1 INTRODUCTION

1.1 Infrastructure Covered in this Plan

The London Borough of Barking and Dagenham (the ‘Council’) has commissioned Troy Planning + Design to prepare an Infrastructure Delivery Plan (IDP) to help support the emerging Local Plan. The term ‘infrastructure’ covers a wide range of services and facilities provided by public and private organisations; it is defined in section 216(a) of the Planning Act 2008 (as amended). The Barking and Dagenham IDP covers a mix of physical, social and green infrastructure, including:

Physical Infrastructure
- Flood Defences
- Water Supply
- Transport
- Utilities
- Telecommunications (and Internet)
- District Energy Network
- Waste

Social Infrastructure
- Education
- Health and Social Wellbeing
- Emergency Services
- Community Facilities (including Recreation and Sports Facilities)

Green Infrastructure
- Open Spaces
- Allotments
- Burial Grounds

1.2 Purpose of the Report

This IDP seeks to assess the current provision of infrastructure (by type) in Barking and Dagenham, whilst also providing an overview of future infrastructure requirements and needs for the Borough that reflects emerging Local Plan policies. Discussions with a variety of service providers have taken place, both within Be First, and with the Council and external providers, to generate a comprehensive insight into current infrastructure position, and future proposals. Consideration has also been given to adopted strategies, evidence bases and plans. This IDP consolidates all information that has been made available by strategy review and agencies’ feedback to form one full document.

Any future update to this report that relates to the Local Plan’s progress will require infrastructure providers to think strategically and specifically about potential borough-wide, planning policy-related challenges (brought about by significant, planned long-term growth) and future provision. This should encourage information sharing and coordinated infrastructure planning between different service providers, the Borough and Be First.

1.3 Status of the report

The IDP is a supporting document to the emerging Local Plan, which will provide strategic policies for the Borough; it forms part of the Plan’s evidence base. A series of site-specific, non-statutory masterplans will provide more detailed, non-strategic policies for areas within the Borough and will further support the emerging Local Plan. The IDP will cover the Plan period up to 2034 but should be regarded as a living document, as it will be subject to periodic monitoring and review, particularly as more information on strategic development site allocations emerges.

This document includes details of the current infrastructure baseline, acknowledging future proposals and providers’ intentions where they exist or are known. The trajectory that the IDP is based on has an earlier start date as it makes an allowance for development that has already been permitted.

1.4 Engagement with Infrastructure and Service Providers

Due to the uncertainties surrounding future infrastructure requirements, this IDP is intended to be regularly updated in partnership with relevant agencies in order to reflect the fluid and constantly evolving nature of infrastructure planning.

Organisations contacted to date, to help form this IDP, include:
- Barking Havering and Redbridge (BHR) NHS CCG
- Be First
- BT Openreach
- Duty to Cooperate Partners (LB of Newham, LB of Redbridge, LB of Havering)
- East London Waste Authority
- Essex and Suffolk Water
- London Borough of Barking and Dagenham (LBBD) Council
- London Fire Brigade
- Port of London Authority
- Transport for London (TfL)
- UK Power Networks

In order to gain a fuller understanding of the current level of infrastructure provision, relevant Council staff and external service providers were invited to submit detailed information in response to the following questions:

- What level of infrastructure is currently provided?
- Are there any specific problems which influence the level of infrastructure provided?
- What existing plans and proposals for new infrastructure are in place?
- What additional infrastructure will be needed as a result of the growth proposed in the Plan period (up to 2034)?
- What are the costs of the planned infrastructure, and what funding mechanisms will be used (e.g. s106 planning obligation/ community infrastructure levy (CIL))?  
- What are the likely costs of new infrastructure?

A series of additional questions tailored to each specific infrastructure type was also included at this stage.
1.5 Approach

In recognition of the complexities surrounding borough-wide infrastructure requirements for Barking and Dagenham, a number of important principles have been used as reference points to guide the formation of this IDP. They include the following:

- The IDP does not seek to make up for historic deficits in infrastructure. However, there are instances where supporting growth might most effectively be achieved through the upgrading of existing facilities. This could include, for example, extending existing schools or enhancing current public transport services.

- Not all housing and employment growth planned for individual sites will attract specific additional infrastructure requirements that can be addressed through the development of that site alone. In most cases, the infrastructure needs that have been identified reflect the cumulative impact of growth in a wider area e.g. based on growth through the strategic sites, smaller allocations and windfall sites that are used for planning purposes by the Council.

- London Boroughs are increasingly looking to co-locate their services in order to make the most of their existing assets. Driven in part by the rising costs associated with the lack of availability – and high cost - of land and floorspace, co-location is seen by some as a method of capturing multiple benefits for local communities. Co-location can take many forms. For example, schools are increasingly looking to raise revenue by hiring out sports pitches and other facilities outside of school hours to house local community group meetings. The co-location of new residential development and schools – with considerable potential funding benefits - is an emerging proposition. The shift of GP services into consolidated primary healthcare hubs may yield a more equitable share of resources and facilities for a range of health providers, as well as offering a more diverse range of facility uses e.g. healthcare services, community centres and retail. Ultimately, decisions relating to the co-location of services are tied to changes made to financial arrangements and management structures. There may be some cases where these intricacies have been difficult to capture within this IDP.

- Whilst it is important to be aware of the changeable components to service delivery, it is extremely difficult for an IDP to be definitive about what future service requirements may be. Therefore, it is important to note that variances in service needs will have significant impacts on future infrastructure requirements and associated costs.

1.6 Reflective Summary

It is important to recognise that for some infrastructure categories, it has not been possible to obtain all of the relevant, up-to-date information that has been sought. This has in part been due to a lack of available evidence bases, in addition to the anticipation of further responses from service providers that have not subsequently been received. In particular, the following sections demonstrate this situation:

- Emergency Services
- Children’s Play and Youth Facilities
- Indoor and Outdoor Sports
- Green Infrastructure

It is acknowledged that as the emerging Local Plan proceeds towards its Regulation 19 stage, further technical evidence documents will be published to help inform the policy-making process. It should therefore be noted that this IDP will be reviewed periodically to ensure that it reflects the most up-to-date information available.
2 POLICY CONTEXT

2.1 National Planning Policy

The context for the IDP is provided by the National Planning Policy Framework (NPPF, revised 2019). As stated by the NPPF, the planning system’s key purpose is to contribute to achieving sustainable development. For example, the NPPF [para.8] states that its objectives include: ‘Identifying and coordinating the provision of infrastructure’ and ‘supporting strong, vibrant and healthy communities... with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being’.

The NPPF [para.20] further states that: ‘Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- housing (including affordable housing), employment, retail, leisure and other commercial development;
- infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- community facilities (such as health, education and cultural infrastructure); and
- conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation’.

Paragraph 72(d) of the NPPF states that local authorities should ‘make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally led development corporations)’.

Furthermore, Footnote (35) highlights that ‘the delivery of large-scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated’.

The above policies have proved particularly informative in developing this IDP.

2.2 National Infrastructure Assessment

In July 2018 the first ‘National Infrastructure Assessment’ was published. This sets out a long-term strategy for the UK’s economic infrastructure from 2020 to 2050. It includes a number of recommendations to Government that could be implemented within the time period covered by the emerging Local Plan. These include:

- Nation-wide full fibre broadband by 2033.
- Half of the UK’s power to be provided by renewables by 2030.
- Three quarters of plastic packaging to be recycled by 2030.
- Preparing for 100 per cent electric vehicle sales by 2030.

Other recommendations include:

- £43 billion of stable long-term transport funding for regional cities.
- Ensuring resilience to extreme drought.
- A national standard of flood resilience for all communities by 2050.

The implication is that the Government, along with service providers and regulating bodies, all need to begin delivering the necessary programmes to put the above in place. For London specifically, it is recognised that future growth of the transport networks will not be possible without substantial increases in capacity.

Be First for the Council is currently preparing a Local Plan which will set out future planning policies in the Borough between 2019 and 2034. The emerging Local Plan will be structured by seven sub-areas. The Plan will provide employment and housing targets to be delivered in the Plan period, as well as setting out requirements for new transport links and community facilities to meet the needs of new and existing residents. The emerging Local Plan is due to be consulted on towards the end of 2019; it is not part of the development plan but is a material consideration in the determination of planning applications. Increasing weight will be attached to it, the further it progresses through the plan making process (e.g. reflecting how it is amended to respond to public consultation outcomes, for example).

2.3 Development Plan

The statutory Development Plan for the Borough consists of:

- The London Plan (adopted 2016, an ‘Intend to Publish’ version of the emerging revised Plan is currently being prepared. The Inspectors’ report of the draft London Plan was published on 8th October 2019).

- The Local Plan (2010) is comprised of the following Development Plan Documents (DPDs):
  - Core Strategy (2010)
  - Borough Wide Development Policies (2011)
  - Site Specific Allocations (2010)
  - Barking Town Centre Area Action Plan (2011)
  - Proposals Map (2012)

- Joint Waste Delivery Plan (2012) – made up of four East London Waste Authority boroughs (Barking and Dagenham, Havering, Newham and Redbridge) – currently under review

Barking and Dagenham’s planning policies must be in ‘general conformity’ with the London Plan. The current London Plan outlines the Mayor of London’s spatial development strategy, and sets out an integrated transport, economic, environmental and social framework for Greater London. As emphasised by the London Plan, all future infrastructure should contribute to improving the overall sustainability of activities within London.
Despite the emerging draft new London Plan not yet being published (it is due in February or March 2020), it is important to afford considerable weight to the emerging London Plan’s policies; they have been subject of Panel examination. Following the Plan’s examination in public (EiP), the Inspectors published a report which sets out the Inspectors’ assessments of examination matters, including a number of recommendations. The Inspectors’ Report was published on 8 October 2019. Of relevance to this IDP, the Inspectors’ Report1 made the following comments:

- The Inspector is satisfied that the indicative figures stated within SD1 of the draft London Plan for the London Riverside Opportunity Area (44,000 new homes and 29,000 new jobs) are indicative figures only
- The Inspectors state that they are content that the Plan makes justified assumptions about the availability of resources, and policies which coordinate the provision of infrastructure and development within these Opportunity Areas
- The Inspectors underline that “it will be important that boroughs take account of other local evidence, and effectively engage and collaborate with local communities, in devising plans, strategies and initiatives for these Strategic Regeneration Areas”. The Inspectors’ later comments that “the [London] Plan needs to set out high level objectives for regeneration initiatives to ensure that they contribute to Good Growth”
- With regard to the Plan’s consideration of optimising capacity for housing delivery sites within Public Transport Access Levels (“PTAL”) 3-6 or within 800m of a station or town centre boundary, the Inspectors deem it sensible to focus development on accessible hubs
- The Plan’s assessment of housing need is over the entire Plan period, but the housing targets themselves are for 10 years until 2029. The Inspectors’ comment that “it cannot be assumed that the current apportionment will remain after 2029 especially in relation to sources in Opportunity Areas and industrial land”. Therefore “simply ‘rolling forward’ the existing targets beyond 2029 would not be effective”. The Inspectors’ add that “Paragraph 4.1.8D of the emerging Plan gives guidance to the Boroughs about how to calculate need after that date – Para. 4.1.8D provides a framework for future plan-making at borough level
- The Inspectors agree with Policy SD1, which seeks to ensure “that density of development proposals respond to future infrastructure capacity and that it should be proportionate to a site’s accessibility and connectivity”
- The Inspectors’ comment that Policy SS of the draft London Plan “helps to ensure the best use of existing and proposed facilities. Further suggested changes will ensure that any loss of facilities is based on a local and cross borough assessment”. A key tenet of policy SD1 is that “boroughs should protect existing facilities through [...] maximizing the multiple use of facilities and encouraging co-location through boroughs’ development management functions”
- The Inspectors state that “there is likely to be a need, in quantitative terms, for more industrial land to meet demand over the plan period to 2041 than assumed in the Plan”. With regard to the need for industrial land, Inspectors state that need could equate to “many hundreds of hectares based on the 2017 SHLAA and the uncertainties associated with the vacant industrial land in east London”. In response to this, the Inspectors state that “Policy E4A should be strengthened to make it clear that a sufficient supply of industrial land and premises should be provided as well as maintained”
- Inspectors note that it may be difficult to satisfactorily achieve and make viable the co-location of residential and social infrastructure alongside industrial uses on Locally Significant Industrial Sites (LSIS), as outlined in Policy E7B of the draft London Plan
- Inspectors consider Policy T7C of the draft London Plan, which states that development plans should safeguard railheads, unless they are capable of being made viable for rail-based freight-handling, a consistent approach towards strategic infrastructure (which will be critical if the trend towards increased road freight is to be successfully addressed)
- Inspectors found no reason to disagree with the methodology used to assess the borough waste apportionments. However, the Inspectors suggest that “in future iterations of the Plan full consideration is given to apportioning waste needs to Mayoral Development Corporations” [CP2]

Please note, this section will be reviewed and updated prior to the final publication of the IDP to ensure it reflects the progress status of the emerging London Plan.

Physical infrastructure priorities set out in the draft new London Plan (Suggested Changes July 2019 version) include strategic transport priorities for London as a whole and within the wider South East. Of relevance to Barking and Dagenham, a London Overground extension to Barking Riverside has been earmarked as a transport scheme to be completed by 2030, including the Gospel Oak extension which will be operational by December 2021. In addition, Policy ES Strategic Industrial Locations (SIL) lists three locations within the Borough as strategic industrial locations (Dagenham Dock, Ripple Side and River Road Employment Area); these areas are to be sustained as part of London’s largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London’s economy.

In Chapter 8 of the draft new London Plan, emphasis is placed on the importance of planning for green infrastructure as a means of enhancing biodiversity and geodiversity, as well as delivering a plethora of social and economic benefits. Green infrastructure consists of the network of green and open spaces, including green belt and Metropolitan Open Land and urban greening. Green infrastructure should be actively planned, designed and managed to bring about benefits such as promoting mental and physical health and wellbeing, and mitigating climate change effects.

The London Plan also emphasises the importance of planning for social infrastructure, which includes: health provision; education; community; youth; recreation; sports; faith; and emergency facilities. It stresses the importance of planning for social infrastructure in development plans, especially with regard to town centres. Barking is referred to as a town centre in the Plan, as well as district centres at Dagenham Heathway and Chadwell Heath, as well as a network of smaller neighbourhood centres. These socially centred uses are also likely to be appropriate within the Greater London area, particularly where social infrastructure needs can be accommodated through co-location.

---

2.5 Infrastructure Funding Statements

On 1 September 2019, amendments to the CIL Regulations\(^2\) came into force. The Government has revoked Regulation 123, which has in effect removed the “pooling restriction”, which until 1 September had prevented local planning authorities from using more than five section 106 obligations to fund a single infrastructure project\(^3\).

As of 31 December 2020, local authorities are required to publish annual infrastructure funding statements, instead of Regulation 123 infrastructure lists. Within these statements, local authorities will be obliged to set out infrastructure projects that the authority intends will be, or may be, wholly or partly funded by planning obligations (including S106) or by the levy (CIL). This amendment lifts restrictions currently in place, such that local planning authorities will no longer be tied to spending CIL receipts specified on the currently required Regulation 123 lists.


3 BARKING AND DAGENHAM CONTEXT

3.1 Overview

The London Borough of Barking and Dagenham is an Outer London Borough located in East London. It covers an area of 3,611ha⁴ and borders the London Boroughs of Havering, Bexley, Greenwich, Newham and Redbridge.

Mid-2018 population statistics estimate that Barking and Dagenham has a total population of 211,998, of which 27% are aged 0-15, 63% are aged 16-64 and 9% are 65 or over⁵. As of 2018, 69% of the population are in employment, compared to the national average of 74.5%. Educational attainment within the Borough is varied and somewhat polarised, as 33% of the population have a qualification equivalent to an NVQ4 or higher, whilst 8.2% have no qualifications⁶.

The population of Barking and Dagenham is highly diverse, as 37.8% of the resident population were born abroad. The largest migrant population by birth are Nigerian, who make up 4.7% of the overall population within the Borough⁷.

The median house price in the Borough was £234,500 in 2015, which was £156,450 lower than the median house price for Greater London. Census data (2011)⁸ reveals that 48% of homes in the Borough are owner-occupied, 28% are Council-owned, 18% are privately rented, 5% are listed under registered social landlords and 1% represent other tenures.

Car ownership is lower than the national average (0.8 cars per household, in comparison to 1.1). Despite this, only 8.8% of the adult population cycle at least once per month, relative to the national average of 14.7% of adults.

3.2 Economy

There are currently 65,000 jobs within Barking and Dagenham, of which 11% of employee jobs are within the wholesale and retail trade industry.

Within the Borough, there is a concentration of micro-enterprises and local businesses (92.8% and 88.4% respectively), in comparison to national averages (90.6% and 87.1% respectively). There is a notable lack of larger enterprises (250+ employees) within the Borough, as they make up just 0.2% of the business offer, in comparison to the national average (0.4%).

3.3 Transport

Although the Borough is serviced by a variety of transport modes, there are recurring issues regarding a lack of connectivity and fragmentation - both locally and further afield. At present, there are 248 miles of road in Barking and Dagenham, including the A12 and A13 which connect the Borough with Stratford, Poplar and Essex⁹.

With regard to rail infrastructure, Barking and Dagenham is served by the east-west radial network, which is comprised of: National Rail services connecting London and Southend; London Underground services via the District and Hammersmith and City lines; London Overground connecting Barking to Gospel Oak; and TfL, which offers suburban services between London and Shenfield. In addition, the Borough is served by 26 bus routes offering local connections, of which 23 run daily services across the local authority area. A key challenge concerning transport connectivity within Barking and Dagenham is the lack of north/south and orbital links.

The walking and cycling network in the Borough is extensive, including: Cycle Superhighway 3 (providing links between Barking and Tower Hill); local ‘Quietways’: 7km of continuous Greenway cycling routes through borough parks and a 16km rights of way network among other more localized routes. Walking and cycling routes are however perceived as fragmented and there are opportunities to link the existing infrastructure.

The Council’s third Local Implementation Plan (LIP3) (2019) outlines their strategy for delivering improvements to Barking and Dagenham’s transport system. It aims to secure funding and deliver extensive transport improvements/investments and interventions to serve anticipated growth.

---

⁵ https://www.lbbd.gov.uk/population-and-demographic-data
⁶ https://www.nomisweb.co.uk/reports/lmp/la/1946157260/report.aspx#tabrespop
⁷ https://londondatastore-upload.s3.amazonaws.com/instant-atlas/borough-profiles/atlasm.html
4 SCALE AND LOCATION OF GROWTH

4.1 Local Housing Need

The housing figures for this IDP were obtained from the Council’s draft housing trajectory used for preparing the Local Plan. This will be kept under review for infrastructure planning purposes as the Local Plan’s housing need and targets are confirmed.

Over the 2019-2034 Plan period, a minimum of 39,762 homes (approx.) is expected to be delivered. Sites earmarked for housing include strategic allocations, smaller allocations and windfall sites. Currently, site allocations for approx. 24,000 homes are either at pre-application stage, pending planning approval or have been granted planning permission. A further 18,000 homes (approx.) are expected to be developed on potential allocation sites, with additional windfall sites increasing this figure over the course of the Plan period.

Of these potential allocation sites, those of strategic importance (i.e. sites where it is intended that 150+ homes will be delivered) include:

- Rippleside
- Thames Road
- Former Ford Stamping Plant
- Creekmouth, Barking Station
- Harts Lane Estate
- Ibscott Close Estate and highways land at Rainham Road South/Ballards Road
- Gascoigne Industrial Area
- Hertford Road
- South of Gascoigne
- N&C Land on the northern side of Freshwater Road
- Padnall Court and Reynolds Court
- Land at Chequers Lane
- Barking Foyer land lying to the SW, NE & SW of Glenny Road, land on the NE side of Wakering Road, land on the SW side of Fanshawe Avenue and part of the roadways known as Queens Road and Church Road
- Marrieland Crescent Two
- Clockhouse Avenue
- IBIS Barking Highbridge Road
- 497-515 Gale Street
- Seabrook Road and Shipton Close 2-20 (Even) Seabrook Road 1-15 (Odd) Shipton Close 17-27 (Odd) Shipton Close 2-20 (Even) Shipton Close Dagenham, Eastern Avenue, 41-59 (Odd) Heworth Gardens, 38-64 (Even) Southwold Drive, 1-32 Heworth Court Heworth Gardens
- 90 Stour Road

4.2 Employment Growth

The emerging Local Plan (2019) supports the delivery of approximately 20,000 new jobs between 2019 and 2034. The Council’s economic vision states that the Borough will evolve as one of London’s most distinctive and future-facing economies, where significant investment will deliver new jobs and improve the productivity of the economy. The emerging Local Plan highlights that new major office development will be directed to Barking’s town centre, with secondary provision in district centres.

