail projections for most centres in the borough. Therefore, the Council will apply a 500 sq.m gross threshold for impact assessments, which is consistent with the retail floorspace projections within the borough.

¹⁵Uses which offer a service to the general public.

4.16 To implement Part (3) of policy DM8, 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. The applicant should submit information which considers factors including:

- a) the relative size of a local parade and the range of shops and services each centre can offer;
- b) the proximity of other town centres, local centres and 'standalone' shops, which may mean that local need may be met at an alternative location within walking distance and local needs are therefore still being met;
- c) the quality of the shopping centre or parade, in terms of its environment, type and range of retailers, affecting how it is perceived and used by local residents; and
- d) the relative accessibility of each centre since this is an important factor in how local people use the local shops and services. The reasonable and maximum walking distances as prescribed in GLA's Town Centre SPG should be considered in the statement/assessment.

POLICY DM9: Over-concentration of hot food takeaways, betting shops and pay day loan shops

The Council's preferred approach to limiting the over-concentration of hot food takeaways, betting shops and pay day loan shops is to consider proposals against the following:

1. Development proposals for new hot food takeaways (Class A5) within the designated town centres will not be considered acceptable where it is located:
 - a) adjacent to an existing hot food takeaway; or
 - b) within three or more overlapping 400m catchments of other Class A5 uses; or
 - c) within the 400m Hot Food Takeaway Exclusion Zone around primary and secondary schools and other educational facilities.
2. Development proposals for new betting shops and pay day loan shops (Sui generis) within the designated town centres will not be considered acceptable where these are located:
 - a) adjacent to an existing betting shop or pay day loan shop; or
 - b) within three or more overlapping 400m catchments of other betting shops or pay day loan shops.

Supporting text

4.17 The Council acknowledges that the clustering and over-concentration of the uses identified can have a negative impact on the vitality, viability and character of the high street, local amenity, anti-social behaviour and the health and wellbeing of the borough's residents. Additionally, the numbers of such uses are a concern which was

clearly expressed during the 2015 Issues and Options consultation by those living in the borough.

POLICY DM10: Visitor accommodation

1. Proposals for new visitor accommodation (C1) will be supported within the borough's designated town centres, or along primary routes adjacent to transport interchanges 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; and
 - d) it does not have significant adverse impact on surrounding amenity or local character.
2. Hotels are strongly encouraged to provide the local community with access to on-site facilities such as leisure, conference and meeting rooms, restaurants etc.
3. 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 (up to 90 days).

Chapter 5: Design

Introduction

- 5.1. Good design is central to good place making, helping to achieve the vision of this Local Plan and improving life for all who live, work and visit the borough. Good design in Barking will seek to reflect and build upon the existing physical, social and cultural assets of the borough. New development should respect and enhance the existing urban fabric to strengthen and reinforce local identity and a sense of place.

What you have said previously

In previous consultation, respondents have said that the Council should:

- improve the quality of our streets, ensuring excellent building and public space design, which interjects energy into the borough;
- ensure that the quality of housing provides good levels of daylight, good sized rooms, plentiful public open space, food growing opportunities and facilitates health and wellbeing by, for example, providing well designed and attractive walking and cycling links and play areas to facilitate active lifestyles;
- encourage environmentally sensitive design, incorporating trees, green walls and other features to increase biodiversity;
- develop a positive strategy for the conservation and enjoyment of the historic environment, in particular recognising the Becontree Estate's historic importance as the largest public housing scheme of its time in the world;
- ensure development is more sustainable, reduces greenhouse gas emissions and is well adapted to the implications of climate change; and
- deliver neighbourhoods which are more inclusive, that work well for all.

Our proposed approach

- 5.2. The Council acknowledges the high number of responses to our previous consultation which expressed a desire to protect and enhance heritage assets in the borough, particularly the Becontree Estate. We have developed a positive strategy for heritage, updating the Borough Heritage Strategy and preparing a new Characterisation Study. We intend to recognise the historic and cultural importance of Becontree through its designation as a 'Special Local Character Area' which will allow for the preservation and enhancement of the historic fabric. We have prepared draft policies relating to conserving and enhancing heritage assets.
- 5.3. This chapter includes drafts policies set out below, which articulate the Council's commitment to creating high quality design that reflects and builds upon existing physical, social and cultural assets of the Borough. These will need to be read in conjunction with the rest of the plan, particularly policies in chapter 7: London's Green Capital.

Strategic Policy 4:	Delivering Quality Design in the Borough
Development Management Policy 11:	Responding to Place
Development Management Policy 12:	Tall Buildings
Development Management Policy 13:	Managing the Borough's Local Views
Development Management Policy 14:	Conserving and Enhancing Heritage Assets and Archaeology
Development Management Policy 15:	Shop Fronts
Development Management Policy 16:	Householder Extensions and Alterations
Development Management Policy 17:	Advertisements and Signage

5.4. This chapter is supported by evidence justifications set out in the table below.

Key Evidence Documents	Date Produced
Borough Characterisation Study	2017
Barking Town Centre Conservation Area Appraisal and Management Plan	2019 (Emerging)
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

DRAFT STRATEGIC POLICY SP4: Delivering high quality design in the borough

The Council's preferred option is to establish a strategic policy that will promote high-quality design, providing a safe, accessible and inclusive environment for all. The strategic policy will be informed by the emerging evidence base documents, and by representations received following public consultation. The Council's preferred option will:

1. recognise and celebrate 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;
2. engage with the local community and key stakeholders, including Historic England, to identify an appropriate strategy for the repair and re-use of heritage assets at risk;
3. seek 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;
4. seek to mitigate and adapt to climate change, endorsing: sustainable design principles in line with policies in chapter 7: London's Green Capital; Secure by Design and Fire and Safety Strategy;
5. protect important views of and from landmark buildings, vistas and heritage assets;
6. encourage development to use local context to inform detail, materials and landscape, incorporating and/or interpreting those elements that are attractive, valued and which contribute to the quality of the surrounding area; and
7. support development proposals which:
 - a) demonstrate high-quality design as a result of early engagement with planners, as part of the pre-application process;
 - b) demonstrate their contribution to creating well-designed places, through reference to national, London and local policy and guidance;
 - c) contribute positively to promote healthy development that improves the wellbeing of new and existing communities;
 - d) champion 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;
 - e) demonstrate future-proof design, which can withstand, and help people to adapt to, the effects of climate change; and
 - f) seek to maximise opportunities for urban greening and demonstrate that appropriate measures have been taken to protect or enhance the natural

environment in accordance with Chapter 6: Green and Blue Infrastructure and the Natural Environment.

DRAFT POLICY DM11: Responding to place

1. All new development should make a positive contribution to the surrounding character. Development proposals that fail to deliver high-quality, accessible, inclusive design, and/or respond poorly to local/emerging context will be refused planning permission.
2. All development should:
 - a) embed good design principles, having regard to the implications of architecture, urban design, landscaping, the ten characteristics set out in the National Design Guide, public realm and wider place-making. The Council's Townscape and Socio-economic Characterisation Study, or its updated equivalent, is the starting point for understanding local character. Due regard must be had to this and to other relevant planning guidance, including adopted design codes for specific areas;
 - b) 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;
 - c) address relevant housing quality standards set out in the London Plan;
 - d) 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/sunlight), and mitigate the impact of air, noise and environmental pollution;
 - e) adopt the Agent of Change principle and mitigate impacts from existing noise and other nuisance-generating activities or uses within proposed new development.
3. Major and strategic development proposals should, where relevant and appropriate:
 - a) demonstrate use of best practice in developing project briefs;
 - b) clearly demonstrate how different options for site development have been considered as part of the pre-application process;
 - c) 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;
 - d) be subject to independent design scrutiny by the Barking and Dagenham Quality Review Panel at an appropriate stage in the pre-application process and respond accordingly as the scheme evolves;

- e) 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);
 - f) provide a range and mix of publicly accessible open space that promote biodiversity, safety, health and well-being;
 - g) 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;
 - h) seek the best design and construction solutions to reduce and mitigate the impact of air, noise, light and other environmental pollution from development; and
 - i) commit to using mechanisms to maintain design quality from approval to completion.
4. Proposals for development within town centres (as defined in Policy DM8) 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) retain or restore traditional shop fronts and existing architectural and heritage features;
 - c) avoid the creation of inactive frontages and contribute positively to the street scene and public realm;
 - d) provide clearly defined public and private space, placing servicing away from street frontages, for example at the rear of buildings;
 - e) provide level access and ensure new development is fully accessible;
 - f) avoid the use of external mounted shutters or solid roller shutters;
 - g) 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.
5. Design and Access Statements must accompany all planning applications for major development. Applications for sites within conservation areas or within the setting of listed buildings should also be accompanied with a Heritage Impact Assessment. Applicants for minor development are also strongly encouraged to submit a Design and Access Statement.
6. Development and estate regeneration schemes are required to undertake an inclusive public consultation, which is proportionate to the nature and scale of development and submit a consultation statement detailing these activities.

DRAFT POLICY DM12: Tall buildings

1. Tall buildings are defined as buildings that are significantly taller than their neighbours, or which have a significant impact on the skyline. The Council will support tall buildings where they:
 - a) are considered appropriate in the context of London policies and guidance;
 - b) are located in sustainable locations with high public transport accessibility level (PTAL) ratings;
 - c) are of exemplary architectural design and residential quality (to be determined by the Barking and Dagenham Quality Review Panel as part of the development process);
 - d) respond appropriately to local context and character and do not adversely impact on the setting of heritage assets and important views. Applications should be supported by a detailed townscape analysis carried out as part of the application process, including long and short views;
 - e) individually or as part of a group reinforce the spatial hierarchy of the local and wider context and improve legibility and wayfinding; and
 - f) avoid/mitigate against any adverse micro-climatic effects such as sun, reflection, wind and overshadowing.
2. Where located adjacent to watercourses, tall buildings must be configured to ensure that shading is minimised and the type/direction of lighting does not impact negatively on the waterside environment.
3. Development proposals for tall buildings should provide 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.

