

## Site Specific Allocations DPD

### SCHEDULE 1: Essential Changes

The changes below are expressed in the form of ~~strikethrough~~ for deletions and underlining for additions of text. Where there has been an amendment to the Advertised Proposed Changes through the Further Proposed Change or to the Further Proposed Changes resulting from discussions during the hearings this is shown as ~~double-strikethrough~~ for deletions and double underlining for additions of text.

The paragraph/page numbering below refers to the submission DPD, and does not take account of the deletion or addition of text.

The First column provides a reference and the second column indicates the origin of the change. APC is Advertised Proposed Change, FPC is Further Proposed Changes and HPC relates to changes made following discussions during the hearing.

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
Ess.1	HPC & FPC	Chapter 1 Paragraph 1.3	<p><b>Hearing Proposed Change 1</b> <b>Further Proposed Change 1</b></p> <p>Amend paragraph 1.3 as follows:</p> <p>1.3     The Site Specific Allocations Development Plan Document is a key part of the Council’s Local Development Framework. It includes those sites which are necessary to deliver the Core Strategy; <u>and enable the implementation</u></p>

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			<p><u>of the Borough Wide Development Policies. These are:</u></p> <p><u>Chapter 2 – Managing Growth</u></p> <ul style="list-style-type: none"> <li>• <u>Key Regeneration Areas and Significant Housing Sites. These are the sites necessary to deliver the additional homes target set out in Core Strategy policy CM2. It also includes estate regeneration schemes.</u></li> <li>• <u>Minor Housing Sites. These are small sites which the Council considers have potential to provide new housing. These sites will help maximise the supply of new housing and in particular affordable housing.</u></li> <li>• <u>Transport Infrastructure Sites. These are the transport infrastructure sites necessary to deliver policy CM4 of the Core Strategy.</u></li> <li>• <u>Town Centre Hierarchy. This details the extent of the frontages which comprise the centres within the town centre hierarchy as listed in policy CM5 of the Core Strategy and which will be used in applying the Borough Wide Development Policies DPD.</u></li> </ul> <p><u>Chapter 3- Sustainable Resources and the Environment</u></p> <ul style="list-style-type: none"> <li>• <u>Allotments. This lists the allotment sites which are protected by the Borough Wide Development Policies DPD. It also includes a proposal to bring back into use an existing allotment.</u></li> <li>• <u>Open Space. This lists the public open spaces which are protected under policy CM3 of the Core Strategy.</u></li> <li>• <u>Sites of Importance for Nature Conservation. This lists the Sites of Importance for Nature Conservation which are protected under policy CR2 of the Core Strategy.</u></li> </ul>