With reference to proposed strategic allocations in the emerging Local Plan and the Employment Land Study, the intensification of industrial sites is planned for the following areas:

- Dagenham Dock and LSIP (approx. capacity for additional 664,420 sqm floorspace) which makes up part of the Barking Riverside development (delivering 6000 new homes over the Plan period)
- Ford Stamping Plant (approx. capacity for additional 129,463 sqm B2/B8 floorspace), delivering 2500 new homes over the Plan period
- Sterling & Wantz Road (approx. capacity for additional 70,000sqm B2/B8 floorspace), which includes the Wantz Road (Oxlow Lane) development (which will deliver 63 new homes over the Plan period)

The principal future employment sites within the Borough are: Chadwell Heath; Dagenham Dock; Sterling and Wantz Road; Ford Stamping Plant; Thames Road; Castle Green; River Road; and Creekmouth. The Economic Vision for the Borough highlights that securing investment for planned sites, creating higher density employment uses (specifically offices and industrial spaces) and integrating flexible workspaces will help to achieve the Council’s aspirational target of increasing the size of the economy by moving from a ratio of 0.4 jobs per working age resident to the average for the growth borough of 0.46 (excluding Barking and Dagenham).

The Council will support proposals which seek to deliver employment floorspace, where it can be demonstrated that the proposed development aligns to the principles set out for each of the emerging Plan’s seven sub-areas.

---

5 ENGAGEMENT EXERCISE

5.1 Overview

Internal (Council) and external service providers were consulted in September 2019. Service providers were asked to provide technical information relating to the existing levels of infrastructure, their functionality, and what future considerations would be required in order to meet the proposed scale of growth in the Borough. Royal HaskoningDHV provided technical advice to Troy Planning + Design, to ensure that the information provided by providers was accurate and sufficiently detailed. The key findings from these discussions are outlined in the main body of this chapter. It is important to note that in some cases, service providers were unable to provide detailed responses, due to technical planning constraints regarding as-yet unconfirmed future need.

5.2 Key findings: physical infrastructure

- Currently, 9,335 properties are at risk of flooding within the Borough; approximately 4% of these properties are at a high risk of flooding.
- Additional wastewater infrastructure is funded through Infrastructure Charges that developers pay to Thames Water on occupation of the development.
- There are deficiencies in north-south transport connectivity across the Borough; and high cost/lack of funding for major transport infrastructure inhibits new provision.
- There are opportunities to link fragmented walking and cycling routes, through the implementation of the London-wide strategic cycle network.
- There have been a number of aborted transport projects (e.g. the DLR extension) or scaled-back interventions (e.g. ELT buses – downgraded from trams).
- With regard to electricity infrastructure requirements, it is acknowledged that the high level of network utilisation is a city-wide concern.
- It was expected that 21,134m of gas mains would be replaced in the Borough in 2017/18.
- Barking and Dagenham is covered by Openreach’s expansion of their FTTP Ultrafast Broadband network expansion programme.
- With regard to future broadband capabilities, it has been highlighted that new fibre spine cables will be required to link Openreach locations to development sites throughout the Plan period.
- There are two district energy schemes currently in development at Becontree and Barking town centre sites.
- The East London Waste Authority (ELWA) is the statutory Waste Disposal Authority for the Borough and many of the services which ELWA is responsible for are delivered by Renewi.
- With regard to publicly accessible waste infrastructure, Fizland Lane Re-use and Recycle Centre (RRC) is the only RRC within the Borough although it is also served by RRCs in the neighbouring Boroughs of Havering, Redbridge and Newham.

5.3 Key findings: social infrastructure

- At present, the Borough can meet Early Years’ demand; however, it is recognised that there may be increased pressure on the future availability of places due to changes in the Early Years’ funding system.
- There is a lack of primary schools in the northern and southern areas of the Borough.
- There is a higher proportion of secondary schools in the west of the Borough in comparison to the east.
- There are current demand issues for both primary and secondary schools within the Barking town centre area.
- There is an additional need for SEN provision in the centre of the Borough.
- Adult learning (AL) providers should seek opportunities to maximise the usage of existing built facilities.
- Barking and Dagenham is currently facing a shortage of young GPs. The Borough has a high proportion (40%) of GPs aged 60 or over. This may translate into an overall shortage in GPs in the Borough over the coming years, as GPs reach retirement.
- 34.5% of rated GP surgeries in Barking and Dagenham require improvement or are deemed inadequate.
- A new healthcare facility of 2,800sqm will be developed in the Barking Riverside area in order to cater for residents.
- Dagenham Police Station is the only station which provides 24/7 front counter access in the Borough.
- Dagenham Fire Station was extensively improved in 2016 as part of a £57 million project to build nine new stations in London.
- There is currently one ambulance station in the borough which is managed by the NHS.
- There are a total of 19 community centres and 7 children’s centres within Barking and Dagenham.

5.4 Key findings: green infrastructure

- Developer contributions (S106) and CIL are the primary funding mechanisms for the Borough’s community centres.
- There are 7 libraries within the Borough.
- The Community Infrastructure Plan estimates that the cost of community infrastructure required to support growth in the Borough to 2025 equates to £3,600,000 for libraries (including revenue costs for Barking Riverside Library and ongoing maintenance fees of the existing estate).
- The Parks and Open Space Strategy (2017) highlights that there are deficiencies of accessible play provision across all age groups within the Borough, particularly in the wards of Becontree, Whalebone, Albion, Eastbury, Heath, Longbridge, Parsloes, Valence and Village wards.
- There is a deficiency of play spaces for children aged 0-5 years old across the whole borough with the exception of parts of Gaskoigne ward.
- Indoor sports provision is provided in the form of two leisure centres and twenty sports halls.
- There is an undersupply of junior rugby pitches within the Borough.

Developer contributions (S106) and CIL help to contribute towards open space provision.

It is likely that there will be an increase in demand for food growing spaces. However, the exact number of additional allotment plots required is currently unknown.

Burial capacity within the neighbouring borough of Redbridge may provide opportunities to address Barking and Dagenham’s undersupply of burial spaces.
6 PHYSICAL INFRASTRUCTURE

This section of the IDP presents in detail the infrastructure requirements associated with ‘physical infrastructure’, covering:

- Flood Defences
- Water Supply (drinking water and wastewater)
- Transport (rail, bus, ferry, walking and cycling)
- Utilities (gas, electricity and telecommunications)
- District Energy Heating
- Waste

Figure 01: Barking Station (Google Earth, sourced: https://www.google.com/earth/)
6.1 Flood Defences

Introduction

The Council is a Lead Local Flood Authority, responsible for managing flood risk in the Borough. The Council is also the local highways authority, and as such responsible for managing flood risk associated with the Council’s highway assets. The Environment Agency is responsible for managing flood risk associated with the five Main Rivers, including the River Thames.

The Strategic Flood Risk Assessment121 (SFRA, 2017) and Local Flood Risk Management Strategy14 (LFRMS, 2017) highlight the River Thames as the main source of tidal flood risk to the Borough, with the River Roding and Beam River the primary sources of fluvial flooding.

Current Provision

Currently, 9,335 properties are at risk of flooding within the Borough. Of these, 356 are at high risk (greater than 3.3% [1 in 30 chances of flooding each year]).

The River Thames floodplain which lies south of the A13 is highly dependent upon manmade defences for flood protection. This land lies within Flood Zone 3 despite benefitting from the Thames Barrier flood barrier. Within these areas, development control areas principles (i.e. opportunities to reduce overall flood risk through the layout and form of the proposed development, relocating existing development to land with lower flood probability and restoring functional floodplain) will apply to both defended and undefended areas, however the management of identified flood risk may vary.

Of the potential allocation sites, review of Environment Agency Flood Zone data places 8 sites in Flood Zone 3 (Land having a 1 in 100 or greater annual probability of river flooding (≥1%); or Land having a 1 in 200 or greater annual probability of sea flooding (≥0.5%)). 1 site in Flood Zone 2 (Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% - 0.1%); or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% - 0.1%)), and the remaining 12 in Flood Zone 1 (Land having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)). The Flood Zones do not take into consideration the risk of surface water flooding.

Infrastructure Planning Considerations

Modelled breaches of the Thames Barrier in the LFRMAS indicate that there is an extreme risk to the majority of Barking Town Centre, Creekmouth, Dagenham Dock, and land to the south of the A13. The Barking Creek Flood Barrier is considered to be key flood management infrastructure for Barking and Dagenham.

The LFRMS stated that the area to the north of the Barking Bypass (encompassing the areas around Gascoigne Road, Boundary Road and The Shaftebury) – an area associated with the River Roding – is currently undefended. Furthermore, the Environment Agency indicate that the west of the Borough (between the River Roding and the A406) is at risk of reservoir flooding from the Basin Reservoir in Wanstead and the Perch Pond Reservoir in Wanstead Park. Similarly, Choa Manor Way in the east of the Borough is at risk of flooding from the Washlands Flood Storage Area. There is a substantial risk of surface water flooding at Creekmouth, Barking Reach and land west of Barking Station. As outlined in the NPPF15, “all plans should apply a sequential, risk-based approach to the location of development.” This ensures that new development is steered to areas with the lowest risk of flooding. The SFRA affirms that a Sequential Test must be applied for all new development within the Borough. Sites located within Flood Zones 2 and 3 will be required to pass the Exception Test via a Flood Risk Assessment.

Planned Future Infrastructure

The Thames Estuary 2100 (TE2100) Plan16, published by the Environment Agency, provides recommendations for flood risk management for London and the Thames Estuary up to 2100. The TE2100’s vision for Barking and Dagenham is to provide opportunities for local realignment and landscaping along the Thames frontage as a result of changes made to flood defences. This includes a reduced dependency on vertical walls where possible, to provide more robust and sustainable defences with access for maintenance. In addition, there is scope for new open spaces, which can serve as flood storage and environmental improvement areas.

Figure 03: Flood zones in Barking and Dagenham
Figure 04: Potential development sites and associated surface water and flood zone risk

STRATEGIC DEVELOPMENT SITES FLOOD RISK

- LB Barking & Dagenham Boundary
- Flood Zone 2
- Flood Zone 3
- Spatial Flood Defences
- Key Regeneration Sites

Surface Water Flood Hazard 1 in 100 years

- Very Low Caution
- Moderate Danger for some
- Significant Danger for most
- Very High Danger for all

Contains OS data © Crown copyright and database right (2019) © Environment Agency copyright and/or database right 2019. All rights reserved.
6.2 Water Supply

Essex and Suffolk Water (ESW) is the statutory water supplies, and Thames Water the sewerage infrastructure provider for the Borough dealing with wastewater. The Borough is located within the Essex Water Resource Zone (WRZ)\textsuperscript{17}, which serves approximately 1.65 million customers.

ESW has published a Water Resources Management Plan in 2019 (WRMP19), in line with their requirement to produce a plan every five years. The purpose of this document is to demonstrate their ability to maintain an efficient, sustainable and secure supply of water over their planning period from April 2020 to March 2060.

Intrinsic water resources for the Essex Area are the rivers Chelmer, Blackwater, Stour and Roman River, which support pumped storage reservoirs at Hanningfield and Abborton – with treatment works near Langford, Langham, Hanningfield and Layer. Water is also supplied into the Essex area via: raw water bulk supply from the Chigwell; raw water bulk supply from Thames Water Utilities’ Lea Valley Reservoirs; and the Ely Ouse to Essex Transfer Scheme. The Chigwell raw water bulk supply provides approximately 20% of the potable water in the WRZ, once processed. Approximately 2% of the total water supplied in the WRZ is derived from groundwater via a chalk well and additional sources in the South/South West of the zone.

The water supply network is a highly integrated one, with a large degree of flexibility for directing water supply to where demand requires.

Thames Water produces a Water Resource Management Plan (WRMP) every five years. The current version is the Plan adopted in 2014 (WRMP14), covering a plan period from 2015-2040. At current, Thames Water’s 5 Year Draft Plan (2020 to 2025) has been drafted and has received ‘draft determination’ feedback from Ofwat. In response, Thames Water has reviewed and responded to the regulator. To date, the Plan has not yet been published. Thames Water supplies an area covering 13,000sqkm, with provision split into six water resource zones (WRZs), of which only some areas within Barking and Dagenham fall into the ‘London’ Thames Water WRZ. Thames Water’s five-year business plan for 2020-2025 outlines its strategy with regards to wastewater and sewerage, the main targets of which are:

- Reduce internal sewer flooding by 20% (to 995 incidents by 2024/2025) – digitising the sewer network by installing up to 200,000 low cost blockage sensors to facilitate sophisticated network modelling, to better inform where to focus sewer cleaning. Over 1,000 sensors have already been installed.
- A commitment to reduce pollution by 30% (to 19.5 incidents per 10,000km of sewer by 2024/2025)\textsuperscript{18}

Current Provision

ESW estimates that there will be an efficient and sustainable supply of water from 1\textsuperscript{st} April 2020 up to 31\textsuperscript{st} March 2060. The continued roll-out of ESW’s ‘Every Drop Counts’ will help to reduce water usage within the borough.

Thames Water has committed to reducing leakage to 606 million litres a day by 2020. However, leakage targets have been missed for the last two years. There was an initial plan to install 441,000 smart meters by 2020 but this has now been reduced to 300,000.

Planned Infrastructure Considerations

As part of an Inset Agreement, SSE Water will supply water supply and sewerage services to Barking Riverside phases 2-4\textsuperscript{19}, which will include potentially up to 10,000 homes. Water will be supplied via a bulk supply agreement with ESW (Northumbrian Water) and a bulk discharge agreement with Thames Water. The development will also include a surface water discharge system, which will be owned by the developer, rather than SSE Water. There were no existing infrastructure assets in the area prior to SSE Water’s involvement in the development, and, as the statutory supplier, they will provide the associated infrastructure as part of the agreement.

Additional wastewater infrastructure is funded through Infrastructure Charges that developers pay to Thames Water on occupation of the development. Requirements for additional water and wastewater infrastructure will be determined at the time of individual planning applications, or, with larger regeneration allocations, in pre-application discussions with the service providers. Water providers will require an element of certainty of an application coming to fruition before they will commit to any changes to their infrastructure provision.

\textsuperscript{17} ESW Final Water Resources Management Plan, August 2019, https://www.eswater.co.uk/current-WRMP.aspx

\textsuperscript{18} https://corporate.thameswater.co.uk/about-us/our-strategies-and-plans/our-5-year-plan-for-2020-to-2025

\textsuperscript{19} Variation of SSE-Water Limiteds appointment to include Barking-Riverside-stages-2-

Barking & Dagenham IDP
6.3 Transport

Introduction

Responsibility for transport infrastructure within the Borough varies. The majority of highways are managed by the Council, with some major ‘red routes’ managed by TfL, which form part of the TFL Road Network. Public transport services are generally the responsibility of TfL, Network Rail and the private rail operators. Delivery of schemes and infrastructure improvements are identified and planned for by those organisations, who together forge a strategic view of future growth and use.

The Mayor’s Transport Strategy (MTS, 2018)\(^{20}\) identifies that behavioural changes and a modal shift towards sustainable transport use are key in shaping future successful transport systems in London. Furthermore, the increased use of public transport plus increased walking and cycling are critical. The aim is that by 2041, 80% of all trips in London are to be made on foot, by bicycle or by public transport.

In January 2019, the Council published its Local Implementation Plan 3 (LIP3)\(^{21}\) as a strategy for delivering improvements to the transport system in the Borough. LIP3 reflects the MTS (2018) - and the driving principles include regeneration, community, health and wellbeing. The Council recognises that road traffic volumes in Barking and Dagenham have increased by 10% from 2012 to 2016 and that of daily trips made between 2014/2015 – 2016/2017, 44% in Barking and Dagenham were made by car. Furthermore, the number of people killed and seriously injured on the Borough’s roads has increased by 49% in recent years.

In order to address the key issues identified, the Council has identified several key targets in LIP3. These include:

- Increasing the walking, cycling and public transport mode share from 55% to 72% by 2041;
- Increasing the percentage of people achieving at least 20 minutes of active travel a day from 18% to 70% by 2041;
- Ensuring no deaths and seriously injured (KSI) casualties from road collisions by 2041;
- Achieving a 5-10% reduction in the volume of traffic on the Borough’s roads by 2041;
- Reducing CO2, NOx, and particulate emissions significantly by 2041;
- Increasing average bus speeds by between 5% to 15% by 2041;
- Doubling the number of daily trips made by public transport by 2041.

Current Provision

The Borough is well served by an extensive east to west rail network, comprised of National Rail services, TfL Rail and both London Underground and London Overground. There are three main railway stations, five tube stations and one Overground station. There is a total of 26 bus routes within the Borough, as well as a number of night bus services in operation. There are 350 bus stops in the Borough and 93% of these are classed as being fully accessible by disabled passengers. However, it is acknowledged that there are poor north/south public transport links, as well as weaker links to orbital routes around London.

Existing National Rail services are operated by Trenitalia c2c between London Fenchurch Street and Southend, known as Essex Thameside. Trenitalia c2c manage Barking and Dagenham Dock railway stations. Capacity improvements to Barking railway stations are due to commence in 2019.

Existing rail freight yards are located at Fords Dagenham, DHL Box Lane depot (off Renwick Road) and DB Schenker’s logistic centre accessed off Ripple Road. The DB Schenker site has a direct connection with High Speed 1 and the Channel Tunnel allowing it to handle international rail freight traffic bound for London. The high-speed line is used to bring perishable food from Valencia in Spain to Barking via the Channel Tunnel.

The Borough is predominantly flat - which is a positive attribute for encouraging walking and the use of cycling routes. LIP3 identifies that the Borough is served by a network of designated ‘safe routes to schools’. Presently, some of the routes are fragmented and this provides an opportunity to provide a more comprehensive and linked network. A consultation on proposals to link Ilford and Barking Riverside closed in August 2019. If given the go-ahead, these proposals are likely to contribute to safer and more accessible cycling and walking networks\(^{22}\).

There are 396 km (248 miles) of roads in Barking and Dagenham, including the A12 and A13 which links Barking and Dagenham to the London Inner Ring Road and to the North Circular. LIP3 identifies that vehicular travel is relatively popular within the Borough. As a result, Barking and Dagenham suffers from poor air quality and traffic congestion, as well as having some of the busiest roads in London.

Within East London, it is recognised that the River Thames is an under-utilised transport network for commuters. There is however significant industrial freight activity around Barking Reach.

Infrastructure Planning Considerations

In terms of secured future provision, construction has begun on the Barking Riverside extension which will add 4.5km to the London Overground Gospel Oak to Barking line. There will be a new station at Barking Riverside to serve the extensive housing development in this area. It is expected that train services will start in December 2021\(^{23}\). Within the extension, passive provision exists for a second station on the extension to serve Castle Green that could be accessed from Renwick Road. This proposed station could provide better access to public transport for potential development sites in the Castle Green area.

More strategic projects such as the creation of the Elizabeth Line (formerly known as Crossrail), will have implications for Barking and Dagenham. Chadwell Health, in the north of the Borough, has been included as a station stop on this line. It is expected that a full service will start in late 2020-early 2021\(^{24}\). TfL is also currently upgrading the District Line (which services all of the tube stops in the Borough) through the Four Line Modernisation project. This

---

20 https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy
22 https://consultations.tfl.gov.uk/cycling/barking-riverside/
includes new trains, new track and drainage, and a new signalling system. The project is expected to be completed in 2023\(^2\).

**National Rail**

Anticipated passenger growth on the Essex Thameside route (serving Barking and Dagenham Dock) to both 2023 and 2043 can be met through further train lengthening of services to 12 carriages. Should growth projections exceed that forecasted, capacity improvements could be implemented earlier. Trenitalia c2c are committed to introduce an additional 60 carriages to their fleet in 2021 to meet increased demand and investment of circa £105M.

**Rail Freight**

As part of the work underway on the Barking Riverside Extension the track layout at Ripple Lane has been modified. The changes enable the existing short sidings to be converted to form a nodal freight yard capable of accommodating longer freight trains up to 775m in length. Longer freight trains increase the utilisation of the North London Line, allowing additional passenger services for Overground services.

**Docklands Light Railway Extension**

TfL is currently considering options to extend the DLR from Beckton to Thamesmead. Whilst the plans do not impact the Borough directly, there may be opportunities to extend the DLR north to Barking and Ilford in the future.