Supporting text

- 5.5. Well-located and well-designed tall buildings can provide important urban landmarks and much needed homes at increased densities. They can also facilitate regeneration and make better use of land. Due to their scale and prominence, tall buildings also have the potential to significantly alter local character, the setting of historic buildings and conservation areas and impact negatively on local environmental conditions and amenity.
- 5.6. There are areas of the borough where, over the Local Plan period, extensive change is being proposed (see Chapter 2: Borough Places). In some of the growth areas, the threshold for what constitutes a tall building will relate both to the existing and evolving context. Area specific guidance such as masterplans for these sites will define what is considered a tall building.

DRAFT POLICY DM13: Managing the borough's local views

1. Development must seek to positively contribute to the characteristics and composition of local views of significant landmarks relevant to the development proposal, as defined below:
 - 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 that affects the borough's local views and its updated equivalent should provide Accurate Visual Representations (AVRs) to demonstrate the impact of the proposal upon them.

Supporting text

- 5.7. The views listed in the policy are those identified in Conservation Area Appraisals, particularly the Abbey and Barking Town Centre Conservation Area Appraisal and the emerging Barking Town Centre Conservation Area Appraisal and Management Plan. Any updates to the Conservation Area Appraisals and Management Guidelines should be taken into account when implementing this policy.

DRAFT POLICY DM14: Conserving and enhancing heritage assets and archaeology

1. When assessing the impact of a proposal (individually and cumulatively) on a heritage asset, applicants must:
 - a) demonstrate the development is appropriate in terms of height, scale and massing, form, materiality and detailing and its relationship to the surrounding context;
 - b) agree an appropriate strategy for conserving and/or where appropriate enhancing the borough's designated and non-designated heritage assets, in a manner appropriate to their significance as key and distinctive elements of the areas' character having regard to the Council's Conservation Area Strategy and Townscape and Socioeconomic Study (2017) (or its updated equivalent) and Conservation Area Appraisals;
 - c) where harm to the significance of a heritage asset, including its setting, is proposed, harm must be justified having regard to the public benefits of the proposal. In justifying this harm an applicant must demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and the works proposed are the minimum required to secure the long-term use of the asset. Further justification will be required where development would lead to substantial harm to or the total loss of significance of a designated heritage asset; and
 - d) submit detailed plans to an appropriate level as part of Design and Access Statements and/or Heritage Statements to clearly demonstrate how heritage assets, including their setting will be impacted and to ensure that significance is protected and enhanced.
2. 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, then replacement buildings or structures must demonstrably preserve or enhance the conservation area's distinct character.
3. All parts of the borough are categorised into an Archaeological Priority Area (APA). Development proposals are required to:
 - a) have regard to the Council's Archaeological Priority Areas Appraisal, or its updated equivalent, and best practice guidance to assess how development may affect a site's archaeology;
 - b) for sites falling within tier 1, 2 or 3 APAs, or their updated equivalents, demonstrate how avoidance or minimisation of harm has been achieved through design and/or mitigation; and
 - c) agree appropriate mitigation with the Council, subject to consultation with Historic England. This may include but is not limited to leaving remains in-situ, excavation, recording, and/or providing public access to remains as part of a development.

4. Development which substantially impacts archaeology of national significance will only be permitted where it can be demonstrated that effects are minimised and suitable mitigation measures are implemented, as agreed with the Council and Historic England.

Supporting text

- 5.8. The borough's main historic assets will be identified on the Proposals Map.
- 5.9. When seeking to justify harm to a heritage asset, a number of factors could be used for consideration, including:
 - the significance of the asset, architecturally, historically and contextually;
 - the adequacy of efforts made to retain the asset in use;
 - the merits of any alternative proposal for the site; and
 - the impacts on character and appearance of conservation areas
- 5.10. Where development will lead to substantial harm, a number of additional factors could also be used for consideration, such as:
 - the nature of the heritage asset prevents all reasonable uses of the site;
 - no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
 - conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
 - the harm or loss is outweighed by the benefit of securing long term use.
- 5.11. The borough's Conservation Area Appraisals will be a material consideration in determining planning applications. The borough's Characterisation Study provides socio-economic analysis of the borough and sets out the local context of the area characteristics.

DRAFT POLICY DM15: Shop fronts

1. New or replacement shop fronts are required to be robust and well-designed and proposals should ensure that:
 - a. active shop fronts are maintained at all times in order to contribute positively to the building, street-scene and public realm;
 - b. a sensitive relationship is maintained between the shop front and the upper floors, with neighbouring shop fronts and surrounding buildings;
 - c. the use of materials is appropriate to and enhances the local character and value of existing architectural and historic features;
 - d. the use of external mounted shutters or solid roller shutters are avoided;

- e. traditional and historic shop fronts are retained and refurbished, where reasonably practicable restoring existing architectural and heritage features;
 - f. signage location and design is sensitive, and not overly dominant to the shop fronts and the surrounding area; and
 - g. out of hours lighting is incorporated to enhance a well-lit, safe and secure streetscape.
2. Shop front proposals should be guided by the Dagenham Heathway Shop front Style Guidance' Planning Advice Note 7 or its updated equivalent.

DRAFT POLICY DM16: Householder extensions and alterations

1. Proposals for householder extensions and alterations will need to be designed in a sensitive and appropriate manner, which does not significantly alter the sense of place and impact on quality of life for surrounding residents, as well as respecting the character of the area. This will be achieved through:
- a) complying with the guidelines set out in the Council's Residential Extensions and Alterations Supplementary Planning Document (SPD), or its updated equivalent;
 - b) being sympathetic to the design of the original dwelling with regards to scale, form, materials and detailing; and
 - c) 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).

DRAFT POLICY DM17: Advertisements and signage

The Town and Country Planning (Control of Advertisements) (England) Regulations 2017 (as amended) sets out 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.

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.

1. Proposals for advertisements and signage are required (individually and cumulatively) to:

- a) avoid unacceptable harm to amenity, including its visual and aural impact and impact on trees or other aspects of the natural and historic environment;
 - b) be designed in accordance with policy DM15: Shopfronts; fascia. And, projecting signs should be of an appropriate size and depth in relation to the building and respect its architectural features; and
 - c) be designed for public safety relevant to the safe use and operation of any form of traffic or transport for all users.
2. A-signs on the public highway will be resisted.
 3. 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.
 4. 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), or its updated equivalent.

Chapter 6: Green and Blue Infrastructure and the Natural Environment

Introduction

6.1. There will be increasing pressure placed on the borough's natural environment as the population grows. In particular, many green spaces need investment to improve quality and to meet the needs of the borough's growing and changing population which is becoming younger and more diverse, but also with increasing numbers of older people.

What you have said previously

In previous consultation, respondents have said that the Council should:

- provide more parks, open spaces, nature conservation sites and community gardens. Allotments should be protected;
- improve the quality of open spaces and waterways. Provide better design, more trees and plants; enhance biodiversity, improve seating and pathways, and public toilets in parks;
- increase provision of playgrounds and provide equipment that meets the needs of disabled children;
- address safety in parks by providing more park keepers, policing, banning the consumption of alcohol and controlling dogs. Fines for littering and for not picking up dog mess should be put in place and enforced;
- facilitate improved linkages between parks and improve public access to the River Thames and the River Roding, whilst protecting wildlife from disturbance;
- increase the variety of activities around open space and on river frontages, such as shops, cafes, arts and entertainment. Require good quality architecture for riverside development and limit high-rise buildings;
- protect and enhance green infrastructure and biodiversity, improve wildlife corridors and rivers, and help deliver Water Framework Directive (WFD) objectives. The biodiversity of rivers needs to be recognised and protected from development, disturbance and pollution;
- ensure that new buildings have green roofs and bird boxes installed and tree planting is increased;
- reduce noise and air pollution, and remediate contaminated soils;
- protect the Green Belt and only release Green Belt land that does not meet its objectives in line with the NPPF;
- support a Green Belt Review and engagement and consultation through Duty to Cooperate; and
- recognise the contribution the Green Belt makes to the character of the borough, climate change mitigation, protection of green spaces and waterways and health.

Our proposed approach

6.2. The Council is committed to protecting and enhancing parks, open spaces, allotments, ponds, rivers and waterways, and the natural environment. Opportunities for creating green infrastructure and improving access to existing open spaces and nature will be strongly supported in the new Local Plan. Similarly, the Council is deeply committed to

make the most of its blue infrastructure including the River Roding and the Thames. We will welcome the opportunities to work with our communities and other key stakeholder to make 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.

6.3. This chapter includes drafts policies set out below, which aims to deliver the Council's ambitions to provide a green and clean environment and helping mitigate climate change, as well as realising the aspirations of local people for the protection and enhancement of parks, open spaces, Green Belt, Metropolitan Open Land (MOL), waterspaces and nature. These policies need to be read in conjunction with the rest of the plan, particularly policies in **chapter 2: Borough Places** and **chapter 5: Design**.