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			<p><u>Chapter 4 – Creating a Sense of Community</u></p> <ul style="list-style-type: none"> <li>• <u>This chapter comprises sites for new community facilities, particularly schools and health facilities, necessary to meet existing needs and new need arising from the housing growth identified in policy CM2 of the Core Strategy. Chapter 4 focuses on standalone facilities. Where necessary, community facilities are also identified within the large housing sites included in Chapter 2.</u></li> </ul> <p><u>Chapter 5 – Ensuring a Vibrant Economy and Attractive Town Centres</u></p> <ul style="list-style-type: none"> <li>• <u>This chapter identifies revisions to the Strategic Industrial Locations and Locally Significant Industrial Locations listed in policy CE3 of the Core Strategy.</u></li> </ul> <ul style="list-style-type: none"> <li>• <del>Sites in Key Regeneration Areas</del></li> <li>• <del>Significant housing sites outside the Key Regeneration Areas</del></li> <li>• <del>Minor housing sites</del></li> <li>• <del>Transport infrastructure sites</del></li> <li>• <del>Community facilities including children’s centres, primary schools and health care facilities.</del></li> <li>• <del>New open spaces</del></li> <li>• <del>Sites of Importance for Nature Conservation</del></li> <li>• <del>Allotments</del></li> <li>• <del>Extent of the town centre hierarchy</del></li> </ul>
Ess.2	HPC	Chapter 1 Paragraph 1.4	<p><b>Hearing Proposed Change 2</b></p> <p><u>Insert new paragraph 1.4. Subsequent paragraphs to be renumbered.</u></p> <p><u>1.4 The Proposals Map shows the boundaries of SSA SM1 – SSA SM36, all the frontages which comprise the District Centres and Neighbourhood Centres</u></p>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			<p><u>listed in Chapter 2, the allotment sites, public open spaces, and Sites of Importance for Nature Conservation listed in Chapter 3, the boundaries of SSA SC1 – SSA SC10D which comprise Chapter 4, and the revised boundaries of the Strategic Industrial Locations and Locally Significant Industrial Sites detailed in Chapter 5. Detailed plans of all the Site Specific Allocations, SSA SM1 – SSA SM36, SSA SR1, SSA SC1 – SSA SC10D and SSA SE1 are included in Appendix 1 of this document. The information in this document with regard to progress with the sites and their expected timescale is correct as of April 2010.</u></p>
Ess.3	FPC	Chapter 2 Paragraph 2.5	<p><b>Hearing Proposed Change 4</b>  <b>Further Proposed Change 9</b>  Amend paragraph 2.5 (2.6)</p> <p>2.5 The Council calculates that the sites included in the document will yield approximately 14,800 <del>15,000</del> new homes by 2025. <u>This comprises 7500 dwellings at Barking Riverside (SSA SM1), 4000 dwellings at South Dagenham (SSA SM2 and SSA SM4), 3181 dwellings on major sites outside the Key Regeneration Areas and 164 dwellings on small sites (SSA SM16 – SSASM33). In addition the site allocations in the Barking Town Centre Area Action Plan total 5016 new dwellings. The overall total therefore across the borough is 19861 new dwellings. Policy CM2 of the Core Strategy sets a target of 1190 new homes per year to 2025 which represents 17,850 new dwellings over the lifetime of the plan. Therefore the Site Specific Allocations DPD and the Barking Area Action Plan DPD identify sufficient supply to surpass the Council’s housing supply target. More detail is provided in the Council’s Housing and Implementation Strategy.</u></p>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
Ess.4	FPC & HPC	Chapter 2 Paragraph 2.8	<p><b>Hearing Proposed Change 5</b>  <b>Hearing Proposed Change 6</b>  <b>Further Proposed Change 10</b></p> <p>Insert new paragraphs 2.10 to 2.13</p> <p><u>2.10 Whilst sites SSA SM1 – SSA SM15 will deliver a significant amount of new housing they are also concerned in line with policy CM1 of the Core Strategy with improving conditions on existing estates within the borough. There is a pressing need to improve housing conditions on the Thames View Estate, Marks Gate Estate and at Goresbrook Village and SSA SM13, SSA SM14 and SSA SM15 set out the Council’s proposals for these three areas. Although these proposals involve the demolition of a significant number of homes which do not meet decent homes standard in total there will be net gain of new homes across these three areas.</u></p> <p><u>2.11 SSA SM16 – SSA SM33 comprise the minor housing sites. Collectively these sites will help maximise the supply of new housing in line with policy CM2 of the Core Strategy and will also help increase the supply of affordable housing as many of these sites will be for new Council housing.</u></p> <p><u><del>2.11</del>2.12 SSA SM34 – SM36 covers the transport infrastructure sites necessary to deliver policy CM4 of the Core Strategy. CM4 makes clear that land will be safeguarded for planned transport infrastructure schemes in the Site Specific Allocations SPD that will serve the economic, social and environmental needs of the borough and the Thames Gateway area.</u></p> <ul style="list-style-type: none"> <li><u>SSA SM34 covers the safeguarding for the A13/Renwick Road junction improvements which are necessary to deliver the Barking Riverside development as set out in SSA SM1.</u></li> </ul>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			<ul style="list-style-type: none"> <li>• <u>SSA SM35 covers the proposed Strategic Rail Freight Terminal at Renwick Road/Ripple Road. This site enjoys connection to a high speed rail link to continental Europe. The allocation plans for expansion of existing rail freight activity as well as new businesses anticipated to locate in the area in connection with the freight terminal. It also provides for affordable business space for existing businesses. The allocation therefore will help modernise the Rippleside Commercial Area and increase employment levels within it</u></li> <li>• <u>SSA SM36 covers the safeguarding for East London Transit Routes 1a and 1b which are important improvements to public transport which will significantly improve public transport accessibility to London Riverside and are essential to deliver the Barking Riverside development.</u></li> </ul> <p><u>2.42 2.13 The end of this chapter details the extent of the frontages which comprise the centres within the town centre hierarchy as listed in Policy CM5</u></p>
Ess.5	APC & HPC	Chapter 2 <b>SSA SM1</b> Barking Riverside	<p><b>Hearing Proposed Change 7</b> <b>Advertised Proposed Change 1</b></p> <p>Add a subheading at the end of the Proposed Uses and Design Requirements Section as follows and add bullet points as follows:</p> <p><u>Development must address the following issues:</u></p> <ul style="list-style-type: none"> <li>• <u>The site contains and is bounded by SINC's, where biodiversity / nature conservation interests will require careful reconciliation with regeneration</u></li> </ul>