A previous extension of the DLR from Beckton to Dagenham Docks was cancelled. In place of this, the extension of the London Overground provides access to Barking Riverside. Extending the Overground from Barking Riverside to Thamesmead would require a major alteration to the existing extension as the terminal station is at high level and so not compatible with a tunnelled crossing of the River Thames.

**A13 Improvements**

In September 2019 TfL submitted a bid to the Department for Transport (DfT) for funding improvements to the major road network in London. The total bid for ten schemes was for £375M with the funding for each scheme would be between £20M and £50M. The bid included a bid for a major asset renewal of the A13 Lodge Avenue Flyover. If the bid were successful, this would enable the existing temporary steel flyover to be replaced with a longer-term solution.

TfL and the Council have investigated the option of replacing the section of the A13 between Lodge Avenue and Renwick Road with a 1.3km road tunnel. This project, known as the A13 Riverside Tunnel would address existing traffic congestion and would allow for the redevelopment of the Castle Green area. It is understood that TfL is supportive of the principle of the scheme, but the proposals are not part of the current TfL Business Plan.

**Maritime Infrastructure**

There are a number of existing port facilities in the Borough along the River Thames and Roding. A major wharf in Dagenham is the Ford engine manufacturing plan that exports engines to other Ford plants in Europe. Recent reports suggest the plant is under significant pressure due to uncertainties surrounding rising tariffs costs under a hard Brexit\(^2\). This site also receives, and stores imported Ford vehicles prior to distribution within the UK.

Other significant facilities include Stolthaven Terminal, which receives liquid chemical deliveries by ship prior to distribution across London and the region by road. Many wharves deal with construction and demolition materials, including recycling. For example, Dagenham Wharf is owned by CEMEX (concrete producers) and Hanson who handle aggregates for the construction industry.

An assessment of future demand for river traffic was undertaken in 2016. It included common freight such as construction materials, sugar, waste, vehicles, agricultural bulks steel and petroleum products.

In May 2018 the GLA published a draft of the Safeguarded Wharves Review. It included an assessment of which wharves were to be safeguarded, retained or released. In the Borough, Alexanders Wharf was recommended for safeguarding and Welbeck was recommended for release. A list of the wharves, owners and uses in provided in Table 01.

Table 01: Safeguarded Wharves

<table>
<thead>
<tr>
<th>Facility</th>
<th>Status</th>
<th>Location</th>
<th>Owner/Operator</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexanders Wharf</td>
<td>Safeguarded</td>
<td>Barking</td>
<td>ELG Haniel Metals Ltd</td>
<td>Metal recycling</td>
</tr>
<tr>
<td>Amey’s Jetty</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td>Hanson Aggregates</td>
<td></td>
</tr>
<tr>
<td>Barking Riverside</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td>Barking Riverside Ltd</td>
<td></td>
</tr>
<tr>
<td>No. 7 Jetty</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td>Cemex</td>
<td>Formally Dagenham Docks</td>
</tr>
<tr>
<td>No. 1 Western Ext</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td>Eurovia Roadstone</td>
<td>Asphalt production</td>
</tr>
<tr>
<td>No. 2 Jetty</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td></td>
<td>Formally Dagenham Docks</td>
</tr>
<tr>
<td>No. 4 Jetty</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td></td>
<td>Formally Dagenham Docks - Listed structure. Aggregates.</td>
</tr>
<tr>
<td>Debden Wharf</td>
<td>Safeguarded</td>
<td>Barking</td>
<td>Van Dalen UK Ltd.</td>
<td>Recycling / scrap metal processing</td>
</tr>
<tr>
<td>DePass Wharf</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td>Vacant</td>
<td></td>
</tr>
<tr>
<td>Docklands Wharf</td>
<td>Safeguarded</td>
<td>Barking</td>
<td>S. Norton &amp; Co. Ltd / Docklands Wharf Ltd</td>
<td>Waste management &amp; recycling</td>
</tr>
<tr>
<td>East Jetty</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td></td>
<td>Recyling / scrap metal processing</td>
</tr>
<tr>
<td>Fords Jetty</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td>Ford Motor Company Ltd</td>
<td></td>
</tr>
<tr>
<td>Kierbeck Wharf</td>
<td>Safeguarded</td>
<td>Barking</td>
<td>Kierbeck Thames Ltd</td>
<td>Construction, demolition, excavation waste</td>
</tr>
<tr>
<td>Pinn’s Wharf</td>
<td>Safeguarded</td>
<td>Barking</td>
<td>Pinn’s Wharf Ltd.</td>
<td>Metal recycling</td>
</tr>
<tr>
<td>Rippleway Wharf</td>
<td>Safeguarded</td>
<td>Barking</td>
<td>McGrath Group</td>
<td>Construction, demolition, excavation waste, RDF, concrete batching</td>
</tr>
<tr>
<td>Dagenham Wharf</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td>CEMEX UK Materials</td>
<td>Concrete batching. Formally Dagenham Docks</td>
</tr>
<tr>
<td>Thunderer Jetty</td>
<td>Safeguarded</td>
<td>Dagenham</td>
<td>Stolthaven Dagenham Ltd</td>
<td>Formally Dagenham Docks. Liquid bulk storage.</td>
</tr>
<tr>
<td>Victoria Stone Wharf</td>
<td>Safeguarded</td>
<td>Barking</td>
<td>Gregory Demolition</td>
<td>Road served - aggregate</td>
</tr>
<tr>
<td>Welbeck Wharf</td>
<td>Released</td>
<td>Barking</td>
<td>Seabrook Warehousing</td>
<td>Road served storage</td>
</tr>
</tbody>
</table>


Table 01: Overview of wharves in Barking and Dagenham
Local Implementation Plan – Planned Provision

LIP3 states that Barking and Dagenham is London’s next ‘big growth story’, particularly with the construction of Barking Riverside in the south of the Borough. It is recognised however that this growth has the potential to exacerbate existing issues regarding congestion and air pollution. As mitigation, the Plan states that the Council will adopt a Healthy Streets approach, and all new developments will be required to be in line with the Mayor of London’s seven transport principles of ‘Good Growth’27. In order to facilitate that growth, LIP3 states that new development in the Borough will be dependent on improvements to transport infrastructure and services.

LIP3 includes a three-year programme of investment for funding secured through TfL’s Healthy Streets funding, which will support walking, cycling and public transport initiatives. This funding is detailed in Table 02 below.

<table>
<thead>
<tr>
<th>Funding Type</th>
<th>Programme</th>
<th>2019/20 Confirmed</th>
<th>2020/21 Indicative</th>
<th>2021/22 Indicative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formula</td>
<td>Corridors, Neighbourhoods and Supporting Measures</td>
<td>£1,377,000</td>
<td>£1,377,000</td>
<td>£1,377,000</td>
</tr>
<tr>
<td>Discretionary</td>
<td>Local Transport Fund</td>
<td>£100,000</td>
<td>£100,000</td>
<td>£100,000</td>
</tr>
<tr>
<td>Borough Assets</td>
<td>£0</td>
<td>TBC</td>
<td>TBC</td>
<td></td>
</tr>
<tr>
<td>Strategic*</td>
<td>Bus Priority</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other Healthy Streets</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>£1,477,000</td>
<td>£1,477,000</td>
<td>£1,477,000</td>
<td></td>
</tr>
</tbody>
</table>

Table 02: LBBD Healthy Streets funding allocation: 2019/20 – 2021/22

* Strategic schemes subject to separate allocations/bidding process with funding formally approved at the start of each financial year.

Further funding is also available from a range of other sources. This funding will contribute towards new walking and cycling infrastructure, improvements to Barking Town Centre and other transport upgrades across the borough.

<table>
<thead>
<tr>
<th>Fundi ng Type</th>
<th>Programme</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council Capital / Revenue</td>
<td>Highways Improvement Programme</td>
<td>£2,920,000</td>
<td>TBC</td>
<td>TBC</td>
</tr>
<tr>
<td>GLA</td>
<td>Green Capital Grant (The Ripple Nature Reserve and Greenway)</td>
<td>£397,000</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Herita ge Lottery Fund (HLF)</td>
<td>Barking Town Centre Heritage Project</td>
<td>£500,000</td>
<td>£370,000</td>
<td>£275,000</td>
</tr>
<tr>
<td>Devel oper Funding (e.g. S106/ CIL)</td>
<td>Various highways/public realm improvements</td>
<td>TBC</td>
<td>TBC</td>
<td>TBC</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>£3,817,000</td>
<td>£370,000</td>
<td>£275,000</td>
</tr>
</tbody>
</table>

Table 03: Alternative funding sources for LBBD’S Healthy Streets: 2019/20 – 2021/22

For full details on all planned transport infrastructure projects in the Borough, please view Chapter 9 (Summary).

Figure 06: Rail routes and connections in Barking and Dagenham

Barking and Dagenham is served by the east-west radial network, which is comprised of National Rail services connecting London and Southend, London Underground services via the District and Hammersmith and City lines, London Overground connecting Barking to Gospel Oak, and TfL, which offers suburban services between London and Shenfield.

Figure 07: Roads and connections in Barking and Dagenham
6.4 Electricity

Introduction

Electricity is supplied from major power stations within the UK and passed through the transmission network by National Grid Electricity Transmission plc (NGET). Within London, the South East and the East of England, electricity is distributed from National Grid sites and local energy generators to customers through the distribution network owned and operated by UK Power Networks.

The Borough is supplied by a robust electrical network, including major substations within and surrounding the Borough.

Current provision

It is considered that there is a good level of available capacity within the Borough.

All costs for infrastructure are either provided by the developer as part of a new connection, or through a small fraction of customer’s electricity bills. No additional funding is required.

Infrastructure Planning Considerations

The current London Plan notes that the high level of network utilisation is a city-wide concern. This is due to the level of development required to accommodate anticipated population and business growth.

The draft London Plan also considers that the increased uptake of electric vehicles and switch to electric heating systems; coupled with economic and population growth, will contribute to the growing electricity demand in London.

A draft business plan for period 2021 – 2026 was published in July 2019 that provides an overview of NGET’s role in providing a transparent, affordable and sustainable energy system. The value of the plan is £8.4bn over five years.

An example of the investment being undertaken to strengthen the electric transmission within London is London Power Tunnels 2.

This is a second phase of cable renewal that improves the connection between east and west London.

NGET is also considering the implications for the network resulting from the switch to electric vehicles. In particular, the requirement for a national network of rapid charging points on the strategic road network. NGET proposes a network of 50 ultra-rapid EV charging points, affordably implemented along the existing motorway network. Upgrading grid connections will be a key requirement to ensure that this plan can be operationalised, as shown in figure 09. The estimated costs of these works are £0.5 billion - £1 billion.

For the Borough specifically, following consultation, UK Power Networks has confirmed that there are a number of challenges in the area to the high level of growth being proposed. These include provision of new substation sites for additional capacity and the challenge to continue to provide the lowest customer bills possible.

It is likely that a number of new sites will be required to provide additional capacity in the area. As and when each of the developers for these sites make contact with UK Power Networks to apply for a new connection, their detailed requirements will be assessed and provision for capacity supplied.
Introduction

As depletion of North Sea gas reserves continue, the UK is increasingly depending on natural gas imports of liquified natural gas (LNG) and long-distance pipelines from the global market. In 2018, net UK imports increased by 11% in comparison to 2017 levels. It is acknowledged that longer-term (2030 onwards) natural gas trends in the UK power and heat generation mix are uncertain, as the future of natural gas production is dependent on the direction of UK government policy.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system in England, Scotland and Wales. In the UK, gas leaves the transmission system and enters the distribution networks at high pressure. It is then transported through a number of reducing pressure tiers until it is finally delivered to consumers. There are eight regional distribution networks, operated by four owners. Cadent Gas Ltd is the network operator for the North London network, within which Barking and Dagenham falls. Figure 10 reveals the distribution networks’ regions by individual operator.


Figure 10: UK-wide individual operator distribution networks

Current Provision

In 2017, Cadent invested £90 million to upgrade 390km of metal gas pipes in the North London region. It was expected that 21,134m of gas mains would be replaced in LBBD in 2017/18.

Infrastructure Planning Considerations

Due to ongoing uncertainties regarding future gas production, combined with complexities surrounding the UK energy mix, it is difficult to assess specific future infrastructure requirements for the Borough. However, national and regional policies and emerging technological advancements do help to imply what the effects of changes to wider-level gas production might be for the Borough.

With regard to London-wide gas supplies, a large proportion of the Borough is situated within the London Riverside Opportunity Area. Within this in mind, the adopted London Plan states that ‘[...] partly because of improvements in operational efficiency, the industry is currently not expecting a general increase in gas demand. However, alongside the continuing programme of replacing old metal gas mains, local infrastructure improvements may be required to supply growth areas such as Opportunity Areas. This may also require the provision of new pressure reduction stations.’ It is therefore expected that local gas infrastructure improvements may be required in the Borough.

The draft London Plan acknowledges that ‘demand for natural gas in London has been decreasing over the last few years with a 25% reduction since 2007’. It is noted that both Cadent Gas and SGN (the operator for south London) are implementing gasholder decommissioning programmes.

The recently published ‘Future Homes Standard’ consultation paper also has implications for future domestic gas use. If adopted, the new Homes Standard will see polluting heating systems (including gas boilers) banned from new homes by 2025, in replacement for new clean technology. This would be a requirement for proposed allocation sites with phased construction covering the mid-later stage of the Local Plan period (2025-2034).

In addition, the National Grid Grain LNG terminal is located 37 miles east of London. At current, it provides 20% of imported natural gas through a direct connection to European markets. National Grid is currently considering the decarbonising role gas could play by converting methane to hydrogen for industrial and residential use. It is envisaged that this site could operate as a fuel station operator in the future, providing compressed natural gas and hydrogen at LNG filling services to lorries and fleets at the LNG Grain Facility.

In turn, this may have future regional domestic implications for the uptake of hydrogen gas production.
6.6 Telecommunications and Internet

Current Provision

The supply of telecommunications is managed by private companies; Virgin and British Telecom (BT) the two core providers of networks in the Borough.

Broadband coverage and speeds are very good in Barking and Dagenham35, with 99.05% of residential and business premises having access to superfast broadband of 30Mbps and above; for the Borough as a whole, fibre coverage is at 99.1%. The national target for superfast broadband household availability by 2016 was 95%.36

Within the potential allocation sites (listed in Section 4.1), Openreach has a predominantly copper network, in addition to small levels of fibre network. The current Openreach network consists of underground boxes and ducts and overhead plant. Connections to residential properties are made with cabling and telegraph poles.

In December 2018, Barking and Dagenham was confirmed to be the 16th area in the UK to be covered by Openreach’s expansion of their FTT (Fibre to the Premises) Ultrafast Broadband network expansion scheme37. This scheme forms part of plans to reach 3 million premises in the United Kingdom, by 2020, with speeds of up to 1Gbps. As of September 2019, the Borough is registered ‘Complete’ as part of Openreach's FTT Fibre First Towns, Cities and Boroughs Build Programme meaning the construction of the required exchange has largely been completed.

In addition, Openreach is contracted to deliver FTTP to 4390 homes across 38 new developments in the IG11, RM6, RM8, RM9 and RM10 postcodes.

Further aims of Openreach’s programme include:

- Upgrading city cabinets previously restricted by technical challenges or planning restrictions
- FTTN (Fibre to the Node) and broadband cabinets for multi-dwelling units
- Openreach network equity for competing BT internet providers.

In 2016, TfL delivered station Wi-Fi to 250 Tube and 79 Overground stations across the network, including Barking and parts of the Overground.

Public Wi-Fi in community facilities and public buildings has been delivered by the Council. Barking and Dagenham offers free Wi-Fi at all of its libraries across the Borough.

In 2016, TfL delivered station Wi-Fi to 250 Tube and 79 Overground stations across the network, including Barking and parts of the Overground.

Infrastructure Planning Considerations

In 2018, NTT Communications Corporation was granted planning permission for a data facility on the former Sanofi site in Dagenham. This is as part of the Council’s media-focused regeneration of the site and the Council’s Digital Dagenham inward investment strategy for the Borough. The site will have its own dedicated electricity sub-station.

Openreach highlight that new fibre spine cables will be required throughout the Plan period, to link Openreach locations (with spare capacity) to development sites. Openreach is dedicated to providing an efficient service through using spare capacity, as well as using techniques such as: blowing new fibre cables alongside existing cables, duct cleaning and the use of new space-saving fibre cables.

Since 2018-2019, Openreach has lowered the deployment cost for developers of their FTT ultrafast broadband ISP network infrastructure by an average of 75% for new build residential sites of fewer than 30 units and commercial premises.

All new residential developments of more than 30 units are eligible for free FTTP infrastructure deployment, whereas single unit developments are being costed individually, with bespoke rates offered dependent on assessed infrastructure costs.

In the future, service providers will seek to install in all new builds a full fibre 1Gbps network, to provide residents with full consumer choice.

36 Ofcom Infrastructure Report 2014
37 https://www.ispreview.co.uk/index.php/2019/04/openreach-confirm-12-new-uk-areas-for-fftp-ultrafast-broadband.html
Figure 12: Telecommunications and internet connection in Barking and Dagenham
6.7 District Energy Heating

Introduction

Policy 5.5 of the London Plan states that ‘the Mayor expects 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025’. In order to achieve this target, the Mayor prioritises the development of decentralised heating and cooling networks at the development and area-wide levels, including larger scale heat transmission networks.

B&D Energy Ltd provides the district decentralised heating and energy network, wholly owned by the Council. It is an Energy Services Company (ESCO), supplying low carbon heat and electricity to specific schemes connected via their infrastructure. A combination of solar photovoltaics, combined heat and power (CHP) generators and back-up conventional boilers are used to generate electricity and heat, which is subsequently delivered through underground pipes and a Private Wire Network. There is an existing energy centre on the Gascoigne East development, in Barking.

The process by which B&D Energy is approached by developers to provide decentralised energy varies. Commonly, discussions will begin during the planning application process; this is either through the pre-application process with the Council’s planning officers, or through dialogue with the consultants tasked with preparing the site’s Energy Strategy. Through the latter process, consultants - in accordance with the London Plan - are tasked with exploring the potential for heat networks within the local area.

Current Provision

The emerging Local Plan states that ‘detailed heat mapping and energy master planning of the entire borough has identified seven potential district energy opportunity areas. The largest of these is in Barking Town Centre’. These seven areas are currently being re-planned, with three on hold and a further number planned. The latest schedule is outlined in Figure 13.

B&D Energy has two schemes in development. The first is Becontree (previously Dagenham Civic Centre), a development of 170 homes by Countryside Properties that is linked by a district heating network to a new Energy Centre at the Becontree Leisure Centre. The first phase of Barking town centre is also ready to start development. This is the redevelopment of the east side of the Gascoigne Estate into the Weavers Quarter, to provide 1,500 homes, together with a new primary school and secondary schools connected via a heat and electricity network. Currently, circa 400 homes are serviced from this first phase.

The Barking Town Centre proposal is planned to go ahead as detailed in the 2019/2020 Business Plan; however, the Council is waiting for formal confirmation of a grant award from the Department of Business Energy and Industrial Strategy (BEIS).

At the present time, the Council is funding the networks (i.e. the proposed network for Barking town centre) – whilst also seeking to continue funding potential networks, provided that viable schemes continue to be brought forward. A key challenge for service providers is to develop viable schemes with sufficient core loads which are capable of being connected over a reasonable timescale.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Area</th>
<th>Name</th>
<th>Status</th>
<th>First identified</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>Barking Town Centre</td>
<td>Ready to start development, subject to HNIP funding award</td>
<td>2015 Heat Mapping</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Becontree (previously called Dagenham Civic Centre)</td>
<td>Operational</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Thames Road (previously called “Thames – ETW”)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Marks Gate (previously called “Chadwell Heath”)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Dagenham East (film studios area)</td>
<td>Full energy master plan to be developed</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>9</td>
<td>Dagenham Dock (Markets area)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Castle Green</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>Chadwell Heath</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Heath Ward</td>
<td>Not being progressed currently</td>
<td>2015 Heat Mapping</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Village Ward West</td>
<td>Not being progressed currently</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Village Ward East</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Current provision

There is a proposal to develop a Greater London Authority (GLA)-designated ‘Strategically Significant District Energy Network’, connecting 8,000 homes and 60,000sqm of commercial floor area into one local energy network in Barking town centre. The proposal involves installing approximately 2km of buried pipework, dependent on the above referred-to £5m capital grant from BEIS Heat Network Investment Project (HNIP). A new strategic-scale energy centre situated north west of Barking town centre, and substations at the Abbey and Becontree Leisure Centres are to be linked to the existing energy centre on the Gascoigne East redevelopment site.