Strategic Policy 5	Enhancing our Natural Environment
Development Management Policy 18	Protecting and Improving Parks and Open Spaces
Development Management Policy 19	Urban Greening
Development Management Policy 20	Nature Conservation and Biodiversity
Development Management Policy 21	Enhancing Rivers and Waterways
Development Management Policy 22	Trees
Development Management Policy 23	Local Food Growing Including Allotments

6.4. This chapter is supported by evidence justifications set out in the table below.

Key Evidence Documents	Date Produced
Habitat Regulation Assessment	2019 (Emerging)
Green Infrastructure and Biodiversity Strategy	2019 (Emerging)
Infrastructure Delivery Plan	2019 (Emerging)
Parks and Open Space Strategy (2017)	2017
Park Strategy	2017
Green Belt Review	2016
LBBD Biodiversity Survey	2016
LBBD SINCs Citation	2016
All London Green Grid	2012
Joint Waste Development Plan	2012

DRAFT POLICY SP5: Enhancing our natural environment

1. The Council will protect, enhance the quality of the natural environment and work to maximise creation of new green infrastructure. This will be achieved through:
 - a) protecting all existing open space to ensure that there is no net loss;
 - b) protecting and enhancing the borough's Green Belt and Metropolitan Open Land (MOL) to maintain its function, quality and openness. In particular, we will prevent inappropriate development in the Green Belt and MOL except if very special circumstances can be demonstrated that outweigh the harm to openness;
 - c) improving the quality, character, value and accessibility of existing publicly accessible open space across the borough, in line with the Council's latest Parks and Open Spaces Strategy, Green Infrastructure and Biodiversity Strategy and Sport England's Active Design Guidance;
 - d) maximising the opportunity to deliver an improved network of green grid links to enhance access to key destination points such as town centres, community facilities and publicly accessible open spaces, and along rivers and waterways;
 - e) maximising the opportunities to create/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 the locations which are expected to experience the highest level of open space deficiency within the borough;
 - f) protecting and enhancing the borough's habitat and wildlife resources, including linking green spaces with identified wildlife corridors and protecting species and habitats identified in the London Biodiversity Action Plan;
 - g) safeguarding the historic and cultural environment;
 - h) 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.
 - i) 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 Park Masterplans.

Supporting text

- 6.5. For the purpose of the Local Plan, open space refers to all types of publicly accessible open space, including parks, playgrounds, sports sites, natural and semi-natural green spaces. In assessing development proposals which affect waterways, the Council will have regard to the aims and objectives of the Blue Ribbon Network established in London Plan policies.

POLICY DM18: Protecting and improving parks and open spaces

1. The Council will protect and enhance the borough's parks and public open spaces, working closely with a range of stakeholders to address deficiencies in quantity, quality and access.
2. Development on areas of open space (excluding Metropolitan Open Land and Green Belt) should only be supported in exceptional circumstances where it:
 - a) involves ancillary facilities that positively contribute to the setting and quality of the open space, enhances public access and does not affect the openness of the open space or detract from its character;
 - b) involves the replacement, extension or alteration of an existing building, providing that it does not result in additions over and above the size of the existing building;
 - c) provides a new equivalent or better type or quality of public open space in an area of open space deficiency, particularly where this includes essential facilities that enhance the function, use and enjoyment of the open space (such as ancillary sport facilities to a playing field); or
 - d) provides multiple benefits including recreation, food growing, Sustainable Drainage System (SUDs) improvements to biodiversity and links to green infrastructure on and adjacent to the development site.
3. Development close to designated parks and open spaces should protect the setting, character, public access and assets associated with that space, including heritage, landscape and biodiversity features.
4. All major and strategic development should contribute to the delivery of sufficient new publicly accessible open space on site, this should be of a high-quality that is accessible and meets the needs of both current and future residents, in accordance with the latest Planning Obligations SPD.
5. New open space should provide multiple benefits, including food growing, recreation, SUDs and biodiversity. Developers should comply with the London Plan standards and the other Council strategies and guidance in the design of this 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.

Supporting text

- 6.6. The borough's Parks and Open Spaces Strategy (2017) identified a deficiency of District and Local Parks¹⁶ in the northern and southern parts of the borough, which should be addressed by new development. The provision of new parks and open space at Barking Riverside is likely to address the deficiency in the south of the borough.
- 6.7. 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.

¹⁶ The District Parks and Local Parks are defined in the New Draft London Plan – Table 8.1/

- 6.8. Development on non-designated open space, including amenity greens and amenity spaces with limited public access, will be resisted, except where proposals include replacement space of at least equivalent quality and area, as close as possible to the open space to be lost.
- 6.9. To implement Part) of the policy, development should not rely upon existing publicly accessible open space to contribute towards on-site communal amenity space and child play space. On-site provision could take the form of new parks (including pocket parks), allotments or play space. The applicant should follow 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.

DRAFT POLICY DM19: Urban greening

1. Development proposals will be supported where they:
 - a) maximise opportunities for urban greening, including landscaping, trees, green and brown roofs, green walls, food growing, rain gardens and nature-based sustainable drainage etc.; and
 - 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, or their updated equivalents.
2. Major development is expected to meet an Urban Greening Factor in accordance with the Mayor of London's guidance, having regard to site specifics, local context, the merits of a specific development proposal and overall viability.

Supporting text

- 6.10. Policy G5 of the London Plan requires major development proposals to contribute to the greening of London and requires Councils to set an Urban Greening Factor. We have adopted the overall minimum target scores based on the recommendations from the Greater London Authority's research report: Urban Green Factor for London (2017). The methodology for calculating the Urban Greening Factor for any given development is set out in the London Plan. For each type of landcover, a weighting factor is given, which is then multiplied by the area covered by that landcover. These weighted area scores are then added up and divided by the total area of the site.

DRAFT POLICY DM20: 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. All existing and proposed SINC boundaries will be defined on the Proposals Map.
2. All development proposals are required to: allow the mitigation hierarchy set out in London Plan Policy G6 when considering impact of the proposal on biodiversity;
 - a) demonstrate biodiversity net gain using the DEFRA metric (or agreed equivalent), except those where loss or degradation of habitat would be negligible, such as material change of use, alterations to buildings and house extensions; and
 - b) provide wider environmental net gain.
3. Major development proposals are required to: 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;
 - a) submit a Habitat Management Plan setting out the long-term maintenance and monitoring of all biodiversity protection and enhancement measures;
 - b) contribute to increasing local access to nature, in accordance with national and London plan standards and taking account of Natural England's Accessible Natural Greenspace Standards;
 - c) 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/brown roofs and roof gardens. On all other sites, the use of native plants of local provenance should be at least 75 per cent by area of the soft landscaping scheme;
 - d) soft landscaping should minimise risk of new plant diseases and introduction of 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); and
 - e) landscaping and planting around developments must control 'potentially invasive non-native species' and eradicate these where possible as part of redevelopment.

Supporting text

- 6.11. The 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.
- 6.12. The Council will work with local partners, the Environment Agency, Natural England and other key stakeholders including the local community to resurvey and review SINCs and areas of biodiversity deficiency every 5 – 10 years, to ensure development contributes as appropriate to the borough's overall biodiversity and environmental quality.

DRAFT POLICY DM21: Enhancing rivers and waterways

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 and Catchment partnership local measures;
 - b) protect and enhance biodiversity in and along waterways and banks, adjacent terrestrial habitats, the foreshore and the floodplain;
 - c) maintain and, if possible, improve water quality, including reducing/minimising pollution from adjacent land and roads, e.g. by using oil interceptors in car parks;
 - 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, which can also be used to store excess floodwater, where appropriate;
 - h) provide a naturalised buffer 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 watercourses;
 - iv. at least 5m buffer around ponds or other standing water bodies;
 - v. buffer zones should not include development, hard standing, paths or lighting or be used for storage of materials. 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;
 - 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) and the emerging South East Marine Plan, which applies to the River Thames and the River Roding; and
 - l) identify opportunities to integrate SUDs and measures to prevent litter entering waterways.

Thames Policy Area

2. The Thames Policy Area will be designated on the Proposals 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 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.

DRAFT POLICY DM22: Trees

1. Development proposals should retain existing trees, shrubs and 'vegetation of value' where possible. This value is to be assessed by an appropriate valuation system as agreed with the Council's Arboriculturalist.
2. If existing trees and vegetation of value cannot be retained, then they should be replaced by species of at least equivalent value with a preference for on-site planting.
3. 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.
4. Trees, shrubs or vegetation should be retained where one or more of the criteria below are met:
 - a) a tree is subject to a Tree Preservation Order (TPO) or falls within a Conservation Area;
 - b) it is considered to be of significant value (including ecological value) as per an agreed appropriate arboriculture valuation system (subject to consultation with the Council's Arboriculture Officer);
 - c) it makes a significant contribution to amenity or local character; and
 - d) it is of special character, age, or has scope for screening other properties/ features.
5. Major development is expected to include additional planting, including trees, shrubs and vegetation over and above any existing provision. Planting should use native, non-invasive species that are suited to the particular site and development characteristics.
6. Applicants are also expected to demonstrate how 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, 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 to ensure the tree survives and thrives.

DRAFT POLICY DM 23: Local food growing including allotments

1. Proposals for new allotments will be supported where there is a demonstrable local need, and where this does not prejudice alternative land uses from coming forward, including residential use.
2. 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 and existing allotment users are relocated to an alternative allotment that is within reasonable proximity to their homes.
3. Proposals for community food growing and gardening are encouraged, particularly where this forms part of the overall landscaping and open space strategy for residential development and/ or as part of a school, playground or recreational area.
4. Food growing is encouraged as a meanwhile use on vacant or under-utilised sites.
5. Major residential-led developments are expected to provide community food growing opportunities and to provide a strategy for ongoing management of this.
6. New community food growing should include access for disabled residents, access to water and irrigation and access to composting facilities.
7. Proposals to identify innovative food growing solutions, such as edible landscaping, rooftop growing, vertical growing and indoor growing are encouraged.