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			<u>and development aspirations.</u>
Ess.6	APC	Chapter 2 <b>SSA SM1</b> Barking Riverside	<p><b>Advertised Proposed Change 2</b></p> <p>Add a bullet point under ‘Development must address the following issues:’ – see proposed change above.</p> <ul style="list-style-type: none"> <li>• <u>The need to address effects on both the local road network and the Strategic Road Network as identified in a Transport Assessment and the need to remediate any adverse transport impacts.</u></li> </ul>
Ess.7	FPC	Chapter 2 <b>SSA SM2</b> South Dagenham West and Dagenham Leisure Park	<p><b>Further Proposed Change 14</b></p> <p>Amend implementation section of the text as follows:</p> <p>The majority of South Dagenham West is owned by AXA. There are a number of small areas of land adjacent to AXA’s land that should ideally be incorporated within the overall development site. These include the <u>Chequers Corner/Polar</u> site to the east.</p> <p>Dagenham Leisure Park is in private ownership.</p> <p>LBBD <del>would strongly</del> favours a comprehensive masterplanning approach encompassing both sites.</p> <p>The Council will continue to lobby for implementation of East London Transit Phase 3 and Docklands Light Railway Extension to support the potential uses and densities proposed which are necessary to achieve an optimal development.</p>
Ess.8	APC &	Chapter 2	<b>Further Proposed Change 15</b>

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	FPC	SSA SM2 South Dagenham West and Dagenham Leisure Park	<p><b>Advertised Proposed Change 4</b></p> <p>Proposed new wording under PTAL after second paragraph as follows:</p> <p>Future PTALS at Dagenham Dock Station will rise due to East London Transit <del>Phase 1b</del>. <del>The Council will continue to press for further public transport infrastructure to improve PTAL levels, specifically future extensions to the ELT and the Docklands Light Railway. The Proposed East London Transit Phase 3 and Docklands Light Railway Extension would further improve PTALS.</del></p>
Ess.9	APC & FPC	Chapter 2 SSA SM2 South Dagenham West and Dagenham Leisure Park	<p><b>Further Proposed Change 16</b> <b>Advertised Proposed Change 5</b> <b>Advertised Proposed Change 6</b> <b>Advertised Proposed Change 7</b></p> <p>Amend text under ‘Proposed Uses and Design Requirements’ as follows:</p> <p>The Ford Body Plant (located between Chequers Lane and Kent Avenue) remains in place and operational. This land is separately safeguarded for employment use.</p> <p>The Council <del>would strongly</del> favours a comprehensive approach to the site’s masterplanning and development as this would best ensure good planning and place-making, avoid increasing severance issues, and provide key links to adjacent land.</p> <p>The site has the potential for:</p> <ul style="list-style-type: none"> <li>• Housing and community uses, including north of Ripple Road in place of the existing leisure and entertainment uses</li> <li>• Leisure and recreation facilities <u>and</u> <del>situated north of Dagenham Dock Station</del> Retail centred on Merriellands Crescent <u>and</u> Chequers Corner</li> </ul>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			<ul style="list-style-type: none"> <li>• Ancillary retail provided at Dagenham Dock station</li> <li>• Health centre located north of the Ford Stamping Plant</li> <li>• New primary school</li> <li>• <u>Some employment generating uses</u></li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• <u>Employment generating uses:</u> <ul style="list-style-type: none"> <li>• <u>must not prejudice the development of housing on other parts of the South Dagenham West site, in terms of impact on residential amenity; should, subject to feasibility, provide a separate access which directly connects to Merriellands Crescent and should aid delivery</u></li> <li>• <u>should enable the delivery of an improved retailing and leisure hub at Merriellands Crescent/Chequers Corner.</u></li> </ul> </li> <li>• <u>Aim to <del>Ensure that at least</del> provide 40% of new homes as <del>re-</del>family sized and <del>maximise the provision of affordable housing</del> deliver the maximum reasonable amount of affordable housing</u></li> <li>• <del>An identified need</del> <u>The possible need</u> for a new three form primary school <del>on this site</del> <u>depending on the number of new homes provided on this site</u></li> <li>• Ensure there is no net loss of public open space and provide improved green space by embedding green grid principles in the design and layout of the development including the implementation of the Goresbrook Link</li> </ul>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			<ul style="list-style-type: none"> <li>• The integrated design of the on site element of the continuous route /public space that connects Dagenham Heathway via the development along Chequers Lane and to the Thames at Dagenham Dock sustainable Industrial Park.</li> <li>• Provide an integrated public realm around the future DLR Terminus at Dagenham Dock.</li> <li>• Ensure that the spatial requirements of a future upgrade of a pedestrian cycle link across the Rail corridor as part of DLR/ELT Interchange improvement is incorporated.</li> <li>• Protect and enhance the Goresbrook Site of Importance for Nature Conservation through the provision of an eight metre buffer zone along the length of the Goresbrook throughout the site</li> <li>• Reinforce the Dagenham Heathway/<del>Chequers Corner</del> <u>Dagenham Dock Station</u> axis and provide a landmark building at Chequers Corner</li> <li>• <u>Subject to viability and demand seek to ensure that the cinema at Dagenham Leisure Park is reprovided or an appropriate leisure facility, is reprovided in the vicinity at South Dagenham West</u> in the event of loss through redevelopment at Dagenham Leisure Park. <u>The scale and type of any replacement facility should be determined by demonstrated need in the area.</u></li> <li>• New retail <u>and recreation and leisure facilities</u> to be focused in the Merriellands Crescent <u>and Chequers Corner Area</u> and provide a more traditional pedestrian focused layout and be accessible to new and existing communities. Any increase in retail must not harm the viability</li> </ul>

