

**THE EXECUTIVE**

**Tuesday, 27 March 2007**

**Agenda Item 3.      Unitary Development Plan (UDP) - Proposals to  
Save Selected Policies Beyond September 2007  
(Pages 1 - 83)**

This Supplementary includes Appendix A to the report on the main agenda

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NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
STRATEGIC POLICY A	HOUSING	THE COUNCIL WILL SEEK TO ENSURE THE ADEQUATE SUPPLY OF LAND FOR HOUSING, TO ENABLE THE PROVISION OF AT LEAST 9,000 ADDITIONAL DWELLINGS IN THE BOROUGH BETWEEN 1987 - 2001.		<b>DELETE</b>	Outdated. The London Plan contains new housing targets for our Borough: Covered by - • LP policy 3A.2 (see Table 3A.1) • LP Housing Capacity Study
STRATEGIC POLICY B	HOUSING	THE COUNCIL WILL CONSIDER HOW TO ENSURE THAT SUPPLY MEETS REAL NEEDS, GIVEN THE PROBLEMS ASSOCIATED WITH LOW COST HOUSING AND THE INABILITY OF THE HOUSING MARKET TO PROVIDE ACCESS TO ACCOMMODATION FOR LOWER INCOME GROUPS.	<b>SAVE</b>		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PFS 3 Housing • LP policy 3A.2
STRATEGIC POLICY C	HOUSING	THE COUNCIL WILL SEEK TO MAINTAIN DECENT STANDARDS FOR ALL RESIDENTS AND TO ACHIEVE A BETTER ENVIRONMENT FOR HOUSEHOLDS MOST IN NEED.	<b>SAVE</b>		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PFS 3 Housing • LP policy 3A.4
STRATEGIC POLICY D	HOUSING	BARKING REACH WILL BE COMPREHENSIVELY DEVELOPED PRIMARILY FOR: I) RESIDENTIAL DEVELOPMENT OF UP TO 6,000 DWELLINGS AND; II) EMPLOYMENT USES		<b>DELETE</b>	Outdated. The London Plan contains new housing targets for our Borough: Covered by - • LP policy 3A.2 (see Table 3A.1) • LP Housing Capacity Study
STRATEGIC POLICY E	EMPLOYMENT	MEASURES WILL BE TAKEN TO PROTECT EXISTING EMPLOYMENT USES AND ENCOURAGE INVESTMENT IN NEW USES IN ORDER TO SECURE A RANGE OF JOB OPPORTUNITIES FOR LOCAL PEOPLE AND TO CONTRIBUTE TO LONDON'S EMPLOYMENT NEEDS.	<b>SAVE</b>		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 4 Industrial, Commercial Development and Small Firms • LP policy 3B.1, 3B.9 and 3B.12
STRATEGIC POLICY F	EMPLOYMENT	MEASURES WILL BE TAKEN TO IMPROVE THE RANGE OF JOBS AVAILABLE TO LOCAL PEOPLE, PARTICULARLY THOSE AT AN EMPLOYMENT DISADVANTAGE.	<b>SAVE</b>		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 4 Industrial, Commercial Development and Small Firms • LP policy 3B.1 - 3B.12

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STRATEGIC POLICY G	RETAIL	THE COUNCIL WILL SEEK TO MAINTAIN AND IMPROVE THE EXISTING SHOPPING ENVIRONMENT AND ITS ACCESSIBILITY. INVESTMENT IN ANY NEW MAJOR RETAIL DEVELOPMENT WILL NORMALLY BE PERMITTED WITHIN EXISTING MAJOR, DISTRICT OR LOCAL CENTRES; BARKING REACH WHERE A NEW DISTRICT CENTRE WILL BE PROVIDED, AND WITHIN EXISTING RETAIL PARKS AS DEFINED ON THE PROPOSALS MAP. PROPOSALS ELSEWHERE WILL BE CONSIDERED IN RELATION TO THE CRITERIA IN POLICY S1.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPS 6 Town Centres • LP policy 3D.1, 3D.2 • UDP policy S1 - S19
STRATEGIC POLICY H	RETAIL	BARKING TOWN CENTRE IS IDENTIFIED AS A STRATEGIC CENTRE. NEW COMMERCIAL AND RETAIL INVESTMENT INCLUDING THE PROVISION OF A MARKET, TOGETHER WITH INVESTMENT ON CULTURAL RECREATIONAL AND ENTERTAINMENT ACTIVITIES, SHOULD BE CONCENTRATED WITHIN THE STRATEGIC CENTRE.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPS 6 Town Centres • LP 3D.1, 3D.2 and Annexe 1
STRATEGIC POLICY I	ENVIRONMENT	THE OPEN CHARACTER OF THE GREEN BELT WILL BE PROTECTED AND INAPPROPRIATE DEVELOPMENT REFUSED. APPROPRIATE DEVELOPMENTS ARE DEFINED IN POLICIES G2 AND G3.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 2 Green Belts • LP policy 3D.2 • UDP policies G1 - G77
STRATEGIC POLICY J	ENVIRONMENT	THE QUALITY OF THE ENVIRONMENT AND LANDSCAPE SHOULD BE MAINTAINED AND WHEREVER NECESSARY, IMPROVED IN THE GREEN BELT.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - PPG 2 Green Belts • LP policy 3D.2 • UDP policies G1 - G77
STRATEGIC POLICY K	ENVIRONMENT	MEASURES WILL BE TAKEN TO IMPROVE THE USE OF THE GREEN BELT FOR INFORMAL COUNTRYSIDE RECREATION AND EDUCATION, TAKING INTO ACCOUNT THE NEED TO SAFEGUARD THE ENVIRONMENT.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 2 Green Belts • LP policy 3D.2 • UDP policies G1 - G77
STRATEGIC POLICY L	ENVIRONMENT	THE COUNCIL WILL SEEK TO PREVENT LAND BECOMING DERELICT, TO AVOID THE CONTAMINATION OF LAND, NOISE POLLUTION, WATER AND AIR POLLUTION AND TO ENCOURAGE RECYCLING.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPS 23 Planning and Pollution Control • DETR Circular 02/2000 • LP policy 4A.16, 4A.14, 4A.12, 4A.11, 4A.6, 4A.1 and 4A.2
STRATEGIC POLICY M	ENVIRONMENT	THE COUNCIL WILL PROTECT AREAS OF ECOLOGICAL VALUE IN THE BOROUGH AND WILL ENDEAVOUR TO IMPROVE THE QUANTITY AND QUALITY OF WILDLIFE HABITATS, BY CREATING AND ENHANCING SITES OF ECOLOGICAL VALUE FOR THEIR OWN BIOLOGICAL MERIT, AS IMPORTANT ASSETS IN THE URBAN ENVIRONMENT OF LONDON AND, AS IMPORTANT SOCIAL, EDUCATIONAL AND RECREATIONAL RESOURCES FOR LOCAL PEOPLE.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPS 9 Biodiversity and Geological Conservation • LP policy 3D.12

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STRATEGIC POLICY N	LOCAL SERVICES	MEASURES WILL BE TAKEN IN CONJUNCTION WITH APPROPRIATE AGENCIES TO IMPROVE LEISURE AND RECREATION FACILITIES, INCLUDING INFORMAL RECREATION, TO MEET THE NEEDS OF LOCAL PEOPLE AND TO CONTRIBUTE TO LONDON'S LEISURE AND RECREATION NEEDS.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 17 Planning for Open Space, Sport and Recreation
STRATEGIC POLICY O	ENVIRONMENT	AREAS OF METROPOLITAN OPEN LAND AS SHOWN ON THE PROPOSALS MAP, WILL BE PROTECTED AND INAPPROPRIATE DEVELOPMENT REFUSED.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 17 Planning for Open Space, Sport and Recreation • LP policy 3D.9
STRATEGIC POLICY X	TRANSPORT	THE COUNCIL WILL SUPPORT MEASURES TO RESTRAIN TRAFFIC IN LONDON AND WILL SEEK TO RETAIN, EXTEND AND IMPROVE THE PROVISION, INTEGRATION AND USE OF PUBLIC TRANSPORT SYSTEMS WITHIN AND THROUGH THE BOROUGH WITH PARTICULAR ATTENTION TO THE IMPROVEMENT OF INTERCHANGE FACILITIES AND THE ACCESSIBILITY OF MAJOR LAND USES.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 13 Transport • LP policy 3C.1 - 3C.5
STRATEGIC POLICY Y	TRANSPORT	THE COUNCIL WILL ENSURE THAT CONDITIONS FOR PEDESTRIANS IN THE BUILT ENVIRONMENT ARE IMPROVED AND TAKEN INTO ACCOUNT FOR ALL DEVELOPMENTS.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 13 Transport • LP policy 3C.20
STRATEGIC POLICY Z	TRANSPORT	MEASURES WILL BE TAKEN TO ENSURE THAT THE DESIGN OF NEW AND EXISTING PUBLIC TRANSPORT INTERCHANGES, FACILITIES AND PEDESTRIAN MEASURES ADEQUATELY CATER FOR ALL MEMBERS OF THE COMMUNITY.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 13 Transport • LP policy 3C.9 and 3C.20
STRATEGIC POLICY AA	TRANSPORT	THE COUNCIL WILL ENCOURAGE CYCLING AND WHERE APPROPRIATE IMPROVE CONDITIONS FOR CYCLE TRAFFIC.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 13 Transport • LP policy 3C.21
STRATEGIC POLICY BB	TRANSPORT	THE COUNCIL WILL ACTIVELY ASSIST AND ENCOURAGE, THROUGH MANAGEMENT MEASURES, A ROAD NETWORK THAT IS SYMPATHETIC TO TRAFFIC RESTRAINT, AND GIVES PRIORITY TO ESSENTIAL ROAD USERS, ENVIRONMENTAL IMPROVEMENT, PEDESTRIAN SAFETY AND SAFETY OF ALL USERS THROUGH CASUALTY REDUCTION.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 13 Transport • LP policy 3C.15
STRATEGIC POLICY CC	TRANSPORT	MEASURES WILL BE TAKEN TO ENCOURAGE THE REMOVAL OF INESSENTIAL ROAD FREIGHT, IMPROVE FREIGHT FACILITIES, AND IMPROVE RESIDENTIAL AMENITY AND ENVIRONMENT, WHILE AT THE SAME TIME ENCOURAGING FREIGHT MOVEMENT BY RAIL AND WATER.	SAVE		Provides a strategic context for the part II 'detailed' policies Supports the implementation of - • PPG 13 Transport • LP policy 3C.24 and 4C.14 • UDP policy T33 and T34

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POLICY H1	HOUSING	<p>THE COUNCIL WILL ENCOURAGE THE DEVELOPMENT OF ADDITIONAL DWELLINGS THROUGH REDEVELOPMENT, INFILLING AND CONVERSION WHERE APPROPRIATE, PROVIDED THAT IT DOES NOT CONTRAVENE ANY OTHER POLICY IN THE PLAN AND WILL SEEK TO ENSURE THAT THROUGH THIS PROCESS AT LEAST 9,000 ADDITIONAL DWELLINGS WILL BE PROVIDED DURING THE PERIOD 1987-2001.</p> <p>APPLICATIONS FOR REDEVELOPMENT OR CHANGES OF USE FROM RESIDENTIAL TO A NON-RESIDENTIAL USE WILL NORMALLY BE REFUSED. IN ADDITION, THE COUNCIL WILL ONLY CONSIDER RELAXING THIS POLICY WHERE:-</p> <ul style="list-style-type: none"> <li>i) SELF-CONTAINED ACCESS TO THE UNITS OF ACCOMMODATION IS NOT AVAILABLE AND CANNOT REASONABLY BE PROVIDED;</li> <li>ii) THE PREMISES ARE SITUATED IN A POOR ENVIRONMENT OR HAZARDOUS LOCATION;</li> <li>iii) THE PROPOSED CHANGE OF USE WOULD PROVIDE BENEFITS TO THE COMMUNITY, E.G. DOCTOR'S SURGERY OR A LOCAL DAY CARE CENTRE, WHICH</li> <li>iv) THE UNIT OF ACCOMMODATION IS TOO SMALL OR LACKS BASIC FACILITIES.</li> </ul>		<b>DELETE</b>	The Mayor of London has provided revised housing targets for our borough
POLICY H2	HOUSING		<b>SAVE</b>		
POLICY H3	HOUSING	<p>CHANGES OF USE FROM NON-RESIDENTIAL TO RESIDENTIAL PURPOSES INCLUDING THE USE OF PREMISES ABOVE SHOPS WILL NORMALLY BE ALLOWED PROVIDED THAT:-</p> <ul style="list-style-type: none"> <li>i) THE ACCOMMODATION DOES NOT SUFFER FROM POOR ENVIRONMENTAL CONDITIONS, E.G. EXCESSIVE NOISE LEVELS OR A LOCATION WITHIN A PRIMARILY INDUSTRIAL AREA;</li> <li>ii) ANY CHANGES OF USE SHOULD HAVE REGARD TO THE GUIDELINES OUTLINED IN POLICIES H13-H20.</li> </ul>	<b>SAVE</b>		
POLICY H4	HOUSING	<p>THE COUNCIL WILL SEEK AN OVERALL TARGET OF AT LEAST 25% AFFORDABLE, LOW-COST HOMES AMONGST THE NEW DWELLINGS PROVIDED DURING THE PLAN PERIOD IN ORDER TO CATER SPECIFICALLY FOR HOUSEHOLDS WITH LOW AND MIDDLE INCOMES WHO ARE UNABLE TO PURCHASE OR RENT HOUSING AT MARKET RATES. WHERE AN ELEMENT OF SUCH LOW COST HOUSING IS INCLUDED IN A HOUSING SCHEME IT WILL BE A MATERIAL CONSIDERATION WHICH THE COUNCIL WILL TAKE INTO ACCOUNT WHEN DETERMINING PLANNING APPLICATIONS. THE PRECISE AMOUNT OF LOW COST HOUSING WILL VARY FROM CASE TO CASE AND WILL NEED TO BE A MATTER FOR NEGOTIATION. BY MEANS OF NEGOTIATED AGREEMENTS THE COUNCIL WILL SEEK TO ENSURE THAT LOW COST HOUSING IS PERMANENTLY AVAILABLE AND MAY INCLUDE LOCAL AUTHORITY, HOUSING ASSOCIATION, HOUSING CO-OPERATIVES, FORMS OF SHARED OWNERSHIP AND SELF-BUILD.</p>	<b>SAVE</b>		

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POLICY H5	HOUSING	<p>THE COUNCIL WILL CONTINUE TO ENCOURAGE THE PROVISION OF SHELTERED DWELLINGS, SUBJECT TO THE FOLLOWING CRITERIA:-</p> <p>i) THERE IS AN IDENTIFIED NEED;</p> <p>ii) ANY PROPOSAL SHOULD NORMALLY BE WITHIN 400 METRES OF PUBLIC TRANSPORT AND OTHER LOCAL FACILITIES, E.G. POST OFFICE, SHOPS, DAY CENTRES AND HEALTH CARE;</p> <p>iii) THE PROVISION OF CAR PARKING SHOULD BE MADE IN ACCORDANCE WITH COUNCIL STANDARDS OUTLINED IN APPENDIX 6.1. THE PROVISION OF AMENITY SPACE SHOULD HAVE REGARD TO THE STANDARDS SET OUT IN POLICY H.15.</p> <p>IN ADDITION, THE ACCOMMODATION SHOULD COMPLY WITH THE CRITERIA OUTLINED IN APPENDIX 2.</p> <p>A) MOBILITY HOUSING</p>	SAVE		
POLICY H6	HOUSING	<p>THE COUNCIL WILL SEEK TO ENSURE THROUGH NEGOTIATION THAT ALL NEW SINGLE STOREY HOUSES, GROUND FLOOR FLATS, INCLUDING CONVERSIONS, FLATS WITH LIFTS AND SHELTERED UNITS ARE BUILT TO MOBILITY STANDARDS IN ACCORDANCE WITH THE PUBLICATION "MOBILITY HOUSING" (DOE HOUSING DIRECTORATE OCCASIONAL PAPER 2/74) AND APPENDIX 3.</p> <p>NOTE: THE COUNCIL WILL SEEK TO ENSURE THROUGH NEGOTIATION THAT MULTI-STOREY HOUSES AND UNITS CREATED BY CONVERSION ARE DESIGNED TO CONFORM, AS FAR AS PRACTICABLE, TO MOBILITY STANDARDS. IN THE CASE OF MULTI-STOREY HOUSES THIS CAN OFTEN BE ACHIEVED BY THE PROVISION OF A STRAIGHT RUN STAIRCASE WHICH ALLOWS FOR THE LATER INSTALLATION OF A STAIRLIFT. SATISFACTORY VEHICULAR ACCESS SHOULD BE PROVIDED.</p> <p>B) WHEELCHAIR HOUSING</p> <p>THE COUNCIL WILL SEEK TO ENSURE THROUGH NEGOTIATION THAT IN DEVELOPMENTS OF 20 OR MORE HOUSING UNITS, WHICH ARE SITED WITHIN 400 METRES OF A LOCAL SHOPPING CENTRE, 1 OR MORE HOUSING UNITS SHALL BE SPECIFICALLY DESIGNED FOR, OR CAPABLE OF EASY ADAPTATION TO, THE GUIDELINES SET OUT IN "WHEELCHAIR HOUSING" (HDD OCCASIONAL PAPER 2/75 (DOE 1975) AND APPENDIX 3. SATISFACTORY VEHICULAR ACCESS SHOULD BE PROVIDED.</p>		DELETE	<p>Covered by -</p> <ul style="list-style-type: none"> <li>• Disability Discrimination Act</li> <li>• PPS 3 Housing</li> <li>• LP policy 3A.4 (which requires all new housing to be built to Lifetime Home Standards, and 10% to be wheelchair accessible)</li> <li>• Part Part M of the Building Regulations</li> </ul>

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POLICY H7	HOUSING	<p>PROPOSALS FOR THE ESTABLISHMENT OF RESIDENTIAL CARE HOMES, GROUP HOMES AND OTHER SUPPORTED ACCOMMODATION REQUIRED BY THE LOCAL COMMUNITY FOR SPECIAL NEEDS, WILL NORMALLY BE PERMITTED, SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THERE IS AN IDENTIFIED NEED;</li> <li>ii) THERE ARE NO SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS ON SURROUNDING PROPERTIES OR ON THE CHARACTER OF THE RESIDENTIAL AREA IN WHICH THE DEVELOPMENT IS LOCATED;</li> <li>iii) PROPERTIES SHOULD NORMALLY BE DETACHED;</li> <li>iv) CAR PARKING AND AMENITY SPACE IS PROVIDED IN ACCORDANCE WITH COUNCIL STANDARDS (SEE APPENDICES 6.1 AND H15);</li> <li>v) THE SITE IS ACCESSIBLE TO PUBLIC TRANSPORT AND LOCAL FACILITIES;</li> <li>vi) SATISFACTORY VEHICLE ACCESS IS PROVIDED;</li> <li>vii) THE STANDARD AND SUITABILITY OF THE PROPOSAL, INCLUDING THE NEED FOR INTERNAL COMMUNAL SPACE, WOULD MEET THE REQUIREMENTS OF THE CLIENT GROUP.</li> </ul>	SAVE		
POLICY H8	HOUSING	<p>ON SITES OVER 0.4 HECTARES, THE COUNCIL, THROUGH THE USE OF PLANNING BRIEFS, WILL PROMOTE THE PROVISION OF A MIX OF DWELLINGS APPROPRIATE TO THE NEEDS OF THE AREA AND WITH REGARD TO MARKET CONSIDERATIONS. SPECIAL REGARD WILL BE GIVEN TO THE HOUSING NEEDS OF EXTENDED FAMILIES.</p>	SAVE		
POLICY H9	HOUSING	<p>THE COUNCIL WILL PROVIDE A PERMANENT SITE FOR TRAVELLERS CARAVANS WITHIN THE BOROUGH AND WILL REMOVE ANY UNAUTHORISED CARAVANS SITUATED ON OTHER LAND IN ACCORDANCE WITH STATUTORY REQUIREMENTS.</p>	SAVE		



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POLICY H10	HOUSING	<p>PROPOSALS FOR RESIDENTIAL CONVERSIONS WILL NORMALLY BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THE NUMBER OF HOUSES CONVERTED INTO FLATS OR MULTIPLE OCCUPATION HOUSING IN ANY ROAD (INCLUDING ANY UNIMPLEMENTED PLANNING PERMISSIONS FOR A CHANGE OF USE) SHOULD NOT EXCEED 10% OF THE NUMBER OF HOUSES IN THE ROAD AND NO TWO ADJACENT PROPERTIES APART FROM DWELLINGS SEPARATED BY A ROAD SHOULD BE CONVERTED;</li> <li>ii) OFF-STREET CAR PARKING PROVISION SHOULD BE PROVIDED TO AT LEAST THE COUNCIL'S MINIMUM STANDARDS AS OUTLINED IN POLICY H17 AND APPENDIX 6.7. THERE SHOULD BE NO ADVERSE EFFECTS ON HIGHWAY SAFETY OR MOVEMENT;</li> <li>iii) WHERE A PROPOSAL WILL RESULT IN THE HARD-SURFACING OF THE FRONT GARDEN, THE CHOICE OF MATERIALS WILL NEED TO BE AGREED WITH THE LOCAL PLANNING AUTHORITY. NO MORE THAN 50% OF THE FRONT GARDEN AREA SHOULD BE HARD-SURFACED. NEW LANDSCAPE WORK SHOULD BE PROVIDED AND, WHERE POSSIBLE, EXISTING LANDSCAPE WORK SHOULD BE RETAINED;</li> <li>iv) ANY CONVERSION SHOULD HAVE REGARD TO THE GUIDELINES OUTLINED IN POLICY H16 ON INTERNAL DESIGN;</li> <li>v) ADEQUATE STORAGE SHOULD BE ACHIEVED AS OUTLINED IN APPENDIX 4 ON REFUSE COLLECTION AND STORAGE STANDARDS;</li> <li>vi) PRIVATE AMENITY SPACE SHOULD BE PROVIDED TO STANDARDS OUTLINED IN POLICY H15 ON RESIDENTIAL AMENITY.</li> </ul>	<p>SAVE</p>		