Chapter 7: The Green Capital of the Capital

Introduction

7.1 This chapter sets out the Council's policy approach to promote sustainable infrastructure and transform the borough to become London's Green Capital. Through good planning and managing our resources (land, water and energy) in a sustainable manner, we will be able to reduce carbon emissions, improve air quality, conserve water resources and mitigate flood risk.

What you have said previously

In previous consultation, respondents have said that the Council should:

- promote sustainable transport by providing good public transport and associated infrastructure, managing parking and reducing the need for car ownership;
- require new development to reduce flood risk, direct development away from areas of high flood risk, taking climate change into consideration, and to implement SUDs wherever possible;
- ensure new development does not harm the environment during construction or occupation;
- promote recycling and encourage sustainable industries;
- promote renewable energy projects that are sustainable and meet legislative and regulatory requirements; and
- secure eco-friendly initiatives on new and expanded school sites, such as solar energy and food growing.

Our proposed approach

7.2. Creating a sustainable future for residents and for business is central to the success of the new Local Plan, which will encourage innovative approaches to tackling climate change, reducing air pollution, managing flood risk and nuisance, and will promote sustainable infrastructure. New development will be required to be greener, with increased energy efficiency and renewable energy use, reduced surface water runoff and reduced waste production.

7.3 The new Local Plan will support the delivery of District Energy Networks (DENs), the largest of which will be in Barking Town Centre, with Phase 1 already under construction. Major development is expected to be net zero-carbon with a minimum on-site reduction of at least 35 per cent beyond Building Regulations. The draft policy on flood risk is informed by the updated Strategic Flood Risk Assessment (2017) and requires new development to reduce flood risk on and off site wherever possible. The reduction of surface water runoff and the use of SUDs wherever possible, on new development is also required. Recycling on new development will be encouraged by the requirement for storage to be provided for the separation of dry recyclables (at least card, paper, mixed plastics, metals, glass), food and residual waste. Draft policies are also provided that promote the management and reduction of air and noise pollution, and contaminated

soils. Sustainable transport is addressed in Chapter 8 and food growing is addressed in Chapter 6.

Strategic Policy 6	Securing a Sustainable and Clean Borough
Development Management Policy 24	Energy, Heat and Carbon Emissions
Development Management Policy 25	Managing Nuisance
Development Management Policy 26	Improving Air Quality
Development Management Policy 27	Land Contamination
Development Management Policy 28	Managing Flood Risk, Including Surface Water Management
Development Management Policy 29	Managing Our Waste
Development Management Policy 30	Smart Utilities

7.4 This chapter is supported by evidence justifications set out in the table below.

Key Evidence Documents	Date Produced
Planning briefing paper – connection opportunities to B &D Energy Limited: Low carbon energy for East London	2019
London Waste Planning Forum: Monitoring Report	2018
London Plan topic paper: Waste	2018
Strategic Flood Risk Assessment L1 & L2	2017
Local Flood Risk Management Strategy	2017
Joint Waste DPD Technical Report	2012

DRAFT STRATEGIC POLICY SP6: Securing a sustainable and clean borough

1. The Council will:

- a) expect development to adopt a multi-faceted approach to, and prioritise, sustainability;
- b) encourage innovative approaches to tackling climate change, reducing air pollution and managing flood risk and nuisance such as noise, dust and odour;
- c) expect development and large-scale regeneration to facilitate the remediation of contaminated land;
- d) have a construction management plan to minimise nuisance to residents during construction and to reduce emissions through construction machinery;
- e) promote the circular economy and sustainable waste management and support measures to minimise waste production. In particular, waste should be minimised during the construction phase and where proposals involve redevelopment of a site, existing on-site materials should be incorporated into the proposed development as far as possible;
- f) work with developers, landowners and other key stakeholders to ensure development supports and connects into the Borough's District Energy Networks and associated infrastructure, utilising low or zero carbon fuel sources;
- g) work with key stakeholders to promote improvements to wastewater infrastructure, where identified; and
- h) ensure that all major developments have a waste and recycling minimisation and collection strategy.

DRAFT POLICY DM24: Energy, heat and carbon emissions

1. Major development is expected to be net zero-carbon with a minimum on-site reduction of at least 35 per cent beyond Building Regulations and adhere to the energy hierarchy outlined in the London Plan. Where there is a shortfall, applicants will be expected to make a financial contribution in agreement with the Council, either through carbon offset fund, or agree sufficient alternative offsetting arrangements in the Borough via planning obligations.
2. 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 throughout the Borough expected to adhere to the heating hierarchy (Policy SI3 of the New Draft London Plan), prioritising decentralised energy in accordance with the hierarchy outlined in the London Plan and subsequently connect to any existing local low carbon district energy networks and be delivered with an on-site district energy network serving the entire development site; if it cannot connect to an existing local district energy network, it 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 district energy network without modification.
3. Developers are expected to assess the potential impacts of low carbon and renewable energy technologies with regard to the environment, amenity and health. They must demonstrate that the most appropriate technologies are incorporated into new development and any adverse effects on human health or the environment are avoided where possible, otherwise are appropriately mitigated, including in respect of managing overheating risk.

Supporting text

7.5 The energy hierarchy is set out in Policy SI2 of the Draft New London Plan and can be summarised as follows:

1. The priority is to 'be lean', by using less energy in the first place.
2. Then, 'be clean', by exploiting local energy resources and supplying energy efficiently and cleanly.
3. Then, 'be green', by maximising opportunities for renewable energy onsite.

7.6 Policy SI2 also requires Councils to establish and administer carbon offset funds, to ring fence funds for projects within the borough that deliver carbon reductions.

7.7 Barking and Dagenham Council has ambitions for the borough to become London's Green Capital, through development of District Energy Networks (DEN's) across the borough. Detailed heat mapping and energy masterplanning of the entire borough has identified seven potential district energy opportunity areas. Details are available from the Council's Energy Company, Beam Energy: <https://www.beamenergy.co.uk/>.

7.8 As with all types of development, low carbon and renewable energy technologies can have unwanted impacts on the environment, amenity and health. Developers should assess these impacts and how they will be minimised when choosing the most appropriate technologies for new development.

7.9 Developers should use the most recent Energy Assessment Guidance from the GLA for strategic and non-strategic development. The energy assessment should demonstrate how the development has been designed in accordance with the energy hierarchy and how it will meet the relevant policies in the Draft New London Plan.

DRAFT POLICY DM25: Managing nuisance

1. Development proposals are required to:
 - a) have regard to the Agent of Change principle (Policy D12 of the Draft New London Plan);
 - b) avoid or, if avoidance is not possible, minimise and mitigate significant adverse construction and operational nuisance impacts on people and the built and natural environment;
 - c) manage nuisance resulting from development in areas where industrial and residential land uses are co-located;
 - d) 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; and
 - e) 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.

DRAFT POLICY DM26: Improving air quality

1. Major development must achieve or exceed the ‘air quality neutral’ benchmark for building emissions (Policy SI1 of the New Draft London Plan), by avoiding or, if avoidance is not possible, minimising and mitigating people’s exposure to poor air quality, for example through design, technology, traffic management and urban greening.
2. Development located within the borough’s designated Air Quality Focus Areas will be particularly closely scrutinised as to the approach to air quality and will be expected to help reduce air pollution in the area.
3. Where proposals would not achieve the ‘air quality neutral’ benchmark, applicants will be expected to make a financial contribution in agreement with the Council, either through the carbon offset fund, or agree sufficient alternative offsetting arrangements in the borough via planning obligations.

Supporting text

7.10 The whole borough is designated as an Air Quality Management Area (AQMA) for both nitrogen dioxide (NO₂) and particulate matter (PM₁₀). In line with Policy SI1 of the Draft New London Plan, all major development should be demonstrably air quality neutral, if not improving local air quality. This could be achieved, for example, by promoting the use of low or zero emission transport and reducing the reliance on private motor vehicles; improving traffic management and providing new green infrastructure.

7.11 Major developments will be required to submit an air quality impact assessment, based on current best practice as part of the planning application. Where the assessment indicates that a development will cause harm to air quality or where end users could be exposed to poor air quality, the Council will resist the development unless mitigation measures to reduce the impact to acceptable levels is agreed and adopted at the planning stage.

DRAFT POLICY DM27: Land contamination

1. Development proposals on or near contaminated land or potentially contaminated land will be required to be accompanied by site investigations and risk assessments in line with the current guidance and to prepare remediation proposals to deal with any contamination, prior to commencement of any works, agree with the Council and undertake the necessary desktop study.
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; and
 - c) consult The Health and Safety Executive (HSE) and the Environment Agency should be consulted on proposals involving hazardous substances where required.
3. Proposals involving hazardous substances are to be located where they would not cause potential health and safety risks to neighbouring uses, and prevent other uses from locating near potentially polluting substances where future users could be at risk.

DRAFT POLICY DM28 Managing flood risk, including surface water management

Surface water management

1. As a minimum all development must:
 - a) resist paving over gardens, driveways and public realm, unless utilising appropriate permeable surfaces and incorporating SUDs; and
 - b) seek advice from the Council as Lead Local Flood Authority (LLFA) as to SUDs preferences.
2. All major development must incorporate sustainable drainage systems (SUDs) into proposals, having regard to the Government's Non-Statutory Technical Standards for SUDs and the Council's Strategic Flood Risk Assessment (SFRA) (or their updated equivalents), and manage surface water run-off to achieve greenfield run-off rates where feasible and in line with the London Plan drainage hierarchy.
3. Proposals for minor and householder development are also expected to incorporate SUDs where feasible. SUDs should be green, provide multiple benefits and integrate into the Green Infrastructure network. Proposals will need to include a management plans for the proposed SUDs.