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			<p>and vitality of Dagenham Heathway district centre</p> <ul style="list-style-type: none"> <li>• Improve pedestrian and cyclist links across Ripple Road and to planned and proposed public transport nodes including Dagenham Dock Station</li> <li>• Close proximity to the A13 and the need to mitigate noise and air quality impacts through appropriate design solutions.</li> <li>• Enable future <del>implementation of</del> <u>extensions to</u> East London Transit 3 and the DLR Extension or projects providing equivalent levels of <u>accessibility including in the interim provision for a bus service to Dagenham Dock station</u> and where densities higher than existing PTALs are planned that the phasing of development is linked to the implementation of public transport improvements and that the densities are commensurate with these.</li> <li>• Ensure flood risk is properly managed. The Sequential Test and parts a) and b) of the Exception Test have been undertaken for the site. It is necessary, however, for the applicant to undertake part c) of the Exception Test and prepare a flood risk assessment. Opportunities should be taken to locate more vulnerable uses to a zone of lower flood risk within the site boundary. If this is not possible, the development should be directed towards those areas of the site that have a lower degree of flood hazard and lengthy inundation rates (based upon the flood hazard and rate of inundation maps contained in the SFRA).</li> <li>• Ensure <del>development is designed so it can link into the planned Barking Power Station district heating network and fully utilises opportunities</del> <u>are fully utilised</u> to power development through decentralised energy systems. <u>The development should be designed to be capable of linking</u></li> </ul>

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			<p><u>into the district heating system planned as part of the London Thames Gateway Heat Network. Connection to the heat main should be made subject to it being economically viable to do so.</u></p> <ul style="list-style-type: none"> <li>• This site falls within an Archaeological Priority Area. The potential effect of development on archaeological remains should be considered and mitigation measures implemented as appropriate.</li> <li>• Allow for the continuation of industrial activity on the abutting Ford Site.</li> <li>• <u>Development proposals will be required to submit Transport Assessments detailing their effects on both the local road network and the Strategic Road Network, and include proposals to remediate any adverse transport impacts</u></li> </ul> <p>Proposals for piecemeal development will be considered provided this does not prejudice <del>the comprehensive redevelopment of the site, and</del> the implementation of the proposals set out above.</p>
Ess.10	FPC	Chapter 2 <b>SSA SM3</b> Barking Rugby Club and Goresbrook Leisure Centre	<p><b>Further Proposed Change 19</b></p> <p>Amend the second bullet point under 'Development must address the following issues':</p> <ul style="list-style-type: none"> <li>• Ensure that at least 40% of new homes are family sized and <u>deliver the maximum reasonable amount of affordable housing</u> <del>maximise the provision of affordable housing.</del></li> </ul>
Ess.11	APC	Chapter 2 <b>SSA SM3</b> Barking Rugby	<p><b>Advertised Proposed Change 9</b></p> <p>Add 7<sup>th</sup> bullet point under 'Development must address the following issues:'</p>

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		Club and Goresbrook Leisure Centre	<ul style="list-style-type: none"> <li>• <u>'A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems'.</u></li> </ul>
Ess.12	APC	Chapter 2 <b>SSA SM4</b> South Dagenham East	<p><b>Advertised Proposed Change 10</b></p> <p>Amend second sentence under PTAL as follows:</p> <p><del>Future PTALS would depend on public transport improvements such as East London Transit Phase 3. The Council will continue to press for further public transport infrastructure to improve PTAL levels, specifically future extensions to the ELT and the Docklands Light Railway.</del></p>
Ess.13	APC & FPC	Chapter 2 <b>SSA SM4</b> South Dagenham East	<p><b>Further Proposed Change 22</b> <b>Advertised Proposed Change 11</b></p> <p>Add <del>13<sup>TH</sup></del> 14<sup>th</sup> bullet point under 'Development must address the following issues:'</p> <ul style="list-style-type: none"> <li>• <u>Development proposals will be required to submit Transport Assessments detailing their effects on both the local road network and the Strategic Road Network, and include proposals to remediate any adverse transport impacts.'</u></li> </ul>
Ess.14	APC	Chapter 2 <b>SSA SM5</b> Sanofi Aventis Site 2	<p><b>Advertised Proposed Change 12</b></p> <p>Add 13<sup>TH</sup> bullet point under 'Development must address the following issues':</p> <ul style="list-style-type: none"> <li>• <u>A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems.</u></li> </ul>
Ess.15	APC	Chapter 2	<b>Advertised Proposed Change 13</b>