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POLICY H11	HOUSING	<p>THE COUNCIL WILL NORMALLY PERMIT THE MULTIPLE OCCUPATION OF DWELLINGS ONLY WHERE THE FOLLOWING CRITERIA ARE MET:-</p> <ul style="list-style-type: none"> <li>i) THE NUMBER OF HOUSES USED FOR MULTIPLE OCCUPATION (HMO) OR CONVERTED INTO TWO OR MORE FLATS IN ANY ROAD (INCLUDING ANY UNIMPLEMENTED PLANNING PERMISSIONS FOR A CHANGE OF USE OR GUEST HOUSE/HOSTELS) SHOULD NOT EXCEED 10% OF THE NUMBER OF HOUSES IN THE ROAD, AND NO TWO ADJACENT PROPERTIES APART FROM DWELLINGS SEPARATED BY A ROAD SHOULD BE IN MULTIPLE OCCUPATION AND/OR CONVERTED TO TWO OR MORE SELF-CONTAINED FLATS;</li> <li>ii) OFF-STREET CAR PARKING PROVISION SHOULD BE PROVIDED TO AT LEAST THE COUNCIL'S MINIMUM STANDARDS (SEE APPENDIX 6.7). THERE SHOULD BE NO ADVERSE EFFECTS ON HIGHWAY SAFETY OR MOVEMENT;</li> <li>iii) THERE ARE NO SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS ON THE CHARACTER AND AMENITY OF THE EXISTING RESIDENTIAL AREA;</li> <li>iv) WHERE A PROPOSAL WILL RESULT IN THE HARD-SURFACING OF THE FRONT GARDEN, THE CHOICE OF MATERIALS WILL NEED TO BE AGREED WITH THE LOCAL PLANNING AUTHORITY. NO MORE THAN 50% OF THE FRONT GARDEN AREA SHOULD BE HARD SURFACED. NEW LANDSCAPE WORK SHOULD BE PROVIDED AND, WHERE POSSIBLE, EXISTING LANDSCAPE WORK SHOULD BE RETAINED;</li> <li>v) ANY HOUSE PROVIDED FOR MULTIPLE OCCUPATION SHOULD HAVE REGARD TO THE COUNCIL'S INTERNAL DESIGN REQUIREMENTS OUTLINED IN POLICY H16;</li> <li>vi) WHERE PRIVATE AMENITY SPACE IS PROVIDED DEVELOPERS SHOULD HAVE REGARD TO THE COUNCIL'S RESIDENTIAL AMENITY STANDARDS OUTLINED IN POLICY H15;</li> <li>vii) ADEQUATE BIN STORAGE SHOULD BE PROVIDED TO STANDARDS OUTLINED IN APPENDIX 4.</li> </ul>	<p><b>SAVE</b></p>		

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POLICY H12	HOUSING	<p>PROPOSED CONVERSIONS OF DWELLINGS OR REDEVELOPMENT TO PROVIDE HOTELS AND GUEST HOUSES WILL BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THERE ARE NO SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS ON SURROUNDING PROPERTIES AND ON THE CHARACTER OF THE RESIDENTIAL AREA IN WHICH THE DEVELOPMENT IS LOCATED;</li> <li>ii) PROPERTIES SHOULD NORMALLY BE DETACHED;</li> <li>iii) THE PROPOSAL MEETS THE COUNCIL'S CAR PARKING STANDARDS (SEE APPENDIX 6.1);</li> <li>iv) THE PROPOSAL COMPLIES WITH THE REQUIREMENTS OF POLICY H13(ii) (AND APPENDIX 5);</li> <li>v) THE ACCOMMODATION DOES NOT SUFFER FROM POOR ENVIRONMENTAL CONDITIONS;</li> <li>vi) THE PROPERTY IS LOCATED ON A DESIGNATED OR PRINCIPAL ROAD AND IS NEAR LOCAL AMENITIES;</li> <li>vii) THE SITE HAS GOOD ACCESSIBILITY TO PUBLIC TRANSPORT AND ESPECIALLY RAIL TRANSPORT;</li> <li>viii) ADEQUATE PROVISION IS MADE FOR THE STORAGE AND DISPOSAL OF REFUSE (AS OUTLINED IN APPENDIX 4);</li> <li>ix) INTERNAL SPACE STANDARDS SHOULD HAVE REGARD TO STANDARDS OUTLINED IN POLICY H16 ON INTERNAL DESIGN;</li> <li>x) THE PROPOSAL COMPLIES WITH THE ACCESS REQUIREMENTS REFERRED TO IN POLICY C15.</li> </ul> <p>FOR CONVERSIONS, THE FOLLOWING ADDITIONAL CRITERION MUST BE MET:-</p> <ul style="list-style-type: none"> <li>so) THE NUMBER OF RESIDENTIAL DWELLINGS ALREADY CONVERTED IN THE ROAD DOES NOT EXCEED 10%. THIS APPLIES TO HOUSING IN MULTIPLE OCCUPATION, FLAT CONVERSIONS, AND CONVERSIONS TO GUEST HOUSES, HOTELS OR HOSTELS.</li> </ul> <p>FOR NEW DEVELOPMENT, THE FOLLOWING ADDITIONAL CRITERION MUST BE MET:-</p> <ul style="list-style-type: none"> <li>xi) THE PROPOSAL COMPLIES WITH THE REQUIREMENTS OF POLICY H13(i).</li> </ul>	<p><b>SAVE</b></p>		

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POLICY H13	HOUSING	<p>PROPOSALS FOR ALL NEW RESIDENTIAL DEVELOPMENTS, INCLUDING SPECIAL NEEDS HOUSING, AND SHELTERED HOUSING SHALL BE OF A HIGH QUALITY OF DESIGN AND LAYOUT. IN CONSIDERING PROPOSALS, THE COUNCIL WILL TAKE INTO ACCOUNT THE CHARACTER OF THE RESIDENTIAL AREA IN WHICH THE DEVELOPMENT SITE IS LOCATED, AND SEEK TO ENSURE THAT THE PROPOSAL:-</p> <ul style="list-style-type: none"> <li>i) RESPECTS THE HEIGHT, SCALE, MASSING, SIZE, DENSITY, MATERIALS, FORM AND DESIGN OF EXISTING BUILDINGS AND REFLECT THE SPACES AROUND THEM</li> <li>ii) IS WELL LAID OUT IN TERMS OF PEDESTRIAN AND VEHICULAR ACCESS (INCLUDING BICYCLES); CAR PARKING ARRANGEMENTS; AND THE PROVISION OF APPROPRIATE NEW TREES, SHRUBS AND OTHER LANDSCAPE WORKS AND BOUNDARY WALLS/FENCING. EXISTING SITE FEATURES, E.G. MATURE TREES, HEDGEROWS, WATER FEATURES, SHOULD BE PROTECTED WHEREVER POSSIBLE AND INCORPORATED INTO THE DEVELOPMENT;</li> <li>iii) SHOULD BE DESIGNED TO MINIMISE CRIME AND AVOID POORLY LIT AREAS, OR AREAS THAT ARE NOT OVERLOOKED;</li> <li>iv) ACCOMMODATES THE NEEDS OF PEOPLE WITH DISABILITIES, E.G. THE PROVISION OF DROPPED KERBS, TACTILE SURFACES AND RAMPS;</li> <li>v) DOES NOT NORMALLY EXCEED 3 STOREYS IN HEIGHT;</li> <li>vi) PROVIDES ADEQUATE REFUSE STORAGE AS OUTLINED IN APPENDIX 4;</li> <li>vii) DEVELOPMENTS OF 20 UNITS OR MORE SHOULD NORMALLY MAKE PROVISION FOR RECYCLING FACILITIES, PARTICULARLY BOTTLE BANKS THAT ARE EASILY ACCESSIBLE TO BOTH LOCAL RESIDENTS AND THE OPERATOR.</li> </ul> <p>N.B. ROADS WITHIN NEW RESIDENTIAL ESTATES, INCLUDING BARKING REACH, WILL BE CLASSIFIED AS 20 MPH RESTRICTED SPEED ZONES AND BE SUBJECT TO TRAFFIC CALMING MEASURES.</p> <p>REFERENCE TO RESIDENTIAL DENSITY IS CONTAINED WITHIN SUPPLEMENTARY PLANNING GUIDANCE NOTE 1.</p> <p>REFERENCE TO GUIDELINES FOR RESIDENTIAL ROADS AND FOOTPATHS:- LAYOUT CONSIDERATIONS IS CONTAINED WITHIN SUPPLEMENTARY PLANNING GUIDANCE NOTE 2.</p> <p>REFERENCE TO GUIDELINES FOR CYCLE TRAFFIC PARKING STANDARDS IS CONTAINED WITHIN SUPPLEMENTARY PLANNING GUIDANCE NOTE 3.</p>	<p><b>SAVE</b></p>		

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POLICY H14	HOUSING	<p>FOR ALL NEW HOUSING DEVELOPMENTS THE FOLLOWING WILL BE TAKEN ACCOUNT OF IN CONSIDERING APPLICATIONS:</p> <p>i) WHERE WINDOWS OF HABITABLE ROOMS FACE EACH OTHER, THE DISTANCE BETWEEN THE BUILDINGS SHOULD BE SUCH TO ALLOW ADEQUATE PRIVACY;</p> <p>ii) WHERE WINDOWS OF HABITABLE ROOMS FACE ON TO A FLANK WALL OF A ONE OR TWO STOREY BUILDING, THE DISTANCE BETWEEN THE BUILDINGS SHOULD NOT BE LESS THAN NORMAL GARDEN DEPTH. FOR EACH ADDITIONAL STOREY THIS MINIMUM DISTANCE SHOULD BE INCREASED APPROPRIATELY;</p> <p>iii) ADEQUATE SUNLIGHTING AND DAYLIGHTING SHOULD BE AFFORDED TO ALL EXISTING AND PROPOSED DWELLINGS.</p> <p>THE COUNCIL WILL SEEK TO ENSURE THAT ADEQUATE PRIVATE AMENITY SPACE IS PROVIDED IN ALL NEW RESIDENTIAL DEVELOPMENT. THE FOLLOWING GUIDELINES WILL NORMALLY APPLY TO ALL PROPOSALS INCLUDING SHELTERED HOUSING AND SPECIAL NEEDS HOUSING:-</p> <p>A) HOUSES</p> <p>2 BEDROOM HOUSES-50 SQM</p> <p>3 BEDROOM HOUSES-60 SQM</p> <p>4 BEDROOM HOUSES-75 SQM</p> <p>REAR GARDENS SHOULD HAVE A MINIMUM DEPTH OF 12 METRES</p> <p>B) FLATS</p> <p>1 BEDROOM DWELLINGS-20 SQM (including studio flats)</p> <p>2 BEDROOM DWELLINGS-40 SQM AND OVER</p> <p>IN CALCULATING PRIVATE AMENITY SPACE FOR HOUSES AND FLATS, ONLY PRIVATE USABLE SPACE IE. SPACE WHICH IS EASILY ACCESSIBLE FROM THE DWELLINGS AND SCREENED FROM PUBLIC VIEW, SHALL BE CONSIDERED. ALL HOUSES SHOULD HAVE INDIVIDUAL GARDENS. UNREASONABLY NARROW STRIPS OF LAND WILL NOT COUNT TOWARDS THIS STANDARD, ESPECIALLY WHERE THESE ARE OVERSHADOWED. PRIVATE AMENITY SPACE ESPECIALLY FOR SHELTERED DWELLINGS, SHOULD NORMALLY BE CAPABLE OF RECEIVING SUNSHINE FOR AT LEAST PART OF THE DAY.</p>	SAVE		
POLICY H15	HOUSING	<p>FOR ALL NEW HOUSING DEVELOPMENTS THE FOLLOWING WILL BE TAKEN ACCOUNT OF IN CONSIDERING APPLICATIONS:</p> <p>i) WHERE WINDOWS OF HABITABLE ROOMS FACE EACH OTHER, THE DISTANCE BETWEEN THE BUILDINGS SHOULD BE SUCH TO ALLOW ADEQUATE PRIVACY;</p> <p>ii) WHERE WINDOWS OF HABITABLE ROOMS FACE ON TO A FLANK WALL OF A ONE OR TWO STOREY BUILDING, THE DISTANCE BETWEEN THE BUILDINGS SHOULD NOT BE LESS THAN NORMAL GARDEN DEPTH. FOR EACH ADDITIONAL STOREY THIS MINIMUM DISTANCE SHOULD BE INCREASED APPROPRIATELY;</p> <p>iii) ADEQUATE SUNLIGHTING AND DAYLIGHTING SHOULD BE AFFORDED TO ALL EXISTING AND PROPOSED DWELLINGS.</p> <p>THE COUNCIL WILL SEEK TO ENSURE THAT ADEQUATE PRIVATE AMENITY SPACE IS PROVIDED IN ALL NEW RESIDENTIAL DEVELOPMENT. THE FOLLOWING GUIDELINES WILL NORMALLY APPLY TO ALL PROPOSALS INCLUDING SHELTERED HOUSING AND SPECIAL NEEDS HOUSING:-</p> <p>A) HOUSES</p> <p>2 BEDROOM HOUSES-50 SQM</p> <p>3 BEDROOM HOUSES-60 SQM</p> <p>4 BEDROOM HOUSES-75 SQM</p> <p>REAR GARDENS SHOULD HAVE A MINIMUM DEPTH OF 12 METRES</p> <p>B) FLATS</p> <p>1 BEDROOM DWELLINGS-20 SQM (including studio flats)</p> <p>2 BEDROOM DWELLINGS-40 SQM AND OVER</p> <p>IN CALCULATING PRIVATE AMENITY SPACE FOR HOUSES AND FLATS, ONLY PRIVATE USABLE SPACE IE. SPACE WHICH IS EASILY ACCESSIBLE FROM THE DWELLINGS AND SCREENED FROM PUBLIC VIEW, SHALL BE CONSIDERED. ALL HOUSES SHOULD HAVE INDIVIDUAL GARDENS. UNREASONABLY NARROW STRIPS OF LAND WILL NOT COUNT TOWARDS THIS STANDARD, ESPECIALLY WHERE THESE ARE OVERSHADOWED. PRIVATE AMENITY SPACE ESPECIALLY FOR SHELTERED DWELLINGS, SHOULD NORMALLY BE CAPABLE OF RECEIVING SUNSHINE FOR AT LEAST PART OF THE DAY.</p>	SAVE		

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POLICY H16	HOUSING	<p>THE COUNCIL WILL SEEK TO ENSURE THAT NEW DWELLINGS (INCLUDING CONVERTED FLATS) PROVIDE ADEQUATE INTERNAL SPACE:</p> <p>1. ONE BEDROOM FLATS OR HOUSE Total habitable floor area≥28.5 Sq.m. Minimum space</p> <p>2. TWO BEDROOM FLATS OR HOUSE Total habitable floor area≥40 Sq.m. Minimum space</p> <p>3. THREE BEDROOM FLATS OR HOUSE Total habitable floor area≥49 Sq.m. Minimum space</p>	SAVE		
POLICY H17	HOUSING/TRANSPORT	<p>PROPOSALS FOR NEW RESIDENTIAL DEVELOPMENT SHOULD NORMALLY COMPLY WITH THE CAR PARKING STANDARDS OUTLINED IN APPENDIX 6.1.</p> <p>WHEN CONSIDERING PROPOSALS FOR NEW RESIDENTIAL DEVELOPMENTS, THE COUNCIL WILL SEEK TO SECURE BY NEGOTIATION THE PROVISION OF AMENITY OPEN SPACE, PARTICULARLY IN AREAS OF OPEN SPACE DEFICIENCY, BY ENTERING INTO AGREEMENTS OR ATTACHING SUCH PLANNING CONDITIONS AS NECESSARY, TAKING INTO ACCOUNT:-</p> <p>i)THE POTENTIAL USERS AND LIKELIHOOD OF DISTURBANCE TO ADJOINING USES;</p> <p>ii)THE NEED FOR THE AREA TO BE MANAGED AND MAINTAINED, INCLUDING LITTER CLEARING;</p> <p>iii)THE DESIGN AND LOCATION OF LANDSCAPE WORKS TO MAXIMISE THE ENJOYMENT OF ALL USERS BY PROVIDING A SAFE AND ACCESSIBLE ENVIRONMENT WHICH CONSERVES, ENHANCES AND, WHERE APPROPRIATE, DRAWS UPON LANDSCAPE AND ECOLOGICAL VALUE;</p> <p>GUIDELINES FOR THE PROVISION OF AMENITY OPEN SPACE ARE OUTLINED IN SUPPLEMENTARY PLANNING GUIDANCE NOTE 4.</p> <p>THE COUNCIL WILL REQUIRE NEW RESIDENTIAL DEVELOPMENTS IN AREAS WITH HIGH AMBIENT NOISE LEVELS, E.G. ADJACENT TO MAJOR ROADS AND RAILWAY LINES, TO INCORPORATE IN THEIR DESIGN AND LAYOUT, APPROPRIATE PROTECTION AGAINST SUCH NOISE.</p> <p>THE COUNCIL WILL ENCOURAGE THE USE OF ENERGY EFFICIENT BUILDING TECHNIQUES IN THE CONSTRUCTION OF NEW RESIDENTIAL DEVELOPMENT. ACCOUNT SHOULD ALSO BE TAKEN OF ORIENTATION AND ASPECT IN DEVISING SITE LAYOUTS.</p>	SAVE	DELETE	This policy is covered more extensively by LP policies 3C:22, 3C:23, and Annex 4
POLICY H18	HOUSING/ENVIRONMENT		SAVE		
POLICY H19	ENVIRONMENT		SAVE		
POLICY H20	ENERGY		SAVE		
POLICY H21	HOUSING	<p>THE COUNCIL WILL ENCOURAGE THE REHABILITATION AND IMPROVEMENT OF THE HOUSING STOCK AND CONTINUE TO UPGRADE THE ENVIRONMENT OF HOUSING AREAS WITHIN THE BOROUGH.</p>		DELETE	This can be done without a UDP policy. More detailed and up to date guidance is set out in the draft Council's Housing Strategy – which includes a specific target for all social housing to meet Decent Homes standards by 2010. This is likely to be adopted in June 2007

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POLICY H2	HOUSING	<p>PROPOSALS TO ALTER OR EXTEND DWELLINGS SHOULD COMPLY WITH THE GUIDELINES OUTLINED IN APPENDIX 7.</p> <p>THE COUNCIL WILL ENCOURAGE THE RETENTION AND EXPANSION OF GENERAL INDUSTRY IN EMPLOYMENT AREAS AS IDENTIFIED ON THE PROPOSALS MAP.</p> <p>WITHIN ANY EMPLOYMENT AREA, THERE SHOULD BE A MIX OF BUSINESS DEVELOPMENT, INCLUDING B1 (LIGHT INDUSTRY), B2 (GENERAL INDUSTRY) AND B8 (WAREHOUSING). APPLICATIONS WHICH WOULD RESULT IN THE UNDUE CONCENTRATION OF WAREHOUSING AND/OR TRANSPORT USES WITHIN AN EMPLOYMENT AREA WILL NORMALLY BE REFUSED.</p> <p>APPLICATIONS WILL NORMALLY BE GRANTED SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THE SCALE, MASSING AND SITING OF THE DEVELOPMENT MUST BE APPROPRIATE TO THE LOCATION AND SURROUNDING DEVELOPMENT;</li> <li>ii) THE DESIGN PROVIDES A SAFE AND SECURE ENVIRONMENT FOR WORKERS, VISITORS AND SURROUNDING OCCUPIERS;</li> <li>iii) THE DEVELOPMENT COMPLIES WITH THE COUNCIL'S PARKING STANDARDS (SEE APPENDIX 6.2. AND SUPPLEMENTARY PLANNING GUIDANCE NOTE 3);</li> <li>iv) THE DEVELOPMENT PROVIDES ADEQUATE SERVICING AND SUITABLE ARRANGEMENTS FOR THE STORAGE AND COLLECTION OF REFUSE (SEE APPENDIX 4);</li> <li>v) THE DEVELOPMENT PROVIDES A HIGH STANDARD OF LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</li> <li>vi) THE EXISTING SITE FEATURES (E.G. MATURE TREES, WATER FEATURES) ARE RESPECTED AND, WHERE POSSIBLE, INCORPORATED INTO THE DEVELOPMENT.</li> </ul> <p>WHERE THERE ARE PROPOSALS FOR NEW INDUSTRIAL DEVELOPMENTS, THE COUNCIL WILL ENCOURAGE THE PROVISION OF A RANGE OF SIZES OF ACCOMMODATION.</p> <p>THE COUNCIL WILL RESIST PROPOSALS TO ESTABLISH, INTENSIFY OR EXTEND THE EMPLOYMENT USES LISTED BELOW IN ALL EMPLOYMENT AREAS IN THE BOROUGH WITH THE EXCEPTION OF THE DAGENHAM DOCK RIVERSIDE AREA AS IDENTIFIED ON THE PROPOSALS MAP:-</p> <p>THE MANUFACTURE OF READY MIXED CONCRETE; THE MANUFACTURE OF CONCRETE PRODUCTS; MANUFACTURE OR PROCESSING OF CEMENT, LIME, CONCRETE OR PLASTER; PROCESSING, STORAGE OR DISTRIBUTION OF AGGREGATES AND CEMENT; GROUND AND PROCESSED MINERALS INCLUDING ROAD STONE; ASPHALT BATCHING PLANT.</p>	SAVE		
POLICY E1	BUSINESS DEVELOPMENT	<p>OUTSIDE THE EMPLOYMENT AREAS WHICH ARE SHOWN ON THE PROPOSALS MAP AND BARKING TOWN CENTRE AND Roding VALLEY AREA INSET MAP PLANNING PERMISSION FOR PROPOSALS INVOLVING THE LOSS THROUGH REDEVELOPMENT OR CHANGE OF USE OF LAND OR BUILDINGS WHICH ARE CURRENTLY, OR WERE LAST, IN AN EMPLOYMENT USE (e.g. B1 - B8 USE CLASSES ORDER 1987) WILL ONLY BE GRANTED WHERE AN APPLICANT CAN DEMONSTRATE THAT THERE IS NO DEMAND FOR EMPLOYMENT USE ON THE PARTICULAR SITE, WHERE THE SITE HAS REMAINED VACANT FOR MORE THAN ONE YEAR OR WHERE UNREASONABLE DISTURBANCE IS CAUSED TO RESIDENTIAL PROPERTIES.</p> <p>OUTSIDE EMPLOYMENT AREAS AND AREAS IDENTIFIED FOR BUSINESS USE CLASS B1, APPLICATIONS FOR NEW AND EXISTING USES WHICH PROVIDE EMPLOYMENT WILL ONLY BE PERMITTED WHERE:-</p>	SAVE		
POLICY E2	SITE SPECIFIC		SAVE		