Waste water

4. 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 impact of current and proposed development.

Flood risk

5. Development should seek to deliver a positive reduction in flood risk, on and off-site, by demonstrably being given sufficient consideration from the outset of the design and during the pre-application process.
6. Development is required to:
 - a) ensure any flood defences are maintained, repaired or replaced as appropriate, and realigned or set back where possible to provide amenity and environmental enhancements;
 - b) protect land adjacent to flood defences to allow future replacement of defences and provision of public amenity and biodiversity, in accordance with the Thames Estuary 2100 Plan;
 - c) provide a Flood Risk Assessment for development proposals of one hectare or greater in Flood Zone 1, and for all proposals for new development in Flood Zones 2 and Flood Zone 3, undertaken in consultation with the Environment Agency where appropriate; and
 - d) provide a Flood Risk Assessment if it meets any of the following criteria:
 - i. The development site is over 1 hectare in size within Flood Zone 1.
 - ii. The site is within Flood Zones 2 or 3a.
7. Where development impacts flood defences and / or rivers and waterways, and this is not appropriately mitigated for, applicants will be expected to make a financial contribution to the Council and / or agree off-site provision via planning obligations.
8. The Council will seek opportunities to relocate existing development vulnerable to future flood risk due to climate change, to more sustainable locations. Proposals for vulnerable uses and sleeping accommodation must be located away from areas of high flood risk and below the tidal breach level or fluvial 1 in 100 plus climate change flood level.
9. 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 SFRA Level 1 Report.

Basements 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.
10. Basements are not considered appropriate in Flood Zone 3b, and there are restrictions on their use and design within Flood Zones 2 and 3a.

Supporting text

7.12 Since the 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. Applicants should consult the Environment Agency to obtain these models and any other updates to modelling that contribute to the SFRA.

DRAFT POLICY DM29 Managing our waste

Waste reduction

1. Development is expected to demonstrate that appropriate refuse, recycling and servicing arrangements have been provided, including during construction and once development is operational. The Council's preference is for on-site provision; where this is not possible; developers are expected to provide a suitable off-site waste management strategy.
2. Proposals involving the use or disposal of hazardous substances will be resisted unless it can be demonstrated that the risks to public safety and the environment are appropriately managed in line with policy **DM 25 Managing Nuisance**.

Waste supply

3. Development proposals will be supported where:
 - a) the existing waste sites within the borough are safeguarded for waste use over the plan period; and
 - b) it seeks to maximise the efficiency and/or capacity of waste facilities in the borough.
4. Proposals for non-waste uses on safeguarded sites will only be considered acceptable where it is clearly demonstrated that a compensatory site, or compensatory capacity will be delivered on a suitable replacement site within the borough in the first instance or another part of London which provides equivalent to, or greater than the maximum annual throughput that the existing site can achieve.

New and enhanced waste facilities

5. Proposals for new waste facilities, or to replace or extend an existing waste facility, will be supported where:
 - a) it is appropriately located within a safeguarded waste site, or area of search, or integrated into a suitable new development;
 - b) it is well-designed the scale and nature integrates into the surroundings and ensures compatibility with adjacent existing and proposed land uses;
 - c) it proposes technology which is suitable for the location and nature of the site;
 - d) it is 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; and
 - e) it provides effective on-site measures to ensure safety and security.

6. All new development must include sufficient accessible space to separate and store dry recyclables, organics and residual waste for collection, both within individual units and for the building as a whole.
7. Major residential developments are required to incorporate high-quality; on-site waste collection systems that are based on the current best practice and do not include traditional methods of storage and collection.

Supporting text

Waste supply

7.13 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's Waste Data Interrogator. 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 and/or a legal agreement at the planning permission stage.

7.14 The constituent East London Waste Authority boroughs are in the initial stages of bringing forward a review of the Joint Waste Development Plan alongside their respective local Plan work. The programme for this is still to be finalised but it is envisaged that a new Waste Plan can be prepared and adopted within the extended period for operations continuing at Dagenham Dock Sustainable Industrial Park. The new Plan will identify waste sites and facilities required beyond 2020. In the interim it would seem prudent to protect existing sites in accordance with current policies. Any additional waste site allocations could be made by means of a specific review as part of the development of a new joint waste plan.

New and enhanced waste facilities

7.15 New waste management facilities will be directed towards existing safeguarded sites and areas of search in accordance with the adopted Waste Plan and its updated equivalent.

7.16 Under part 6 of the policy, the Council will expect all new development to ensure the design and layout of new dwellings and businesses, including high-rise developments, supports sustainable waste management, by providing accessible and sufficient storage space that allows separation of dry recyclables (at least card, paper, mixed plastics, metals, glass), food and residual waste.

7.17 To implement part 7 of the policy, the type of systems could include compactors, underground storage containers, vacuum systems and automated waste collection systems. These systems require land to be set aside to store bulked 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.

DRAFT POLICY DM30 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;
 - 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) work proactively with the Council to plan, deliver and manage development; and
 - d) give access to place makers and service providers to provide joined up and efficient services that respond to customer needs.

Chapter 8: Transport

Introduction

8.1. The growth expected in Barking and Dagenham and neighbouring boroughs will intensify the use of the transport network in East London over the plan period. A number of strategic and local transport improvements are underway or planned. At the same time, the need to address carbon emissions and tackle air pollution is becoming ever more urgent. In this context, on-going investment in the strategic transport network, and reducing dependence on the private car, is required to ensure that this accessibility is maintained and enhanced, whilst also improving issues around amenity and air quality.

What you have said previously

In previous consultation, respondents have said that the Council should:

- ensure that new growth areas and housing sites are supported by adequate improvements to walking, cycling, public transport and highway networks;
- ensure there are enough parking spaces whilst mitigating the impacts of growth on the road network and air quality;
- support planned infrastructure improvements including the London Overground extension to Barking Riverside;
- encourage better north south transport links and bus links with central London;
- where appropriate, support the development of pedestrianisation and pedestrian friendly environments in District and Town Centres; and
- support proposals for further crossings on the River Thames and improvements to the frequency and capacity of rail services along the north Thames riverside.

Our proposed approach

8.2. The Council is undertaking a Strategic Transport Impact Assessment (TIA) to set out the likely impacts of the borough's preferred growth option on the wider transport networks and the requirements for new transport infrastructure/services over the lifetime of the Local Plan. In addition, the Council's Infrastructure Delivery Plan (IDP) is currently being progressed to identify the future infrastructure needs of the borough.

8.3. This chapter includes draft policies (set out in the table below) that set out the Council's approach to ensuring that appropriate transport and utility infrastructure is provided in a way that promotes sustainability. The Council will work with partners to support the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041 by including policies in the new Local Plan that support the development of Green Infrastructure, such as green cycleways and reduce reliance on private vehicles. The Council has updated its Local Implementation Plan to reflect the strategic transport projects required for the borough. We will ensure that ongoing engagement will continue to inform the planning and implementation of the council's transport and infrastructure initiatives.

Strategic Policy 7	Planning for Integrated Transport
Development Management Policy: 31	Making better connected neighbourhoods
Development Management Policy: 32	Cycle and car parking
Development Management Policy: 33	Deliveries, servicing and construction

8.4. This chapter is supported by evidence justifications set out in the table below.

Key Evidence Documents	Date Produced
Infrastructure Delivery Plan	2019 (Emerging)
Local Implementation Plan 3	2019
Transport Impact Assessment	2019 (Emerging)

DRAFT STRATEGIC POLICY SP7: Planning for integrated transport

1. The Council will ensure the provision of sufficient and suitably-located land for delivering required transport infrastructure by:
 - a) seeking improvements to and, where necessary, safeguarding existing land and buildings used for public transport, active travel or related support functions critical for delivering the Council's strategy for improvements to the transport network and services in the borough as set out in the Local Implementation Plan; and
 - b) Identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure.
2. The Council will work with partners to support the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041 and the proposed transport schemes set out in the Draft New London Plan.
3. The Council will seek to adopt a multifaceted approach to transport infrastructure that recognises its inter-relationship with successful place-making, health and well-being and the environment.
4. 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.
5. The Council will work proactively with the GLA, TfL and other network operators to seek improvements to infrastructure to support planned growth.

6. The Council will support proposals that reduce reliance on the use of the private car through incorporation of design measures and facilities to promote walking and cycling and use of public transport.

DRAFT POLICY DM31: Making better connected neighbourhoods

1. Applicants are expected to submit a Transport Assessment/ Statements as a part of a planning application to demonstrate how the proposal impacts on the capacity and performance of the transport network, at the local network-wide and strategic level, are fully assessed in accordance with national or local guidance.
2. The Council's intent is for major development, and any other development that is likely to have a significant impact on the transport network to be required to submit a robust Transport Assessment/Statement and a Travel Plan. 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. Development that will have an adverse impact on the highway network (in terms of congestion, safety and air quality/ noise) and/or the operation of public transport (including crowding levels and journey times) will be required to contribute and deliver appropriate transport infrastructure and/or effective mitigation measures.
3. Where appropriate, conditions will be imposed and/ or planning contributions will be sought through a Section 106 Agreement. All contributions towards new transport infrastructure must be in accordance with policy DM36 Development Contribution and the Council's latest Planning Obligations Supplementary Planning Document.
4. Development proposals should consider locating employment, housing and supporting facilities within easy reach of each other and ensure they are connected by high quality, safe and attractive cycling and walking routes.
5. Green infrastructure (GI) should be integrated into active travel routes in order to make them more attractive and offer shade in summer, as well as bringing many other benefits for health and well-being of people and nature. Active travel routes should be suitable for wheelchairs, pushchairs and others with limited mobility, including places to stop and rest. Cycle routes should ideally be segregated from road transport and pedestrians, following the best current design guidance. Infrastructure proposals should also demonstrate how they meet the Mayor's 'Healthy Streets' approach.