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		<b>SSA SM6</b> University of East London	Add 9 <sup>th</sup> bullet point under 'Development must address the following issues': <ul style="list-style-type: none"> <li>• <u>A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems.</u></li> </ul>
Ess.16	FPC	Chapter 2 <b>SSA SM8</b> Lymington Fields	<b>Further Proposed Change 25</b>  Amend second bullet point under 'Development must address the following issues': <ul style="list-style-type: none"> <li>• <u>Deliver the maximum reasonable amount of affordable housing Provision of affordable housing must be maximised.</u></li> </ul>
Ess.17	APC	Chapter 2 <b>SSA SM8</b> Lymington Fields	<b>Advertised Proposed Change 14</b>  Add 9 <sup>TH</sup> bullet point under 'Development must address the following issues': <ul style="list-style-type: none"> <li>• <u>A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems and where possible achieve greenfield run-off rates.</u></li> </ul>
Ess.18	FPC	Chapter 2 <b>SSA SM10</b> Beacontree Heath – Wider site	<b>Further Proposed Change 28</b>  Amend third bullet point under 'Development must address the following issues': <ul style="list-style-type: none"> <li>• <u>Deliver the maximum reasonable amount of affordable housing Maximise provision of affordable housing</u></li> </ul>
Ess.19	APC	Chapter 2 <b>SSA SM10</b> Beacontree	<b>Advertised Proposed Change 15</b>  Add 11 <sup>TH</sup> bullet point in the Proposed Uses and Design Requirements Section under

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		Heath – Wider site	<p>'Development must address the following issues':</p> <ul style="list-style-type: none"> <li>• <u>A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems and where possible achieve greenfield run-off rates.</u></li> </ul>
Ess.20	FPC	Chapter 2 <b>SSA SM11</b> Hedgecock Centre	<p><b>Further Proposed Change 30</b></p> <p>Amend second bullet point under 'Development must address the following issues':</p> <ul style="list-style-type: none"> <li>• <u>Deliver the maximum reasonable amount of affordable housing</u> <del>maximise provision of affordable housing</del></li> </ul>
Ess.21	APC	Chapter 2 <b>SSA SM12</b> Upney Lane Centre	<p><b>Advertised Proposed Change 18</b></p> <p>Amend first sentence under 'Proposed Uses and Design Requirements' as follows:</p> <p>The site has the potential for:</p> <ul style="list-style-type: none"> <li>• Residential and community facilities</li> <li>• Health facilities</li> </ul>
Ess.22	FPC	Chapter 2 <b>SSA SM12</b> Upney Lane Centre	<p><b>Further Proposed Change 31</b></p> <p>Amend second bullet point under 'Development must address the following issues':</p> <ul style="list-style-type: none"> <li>• <u>Deliver the maximum reasonable amount of affordable housing</u> <del>maximise provision of affordable housing</del></li> </ul>
Ess.23	APC	Chapter 2 <b>SSA SM13</b> Thames View Regeneration	<p><b>Advertised Proposed Change 19</b></p> <p>Under the heading 'These sites will have the potential for': The following amendment:</p>

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		Sites	<ul style="list-style-type: none"> <li>Farr Avenue Shops - improvement of public realm and provision of A1 retail units facing Bastable Avenue <u>including the retention of police use at 2 Farr Avenue.</u></li> </ul>
Ess.24	FPC	Chapter 2 <b>SSA SM13</b> Thames View Regeneration Sites	<p><b>Further Proposed Change 33</b></p> <p>Amend third bullet point under 'Development must address the following issues' as follows:</p> <ul style="list-style-type: none"> <li>Eastern End of Thames View Regeneration – <del>maximise provision of affordable housing including</del> <u>deliver the maximum reasonable amount of affordable housing ensuring no net loss of existing affordable housing</u></li> </ul>
Ess.25	FPC	Chapter 2 <b>SSA SM13</b> Thames View Regeneration	<p><b>Further Proposed Change 34</b></p> <p>Amend fourth bullet point under 'Development must address the following issues' as follows:</p> <ul style="list-style-type: none"> <li>Infill sites – <del>LDF affordable housing targets to apply</del> <u>deliver the maximum reasonable amount of affordable housing</u></li> </ul>
Ess.26	APC	Chapter 2 <b>SSA SM13</b> Thames View Regeneration Sites	<p><b>Advertised Proposed Change 20</b></p> <p>Add bullet point above the last point in the list under 'Proposed Uses and Design Requirements':</p> <ul style="list-style-type: none"> <li><u>Development proposals will be required to submit Transport Assessments detailing their effects on both the local road network and the Strategic Road Network, and include proposals to remediate any</u></li> </ul>