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POLICY E3	BUSINESS DEVELOPMENT	<p>i)THE COUNCIL IS SATISFIED THAT THE SCALE IS APPROPRIATE TO, AND ENVIRONMENTALLY COMPATIBLE WITH, THE SURROUNDING AREA IN WHICH IT IS TO BE LOCATED;</p> <p>ii)THE PROPOSAL CONTRIBUTES TO THE IMPROVEMENT OF AMENITY AND ENVIRONMENT (E.G. THE REDUCTION OF NOISE AND GENERAL DISTURBANCE);</p> <p>iii)THE PROPOSAL COMPLIES WITH COUNCIL'S PARKING STANDARDS (SEE APPENDIX 6.2 AND SUPPLEMENTARY PLANNING GUIDANCE NOTE 3);</p> <p>iv)THE PROPOSAL IS WELL LOCATED IN TERMS OF PUBLIC TRANSPORT AND OTHER RELEVANT FACILITIES, E.G. SHOPS, CHILD CARE FACILITIES;</p> <p>v)THE DESIGN PROVIDES A SAFE AND SECURE ENVIRONMENT FOR WORKERS, VISITORS AND SURROUNDING OCCUPIERS.</p> <p>vi)WHEN CONSIDERING APPLICATIONS FOR CHANGE OF USE OF EXISTING BUILDINGS WHICH CAN NOT FULLY COMPLY WITH THE COUNCIL'S STANDARDS, REGARD SHALL BE GIVEN TO THE ORIGINAL PURPOSE FOR WHICH THE BUILDING WAS DESIGNED AND SUBSEQUENTLY USED, AND THE FACT THAT IT WAS CONSTRUCTED BEFORE PRESENT PLANNING CONTROLS.</p>	SAVE		
POLICY E4	BUSINESS DEVELOPMENT	<p>ALL NEW BUSINESSES, INDUSTRIAL AND WAREHOUSING BUILDINGS SHOULD TAKE INTO ACCOUNT THE NEED TO ALLOW ACCESS FOR PEOPLE WITH DISABILITIES, INCLUDING WHEELCHAIR USERS, TO ALL PARTS OF THE BUILDING (SEE POLICY C15).</p>	SAVE		
POLICY E5	BUSINESS DEVELOPMENT	<p>WHEREVER PRACTICABLE, EXISTING BUILDINGS WHICH ARE BEING REFURBISHED OR ADAPTED FOR BUSINESS, INDUSTRIAL OR WAREHOUSING USE SHOULD TAKE INTO ACCOUNT THE NEED TO ALLOW ACCESS FOR PEOPLE WITH DISABILITIES, INCLUDING WHEELCHAIR USERS.</p>	SAVE		



NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY E6	BUSINESS DEVELOPMENT	<p>THE COUNCIL WILL PROMOTE EMPLOYMENT AND SEEK TO ENSURE CONDITIONS FOR BUSINESS ENTERPRISE TO SUCCEED IN THE BOROUGH BY:-</p> <ul style="list-style-type: none"> <li>i) MONITORING THE STRUCTURE OF THE LOCAL ECONOMY AND IDENTIFYING ACTIVITIES WHICH COULD BENEFICIALLY BE ADDED TO THE ECONOMIC STRUCTURE IN ORDER TO STRENGTHEN IT OR TO PROVIDE NEW DIRECTIONS FOR GROWTH;</li> <li>ii) IDENTIFYING AND SUPPORTING SECTORS WHICH ARE CRUCIAL TO THE LOCAL ECONOMY AND THE PROSPECTS OF ITS WORKFORCE;</li> <li>iii) SUPPORTING METROPOLITAN, EAST LONDON AND LOCAL INITIATIVES, PUBLIC AND PRIVATE, TO PROMOTE BUSINESS ENTERPRISE AND EMPLOYMENT CONSISTENT WITH COMMUNITY INTERESTS, AND PARTICULARLY THOSE DISADVANTAGED IN THE JOB MARKET;</li> <li>iv) PROVIDING ADVICE AND ASSISTANCE TO EMPLOYERS WISHING TO LOCATE OR EXPAND IN THE BOROUGH;</li> <li>v) MONITORING VACANT AND UNDER-USED INDUSTRIAL AND COMMERCIAL SITES AND ASSESSING THEIR CAPACITY FOR DEVELOPMENT, SUB-DIVISION OR REHABILITATION AND THEIR EMPLOYMENT POTENTIAL;</li> <li>vi) WORKING WITH EMPLOYERS, PROPERTY OWNERS, AND PUBLIC AND PRIVATE AGENCIES TO ENSURE THAT THE USE OF ALL EMPLOYMENT LOCATIONS STRENGTHENS THE LOCAL ECONOMY AND IMPROVES THE PROSPECTS OF BARKING AND DAGENHAM'S WORKFORCE.</li> </ul> <p>PROPOSALS FOR THE OPERATION OF A BUSINESS FROM A RESIDENTIAL PROPERTY WILL ONLY BE ALLOWED WHERE:-</p> <ul style="list-style-type: none"> <li>i) THE RESIDENTIAL CHARACTER AND APPEARANCE OF THE AREA IS MAINTAINED;</li> <li>ii) THERE IS NO ADVERSE EFFECT IN THE AMENITY OF THE SURROUNDING AREA BY REASON OF NOISE, PARKING AND DELIVERIES/SERVICING.</li> </ul> <p>WITHIN THE UPPER RODING VALLEY AREA, THE PRIORITY WILL BE TO CREATE A RANGE OF EMPLOYMENT GENERATING DEVELOPMENT OF A HIGH STANDARD OF DESIGN WITHIN A LANDSCAPED SETTING.</p> <p>PREFERENCE WILL BE GIVEN TO BUSINESS AND NEW INDUSTRIAL USES. HOTEL AND LEISURE USES MAY BE APPROPRIATE IN THE VICINITY OF THE TOWN QUAY AREA. OPEN STORAGE AND TRANSPORT OPERATORS ARE NOT CONSIDERED APPROPRIATE USES.</p>	SAVE		
POLICY E7	BUSINESS DEVELOPMENT		SAVE		
POLICY E8	SITE SPECIFIC		SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY E9	BUSINESS DEVELOPMENT	<p>APPLICATIONS FOR DEVELOPMENT SHOULD ALSO COMPLY WITH THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) A MAXIMUM PERMITTED PLOT RATIO OF 2:1;</li> <li>ii) EXCESSIVE SITE COVERAGE BY BUILDINGS, PARKING, ACCESS AND CIRCULATION AT THE EXPENSE OF ACHIEVING SATISFACTORY LANDSCAPING, COMMENSURATE WITH THE OBJECTIVE OF ENVIRONMENTAL ENHANCEMENT, SHOULD NORMALLY BE AVOIDED;</li> <li>iii) THE DESIGN, SCALE, MASSING, SITING AND MATERIALS OF THE DEVELOPMENT IS APPROPRIATE TO THE LOCATION;</li> <li>iv) THE DESIGN PROVIDES A SAFE AND SECURE ENVIRONMENT FOR WORKERS, VISITORS AND THE SURROUNDING OCCUPIERS;</li> <li>v) THE DEVELOPMENT COMPLIES WITH THE COUNCIL'S PARKING STANDARDS (APPENDIX 6.2 AND SUPPLEMENTARY PLANNING GUIDANCE NOTE 3) AND LANDSCAPE WORKS STANDARDS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</li> <li>vi) THE DEVELOPMENT PROVIDES ADEQUATE SERVICING AND SUITABLE ARRANGEMENTS FOR THE STORAGE AND COLLECTION OF REFUSE (SEE APPENDIX 4);</li> <li>vii) THE DEVELOPMENT COMPLIES WITH THE REQUIREMENTS OF THE NATIONAL RIVERS AUTHORITY (THAMES REGION) IN RESPECT OF THE WATER ENVIRONMENT;</li> <li>viii) THE DEVELOPMENT DOES NOT HAVE A SERIOUS ADVERSE IMPACT ON THE NATURE CONSERVATION INTEREST OF THE RIVER Roding AND, WHERE APPROPRIATE, IT SHOULD SEEK TO ENHANCE THIS INTEREST;</li> <li>ix) THE COUNCIL WILL HAVE REGARD TO THE RELATIONSHIP OF THE PROPOSED DEVELOPMENT WITH THE PUBLIC TRANSPORT SYSTEM AND ITS RELATED TRANSPORT IMPLICATIONS;</li> <li>x) PROPOSALS FOR DEVELOPMENT ALONG THE RIVER Roding SHOULD NORMALLY MAKE PROVISION FOR A RIVERSIDE WALKWAY IN AN APPROPRIATE FORM (SEE POLICIES E12 AND G67), EXCEPT WHERE IT CAN BE SHOWN THAT THIS WOULD ADVERSELY AFFECT BUSINESS OPERATIONS.</li> </ul>	<p style="text-align: center;"><b>SAVE</b></p>		
POLICY E10	BUSINESS DEVELOPMENT	<p>THE EXPANSION OR INTENSIFICATION OF USE OF EXISTING INDUSTRIAL AND NON-CONFORMING USES WILL NOT NORMALLY BE PERMITTED. IN EXCEPTIONAL CIRCUMSTANCES TEMPORARY CONSENTS MAY BE GRANTED FOR A PERIOD NOT EXCEEDING 5 YEARS.</p>	<p style="text-align: center;"><b>SAVE</b></p>		

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POLICY E11	SITE SPECIFIC	<p>WITHIN THE ABBEY ROAD AREA OF THE RODING VALLEY (AS SHOWN ON THE BARKING TOWN CENTRE AND RODING VALLEY AREA INSET MAP) THE PRIORITY WILL BE TO CREATE MIXED USE DEVELOPMENT INCORPORATING RESIDENTIAL AND/OR B1 USES. OTHER EMPLOYMENT GENERATING USES AS OUTLINED IN E8 WILL NOT BE ALLOWED. A HIGH STANDARD OF DESIGN AND A LANDSCAPED SETTING WILL BE REQUIRED (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTES 5 AND 9).</p> <p>NEW DEVELOPMENT SHALL BE NO HIGHER THAN FIVE STOREYS IN HEIGHT AND THE RESIDENTIAL DEVELOPMENT SHOULD COMPLY WITH RESIDENTIAL AMENITY STANDARDS LAID DOWN IN POLICIES H13, H14, H15, H16, H17 (SEE APPENDICES 4 AND 6 AND SUPPLEMENTARY PLANNING GUIDANCE NOTES 1 AND 2). PROPOSALS WILL BE EXPECTED TO CONTRIBUTE TOWARDS ENVIRONMENTAL IMPROVEMENTS AND LINKAGES BETWEEN THE ABBEY ROAD AREA OF THE RODING VALLEY AND SURROUNDING TOWN CENTRE AREAS.</p>		<b>DELETE</b>	The height restrictions set out in this policy are no longer valid. The other requirements of the policy are covered elsewhere in the UDP e.g. in the residential amenity and environment and design policy.
POLICY E12	SITE SPECIFIC	A RIVERSIDE WALK ON BOTH SIDES OF THE RIVER RODING IS TO BE PROVIDED AS OPPORTUNITIES ARISE. THE FORM OF THIS PROVISION MAY VARY ACCORDING TO SITE CHARACTERISTICS AND THE RANGE OF OPPORTUNITIES AVAILABLE FROM THE DEVELOPMENT AND SHOULD INCORPORATE PROVISION FOR CYCLE ROUTES WHERE NECESSARY.	<b>SAVE</b>		
POLICY E13	SITE SPECIFIC	<p>THE TOWN QUAY SITE MAY BE DEVELOPED FOR OFFICES AND/OR RESIDENTIAL USE PROVIDED THAT A3 USES ARE PROVIDED ON THE GROUND FLOOR. DEVELOPMENT SHALL NOT EXCEED FOUR STOREYS IN HEIGHT. SHALL BE OF A HIGH STANDARD OF DESIGN REFLECTING ITS PROMINENT LOCATION AND HAVE A HIGH STANDARD OF LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING NOTE 5).</p> <p>CARE SHALL BE TAKEN IN THE DESIGN OF ANY PROPOSAL TO RETAIN VIEWS TO ST. MARGARET'S CHURCH FROM HIGHBRIDGE ROAD AND TO PROVIDE A LANDSCAPED SETTING ALONG THE BOUNDARY WITH THE RIVER RODING.</p>		<b>DELETE</b>	The height restrictions set out in this policy are no longer valid. The other requirements of the policy are covered elsewhere in the UDP e.g. in the residential amenity and environment and design policy.

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POLICY E14	SITE SPECIFIC	<p>THE COUNCIL WILL SEEK TO MAINTAIN AND IMPROVE THE ENVIRONMENT OF THE UPPER RADING VALLEY AREA IN TERMS OF TRAFFIC, PEDESTRIAN ACCESSIBILITY, LANDSCAPING AND APPEARANCE OF BUILDINGS IN THE FOLLOWING WAYS:-</p> <ul style="list-style-type: none"> <li>i) THE PROVISION OF SAFE, CONVENIENT AND PLEASANT PEDESTRIAN ROUTES;</li> <li>ii) TRAFFIC CALMING MEASURES AND/OR FURTHER PEDESTRIAN CROSSING POINTS AROUND ABBEY ROAD/TOWN QUAY AND TOWN QUAY/HIGHBRIDGE ROAD;</li> <li>iii) THE PROVISION OF INFORMATION BOARDS, MAPS AND NEW SIGNING IN APPROPRIATE LOCATIONS;</li> <li>iv) THE PROVISION OF NEW CYCLE STANDS IN APPROPRIATE LOCATIONS;</li> <li>v) THE PROVISION OF NEW LANDSCAPING AND NEW STREET FURNITURE WITHIN THE PARTIALLY PEDESTRIANISED AREAS AROUND THE TOWN QUAY AREA;</li> <li>vi) WITHIN NEW AND REFURBISHED PEDESTRIAN SCHEMES, ACCOUNT SHOULD BE TAKEN OF THE CONTRIBUTION THAT STREET AND OTHER FORMS OF OUTDOOR ART CAN MAKE TO THE LOCAL ENVIRONMENT.</li> </ul>	SAVE		
POLICY S1	COMMUNITY FACILITIES	<p>THE COUNCIL'S PREFERRED LOCATION FOR LARGE RETAIL DEVELOPMENT, SUCH AS FOOD SUPERSTORES OR RETAIL WAREHOUSING AND ANY FOOD AND DRINK USES, IS WITHIN BARKING TOWN CENTRE, DAGENHAM HEATHWAY AND CHADWELL HEATH. PROPOSALS ELSEWHERE WILL BE CONSIDERED IN RELATION TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THE PROPOSAL DOES NOT HAVE A SERIOUSLY DETRIMENTAL EFFECT ON THE VITALITY AND VIABILITY OF EXISTING MAJOR OR DISTRICT CENTRES BOTH WITHIN AND OUTSIDE THE BOROUGH;</li> <li>ii) THE PROPOSAL SITE IS READILY ACCESSIBLE ON FOOT, BY BICYCLE, PUBLIC TRANSPORT AND CAR;</li> <li>iii) THE LOCATION MUST NOT RESULT IN AN UNACCEPTABLE INCREASE IN CO2 AND OTHER POLLUTING EMISSIONS;</li> <li>iv) THE SITE MUST HAVE ACCEPTABLE ACCESS TO THE TRUNK, DESIGNATED AND PRINCIPAL ROAD NETWORK AND MUST NOT REQUIRE VEHICLES TO PASS THROUGH A RESIDENTIAL AREA.</li> </ul>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY S2	COMMUNITY FACILITIES	<p>ALL SHOPPING PROPOSALS WILL BE CONSIDERED WITH REGARD TO THEIR ENVIRONMENTAL IMPACT AND SHOULD COMPLY WITH THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THEY MUST TAKE ACCOUNT OF THEIR SURROUNDINGS IN TERMS OF SCALE, HEIGHT, BULK, DESIGN, USE OF MATERIALS AND COLOUR;</li> <li>ii) THEY SHOULD NOT LEAD TO A DETERIORATION IN THE ENVIRONMENT OF THE AREA AS A RESULT OF INCREASED TRAFFIC CONGESTION;</li> <li>iii) THE DESIGN PROVIDES A SAFE AND SECURE ENVIRONMENT FOR SHOPPERS, WORKERS AND SURROUNDING OCCUPIERS;</li> <li>iv) THERE SHOULD BE NO SIGNIFICANT ADVERSE EFFECTS ON SURROUNDING RESIDENTIAL AREAS;</li> <li>v) THEY MUST BE READILY ACCESSIBLE BY PUBLIC TRANSPORT, CYCLES AND HAVE GOOD PEDESTRIAN ACCESS;</li> <li>vi) THEY SHOULD MEET THE COUNCIL'S CAR PARKING AND CYCLE PARKING STANDARDS (SEE APPENDIX 6.3 AND SUPPLEMENTARY PLANNING GUIDANCE NOTE 3), AND ANY CAR PARKING PROVIDED IN STRATEGIC OR DISTRICT CENTRES SHOULD RELATE TO THE COUNCIL'S PARKING CHARGES;</li> <li>vii) THEY SHOULD PROVIDE A SUBSTANTIAL HIGH QUALITY SOFT AND HARD LANDSCAPING SCHEME (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</li> <li>viii) WHERE LARGE SURFACE CAR PARKS ARE PROVIDED TRAFFIC CALMING MEASURES WILL BE REQUIRED.</li> </ul>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY 53	COMMUNITY FACILITIES	<p>IN NEW RETAIL DEVELOPMENT OVER 2,500 SQUARE METRES (26,910 SQ.FT.) GROSS FLOOR SPACE, THE FOLLOWING FACILITIES SHOULD NORMALLY BE PROVIDED:-</p> <ul style="list-style-type: none"> <li>i) PUBLIC CONVENIENCES, INCLUDING A DISABLED TOILET;</li> <li>ii) BABY CHANGING AND FEEDING FACILITIES SEPARATE FROM TOILETS;</li> <li>iii) CYCLE PARKING FACILITIES (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 3);</li> <li>iv) RECYCLING FACILITIES FOR PAPER, GLASS, CANS AND PLASTIC;</li> <li>v) PUBLIC SEATING.</li> </ul> <p>THE COUNCIL WILL ALSO ENCOURAGE THE PROVISION OF CRECHE/CHILDREN'S PLAY FACILITIES.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY 54	SITE SPECIFIC	<p>THE COUNCIL WILL SEEK TO RETAIN RETAIL USES IN THE SHOPPING AREA AT DAGENHAM HEATHWAY AS DEFINED ON MAP 2 IN ORDER TO MAINTAIN A COMPACT AND CONVENIENT CENTRE IN THE EAST OF THE BOROUGH.</p> <p>PROPOSED CHANGES OF USE TO NON-RETAIL SHOULD NOT CREATE SIGNIFICANT BREAKS IN DEFINED FRONTAGES AND SHOULD TAKE THE FOLLOWING CRITERIA INTO ACCOUNT:-</p> <p>EXISTING NON-RETAIL USES; SIZE OF FRONTAGES; LOCATION AND PROMINENCE OF A UNIT WITHIN A FRONTAGE; VITALITY AND VIABILITY OF THE SHOPPING CENTRE; APPEARANCE OF WINDOW DISPLAY.</p> <p>NON-RETAIL USES WILL NORMALLY BE RESTRICTED IN THE PRIME SHOPPING AREA TO A MAXIMUM OF 15% OF THE MEASURED FRONTAGE OF THE FOLLOWING GROUPS OF PROPERTIES (SEE APPENDIX 10):-</p> <ul style="list-style-type: none"> <li>a) THE MALL</li> <li>NON-RETAIL USES WILL NORMALLY BE RESTRICTED IN THE SECONDARY SHOPPING AREA TO A MAXIMUM OF 30% OF THE MEASURED FRONTAGE OF THE FOLLOWING GROUP OF PROPERTIES (SEE APPENDIX 10):-</li> <li>a) 1-11 STATION PARADE</li> <li>b) 227-253 HEATHWAY</li> <li>c) 261-287A HEATHWAY</li> <li>d) 289-309 HEATHWAY AND 1-7 PARSLOES AVENUE</li> <li>e) 214-234 HEATHWAY</li> <li>f) 244-262A HEATHWAY</li> <li>g) 264-288 HEATHWAY AND 2-8 REEDE ROAD</li> </ul> <p>THERE WILL BE NO RESTRICTION ON NON-RETAIL USES WITHIN THE FOLLOWING FRONTAGES:-</p> <ul style="list-style-type: none"> <li>a) 1-7 REEDE ROAD</li> <li>b) 290-298 HEATHWAY</li> </ul> <p>APPLICATIONS FOR AMUSEMENT ARCADES IN PRIME AREAS WILL NOT NORMALLY BE GRANTED. APPLICATIONS IN SECONDARY AREAS WILL BE CONSIDERED ON THEIR INDIVIDUAL MERITS, WITH DUE REGARD TO THEIR POTENTIALLY DETRIMENTAL IMPACT ON RETAIL FRONTAGE AND CHARACTER AND IMPACT ON ANY NEARBY RESIDENTIAL PROPERTIES.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY S5	SITE SPECIFIC	<p>THE COUNCIL WILL SEEK TO RETAIN RETAIL USES IN THE SHOPPING AREA AT CHADWELL HEATH AS DEFINED ON MAPS 3 AND 4 IN ORDER TO RETAIN THE ATTRACTIVENESS OF THE CENTRE.</p> <p>PROPOSED CHANGES OF USE TO NON-RETAIL SHOULD NOT CREATE SIGNIFICANT BREAKS IN DEFINED FRONTAGES AND SHOULD TAKE THE FOLLOWING CRITERIA INTO ACCOUNT:-</p> <p>EXISTING NON-RETAIL USES; SIZE OF FRONTAGES; LOCATION AND PROMINENCE OF A UNIT WITHIN A FRONTAGE; VITALITY AND VIABILITY OF THE SHOPPING CENTRE; APPEARANCE OF WINDOW DISPLAY.</p> <p>NON-RETAIL USES WILL NORMALLY BE RESTRICTED IN THE PRIME SHOPPING AREA TO A MAXIMUM OF 30% OF THE MEASURED FRONTAGE OF THE FOLLOWING GROUPS OF PROPERTIES (SEE APPENDIX 10):-</p> <ul style="list-style-type: none"> <li>a) 1-29 HIGH ROAD</li> <li>b) 31 - JOB SUPERSTORE HIGH ROAD</li> <li>c) 83-95 HIGH ROAD</li> <li>d) 1-10 TUDOR PARADE &amp; 34-38 HIGH ROAD</li> <li>e) 60-70 HIGH ROAD</li> <li>f) 96-110 HIGH ROAD</li> </ul> <p>NON-RETAIL USES WILL NORMALLY BE RESTRICTED IN THE SECONDARY SHOPPING AREA TO A MAXIMUM OF 60% OF THE MEASURED FRONTAGE OF THE FOLLOWING GROUPS OF PROPERTIES (SEE APPENDIX 10):-</p> <ul style="list-style-type: none"> <li>a) 155-173 HIGH ROAD</li> <li>b) 203-213 HIGH ROAD</li> <li>c) 22-32 HIGH ROAD</li> <li>d) 166-200 HIGH ROAD</li> <li>e) 202-228 HIGH ROAD</li> <li>f) 230-260 HIGH ROAD</li> <li>g) 1-33 STATION ROAD</li> </ul> <p>THERE WILL BE NO RESTRICTIONS ON NON-RETAIL USES IN THE FOLLOWING FRONTAGE:-</p> <ul style="list-style-type: none"> <li>a) 144-150 HIGH ROAD</li> </ul> <p>APPLICATIONS FOR AMUSEMENT ARCADES IN PRIME AREAS WILL NOT NORMALLY BE GRANTED. APPLICATIONS IN SECONDARY AREAS WILL BE CONSIDERED ON THEIR INDIVIDUAL MERITS, WITH DUE REGARD TO THEIR POTENTIALLY DETRIMENTAL IMPACT ON RETAIL FRONTAGE AND CHARACTER, AND IMPACT ON ANY NEARBY RESIDENTIAL PROPERTIES.</p>	SAVE		



NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY 56	COMMUNITY FACILITIES	<p>THE COUNCIL WILL SEEK TO RETAIN RETAIL USES IN ALL LOCAL CENTRES AND LOCAL PARADES (SEE APPENDICES 8 AND 9) TO ENSURE THAT SHOPS ARE AVAILABLE IN COMPACT AND CONVENIENT LOCATIONS CLOSE TO RESIDENTIAL AREAS.</p> <p>PROPOSED CHANGES OF USES TO NON-RETAIL SHOULD NOT CREATE SIGNIFICANT BREAKS IN DEFINED FRONTAGES AND SHOULD TAKE THE FOLLOWING CRITERIA INTO ACCOUNT:-</p> <p>EXISTING NON-RETAIL USES; SIZE OF FRONTAGES; LOCATION AND PROMINENCE OF A UNIT WITHIN A FRONTAGE; VITALITY AND VIABILITY OF THE SHOPPING CENTRE; APPEARANCE OF WINDOW DISPLAY.</p> <p>NON-RETAIL USES WILL BE RESTRICTED IN LOCAL CENTRES AND LOCAL PARADES, TO A MAXIMUM OF 30% OF THE MEASURED FRONTAGE (SEE APPENDIX 10).</p> <p>EXCEPTIONS MAY BE MADE WHERE IT CAN BE SHOWN THAT THE UNIT IS NO LONGER VIABLE FOR RETAIL PURPOSES AND THAT IT HAS REMAINED UNLET FOR A SUBSTANTIAL PERIOD OF TIME, DESPITE ATTEMPTS TO LET IT ON REASONABLE TERMS.</p> <p>APPLICATIONS FOR AMUSEMENT ARCADES WILL BE CONSIDERED ON THEIR INDIVIDUAL MERITS, WITH DUE REGARD TO THEIR POTENTIALLY DETRIMENTAL IMPACT ON RETAIL FRONTAGES AND CHARACTER, AND IMPACT ON ANY NEARBY RESIDENTIAL PROPERTIES.</p>	SAVE		
POLICY 57	COMMUNITY FACILITIES	<p>THE COUNCIL WILL SEEK TO RETAIN EXISTING CORNER SHOPS. APPLICATIONS FOR NON-RETAIL USES WILL NORMALLY BE REFUSED, ALTHOUGH EXCEPTIONS MAY BE MADE WHERE IT CAN BE SHOWN THAT THE UNIT IS NO LONGER VIABLE FOR RETAIL PURPOSES AND THAT IT HAS REMAINED UNLET FOR A SUBSTANTIAL PERIOD OF TIME, DESPITE ATTEMPTS TO LET IT ON REASONABLE TERMS.</p> <p>APPLICATIONS FOR AMUSEMENT ARCADES WILL NORMALLY BE REFUSED.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY S8	COMMUNITY FACILITIES	<p>WHERE PUBLIC HOUSES, WINE BARS, RESTAURANTS, AND TAKE-AWAYS ARE ACCEPTABLE IN PRINCIPLE (SEE POLICIES S4/S6), THEY SHOULD COMPLY WITH THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THE PROVISION OF ADEQUATE STORAGE AND DISPOSAL OF BULK REFUSE AND CUSTOMERS' LITTER (SEE POLICY G32);</li> <li>ii) THE PROVISION OF CAR PARKING TO THE COUNCIL'S STANDARDS EXCEPT WITHIN CHANGES OF USE WHERE NO OFF-STREET PARKING WILL BE REQUIRED (SEE APPENDIX 6.3);</li> <li>iii) THE PROVISION OF HYGIENIC EMISSION OF FUMES AND SMELLS INCLUDING ASSOCIATED FLUE AND VENTILATION DUCTING;</li> <li>iv) ANY FLUES OR VENTILATION DUCTING MUST BE LOCATED TO MINIMISE VISUAL AND ENVIRONMENTAL IMPACT, INCLUDING WHERE NECESSARY, THE ERECTION OF SCREENING;</li> <li>v) IN ORDER TO MINIMISE NOISE AND DISTURBANCE ESPECIALLY WHEN LOCATED CLOSE TO RESIDENTIAL PREMISES, THE OPENING HOURS OF THE PREMISES WILL BE CONTROLLED BY CONDITIONS ATTACHED TO PLANNING PERMISSION;</li> <li>vi) IN ANY APPLICATIONS FOR A3 USES, CARS SHOULD BE ABLE TO PARK ON STREET WITHOUT CAUSING A TRAFFIC HAZARD OR DELAY TO BUSES. WHERE THERE IS OPPORTUNITY TO CONSTRUCT A LAY-BY THE COUNCIL WILL REQUIRE THAT PROVISION IS MADE;</li> <li>vii) THE NEEDS OF PEOPLE WITH DISABILITIES SHOULD NORMALLY BE GIVEN CONSIDERATION (i.e. PUBLIC CONVENIENCES, AISLE WIDTHS, ENTRANCE/EXIT FACILITIES, ETC.) (SEE ALSO POLICIES S15 AND C15);</li> <li>viii) THE SHAPE AND DIMENSION OF PREMISES TO BE USED FOR SUCH FOOD BUSINESS SHOULD BE SUITABLE TO PERMIT THE HYGIENIC PRODUCTION, SERVING AND CONSUMPTION OF FOOD STUFFS;</li> <li>ix) GREASE TRAPS SHOULD BE PROVIDED AND MAINTAINED TO AVOID SEWER BLOCKAGES AND CONSEQUENTIAL FOUL SEWER FLOODING.</li> </ul> <p>PLANNING PERMISSION FOR CHANGE OF USE OF PREMISES TO LAUNDERETTES WILL NOT NORMALLY BE GRANTED FOR PREMISES WHICH HAVE RESIDENTIAL ACCOMMODATION ABOVE OR ADJOINING PREMISES, UNLESS IT CAN BE SATISFACTORILY SHOWN THAT SUCH A USE WILL NOT RESULT IN FUTURE ENVIRONMENTAL AND NOISE PROBLEMS TO THE RESIDENTS OF THESE PREMISES.</p>	SAVE		
POLICY S9	COMMUNITY FACILITIES	<p>PLANNING PERMISSION FOR CHANGE OF USE OF PREMISES TO LAUNDERETTES WILL NOT NORMALLY BE GRANTED FOR PREMISES WHICH HAVE RESIDENTIAL ACCOMMODATION ABOVE OR ADJOINING PREMISES, UNLESS IT CAN BE SATISFACTORILY SHOWN THAT SUCH A USE WILL NOT RESULT IN FUTURE ENVIRONMENTAL AND NOISE PROBLEMS TO THE RESIDENTS OF THESE PREMISES.</p>	SAVE		
POLICY S10	COMMUNITY FACILITIES	<p>THE COUNCIL WILL SUPPORT THE RETENTION OF THE EXISTING NETWORK OF SUB-POST OFFICES.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY S11	COMMUNITY FACILITIES	<p>OPPORTUNITIES WILL BE TAKEN WITHIN EXISTING SHOPPING CENTRES (SUBJECT TO AVAILABILITY OF RESOURCES) TO:-</p> <p>i) ENHANCE THE EXISTING PAVED AND HARD-SURFACED AREAS WHERE APPROPRIATE;</p> <p>ii) TO PROVIDE SEATING AND OTHER STREET FURNITURE WHERE APPROPRIATE;</p> <p>iii) PROVIDE NEW LANDSCAPED WORKS INCLUDING TREES AND PLANTING BEDS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</p> <p>iv) PROVIDE NEW PUBLIC/DIRECTIONAL SIGNING OF AN APPROVED CONSISTENT STYLE AND TYPE;</p> <p>v) PROVIDE IMPROVED LIGHTING WHERE APPROPRIATE;</p> <p>w) PROVIDE CYCLE STANDS WHERE APPROPRIATE (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 3).</p> <p>ANY NEW FACILITIES PROVIDED MUST TAKE ACCOUNT OF SAFETY AND SECURITY ASPECTS, THE NEEDS OF PEOPLE WITH DISABILITIES AND THE NEEDS OF THE ELDERLY. (SEE ALSO POLICIES T16/18/26).</p>	SAVE		
POLICY S12	COMMUNITY FACILITIES	<p>THE COUNCIL WILL EXAMINE THE PROVISION OF REAR SERVICE ROADS IN LOCAL AND DISTRICT CENTRES FOR EXISTING SHOPS. THE COUNCIL WILL NORMALLY REFUSE APPLICATIONS WHICH WOULD PROHIBIT THE USE OF EXISTING REAR SERVICING (SEE ALSO POLICY T32).</p>	SAVE		
POLICY S13	COMMUNITY FACILITIES	<p>ANY PROPOSAL TO EXTEND EXISTING RETAIL OR NON-RETAIL PREMISES WILL NORMALLY BE ALLOWED SUBJECT TO THE FOLLOWING CRITERIA:-</p> <p>i) THE EXTENSION SHOULD NOT HAVE ANY ADVERSE IMPACT ON THE AMENITIES OF ADJOINING PROPERTIES;</p> <p>ii) THE EXTENSION SHOULD NOT PREJUDICE THE PROVISION OF OFF-STREET PARKING SPACE IN ACCORDANCE WITH THE COUNCIL'S PARKING STANDARDS (SEE APPENDIX 6.3);</p> <p>iii) THE EXTENSION IS WELL DESIGNED AND TAKES ACCOUNT OF THE EXISTING BUILDING IN TERMS OF DESIGN AND MATERIALS.</p>	SAVE		
POLICY S14	COMMUNITY FACILITIES	<p>NEW AND REDESIGNED SHOPFRONTS SHALL BE DESIGNED AND CONSTRUCTED TO SATISFACTORILY RELATE TO THE REMAINING PART OF THE PREMISES IN WHICH THE SHOPFRONT IS TO BE INSTALLED AND TO ADJACENT BUILDINGS. THE PROVISION OF A SHOP WINDOW DISPLAY IS TO BE ENCOURAGED.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY S15	COMMUNITY FACILITIES	<p>ANY NEW SHOPPING DEVELOPMENT SHOULD INCLUDE PROVISION OF SPECIAL PARKING SPACES TO MEET THE COUNCIL'S CAR PARKING STANDARDS. (SEE APPENDIX G.3 AND G.8) RAMPS, DROPPED KERBS, SUITABLE SANITARY FACILITIES AND OTHER AIDS FOR PEOPLE WITH DISABILITIES.</p> <p>WHEN APPLICATIONS ARE MADE FOR ALTERATIONS TO EXISTING SHOPS, FOR EXAMPLE THE INSTALLATION OF A NEW SHOP FRONT, ACCESS TO THE SHOPS SHOULD BE IMPROVED BY PROVIDING SUITABLE ACCESS FOR PEOPLE WITH DISABILITIES (SEE ALSO POLICY C15).</p>	SAVE		
POLICY S16	COMMUNITY FACILITIES	<p>THE PROVISION OF ON-STREET MARKET STALLS WITHIN EXISTING STRATEGIC AND DISTRICT CENTRES MAY BE ENCOURAGED SUBJECT TO THE AVAILABILITY OF APPROPRIATE SITES, AND TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i)THE LIKELY EFFECTS ON ESTABLISHED SHOPPING FACILITIES;</li> <li>ii)THE PROVISION OF SERVICING;</li> <li>iii)THE PROVISION OF PARKING FOR TRADING VEHICLES;</li> <li>iv)ADEQUATE PROVISION FOR REFUSE COLLECTION AND STORAGE.</li> </ul> <p>OUTSIDE THE GREEN BELT, METROPOLITAN OPEN LAND, CONSERVATION AREAS AND NATURE CONSERVATION AREAS, PLANNING PERMISSION FOR MOBILE STALLS WILL NORMALLY ONLY BE GRANTED WHERE THEY MEET THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i)THE PROVISION OF ADEQUATE STORAGE, COLLECTION AND DISPOSAL OF ALL REFUSE AND CUSTOMER'S LITTER (SEE POLICY G32);</li> <li>ii)VEHICLES SHOULD BE ABLE TO PARK ON-STREET WITHOUT CAUSING A TRAFFIC HAZARD;</li> <li>iii)THE STALLS SHOULD NOT PREJUDICE THE PROVISION OF OFF-STREET PARKING SPACE IN ACCORDANCE WITH THE COUNCIL'S PARKING STANDARDS;</li> <li>iv)THE LOCATION AND OPERATION OF THE STALLS SHOULD NOT UNACCEPTABLY AFFECT THE AMENITY OF NEIGHBOURING RESIDENTIAL PROPERTIES. IN CIRCUMSTANCES WHERE MOBILE STALLS WILL BE ALLOWED NEAR RESIDENTIAL PROPERTIES, NOISE AND DISTURBANCE WILL BE MINIMISED BY CONTROLLING THE OPENING HOURS OF THE STALL BY CONDITION.</li> </ul> <p>IN ALL CASES, NO SIGNAGE WILL BE PERMITTED OTHER THAN ADVERTISEMENTS FORMING AN INTEGRAL PART OF THE STALL.</p> <p>IN ALL APPLICATIONS, PERMISSION WILL ONLY INITIALLY BE GRANTED FOR A TEMPORARY PERIOD TO ASSESS THE IMPACT OF THEIR OPERATION. IN ADDITION, THE STALL WILL BE REMOVED FROM THE SITE FOLLOWING THE CESSATION OF THE USE.</p>	SAVE		
POLICY S17	ENVIRONMENT		SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY S18	COMMUNITY FACILITIES	<p>APPLICATIONS FOR CAR BOOT SALES WILL NORMALLY BE REFUSED. EXCEPTIONS MAY BE MADE WHERE THEY ARE ORGANISED FOR CHARITABLE PURPOSES, SUBJECT TO:-</p> <p>i) THEIR HAVING NO SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACT ON ADJOINING OR NEARBY OCCUPIERS OR THE AREA IN GENERAL;</p> <p>ii) THE PROVISION OF PARKING FACILITIES.</p>		<b>DELETE</b>	<p>The Town and Country Planning Order 1995 permits temporary uses of land for markets up to 28 days in a calendar year. UDP policy S2 adequately covers issues related to the avoidance of adverse environment impacts and parking provision related to new shopping development</p>
POLICY S19	COMMUNITY FACILITIES	<p>APPLICATIONS FOR MARKETS WILL BE ENCOURAGED WITHIN EXISTING TOWN CENTRES SUBJECT TO:-</p> <p>i) THEIR HAVING NO SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACT ON ADJOINING OR NEARBY OCCUPIERS OR THE AREA IN GENERAL;</p> <p>ii) THE PROVISION OF PARKING FACILITIES IS TO THE SATISFACTION OF THE COUNCIL.</p> <p>OUTSIDE THE TOWN CENTRE, MARKETS MAY BE ALLOWED PROVIDED THAT:-</p> <p>a) THE PROPOSAL DOES NOT HAVE A SERIOUSLY DETRIMENTAL EFFECT ON THE VITALITY AND VIABILITY OF EXISTING STRATEGIC, DISTRICT AND LOCAL CENTRES;</p> <p>b) THE PROPOSAL SITE IS READILY ACCESSIBLE ON FOOT, BY BICYCLE, PUBLIC TRANSPORT AND CAR;</p> <p>c) THE PROPOSAL DOES NOT RESULT IN THE LOSS OF ALLOCATED EMPLOYMENT LAND;</p> <p>d) THE LOCATION MUST NOT RESULT IN AN UNACCEPTABLE INCREASE IN CO2 AND OTHER POLLUTING EMISSIONS</p> <p>AND CRITERIA (i) AND (ii) ABOVE ARE MET</p>	<b>SAVE</b>		
POLICY B.T.C. 1	SITE SPECIFIC	<p>THE COUNCIL WILL ENCOURAGE THE COMPREHENSIVE DEVELOPMENT OF THE TOWN CENTRE, AS SHOWN ON THE BARKING TOWN CENTRE AND RODING VALLEY AREA INSET MAP. OPPORTUNITIES WILL BE CONSIDERED WITHIN THE RANGE OF THE FOLLOWING USES:-</p> <p>(i) BUSINESS AND INDUSTRIAL USES</p> <p>(ii) RESIDENTIAL DEVELOPMENT</p> <p>(iii) SHOPPING FACILITIES</p> <p>(iv) HOTEL AND LEISURE DEVELOPMENTS</p>	<b>SAVE</b>		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY B.T.C.2	SITE SPECIFIC	<p>A LIMITED NUMBER OF NON-RETAIL USES (WITHIN CLASSES A2 AND A3 - U.C.O. 1987) WILL BE ALLOWED ON THE GROUND FLOOR OF PREMISES WITHIN THE PRIME SHOPPING AREA OF THE TOWN CENTRE, AS DEFINED ON THE INSET MAP, SUBJECT TO A MAXIMUM OF 15% OF THE MEASURED FRONTAGE OF THE FOLLOWING GROUPS OF PROPERTIES (SEE ALSO APPENDIX 10):-</p> <ul style="list-style-type: none"> <li>a) 2a - 32 EAST STREET</li> <li>b) 34 - 42 EAST STREET</li> <li>c) 54 - 68 EAST STREET</li> <li>d) 1 - 17 EAST STREET</li> <li>e) 19 - 31 EAST STREET</li> <li>f) 33 - 67 EAST STREET</li> <li>g) 1 - 12 THE ARCADE</li> <li>h) 1 RIPPLE ROAD - UNIT 3 RIPPLE WALK</li> <li>i) 13 - 23 RIPPLE ROAD</li> <li>j) 68 EAST STREET - 6 RIPPLE ROAD</li> <li>k) 2 - 18 STATION PARADE</li> <li>l) 24 STATION PARADE - VICARAGE FIELD</li> <li>m) 1 - 27 STATION PARADE</li> <li>n) 4 - 11a RIPPLE WALK</li> <li>o) 12 - 20 RIPPLE WALK</li> <li>p) 23 - 33 STATION ARCADE</li> <li>q) 34 - 44 STATION ARCADE</li> <li>r) 45 - 51 STATION ARCADE</li> <li>s) F1 - F7 STATION PARADE</li> <li>t) SOMERFIELD - RIPPLE WALK</li> </ul> <p>ANY A3 PROPOSALS WILL NEED TO COMPLY WITH POLICY S8</p> <p>IN ADDITION, APPLICATIONS FOR AMUSEMENT ARCADES WILL BE REFUSED.</p>	<p>SAVE</p>		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY B.T.C.3	SITE SPECIFIC	<p>A LIMITED NUMBER OF NON-RETAIL USES (WITHIN CLASSES A2 AND A3 - U.C.O. 1987) WILL BE ALLOWED IN THE SECONDARY SHOPPING AREA, AS DEFINED ON THE INSET MAP, SUBJECT TO A MAXIMUM OF 30% OF THE MEASURED FRONTAGE OF THE FOLLOWING GROUPS OF PROPERTIES (SEE ALSO APPENDIX 10):-</p> <p>(a) 29 - 41 STATION PARADE                      (b) 51 - 61 STATION PARADE                      (c) 50 - 74 STATION PARADE                      (d) 24 - 30 RIPPLE ROAD                      (e) 32 - 58 RIPPLE ROAD                      (f) 25 - 55 RIPPLE ROAD                      (g) 1 - 7 LONDON ROAD</p> <p>THERE WILL BE NO RESTRICTION ON NON-RETAIL USES (WITHIN CLASSES A2 AND A3 - U.C.O. 1987) IN THE FOLLOWING FRONTAGES:-</p> <p>a)107 - 119 RIPPLE ROAD                      b)62 - 82 RIPPLE ROAD                      c)2 - 12 NORTH STREET                      d)14 - 42 NORTH STREET                      e)13 - 41 LONGBRIDGE ROAD                      f)69 - 99 LONGBRIDGE ROAD                      g)14 - 38 LONGBRIDGE ROAD                      h)42 - 62A LONGBRIDGE ROAD                      i)64 - 102 LONGBRIDGE ROAD                      j)9 - 29 LONDON ROAD                      k)37 - 57 LONDON ROAD                      l)14 - 34 LONDON ROAD</p>	SAVE		
POLICY B.T.C.4	SITE SPECIFIC	<p>WHEN FURTHER NON-RETAIL USES ARE ACCEPTABLE IN PRINCIPLE, REAR SERVICING SHOULD BE AVAILABLE FOR SECURITY VEHICLES IF REQUIRED. CHANGES OF USE TO, OR REDEVELOPMENTS FOR, CULTURAL, ENTERTAINMENT AND LEISURE USES ABOVE GROUND FLOOR LEVEL WILL NORMALLY BE ALLOWED, PROVIDED THAT IT DOES NOT RESULT IN THE LOSS OF RESIDENTIAL ACCOMMODATION (SEE POLICY H2), OR HAVE AN ADVERSE EFFECT ON RESIDENTIAL OR OTHER PROPERTIES BY REASON OF NOISE AND TRAFFIC.</p> <p>THE LOSS OF COMMUNITY, LEISURE AND RECREATIONAL FACILITIES THROUGH EITHER REDEVELOPMENT OR CHANGE OF USE WILL NORMALLY BE REFUSED UNLESS AN APPROPRIATE REPLACEMENT FACILITY IS OFFERED.</p>	SAVE		
POLICY B.T.C.5	TRANSPORT			DELETE	This policy is adequately covered by UDP policy T32
POLICY B.T.C.6	COMMUNITY FACILITIES		SAVE		
POLICY B.T.C.7	COMMUNITY FACILITIES			DELETE	This policy is adequately covered by UDP policy C4