There will be a requirement to roll out a number of Strategically Significant Heat Networks (SSHN) across the Borough, replicating the SSHN planned for Barking town centre. These will be sized proportionally to the potential connected loads in each area. The development of these networks will also require energy centres sized to meet the loads in each area.
Future energy sources are intended to comprise fuel cells, solar and energy from waste in order to phase energy to large-scale and fully renewable zero carbon sources by 2050, in line with the Mayor of London’s ‘Zero Carbon London’ target.\(^\text{18}\)

Until heat network opportunities are explored in more detail throughout Barking and Dagenham, it is difficult to estimate costs for the potential level of district energy infrastructure required over the Plan period. Future cost estimates are further complicated by the relative densities of opportunity areas, as denser areas will require significantly less network per connected load.

For reference, a typical linear metre of district heating (including trench and pipework works) costs approx. £2,000. Based on the current and planned schemes outlined over the Plan period, a further capital expenditure of approx. £75 million is estimated. For the Barking town centre scheme alone, costs are expected to reach approx. £25 million.

\(^\text{18}\) https://www.london.gov.uk/what-we-do/environment/climate-change/zero-carbon-london
6.8 Waste

Waste treatment and disposal is managed by the East London Waste Authority (ELWA), as the Statutory Waste Disposal Authority for the London Boroughs of Barking and Dagenham, Havering, Newham and Redbridge. Many of the services for which ELWA is responsible are delivered by Renewi, the operator of the Integrated Waste Management Services (IWMS) Private Finance Initiative (PFI) contract.

The East London Joint Waste Management Strategy 2006 is summarised in the Joint Waste Development Plan (JWDP) adopted in 2012 and part of the Borough’s development plan. It sets out the services the Council undertakes, the current capacity at which their facilities operate, and the safeguarding of their necessary facilities required to meet 2011 London Plan waste apportionments until 2021.

Current Provision

The main Reuse & Recycling Centre (RRC) for Borough residents is Frizlands Lane, but Gerpins Lane (Havering), Jenkins Lane (Newham) and Chigwell Road (Redbridge) also serve required demand. These facilities are managed by Renewi on behalf of ELWA as part of the IWMS PFI contract, which is in the second half of its long term (2002-2027). Upgrades to the sites were implemented in 2003.33

Jenkins Lane RRC/Mechanical Biological Treatment (MBT) facility (Newham) and Frog Island MBT (Havering), while outside of Borough boundaries, also manage waste received by the Borough. The Ilford Recycling Centre (Redbridge) receives material collected by Renewi from the Borough’s public recycling bank network. Overall, around 200,000 tonnes of total waste are converted into Refuse-Derived Fuel (RDF) which is then exported to the EU by Renewi.

There are additional waste transfer facilities located in and around Barking and Dagenham that are managed by private businesses.

Infrastructural Planning Consideration

The boroughs of Barking & Dagenham, Havering, Newham and Redbridge are aiming to launch a review necessary to update the existing Joint Waste Development Plan. This is a land use allocation plan for waste infrastructure that forms part of each council’s Local Plan – with the current version expiring in 2021. The current East London JWDP is due to be updated by 2021, once adoption of the Mayor’s draft new London Plan confirms new borough-wide statutory waste apportionments. ELWA is only a stakeholder in this particular work but provides expertise and resources/support to the four planning authorities. The Joint Waste Development Plan will allocate land to be reserved/allocated for waste infrastructure, which could be developed by either the public or private sector. However, this document will not directly lead to development actually taking place, nor prevent other suitable sites being brought brought forward for the development of waste infrastructure.

Separately, ELWA’s four constituent councils are developing an East London Joint Resources and Wastes Strategy (ELJRWS). This is a new joint municipal waste strategy setting out approaches to waste reduction, reuse, recycling and treatment/disposal for household and commercial wastes from the four constituent councils of ELWA, as well as waste deposited directly at Reuse and Recycling Centres. The ELJRWS covers the period of 2027-2057; however, action plans for periods prior to these dates will arise from the work. The Strategy is intended to be delivered in three stages. The first stage involves the forecasting and modelling of baseline infrastructure capacities and scenario-planning, to assess waste costs, performance and carbon emissions. The scenario-forecasting exercise will take account of a range of socio-economic influences (including consumer behaviours) which affect waste infrastructure demands within the area. The ELJRWS’s forecasting will be set out in 2 strands: kerb-side and flats - the latter being an emerging focus for the ELWA and waste planners alike. Stage 2 of the Strategy will provide an appraisal of existing waste technologies; Stage 3 will assess future technological and infrastructural requirements within the four Boroughs covered by the ELWA.

The ELJRWS will ultimately include an infrastructure strategy for ELWA and the four Constituent Councils, covering the provision of waste transfer, sorting and treatment services for the managing of the wastes presented to them. Adoption is projected for late 2020 onwards, although the infrastructure-focused element is likely to be from 2021 onwards.

The ELWA highlights that the 2020 ELJRWS will apply joined-up thinking and will consider contemporary theories to waste infrastructure planning. The 2020 Strategy will have due regard to themes such as the circular economy package, as well as repair and re-use schemes and emerging market trends. With the level of housing growth density envisioned across the Borough, there is also an identified requirement for innovative thinking in regard to the waste management needs of tall apartment buildings by the London Waste and Recycling Board, alongside a working group of partners, to help meet waste and recycling targets. A report detailing waste management planning advice for flatted properties, waste management case studies and a template waste management strategy for developers proposing medium to high density housing has been produced.

Information on future infrastructure requirements will be made available when the ELJRWS is published in late 2020, although this date is subject to change. Further information regarding the future finance arrangements of the ELWA will be made public in 2027.

33 https://eastlondonwaste.gov.uk/ewls-strategy/

34 https://www.lwrb.gov.uk/what-we-do/resource-london/successes-to-date/efficiencies-programme-outputs/
This section of the IDP presents the infrastructure requirements associated with ‘social infrastructure’ covering:

- Early Years
- Education (Primary, Secondary, SEND, Further and Adult Learning)
- Healthcare
- Emergency Services (Police, Fire and Rescue, Ambulance Service)
- Community Centres
- Libraries
- Children’s Play and Youth Facilities
- Indoor and Outdoor Sports

Figure 14: Barking Learning Centre (film LBBD, source: https://filmlbfd.com/location/barking-learning-centre/)
Education

Policy DM34 Planning for Social Infrastructure of the draft Local Plan states that ‘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’. In addition, ‘development proposals for new social infrastructure will be supported where this meets an identified need in line with the Council’s Infrastructure Delivery Plan’.

The Council is responsible for school places in the Borough; the Council has a statutory duty to ensure that sufficient school places are available within the area for every child. Free schools and academies are outside local authority control, but they are included in pupil place planning analysis as part of the Borough offer. Of relevance to infrastructure planning - despite changes in local authority powers to open new schools - the authority, in its role as commissioner of new school places, has a statutory duty to ensure there are sufficient school places in the Borough for every child who wants one.

Local authorities are open to legal challenge in the courts if they fail to provide sufficient places. As school places are no longer solely provided by the Council, the Authority must work with other providers, to ensure that the need for school places is met.

7.1 Early Years and Childcare Provision

The Childcare Act (2016) outlines that it is the duty of local authorities to secure early years provision free of charge for qualifying children or working parents, for a period equivalent to 30 hours in each of the 38 weeks in any year. In September 2017, the Government doubled the amount of free childcare from 15 to 30 hours a week for working parents of 3 and 4-year-old children.

Policy SP8 of the emerging Local Plan (Delivering Social Infrastructure, in the Right Locations) stipulates that ‘the Council will sustain and build a network of community facilities and ensure appropriate social infrastructure will be planned and delivered alongside growth in a timely manner, taking account of the cumulative impact of future development’. This includes all Early Years’ provision.

The Borough delivers early years and childcare (EY&C) provision through a mixed model of school-based, council-maintained and private voluntary and community-led provision (not maintained by a local authority). The Council is responsible for administrating the Government-funded Free Early Education Entitlement for vulnerable 2-year olds and Free Early Education for all 3 and 4-year olds. The Borough also supports settings to provide high quality early education through the provision of advice, support and training.

The early years funding system was reformed last year and provided an increase in funding for Barking & Dagenham which was largely passed onto their providers, partners and schools in an increased basic unit rate of £4.50. The allocation increased from £19,681 in 2017/18 to £21,319 in 2018/19 - the Early Years’ indicative allocation for 2019/20 has not yet been published.

Current Provision

The Council’s Childcare Sufficiency Assessment41 (2018) recorded 234 childcare providers in the Borough, offering approximately 6,719 early years childcare places through childminders, nursery classes in schools and private, voluntary and independent nurseries. The Assessment recorded that, at the time, there were sufficient childcare places in the Borough to meet demand, and there were vacancies available for all types of provision.

<table>
<thead>
<tr>
<th>Type of provision</th>
<th>Number of providers</th>
<th>Total number of vacancies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Childminders*</td>
<td>128</td>
<td>210 (68%)</td>
</tr>
<tr>
<td>Nursery classes in schools</td>
<td>41</td>
<td>645 (21%)</td>
</tr>
<tr>
<td>Maintained nursery schools</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Private, voluntary and independent nurseries</td>
<td>65</td>
<td>915 (27%)</td>
</tr>
</tbody>
</table>

*Some childminder places may also be available for older children

Table 04: Early years vacancies

The Early Years’ funding system was reformed last year and provided an increase in funding for Barking & Dagenham. This funding was largely passed onto their providers, partners and schools in an increased basic unit rate of £4.50. The allocation increased from £19,681 in 2017/18 to £21,319 in 2018/19; the Early Years’ indicative allocation for 2019/20 has not yet been published.

Infrastructure Planning Considerations

At present, the Council can meet the demand for 3 and 4-year old places within school nurseries and non-maintained settings. However, due to the increased need for places to meet the 2-year-old offer, coupled with the increase to 30-hour periods for eligible 3 and 4-year olds, pressure may be placed on the future availability of places. Currently, 2-year-olds’ places are not offered in schools, therefore all demand for this age group has to be met from the non-maintained sector. The Council advises on the requirement for new facilities based on the places generated by new development.

There are guidelines in terms of what physical premises for early years must comprise of. These are set out in the welfare requirements of the Early Years Foundation Stage. Although not required by law, the Council wishes for all early years provision to have an outdoor play area. A number of early years settings would be needed to meet potential demand generated from the new housing developments in the Borough. It has been forecasted that at least seven 50-place settings would be needed to facilitate future demand. Each new setting will cost in the region of £1.2m to build and equip based on a recent new build nursery.

7.2 Primary Education

Current Provision

The Council is responsible for school places planning in the Borough. The Borough has 47 primary phase schools, and 4 all-through schools with primary (as shown in figure 15). Of this there are:

- 4 community Infant schools (4-7 years)
- 1 academy infant school
- 2 community junior schools
- 2 academy junior schools
- 1 voluntary aided (Church of England) junior school
- 27 community primary schools (4-11 years)
- 3 academy primary schools
- 2 voluntary aided (Church of England) primary schools
- 5 voluntary aided (Roman Catholic) primary schools
- 2 community all through schools with primary phase facilities
- 2 academy all through schools with primary phase facilities

The above list is detailed within the Council’s internally published schools list, which is currently being redrafted to reflect changes from the start of the new academic year.

Primary schools are distributed fairly evenly throughout Barking and Dagenham however there is a lack of primary schools within the most northern and southern areas (Chadwell Heath and land adjacent to the River Thames respectively)\(^3\). Furthermore, there is no planned school provision located within development areas to the west of Barking town centre.

Infrastructure Planning Considerations

Projected demand for state-funded primary schools in Barking and Dagenham is set to increase over the next decade. The Council’s Authority Monitoring Report\(^4\) states that the forecasts will amount to an additional circa 3,800 primary pupils (equivalent to six 3-form entry primary schools) by 2021 (28,909 primary school pupils are predicted in 2021, compared to an estimated 27,654 in 2019). This data is based on the May 2017 pupil census, together with the March 2017 GLA birth forecasts and house build information from the Council’s in-house regeneration team.

As shown in Table 05, longer term primary school need and demand forecasts (including SEN places) within the Borough are as follows\(^5\):

<table>
<thead>
<tr>
<th>Year</th>
<th>Year Reception Capacity</th>
<th>YrR Demand Forecast</th>
<th>Planned Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 2019</td>
<td>4137</td>
<td>3687</td>
<td>Lymington Fields (3FE)</td>
</tr>
<tr>
<td>September 2020</td>
<td>4137</td>
<td>3943</td>
<td>Lymington Fields (3FE)</td>
</tr>
<tr>
<td>September 2021</td>
<td>4317</td>
<td>4129</td>
<td>New Free School – Beam Park Primary (3FE)</td>
</tr>
<tr>
<td>September 2022</td>
<td>4497</td>
<td>4125</td>
<td>Third Barking Riverside Primary</td>
</tr>
<tr>
<td>September 2023</td>
<td>4497</td>
<td>4112</td>
<td>Implications of the above: additional 180YR places, total capacity = 4477</td>
</tr>
<tr>
<td>September 2024</td>
<td>4587</td>
<td>4111</td>
<td>Implications of the above: additional 90YR places, total capacity = 4677</td>
</tr>
<tr>
<td>September 2025</td>
<td>4677</td>
<td>4144</td>
<td>Requires clarification on housing figures</td>
</tr>
<tr>
<td>September 2026</td>
<td>4677</td>
<td>4184</td>
<td>Requires clarification on housing figures</td>
</tr>
<tr>
<td>September 2027</td>
<td>4677</td>
<td>4270</td>
<td>Requires clarification on housing figures</td>
</tr>
</tbody>
</table>

Table 06: LBBD school demand forecasting – additional demand from proposed developments

Registered birth rates in Barking and Dagenham have remained fairly stable since 2008, according to Borough-wide birth data\(^6\). Births are anticipated to gradually rise between 2018-2028, to an estimated 4894 births in 2028. Given the rise in birth rates and high level of planned regeneration for the area (including an expected minimum of 41,000 additional homes over the Plan period), it is expected that school provision will no longer be able to accommodate future need (Table 06). To establish demand forecasts covering all of the time to the end of the Plan period (2028 to 2034), it will be essential that Local Plan housing targets and housing trajectories are regularly updated and published by the Council. The Council’s review of school places will continue to be monitored closely, as well as any academy or free school development inside or outside the Borough, including any school expansions. The London Borough of Barking and Dagenham has provided approximate projections for school pupils, based on potential development figures.

\(^3\) https://www.lbbd.gov.uk/sites/default/files/attachments/All-Through_Primary_Infantss_Junior_Special_Schools-003.pdf

\(^4\) https://www.lbbd.gov.uk/sites/default/files/attachments/Authority-Monitoring-Report-2016-17.pdf


Barking & Dagenham IDP
Figure 15: Primary schools in Barking and Dagenham
### 7.3 Secondary Education

#### Current Provision

As highlighted in the published schools list for the Borough, there are 8 secondary schools:

- 3 are community-maintained schools
- 3 are academies
- 1 is Church of England and
- 1 is Roman Catholic

Additionally, there are 4 all-through schools with secondary departments, of which:

- 2 are community-maintained schools' and
- 2 are academy schools.

Secondary schools are distributed fairly evenly throughout the Borough; however, there are no secondary schools north of the A12 trunk road. There are particular demand issues in the Barking town centre area, as population in that locality continues to rise through planned housebuilding.

#### Infrastructure Planning Considerations

Secondary school forecasting highlights how secondary school place demand will continue to rise over the next decade. By 2022, there is expected to be a demand for 20,629 secondary school places, rising from a pupil population of 14,546 in 2016/2017\(^67\).

These figures equate to an expected increase of circa. 660 Year 7 pupils until FY 2021. The figures and demands are monitored regularly within the Council’s Education Department, and there are regular meetings with DFE regarding future demand.

Long-term forecasting is subject to the rates of house building within the Borough: in any event, it is expected that secondary school place demand will rise over the next decade. This data is based on the May 2017 pupil census, together with the March 2017 GLA birth forecasts and house build information from the in-house Regeneration team.

Longer term secondary school need and demand forecasts (including SEN places) within the Borough are listed in Table 07\(^68\).

<table>
<thead>
<tr>
<th>Year</th>
<th>Year 7 Capacity</th>
<th>Y7 Demand Forecast</th>
<th>Planned Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 2019</td>
<td>3430</td>
<td>3360</td>
<td>• Greatfields Free School (3FE) Implications: additional 90 Yr7 places, total capacity 3450</td>
</tr>
<tr>
<td>September 2020</td>
<td>3450</td>
<td>3453</td>
<td>• Lymington Fields (6FE) Implications: additional 180 Yr7 places, total capacity 3633</td>
</tr>
<tr>
<td>September 2021</td>
<td>3633</td>
<td>3636</td>
<td>• New Free School East Dagenham (4FE Yr7) – total school cost £45 million, funding gap £45 million</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Beam Park Warren (2FE Yr7) Implications: additional 180 Yr7 places, total capacity 3813</td>
</tr>
<tr>
<td>September 2022</td>
<td>3813</td>
<td>3780</td>
<td>• New Free School Dagenham East (6FE Yr7) - total school cost £45 million, funding gap £45 million</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Beam Park – Implications: additional 180 Yr7 places, total capacity 3993</td>
</tr>
<tr>
<td>September 2023</td>
<td>3993</td>
<td>4005</td>
<td>• New Free School - Thames View (120 Yr 7, 4FE places): total school cost £45 million, funding gap £45 million – Implications: additional 120 Yr7 places, total capacity = 4113</td>
</tr>
<tr>
<td>September 2024</td>
<td>4113</td>
<td>4064</td>
<td>• New Free School – Thames View (60 Yr 7, 2FE places): total school cost £45 million, funding gap £45 million: Implications: additional 60 Yr7 places, total capacity = 4173</td>
</tr>
<tr>
<td>September 2025</td>
<td>4173</td>
<td>4064</td>
<td>Requires clarification on housing figures</td>
</tr>
<tr>
<td>September 2026</td>
<td>4173</td>
<td>4064</td>
<td>Requires clarification on housing figures</td>
</tr>
<tr>
<td>September 2027</td>
<td>4173</td>
<td>4064</td>
<td>• New Secondary School, Barking Riverside, Creekmouth (500 total places, 10 FE) – total school cost £45 million, funding gap £40 million</td>
</tr>
<tr>
<td>Unscheduled Date (2026-2031)</td>
<td>N/A</td>
<td>N/A</td>
<td>• New Secondary School, Castle Green, Rippledale (1000 total places, 5/6FE) – total school cost £37 million, funding gap £37 million</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• New Secondary School, Thames Road (1200 places, 8FE) – total cost £40 million, funding gap £40 million</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• New Secondary School, Chadwell Heath (1200 total places, 8FE) – total cost £40 million, funding gap £40 million</td>
</tr>
</tbody>
</table>

Table 07: Planned provision of secondary schools within the Borough

The demand assessment outlined above is based on the January 2019 Update of the Future Planning Programme for Basic Need (including SEN places) 2018 to 2027, which provides a forecast of possible school places required to 2027/2028. Although this time period does not cover the complete Local Plan period (to 2034), the majority of the planning period is considered. To establish demand forecasts covering the end of the Plan period (2028 to 2034), it is essential that Local Plan housing targets and housing trajectories are regularly updated and published by the Council. The Council’s review of school places will continue to be monitored closely, as well as any academy or free school development inside or outside the Borough, including any school expansions.

---

Figure 16: Secondary schools in Barking and Dagenham
7.4 Special Educational Needs and Disabilities (SEND) Education

Current Provision

In Barking and Dagenham, the majority of children with SEN or a disability attend mainstream schools. All education settings within the Borough must consider and be open to applications for children who have SEN who do not have an EHC plan and should also ensure that a child with SEN receives the support they need. Children with SEN are therefore accounted for within all other chapters within the Education section of this IDP.

There are 2 all-age special schools in the Borough, catering for children of 4 to 16 years’ old and a further special school which covers age 4 to 25 years.

Infrastructure Planning Considerations

It has been noted that there is an additional need for SEN provision in the centre of the Borough. SEN provision up to 2021 is listed below. After this period, specialist places will be reported on, following a review.

Longer term planned SEN infrastructure has been scheduled up to 2033, as outlined in Table 08 below.