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			<u>adverse transport impacts.</u>
Ess.27	FPC	Chapter 2 <b>SSA SM14</b> Marks Gate Regeneration Sites	<p><b>Further Proposed Change 35</b></p> <p>Amend second bullet point under ‘Development must address the following issues’ as follows:</p> <ul style="list-style-type: none"> <li>• <del>Maximise provision of affordable housing including</del> <u>Deliver the maximum reasonable amount of affordable housing and ensure</u> no net loss of existing affordable housing</li> </ul>
Ess.28	APC	Chapter 2 <b>SSA SM14</b> Marks Gate Regeneration Sites	<p><b>Advertised Proposed Change 21</b></p> <p>Add 13<sup>th</sup> bullet point under ‘Redevelopment must address the following issues:’</p> <ul style="list-style-type: none"> <li>• <u>A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems and where possible achieve greenfield run-off rates. The Level 2 SFRA for the borough specifically mentions a recommendation to incorporate SUDS on this site.</u></li> </ul>
Ess.29	FPC	Chapter 2 <b>SSA SM15</b> Goresbrook Village	<p><b>Further Proposed Change 36</b></p> <p>Amend second bullet point under ‘Development must address the following issues’:</p> <ul style="list-style-type: none"> <li>• <del>Maximise provision of affordable housing including</del> <u>Deliver the maximum reasonable amount of affordable housing and ensure</u> no net loss of existing affordable housing</li> </ul>