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY B.T.C. 8	COMMUNITY FACILITIES	PROVISION WILL BE MADE WITHIN THE TOWN CENTRE FOR A HOTEL (SEE ALSO POLICY A.T.9).	SAVE		
POLICY B.T.C. 9	BUSINESS DEVELOPMENT	THE COUNCIL WILL ENCOURAGE OFFICE DEVELOPMENT WITHIN THE TOWN CENTRE, WITHIN THE PRIME AND SECONDARY AREAS, AS IDENTIFIED ON THE INSET MAP. ANY REDEVELOPMENT FOR OFFICES MUST INCLUDE RETAIL USE AT THE GROUND FLOOR (SEE ALSO BTC2 AND 3), AND WILL ONLY BE ALLOWED WHERE IT DOES NOT RESULT IN A LOSS OF RESIDENTIAL UNITS OR RETAIL FLOOR SPACE. ALL OFFICE DEVELOPMENT SHOULD ALSO COMPLY WITH POLICIES E4/E5 AND C15.	SAVE		
POLICY B.T.C. 10	TRANSPORT	CONSIDERATION WILL BE GIVEN TO THE NEED FOR FURTHER OFF-STREET PUBLIC CAR PARKING OVER THE PLAN PERIOD, TAKING INTO ACCOUNT NEW DEVELOPMENTS WHICH GENERATE THE NEED FOR INCREASED PUBLIC CAR PARKING, THE AMOUNT OF PUBLIC OFF-STREET AND ON-STREET PARKING AVAILABLE, THE EFFECT ON THE ROAD NETWORK, AND THE POTENTIAL IMPACT ON THE PUBLIC TRANSPORT SYSTEM. ANY NEW MULTI-STOUREY CAR PARK SHOULD COMPLY WITH THE FOLLOWING CRITERIA:- i)THE DESIGN, SCALE, MASSING, SITING AND MATERIALS OF THE DEVELOPMENT IS APPROPRIATE TO THE LOCATION AND SURROUNDING DEVELOPMENT; ii)THE DESIGN PROVIDES A SAFE AND SECURE ENVIRONMENT FOR PEOPLE PARKING THEIR CARS. SPECIAL ATTENTION NEEDS TO BE PAID TO INTERNAL LIGHTING AND FINISHES. ANY NEW SURFACE OFF-STREET CAR PARKING SHOULD COMPLY WITH POLICY T30 AND APPENDIX 6.7 AND 6.8.	SAVE		
POLICY B.T.C. 11	TRANSPORT	THE COUNCIL WILL REVIEW THE ON-STREET PARKING RESTRICTIONS WITHIN THE TOWN CENTRE DURING THE PLAN PERIOD. PROVISION FOR PARKING FOR PEOPLE WITH DISABILITIES WILL BE MADE IN CLOCKHOUSE AVENUE ADJACENT TO THE MAGISTRATES' COURT, THE AREA TO THE SOUTH OF VICARAGE DRIVE IN RIPPLE ROAD AND IN THE BROADWAY NEAR THE JUNCTION WITH EAST STREET. ANY NEW ON-STREET CAR PARKING SHOULD COMPLY WITH POLICY T29 AND APPENDIX 6.7 AND 6.8.		DELETE	This policy is adequately covered by UDP policy 3C.22 and Annexe 4



NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY B.T.C. 12	TRANSPORT	<p>THE COUNCIL WILL SEEK TO MAINTAIN AND IMPROVE THE ENVIRONMENT OF THE TOWN CENTRE IN TERMS OF TRAFFIC, PEDESTRIAN ACCESSIBILITY, LANDSCAPE WORKS AND APPEARANCE OF BUILDINGS IN THE FOLLOWING WAYS</p> <p>i)THE PROVISION OF SAFE, CONVENIENT AND PLEASANT PEDESTRIAN ROUTES TO AND WITHIN THE TOWN CENTRE;</p> <p>ii)TRAFFIC CALMING MEASURES AND/OR FURTHER PEDESTRIAN CROSSING POINTS AROUND NORTH STREET/EAST STREET, AND THE BROADWAY/CLOCKHOUSE AVENUE;</p> <p>iii)THE PROVISION OF INFORMATION BOARDS, MAPS AND NEW SIGNING IN APPROPRIATE LOCATIONS THROUGHOUT THE TOWN CENTRE;</p> <p>iv)THE PROVISION OF ADEQUATE HIGHWAY SIGNING ON ALL MAJOR ROUTES INTO THE TOWN CENTRE CLEARLY DIRECTING TRAFFIC TO ALL CAR PARKS;</p> <p>v)THE PROVISION OF NEW CYCLE STANDS IN APPROPRIATE LOCATIONS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 3);</p> <p>vi)THE PROVISION OF NEW LANDSCAPING AND NEW STREET FURNITURE WITHIN THE PARTIALLY PEDESTRIANISED AREAS AROUND AND WITHIN BARKING ABBEY AND THE CENTRAL AREA OPEN SPACE;</p> <p>vii)IMPROVEMENTS TO THE BARKING ABBEY RUINS;</p> <p>viii)WITHIN NEW AND REFURBISHED PEDESTRIANISATION SCHEMES, ACCOUNT SHOULD BE TAKEN OF THE CONTRIBUTION THAT STREET AND OTHER FORMS OF OUTDOOR ART CAN MAKE TO THE LOCAL ENVIRONMENT;</p> <p>ix)WHERE APPROPRIATE, THE PROVISION OF PUBLIC ART AS PART OF NEW DEVELOPMENTS WITHIN THE TOWN CENTRE.</p>	<p style="text-align: center;"><b>SAVE</b></p>		
POLICY B.T.C. 13	DESIGN	<p>THE COUNCIL WILL REQUIRE A HIGH STANDARD OF DESIGN AND LAYOUT IN ANY NEW DEVELOPMENT. ALL DEVELOPMENT MUST TAKE ACCOUNT OF ITS SURROUNDINGS IN TERMS OF SCALE, HEIGHT, BULK, DESIGN, USE OF MATERIALS AND COLOUR (SEE ALSO POLICY DE1 AND SUPPLEMENTARY PLANNING GUIDANCE NOTE 9).</p> <p>IN ORDER TO ENSURE THAT PEDESTRIAN ENVIRONMENTS ARE DESIGNED TO MEET THE NEEDS OF PEOPLE WITH DISABILITIES, THE COUNCIL WILL HAVE REGARD TO THE FOLLOWING CRITERIA BOTH IN DETERMINING PLANNING APPLICATIONS AND IN ITS ROLE AS HIGHWAY AUTHORITY:-</p>		<p style="text-align: center;"><b>DELETE</b></p>	<p>This policy is adequately covered by UDP policy DE1 and DE2</p>
POLICY B.T.C. 14	TRANSPORT	<p>THE STANDARDS RECOMMENDED BY THE CENTRE ON ENVIRONMENT FOR THE HANDICAPPED AND THE INSTITUTE OF HIGHWAYS AND TRANSPORTATION ON THE DESIGN OF HIGHWAY IMPROVEMENTS AND PEDESTRIANISATION SCHEMES;</p> <p>ii) THE INSTALLATION OF DROPPED KERBS AT ROAD JUNCTIONS;</p> <p>iii)THE REQUIREMENTS OF PEOPLE WITH A VISUAL IMPAIRMENT IN THE DESIGN OF PEDESTRIAN CROSSINGS.</p> <p>SEE ALSO POLICIES T17 AND T18.</p>		<p style="text-align: center;"><b>DELETE</b></p>	<p>This policy is adequately covered by general UDP design and transport policy. It is also covered by Disability Discrimination Act</p>
POLICY B.T.C. 15	TRANSPORT	<p>THE COUNCIL WILL ENCOURAGE BRITISH RAIL/EAST ANGLIA ZONE RAILTRACK AND LONDON UNDERGROUND TO IMPROVE ACCESS AT BARKING STATION.</p>		<p style="text-align: center;"><b>DELETE</b></p>	<p>Such improvements can be achieved without the need for a policy set out in the UDP (i.e. through the Local Implementation Plan - Transport)</p>

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POLICY B.T.C. 16	COMMUNITY FACILITIES/HERITAGE	THE COUNCIL WILL CONSIDER LOCALLY LISTING BUILDINGS OF TOWNSCAPE AND HISTORICAL SIGNIFICANCE.		<b>DELETE</b>	This could be achieved without the need for a policy set out in the UDP. A locally listed building list already exists. Listed Buildings issues covered by and enforceable against Planning Policy Guidance note 15. Work on updating the local list of buildings is currently underway.
POLICY B.T.C. 17	TRANSPORT	<p>THE FOLLOWING PEDESTRIANISED STREETS WILL BE CLOSED TO ALL MOTORIZED VEHICULAR TRAFFIC EXCEPT SERVICE VEHICLES:-</p> <ul style="list-style-type: none"> <li>i) RIPPLE ROAD FROM BLAKES CORNER TO VICARAGE FIELD SHOPPING CENTRE</li> <li>ii) WESTERN SERVICE ACCESS ENTRANCE;</li> <li>iii) STATION PARADE FROM BLAKES CORNER TO VICARAGE FIELD SHOPPING CENTRE EASTERN SERVICE ACCESS ENTRANCE;</li> <li>iv) EAST STREET BETWEEN 34 EAST STREET AND THE ARCADE;</li> <li>v) CLOCKHOUSE AVENUE BETWEEN EAST STREET AND THE REAR OF THE MAGISTRATES' COURT;</li> <li>vi) LONDON ROAD FROM BLAKES CORNER TO 7 LONDON ROAD;</li> <li>vii) GROVE PLACE BETWEEN CLOCKHOUSE AVENUE AND EAST STREET</li> </ul> <p>ANY FRONT SERVICING WILL ONLY TAKE PLACE OUTSIDE THE CORE HOURS: 10.30 - 17.00 AND 19.00 - 06.00 MONDAY - FRIDAY AND 10.30 SATURDAY - 06.00 MONDAY.</p> <p>IT IS ENVISAGED THAT THE ABOVE STREETS WILL BE FULLY PEDESTRIANISED FOLLOWING THE COMPLETION OF THE REAR SERVICE ROAD SYSTEM.</p> <p>THE FOLLOWING ROADS WILL BE PARTIALLY PEDESTRIANISED TO FORM A TRANSITION ZONE BETWEEN ROADS OPEN TO ALL TRAFFIC AND ROADS ONLY OPEN TO SERVICE VEHICLES:-</p> <ul style="list-style-type: none"> <li>i) RIPPLE ROAD FROM THE EXISTING PEDESTRIANISED AREA TO AXE STREET.</li> </ul> <p>ANY FRONT SERVICING WILL ONLY TAKE PLACE OUTSIDE THE CORE HOURS: 10.30 - 17.00 AND 19.00 - 06.00 MONDAY-FRIDAY, AND 10.30 SATURDAY - 06.00 MONDAY.</p> <p>THE OPPORTUNITY WILL BE TAKEN TO PROVIDE WIDER FOOTWAYS WITHIN THESE AREAS, AND MEASURES WILL BE TAKEN TO RESTRICT THE SPEED OF VEHICLES. NEW PLANTING AND PAVING ACROSS THE CARRIAGEWAY WILL BE IMPLEMENTED WHERE APPROPRIATE.</p>		<b>DELETE</b>	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. through the Local Implementation Plan - Transport)
POLICY B.T.C. 18	TRANSPORT	<p>THE OPPORTUNITY WILL BE TAKEN TO PROVIDE WIDER FOOTWAYS WITHIN THESE AREAS, AND MEASURES WILL BE TAKEN TO RESTRICT THE SPEED OF VEHICLES. NEW PLANTING AND PAVING ACROSS THE CARRIAGEWAY WILL BE IMPLEMENTED WHERE APPROPRIATE.</p>		<b>DELETE</b>	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. through the Local Implementation Plan - Transport)

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POLICY B.T.C. 19		<p>ANY APPLICATIONS FOR REDEVELOPMENT WITHIN THE FOLLOWING LOCATIONS MUST MAKE PROVISION FOR AN ADEQUATE REAR SERVICE ROAD:-</p> <p>a) THE NORTH SIDE OF STATION PARADE (NO. 1-27)</p> <p>b) THE NORTH SIDE OF LONGBRIDGE ROAD (NO. 15-41)</p> <p>c) THE SOUTH SIDE OF LONGBRIDGE ROAD (NO. 13-23 and NO. 42-62)</p> <p>d) THE EAST SIDE OF RIPPLE ROAD (NO. 25-55)</p> <p>e) THE WEST SIDE OF RIPPLE ROAD (NO. 32-58)</p> <p>f) THE NORTH SIDE OF EAST STREET (NO. 27-41)</p> <p>g) THE NORTH SIDE OF EAST STREET (NO. 43-67)</p> <p>h) THE SOUTH SIDE OF EAST STREET (REAR OF THE ARCADE - NO. 68)</p> <p>i) THE SOUTH SIDE OF LONDON ROAD (NO. 1-7 and NO. 9-29)</p> <p>ALL SERVICE ROADS SHALL BE PROVIDED TO THE SAME STANDARD AS ADOPTABLE ROADS WITH SATISFACTORY ARRANGEMENTS, E.G. DEDICATION FOR PUBLIC USE.</p>		<b>DELETE</b>	Other schemes have superseded these site specific plans. Providing adequate space for service areas for new development is adequately covered by UDP policy T32
POLICY B.T.C. 20	TRANSPORT	THE COUNCIL WILL SEEK TO ENSURE THE COMPLETION OF THE REAR SERVICING SYSTEM WITHIN THE PLAN PERIOD.		<b>DELETE</b>	This policy is adequately covered by UDP policy T32
POLICY B.T.C. 21 Town Squares Site	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED TO PROVIDE SHOPPING. CONSIDERATION SHOULD BE GIVEN TO THE PROVISION OF SOME LEISURE/COMMUNITY FACILITIES WITHIN THE DEVELOPMENT. TOWN SQUARE SITE		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 22 Central Library	SITE SPECIFIC	IT IS PROPOSED TO EXTEND THE CENTRAL LIBRARY BUILDING BY ADDING A THIRD FLOOR TO PROVIDE SPACE FOR FURTHER CULTURAL AND COMMUNITY FACILITIES.		<b>DELETE</b>	New priorities for this site. This can site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 23 Site at the junction of St Pauls Rd / Ripple Rd	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR SHOPPING, LEISURE, OR COMMUNITY USES AND PUBLIC PARKING. SITE AT THE JUNCTION OF ST. PAULS ROAD/RIPPLE ROAD		<b>DELETE</b>	New priorities for this site. This can site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 24 Site of 87 Axe St	SITE SPECIFIC	THAT THIS SITE BE USED TO PROVIDE A NEW MAGISTRATES' COURT. SITE OF 87 AXE STREET		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 25 Site of council car park Axe St	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR OFFICES. SITE OF COUNCIL CAR PARK AXE STREET		<b>DELETE</b>	New priorities for this site. This can site can be considered as the LDF Site Specific Allocations document is produced.

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POLICY B.T.C. 26 Site of 42-62A Longbridge Rd	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR MIXED USE, INCORPORATING OFFICES AND AN ELEMENT OF RETAILING. SITE OF 42-62A LONGBRIDGE ROAD		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 27 Land to the east of St Margarets Church adjoining Broadway	SITE SPECIFIC	THAT THIS SITE BE USED TO PROVIDE A MARKET, LAND TO THE EAST OF ST. MARGARET'S CHURCH ADJOINING THE BROADWAY		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 28 Site of 2-32 East St and 1-13 the Broadway	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR SHOPPING, LEISURE USES AND PUBLIC CAR PARKING SITE OF 2-32 EAST STREET AND 1-13 THE BROADWAY		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 29 Site corner of George St / North St	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR OFFICES, SITE CORNER OF GEORGE STREET/NORTH STREET		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 30 Site corner of North St / George St and adjoining properties	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR HOUSING, COMMUNITY USE AND OFFICES. SITE CORNER OF NORTH STREET/GEORGE STREET AND ADJOINING PROPERTIES		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 31 Site of 16-48 Cambridge Rd	SITE SPECIFIC	THAT THIS AREA BE REDEVELOPED FOR OFFICES. SITE OF 16-48 CAMBRIDGE ROAD		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 32 Site to the west of 50 Cambridge Rd	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR OFFICES.		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.

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POLICY B.T.C. 33 SITE ADJOINING Barking Baptist Tabernacle	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR OFFICES.		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 34 Site of Abbey Works	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR OFFICES.		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 35 Site adjacent to 15 Linton Rd	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR OFFICES.		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 36 Airspace over railway at Barking Station	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR OFFICES.		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.
POLICY B.T.C. 37 Site of 1-13 Station Parade and James Figg P.H.	SITE SPECIFIC	THAT THIS SITE BE REDEVELOPED FOR SHOPPING PURPOSES AND OFFICES. SITE OF 1-13 STATION PARADE AND JAMES FIGG P.H.		<b>DELETE</b>	New priorities for this site. This site can be considered as the LDF Site Specific Allocations document is produced.

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POLICY BR1	SITE SPECIFIC	<p>AS PART OF THE COMPREHENSIVE DEVELOPMENT OF BARKING REACH FOR HOUSING AND EMPLOYMENT USES THE COUNCIL WILL REQUIRE AS SHOWN ON THE PROPOSALS MAP:-</p> <p>i) SHOPPING FACILITIES, INCLUDING A DISTRICT CENTRE;</p> <p>ii) ASSOCIATED PUBLIC SERVICE FACILITIES;</p> <p>iii) PUBLIC OPEN SPACE, PARKS, NATURE CONSERVATION AREAS, RETENTION OF THE CITY FARM, RIVERSIDE WALKWAY AND CYCLEWAYS;</p> <p>TOGETHER WITH THE PROVISION OF ADEQUATE INFRASTRUCTURE INCLUDING ROADS; PUBLIC TRANSPORT; CYCLEWAYS AND CYCLE PARKING FACILITIES; LANDSCAPED WORKS AND ASSOCIATED GROUND ENGINEERING OPERATIONS; SEWERAGE FACILITIES, DRAINAGE; GAS, WATER AND ELECTRICITY SUPPLIES; LEVELLING AND EARTHMOVING.</p> <p>THE COUNCIL WILL ALSO SEEK THE REMOVAL, RELOCATION OR BURYING OF POWER LINES.</p>	SAVE		<p>Outline planning consent for Barking Riverside has already been granted. However policies may still be needed for further detailed/ revised applications</p> <p>Supports the implementation of -</p> <ul style="list-style-type: none"> <li>• PPS 6 Town Centre, PPS 1 Sustainable Development</li> <li>• LP policy 3A.2 (see Table 3A.1), and 3D.1</li> <li>• LP Housing Capacity Study</li> </ul>
POLICY BR2	SITE SPECIFIC	THE COUNCIL WILL ENSURE THE INTEGRATION OF BARKING REACH INTO THE REST OF THE BOROUGH.	SAVE		" "
POLICY BR3	HOUSING	THE COUNCIL WILL SEEK TO ENSURE THAT AT LEAST 1,500 AFFORDABLE, LOW COST HOMES ARE PROVIDED WITHIN THE PROPOSED HOUSING AREA AS SHOWN ON THE PROPOSALS MAP (SEE POLICY H4).		DELETE	<p>The London Plan contains new housing targets for our Borough</p> <p>Covered by -</p> <ul style="list-style-type: none"> <li>• LP policy 3A.2 (see Table 3A.1)</li> <li>• LP Housing Capacity Study</li> </ul>
	SITE SPECIFIC	WITHIN THE NEW DAGENHAM DOCK EMPLOYMENT AREA, AS SHOWN ON THE PROPOSALS MAP, OPEN STORAGE USES WILL NORMALLY BE REFUSED. A HIGHER STANDARD OF DEVELOPMENT, TOGETHER WITH LANDSCAPE WORKS, WILL BE REQUIRED ALONG THE EDGE OF THE OPEN SPACE AREA.	SAVE		

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POLICY BR5	SITE SPECIFIC	<p>THE DAGENHAM DOCK RIVERSIDE AREA, AS SHOWN ON THE PROPOSALS MAP, WILL BE RESERVED FOR THE FOLLOWING USES AS LONG AS THE DEMAND EXISTS FOR SITES FOR THEM IN THE BOROUGH:-</p> <ul style="list-style-type: none"> <li>-READY MIXED CONCRETE PLANTS;</li> <li>-MANUFACTURE OF CONCRETE OR BUILDING PRODUCTS;</li> <li>-MANUFACTURE OF CONCRETE, CEMENT, LIME OR PLASTER;</li> <li>-PROCESSING, STORAGE AND DISTRIBUTION OF AGGREGATES;</li> <li>-GROUND AND PROCESSED MINERALS, INCLUDING ROAD STONE;</li> <li>-ASPHALT BATCHING PLANT.</li> </ul> <p>SUBJECT TO THE FOLLOWING CRITERIA, ANY APPLICATION SHOULD:-</p> <ul style="list-style-type: none"> <li>i) DEMONSTRATE THAT AGGREGATES ARE TO BE TRANSPORTED BY RIVER;</li> <li>ii) DEMONSTRATE THAT THE FREQUENCY, LEVEL AND NATURE OF VEHICLE MOVEMENTS USING THE SITE CAN BE ACCOMMODATED WITHIN THE EXISTING ROAD NETWORKS;</li> <li>iii) DEMONSTRATE THAT THE BEST AVAILABLE MEASURES HAVE BEEN TAKEN TO MINIMISE OFF-SITE POLLUTION;</li> <li>iv) DEMONSTRATE THAT ANY PROPOSED BUILDING, PLANT AND MACHINERY IS THE MINIMUM IN SIZE, HEIGHT AND FOOTPRINT THAT CAN BE ACCOMMODATED ON THE SITE FOR THE PURPOSES OR OPERATION PROPOSED;</li> <li>v) DEMONSTRATE THAT IF THE DEVELOPMENT PROPOSALS ARE LIKELY TO GENERATE WASTE MATERIALS THAT THEY INCORPORATE PROVISION FOR THE EFFICIENT COLLECTION AND RECYCLING OF SUCH MATERIALS. THE DESIGN OF THE FACILITIES WILL BE REQUIRED TO PROVIDE SUFFICIENT FLEXIBILITY TO BE ABLE TO RESPOND TO DIFFERENT MARKET SEGREGATION REQUIREMENTS;</li> <li>vi) INCORPORATE A SCHEME OF SOFT AND HARD LANDSCAPE WORKS WITHIN THE SITE, AND ON THE BOUNDARIES, WHICH SHALL BE SECURED THROUGH A LEGAL AGREEMENT;</li> <li>vii) DEMONSTRATE THAT NEW PLANT, MACHINERY AND BUILDINGS WILL BE OF A HIGH STANDARD OF DESIGN AND FINISHED IN A NEUTRAL COLOUR, SUBJECT TO THE APPROVAL OF THE LOCAL PLANNING AUTHORITY;</li> <li>viii) MAKE PROVISION TO ACCOMMODATE THE PROPOSED RIVERSIDE WALK. IF THE WALK LIES WITHIN A SITE, AND AFFECTS ITS OPERATION THEN AN ALTERNATIVE ACCESS TO THE RIVERSIDE SHOULD BE PROVIDED, FOR EXAMPLE THROUGH A VIEWING PLATFORM.</li> </ul>		<b>DELETE</b>	<p>There are new priorities for the area as set out in the Dagenham Dock Interim Planning Guidance. Also this site can be considered as the LDF Site Specific Allocations document is produced.</p>
POLICY BR6	SITE SPECIFIC	<p>ANY REDEVELOPMENT OF EMPLOYMENT USES AROUND THE WESTERN AND NORTHERN EDGES OF THE NEW BARKING REACH HOUSING AREA, AS SHOWN ON THE PROPOSALS MAP, SHOULD BE FOR BI USES (U.C.O. 1987), IN VERY EXCEPTIONAL CIRCUMSTANCES, OTHER EMPLOYMENT USES MAY BE ALLOWED, PROVIDED THEY DO NOT RESULT IN ADVERSE ENVIRONMENTAL CONSEQUENCES FOR SURROUNDING RESIDENTIAL DEVELOPMENT.</p> <p>IN ADDITION TO COMPLIANCE WITH OTHER EMPLOYMENT POLICIES WITHIN THE PLAN, ANY DEVELOPMENT WILL BE REQUIRED TO PROVIDE A LANDSCAPED BUFFER ALONG THE BOUNDARY WITH ANY EXISTING RESIDENTIAL OR PROPOSED RESIDENTIAL DEVELOPMENT.</p>	<b>SAVE</b>		