Supporting Text

8.5.To implement part (1) of the policy, please refer to guidance available on TfL's website: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>. Applicants should also ensure they engage early with

relevant stakeholders in order to establish the likely impacts and/or appropriate mitigation measures.

DRAFT POLICY DM32: Cycle and car parking

1. Based on emerging evidence, and representations received on public consultation, the Council's preferred option is that parking is controlled and managed to promote sustainable travel patterns and address congestion. The Council's preference is that the policy will ensure that development proposals comply with the parking standards for vehicles and bicycles set out below:
 - a) meeting or exceeding the minimum cycle parking standards set out in the Draft New London Plan;
 - b) not exceeding maximum vehicular parking standards set out in the Draft New London Plan; and
 - c) meeting the minimum disabled parking standards; and
 - d) meeting the infrastructure requirements for electric or other Ultra-Low Emission vehicles set out in the Draft New London Plan.
2. Parking spaces should be designed in accordance with the Draft New London Plan specification, having regarded to best practice guidance.
3. Where reasonably practicable, cycle parking should be separated into secure smaller stores, rather than provided in one large area.
4. All car parking spaces must be allocated, 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.
5. Where the road network cannot accommodate the increased additional cars from a development, and this cannot be appropriately mitigated, applicants will be expected to meet the costs of implementing a Controlled Parking Zone (CPZ), including permits for existing residents for the first year.
6. Where car clubs are proposed or an existing car club is located within a reasonable distance of the development, applicants should provide free membership for residents for at least the first two years.
7. Car-free or car-light development (excluding disabled parking) is encouraged in appropriate locations, having regard to a site's public transport accessibility (PTAL), overall site connectivity and other mitigation measures such as car clubs.
8. Development is required to ensure that provision of on-street car parking does not obstruct cycleways and pedestrian lines; all car parking spaces have been allocated with no potential for providing more spaces than planned for; and the design of car parking facilities is in accordance with Policy T6 of the Draft New London Plan and the best current practice and guidance.

Supporting text

- 8.6.Reducing the demand for travel by private car and encouraging travel by more active and environmentally friendly modes is essential for helping the Council deliver the environmental and health and well-being objectives.
- 8.7.Additional commuting by car must not be encouraged as it would exacerbate existing congestion and air quality problems in the borough. However, recognising that some journeys may need to be undertaken by private vehicle, consideration should also be given to providing for car clubs or car sharing schemes in new developments, utilising electric and other low or zero-emission vehicles.

DRAFT POLICY DM33: Deliveries, servicing and construction

1. Development proposals must explore the use of alternative delivery and servicing practices and emerging technologies, including freight consolidation and retiming of deliveries; the use of electric and low or zero-emission vehicles; and drones.
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 Transport for London guidance.

Supporting text

- 8.8.The Council will expect all development proposals to consider the role that alternative practices and emerging technologies can play in facilitating a more sustainable approach to freight transport, as advocated in the Mayor’s Transport Strategy, the Draft New London Plan and NPPF. The use of alternative delivery and servicing practices, such as freight consolidation, retiming and consolidation of deliveries, the use of electric and low or zero-emission vehicles and drones will be encouraged to minimise effects on the transport network.

Chapter 9: Social Infrastructure

Introduction

9.1. Planned growth in Barking and Dagenham will result in the need to deliver a range of facilities, services and infrastructure such as new schools, open spaces, health facilities and shops. Much of the borough's existing infrastructure facilities, particularly our community facilities, are at or close to full capacity and in many cases requires investment.

What you have said previously

In previous consultation, respondents have said that the Council should:

- provide more libraries and educational facilities such as a university, schools and afterschool clubs and children centres. Schools should be appropriately located, taking into consideration site constraints and related to capacity yield of the development;
- ensure that there is sufficient healthcare provision;
- provide better facilities for older people and plan for an increase in the number of people with long-term conditions and dementia;
- support community centres that reflect all groups and faiths;
- facilitate more leisure based activities, arts and cultural activities; and
- protect, enhance and provide for sports facilities.

Our proposed approach

9.2. The draft Local Plan includes draft policies as set out in the table below which will promote the development of community facilities and ensure appropriate social infrastructure will be planned and delivered alongside growth in a timely manner.

9.3. The Council acknowledges the strong response from our previous consultees in favour of improving and increasing provision for local community groups and recognise the important role such groups play in creating a cohesive, supportive and inclusive communities.

9.4. In addition, the Council is undertaking an Infrastructure Delivery Plan to identify the future infrastructure needs of the borough. We will ensure that ongoing engagement will continue to inform the planning and implementation of our transport and infrastructure initiatives.

Strategic Policy 8:	Delivering Social Infrastructure, in the Right Location
Development Management Policy 34:	Planning for Social Infrastructure
Development Management Policy 35:	Public Houses

9.5. This chapter is supported by evidence justifications set out in the table below.

Key Evidence Documents	Date Produced
LBBB Infrastructure Delivery Plan (draft)	2019 (Emerging)
Faith groups and meeting places: Evidence base study	2017
GLA Closing Time: London's Public Houses	2016
An Audit of London Burial Provision – A report for the Greater London Authority	2011

DRAFT STRATEGIC POLICY SP8: Delivering social infrastructure in the right locations

1. The Council will seek to sustain and build a network of community facilities that meets the evolving needs of the community.
2. Appropriate social infrastructure should be planned and delivered in line with the Borough Infrastructure Delivery Plan, to support housing and employment growth in a timely manner, taking account of the cumulative impact of future development.
3. The Council will support social infrastructure development which:
 - a) contributes to the capacity, quality, usability and accessibility of existing social infrastructure, particularly where development will increase demand;
 - b) can be delivered at an appropriate time to support new development i.e. in advance of substantial need arising;
 - c) promotes the growth and expansion of educational facilities that meet the Borough's requirements for all stages of life, and including special schools;
 - d) in partnership with health authorities and other key stakeholders to improve healthcare access and support people's overall health and well-being; and
 - e) undertakes innovative approaches to the delivery and operation of social infrastructure; for example, creating the multi-functional use of spaces (including multi-use places of worship) and maximising use of existing community facilities (i.e. community use of educational facilities).

Supporting text

9.6. For the purpose of this Local Plan, social infrastructure covers facilities including:

- health provision;
- early years provision;
- schools, colleges and universities;
- 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 space;
- community facilities (land uses typically falling within Class D1, D2 and sui generis); and,
- public houses.

DRAFT POLICY DM34: Planning for social infrastructure

This policy aims to ensure that high-quality social infrastructure is provided in appropriate locations throughout the borough to meet the identified needs.

Existing facilities

1. Development proposals involving the loss of existing social infrastructure will be resisted, unless it can be demonstrated that:
 - a) there is no longer a need or demand for the existing use, providing robust evidence of active marketing over a continuous period of time; and
 - b) there is no local need or demand for alternative social infrastructure on the site, including if the facility was refurbished and/or multi-functional, providing robust evidence of active marketing over a continuous period of time; or,
 - c) the existing facility is being re-provided and of a similar nature that would better meet the needs of existing users.
2. The Council will expect applicants to submit marketing evidence covering a continuous period of at least 12 months. Applicants should 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/unit. It 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. Applicants should also include 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. If a community facility is listed on the Assets of Community Value register and it is offered for sale, the local community is given six months to prepare a bid to buy it. In such cases, the marketing statement could be reduced to a period of a minimum continuous period of six months in addition to the six months that the community has to prepare a bid to buy it.
4. Extensions to existing schools should demonstrate that there is a local need or demand and the current level of child play space will be enhanced and increased.
5. Consideration of need should be based on the Council's Infrastructure Delivery Plan and relevant evidence studies, such as the Playing Pitch Strategy and Faith Groups and Meeting Places study or additional evidence if existing studies are not available.

New and enhanced facilities

6. Development proposals for new social infrastructure will be supported where this meets an identified need in line with the Council's Infrastructure Delivery Plan, and other supporting information including relevant evidence studies.
7. 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.
8. The Council encourages the provision of multi-purpose and shared services which provide 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.
9. Development proposals for new education facilities must be well-connected and accessible by public transport. Any arts, sports and cultural facilities within the school (etc.) must be shared with the local community.
10. Applications for residential/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.
11. 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/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's Participation and Engagement Team.

DRAFT POLICY DM35: Public houses

1. 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. The Council will require planning and marketing evidence as set out below:
 - a) Evidence 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. This information should be reflected within the asking rent or price of the public house. Details of public house accounts for current and previous trading years should also be provided; and
 - b) A full detailed marketing report demonstrating that the public house has been continuously marketed for at least 12 months as a public house at a reasonable market rent and free of tie and restrictive covenant. Following this exercise there has been no interest in the property and there is no realistic prospect of continuing its current use; and

- c) Marketing evidence demonstrating there has been no interest in the property for an alternative community use over a further 12 month period following the marketing period.
- 2. Development proposals which would make a public house unviable, such as 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;
 - 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; and
 - 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 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 best practice guidance published by Historic England.
- 5. Registration or nomination of a public house as an Asset of Community Value will be a significant material consideration in the determination of a planning application.