<table>
<thead>
<tr>
<th>Planned Provision</th>
<th>Where</th>
<th>When:</th>
<th>Who (Lead Partner)</th>
<th>Delivery Partners and Stakeholders</th>
<th>Total Cost</th>
<th>Funding Source</th>
<th>Total Funding Available</th>
<th>Funding Gap</th>
<th>Prioritisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td></td>
<td>2019</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td>2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td>2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 08: Long term SEN scheduled infrastructure

<table>
<thead>
<tr>
<th>Planned Provision</th>
<th>Where</th>
<th>When:</th>
<th>Who (Lead Partner)</th>
<th>Delivery Partners and Stakeholders</th>
<th>Total Cost</th>
<th>Funding Source</th>
<th>Total Funding Available</th>
<th>Funding Gap</th>
<th>Prioritisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td></td>
<td>2019</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td>2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td>2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 09: Short term SEN scheduled infrastructure

---

Further Education (Post-16 Education)

Further Education (FE) is typically taken up by young people and adults aged 16 to 19, although it can also include people aged 19+ with regard to vocational learners and employers.

The Education Act 2008 raised the participation age (RPA) of young people in learning and/or training from 16 to 18. This legislation was enacted and came into force in 2015. RPA covers a variety of educational options, including:

- Full-time education (such as school or college)
- Apprenticeships
- Part-time education or training for at least 20 hours a week if employed, self-employed or volunteering

Under the Education Act 1996, local authorities are required to secure sufficient suitable education and training provision for local young people who are over compulsory age, but under 19, or are aged 19-25 and are holders of an Education, Health and Care (EHC) Plan. Local authorities are also required to make education and training available to those aged between 20 and 25 with SEND under Section 68 of ESA 2008\(^50\).

There are 17 post-16 providers in Barking and Dagenham: 7 maintained schools, 6 academies, 1 sixth form centre, 1 college and 2 special schools\(^51\). In 2018, 918 students had an A level exam entry, of which 88.5% completed their main study programme, in comparison to the 92.5% national state school average.

Despite efforts by local schools and colleges, a key challenge for the areas concerns post-16 pupil retention. Evidence shows that many young people are leaving Post-16 education within their first year, aged 17\(^52\). To address this, the Council’s Education and Participation Strategy (2018-2022) suggests that ‘all education, training and employment providers need to collaborate closely to ensure the right courses and qualifications – both academic and vocational – [...] are offered’.

Infrastructure Planning Considerations

Barking and Dagenham’s Education and Participation Strategy outlines that a key priority for the authority is to increase numbers of young people progressing to high quality post-16 and post-18 destinations (including young people with SEND). A key role for the Council over the 2018-2022 period is to develop post-16 pathways and opportunities for young people from vulnerable groups, including those with SEND, Children in Need and those leaving care, in partnership with local schools and higher education providers.

Barking and Dagenham’s future planning programme for basic needs (including SEN places)\(^53\) only addresses the demand forecast for future sixth form places. As shown in Table 10, as the education sector transitions to full alignment with the RPA, the demand for sixth form places is expected to grow over the next decade.

<table>
<thead>
<tr>
<th>Year</th>
<th>Demand Forecast (Pupil Places)</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 2019</td>
<td>3292</td>
</tr>
<tr>
<td>September 2020</td>
<td>3480</td>
</tr>
<tr>
<td>September 2021</td>
<td>3787</td>
</tr>
<tr>
<td>September 2022</td>
<td>4060</td>
</tr>
<tr>
<td>September 2023</td>
<td>4362</td>
</tr>
<tr>
<td>September 2024</td>
<td>5122</td>
</tr>
<tr>
<td>September 2025</td>
<td>5380</td>
</tr>
<tr>
<td>September 2026</td>
<td>5412</td>
</tr>
<tr>
<td>September 2027</td>
<td>5480</td>
</tr>
</tbody>
</table>

Table 10: Forecast of sixth form places in Barking and Dagenham

The planned provision of sixth form places will be reviewed through the emerging Sixth Form Review/Strategy and will be used to inform the Council on exact learning requirements covering the total Plan period.

---

\(^{50}\) Section 68 Education and Skills Act 2008 as updated by Section 20 of the Children and Families Act 2014.

\(^{51}\) https://www.compare-school-performance.service.gov.uk/schools-by-type?step=phase&region=301&geographic=la&phase=16to18


7.6 Adult Learning

Adult Learning (AL) caters for people (aged 19 and over) wishing to take below degree-level classes across a wide range of subjects, to obtain both formal qualifications and informal learning. It supports adults by providing them with the skills and learning they require for work, an apprenticeship or alternative learning courses.

The provision of AL is managed by the Education and Skills Funding Agency (ESFA). Within the Borough, adult education provision is funded by the GLA through the Adult Education Budget (AEB). The responsibility of the AEB was taking over by the Mayor of London from central government at the start of the 2019/2020 academic year. The allocated London AEB for the 2019/2020 academic year totaled circa £306,000,000.

Based on national-level calculations, it costs circa £120 per hour for delivery of an AEB class. Demand for adult learning is led by borough statistics; based on the number of adults with no formal qualification (which has recently fallen from 12.5% to 8.2%) and those with below Level 2 qualifications.

Current Provision

Within Barking and Dagenham, there are only two specialist AL providers, as shown in figure 17. The Adult College of Barking and Dagenham and Barking and Dagenham College offer a wide range of education courses for those wishing to develop personally or professionally.

AL providers have premises at the following addresses:

**Adult College of Barking and Dagenham**
- Barking Campus; 127 Ripple Road, Barking, IG11 7PB
- Dagenham Campus; Parsloes Avenue, Dagenham, RM9 5DF

**Barking and Dagenham College**
- Rush Green Campus; Dagenham Road, Romford, Essex, RM7 0XU
- Also operate elsewhere in the Borough, including at the Barking Learning Centre

Current AL career pathways available within the Borough include:

- Business Administration
- Construction
- Community Learning
- Counselling
- Digital Skills
- Employability
- English
- Enrichment and Professional Development
- English for Speakers of Other Languages (ESOL)
- Family Learning
- Grow our Talent
- Health and Social Care and Childcare
- Mathematics
- Supported Learning
- Supporting Teaching and Learning
- Wellbeing

The Council also runs 'Job Shops' which helps people find a suitable job, as well as providing support with CV writing and interview preparation. Job Shops are based at Ripple Road and the Barking Learning Centre in Barking, as well as Dagenham Library and Barking Riverside. All centres are easily accessible by public transport.

Adult Learning services within the Borough also deliver Community Learning in schools and children centres. Using the Place Based Model (a model which integrates learner-centered and experiential schools in order to leverage local places as a learning ecosystem for students), opportunities to maximise the use of community centres and schools will be taken up.

Planned Infrastructure Considerations

Both AL providers are located in the north of the Borough. As there are poor north-south transport linkages within the authority’s boundaries, residents in the south of the Borough may be prevented from attending an AL course.

Demand for space is likely to be dependent on the ability to share facilities with other types of community infrastructure such as community facilities, secondary schools, and university campus buildings. The opportunity to make use of community centres, schools and university campus buildings should be maximised.

Provision of AL services usually occurs in existing buildings, e.g. schools and facilities of specialist colleges, therefore capital spending is not required.

At current, the Council are delivering construction employability and job brokerage services at Barking Riverside in partnership with L&Q Homes, funded through the Construction Industry Training Board (CITB) and MCA Construction.

In addition, the Council has identified a need for a permanent adult learning base in the south of the borough, to ensure that travel times are reasonable for local residents seeking to use the service.

---

Figure 17: Adult learning Colleges in Barking and Dagenham
7.7 Healthcare

For the purposes of the IDP, health and social wellbeing provision consists of the following:

- Primary Care Services (including general practitioner services)
- Health and Social care
- Public health
- Ambulance Services (addressed separately)

The Council has set a clear vision for the Borough: ‘No-one Left Behind’. This broad objective focuses on creating the conditions, partnerships and services that support improvements in the lives of its residents.

The provision of services to address health needs are complex. Matters such as workforce requirements, technology infrastructure and advanced technology accessibility for the community, changes in service model provision, prevention and self-care is an incomplete list of matters which need to be considered.

Moreover, these complexities need to be considered within the context of a changing system of service provision. The Health and Social Care Act 2012 has radically changed the way in which health care services are planned and organised. They are primarily provided by Clinical Commissioning Groups (CCGs). The Barking, Havering and Redbridge (BHR) CCG\(^{16}\) is responsible for planning and buying ('commissioning') local health care services.

Sustainability and Transformation Partnerships (STPs) have been created across wider areas that incorporate several CCG areas; these partnerships are now working towards becoming Integrated Care Systems (ICS). The East London Health and Care Partnership (ELHCP) covers Barking and Dagenham, Hackney, Havering, Homerton, Newham, Redbridge, Tower Hamlets and Waltham Forest. The East London Health and Care Partnership is currently preparing a five-year plan (2019-2023), which will address different aspects of health and care services and associated supporting foundations. The published plan will be an iterative document and will be reviewed periodically.

Barking, Havering and Redbridge form a distinct ICS within the STP. In the ICS the NHS organisations, in partnership with local councils and others, take collective responsibility for managing resources, delivering NHS and Social Care standards, and improving the health of the population they serve. The model of primary care is changing with more care being delivered by primary care networks. The intention is to deliver primary care at scale, in line with the NHS five-year forward view and the emerging Long-Term Plan. This approach is further developed in the East London Health and Care Partnership Strategic Estates Plan. The Plan provides a definition of the Primary and Community Estate needed to deliver the Five-Year Forward View; it includes an Estate which:

- Serves more than 10,000 patients
- Includes purpose build accommodation built within the last 40 years
- Is larger than 1,000 m\(^2\)

- Has more than five clinical rooms
- Is capable of operating for seven day working weeks

The Draft Strategic Estates Plan produced by the East London Health and Care Partnership in mid-2018 gives a strategic overview of the current estate and its challenges, including setting a path required to enable the ELHCP vision. Its vision is to ‘develop good quality and cost-effective estate infrastructure which meets the complex needs of a growing diverse and relatively transient population’. The Plan’s desired outcomes are shown in Figure 18.

![Where do we need to be?](https://www.lbbd.gov.uk/sites/default/files/attachments/JSNA-report.pdf)

Figure 18: ELHCP Strategic Estates Plan: intended objectives

The London Borough of Barking and Dagenham has a Health and Wellbeing Board, established in April 2013 under the Health and Social Care Act 2012. The focus of the Board is to address health and care provision issues, as well as reducing health inequalities within the Borough. The main functions of the Board are to understand local need and the wider determinants that impact on people’s health; ensuring that wellbeing need is met and guaranteeing that commissioners are responsive to health and wellbeing priorities. As a result, patients and the public should experience more joined-up services from the NHS and relevant bodies. The Board’s functions will be met and documented through the Health and Wellbeing Strategy, and the Joint Strategic Needs Assessment (2018)\(^{17}\).
In respect of public health, the Barking and Dagenham Health and Wellbeing Board published the Joint Strategic Needs Assessment (JSNA) in 2018, that provides an evidence base for the Health and Wellbeing Strategy, which will cover the period from 2019-2023. The JSNA recognises the following factors as key determinants of health in Barking and Dagenham:

- Low levels of physical activity
- High levels of obesity
- Poor levels of nutrition

**Current Provision**

Barking and Dagenham is served by the following acute care hospitals:

- Newham University Hospitals (Barts Health) - Newham
- King George Hospital – Redbridge
- Queen’s Hospital – Havering

Barking and Dagenham has no hospital offering full services. Barking Community Hospital provides some, including a walk-in service. Patients requiring emergency care are diverted to either King George, Newham General or Queen’s Hospitals within the neighbouring boroughs of Redbridge, Newham and Havering. Queen’s Hospital offers a wide range of services, including: a regional neuroscience centre; a cancer centre; and a hyper acute stroke unit.\(^{14}\)

Mental health services are provided by the North East London NHS Foundation Trust. Services include a 24/7 Mental Health Direct ‘Talking Therapies’ treatment and CAMHS. At present, there are 101 services users in Supported Living, 147 in private accommodation receiving support and 7 in temporary accommodation receiving support within the Borough.

There are 35 (plus branch surgeries) GP practices operating within the Borough, with 97 full-time equivalent GPs across c. 7,000 square metres of space. The registered patient population is 229,515. Primary care planning analysis by Barking and Dagenham CCG\(^{13}\) highlights that there is a lack of primary care capacity in the Borough, and that financial support will be required to mitigate the impact of population growth arising from new developments.

**Additional funding would allow for improvements in existing primary care services and infrastructure.**

Barking and Dagenham also has workforce issues, with a high proportion (40%) of GPs aged 60 or over - which may translate into an overall shortage in GPs in the Borough over the coming years as doctors reach retirement. Other health care provision issues within the Borough include:

- Over-capacity at many GP practices
- GP practices being based in inflexible, ageing buildings which are difficult to extend
- Current facilities being small in comparison to patient lists

The BHR CCG 15-Year Strategic Plan\(^ {60}\) states that Barking and Dagenham has a high proportion of Local Improvement Finance Trust (LIFT) properties (joint venture between the public and private sector), with a low level of freehold properties (14 leasehold, 2 freehold). In addition, 34.5% of rated GP surgeries in Barking and Dagenham require improvement or are deemed inadequate.

There are 3 residential care homes within Barking and Dagenham available for Barking and Dagenham residents, these include: Abbey Care home, George Brooker House and Kallar Lodge. In addition, the following 7 residential care homes also provide nursing care, including: alexander Court, Bennetts Castle, Chaseview, Cherry Orchard, Chestnut Court, Hanbury Court and Park View. These are operated by a number of different providers.

**Infrastructure Planning Considerations**

To accommodate the new influx of residents from the Barking Riverside development, the Barking and Riverside CCG has agreed to allow more space for primary care at the Thames View Health Centre building. In addition, a new healthcare facility of 2,800sqm will be developed in the Barking Riverside area to serve Barking Riverside’s new residents.

Current facilities in Barking town centre are deemed inadequate and are unable to cope with the expected localised population growth. To counter this deficiency, utilisation works are currently underway to expand capacity within Barking. In the medium-term, Barking and Dagenham CCG seeks to rationalise the current services available into one centralised primary care hub in order to accommodate the population growth (56,000 patients over 5,000sqm).

In the east of the Borough, medium-term priorities involve a new primary care hub to enable delivery at a scale of c.28,500 patients/2,500 sqm. These considerations take account of the Castle Green development, which will result in an additional 9,000 local patients by 2028.

NHS England has designated Barking Riverside as a ‘Healthy New Town’ demonstrator site. Over the majority of the Local Plan period, Barking Riverside will benefit from: new social infrastructure (including a new health facility); embedded green space policy; a Care City NHS Innovation Test bed (designed to implement new models of health and social care delivery); and through incorporating the 10 Healthy New Town Principles into section 106 contributions.

With regard to mental health provision, there is a projected rise in demand for mental health social care services of 5% over the next 5 years. Despite the additional projected demand, is it not anticipated that further schemes for mental health will be required up to 2024. After this period, further monitoring will be necessary to assess additional infrastructural requirements.

The list below outlines all infrastructure improvements/changes proposed by the Barking and Dagenham CCG over the course of the Plan period. The proposed changes take account of the expected population growth throughout the Borough over the next two decades.

**Short term projects (2017/2018-2022/2023):**

- Business as usual to improve utilisation of existing facilities
- New primary care hub in Barking town centre (c.56,000 patients)
- Completion of first phase of primary care hub for Barking Riverside (c. 1,000sqm tbc)

**Medium term projects (2023/2024 – 2027/2028):**

- Completion of new primary care hub within the north locality (c.42,000 patients)

\(^{14}\) Barking and Dagenham Primary Care Infrastructure Capacity Plan, Barking and Dagenham CCG (2017).

\(^{60}\) Barking and Dagenham, Havering and Redbridge Partnership, 15 – Year Strategic Estates Plan (2018).
• Completion of new primary care hub in the east locality (c.33,000 patients)
• Monitoring of population growth and GP access for Beam Park residents, to ensure that facilities are well-utilised
• Planning and fit-out of upper floor at Barking Riverside hub (c.1,000sqm tbc) and Barking town centre hub (further 2,500sqm)

**Long term projects (2028/2029-2032/2033):**

• Completion of new primary care hub of approx. 3,400sqm (dependent on the Castle Green development – c.37,500 patients)
• Planning and fit-out of upper floor of Barking and Riverside hub (further c.800sqm)

Barking and Dagenham CCG will liaise with the Council to ensure developer contributions (£106/CIL) are secured for each health-related development as they proceed.

<table>
<thead>
<tr>
<th>Planned Provision</th>
<th>Where</th>
<th>When</th>
<th>Lead Partner</th>
<th>Delivery Partners and Stakeholders</th>
<th>Total Cost Estimate Millions</th>
<th>Funding Source</th>
<th>Total Funding Available</th>
<th>Funding Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary and</td>
<td>Barking</td>
<td>2019-</td>
<td>BRL</td>
<td>BRL, LBBD</td>
<td>£7 Construction</td>
<td>Developer Contribution</td>
<td>£7 million</td>
<td>-</td>
</tr>
<tr>
<td>community care</td>
<td>Riverside</td>
<td>2024</td>
<td></td>
<td></td>
<td>£5.6 FK Out</td>
<td></td>
<td>-</td>
<td>- -</td>
</tr>
<tr>
<td>hub 2,800sqm</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary and</td>
<td>Barking</td>
<td>2019-</td>
<td>Developer,</td>
<td>LBBD</td>
<td>£15.5 construction</td>
<td>Developer Contribution</td>
<td></td>
<td>£7.5</td>
</tr>
<tr>
<td>community care</td>
<td>Town</td>
<td>2024</td>
<td>Developer,</td>
<td>LBBD</td>
<td>£7.5 FK out</td>
<td></td>
<td>-</td>
<td>- -</td>
</tr>
<tr>
<td>hub 5,000sqm</td>
<td>centre</td>
<td></td>
<td>LBBD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary care hub</td>
<td>East</td>
<td>2024-</td>
<td>NHS CCG</td>
<td>Tbc, NHS CCG</td>
<td>£11.7</td>
<td>NHS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2,600sqm</td>
<td>Locality</td>
<td>2029</td>
<td></td>
<td></td>
<td></td>
<td>tbc</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Primary care hub</td>
<td>North</td>
<td>2024-</td>
<td>NHS CCG</td>
<td>Tbc, NHS CCG</td>
<td>£16.7</td>
<td>NHS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3,700sqm</td>
<td>Locality</td>
<td>2029</td>
<td></td>
<td></td>
<td></td>
<td>tbc</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Primary care hub</td>
<td>East</td>
<td>2024-</td>
<td>LBBD</td>
<td>LBBD</td>
<td>£7.9</td>
<td>LBBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1,730sqm</td>
<td>Dagenham</td>
<td>2029</td>
<td></td>
<td></td>
<td></td>
<td>tbc</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Primary and</td>
<td>Castle</td>
<td>2024-</td>
<td>Developer,</td>
<td>LBBD</td>
<td>£15.3</td>
<td>Developer Contribution</td>
<td></td>
<td>tbc</td>
</tr>
<tr>
<td>community care</td>
<td>Green</td>
<td>2029</td>
<td>Developer,</td>
<td>LBBD</td>
<td>£15.3</td>
<td></td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>hub 3,600sqm</td>
<td></td>
<td></td>
<td>LBBD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 11: Planned provision of new healthcare facilities
Figure 19: Healthcare facilities in Barking and Dagenham
Figure 20: Care homes in Barking and Dagenham
The Metropolitan Police are responsible for policing services within the Barking and Dagenham, scrutinised by the Mayor’s Office for Policing and Crime (MOPAC). MOPAC has a strategic managing role, while the MPS run the day-to-day operations.

The Community Safety Partnership is a multi-agency strategic approach responsible for addressing crime in the area. The CSP is made up of representatives from the following agencies: Barking and Dagenham CVS; Barking and Dagenham Safer Neighbourhood Board; BHR Clinical Commissioning Group (CCG); London Borough of Barking and Dagenham; London Community Rehabilitation Company (CRC); London Mayor’s Office for Policing and Crime (MOPAC); London Fire Brigade (LFB); Metropolitan Police Service (MPS); National Probation Service (NPS); and the North East London Foundation Trust (NELFT). CSP has produced a Community Safety Partnership Plan (2019-2022) which includes a strategic assessment of local crime and a series of key priorities to prevent crime in Barking and Dagenham61.

Current Provision

There are 2 police stations within the Borough, these are:

- Barking Police Station, at Barking Learning Centre, 2 Town Square, Part Place Ground and First Floor, IG11 7NB
- Dagenham Police Station, 561 Rainham Road South, RM10 7TU

Dagenham Police Station is the only station which provides 24/7 front counter access.