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POLICY BR7	SITE SPECIFIC	<p>WITHIN BARKING REACH GATEWAY SITES, AS SHOWN ON THE PROPOSALS MAP, HIGH QUALITY DEVELOPMENT AND LANDSCAPE WORKS WILL BE SOUGHT. ANY DEVELOPMENT SHOULD BE PRIMARILY FOR EMPLOYMENT PURPOSES. ALL APPLICATIONS FOR DEVELOPMENT SHOULD COMPLY WITH THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THE DESIGN, SCALE, MASSING AND SITING OF THE DEVELOPMENT IS APPROPRIATE TO THE LOCATION AND SURROUNDING DEVELOPMENT;</li> <li>ii) THE DESIGN PROVIDES A SAFE AND SECURE ENVIRONMENT FOR WORKERS, VISITORS AND SURROUNDING OCCUPIERS;</li> <li>iii) THE DEVELOPMENT COMPLIES WITH THE COUNCIL'S PARKING STANDARDS (SEE APPENDIX 6.2 AND APPENDIX 6.5);</li> <li>iv) THE DEVELOPMENT PROVIDES ADEQUATE SERVICING AND SUITABLE ARRANGEMENTS FOR THE STORAGE AND COLLECTION OF REFUSE;</li> <li>v) THE DEVELOPMENT PROVIDES A HIGH STANDARD OF LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</li> <li>vi) THE PROPOSAL COMPLIES WITH POLICIES E4.5;</li> </ul> <p>AREAS OF NATURE CONSERVATION VALUE, AS IDENTIFIED ON THE PROPOSALS MAP, WILL BE PROTECTED AND MANAGED, AND NEW HABITATS WILL BE CREATED BY ESTABLISHING NATURE CONSERVATION AS ONE OF THE DESIGN CRITERIA FOR NEW DEVELOPMENTS ON THE SITE (SEE POLICY DE3). A NATURE RESERVE IS PROPOSED OFF RENWICK ROAD, ADJACENT TO THE CITY FARM.</p> <p>THE COUNCIL WILL UNDERTAKE COMPREHENSIVE LANDSCAPE WORKS ON LANE WITHIN ITS CONTROL ALONG THE A13 AND RIVER ROAD CORRIDORS, SUBJECT TO AVAILABLE RESOURCES. IN ADDITION, ALL PLANNING APPLICATIONS WHICH FALL WITHIN THE A13 AND RIVER ROAD CORRIDORS SHOULD INCORPORATE A LANDSCAPE PROPOSAL IN ACCORDANCE WITH THE GUIDELINES SET OUT IN SUPPLEMENTARY PLANNING GUIDANCE NOTE 7.</p>	SAVE		
POLICY BR8	ENVIRONMENT		SAVE		
POLICY BR9	ENVIRONMENT		SAVE		
POLICY BR10	TRANSPORT	<p>THE COUNCIL WILL LIAISE WITH THE RELEVANT PUBLIC TRANSPORT AUTHORITIES IN ORDER TO ENSURE PROVISION OF NEW PUBLIC TRANSPORT FACILITIES AT BARKING REACH INCLUDING, WHERE APPROPRIATE, NEW RAIL LINKS INCLUDING A LIGHT TRANSIT SYSTEM, NEW AND UPGRADED STATIONS IN APPROPRIATE LOCATIONS, NEW COMPREHENSIVE BUS SERVICES AND RIVER BUS SERVICES (SEE POLICIES T5/7/8/9/11).</p>	SAVE		
POLICY BR11	TRANSPORT	<p>THE COUNCIL WILL SEEK THE PROVISION OF THREE NEW HIGH CAPACITY ROAD JUNCTIONS ON THE A13 (SEE POLICY T23).</p>	SAVE		
POLICY BR12	TRANSPORT	<p>THE COUNCIL WILL SEEK THE UPGRADING TO ADOPTION STANDARDS, BY AGREEMENT, OF ALL ROADS WITHIN THE DAGENHAM DOCK ESTATE, AS DEFINED ON THE PROPOSALS MAP. COMMUTED CONTRIBUTIONS WILL BE SOUGHT FROM REDEVELOPMENTS WITHIN THE EMPLOYMENT AREA OF BARKING REACH.</p>	SAVE		
POLICY GI	ENVIRONMENT	<p>THE BOUNDARY OF THE GREEN BELT IS SHOWN ON THE PROPOSALS MAP.</p>	SAVE		



NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G2	ENVIRONMENT	<p>THE FOLLOWING USES WOULD NORMALLY BE CONSIDERED APPROPRIATE FOR THE GREEN BELT, PROVIDED THAT THEY CONSERVE AND ENHANCE ITS OPEN NATURE AND CHARACTER:-</p> <ul style="list-style-type: none"> <li>i) AGRICULTURE, HORTICULTURE AND FORESTRY/ARBORICULTURE;</li> <li>ii) OUTDOOR RECREATION FACILITIES FOR WHICH ADEQUATE PROVISION CANNOT BE MADE WITHIN THE URBAN AREA AND WHICH INCREASE ACCESS TO AND ENJOYMENT OF THE COUNTRYSIDE;</li> <li>iii) NATURE CONSERVATION INITIATIVES WHERE THESE REQUIRE PLANNING PERMISSION AND;</li> <li>iv) CEMETERIES.</li> </ul> <p>THERE WILL BE A PRESUMPTION AGAINST ANY OTHER DEVELOPMENT IN THE GREEN BELT.</p> <p>IN CONSIDERING PLANNING APPLICATIONS FOR DEVELOPMENT IN THE GREEN BELT THE CRITERIA LISTED BELOW WILL NEED TO BE MET:-</p> <ul style="list-style-type: none"> <li>i) DEVELOPMENT WILL NOT BE PERMITTED EXCEPT IN VERY SPECIAL CIRCUMSTANCES IF IT IS NOT ESSENTIAL AND ANCILLARY TO THE FUNCTIONING OF AN APPROPRIATE USE OUTLINED IN POLICY G2;</li> <li>ii) DEVELOPMENT WILL NOT, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, BE PERMITTED IF IT LEADS TO PRESSURE TO SUBDIVIDE THE SITE. PROPOSALS THAT WOULD LEAD TO THE OVERDEVELOPMENT OF THE SITE, OR AN INTENSIFICATION OF ITS USE, WILL BE REJECTED;</li> <li>iii) DEVELOPMENT WILL NOT, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, BE PERMITTED BOTH WITHIN THE GREEN BELT AND ADJACENT TO IT, IF BY REASON OF SITING, SIZE, SCALE, MASS, MATERIALS, OR DESIGN, IT IS OUT OF CHARACTER WITH THE NATURE OF THE GREEN BELT; OR DOES NOT MAINTAIN SUFFICIENT SPACE TO RETAIN ITS OPEN NATURE;</li> <li>iv) THE AMENITIES OF ADJACENT OR NEARBY RESIDENTS MUST BE SAFEGUARDED;</li> <li>v) ANY TRAFFIC GENERATED BY THE USE SHOULD BE CAPABLE OF BEING CATERED FOR WITHIN THE CAPACITY OF THE EXISTING NETWORK AND MUST NOT IMPAIR THE SAFETY OF THIS NETWORK. ADEQUATE CAR PARKING FACILITIES MUST ALSO BE PROVIDED, IN A MANNER SYMPATHETIC TO THE GREEN BELT AND, IN ACCORDANCE WITH THE STANDARDS OF THE LOCAL PLANNING AUTHORITY;</li> <li>vi) ANY DEVELOPMENT SHOULD ALSO COMPLY WITH POLICIES G14, G16 AND G19.</li> </ul>	SAVE		
POLICY G3	ENVIRONMENT	<p>THE COUNCIL WILL ONLY GIVE PLANNING PERMISSION FOR RESIDENTIAL EXTENSIONS IN THE GREEN BELT SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THAT THE PROPOSED FLOOR SPACE OF THE EXTENSION IS LIMITED IN SIZE TO LESS THAN 50% OF THE ORIGINAL FOOTPRINT OF THE DWELLING AND WOULD COMPLY WITH POLICY H22;</li> <li>ii) THAT THE PROPOSED EXTENSION DOES NOT RESULT IN AN INCREASED URBANISATION OF THE PLOT;</li> <li>iii) THAT THE APPLICANTS ARE WILLING TO AGREE TO THE REMOVAL OF PERMITTED DEVELOPMENT RIGHTS.</li> </ul>	SAVE		
POLICY G4	ENVIRONMENT		SAVE		

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POLICY G5	ENVIRONMENT	<p>PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR CHANGES OF USE FROM AGRICULTURE, TO THE USES IN POLICY G2, EXCEPT WHERE THE ALTERNATIVE DOES NOT ALLOW PUBLIC ACCESS.</p> <p>THE COUNCIL WILL ALLOW MINERAL EXTRACTION FROM THE MARKS WARREN FARM SITE SUBJECT TO PROVISION BEING MADE FOR ALL OF THE FOLLOWING:-</p> <p>i)THE SAFEGUARDING OR APPROPRIATE ENHANCEMENTS OF THE CHADWELL HEATH GUN SITE CONSERVATION AREA AND THE SAFEGUARDING, PRESERVATION AND APPROPRIATE ENHANCEMENT OF THE LISTED WARTIME STRUCTURES WITHIN IT;</p> <p>ii)THE PRESERVATION OF THE OTHER LISTED STRUCTURES AND THE ARCHAEOLOGICAL INTEREST OF THE SITE EITHER IN SITU OR, IF APPROPRIATE, BY RECORD;</p>	SAVE		
POLICY G6	MINERALS	<p>iii)ACCESS TO THE LISTED WARTIME STRUCTURES DURING THE EXTRACTION AND RESTORATION PHASES OF MINERAL WORKINGS IN ORDER TO CARRY OUT PRESERVATION OR ENHANCEMENT WORK, AND THE FACILITY FOR SUBSEQUENT CONTROLLED PUBLIC ACCESS, AS APPROPRIATE;</p> <p>iv)THE RESTORATION OF THE SITE TO A LANDSCAPE SETTING APPROVED IN ADVANCE BY THE COUNCIL;</p> <p>v)INCREASED PUBLIC ACCESS AND UPGRADING OF EXISTING FOOTPATHS TO INCLUDE BOTH THROUGH AND CIRCULAR ROUTES, AS APPROPRIATE, AND;</p> <p>vi)THE COUNCIL WILL REQUIRE SATISFACTORY RECLAMATION AND AFTER CARE PROPOSALS FOR ACCEPTABLE GREEN BELT USES AS DEFINED IN POLICY G2, AND WILL EXPECT THE OPERATOR OF THE SITE TO BE RESPONSIBLE FOR ITS AFTER CARE FOR NOT LESS THAN 5 YEARS FOLLOWING THE SATISFACTORY COMPLETION OR ANY PROGRAMME OF RESTORATION WORKS.</p> <p>THE COUNCIL WILL NOT REGARD THE FACT THAT LAND IS EITHER UNUSED, UNDERUSED, POORLY MAINTAINED, POORLY RECLAIMED AFTER MINERAL OPERATIONS, OR DERELICT, AS A JUSTIFICATION FOR PERMITTING UNACCEPTABLE DEVELOPMENT. (SEE ALSO POLICY G15).</p> <p>THE COUNCIL WILL NORMALLY REFUSE APPLICATIONS FOR TEMPORARY BUILDINGS IN THE GREEN BELT, OTHER THAN IN VERY EXCEPTIONAL CIRCUMSTANCES, WHERE THE FOLLOWING CRITERIA WOULD NEED TO BE MET:-</p> <p>i)THE APPLICANT WOULD BE REQUIRED TO SHOW A PROVEN NEED OF A TEMPORARY NATURE OF LESS THAN THREE YEARS;</p> <p>ii)THAT, WITHIN THE CURTILAGE OR LAND OWNERSHIP OF THE APPLICANT, NO OTHER PERMANENT BUILDING IS AVAILABLE;</p> <p>iii)THE AMENITIES OF ADJACENT OR NEARBY RESIDENTS SHOULD BE PROTECTED;</p> <p>iv)THE PROPOSAL SHOULD NOT POSE A HAZARD TO ROAD SAFETY;</p> <p>ANY DEVELOPMENT PROPOSAL INVOLVING A TEMPORARY BUILDING MUST BE ACCOMPANIED BY A HIGH STANDARD OF LANDSCAPE WORKS.</p>	SAVE		
POLICY G7	MINERALS		SAVE		
POLICY G8	ENVIRONMENT		SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G9	ENVIRONMENT	THE COUNCIL WILL NORMALLY REFUSE APPLICATIONS FOR ADDITIONAL INSTITUTIONAL BUILDINGS TO BE LOCATED IN THE GREEN BELT, OTHER THAN IN VERY EXCEPTIONAL CIRCUMSTANCES.	SAVE		
POLICY G10	SITE SPECIFIC	<p>IN RELATION TO THE FORMER DAGENHAM HOSPITAL, TAKING INTO ACCOUNT CIRCULAR 1291, THE COUNCIL WILL ACCEPT THE PRINCIPLE OF RESIDENTIAL DEVELOPMENT ON THE FORMER FOOTPRINT OF THE BUILDINGS PROVIDED THAT THE DEVELOPMENT IS SITES ON LAND ADJOINING THE LEYS HOUSING ESTATE SUBJECT TO THE FOLLOWING CRITERIA:</p> <ul style="list-style-type: none"> <li>i) ANY DEVELOPMENT SHOULD NOT EXCEED 40 DWELLINGS PER HECTARE AND NOT EXCEED 3 STOREYS IN HEIGHT;</li> <li>ii) THE EXISTING HOSPITAL MUST BE RESTORED TO INFORMAL RECREATION USE AND BE LANDSCAPED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY AND A CONTRIBUTION MADE TOWARDS FUTURE MAINTENANCE OF THESE LANDSCAPE WORKS;</li> <li>iii) A LANDSCAPED BUFFER BE PROVIDED AND MAINTAINED AROUND THE NEW HOUSING AREA;</li> <li>iv) THAT APPROPRIATE TRAFFIC CALMING MEASURES ARE PROVIDED IN LEYS AVENUE;</li> <li>v) AN APPROPRIATE CONTRIBUTION BE MADE IN ACCORDANCE WITH CIRCULAR 1291 GUIDELINES REGARDING THE NEED FOR EXTRA EDUCATION FACILITIES.</li> </ul>		<b>DELETE</b>	<b>This policy has already been implemented</b>
POLICY G11	ENVIRONMENT	THE COUNCIL WILL NORMALLY REFUSE APPLICATIONS FOR THE EXTENSION OF RESIDENTIAL GARDENS OR CURTILAGES INTO THE GREEN BELT.	SAVE		
POLICY G12	ENVIRONMENT	<p>THE COUNCIL WILL NORMALLY REFUSE APPLICATIONS FOR DEVELOPMENT OF NEW GARDEN CENTRES, THE EXPANSION OF EXISTING GARDEN CENTRES AND SIMILAR RETAIL UNITS IN THE GREEN BELT, OTHER THAN IN VERY EXCEPTIONAL CIRCUMSTANCES. IN SUCH CASES THE FOLLOWING CRITERIA WOULD NEED TO BE SATISFIED:-</p> <ul style="list-style-type: none"> <li>i) THE AMENITIES OF ADJACENT AND NEARBY RESIDENTS ARE SAFEGUARDED;</li> <li>ii) ANY TRAFFIC GENERATED BY THE USE CAN BE CATERED FOR WITHIN THE CAPACITY OF THE EXISTING ROAD NETWORK; MUST NOT IMPAIR THE SAFETY OF THIS NETWORK AND, MUST PROVIDE ADEQUATE CAR PARKING SPACE, IN A SYMPATHETIC MANNER, APPROPRIATE TO THE GREEN BELT AND, IN ACCORDANCE WITH THE LOCAL PLANNING AUTHORITY STANDARDS;</li> <li>iii) THE SITE SHOULD BE ADEQUATELY LANDSCAPED IN COMPLIANCE WITH POLICY G19;</li> <li>iv) THE PROPOSAL SHOULD ALSO COMPLY WITH POLICY G3;</li> </ul> <p>THE COUNCIL WILL REFUSE PROPOSALS IN WHICH THE SITING, SIZE, BUILT FORM, MATERIALS OR DESIGN OF BUILDINGS OR OPEN STORAGE AREAS, ARE CONSIDERED TO BE DETRIMENTAL TO THE GREEN BELT SETTING.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G13	ENVIRONMENT	THE COUNCIL WILL CONSIDER THE CUMULATIVE IMPACT OF APPLICATIONS FOR THE APPROPRIATE USES LISTED IN POLICY G2, IN RELATION TO EXISTING DEVELOPMENT AND OUTSTANDING PERMISSIONS.	SAVE		
POLICY G14	ENVIRONMENT	THE COUNCIL WILL ENCOURAGE THE RETENTION OF EXISTING TREES AND NATURAL FEATURES IN THE GREEN BELT AND MAKE TREE PRESERVATION ORDERS, WHERE APPROPRIATE.	SAVE		
POLICY G15	ENVIRONMENT	THE COUNCIL WILL ENDEAVOUR TO RECLAIM AND IMPROVE VACANT, DERELICT AND DISTURBED LAND IN THE GREEN BELT, SUBJECT TO THE AVAILABILITY OF RESOURCES AND WILL ENCOURAGE THE PRIVATE SECTOR TO DO THE SAME WHERE APPROPRIATE.	SAVE		
POLICY G16	ENVIRONMENT	THE COUNCIL WILL ENDEAVOUR TO UNDERTAKE AND ENCOURAGE THE PLANTING OF NATIVE TREE SPECIES IN APPROPRIATE LOCATIONS IN THE GREEN BELT, SUBJECT TO THE AVAILABILITY OF RESOURCES (SEE APPENDIX 11).	SAVE		
POLICY G17	ENVIRONMENT	THE COUNCIL WILL NORMALLY REFUSE APPLICATIONS FOR THE EXTENSION, CHANGES OF USE, OR REDEVELOPMENT OF CURRENT NON-CONFORMING USES TO USES OTHER THAN THOSE APPROPRIATE USES OUTLINED IN POLICY G2.	SAVE		
POLICY G18	ENVIRONMENT	THE SECRETARY OF STATE FOR THE ENVIRONMENT'S APPROVAL WILL BE SOUGHT TO DESIGNATE THE DAGENHAM CORRIDOR AS AN AREA OF SPECIAL CONTROL OVER ADVERTISEMENTS.		DELETE	This can be undertaken without the need for a policy set out in the UDP
POLICY G19	ENVIRONMENT	THE COUNCIL WILL REQUIRE A HIGH STANDARD OF LANDSCAPE WORK TO BE ASSOCIATED WITH ALL DEVELOPMENT IN THE GREEN BELT AND WILL, WHERE APPROPRIATE, SEEK ENVIRONMENTAL GAINS.	SAVE		
POLICY G20	ENVIRONMENT	THE COUNCIL WILL SUPPORT THE CONCEPT OF THAMES CHASE WITHIN THE AREA DEFINED ON THE PROPOSALS MAP. ANY PROPOSALS IN THE AREA WILL BE EXPECTED TO CONTRIBUTE POSITIVELY TOWARDS ITS IMPLEMENTATION.	SAVE		
POLICY G21	ENVIRONMENT	THE COUNCIL WILL PROMOTE THE PROVISION OF INFORMAL COUNTRYSIDE RECREATION WITHIN THE DAGENHAM CORRIDOR, BY PRESERVING AND IMPROVING EXISTING OPEN SPACE AND FACILITIES AND BY INCREASING THE AMOUNT AVAILABLE, SUBJECT TO SAFEGUARDING THE ENVIRONMENT.	SAVE		
POLICY G22	ENVIRONMENT	THE COUNCIL WILL SEEK TO IMPROVE ACCESS TO AND WITHIN THE GREEN BELT FOR INFORMAL COUNTRYSIDE RECREATION, BY MAINTAINING, IMPROVING AND EXTENDING THE EXISTING PUBLIC RIGHTS OF WAY NETWORK. PLANNING APPLICATIONS FOR THE CHANGE OF USE OF GREEN BELT LAND SHOULD NORMALLY INCLUDE PROVISIONS WHICH INCREASE THE LEVEL OF PUBLIC ACCESS TO THE GREEN BELT.	SAVE		
POLICY G23	ENVIRONMENT	THE COUNCIL WILL SEEK TO INCREASE ACCESS TO THE GREEN BELT BY ENCOURAGING PUBLIC TRANSPORT OPERATORS TO IMPROVE THEIR SERVICE TO THE AREA.		DELETE	Such improvements can be achieved without the need for a policy set out in the UDP (ie Local Implementation Plan - Transport)