Supporting text

- 9.7. The New Draft London Plan Policy HC7 sets out the requirements for the borough's development plan documents in respect of public houses. This policy needs to be read in conjunction with Policy HC7.
- 9.8. The Council is not proposing an Article 4 Direction to remove Permitted Development Rights. However, the Council may use an Immediate Article 4 Direction where there is a specific threat to the future of a building.

Chapter 10: Delivery and Monitoring

Introduction

10.1. The Local Plan sets out ambitious targets for housing and employment to 2034. The successful regeneration of the borough will need to involve a wide range of stakeholders from the public and private sectors, as well as local businesses and residents. The Local Plan has been prepared in the context of the latest planning policies at national and regional level.

10.2. The Local Plan will need to be monitored to ensure that it is being implemented effectively, and that it is resulting in the expected outcomes. This will enable the Council to take action where this is not the case.

10.3. This chapter sets out the Council's approach to delivery and monitoring of this Local Plan, including mechanisms through which this will take place. It includes the following draft policy, which seeks to ensure that the Local Plan will be delivered in a sustainable manner by striking an appropriate balance between affordable housing, infrastructure delivery and sustainability standards. This should be read in conjunction with the relevant New Draft London Plan policies.

Development Management Policy 36	Development Contributions
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10.4. This chapter continues to evolve as evidence emerges and the sustainability appraisal of the Local Plan develops further.

DRAFT POLICY DM36: Development contribution

1. Development will be expected to:

- a) pay the Community Infrastructure Levy charges required by any charging schedules which are in operation for the area of the borough within which the development is located;
- b) enter into section 106 agreements to provide affordable housing and make provision to mitigate the impacts of the development where necessary or appropriate, having regard to any relevant Local Plan policies, the New Draft London Plan and relevant Supplementary Planning Guidance;
- c) enter into section 106 agreements which may include carbon offset fund, construction and employment skills, environmental improvements, transport infrastructure and other obligations related to mitigating development impacts; and
- d) submit a financial viability assessment as part of the planning application, where required, which may be subject to independent scrutiny by appointed experts, at the applicant's cost, where they do not meet planning policy requirements or do not propose to deliver required Section 106 planning obligations.

Provisions for re-appraising the viability of schemes:

- e) Viability reviews may form part of section 106 planning agreements where the financial appraisal demonstrates, for example, that the maximum amount of affordable housing that a scheme can reasonably support is below the policy target; and
 - f) Viability reviews may be required towards the end of a development which can take account of robust, up to date values and costs of development, see below:
 - i. where substantial implementation (subject to agreement with the Council) of the scheme has not occurred within 24 months of planning permission;
 - ii. where substantial implementation of a scheme does not occur within 24 months of the date of planning permission, or
 - iii. on phased development, prior to implementation of the second half/later phases of the development (mid-term review).
- 2. Where it has been demonstrated that planning obligations cannot viably be supported by a specific development, affordable housing and necessary public transport improvements should be prioritised in accordance with Policy DF1 of the New Draft London Plan, or its updated equivalent.**
- 3. Applications for the Vacant Building Credit should accord with Policy H9 of the New Draft London Plan or its updated equivalent.**

Supporting Text

- 10.5. The Council is preparing a Planning Obligations Supplementary Planning Document, which will provide detailed guidance on our approach to planning obligations. Applications will be considered by taking account of the Council's latest Infrastructure Delivery Plan (IDP), which sets out the infrastructure prioritisation within the borough.
- 10.6. The Council recognises the challenge in securing infrastructure funding from developments in the form of section 106 agreements and Community Infrastructure Levy Payments. The Council will engage effectively with both the public and private sector to consider opportunities for innovative financing mechanisms to support regeneration.
- 10.7. Details on the approaches to infrastructure delivery and sources of funding and financing are set out in the IDP, which will be updated annually.

Delivery

- 10.8. Delivery of the Local Plan will occur principally through the following:



Figure 11 Key elements to deliver the Local Plan

Further policy development

- 10.9. For some Local Plan policies, further detail will need to be set out in other supporting documents, such as Supplementary Planning Documents (SPDs) and Area Action Plans

(AAPs). A number of masterplans are currently being prepared. Details about the progress of these masterplans can be found in the LDS.

Development management

- 10.10. Planning decisions will be made by the Council in accordance with the vision, objectives and policies set out in the Local Plan and other supporting documents. Most of the Local Plan objectives will be delivered through new private sector development. The Council will also ensure development proposals are being brought forward as early as possible, subject to the necessary infrastructure requirements to support the development being secured.

Infrastructure investment

- 10.11. A large number sites identified in the Local Plan site allocations will require infrastructure investment, particularly public transport, utilities and social infrastructure. The critically essential infrastructure identified in the IDP will be needed to support early development and also connect it into its surroundings to ensure the integration of new and existing communities. The Council is working with service providers, developers and landowners and other relevant stakeholders to ensure that infrastructure necessary to support the development of these sites is being appropriately planned and delivered.

Stakeholder engagement

- 10.12. The Council is committed to working with a variety of key stakeholders to support the timely and successful regeneration of the area. To support the Local Plan, an updated Statement of Community Involvement (SCI) has been prepared and underwent public consultation between June and August 2019. An updated version is published alongside this draft Local Plan. In accordance with the Duty to Cooperate (DtC), the Council has hosted a number of meetings with the planning authorities of Redbridge, Havering, Newham, Thurrock, and the East London Waste Authority, as well as with TfL and GLA. Further details of the DtC activities can be found in the Council's Draft Duty to Cooperate Statement on our website: <https://www.lbld.gov.uk/local-plan-review>

Monitoring

- 10.13. Regular monitoring of the Local Plan will allow the Council to understand the effectiveness of the plan and whether it is leading to the expected outcomes. Monitoring also allows the Council to ensure the policies in the plan remain appropriate and effective in changing external circumstances.
- 10.14. The Council will regularly monitor the implementation of the Local Plan, and the effectiveness of the policies in delivering the vision and objectives for the borough. In

line with our statutory requirements we will record this in an annual Authority Monitoring Report (AMR) on an annual basis to measure and assess the effectiveness of Local Plan policies and identify if alterations are necessary. We are reviewing monitoring indicators and will update them to include in the next iteration of the Local plan, anticipated to be published in mid-2020.

10.15. Where monitoring indicators demonstrate that targets are not being met, or outcomes are not as expected, the Council will take action to improve the situation through:

- Producing SPDs and/or other relevant guidance to provide more detail on how policies should be implemented;
- Reviewing how CIL and/or Section 106 Agreements are implemented;
- Direct investment to bring forward allocations or infrastructure; and
- Partial or full review of the Local Plan.

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	SP1: Delivering Growth
CM2: Managing housing growth	SP2: Delivering Homes that Meet Peoples' Needs DM6: Utilising the Borough's Employment Land More Efficiently
CM3: Green Belt and Public Open Space	SP5: Enhancing our Natural Environment DM18: Protecting and Improving Parks and Open Spaces
CM4: Transport Links	SP7: Planning for Integrated Transport DM31: Making Better Connected Neighbourhoods
CM5: Town centre hierarchy	SP1: Delivering Growth SP3: Promoting Inclusive Economic Growth DM8: Encouraging Vibrant, Resilient, and Characterful Town Centres
CR1: Climate change and environmental management	SP4: Delivering High Quality Design in the Borough SP6: Securing a Sustainable and Clean Borough DM24: Energy, Heat and Carbon Emissions
CR2: Preserving and enhancing the natural environment	SP5: Enhancing our Natural Environment DM20: Nature Conservation and Biodiversity
CR3: Sustainable waste management	SP4: Delivering High Quality Design in the Borough SP6: Securing a Sustainable and Clean Borough DM29 Managing Our Waste
CR4: Flood management	DM28 Managing Flood Risk, Including Surface Water Management
CC1: Family housing	SP2: Delivering Homes that Meet Peoples' Needs SP4: Delivering High Quality Design in the Borough DM4: New Houses in Multiple Occupation (HMO)
CC2: Social infrastructure to meet community needs	SP8: Delivering Social Infrastructure, in the Right Locations DM34: Planning for Social Infrastructure

CC3: Achieving community benefits through developer contributions	DM36: Development Contribution
CE1: Vibrant and prosperous town centres	DM8: Encouraging Vibrant, Resilient, and Characterful Town Centres
CE2: Location of office development	SP3: Promoting Inclusive Economic Growth
CE3: Safeguarding and release of employment land	SP3: Promoting Inclusive Economic Growth DM6: Utilising the Borough's Employment Land More Efficiently
CE4: Mix and balance of uses within designated employment areas	SP3: Promoting Inclusive Economic Growth DM6: Utilising the Borough's Employment Land More Efficiently
CP1: Vibrant culture and tourism	SP3: Promoting Inclusive Economic Growth DM8: Encouraging Vibrant, Resilient, and Characterful Town Centres DM10: Visitor Accommodation
CP2: Protecting and promoting our historic environment	SP4: Delivering High Quality Design in the Borough DM14: Conserving and Enhancing Heritage Assets and Archaeology
CP3: High quality-built environment	SP4: Delivering High Quality Design in the Borough DM11: Responding to Place DM13: Managing the Borough's Local Views
Borough Wide Development Policies DPD (2011)	
BR1: Environmental Building Standards	SP4: Delivering High Quality Design in the Borough DM11: Responding to Place DM33: Deliveries, Servicing and Construction
BR2: Energy and On-Site Renewables	SP6: Securing a Sustainable and Clean Borough DM24: Energy, Heat and Carbon Emissions
BR3: Greening the Urban Environment	SP5: Enhancing our Natural Environment DM18: Protecting and improving parks and open spaces DM19: Urban Greening DM20: Nature Conservation and Biodiversity DM21: Enhancing Rivers and Waterways DM22: Trees
BR4: Water Resource Management	SP4: Delivering High Quality Design in the Borough SP6: Securing a Sustainable and Clean Borough DM21: Enhancing Rivers and waterways