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Ess.30	APC	Chapter 2 <b>SSA SM15</b> Goresbrook Village	<p><b>Advertised Proposed Change 22</b></p> <p>Add 9th bullet point under ‘Redevelopment must address the following issues:’</p> <ul style="list-style-type: none"> <li>• <u>A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems and where possible achieve greenfield run-off rates.</u></li> </ul>
Ess.31	FPC	Chapter 2 <b>Minor Housing Sites</b>	<p><b>Further Proposed Change 37</b></p> <p>Amend eighth bullet point under paragraph 2.9 as follows:</p> <ul style="list-style-type: none"> <li>• For sites above 9 units <del>maximise the provision of affordable housing (BC1)</del> deliver the maximum reasonable amount of affordable housing</li> </ul>
Ess.32	APC	Chapter 2 <b>SSA SM20</b> Maplestead Road Car Park	<p><b>Advertised Proposed Change 23</b></p> <p>In the table showing Additional Site Specific Issues for non garage sites the following text against site SSA SM20.</p> <p><u>This site falls within Flood Zone 3 and has been sequentially tested in accordance with PPS25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council’s document “PPS 25 Sequential Test for Site Specific Allocations for further information”.</u></p>
Ess.33	APC	Chapter 2 <b>SSA SM29</b> Mellish Close	<p><b>Advertised Proposed Change 24</b></p> <p>Add in the table showing Additional Site Specific Issues for Garage Sites Still</p>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
		Garages	<p>Occupied the following text against site SSA SM29.</p> <p><u>This site falls within Flood Zone 3 and has been sequentially tested in accordance with PPS25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council’s document “PPS 25 Sequential Test for Site Specific Allocations for further information”.</u></p>
Ess.34	APC	Chapter 2 <b>SSA SM30</b> Garages in front of 58 – 61 Alfred’s Gardens	<p><b>Advertised Proposed Change 25</b></p> <p>Add in the table showing Additional Site Specific Issues for Garage Sites Still Occupied the following text against site SSA SM30.</p> <p><u>This site falls within Flood Zone 3 and has been sequentially tested in accordance with PPS25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council’s document “PPS 25 Sequential Test for Site Specific Allocations for further information”.</u></p>
Ess.35	APC and FPC	Chapter 2 <b>SSA SM35:</b> Freight Infrastructure at Renwick Road/Ripple Road	<p><b>Further Proposed Change 41</b>  <b>Advertised Proposed Change 27</b></p> <p>Amend the 7th bullet point under Proposed Uses and Design Requirements as follows:</p> <ul style="list-style-type: none"> <li>• <u>Not prevent a new station being provided at Renwick Road as there is a possibility that it may be required in the event the DLR does not proceed (as set out in Core Policy CM4)-Address the potential for <del>Enable a new rail station at Renwick Road, the need for which is magnified by the uncertainty over the extension to the DLR</del></u></li> </ul>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
Ess.36	FPC	Chapter 3	<p><b>Hearing Proposed Change 23</b>  <b>Further Proposed Change 46</b></p> <p>Amend paragraph 3.1</p> <p>3.1 <del>In line with the Borough Wide Development Policy BR8</del> <u>The Council has reviewed all allotments in the borough to confirm whether any should be reallocated for development. There are fifteen allotment sites across the borough covering approximately 13 hectares. This includes a statutory allotment site in Marks Gate which has been vacant and remained unworked since before 2004. The Council's Leisure and Parks Department is however now seeking to undertake works to the site to bring it back into use. bring good quality and accessible allotment plots back into use within the Marks Gate area.</u> The nearest allotment to this site is the Field Gardens site near to St Chads Park which is south of the A12 and which also has a long waiting list dating back to 2006. <u>As stated in SSA SM14, it may be necessary to use the Mark's Gate allotment site for the purpose of decanting residents from Padnall Court and Reynolds Court. If this is the case an allotment site will be reprovided within the Mark's Gate area and in consultation with local allotment associations.</u></p>
Ess.37	HPC	Chapter 3 <b>Open Space</b> New paragraph 3.8 Subsequent paragraphs to be renumbered	<p><b>Hearing Proposed Change 26</b></p> <p>Insert new paragraph 3.8. Subsequent paragraphs to be renumbered.</p> <p><u>3.8 The public open spaces listed in this document total 485 hectares. This corresponds to 2.80 hectares of public open space per 1000 population. The level of access generally to public open space varies across the borough. However there are different types of public open space. The distance people</u></p>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			<p><u>are willing to travel to a park is dependent on the size of the park and the facilities it offers. Therefore when mapping deficiencies different distances are used depending on the category of park. The London Plan public open space hierarchy identifies that people should live within 3.2 kilometres walking distance of a metropolitan park such as Parsloes Park, 1.2 kilometres from a district park such as Central Park and 400 metres from local parks and open spaces such as St Chads Park. Generally the Council objective is to maintain the standard of 2.80 hectares of public open space per 1000 population so that the significant growth in the borough's population planned for by the Core Strategy does not reduce people's access to public open space and also to ensure that areas of existing open space deficiency to any of the different types of public open space are addressed. The Council will seek to achieve this in two ways as set out in policy CM3 of the Core Strategy and the Borough Wide Development Policies:</u></p> <ul style="list-style-type: none"> <li>• <u>By protecting the public open spaces listed in this document</u></li> <li>• <u>The provision of new public open space primarily in connection with strategic and major developments and through the implementation of the East London Green Grid Network.</u></li> </ul> <p><u>More detail on public open space standards and deficiencies will be set out in the Community Benefits SPD.</u></p>
Ess.38	FPC	Chapter 4	<p><b>Further Proposed Change 53</b></p> <p>Insert new table called <b>New primary schools identified in the Site Specific Allocations DPD</b> after paragraph 4.2. This table is set out underneath this table</p>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			below.
Ess.39	FPC & HPC	Chapter 4	<p><b>Hearing Proposed Change 27</b>  <b>Further Proposed Change 54</b></p> <p>Insert new paragraphs 4.3 and 4.4 and amend new paragraph 4.3 as follows.</p> <p>4.3 <u>The Barking and Dagenham Joint Strategic Needs Assessment identifies the main health and well being needs of the community and provides an understanding of the need for health and social care over the short and long term. It recognises that identifying the pre-requisite infrastructure to support growth is a key task of the Local Development Framework. The Transforming Community Services programme shifts the emphasis on providing more services in community based settings. Taking account of this and the emerging Health for North East London strategy NHS Barking and Dagenham has identified three polyclinic hubs at Barking Hospital, East Dagenham and Barking Riverside. These are dealt with in this document. SSA SM11 Hedgecock Centre and SSA SM12 Upney Lane Centre form part of the strategy for the improvements to health care on the Barking Hospital site. SSA SM5 identifies the Sanofi site as appropriate for a new <del>community hospital</del> polyclinic to serve East Dagenham. SSA SM1 Barking Riverside and the accompanying site specific allocations in this chapter SSA SC10 A-D cover the facilities necessary to meet the needs of the 10,800 new households planned on this strategic site. In particular SSA SC10B identifies provision for a new polyclinic within the Barking Riverside District Centre.</u></p> <p>4.4 <u>In addition NHS Barking and Dagenham has identified the need for improved local health care facilities to meet existing and new demand. New facilities to</u></p>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			<p><u>meet existing demand and locally occurring growth has been identified at the SSA SM10 Becontree Heath, SSA SC7 Westbury Arms, SSA SC8 Julia Engwell Clinic, and SSA SC9 Brockelbank Lodge sites whilst facilities specifically to meet growth from new development have been identified on the SSA SM2 South Dagenham West and SSA SM4 South Dagenham East sites.</u></p>
Ess.40	APC	Chapter 4 <b>SSA SC10D</b>	<p><b>Advertised Proposed Change 28</b></p> <p>Add the following paragraph under the bullet points under Proposed Uses and Design Requirements</p> <ul style="list-style-type: none"> <li>• <u>Any scheme which includes the jetty would require the formal consent of the PLA.</u></li> </ul>
Ess.41	HPC	Chapter 6 <b>Monitoring and Implementation</b> Paragraph 6.20	<p><b>Hearing Proposed Change 31</b></p> <p>Amend existing paragraph 6.20 as follows:</p> <p><del>These Site Allocations are necessary to deliver the Core Strategy. The Core Strategy has a list of indicators and targets against which its performance will be measured.</del></p> <p><u>The Site Specific Allocations and policy designations included in this document are necessary to deliver the Core Strategy and therefore will be very important in delivering the indicators and targets set out in the Core Strategy Monitoring and Implementation Framework. These indicators and targets will be reported annually in</u></p>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			<p><u>the Council's Annual Monitoring Report. In some cases the Site Specific Allocations may help achieve a number of targets in the Framework, particularly the larger developments such as Barking Riverside. However there follows an explanation of the main indicators and targets each allocation will help deliver and against which each allocation will be assessed:</u></p> <ul style="list-style-type: none"> <li>• <u>The Significant Housing Sites (SSA SM1 – SSA SM15) are critical to the achievement of a number of indicators most significantly the housing supply target of 1190 new homes per year set by Indicator CM2(b). The minor housing sites (SSA SM16 – SSA SM33) are also important in improving performance against this indicator.</u></li> <li>• <u>The delivery of the Renwick Road Junction Improvements (SSA SM34) and the ELT1a and 1b routes (SSA SM36) will be monitored against indicator CM4 (a) which monitors the implementation of strategic transport schemes.</u></li> <li>• <u>The delivery of the Strategic Rail Freight Terminal covered by SSA SM35 will be monitored against indicators CE3 (a), CE3 (c) and CE4 (c) which monitor the amount of additional floorspace provided, the availability of employment land and employment in each sector.</u></li> <li>• <u>The town centre frontages will be monitored against indicators CE1 (b) to CE1 (e) which monitor the percentage of non retail uses in district centre and neighbourhood centre frontages.</u></li> <li>• <u>The protected allotments listed in Chapter 3 will be monitored against indicator CM3 (d) which aims to ensure none of the protected allotments are lost to alternative uses, and the amount of public open space will be monitored against indicators CM3 (b) and (c) which again aim to ensure no net loss of public open space. The Sites of Importance for Nature Conservation will be monitored against indicator CR2 (a) which monitors the change in areas of biodiversity</u></li> </ul>