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POLICY G24	ENVIRONMENT	IN ORDER TO IMPROVE ACCESS TO THE GREEN BELT AND THE PUBLIC RIGHTS OF WAY NETWORK WITHIN IT, FOR INFORMAL COUNTRYSIDE RECREATION, THE COUNCIL WILL PROVIDE A CAR PARK WITHIN THE COUNTRY PARK DEVELOPMENT AND TRAFFIC MANAGEMENT AND CALMING MEASURES TO CONTROL VEHICULAR ACCESS AND MOVEMENT WITHIN THE COUNTRY PARK.		<b>DELETE</b>	This policy has already been implemented
POLICY G25	ENVIRONMENT	THE COUNCIL WILL ENCOURAGE THE USE OF INFORMAL RECREATIONAL FACILITIES IN THE GREEN BELT BY DISADVANTAGED GROUPS.		<b>DELETE</b>	This can be achieved without the need for a policy in the UDP. Diversity issues are picked up in the vision and goals of the Parks and Open Spaces Strategy (2003). For example Goal 7 of the Strategy is to adopt management plans for each park and green space which, amongst other things, develop community engagement programmes. Equality and diversity issues are embedded in the work of the Parks and Leisure section as well as the wider Council.
POLICY G26	ENVIRONMENT	THE COUNCIL WILL SEEK TO IMPROVE AWARENESS OF THE OPPORTUNITIES AVAILABLE FOR INFORMAL RECREATION WITHIN THE GREEN BELT.		<b>DELETE</b>	This can be achieved without the need for a policy set out in the UDP
POLICY G27	ENVIRONMENT/BROWNFIELD	THE COUNCIL WILL SEEK TO PREVENT LAND BECOMING DERELICT AND WILL ENCOURAGE DERELICT LAND TO BE BROUGHT BACK INTO SAFE AND PRODUCTIVE USES. IN ADDITION THE COUNCIL WILL CONSIDER GRANTING TEMPORARY PERMISSION FOR INTERIM USES ON SITES THAT WOULD OTHERWISE REMAIN DERELICT.	SAVE		
POLICY G28	ENVIRONMENT/BROWNFIELD	THE COUNCIL WILL AVOID THE CONTAMINATION OF LAND AND WILL:- i) IDENTIFY POTENTIALLY CONTAMINATED LAND AND, IF CONTAMINATION HAS OCCURRED, SEEK THE NECESSARY TREATMENT IN ORDER TO RECLAIM SUCH LAND FOR BENEFICIAL FUTURE USES; ii) REFUSE DEVELOPMENT ON OR WITHIN 250 METRES OF ACTIVE GASSING LANDFILL SITES; UNLESS BOTH THE COUNCIL AND THE LONDON WASTE REGULATION AUTHORITY (OR ITS SUCCESSOR) ARE SATISFIED THAT RELIABLE ARRANGEMENTS WILL BE MADE TO OVERCOME THE DANGER OF MIGRATING GAS; iii) REFUSE APPLICATIONS FROM OPERATIONS WHICH WILL RESULT IN THE CONTAMINATION OF LAND.	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G29	ENVIRONMENT/WASTE	<p>THE COUNCIL WILL LIAISE WITH ITS NEIGHBOURS AND WITH THE LONDON WASTE REGULATION AUTHORITY (OR ITS SUCCESSOR) REGARDING THE CO-ORDINATION OF WASTE MANAGEMENT.</p> <p>THE USE OF LAND FOR LANDFILL OR LANDRAISING WASTE DISPOSAL WILL NOT BE PERMITTED, ALTHOUGH IN EXCEPTIONAL CIRCUMSTANCES THE CONTROLLED TIPPING OF INERT MATERIALS (LWRA WASTE CATEGORY A) FOR THE RECLAMATION OF DAMAGED, DERELICT OR CONTAMINATED LAND MAY BE ALLOWED.</p> <p>THE COUNCIL WILL ENSURE THAT ATTENTION IS GIVEN TO SAFEGUARDING THE ENVIRONMENT AND PUBLIC HEALTH AND AMENITY IN ALL DECISIONS CONCERNING THE LOCATION AND OPERATION OF WASTE HANDLING FACILITIES. PERMISSION WILL NOT BE GRANTED FOR ANY NEW WASTE TRANSFER, TREATMENT, STORAGE OR DISPOSAL FACILITY THAT DOES NOT MEET ALL OF THE FOLLOWING CRITERIA:-</p> <p>i) THE FACILITY SHOULD BE LOCATED AWAY FROM RESIDENTIAL AND/OR SENSITIVE INDUSTRIAL AND COMMERCIAL AREAS, SO AS TO HAVE NO ADVERSE EFFECT ON PUBLIC AMENITY;</p> <p>ii) THE FACILITY SHOULD HAVE SUITABLE ACCESS ARRANGEMENTS. THE COUNCIL CONSIDER THAT BULK MOVEMENT OF WASTE IS BEST CARRIED OUT BY RAIL OR WATER-BORNE TRANSPORT. WHERE ROAD TRANSPORT IS PROPOSED, ACCESS TO THE SITE FROM THE PRINCIPAL ROAD NETWORK SHOULD BE POSSIBLE WITHOUT PASSING THROUGH RESIDENTIAL AREAS;</p> <p>iii) THE FACILITY MUST BE APPROPRIATELY LANDSCAPED AND SCREENED FROM VIEW. IN ORDER TO FURTHER PROTECT PUBLIC AMENITY, THE FACILITY'S STORAGE AND OPERATIONS SHOULD BE CONCENTRATED IN ENCLOSED BUILDINGS AND ONLY BE OPERATIONAL BETWEEN DEFINED HOURS;</p> <p>iv) THAT NO SIGNIFICANT LAND CONTAMINATION OR AIRBORNE, WATER OR NOISE POLLUTION WOULD RESULT FROM THE OPERATION OF THE FACILITY. THE COUNCIL WILL ALSO HAVE REGARD TO THE TYPES OF WASTES TO BE HANDLED WITH A PRESUMPTION AGAINST TRANSFER, TREATMENT, STORAGE OR DISPOSAL OF SPECIAL, HAZARDOUS, CLINICAL, OR RADIOACTIVE WASTES AT SITES IN OR ADJACENT TO EXISTING OR INTENDED RESIDENTIAL AREAS;</p> <p>v) THE FACILITY'S OPERATOR SHOULD ALSO BE ABLE TO DEMONSTRATE THAT OPPORTUNITIES ARE TAKEN TO REMOVE RECYCLABLE MATERIALS FROM THE WASTE STREAM.</p>	<b>SAVE</b>		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G30	ENVIRONMENT/WASTE	<p>THE COUNCIL WILL LIAISE WITH RELEVANT BODIES SUCH AS THE LONDON WASTE REGULATION AUTHORITY AND HER MAJESTY'S INSPECTORATE OF POLLUTION, TO ENSURE THAT STRINGENT CONTROLS ARE PLACED ON THE TRANSFER, TREATMENT, STORAGE OR DISPOSAL OF SPECIAL, HAZARDOUS, CLINICAL AND RADIOACTIVE WASTES; AND ON ANY LAND USE THAT INVOLVES PROCESSES DESCRIBED IN SCHEDULE 1 (PART A) OF THE ENVIRONMENTAL PROTECTION (PRESCRIBED PROCESSES AND SUBSTANCES) REGULATIONS 1991 (SEE APPENDIX 12).</p> <p>THE COUNCIL WILL REQUIRE THAT PROPOSALS FOR NEW DEVELOPMENTS BE ACCOMPANIED BY AN ENVIRONMENTAL ASSESSMENT IN LINE WITH THE TOWN AND COUNTRY PLANNING (ASSESSMENT OF ENVIRONMENT EFFECTS) REGULATIONS 1988.</p> <p>THE COUNCIL WILL ENCOURAGE THE RE-USE OF MATERIALS AND THE RECOVERY OF RESOURCES FROM WASTES AND WILL:-</p> <p>i) ENCOURAGE THE PROVISION OF INSTALLATIONS FOR THE DEPOSITION OF MATERIALS FOR RECYCLING IN LOCATIONS WHERE THEY ARE CONVENIENT AND ACCESSIBLE BOTH TO MEMBERS OF THE PUBLIC AND THE OPERATOR. (SEE ALSO POLICIES S3 AND H13).</p> <p>ii) ENCOURAGE THE RE-USE AND RECYCLING OF BUILDING MATERIALS AND THE RENOVATION OR ADAPTION OF EXISTING BUILDINGS;</p>	SAVE		
POLICY G31	ENVIRONMENT/WASTE	<p>iii) LOOK FAVOURABLY UPON RECYCLING ACTIVITIES AT APPROPRIATE LOCATIONS IN THE BOROUGH SUBJECT TO POLICY G29 AND OTHER POLICIES IN THIS PLAN. THE COUNCIL WILL ALSO DEVELOP ITS FRIZLANDS CIVIC AMENITY SITE AS A RECYCLING CENTRE;</p>	SAVE		
POLICY G32	ENVIRONMENT/WASTE	<p>ALL APPLICATIONS FOR DEVELOPMENTS SHALL INCLUDE PROPER ARRANGEMENTS FOR THE STORAGE, COLLECTION AND DISPOSAL OF ALL REFUSE. SECTION 106 AGREEMENTS WILL BE SOUGHT WITH ESTABLISHMENTS FALLING UNDER A3 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987, SUCH AS TAKE-AWAYS OR FAST FOOD RESTAURANTS, SEEKING COMMUTED SUMS TOWARDS LITTER COLLECTION.</p>	SAVE		
POLICY G33	FLOOD PROTECTION AND WATER QUALITY	<p>IN THE AREAS POTENTIALLY AT RISK FROM FLOODING, (AS DEFINED ON MAP 5), THERE WILL BE A PRESUMPTION AGAINST NEW DEVELOPMENT OR THE INTENSIFICATION OF EXISTING DEVELOPMENT. WHERE THE REDEVELOPMENT IS PERMITTED IN AREAS POTENTIALLY AT RISK FROM FLOODING, THEN APPROPRIATE FLOOD PROTECTION WILL BE REQUIRED. THE FLOOD PROTECTION REQUIREMENTS FOR SUCH REDEVELOPMENT WILL BE DEFINED BY THE COUNCIL IN CONSULTATION WITH THE NATIONAL RIVERS AUTHORITY.</p>	SAVE		

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POLICY G34	FLOOD PROTECTION AND WATER QUALITY	<p>PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR NEW DEVELOPMENT OR REDEVELOPMENT OF EXISTING URBAN AREAS. IF SUCH DEVELOPMENT WOULD RESULT IN AN INCREASED FLOOD RISK IN AREAS DOWNSTREAM DUE TO ADDITIONAL SURFACE WATER RUN OFF. IN CONSIDERING PLANNING APPLICATIONS THE COUNCIL WILL CONSULT THAMES WATER, THE NATIONAL RIVERS AUTHORITY AND ADJACENT BOROUGHS IN ORDER TO ASSESS THE IMPACT OF PROPOSALS. IN ADDITION, WHERE DEVELOPMENT IS PERMITTED WHICH IS LIKELY TO INCREASE THE RISK OF FLOODING, IT MUST INCLUDE APPROPRIATE ATTENUATION MEASURES DEFINED BY THE COUNCIL AND OTHER CONSULTEES.</p> <p>THERE WILL BE A GENERAL PRESUMPTION AGAINST DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF TIDAL DEFENCES, WHERE DEVELOPMENT RELATING TO THE TIDAL DEFENCES IS PERMITTED, THE COUNCIL WILL, IN CONSULTATION WITH INTERESTED BODIES, INCLUDING THE NATIONAL RIVERS AUTHORITY, REQUIRE THAT APPROPRIATE MEASURES BE TAKEN TO PROTECT THEIR INTEGRITY.</p> <p>WHEN CONSIDERING APPLICATIONS FOR NEW DEVELOPMENT THE COUNCIL WILL SEEK TO ENSURE THAT:-</p> <p>i) NEW NOISE SOURCES ARE CONTAINED SO THAT THERE IS NO UNACCEPTABLE INCREASE IN NOISE LEVELS IN SURROUNDING AREAS;</p> <p>ii) NEW NOISE SENSITIVE DEVELOPMENT IS PROTECTED FROM UNACCEPTABLE NOISE FROM EXISTING SOURCES AND DIRECTED AWAY FROM SITES WHERE PERMISSION EXISTS FOR DEVELOPMENT WHICH WILL RESULT IN NEW NOISE SOURCES.</p> <p>THE COUNCIL IS CONCERNED ABOUT THE ENVIRONMENTAL IMPACT OF ACTIVITIES THAT GENERATE NON-DIRECTIONAL LIGHT OR LARGE QUANTITIES OF PARTICULATE MATTER. APPLICANTS FOR PLANNING PERMISSION WILL THEREFORE BE EXPECTED TO DEMONSTRATE THAT:-</p> <p>i) LIGHT SOURCES ARE DIRECTIONAL AND DO NOT INTERFERE WITH VISUAL AMENITIES;</p> <p>ii) ANY DUST, GRIT OR OTHER PARTICULATE MATTER GENERATED WILL BE CONTROLLED AND, WHERE POSSIBLE, CONTAINED ON SITE FOR RE-USE OR COLLECTION FOR WASTE DISPOSAL.</p> <p>THE COUNCIL ALSO EXPECTS THAT ANY SUCH DEVELOPMENT PROPOSALS WILL BE ACCOMPANIED BY SUITABLE LANDSCAPE WORKS AND OTHER MITIGATING MEASURES.</p> <p>PERMISSION WILL NORMALLY BE REFUSED FOR ANY DEVELOPMENT WHICH DOES NOT COMPLY WITH WATER QUALITY STANDARDS OR WHICH THE COUNCIL, AFTER CONSULTATION WITH THAMES WATER, THE NATIONAL RIVERS AUTHORITY AND LONDON WASTE REGULATION AUTHORITY, BELIEVES MIGHT LEAD TO AN UNACCEPTABLE INCREASE IN LEVELS OF POLLUTION IN WATERING GROUNDS, GROUND WATER, RIVERS OR WATER COURSES.</p>	SAVE		
POLICY G35	FLOOD PROTECTION AND WATER QUALITY		SAVE		
POLICY G36	ENVIRONMENT		SAVE		
POLICY G37	ENVIRONMENT		SAVE		
POLICY G38	FLOOD PROTECTION AND WATER QUALITY		SAVE		



NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G39	ENVIRONMENT	<p>THE COUNCIL WILL AIM TO REDUCE AIR POLLUTION IN THE BOROUGH AND TO MINIMISE ITS DETRIMENTAL EFFECTS BY:-</p> <p>i) REFUSING TO PERMIT DEVELOPMENTS WHICH WOULD LEAD TO A SIGNIFICANT INCREASE IN AIR POLLUTION LEVELS IN THE BOROUGH OR WHICH EXCEED WORLD HEALTH ORGANISATION OR U.K. STANDARDS;</p> <p>ii) RESTRICTING SENSITIVE DEVELOPMENTS IN AREAS WHERE CURRENT POLLUTION LEVELS EXCEED WORLD HEALTH ORGANISATION OR U.K. STANDARDS. (SEE APPENDIX 13);</p> <p>iii) ENCOURAGING A REDUCTION IN THE LEVEL OF SPECIFIC AIRBORNE POLLUTANTS (THOSE SUBJECT TO EUROPEAN UNION OR WORLD HEALTH ORGANISATION AIR QUALITY STANDARDS);</p> <p>iv) EXERTING STRICT CONTROL OVER DEVELOPMENTS CONTAINING PROCESSES PRESCRIBED IN THE ENVIRONMENT ACT 1995;</p> <p>v) LIAISING WITH ADJOINING BOROUGHs REGARDING DEVELOPMENT PROPOSALS WHICH MAY HAVE A CROSS BOUNDARY EFFECT ON AIR QUALITY, AND TO SEEK A LONDON-WIDE DECREASE IN SPECIFIC AIRBORNE POLLUTANTS.</p>	SAVE		
POLICY G40	ENERGY	<p>THE COUNCIL WILL WELCOME PROPOSALS FOR ENVIRONMENTALLY ACCEPTABLE FORMS OF ENERGY PRODUCTION AND WILL PROMOTE ENERGY EFFICIENCY AND THE CONSERVATION OF RESOURCES, IN RELATION TO PROPOSALS FOR LAND USE, TRANSPORT AND DEVELOPMENT, THROUGH:-</p> <p>i) ENCOURAGING ENVIRONMENTALLY ACCEPTABLE FORMS OF ENERGY GENERATION, SUCH AS SOLAR POWER OR WATER POWER;</p> <p>ii) PLANNING DEVELOPMENT IN ORDER TO REDUCE THE NEED TO TRAVEL;</p> <p>iii) PROMOTING ENERGY EFFICIENCY AND ENERGY CONSERVATION IN NEW DEVELOPMENTS AND EXISTING BUILDINGS.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G41	ENVIRONMENT	THE COUNCIL WILL HAVE REGARD TO THE CURRENT, ADVICE FROM TIME TO TIME OF THE NATIONAL RADIOLOGICAL PROTECTION BOARD AND OTHER RELEVANT BODIES CONCERNING THE ELECTROMAGNETIC EFFECTS OF HIGH VOLTAGE OVERHEAD POWER LINES WHEN DECIDING APPLICATIONS FOR PLANNING PERMISSION ON ADJACENT SITES, PARTICULARLY WHERE THIS IS FOR HOUSING, EDUCATION, EMPLOYMENT OR OTHER LAND USES WHICH OCCUPY PEOPLE FOR A LARGE PROPORTION OF THEIR LIVES		<b>DELETE</b>	This can be undertaken without the need for a policy set out in the UDP. More up to date advice and policy is available in Planning Policy Guidance note 8 (Telecommunications).
POLICY G42	ENVIRONMENT	APPLICATIONS FOR DEVELOPMENT ON THOSE SITES IDENTIFIED ON THE PROPOSALS MAP AS BEING OF VALUE FOR NATURE CONSERVATION WILL BE REFUSED OTHER THAN IN EXCEPTIONAL CIRCUMSTANCES. THE SITES ARE OUTLINED IN APPENDIX 14. WHERE APPROPRIATE, THE COUNCIL WILL CONSIDER DESIGNATING THESE SITES AS LOCAL NATURE RESERVES.	SAVE		
POLICY G43	ENVIRONMENT	APPLICATIONS FOR DEVELOPMENT ADJACENT TO OR NEARBY THE BOUNDARY OF A SITE OF ECOLOGICAL VALUE WILL NEED TO DEMONSTRATE THAT SUCH A DEVELOPMENT WILL NOT HAVE AN ADVERSE IMPACT ON THE SITE.	SAVE		
POLICY G44	ENVIRONMENT	AS PART OF THE DEVELOPMENT PROCESS THE COUNCIL WILL SEEK TO CREATE AND/OR ENHANCE SITES OF ECOLOGICAL VALUE IN AREAS OF DEFICIENCY.	SAVE		
POLICY G45	ENVIRONMENT	THE COUNCIL WILL ENDEAVOUR TO MANAGE APPROPRIATE PARTS OF ITS EXISTING OPEN SPACES IN ACCORDANCE WITH NATURE CONSERVATION PRINCIPLES AND WILL ENCOURAGE OTHER LANDOWNERS TO ADOPT SUCH PRACTICES.		<b>DELETE</b>	This can be undertaken without the need for a policy set out in the UDP (ie East London Green Grid; LB Barking & Dagenham Parks and Green Space Strategy)
POLICY G46	ENVIRONMENT	THE COUNCIL WILL ENCOURAGE THE INTEGRATION OF NATURE CONSERVATION INTO NEW DEVELOPMENTS.	SAVE		
POLICY G47	ENVIRONMENT	IN THE URBAN AREA, THE COUNCIL WILL ENCOURAGE THE PROTECTION AND PLANTING OF INDIVIDUAL OR GROUPS OF SHRUBS AND TREES, PARTICULARLY NATIVE SPECIES WHICH HAVE A HIGH NATURE CONSERVATION VALUE. WHERE APPROPRIATE, TREE PRESERVATION ORDERS WILL BE MADE.	SAVE		
POLICY G48	ENVIRONMENT	THE COUNCIL WILL ENDEAVOUR TO PROMOTE THE NATURE CONSERVATION INTEREST OF WATER BODIES WITHIN THE BOROUGH.	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G49	FLOOD PROTECTION AND WATER QUALITY	<p>THE COUNCIL, IN CONSULTATION WITH THE NATIONAL RIVERS AUTHORITY, WILL SEEK TO ENSURE THAT ALL WORKS IN, UNDER, OVER AND ADJACENT TO WATERCOURSES RECEIVE ANY NECESSARY STATUTORY CONSENTS, AND ARE APPROPRIATELY DESIGNED AND IMPLEMENTED.</p> <p>WHEN ACTING AS THE DRAINAGE AUTHORITY, THE COUNCIL, IN CONSULTATION WITH THE NATIONAL RIVERS AUTHORITY, WILL CONSIDER THE LIKELY IMPACTS OF DRAINAGE PROPOSALS IN ACCORDANCE WITH THE PROVISIONS OF THE LAND DRAINAGE IMPROVEMENT WORKS (ASSESSMENT OF ENVIRONMENTAL EFFECTS) REGULATIONS 1988.</p> <p>WHERE WORKS ARE PROPOSED BY AN INTERESTED PARTY WHICH IS NOT THE DRAINAGE AUTHORITY, THE COUNCIL WILL CONSIDER THE LIKELY IMPACTS OF DRAINAGE PROPOSALS IN ACCORDANCE WITH THE SAME REGULATIONS.</p>	SAVE		
POLICY G50	ENVIRONMENT	THE COUNCIL WILL ENDEAVOUR TO INCREASE THE DIVERSITY OF ECOLOGICAL HABITATS IN THE BOROUGH EITHER THROUGH ITS OWN INITIATIVES OR BY ENCOURAGING OTHER PUBLIC OR PRIVATE AGENCIES, OR DEVELOPERS TO DO SO.	SAVE		
POLICY G51	ENVIRONMENT	THE COUNCIL WILL MONITOR ECOLOGICAL RESOURCES WITHIN THE BOROUGH, WILL MAINTAIN AN UP TO DATE SCHEDULE OF SITES AND MAKE AVAILABLE INFORMATION ON THEIR NATURE CONSERVATION INTEREST.	SAVE		
POLICY G52	ENVIRONMENT	THE COUNCIL WILL PROMOTE GREATER AWARENESS OF NATURE CONSERVATION THROUGHOUT THE BOROUGH.		DELETE	This can be undertaken without the need for a policy set out in the UDP (i.e East London Green Grid; LB Barking & Dagenham Parks and Green Space Strategy; Local Biodiversity Action Plan)
POLICY G53	ENVIRONMENT	THE COUNCIL WILL RETAIN AND ENDEAVOUR TO IMPROVE VIEWS OF, AND WHERE APPROPRIATE ACCESS TO, SITES OF NATURE CONSERVATION VALUE.	SAVE		
POLICY G54	ENVIRONMENT	THE COUNCIL WILL ENDEAVOUR TO CREATE, PROTECT AND ENHANCE WILDLIFE CORRIDORS WITHIN THE BOROUGH.	SAVE		
POLICY G55	ENVIRONMENT	THE COUNCIL WILL CONSIDER PROVIDING A NATURE PARK IN THE BOROUGH.		DELETE	Has already been implemented - Chase Local Nature Reserve; Scratton's Farm Eco park
POLICY G56	SITE SPECIFIC	THE COUNCIL WILL ENSURE THE PROTECTION OF THE CHASE LOCAL NATURE RESERVE.	SAVE		
POLICY G57	ENVIRONMENT	THE COUNCIL WILL PROTECT AND, IF APPROPRIATE, ENHANCE THE AREAS OF METROPOLITAN OPEN LAND IN THE BOROUGH. THESE AREAS ARE AS DEFINED ON THE PROPOSALS MAP.	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G58	ENVIRONMENT	<p>IN ORDER TO RETAIN ITS OPEN CHARACTER, THE FOLLOWING USES WOULD NORMALLY BE CONSIDERED APPROPRIATE WITHIN METROPOLITAN OPEN LAND:</p> <ul style="list-style-type: none"> <li>i) PUBLIC AND PRIVATE OPEN SPACE AND PREDOMINANTLY OPEN AIR RECREATIONAL ACTIVITIES;</li> <li>ii) WOODLANDS AND INFORMAL OPEN SPACE;</li> <li>iii) RIVERS, LAKES AND OTHER OPEN WATER BODIES;</li> <li>iv) NATURE CONSERVATION INITIATIVES.</li> </ul> <p>ANY DEVELOPMENT IN METROPOLITAN OPEN LAND WILL NORMALLY BE REFUSED, OTHER THAN THAT WHICH IS ESSENTIAL AND ANCILLARY TO THE USES SPECIFIED IN G58. SUCH DEVELOPMENT MUST COMPLY WITH THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) ANY DEVELOPMENT SHALL BE ESSENTIAL AND ANCILLARY TO THE USE OF THE SITE;</li> </ul>	SAVE		
POLICY G59	ENVIRONMENT	<p>PROPOSALS FOR INDOOR RECREATIONAL FACILITIES WILL ONLY BE ALLOWED WHERE AN OVERRIDING NEED TO LOCATE THEM IN AN AREA OF METROPOLITAN OPEN LAND HAS BEEN DEMONSTRATED.</p> <ul style="list-style-type: none"> <li>ii) SUCH DEVELOPMENT WILL ONLY BE PERMITTED IF IT IS LIMITED IN SIZE AND IS, BY REASON OF ITS SITING, SCALE, MASS, MATERIALS AND DESIGN, NOT VISUALLY INTRUSIVE AND DOES NOT HAVE ANY ADVERSE EFFECTS ON THE CHARACTER OF THE SURROUNDING LAND;</li> <li>iii) ANY TRAFFIC GENERATED BY A USE SHOULD BE CAPABLE OF BEING CATERED FOR WITHIN THE CAPACITY OF THE EXISTING NETWORK AND MUST NOT IMPAIR THE SAFETY OF THIS NETWORK. ADEQUATE CAR PARKING FACILITIES SHOULD ALSO BE PROVIDED AND DESIGNED IN A MANNER SYMPATHETIC TO METROPOLITAN OPEN LAND AND IN ACCORDANCE WITH THE STANDARDS OF THE LOCAL PLANNING AUTHORITY;</li> <li>iv) THE DEVELOPMENT WILL NOT RESULT IN A SIGNIFICANT LOSS OF OPEN SPACE.</li> </ul>	SAVE		
POLICY G60	ENVIRONMENT	<p>THE COUNCIL WILL NORMALLY REFUSE DEVELOPMENT ON LAND ADJACENT TO OR THAT HAS A VISUAL RELATIONSHIP WITH METROPOLITAN OPEN LAND, IF SUCH A PROPOSAL IS DETRIMENTAL TO THE USE, OR CHARACTER OF THAT LAND IN TERMS OF VISUAL AMENITY OR NOISE POLLUTION.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G61	ENVIRONMENT	<p>THE COUNCIL WILL SEEK TO MAINTAIN AND WHERE APPROPRIATE ENHANCE THE VALUE OF METROPOLITAN OPEN LAND TO THE LOCAL COMMUNITY BY:-</p> <p>i) MAINTAINING AND WHERE NECESSARY AND APPROPRIATE, IMPROVING PUBLIC ACCESS TO AND WITHIN IT;</p> <p>ii) MAINTAINING AND WHERE APPROPRIATE INCREASING THE USE OF IT FOR OPEN AIR RECREATIONAL ACTIVITIES;</p> <p>iii) IMPROVING ITS ENVIRONMENTAL QUALITY.</p> <p>iv) IMPROVING ITS NATURE CONSERVATION VALUE.</p>	SAVE		
POLICY G62	ENVIRONMENT	<p>THE COUNCIL WILL SEEK TO PROVIDE PUBLIC OPEN SPACE IN AREAS OF DEFICIENCY (AS IDENTIFIED ON MAPS 6 AND 7), SUBJECT TO THE CRITERIA OUTLINED IN POLICY H18 SUPPLEMENTARY PLANNING GUIDANCE NOTE 4.</p>	SAVE		
POLICY G63	ENVIRONMENT	<p>THE COUNCIL WILL SEEK TO ENSURE THAT PROVISION FOR PUBLIC OPEN SPACE IS MADE IN ANY PROPOSED REDEVELOPMENT OF A SITE WITHIN AN AREA OF DEFICIENCY. THE PROVISION SOUGHT WILL BE FAIRLY AND REASONABLY RELATED IN SCALE AND KIND TO THE DEVELOPMENT CONCERNED.</p>	SAVE		
POLICY G64	ENVIRONMENT	<p>THE COUNCIL WILL PROTECT OPEN SPACE WHICH FULFILLS A LOCAL ENVIRONMENTAL, NATURE CONSERVATION AND/OR AMENITY NEED AND WILL SAFEGUARD IT FROM BUILT DEVELOPMENT. OPEN SPACES PROTECTED UNDER THIS POLICY ARE IDENTIFIED ON THE PROPOSALS MAP. APPLICATIONS FOR DEVELOPMENT WHICH WILL RESULT IN THE LOSS OF SUCH OPEN SPACE WILL NORMALLY BE REFUSED.</p>	SAVE		
POLICY G65	ENVIRONMENT	<p>PROPOSALS FOR BUILT DEVELOPMENT WITHIN EXISTING PARKS AND PLAYING FIELDS WILL NORMALLY BE REFUSED, EXCEPT WHERE THE DEVELOPMENT IS ANCILLARY TO, OR COMPLIMENTS RECREATIONAL OPEN SPACE USE. ANY SUCH BUILT DEVELOPMENT SHOULD BE SO DESIGNED AND SITED AS TO MAINTAIN THE OPEN ASPECT OF THE PARK AND ENHANCE ITS PARK SETTING.</p>	SAVE		
POLICY G66	ENVIRONMENT	<p>THE COUNCIL WILL ENDEAVOUR, SUBJECT TO THE AVAILABILITY OF RESOURCES, TO UPGRADE THE QUALITY OF THE EXISTING PARKS IN THE BOROUGH BY:-</p> <p>i) ENHANCING FACILITIES TO MEET THE NEEDS OF BOTH EXISTING AND POTENTIAL USERS;</p> <p>ii) PROVIDING HIGH QUALITY LANDSCAPED ENVIRONMENTS;</p> <p>iii) WHEREVER POSSIBLE, MAKING BETTER USE OF EXISTING FACILITIES.</p>		DELETE	This can be undertaken without the need for a policy set out in the UDP (ie East London Green Grid; LB Barking & Dagenham Parks and Green Space Strategy)