	DM28 Managing Flood Risk, Including Surface Water Management
BR5: Contaminated Land	DM27: Land Contamination
BR6: Minerals	No Policy
BR7: Open Space (Quality and Quantity)	SP5: Enhancing our Natural Environment DM18: Protecting and Improving Parks and Open Spaces
BR8: Allotments	DM23: Local Food Growing Including Allotments
BR9: Parking	DM32: Cycle and Car Parking
BR10: Sustainable Transport	SP7: Planning for Integrated Transport DM31: Making Better Connected Neighbourhoods
BR11: Walking and Cycling	SP7: Planning for Integrated Transport DM31: Making Better Connected Neighbourhoods DM32: Cycle and Car Parking
BR12: Hazardous Development	DM27: Land Contamination
BR13: Noise Mitigation	DM25: Managing Nuisance
BR14: Air Quality	DM26: Improving Air Quality
BR15: Sustainable Waste Management	SP6: Securing a Sustainable and Clean Borough DM29 Managing Our Waste
BC1: Delivering Affordable Housing Accommodation	SP2: Delivering Homes that Meet Peoples' Needs DM1: Affordable Housing DM36: Development Contribution
BC2: Accessible and Adaptable Housing	SP4: Delivering Quality Design in the Borough. DM3: Specialist Housing
BC3: Gypsies and Travellers	DM5: Gypsy and traveller accommodation
BC4: Residential Conversions and Houses in Multiple Occupation	DM4: New Houses in Multiple Occupation (HMO)
BC5: Sports Standards	DM34: Planning for Social Infrastructure
BC6: Loss of Community Facilities	SP8: Delivering Social Infrastructure, in the Right Locations DM34: Planning for Social Infrastructure
BC7: Crime Prevention	SP4: Delivering High Quality Design in the Borough DM9: Over-concentration of Hot Food Takeaways, Betting Shops and Pay Day Loan Shops
BC8: Mixed Use Development	SP1: Delivering Growth

BC9: Live-Work Units	DM7: Providing Flexible, Affordable Workspace
BC10: The Health Impacts of Development	SP1: Delivering Growth SP8: Delivering Social Infrastructure in the Right Locations DM 23: Local Food Growing Including Allotments
BC11: Utilities	SP1: Delivering Growth SP6: Securing a Sustainable and Clean Borough DM11: Responding to Place DM24: Energy, Heat and Carbon Emissions
BC12: Telecommunications	DM30: Smart Utilities
BE1: Protection of Retail Uses	SP3: Promoting Inclusive Economic Growth DM8: Encouraging Vibrant, Resilient, and Characterful Town Centres DM9: Over-concentration of Hot Food Takeaways, Betting Shops and Pay Day
BE2: Development in Town Centres	DM8: Encouraging Vibrant, Resilient, and Characterful Town Centres DM11: Responding to Place DM34: Planning for Social Infrastructure
BE3: Retail Outside of Town Centres	SP3: Promoting Inclusive Economic Growth DM8: Encouraging Vibrant, Resilient, and Characterful Town Centres
BE4: Managing the Evening Economy	No Policy
BE5: Offices – Design and Change of Use	SP3: Promoting Inclusive Economic Growth DM7: Providing Flexible, Affordable Workspace DM11: Responding to Place
BP1: Culture and Tourism	DM8: Encouraging Vibrant, Resilient, and Characterful Town Centres DM21: Enhancing Rivers and Waterways
BP2: Conservation Areas and Listed Buildings	DM14: Conserving and Enhancing Heritage Assets and Archaeology
BP3: Archaeology	DM14: Conserving and Enhancing Heritage Assets and Archaeology
BP4: Tall Buildings	DM12: Tall Buildings
BP5: External Amenity Space	DM 11: Responding to Place DM3: Specialist Housing
BP6: Internal Space Standards	DM 11: Responding to Place DM3: Specialist Housing
BP7: Advertisement Control	DM17: Advertisements and Signage

BP8: Protecting Residential Amenity	SP4: Delivering Quality Design in the Borough DM11: Responding to Place DM16: Householder Extensions and Alterations DM25: Managing Nuisance
BP9: Riverside Development	SP4: Delivering Quality Design in the Borough DM21: Enhancing Rivers and Waterways
BP10: Housing Density	See sub-area strategy SP4: Delivering High Quality Design in the Borough
BP11: Urban Design	SP4: Delivering Quality Design in the Borough DM11: Responding to Place
Barking Town Centre Area Action Plan (DPD) (2011)	
	Sub-Area 1: Barking, The Roding, and more
Site Specific Allocations (DPD) (2010)	
	Sub-Area 2: Thames and Riverside
	Sub-Area 3: Dagenham Dock, Beam Park
	Sub-Area 4: Becontree
	Sub-Area 5: Chadwell Heath and Marks Gate
	Sub-Area 6: Becontree Heath and Rush Green
	Sub--Area 7: Dagenham East, The Village, and beyond

Appendix 2 Glossary

Term Adoption	Definition 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.
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.
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.
Authority Monitoring Report (AMR)	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.
Biodiversity	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).
Blue Ribbon Network	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.
Borough Wide Development Policies (2011)	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)
Climate Change	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.
Change of Use	A change in the way that land or buildings are used. Planning permission is usually necessary in order to change from one 'land use class' to another

Community Facilities	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”.
Community Infrastructure Levy (CIL)	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.
Conservation Area	Areas of special architectural or historic interest, the character, appearance or setting of which is desirable to preserve or enhance.
Contaminated Land	Land that has been polluted or harmed in some way, making it unfit for safe development and usage without first being cleaned up.
Core Strategy (2010)	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.
Deliverable	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).
Developable	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).
Development Plan	A type of planning policy document which sets out policies and/ or site allocations. The preparation of the document should accord with the procedures set out in the Town and Development Plan Document (DPD)
District Centre	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.
Diversity	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.
Employment Land	Land defined by the Council for employment uses (usually B class uses) and appropriate sui generis uses.

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.
Examination in Public (EiP)	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 plan has been prepared in accordance with legal and procedural requirements and if it is sound.
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.
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.
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 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.
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.

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.
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	A development which is designed around the needs of all groups within society.
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.
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).
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 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.
Locally Significant Industrial Sites (LSIS)	Boroughs may designate as Locally Significant those industrial sites which lie outside the SIL framework which robust demand assessments show to warrant protection because of their particular importance for local industrial type functions.
London Plan (The)	The London Plan is the name given to the Mayor's spatial development strategy which replaces the previous strategic planning guidance for London (known as RPG3)
Major Development	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 ² 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.
Metropolitan Open Land	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.
Mixed-use Development	Development for a variety of activities on single sites or across wider areas such as town centres (London Plan 2016).
National Policy Planning Framework (NPPF)	A Government planning document that sets out policies for England and how they are expected to be applied.
Open Space	All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
Opportunity Area	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 and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
Permitted Development Rights (PDR)	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).

Planning Obligations (Section 106 Agreements)	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)
Proposals Map	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.
Public Open Space	Public Open Space includes areas defined by the London Plan Open Space Hierarchy (District Parks / Local Parks and Open Space, Small Open Spaces, Pocket Parks and Linear Open Spaces) in addition to allotments protected from development as detailed in the Site Specific Allocations DPD.
Public Transport Accessibility Level (PTAL)	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.
Public Realm	This is the space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.
Regeneration	The economic, social and environmental renewal and improvement of a rural or urban area
Section 106 contributions	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.
Site Allocation	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.
Sites of Importance for Nature Conservation (SINCS)	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

Social Infrastructure	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 "Community Facilities".
Statement of Community Involvement (SCI)	A local development document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications.
Strategic Development	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.
Strategic Industrial Location (SIL)	An employment area comprised of several large sites which enjoy good road access and opportunities for large employers.
Sui Generis use	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.
Supplementary Planning Document (SPD)	Elaborates on policies or proposals in Development Planning Documents and gives additional guidance.
Sustainability Appraisal (SA)	A systematic process, required by the Planning and Compulsory Purchase Act 2004 and incorporating the requirements of SEA Directive, aimed at appraising the social, environmental and economic effects of the plan strategies and policies and ensuring that they accord with the objectives of sustainable development.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Industries Park	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.
Sustainable drainage systems (SuDS)	An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems

Strategic Housing Land Availability Assessment (SHLAA)	An assessment of land availability for housing which informs the London Plan and borough local development documents
Strategic Housing Market Assessment (SHMA)	An assessment of housing need and demand which informs the London Plan and borough local development documents
Tenure	Describes the type of ownership of a property e.g. privately rented, social rented, freehold etc.
Thames Gateway	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.
Transport Assessment	This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.
Transport for London (TfL)	One of the GLA Group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.
Tree Preservation Order (TPO)	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.

Appendix 3 Potential Development Sites: Site Pro Forma

All the potential development sites identified are available for consultation on the Council's website. An explanation note is also published to provide details of the approach to the housing land assessment.

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