Reference	Origin of Change	Paragraph, Page, Policy, Chapter, Or Topic	Essential Changes
			<p><u>importance and aims for no net loss of existing SINC's.</u></p> <ul style="list-style-type: none"> <li>• <u>Site allocations SSA SC3 to SSA SC10 A-D will be monitored against the indicators and related targets of CC 3 (a) (b) (c) (d) (e) and (f) which monitor the number of new community facilities provided, access to services and facilities by public transport, walking and cycling, average size of GP patient lists and available school places.</u></li> </ul> <p><u>Strategic Industrial Locations and Locally Significant Industrial Locations will be monitored against indicators CE 3 (d) and (e) and the target set of no net loss of employment.</u></p>
Ess.42	FPC		<p><b>Further Proposed Change 60</b></p> <p>List of saved UDP policies superseded by the Site Specific Allocations DPD to be appended to the DPD. This list of saved policies is appended to this schedule as Appendix 1.</p>

Table to be inserted after paragraph 4.2 in Chapter 4.

<b>New primary schools identified in the Site Specific Allocations DPD</b>		
SSA SM1 Barking Riverside		
SSA SC10A Barking Riverside Stage 1 Neighbourhood Centre	1 new three form primary school	Outline and reserved matters planning permission approved
SSA SC10B Barking Riverside Stage 2 District Centre	1 new three form primary school	Outline planning permission approved

	1 new eight form secondary school	Outline planning permission approved
SSA SC10C Barking Riverside Stage 3 Neighbourhood Centre	1 new three form primary school	Outline planning permission approved
SSA SC10D Barking Riverside Stage 4 Neighbourhood Centre	1 new three form primary school (if necessary)	Outline planning permission approved
SSA SM2 South Dagenham West and Dagenham Leisure Park	1 new three form primary schools	Provision depends on number of new homes generated by the site.
SSA SM4 South Dagenham East	1 new three form primary school	Provision depends on number of new homes generated by the site.
SSA SM5 Sanofi Aventis 2	1 new three form primary school	Provision depends on number of new homes (if any) generated by the site.
SSA SM6 University of East London	1 new three form primary school	Detailed planning permission approved
SSA SM8 Lymington Fields	1 new three form primary school	Detailed planning permission approved
SSA SC3 Cannington Road	1 new three form primary school	Detailed planning permission approved
SSA SC4 St George's Centre	1 new three form primary school	Included in the Council's Capital Programme.