The East Area Command Unit (Barking and Dagenham, Havering and Redbridge) has seen a reduction in the number of police officers during the 2016-2019 period62. Police officer numbers fell from 1337 in April 2017 to 1262 in July 2019. Similarly, Metropolitan Special Constabulary (MSC) numbers fell by 57 personnel during the same period.

Fire and Rescue Service

Fire and rescue provision in the Borough is overseen by the London Fire Commissioner, whom manages the London Fire Brigade. The London Fire Commissioner is the fire and rescue authority for London responsible for providing London’s fire and rescue service. All formal decisions regarding the London Fire Brigade are formally approved by the London Fire Commissioner63 (subject to approval of the Mayor of London in some circumstances).

The aims and objectives of the London Fire Brigade are set out in the current London Safety Plan (2016)64. The London Safety Plan provides a framework designed to steer the key activities of the London Fire Brigade, whilst also including target response times for fire engines on a London-wide basis. The Plan includes an overview of emergency response types and a series of short, medium- and long-term priorities for the London Fire Brigade covering the Plan period from April 2017 to March 2021. Key headline targets include i) achieving fairness for Londoners by having all London boroughs below the national average rate for primary fire, and ii) reducing the rate of fires in the home.

Infrastructure Planning Considerations

There is no clear guidance available at either national or local level, indicating how to translate an increase in development (residential and / or commercial) into additional demand for police services, and thereby into demand for new infrastructure to support the activities of the police service.

Funding for police services is currently provided by the Home Office and Ministry of Housing, Communities and Local Government (MHCLG). The funding mechanisms are the police grant, revenue support grant, redistributed business rates and specific grants. The Metropolitan Police is planning to save £443 million by 2020-2021. As highlighted in the MPS’s Estate Strategy, one method of achieving this level of saving is to raise capital and lower costs by selling part of the MPS estate. This includes using current offices more efficiently, by increasing employee density. New investments to help modernise infrastructure will be addressed largely through revenue raised by these means.

Current Provision

The London Fire Brigade strategically plans the future provision of fire station localities and fire engine services. Often, responding to incidents in a particular borough will rely on resources from outside the borough as well as from fire stations located within a borough. There are two fire stations within Barking and Dagenham65, these are:

- Barking Fire Station – Alfreds Way, Barking, IG11 0BB
- Dagenham Fire Station – 70 Rainham Road North, Dagenham, RM10 7ES

In 2018, Barking and Dagenham stations sent a first fire engine to 84 per cent of all incidents (1,721) within the borough - Ilford station (in Redbridge) sent a first response to eight per cent of emergency incidents (171) in the Borough, and East Ham station (Newham) attended four per cent of incidents; stations at Romford, Hornchurch and Wennington also sent a first response to incidents (around one per cent each). Concurrently, Barking and Dagenham stations sent a first response to incidents outside the borough (340 and 164 incidents respectively).

The LFB’s resources for London (which are also available for incidents in Barking and Dagenham) include specialist resources such as: 11 aerial appliances, 14 Fire Rescue Units, eight Command units (including one located at Barking station), two incident drones (on trial), two fire-boats based at Lambeth river station and a specialist fire investigation team including two fire dogs; as well as a host of other equipment to deal with emergency incidents66.

The LFB also promote fire prevention and community safety within each London borough, undertaking home fire safety visits, and youth work. LFB also undertake building inspections and audits, to ensure compliance with the Fire Safety (Regulatory Reform) Order and taking enforcement action where appropriate.
Improvements to Dagenham Fire Station were completed in 2016 as part of a £57 million Private Finance Initiative (PFI) project to build nine new stations in London. The overhaul of the station ensured that facilities met modern standards through the widening of existing appliance bays and redevelopment of ancillary accommodation for staff and the public. Improvements included: a new three-storey building with training facilities, a covered wash down, drill tower and yard. The new facilities are able to house a total of 94 employees covering the station 24 hours a day, 7 days a week.

There are currently no plans to refurbish or expand Barking Fire Station.

The London Fire Safety Plan outlines that the number of incidents attended by LFB has steadily fallen, while London’s population has grown, suggesting there is no correlation between population density and growth and the number of fires. The provision of fire services within Barking and Dagenham hinge upon future decisions made by the London Fire Brigade.

**7.10 Ambulance Service**

The London Ambulance Service (LAS) is responsible for emergency urgent care provision across Barking and Dagenham. LAS is a pan-London organisation which employs over 5,300 staff, of which 89% are patient-facing roles. Ambulances within the Borough are commissioned by the North East London CCG.

The LAS Quality Strategy: Vision 2020 and Annual Quality Account outlines goals and targets which focus in on the most needed areas of improvement. The two key aims are as follows: i) to accelerate delivery of the highest quality, best value care, and best staff experience across LAS by 2020; and ii) to embed continuous improvement into daily operations at LAS, and to ensure best support to services across LAS.

**Current Provision**

There is currently one ambulance station in Barking and Dagenham - Becontree Ambulance Station, which is located off Goresbrook Road. Patients are transported to either Queen’s Hospital in Havering, King George’s Hospital in Redbridge, or Newham General Hospital. As referred to above, there are no acute care hospitals in the Borough.

**Infrastructure Planning Considerations**

The LAS Strategy (2019-2023) seeks to develop the estate, recognising that modern provision needs to adopt ‘smart’ working principles which require fewer built facilities. The LAS states that this plan will be achieved through the creation of ‘operational deployment centres’ and co-location of vehicle preparation hubs. The Barking Havering and Redbridge University Hospitals NHS Trust Clinical Services Strategy (2016; cited in the NEL Strategic Estates Plan) sets out a number of objectives, including the need to enhance urgent care centres at acute hospital sites, to ensure that patients receive rapid access to specialist medical opinion.

In addition to the above, the BHR CCG has earmarked plans for an LAS 'Alternative Care Pathways' which aims to reduce the pressure of urgent care demands by routing some patients to Urgent Treatment Centres (UTCs) and delivering additional care in peoples’ homes. The 'Alternative Care Pathways' programme is set to commence in Q3 of 2019/2020.

Changes in the provision of ambulance services and associated infrastructure are predominantly driven by a calculation of the likelihood of incidents requiring ambulance intervention. As such, an increase in population as a result of growth within the Borough is not considered to directly result in an increased demand for ambulance facilities.

The specific requirements of the LAS are not within the public domain and are therefore not known at this time.

---

67 http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?keyVal=MAW3ANBL50000&activeTab=summary
70 http://www.eastlondonhospitals.nhs.uk/downloads/ourplans/estates/18_10NEL_ELHCP_Strategic_Estates_plan.pdf
Figure 21: Emergency service locations within Barking and Dagenham
7.11 Community Centres

Policy 3.16 (protection and enhancement of social infrastructure) of the current London Plan states that ‘London requires additional and enhanced infrastructure to meet the needs of its diverse and growing population’.

Furthermore, the emerging Local Plan (Policy SP8) places an emphasis on the need to sustain and build a network of community facilities, whilst ensuring that the cumulative impacts of future development have been accounted for.

Community centres in Barking and Dagenham can either be single or multi-purpose and can provide a range of different spaces for different community groups and individuals.

Current Provision

There is a total of 19 council community centres within Barking and Dagenham, as shown in figure 21. The Ripple Centre, the Hedgecock Community Centre and Galleon Community Centre are council-owned community centres leased out to community groups.

There are a further 7 children’s centres within the Borough which support babies, pre-school children and their families. Many have a privately-run nursery on-site or adjacent.

Children’s centres within Barking and Dagenham typically provide services including:

- Health (antenatal and post-natal care, weighing clinics)
- Stay and play for under-5s
- Youth and school holiday activities
- ‘Ageing well’ (healthy lifestyles campaign)
- Community food clubs
- Information, advice and guidance (IAG) groups

Developer contributions have proven a reliable source of funding for community centres in Barking and Dagenham. Over the 11-year period covering April 2008 – April 2019, £1,700,000 of s106 agreements have been partially triggered.

CIL is a funding mechanism that has been recently introduced to the Borough and it is envisioned that monies collected from CIL will be used to fund a range of projects including community centres.

The neighbourhood portion of the Community Infrastructure Levy (NCIL) is also used to improve community facilities (not exclusively community of children’s centres) and approximately £757,609 has been collected as at 30 September 2019.

The Barking Riverside development includes the provision of the new Rivergate Centre, providing shared civic facilities to new residents.

Infrastructure Planning Considerations

The Council is set to publish a Community Assets Strategy in 2020. This document will outline future provision plans for all assets, including community centres. It is estimated that future income provided through NCIL will oscillate between £150k and £800k yearly.

Barking and Dagenham’s Social Infrastructure Needs Assessment (2006) outlines future demand for community spaces, based on projected population growth associated with new housing development and the evolving baseline population. Future community requirements at that time were as follows:

<table>
<thead>
<tr>
<th>Borough-wide demand</th>
<th>By 2016 (sq m)</th>
<th>By 2027 (sq m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Spaces</td>
<td>2,599</td>
<td>4,466</td>
</tr>
<tr>
<td>Library Spaces</td>
<td>1,127</td>
<td>1,937</td>
</tr>
<tr>
<td>Combined Multi-Purpose Space</td>
<td>3,726</td>
<td>6,403</td>
</tr>
</tbody>
</table>

Table 12: Borough-wide demand for community spaces up to 2027

The 2018 document ‘No one left behind: We all belong’ states that an on-going action by the Borough is to develop an asset policy which will include community facilities. This policy will include reviewing s106 and is expected to be delivered in 2020.

The Faith Groups and Meeting Places: Evidence Base Study suggests a need for circa 38,400m2 additional purpose-built principal meeting room floor space by 2050, to meet the additional need generated by anticipated growth.

With regard to children’s centres, it is noted that given the expected growth in the Borough over the next 20 years, it is considered that during the Plan period (up to 2034) there may be a future identified need, however this is yet to be confirmed. A potential £300,000 investment would be required to upgrade and refurbish the existing sites.

---

Figure 22: Community centres in Barking and Dagenham
7.12 Libraries

There are 7 libraries within the Borough, as outlined in Table 13 below.

<table>
<thead>
<tr>
<th>Name:</th>
<th>Key Infrastructure:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barking Library at Barking Learning Centre</td>
<td>Main library, meeting rooms, Barking Learning Centre and public computer access</td>
</tr>
<tr>
<td>Dagenham Library</td>
<td>Main library, 2 large meetings rooms and 3 small meeting rooms, public computer access</td>
</tr>
<tr>
<td>Marks Gate Library</td>
<td>Main library and public computer access</td>
</tr>
<tr>
<td>Robert Jeyes Community Library</td>
<td>Main library, Wi-Fi and public computer access</td>
</tr>
<tr>
<td>Barking and Dagenham College, Rush Green Campus Library</td>
<td>Main library</td>
</tr>
<tr>
<td>Thames View Library</td>
<td>Main library, Wi-Fi and public computer access</td>
</tr>
<tr>
<td>Valence Library</td>
<td>Main library, Wi-Fi and public computer access</td>
</tr>
</tbody>
</table>

Table 13: Barking and Dagenham’s library services

In addition to Borough’s local library services, there are also school library services.

Barking and Dagenham’s Social Progress Index (2017)\(^{34}\) revealed that the level of registered library users (per 1,000 population) varied across the Borough’s Wards. Registered library users for each Ward are as follows;

<table>
<thead>
<tr>
<th>Ward</th>
<th>Registered Library Users (per 1,000 population)</th>
<th>Rank (/17)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbey</td>
<td>76.54</td>
<td>1</td>
</tr>
<tr>
<td>Alibon</td>
<td>23.69</td>
<td>8</td>
</tr>
<tr>
<td>Becontree</td>
<td>6.98</td>
<td>15</td>
</tr>
<tr>
<td>Chadwell Heath</td>
<td>22.18</td>
<td>10</td>
</tr>
<tr>
<td>Eastbrook</td>
<td>1.64</td>
<td>16</td>
</tr>
<tr>
<td>Eastbury</td>
<td>21.19</td>
<td>11</td>
</tr>
<tr>
<td>Gascoigne</td>
<td>62.24</td>
<td>2</td>
</tr>
<tr>
<td>Goresbrook</td>
<td>28.05</td>
<td>6</td>
</tr>
<tr>
<td>Heath</td>
<td>14.95</td>
<td>12</td>
</tr>
<tr>
<td>Longbridge</td>
<td>0.00</td>
<td>17</td>
</tr>
<tr>
<td>Mayesbrook</td>
<td>14.95</td>
<td>12</td>
</tr>
<tr>
<td>Parsloes</td>
<td>8.52</td>
<td>14</td>
</tr>
<tr>
<td>River</td>
<td>36.38</td>
<td>3</td>
</tr>
<tr>
<td>Thames</td>
<td>28.36</td>
<td>5</td>
</tr>
<tr>
<td>Valence</td>
<td>26.63</td>
<td>7</td>
</tr>
<tr>
<td>Village</td>
<td>33.40</td>
<td>4</td>
</tr>
<tr>
<td>Whalebone</td>
<td>22.80</td>
<td>9</td>
</tr>
</tbody>
</table>

Table 14: Registered library users in the Barking and Dagenham, by ward

As highlighted above, the wards of Longbridge and Eastbrook are significantly underperforming with regard to the levels of registered library users within their communities. By contrast, Abbey and Gascoigne have higher levels of registered library users.

Infrastructure Planning Consideration

As outlined in the Community Infrastructure Plan (CIP, 2012-2025)\(^{35}\), provision for new community spaces is required as part of the Barking Riverside development, to cater for the 10,800 additional homes planned. Provision for land for a new library has been made under a s106 obligation.

Barking and Dagenham’s CIP estimates that the cost of community infrastructure required to support growth in Barking and Dagenham to 2025 equates to £3,600,000 for libraries in the Borough (including revenue costs for Barking Riverside Library and ongoing maintenance fees of the existing estate).

\(^{34}\) https://www.lbbd.gov.uk/social-progress-index

Figure 23: Libraries in Barking and Dagenham
7.13 Children’s Play and Youth Facilities

Supplementary Planning Guidance relating to the London Plan (and dated 2012), entitled ‘Shaping Neighbourhoods: Play and Informal Recreation’ sets out a benchmark space standard for new development schemes of a minimum of 10sq.m per child (regardless of age) as a basis for assessing future requirements.

Policy DM18 (Protecting and Improving Parks and Open Spaces) of the emerging Local Plan highlights that ‘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 [...] all major and strategic development should contribute to the delivery of sufficient new publicly accessible open space on-site, 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’. Supporting text states that development should not rely on existing publicly accessible open space. On-site provision could take the form of new parks (including pocket parks), allotments or play space.

Current Provision

Figure 24 shows the existing quantity and distribution of play spaces within the borough (by type).

The Parks and Open Space Strategy (2017) highlights that there are deficiencies of accessible play provision across all age groups within the Borough, particularly in the wards of Becontree, Whalebone, Albion, Eastbury, Heath, Longbridge, Parsloes, Valence and Village. For young children aged 0-5, accessible play spaces are deficient across the whole Borough, with the exception of parts of Gascogne ward which benefit from high numbers of play spaces within housing estates.

Planned Infrastructure Considerations

The Parks and Open Space Strategy outlines the following recommendations for future play spaces within the Borough:

- Play spaces should take into account the findings of the GIS analysis within Chapter 7 of the Parks and Open Space Strategy
- Designs for play facilities should follow a landscape-led approach
- Play spaces should be located close to other leisure facilities and/or cafes
- A site-specific approach to boundary definition should be applied
- Play spaces should be inclusive, and there should be a greater emphasis on adventurous play spaces
- Teen-orientated assessment tools should be used
- Outdoor learning facilities should be developed and promoted
- A balanced approach should be used to risk management
- The Council should consider raising the profile of play spaces through programmed events

The additional requirement of play spaces over the Plan period is unknown at this time.

---

76https://www.london.gov.uk/sites/default/files/osd31_shaping_neighbourhoods_play_and_informal_recreation_spg_high_res_7_0.pdf
Figure 24: Play Spaces in Barking and Dagenham

Contains OS data
© Crown copyright and database right (2019)
7.12 Indoor Sports

This section considers publicly accessible sports courts, swimming pools and sports pitches. In assessing the need for such facilities, it is important to be aware that some people may choose to use privately operated facilities within the Borough.

Paragraph 92(a) of the NPPF78 urges planning authorities in policies to ‘plan positively for the provision of [...] sports venues and open spaces [...] to enhance the sustainability of communities and residential environments’.

The emerging Local Plan (Policy DM38) promotes sports facilities within new education facilities being shared with the local community.

Current Provision

Barking and Dagenham Council owns the leisure centres and the stadium situated within the Borough; however, these spaces are managed by Everyone Active79.

There are two leisure centres within the Borough - the Abbey Leisure Centre and Becontree Leisure Centre.

Altogether, Sport England highlights that there are 20 sports halls in Barking and Dagenham. Sports halls are available at the following locations: Barking Abbey School Leisure Centre; Barking and Dagenham College; Barking Sporthouse and Gym, Becontree Health Leisure Centre; Castle Green; Dagenham Park Leisure Centre; Eastbrook School; Eastbury Community School; Robert Clack School Leisure Centre; Sydney Russell Leisure Centre; Warren Sport Centre; and YMCA (Romford).

Barking and Dagenham’s leisure centres operate in a broader physical activity system which comprises: physical activity delivered by the Council (Sport and Physical Activities Public Health, Adult Social Care and Parks and Open Spaces); third sector/community-led physical activity provision; and the private sector offer comprising budget gyms to high end yoga / pilates venues.

In 2017, Sport England80 found that within the Borough there was a high proportion of imported visits to sports halls in comparison to other London boroughs (49.4% compared to neighbouring Boroughs such as Havering, which scored just 17.6% i.e. people entering the Borough for sports purposes). High levels of imported visits reflect the locations of sports halls and the overall catchments. By 2041, the imported visit figure is expected to fall to 46.8%.

Infrastructure Planning Considerations

Sport England predicts that there will be no change in the number of sports halls up to 2041. However, given the expected growth of population within the Borough, a comparative assessment (of badminton courts per 10,000 population) sits at 4.4 in 2017, which will reduce to just 3.1 people by 2040.

In accordance with the Community Infrastructure Plan81, new development in the Borough up to 2025 will equate to an additional need of 11.02 indoor courts and 405.6 sq m of pool. The total build requirement for leisure centres over the 2011-2025 period is expected to equate to £6,363,000, taking account of construction and land costs. The associated total costs for swimming pool provision over the 2011-2025 period is expected to equate to £6,800,000. These costs are expected to be part-met by Barking Riverside s106 planning obligation contributions.

The additional requirement of indoor sports facilities throughout the Plan period is currently unknown.

Figure 25: Indoor Sports in Barking and Dagenham

INDOOR SPORTS

Contains OS data
© Crown copyright and database right (2019)

A: Barking & Dagenham College
B: Barking Abbey School Sports Centre
C: Barking SPorts House and Gym
D: Becontree Heath Leisure Centre
E: Castle Green Leisure Centre
F: Eastbrook School
G: Eastbury Community School
H: Robert Clack Leisure Centre
I: Rainford Y M C A
J: The Sydney Russell Leisure Centre
K: Warren Sports Centre
7.13 Outdoor Sports

Policy SP5 (Enhancing our Natural Environment) of the emerging Local Plan states that ‘the Council will protect and enhance the quality of the natural environment and work to maximise the creation of new green infrastructure. The Council will achieve this through [...] improving the quality, character and value and accessibility of existing publicly accessible open space across the Borough’, in line with the Council’s latest Open Space Strategy82, Green Infrastructure and Biodiversity Strategy83 and Sport England’s Active Design Guidance84.

Current Provision

There are 85 football pitches, 66 grass and 3 artificial cricket wickets, 6 junior rugby pitches, 9 adult rugby pitches, 3 full-size hockey AGPs, 4 small-sized 2G hockey pitches and 19 tennis courts within the Borough. Of these, there are currently oversupplies of all football pitch types, cricket wickets, hockey pitches (an oversupply of 154 hours per week/4 2G artificial grass pitches [AGPs]), and tennis courts. There is an undersupply of rugby pitches in the borough, particularly junior rugby pitches85.

Barking and Dagenham’s Parks and Open Space Strategy found that the quality of football pitches is an issue for the Borough, and that many pitches could benefit from improved maintenance regimes and better drainage systems.

Infrastructure Planning Considerations

With reference to the Borough’s Playing Pitch Strategy86 - which assesses future sports facilities demand up to 2021; it is estimated that there is future oversupply of 7.5 adult football pitches, +3.5 youth and +0.7 mini football pitches, an under-supply of cricket pitches, -2.675 senior rugby pitches and a future oversupply of approximately 4 hockey AGPs. In addition, there is concern that tennis court supply may dwindle up to 2021 as a result of deteriorating court surfaces.

Future planning considerations covering the whole Plan period are currently unknown but will continue to be closely monitored.

83https://www.lbbd.gov.uk/biodiversity
8 GREEN INFRASTRUCTURE

This section of the IDP presents the infrastructure requirements associated with 'green infrastructure' covering:

- Open space (including parks and gardens, amenity, natural and semi-natural green spaces)
- Allotments
- Burial Spaces

Figure 26: Beam Valley Country Park (WikiMedia Commons, source: https://commons.wikimedia.org/wiki/File:Beam_Valley_Country_Park_1.JPG)
The revised NPPF (2019) outlines the relevance of green infrastructure (GI) to the development of a Local Plan:

- Paragraph 20 highlights that ‘Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for... conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure’.
- Paragraph 91 requires that planning policies and decisions should aim to achieve healthy, inclusive and safe places, referencing safe and accessible green infrastructure, sports facilities and high-quality public space.
- Paragraph 150 states that ‘New development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change...including through the planning of green infrastructure’.
- Paragraph 171 states that ‘Plans should...take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure’.
- Paragraph 181 links the requirement for the identification of green infrastructure provision and enhancement at the plan making stage to the improvement of air quality or mitigation of impacts relating to this issue. The NPPF also provides a mechanism by which local authorities can protect some open spaces under a ‘Local Green Space’ designation (paras. 99 and 100).

The London Plan and its emerging replacement contain numerous policies relating to the provision, safeguarding and management of green infrastructure. Chapter 7 (London’s Living Spaces and Places) of the adopted London Plan contains the most significant policies. In particular, Policy 7.18 states that ‘the Mayor supports the creation of new open space in London to ensure satisfactory levels of local provision to address areas of deficiency’.

Furthermore, open space provision should be monitored through ‘audits of all forms of open space and assessments of need’. The All London Green Grid (ALGG) is a set of supplementary planning guidance (SPG) published by the Mayor in 2012 that comprises London Plan policies on green infrastructure and urban greening. Barking and Dagenham Borough falls into one of the eleven ALGG Area Frameworks: Thames Chase, Beam and Inglesbourne (Area 3 ALGG).

The Mayor’s Biodiversity Strategy was published in 2002 as the first statutory biodiversity strategy at the regional level. The Green Infrastructure & Open Environments: Preparing Borough Tree and Woodland Strategies (February 2013) SPG is a joint publication with the Forestry Commission, which gives guidance on the London Plan policies regarding trees and woodland.

The Mayor of London has set out requirements for the provision of private amenity space in the Housing SPG (2016), which requires that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional occupant.

Barking and Dagenham’s Parks and Open Space Strategy (2017) provides an overview of parks and open space provision and future demand in the Borough. The Strategy notes increasing demand for greenspace as a result of predicted population growth within the Borough. The Strategy includes an analysis of the distribution of regeneration areas in relation to their proximity to parks. The Parks and Open Space Strategy (2017) is one of a number of initiatives that the Council is adopting to shape the future of the Borough. The Strategy also helps to demonstrate the multiple benefits of the Borough’s parks and open spaces through local case studies.

Ownership and the responsibility for open space management in Barking and Dagenham rests with a broad number of public and private bodies. This includes:

- London Borough of Barking and Dagenham;
- Other public sector-owned and managed;
- Publicly owned and private sector-managed;
- Private sector-owned and managed;
- Publicly owned and voluntary sector-managed; and
- Voluntary sector-owned and managed.

There are a number of areas of designated Metropolitan Open Land (MOL) which are protected in accordance with the current London Plan; Policy G3 of the draft new London Plan will apply. MOL follows the principles of national green belt policy. The three areas of MOL in Barking and Dagenham are: Barking Park, Mayesbrook Park and Parsloes Park. MOL is of strategic importance as an open space resource in London.

There are five Local Nature Reserves in the Borough, these are: Beam Parklands; Beam Valley Country Park; Chase Nature Reserve; Eastbrookend Country Park; Ripple Nature Reserve; Scratchans Farm Ecopark; and St Peter and St Paul’s Churchyard. There are no Sites of Special Scientific Interest (SSSI) in the Borough. The Borough has 13 Sites of Importance for Nature Conservation (SINCs). The majority of these designated sites fall within parks or natural green spaces.

The Parks and Open Space Strategy (2017) highlights that there are deficiencies of greenspace throughout the Borough; in particular, in wards such as Becontree and Whalebone where there are no parks. By contrast, in Eastbrook Ward there is a considerable level of green space.

The Council is also preparing a Green Infrastructure Study which will help to inform the emerging Local Plan. The Green Infrastructure Study is due to be published in late 2019.

---

48 https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan/london-plan-chapter-seven-londons-living-scap-20
49 https://www.london.gov.uk/sites/default/files/biodiversity_strategy.pdf
51 https://www.london.gov.uk/sites/default/files/housing_spg_final.pdf
8.1 Open Spaces - Parks and Gardens, Amenity, Natural and Semi-Natural Green Spaces

**Current Provision**

The Council’s Parks and Open Spaces Strategy (2017) highlights that over 13% of the Borough’s surface area is made up of parks and greenspace. However, the Strategy highlights that there are deficiencies of greenspace throughout the Borough; in particular, in wards such as Becontree and Whalebone where there are no parks. By contrast, in Eastbrook Ward there is a considerable level of green space.

The Borough currently has a portfolio of 28 parks and open spaces, providing 463 hectares (ha) of public open space with a concentration in a central belt from Barking town centre eastwards towards Central Park and Eastbrookend Country Park. Across the entire portfolio, more parks across the Borough score poorly in relation to their overall quality (42% scored ‘averagely’ in 2003, compared to just 36% in 2017). Parks tend to score worst in terms of management and health, and catering for people with disabilities. With reference to the GLA’s 2011 Public Open Space categorisations, Tables 15 and 16 below highlight the future requirements for open space up to 2026, as well as the typology and size of Barking and Dagenham’s 28 parks and public open spaces.

<table>
<thead>
<tr>
<th>Name</th>
<th>Typology</th>
<th>Size (ha):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbey Green – Abbey Ruins</td>
<td>Local</td>
<td>6.27</td>
</tr>
<tr>
<td>Barking Park</td>
<td>District</td>
<td>29.80</td>
</tr>
<tr>
<td>Beam Parklands</td>
<td>District</td>
<td>38.75</td>
</tr>
<tr>
<td>Beam Valley Country Park</td>
<td>District</td>
<td>26.99</td>
</tr>
<tr>
<td>Castle Green Park</td>
<td>Local</td>
<td>10.41</td>
</tr>
<tr>
<td>Central Park</td>
<td>District</td>
<td>50.17</td>
</tr>
<tr>
<td>Chase Nature Reserve</td>
<td>District</td>
<td>42.22</td>
</tr>
<tr>
<td>Eastbrookend Country Park</td>
<td>District</td>
<td>55.45</td>
</tr>
<tr>
<td>Essex Road Gardens</td>
<td>Small OS</td>
<td>0.74</td>
</tr>
<tr>
<td>Goresbrook Park</td>
<td>Local</td>
<td>14.71</td>
</tr>
<tr>
<td>Greatfields Park</td>
<td>Local</td>
<td>5.80</td>
</tr>
<tr>
<td>Heath Park Open Space</td>
<td>Small OS</td>
<td>1.23</td>
</tr>
<tr>
<td>Mavesbrook Park</td>
<td>District</td>
<td>48.95</td>
</tr>
<tr>
<td>Newlands Park</td>
<td>Small OS</td>
<td>0.79</td>
</tr>
<tr>
<td>Old Dagenham Park</td>
<td>Local</td>
<td>13.38</td>
</tr>
<tr>
<td>Padnall Open Space</td>
<td>Small OS</td>
<td>1.44</td>
</tr>
<tr>
<td>Parsloes Park</td>
<td>District</td>
<td>59.57</td>
</tr>
<tr>
<td>Pondfield Park</td>
<td>Local</td>
<td>5.68</td>
</tr>
<tr>
<td>Ripple Nature Reserve</td>
<td>Local</td>
<td>7.23</td>
</tr>
<tr>
<td>Scrattons Farm Ecopark</td>
<td>Local</td>
<td>3.77</td>
</tr>
<tr>
<td>St Chads Park</td>
<td>Local</td>
<td>14.44</td>
</tr>
<tr>
<td>St Peter and St Paul’s Churchyard</td>
<td>Small OS</td>
<td>0.87</td>
</tr>
<tr>
<td>Tantony Green</td>
<td>Small OS</td>
<td>1.64</td>
</tr>
<tr>
<td>The Leys</td>
<td>Local</td>
<td>7.54</td>
</tr>
<tr>
<td>Valence Park</td>
<td>Local</td>
<td>12.20</td>
</tr>
<tr>
<td>Quaker Burial Ground</td>
<td>Small OS</td>
<td>1.69</td>
</tr>
<tr>
<td>Kingston Hill Recreation Ground</td>
<td>Small OS</td>
<td>0.56</td>
</tr>
<tr>
<td>King George’s Fields</td>
<td>Small OS</td>
<td>0.9</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>463.19</strong></td>
</tr>
</tbody>
</table>

Table 15: Borough-wide demand for open spaces up to 2026

Table 16: Existing parks and open spaces in Barking and Dagenham

Transport corridors such as the A13 road corridor, mainline rail services and London Underground cause accessibility barriers between local neighbourhoods and open spaces. In addition, the Parks and Open Spaces Strategy (2017) acknowledges that UK parks are facing significant funding cuts, and that it is vital that the Council continues to recognise the important health and environmental benefits of preserving and enhancing its parks and open spaces.

---

Infrastructure Planning Considerations

Through the Council’s planned regeneration programme, over 75ha of public space will be added up to 2037 (i.e. beyond the full emerging Plan period) at Barking Riverside, Creekmouth, Castle Green and Chadwell Heath, offering a total provision of 544 hectares. At present, greenspace provision equates to 2.64ha per 1,000 head of population. Taking into account future population growth, by 2027 this figure will have reduced to just 2.38ha per 1,000 head of population - which sits below the emerging Local Plan’s open space provision requirement of 2.4ha per 1,000 head population in the Borough.

Open space provision across all types of green space, (parks, playgrounds, sports sites, natural and semi-natural greenspaces) is 888.76ha (approximately 25% of the area of the Borough). The Parks and Open Space Study (2017) states that, due to a growing population, the Borough can no longer provide enough open space in accordance with existing Local Plan (2010) standard requirements (2.8ha per 1,000 head of population). The Study compares currently adopted standard requirements against the National Playing Fields Association Six Acre Standard (2.4ha per 1,000 head of population).

Table 17 outlines future greenspace requirements for allocation sites, based on the assumption that 20% of a regeneration area will become greenspace.

<table>
<thead>
<tr>
<th>Allocation Site:</th>
<th>Areas of Parks and Gardens Required (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barking Riverside</td>
<td>51.5</td>
</tr>
<tr>
<td>Castle Green</td>
<td>13.5</td>
</tr>
<tr>
<td>Creekmouth</td>
<td>4.3</td>
</tr>
<tr>
<td>Chadwell Heath</td>
<td>6.5</td>
</tr>
<tr>
<td></td>
<td>75.8</td>
</tr>
</tbody>
</table>

As stated in the 2017 Parks and Open Space Study, the London Borough of Barking and Dagenham has a number of mechanisms that can be used to secure funding for the improvement of existing open spaces and the creation of new open space in areas of deficiency. The Heritage Lottery Fund (HLF) and Parklife are the most important contributors to funding for parks’ investment projects.

The Council uses CIL to help fund open space projects as a form of infrastructure. It is noted that all three of the projects that were allocated CIL in 2018 were for parks. Similarly, the Council also uses s106 planning obligations to offset negative impacts of development and ensure sufficient access to high quality public open space for occupants of future schemes.

Table 18 outlines the funding mechanisms for proposed parks and open spaces within the Borough.

<table>
<thead>
<tr>
<th>External Sources:</th>
<th>Total Paid by External Sources (£):</th>
<th>Internal Sources:</th>
<th>Overall Total (£):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage Lottery Fund</td>
<td>3,143,700</td>
<td>540,127</td>
<td>3,683,827</td>
</tr>
<tr>
<td>Sport England</td>
<td>1,000,000</td>
<td>165,000</td>
<td>1,165,000</td>
</tr>
<tr>
<td>Sport governing bodies</td>
<td>500,000</td>
<td>82,500</td>
<td>582,500</td>
</tr>
<tr>
<td>London Marathon Trust</td>
<td>200,000</td>
<td>50,000</td>
<td>250,000</td>
</tr>
<tr>
<td>Landfill Communities Scheme</td>
<td>200,000</td>
<td>50,000</td>
<td>250,000</td>
</tr>
<tr>
<td>Parklife partners</td>
<td>3,000,000</td>
<td>400,000</td>
<td>3,400,000</td>
</tr>
<tr>
<td>S106/CIL</td>
<td>-</td>
<td>1,000,000</td>
<td>1,000,000</td>
</tr>
</tbody>
</table>

Table 18: Funding mechanisms for planned open space provision in the Borough

Emerging Local Plan policy states that the Council will ‘maximise the opportunities to create/increase publicly accessible open space [...] particularly in the locations which are expected to experience the highest level of open space deficiency within the Borough’. In addition, Policy DM18 (Protecting and Improving Parks and Open Spaces) states that strategic development should contribute to the delivery of new on-site provision, in accordance with the Council’s latest Planning Obligations SPD. Only in exceptional circumstances will the Council allow off-site open space. Off-site provision will be compensated for by financial contributions by the developer.

Figure 27: Public parks or gardens in Barking and Dagenham
Figure 28: Green Space in Barking and Dagenham
8.2 Allotments

The IDP grouping of allotments includes allotments, community gardens and city farms. Growing food in parks has become more commonplace within the Borough over the past decade. Policy 7.22 (Land for Food) of the current London Plan (2016) supports the continued use of allotments, by stating that ‘[...] Boroughs should protect existing allotments. They should identify other potential spaces that could be used for commercial food production or for community gardening, including for allotments and orchard’. Policy G8 of the draft new London Plan (2018) also states that borough should ‘protect existing allotments and encourage provision of space for community gardening, including for food growing, within new developments or as a meanwhile use on vacant or under-utilised sites’.

The Emerging Local Plan (2019) Policy DM23 reaffirms the stance taken by the current London Plan (2016), by outlining that ‘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. [...] 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’.

Barking and Dagenham’s Parks and Open Space Strategy (2017) states that the Borough has supported the principle of food growing as part of the Capital Growth campaign, through policy and through developing practical projects for several years.

Current Provision

As is the case with most other London boroughs, the demand for allotments has grown within Barking and Dagenham. There are currently 20 active food growing projects that have been initiated in schools, care homes, housing estates and communal areas within the Borough. Of these, nearly all of the allotment sites operate a waiting list which the Council has made efforts to reduce. The Council has also created some new sites, whilst re-locating others (all of which are now independently managed).

There are 13 allotments within the Borough. These are shown in Table 19:

<table>
<thead>
<tr>
<th>No.</th>
<th>Site Name:</th>
<th>Area:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Field Gardens Allotments</td>
<td>Chadwell Heath</td>
</tr>
<tr>
<td>2</td>
<td>Temple Avenue Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>3</td>
<td>Chittys Lane Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>4</td>
<td>Bushway Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>5</td>
<td>Longbridge Road Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>6</td>
<td>Firlands Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>7</td>
<td>Exeter Road Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>8</td>
<td>Reede Road Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>9</td>
<td>Manning Road Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>10</td>
<td>Hedgeman Road Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>11</td>
<td>Gale Street Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>12</td>
<td>Gale Street Organic Allotments</td>
<td>Dagenham</td>
</tr>
<tr>
<td>13</td>
<td>Barking Park Allotments</td>
<td>Barking</td>
</tr>
</tbody>
</table>

Table 19: Existing allotment sites within Barking and Dagenham

Most of the allotments listed above have some form of restricted access, to enable volunteers to benefit from the harvest. In addition, the Borough has a further 16 food growing spaces, including: 1 far; 1 activity centre; 1 prescription garden; 1 community allotment; 1 children’s centre; 1 community garden; 9 school gardens/gardening clubs; and 1 victory garden.

The spatial distribution of allotment provision is uneven, with a lack of food growing and allotment space in the south of the Borough, with deficiencies primarily concentrated in Creekmouth and Barking Reach.

The key resource opportunities for food growing initiatives within the Borough are:

- Voluntary-led
- Council-led schemes
- Community and social enterprise
- London-wide initiatives

Infrastructure Planning Considerations

The Council has no standard requirement for the provision of allotment space per 1,000 head of the population. Therefore, given the predicted population growth for the Borough over the emerging Plan period, it is likely that there will be an increase in demand for food growing spaces. However, the exact number of additional allotment plots required is currently unknown.

The Parks and Open Spaces Strategy (2017) recommends that there are further opportunities to expand the Central Park and Growing Communities Dagenham Farm, in addition to plans for new orchards (associated with St Chads and Barking Park) and the incorporation of herb beds at Eastbrook End Country Park. A key priority for the Council is to develop a new growing area at Old Dagenham Park and Barking Park Pavilion.

---

66 https://www.london.gov.uk/sites/default/files/draft_london_plan_-_showing_minor_suggested_changes_july_2018.pdf
Figure 29: Allotments in Barking and Dagenham
8.3 Burial Grounds

Policy SP8 (Delivering Social Infrastructure, in the Right Locations) of the emerging Local Plan (2019) addresses the provision of burial grounds, by highlighting that ‘the Council will sustain and build a network of community facilities and ensure appropriate social infrastructure will be planned and delivered alongside growth in a timely manner, taking account of the cumulative impact of future development […] the Council will support development which seeks to maintain or enhance, and provide social infrastructure to support housing and employment growth, meeting the evolving needs of the community where a) it can be demonstrated to contribute to the capacity, quality, usability and accessibility of existing social infrastructure, particularly where development will increase demand’.

In addition, Policy S7 (Burial Space) of the draft new London Plan (2018) states that ‘cemeteries should be protected, and the re-use of burial space supported’.

Current Provision

There is currently a shortage of burial spaces within the Borough. In 2018, only one of the three existing cemeteries had space for new burials.

There are currently three burial grounds in Barking and Dagenham. These are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
<th>Area (ha)</th>
<th>Owner</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rippleside</td>
<td>1886</td>
<td>12.7</td>
<td>LBBD</td>
<td>Re-open only</td>
</tr>
<tr>
<td>Eastbrookend</td>
<td>1914</td>
<td>4.5</td>
<td>LBBD</td>
<td>N/A</td>
</tr>
<tr>
<td>Chadwell Heath</td>
<td>1934</td>
<td>8.0</td>
<td>LBBD</td>
<td>Closed</td>
</tr>
</tbody>
</table>

Table 20: Burial space capacity within the Borough

All burial grounds within the Borough are council owned. Rippleside, the largest and oldest cemetery within the Borough, is the only cemetery with a Muslim faith section.

Infrastructure Planning Considerations

In 2016, the Borough invested £400,000 into the Chadwell Heath Cemetery expansion. The development proposal stated that 500 additional burial spaces would be provided, with 10% of these spaces being allocated for Muslim burials. In addition, a new landscaped columbarium would provide space for people to store cremated remains. The new development will also include a designated pet cemetery.

To address Barking and Dagenham’s needs, it is possible that the surplus of burial spaces in the neighbouring borough of Redbridge may be able to part-meet Barking and Redbridge’s underlying need. In 2011, Redbridge had an additional capacity of 13,800 burial spaces available, of which 13,000 spaces are available at Forest Park. It has been noted that Forest Park Cemetery could use existing virgin-land to extend the site further.

There are currently no plans to expand the Rippleside or Eastbrookend sites, nor are there any proposals to develop a new burial ground within the Borough. Future burial space provision requirements are therefore not known at this time.

---

100 https://www.london.gov.uk/sites/default/files/draft_london_plan_-_showing_minor_suggested_changes_july_2018.pdf
102 An Audit of London Burial Provision, (2011), Julie Rugg and Nicolas Please
Figure 30: Cemeteries in Barking and Dagenham
### 9 SUMMARY

The table below summarises the infrastructure requirements outlined in the main report of the IDP.

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Details</th>
<th>Estimated cost/funding source (if known):</th>
<th>To be delivered by (if known):</th>
<th>Delivery timeframe (if known):</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHYSICAL INFRASTRUCTURE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flood Defences</td>
<td>TE2100 vision – opportunities for local realignment and landscaping along the Thames frontage</td>
<td>Unknown</td>
<td>2100</td>
<td>Unknown</td>
</tr>
<tr>
<td>Water Supply</td>
<td>Water supply and wastewater services to Barking Riverside phases 2-4</td>
<td>Unknown – wastewater infrastructure funded through Infrastructure Charges paid by developers to Thames Water</td>
<td>SSE Water</td>
<td>Unknown</td>
</tr>
<tr>
<td>Transport</td>
<td>Improvements to:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Principal Road Network</td>
<td>- St.Paul’s Road – Ripple Road to Gascoigne Road;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- St Paul’s Road Roundabout;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Ripple Road – Upney Lane to Lodge Avenue;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Ripple Road - Movers Lane to Westbury Road;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Heathway – Oxlow Lane to Wood Lane;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Rainham Road South – Bull Roundabout to Shafter Road;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Abbey Road – London Road to Highbridge Road;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Wood Lane Roundabout (Civic Centre);</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Wood Lane – Valence Wood road to Rowlands Road;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- High Road – Mill Lane to Whalebone Lane North</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Structures</td>
<td>Improvements to:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Ripple Road Flyover and Footbridge;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Queen’s Road Bridge/Subway;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- London Road Bridge;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Beam Bridge;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Gores Bridge;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Various highways culverts.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TFL-TBC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>LBBD</td>
<td></td>
<td></td>
<td>By 2021</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Details</td>
<td>Estimated cost/funding source (if known):</td>
<td>To be delivered by (if known):</td>
<td>Delivery timeframe (if known):</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>---------------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Transport</td>
<td>Barking Station Improvements - The Heathway ‘Healthy Streets’ Corridor Improvements - Valance Avenue ‘Healthy Streets’ Corridor Improvements - Eastbury Manor House Access Improvements - Station Access Improvements Programme - Upney and Dagenham East - Marks Gate- Chadwell Health Cycling Link - Road Safety and Access Improvements - Borough-wide Healthy/Active Travel Programme</td>
<td>TFL £900,000 £650,000 £550,000 £300,000 £600,000 £100,000 £650,000 £501,000 (Includes £40,000 Public Health Grant)</td>
<td>TFL and LBBD</td>
<td>By 2021</td>
</tr>
<tr>
<td>Future Scheme Development Minor Works</td>
<td>Local Transport Fund £180,000 £160,000</td>
<td>TFL and LBBD</td>
<td>By 2021</td>
<td></td>
</tr>
<tr>
<td>Transport</td>
<td>Barking-Stratford Rail Link</td>
<td>TFL, Network Rail, Developers.</td>
<td>TBC</td>
<td>By 2026</td>
</tr>
<tr>
<td>Transport Long term interventions- Rail Network</td>
<td>New Overground station at Castle Green</td>
<td>TFL, Central Government, BRL, Other developers</td>
<td>TBC</td>
<td>By 2026</td>
</tr>
<tr>
<td>New C2C Station at Dagenham East</td>
<td>C2C, TFL, Network Rail, LBBD, Developers.</td>
<td>TBC</td>
<td>By 2026</td>
<td></td>
</tr>
<tr>
<td>Other station improvements</td>
<td>C2C, TFL, Network Rail, LBBD, Developers</td>
<td>TBC</td>
<td>By 2031</td>
<td></td>
</tr>
<tr>
<td>Overground Extension - Barking Riverside to Abbey Wood</td>
<td>TFL, Network Rail, LBBD, R8G, LBB, Developers.</td>
<td>TBC</td>
<td>By 2031</td>
<td></td>
</tr>
<tr>
<td>DLR Extension – Galleons Reach – Barking Station</td>
<td>Central Government, C2C, TFL, LBBD, Developers.</td>
<td>TBC</td>
<td>By 2036</td>
<td></td>
</tr>
<tr>
<td>HS1 Station at Barking/ Dagenham Dock</td>
<td>Central Government, TFL, Network Rail, LBBD, Developers.</td>
<td>TBC</td>
<td>By 2041</td>
<td></td>
</tr>
<tr>
<td>Transport</td>
<td>Upper Roding Crossing</td>
<td>TFL, LBBD, Central Government, Developers- £5m - £6m.</td>
<td>TBC</td>
<td>By 2021</td>
</tr>
<tr>
<td>Transport Long term interventions- Bus and Transit Network</td>
<td>Lower Roding Crossing</td>
<td>TFL, LBBD, Central Government, BRL, Other developers.</td>
<td>TBC</td>
<td>By 2026</td>
</tr>
<tr>
<td>‘City in the East’ Transit</td>
<td>TFL, LBBD, Developers</td>
<td>TBC</td>
<td>By 2031</td>
<td></td>
</tr>
<tr>
<td>New/Improved Bus Connections</td>
<td>TFL, LBBD, Developers</td>
<td>TBC</td>
<td>By 2031</td>
<td></td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Details</td>
<td>Estimated cost/funding source (if known):</td>
<td>To be delivered by (if known):</td>
<td>Delivery timeframe (if known):</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>------------------------------------------</td>
<td>-----------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td><strong>Transport</strong>&lt;br&gt;Long term interventions - River Navigation</td>
<td>River Passenger Services to/from Barking Riverside</td>
<td>GLA, TfL, PLA, Service Operators, Pier Owners, BRL, Other developers</td>
<td>TBC</td>
<td>By 2021</td>
</tr>
<tr>
<td><strong>Transport</strong>&lt;br&gt;Long term interventions - Highway Network</td>
<td>A13 Junction Improvements</td>
<td>TfL, LBBD, BRL, Other developers</td>
<td>TBC</td>
<td>By 2026</td>
</tr>
<tr>
<td><strong>Transport</strong>&lt;br&gt;Long term interventions - Cycling and Walking Network</td>
<td>A13 Riverside Tunnel</td>
<td>TfL, LBBD, Developers</td>
<td>TBC</td>
<td>By 2031</td>
</tr>
<tr>
<td><strong>Transport</strong>&lt;br&gt;Long term interventions - River Navigation</td>
<td>Barking - Chadwell Heath Strategic Cycle Link</td>
<td>TfL, LBBD, Developers</td>
<td>TBC</td>
<td>By 2026</td>
</tr>
<tr>
<td><strong>Transport</strong>&lt;br&gt;Long term interventions - Cycling and Walking Network</td>
<td>Cycle Superhighway 3 Extension</td>
<td>TfL, Developers</td>
<td>TBC</td>
<td>By 2026</td>
</tr>
<tr>
<td><strong>Electricity</strong></td>
<td>Additional electricity capacity for new developments</td>
<td>N/A</td>
<td>UK Power Networks</td>
<td>Over the Plan period</td>
</tr>
<tr>
<td><strong>Electricity</strong></td>
<td>Delivering NGET’s Business Plan (2021-2026), including the provision of a transparent and sustainable energy system</td>
<td>NGET</td>
<td>NGET</td>
<td>By 2026</td>
</tr>
<tr>
<td><strong>Electricity</strong></td>
<td>London Power Tunnels 2 Project</td>
<td>NGET: Part of a £750 million investment programme</td>
<td>NGET</td>
<td>Expected 2025</td>
</tr>
<tr>
<td><strong>Gas</strong></td>
<td>London-wide gasholder de-commissioning programmes</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>Telecommunications and Internet</strong></td>
<td>Data facility on the former Sanofi site (including a dedicated electricity sub-station for the site)</td>
<td>Unknown</td>
<td>NTT Communication Corporations</td>
<td>Planning permission granted in 2018</td>
</tr>
<tr>
<td><strong>Telecommunications and Internet</strong></td>
<td>Implementation of new broadband fibre spine cables to link Openreach locations to development sites</td>
<td>Unknown</td>
<td>BT Openreach</td>
<td>Covering the Plan period (up to 2034)</td>
</tr>
<tr>
<td><strong>District Energy Heating</strong></td>
<td>Greater London Authority (GLA) designated ‘Strategically Significant District Energy Network’ (involving one local energy network in Barking town centre)</td>
<td>£5m capital grant from BEIS Heat Network Investment Project (HNIP)</td>
<td>GLA</td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>District Energy Heating</strong></td>
<td>Roll-out of Strategically Significant Heat Networks (SSHN) across the Borough</td>
<td>Further capital expenditure of approx. £75 million over the Plan period</td>
<td>B&amp;D Energy Ltd.</td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>Waste</strong></td>
<td>Infrastructure requirements to be outlined in the emerging Joint Waste Development Plan (JWDP)</td>
<td>Unknown</td>
<td>unknown</td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>Waste</strong></td>
<td>East London Waste Authority (ELWA) is developing an East London Joint Resources and Wastes Strategy (ELJRWS) which sets out setting out approaches to waste reduction, reuse, recycling and treatment/disposal for household and commercial wastes</td>
<td>Unknown – potentially tied into Private Finance Initiative (PFI)</td>
<td>ELWA partners - unknown</td>
<td>Covering the period 2027-2057</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Details</td>
<td>Estimated cost/funding source (if known)</td>
<td>To be delivered by (if known)</td>
<td>Delivery timeframe (if known)</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>-----------------------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Early Years</td>
<td>It is estimated that 70no’s 50-place settings would be needed to facilitate demand</td>
<td>Each new setting will cost in the region of £1.2m to build and equip based on a recent new build nursery.</td>
<td>Private, public and voluntary sector</td>
<td>Covering the Plan period (up to 2034)</td>
</tr>
<tr>
<td>Primary Education</td>
<td>Additional 3 Form-Entry each at Lymington Fields and Mallard Primary</td>
<td>Unknown</td>
<td>Unknown</td>
<td>By September 2020</td>
</tr>
<tr>
<td></td>
<td>Additional 3 Form-Entry each at Beam Park Primary (New Free School) and Greatfields Primary</td>
<td>Unknown</td>
<td>Unknown</td>
<td>By September 2021</td>
</tr>
<tr>
<td></td>
<td>Third Barking Riverside Primary</td>
<td>Developer</td>
<td>Unknown</td>
<td>By September 2023</td>
</tr>
<tr>
<td></td>
<td>Additional 3 Form-Entry at Barking Central</td>
<td>Unknown</td>
<td>Unknown</td>
<td>By September 2024</td>
</tr>
<tr>
<td></td>
<td>Requirements for 2025 onwards require further clarification on housing figures for the Borough</td>
<td>N/A</td>
<td>N/A</td>
<td>2025 onwards</td>
</tr>
<tr>
<td>Secondary Education</td>
<td>Additional 3 Form-Entry at Greatfields Free School</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Complete</td>
</tr>
<tr>
<td></td>
<td>Additional 6 Form-Entry at Lymington Fields</td>
<td>Unknown</td>
<td>Unknown</td>
<td>By September 2020</td>
</tr>
<tr>
<td></td>
<td>Additional 6 Form-Entry at New Free School East Dagenham</td>
<td>Total cost of school is £45 million</td>
<td>Unknown</td>
<td>By September 2021</td>
</tr>
<tr>
<td></td>
<td>Additional capacity for 180 Yr.7 pupils at Beam Park</td>
<td>Unknown</td>
<td>Unknown</td>
<td>By September 2022</td>
</tr>
<tr>
<td></td>
<td>New Free School at Thames View (120 additional Yr.7 places, 4 Form-Entry)</td>
<td>Total cost of school is £45 million</td>
<td>Unknown</td>
<td>By September 2023</td>
</tr>
<tr>
<td></td>
<td>Requirements for 2025 onwards require further clarification on housing figures for the Borough and detailed analysis of demand</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>New Secondary School, Barking Riverside, Creekmouth (additional 1500 places)</td>
<td>Total cost of school is £45 million, funding gap £40 million</td>
<td>Unknown</td>
<td>By September 2027</td>
</tr>
<tr>
<td>Secondary Education (cont.)</td>
<td>Details</td>
<td>Estimated cost/funding source (if known):</td>
<td>To be delivered by (if known):</td>
<td>Delivery timeframe (if known):</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------</td>
<td>------------------------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>New Secondary School, Castle Green, Rippleside (additional 1000 places, 5/6 Form-Entry)</td>
<td>Total cost of school is £37 million, funding gap £37 million</td>
<td>Unknown</td>
<td>Unspecified date (2026-2031)</td>
<td></td>
</tr>
<tr>
<td>New Secondary School, Thames Road (additional 1200 places, 8 Form-Entry)</td>
<td>Total cost of school is £40 million, funding gap £40 million</td>
<td>Unknown</td>
<td>Unspecified date (2026-2031)</td>
<td></td>
</tr>
<tr>
<td>New Secondary School, Chadwell Heath (additional 1200 places, 8 Form-Entry)</td>
<td>Total cost of school is £40 million, funding gap is £40 million</td>
<td>Unknown</td>
<td>Unspecified date (2026-2031)</td>
<td></td>
</tr>
</tbody>
</table>

| Special Education Needs and Disabilities (SEND) | Barking Riverside – 30 new SEND places per year for next 5 years (Yr.5), 15 places Social, Emotional and Mental Health (SEMH) provision (phase 2), 15 places SEMH provision (phase 3) in September 2020 | Unknown | Unknown | September 2019-September 2024 |
| New Free School (SEN Specialist Places) – planned growth over 5 years following 2019 review | Unknown | Unknown | By September 2021 |

| Further Education (Post-16) | LBBD is currently developing a Sixth Form Review/Strategy – where learning requirements will be assessed over the Plan period | Unknown- details to be published when Review is made available | Unknown- details to be published when Review is made available | Unknown- details to be published when Review is made available |

<p>| | | | | |
| | | | | |</p>
<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Details</th>
<th>Estimated cost/funding source (if known)</th>
<th>To be delivered by (if known)</th>
<th>Delivery timeframe (if known)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult Learning</td>
<td>Future requirements unknown – opportunities to maximise co-location of services/sharing of educational facilities</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Throughout Plan period (up to 2034)</td>
</tr>
<tr>
<td></td>
<td>Business as usual to improve utilisation of existing facilities</td>
<td>Unknown</td>
<td>Oversight by Barking, Havering and Redbridge Clinical Commissioning Group (BHR CCG)</td>
<td>2018/2019 – 2022/2023</td>
</tr>
<tr>
<td></td>
<td>New primary care hub in Barking town centre (c.56,000 patients)</td>
<td>£15.5 million construction, £7.5 million fit-out, funded through developer contributions</td>
<td>Developer, LBBD</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Completion of first phase of primary care hub for Barking Riverside (c. 1,000sqm tbc)</td>
<td>£7 million, construction £5.6 million fit-out, funded through developer contributions</td>
<td>BLR, LBBD</td>
<td></td>
</tr>
<tr>
<td>Healthcare</td>
<td>Completion of new primary care hub within the north locality (c.42,000 patients)</td>
<td>£16.7 million, NHS</td>
<td>TBC., NHS CCG</td>
<td>2023/2024-2027/2028</td>
</tr>
<tr>
<td></td>
<td>Completion of new primary care hub in the east locality (c.33,000 patients)</td>
<td>£11.7 million, NHS</td>
<td>TBC., NHS CCG</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Monitoring of population growth and GP access for Beam Park residents, to ensure that facilities are well-utilised</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Planning and fit-out of upper floor at Barking Riverside hub (c.1,000sqm tbc) and Barking town centre hub (further 2,500sqm)</td>
<td>£7 million, construction £5.6 million fit-out, funded through developer contributions</td>
<td>BLR, LBBD</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Completion new primary care hub of approx. 3,400sqm (dependent on the Castle Green development – c.37,500 patients)</td>
<td>£15.3 million, developer contribution</td>
<td>Developer, LBBD</td>
<td>2028/2029-2032/2033</td>
</tr>
<tr>
<td></td>
<td>Planning and fit-out of upper floor of Barking and Riverside hub (further c.800sqm)</td>
<td></td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Police</td>
<td>No specific local requirements – the Met Police’s Estate Strategy sets out a target to save £443 million</td>
<td>N/A</td>
<td>Met Police</td>
<td>2020-2021</td>
</tr>
<tr>
<td>Fire and Rescue Service</td>
<td>Local requirements are not known at this time. – all decisions are made by the London Fire Brigade</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ambulance Service</td>
<td>London Ambulance Service (LAS) Strategy (2019-2023) sets out plans to adopt 'smart' working policies through the creation of operational deployment centres and the co-location of vehicle preparation hubs.</td>
<td>Unknown</td>
<td>Unknown</td>
<td>2019-2023</td>
</tr>
<tr>
<td>Community Centres</td>
<td>LBBD to provide details on future infrastructure requirements in a Community Assets Strategy in 2020</td>
<td>It is estimated that future income provided through NCIL will oscillate between £150k and £800k yearly (please note, not all NCIL monies will be allocated to community centre improvements)</td>
<td>S106/CIL</td>
<td>Covering the Plan period</td>
</tr>
<tr>
<td>Infrastructure Type</td>
<td>Details</td>
<td>Estimated cost/funding source (if known):</td>
<td>To be delivered by (if known):</td>
<td>Delivery timeframe (if known):</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td><strong>Libraries</strong></td>
<td>Provision for land for a new library at the Barking Riverside development</td>
<td>Unknown</td>
<td>S106</td>
<td>Construction period unknown</td>
</tr>
<tr>
<td></td>
<td>Barking and Dagenham's Community Infrastructure Plan (2012-2025) estimates that the cost of community infrastructure required to support library provision in the Borough</td>
<td>£3.6 million</td>
<td>Likely to be funded through S106/CIL</td>
<td>2012-2025</td>
</tr>
<tr>
<td><strong>Children's Play and Youth Facilities</strong></td>
<td>Future infrastructure requirements for play spaces are unknown at this time</td>
<td>Unknown</td>
<td>Likely to be funded through S106/CIL</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Indoor Sports</strong></td>
<td>Build requirement for leisure centres over the 2011-2025 period was estimated within the Community Infrastructure Plan</td>
<td>Estimated cost of £6,363,000</td>
<td>Likely to be funded through S106/CIL</td>
<td>2011-2025</td>
</tr>
<tr>
<td></td>
<td>Additional requirement of 405.56sq m of swimming pool area over the 2011-2025 period, as estimated within the Community Infrastructure Plan</td>
<td>Estimated cost of £6,800,00</td>
<td>Likely to be funded through S106/CIL</td>
<td>2011-2025</td>
</tr>
<tr>
<td><strong>Outdoor Sports</strong></td>
<td>Unknown at this time</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>GREEN INFRASTRUCTURE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Open Spaces - Parks and Gardens, Amenity, Natural and Semi-Natural Green Spaces</strong></td>
<td>Through the Council's planned regeneration programme, over 75ha of public space will be added up to 2037 (i.e. beyond the full emerging Plan period) at Barking Riverside, Creekmouth, Castle Green and Chadwell Heath, offering a total provision of 544 hectares</td>
<td>Unknown</td>
<td>Funding mechanisms for planned infrastructure include: Heritage Lottery Fund (HLF) £3,143,700, Sport England £1,000,000, sport governing bodies £500,000, London Marathon Trust £200,000, Landfill Communities Scheme £200,000, Parklife partners £3,000,000, internal LBBD sources (including £3,175,000 CIL allocated to Parsloes Park, Children's Play Spaces across Borough and to implement elements of Parks and Open Spaces Strategy. £12,000 S106 secured for Newlands Park. £50,000 unsecured S106 for play spaces, and up to £1.2 million for Wellgate Community farm)</td>
<td>Up to 2037</td>
</tr>
<tr>
<td>Details</td>
<td>Estimated cost/funding source (if known):</td>
<td>To be delivered by (if known):</td>
<td>Delivery timeframe (if known):</td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>-------------------------------</td>
<td></td>
</tr>
<tr>
<td>Planned upgrades to Greatfields Park, Old Dagenham Park, St Chads Park, Valence Park, Abbey Green Park, Eastbrookend Country Park, Central Park, Barking Park and Mayesbrook Park. Upgrades include building works and landscaping works.</td>
<td>Total estimated cost £17,608,241&lt;br&gt;Park work cost estimates:&lt;br&gt;Greatfields Park - £866,425&lt;br&gt;Old Dagenham Park - £1,674,756&lt;br&gt;St Chads Park - £1,276,882&lt;br&gt;Valence Park - £1,858,822&lt;br&gt;Abbey Green Park - £1,311,765&lt;br&gt;Eastbrookend Country Park - £2,489,164&lt;br&gt;Central Park - £2,702,455&lt;br&gt;Barking Park - £1,294,205&lt;br&gt;Mayesbrook Park - £4,133,768&lt;br&gt;Additional project costs bring total cost to £27,060,000</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>Allotments</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>Burial Grounds</td>
<td>Unknown at this time</td>
<td>Unknown</td>
<td>Unknown</td>
<td></td>
</tr>
</tbody>
</table>