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G67	COMMUNITY FACILITIES	THE COUNCIL WILL SAFEGUARD, MAINTAIN AND WHERE NECESSARY WILL IMPROVE EXISTING FOOTPATHS AND OTHER RIGHTS OF WAY WITHIN THE BOROUGH. THE COUNCIL WILL ALSO CREATE ADDITIONAL FOOTPATHS AND WILL ESTABLISH A GREEN CHAIN NETWORK WITHIN THE BOROUGH. IN ADDITION, THE COUNCIL WILL PROVIDE ADEQUATE SIGNPOSTING AND WAY MARKING. THE COUNCIL WILL SEEK RIVERSIDE WALKWAYS ALONG THE THAMES AND THE RIVER AS SHOWN ON THE PROPOSALS MAP.	SAVE		
POLICY G68	RIVER	THE COUNCIL IN CONSULTATION WITH THE NATIONAL RIVERS AUTHORITY (THAMES REGION) WILL SEEK TO PROMOTE RIVER CORRIDORS AND OTHER WATER BODIES AS IMPORTANT AREAS OF OPEN LAND FOR INFORMAL AND FORMAL RECREATION.	SAVE		
POLICY G69	RIVER	THE COUNCIL AFTER CONSULTATION WITH THE NATIONAL RIVERS AUTHORITY (THAMES REGION), WILL SEEK TO INCREASE THE PROVISION OF FACILITIES FOR ANGLING AND WILL ENCOURAGE THE IMPROVEMENT OF EXISTING FACILITIES.		DELETE	This policy is adequately covered by UDP policy 668
POLICY G70	ENVIRONMENT/ALLOTMENT	APPLICATIONS FOR DEVELOPMENT OF ALLOTMENT LAND MAY BE ALLOWED PROVIDED THAT, WHERE ALLOTMENTS ARE LOST THROUGH REDEVELOPMENT, REPLACEMENT ALLOTMENTS ARE PROVIDED TO SERVE THE SAME AREA. THE COUNCIL WILL SAFEGUARD ITS ESTABLISHED SITES FOR ALLOTMENTS NORMALLY WHERE EITHER A SIGNIFICANT PROPORTION OF THE ALLOTMENTS HAS BEEN VACANT FOR A SUBSTANTIAL PERIOD OR OVER 50% OF THE SITE IS VACANT THE COUNCIL WILL:- i) IN AREAS OF PUBLIC OPEN SPACE DEFICIENCY, ENCOURAGE SUCH PROVISION; ii) ENCOURAGE APPROPRIATE COMMUNITY USES (SEE POLICY C.2); iii) IN EXCEPTIONAL CIRCUMSTANCES, WHERE NEEDS IDENTIFIED IN (i) AND (ii) ARE NOT REQUIRED, RESIDENTIAL DEVELOPMENT MAY BE ALLOWED, SUBJECT TO THE RELEVANT HOUSING POLICIES.	SAVE		
POLICY G71	COMMUNITY FACILITIES	THE COUNCIL WILL GIVE CONSIDERATION TO THE PROVISION OF A MAJOR SPORTS FACILITY OF A REGIONAL OR SUB-REGIONAL SIGNIFICANCE PROVIDING IT COMPLIES WITH THE FOLLOWING CRITERIA:- i) IT HAS GOOD DIRECT VEHICULAR ACCESS TO THE TRUNK ROAD NETWORK; ii) IT IS WELL SERVED BY PUBLIC TRANSPORT; iii) IT WILL NOT HAVE ANY SIGNIFICANT ADVERSE IMPACT ON ANY NEARBY RESIDENTIAL AREAS; iv) IT IS OF A HIGH STANDARD OF DESIGN AND IS WELL LANDSCAPED.	SAVE		
POLICY G72	COMMUNITY FACILITIES	THE COUNCIL WILL ENCOURAGE THE USE OF SCHOOL, SPORTS FACILITIES AND PLAYING FIELDS BY THE COMMUNITY. (SEE POLICY C13)		DELETE	This policy is adequately covered by UDP policy C13

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G73	COMMUNITY FACILITIES	<p>APPLICATIONS FOR INDOOR SPORTS FACILITIES WILL NORMALLY BE ALLOWED SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THERE IS AN IDENTIFIED NEED;</li> <li>ii) THERE ARE NO SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS ON SURROUNDING PROPERTIES OR ON THE CHARACTER OF THE AREA IN WHICH THE DEVELOPMENT IS LOCATED;</li> <li>iii) PARKING IS PROVIDED IN ACCORDANCE WITH COUNCIL STANDARDS (SEE APPENDIX 6.5 AND SUPPLEMENTARY PLANNING GUIDANCE NOTE 3);</li> <li>iv) THE SITE IS ACCESSIBLE, PARTICULARLY TO PUBLIC TRANSPORT;</li> <li>v) SATISFACTORY VEHICLE ACCESS IS PROVIDED;</li> <li>vi) CRECHE FACILITIES WHERE APPROPRIATE, AND FACILITIES FOR PEOPLE WITH DISABILITIES ARE PROVIDED;</li> <li>vii) THE DEVELOPMENT WILL NOT RESULT IN A SIGNIFICANT LOSS OF OPEN SPACE;</li> <li>viii) THE DEVELOPMENT DOES NOT CONFLICT WITH ANY OTHER COUNCIL POLICY.</li> </ul>	SAVE		
POLICY G74	COMMUNITY FACILITIES	<p>IN RELATION TO THE DEVELOPMENT AND LOCATION OF LEISURE AND RECREATION FACILITIES, THE COUNCIL WILL:-</p> <ul style="list-style-type: none"> <li>i) ENSURE THAT NEW FACILITIES ARE DESIGNED TO BE ACCESSIBLE TO PEOPLE WITH DISABILITIES;</li> <li>ii) USE ITS ASSOCIATED ROLES AS BUILDING CONTROL AND ENTERTAINMENTS LICENSING AUTHORITY TO CO-ORDINATE PROVISION FOR PEOPLE WITH DISABILITIES INTO AND WITHIN THE BUILDING;</li> <li>iii) ENCOURAGE THE PROVISION OF TOILETS ACCESSIBLE TO PEOPLE WITH DISABILITIES IN ASSOCIATION WITH LEISURE AND RECREATION FACILITIES;</li> <li>iv) ENCOURAGE IMPROVEMENTS IN ACCESS TO EXISTING FACILITIES, PARTICULARLY THOSE IN COUNCIL OWNERSHIP.</li> </ul>	SAVE		
POLICY G75	COMMUNITY FACILITIES	<p>PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR A DEVELOPMENT WHICH RESULTS IN THE LOSS OF AN EXISTING LEISURE OR RECREATIONAL SITE OR BUILDING UNLESS:-</p> <ul style="list-style-type: none"> <li>i) THE FACILITY IS INCORPORATED OR REPLACED WITHIN THE NEW DEVELOPMENT;</li> <li>ii) THE FACILITY IS RELOCATED TO A MORE APPROPRIATE BUILDING OR TO A LOCATION WHICH IMPROVES ITS ACCESSIBILITY TO POTENTIAL USERS.</li> </ul>	SAVE		
POLICY G76	COMMUNITY FACILITIES	<p>THE COUNCIL WILL ENSURE THAT IN ALL NEW LEISURE DEVELOPMENTS USE OF LEISURE AND RECREATION FACILITIES SHOULD BE PROVIDED FOR GROUPS WITH LOW PARTICIPATION RATES. IN ADDITION THE COUNCIL WILL ENCOURAGE THE PROVISION OF PLAY GROUNDS, SUBJECT TO THE AVAILABILITY OF RESOURCES AND WHERE THERE IS A DEMAND.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY G77	COMMUNITY FACILITIES	THE COUNCIL WILL SEEK TO ENCOURAGE THE UPGRADING OF EXISTING FORMAL RECREATION FACILITIES IN THE BOROUGH, INCLUDING THE PROVISION OF SYNTHETICALLY SURFACED SPORTS PITCHES AND THE FLOODLIGHTING OF SPORTS FACILITIES WHERE APPROPRIATE.	SAVE		
POLICY DE1	COMMUNITY FACILITIES/DESIGN	THE DESIGN OF NEW BUILDINGS AND REFURBISHMENTS (HEIGHT, PROPORTION, SCALE, MASSING, MATERIALS, COLOUR AND SILHOUETTE) SHOULD SYMPATHETICALLY RELATE TO ONE ANOTHER AND THE EXISTING ENVIRONMENT IN ORDER TO CONTRIBUTE POSITIVELY TO THE RELATIONSHIP BETWEEN SPACES AND BUILDINGS. (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 9)	SAVE		
POLICY DE2	COMMUNITY FACILITIES/DESIGN	THE SCALE AND MASSING OF NEW DEVELOPMENT SHOULD NOT PRODUCE AN UNFAVOURABLE MICRO-CLIMATE WITH POOR LIGHT CONDITIONS AND/OR HIGH WINDSPEEDS.	SAVE		
POLICY DE3	ENVIRONMENT	THE COUNCIL WILL ENSURE THAT THERE IS A NATURE CONSERVATION INPUT INTO LARGE DEVELOPMENT SCHEMES BY THE USE OF SYMPATHETIC DESIGN CRITERIA IN THE LAYOUT AND LANDSCAPE DETAIL OF THE SCHEME. (SEE POLICIES DE16/17 AND SUPPLEMENTARY PLANNING GUIDANCE NOTE 5).	SAVE		
POLICY DE4	COMMUNITY FACILITIES/DESIGN	WHERE PLANNING BRIEFS OR DESIGN GUIDELINES HAVE BEEN PREPARED BY THE COUNCIL, DEVELOPERS WILL BE REQUESTED TO SUBMIT A SHORT STATEMENT ON HOW THEIR SCHEME HAS COMPLIED WITH COUNCIL POLICY.		DELETE	Covered by Design and Access Statements that are now required by new Government Legislation DCLG 2006/1
POLICY DE5	COMMUNITY FACILITIES/DESIGN	THE COUNCIL WILL SEEK TO ENSURE THAT ACCESS FACILITIES AND ARRANGEMENTS FOR PEOPLE WITH DISABILITIES ARE INCLUDED IN ALL NEW DEVELOPMENTS AND REFURBISHMENTS WHERE PRACTICABLE. (SEE POLICY C15)		DELETE	Covered by • UDP policy C15 • LP policy 4B.5 • Disability Discrimination Act
POLICY DE6	COMMUNITY FACILITIES/DESIGN	NEW DEVELOPMENTS AND REFURBISHMENTS SHOULD BE DESIGNED TO ENHANCE SECURITY AND SAFETY IN THE ENVIRONMENT.	SAVE		



NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY DE7	SITE SPECIFIC	<p>THE COUNCIL WILL ONLY CONSIDER HIGH BUILDINGS (IE BUILDINGS WHICH FAIL TO CONFORM IN HEIGHT TO THEIR SURROUNDING ENVIRONMENT OR ARE GENERALLY OVER FIVE STOREYS OR 20 METRES IN HEIGHT) IN BARKING TOWN CENTRE, DAGENHAM HEATHWAY, THE RADING VALLEY AND BARKING REACH IN EXCEPTIONAL CIRCUMSTANCES, WHERE THEY MAKE A SIGNIFICANT TOWNSCAPE CONTRIBUTION AND, WHERE IT CAN BE DEMONSTRATED THAT:-</p> <ul style="list-style-type: none"> <li>i) THE PROPOSED BUILDING WOULD NOT MAR THE SKYLINE OR HAVE ANY ADVERSE IMPACT ON IMPORTANT VIEWS FROM WITHIN OR INTO THE BOROUGH;</li> <li>ii) THE PROPOSED BUILDING WOULD BE CAREFULLY RELATED TO ITS SURROUNDINGS, BOTH EXISTING AND PROPOSED, AND ESPECIALLY TO ANY OTHER HIGH BUILDINGS OR PROMINANT FEATURES IN THE VICINITY;</li> <li>iii) THE SITE IS SUFFICIENTLY LARGE AND COMPREHENSIVE TO SECURE A COMPLETE AND WELL-DESIGNED SETTING OR LOWER BUILDINGS AND/OR LANDSCAPED OPEN SPACE;</li> <li>iv) THE AMENITIES AND DEVELOPMENT POSSIBILITIES OF SURROUNDING SITES AND BUILDINGS WOULD NOT BE IMPAIRED;</li> <li>v) DUE ACCOUNT IS TAKEN OF THE EFFECTS OF WIND TURBULANCE IN THE SITING OF ANY HIGH BUILDING AND THAT EVERY EFFORT HAS BEEN MADE TO CONTAIN OR ELIMINATE SUCH TURBULANCE;</li> <li>vi) IT WOULD NOT HAVE ANY ADVERSE IMPACT WITHIN AREAS OF HIGH PEDESTRIAN ACTIVITY;</li> <li>vii) IN VIEW OF THE INEVITABLE PROMINANCE OF A HIGH BUILDING IT SHOULD BE OF OUTSTANDING ARCHITECTURAL QUALITY. (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 10).</li> </ul>	SAVE		
POLICY DE8	COMMUNITY FACILITIES/DESIGN	<p>THE COUNCIL WILL SEEK TO ENSURE THAT VIEWS, FROM INSIDE AND OUTSIDE THE BOROUGH, OF SIGNIFICANT BUILDINGS AND FEATURES, AND FROM IMPORTANT AREAS LIKE CONSERVATION AREAS AND EASTBROOKEND ARE NOT OBSCURED OR ADVERSELY AFFECTED BY NEW DEVELOPMENT. (SEE MAP 8).</p>	SAVE		
POLICY DE9	ENERGY	<p>THE COUNCIL WILL SEEK TO ENSURE THAT NEW DEVELOPMENTS AND REFURBISHMENTS ARE ENERGY EFFICIENT THROUGH GREATER THERMAL INSULATION, MORE EFFICIENT LAYOUT AND DESIGN OF BUILDINGS.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY DE10	RIVER	<p>APPLICATIONS FOR WATERFRONT DEVELOPMENT SHOULD COMPLY WITH THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) PROVIDE A RIVERSIDE WALK OPEN TO THE PUBLIC AND GENERALLY WHERE POSSIBLE ENCOURAGE ACCESS TO THE RIVERSIDE FROM ITS HINTERLAND;</li> <li>ii) PROVIDE ACCESS TO THE RIVER WHERE APPROPRIATE;</li> <li>iii) TAKE ACCOUNT OF THE DEVELOPMENTS IMPACT ON LONG DISTANCE AND LOCAL VIEWS (SEE POLICY DE 8);</li> <li>iv) ORIENTATE BUILDINGS TO THE RIVERSIDE IN ORDER TO ENHANCE IT AS A PUBLIC ASSET;</li> <li>v) PROVIDE AN INTERESTING AND VARIED ROOFSCAPE;</li> <li>vi) TAKE ACCOUNT OF ANY SITES OF NATURE CONSERVATION VALUE.</li> <li>vii) PROVIDE A SEPARATE DRAINAGE AND/OR STORAGE SYSTEM WITH SURFACE WATER DRAINAGE TO THE RIVER.</li> </ul> <p>IN ADDITION THE COUNCIL WILL SEEK TO ENSURE THAT ALL DEVELOPMENT WITHIN THE RIVER THAMES AREA OF SPECIAL CHARACTER IS OF A HIGH STANDARD OF DESIGN AND LANDSCAPE WORK. (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 1).</p>		<b>DELETE</b>	This policy is covered more extensively by LP policy 4C.20 and 4C.21
POLICY DE11	RIVER	THE EXTENSION OF RIVERSIDE SITES INTO THE RIVERS THAMES AND RODING AND OTHER WATERCOURSES, WHETHER BY RECLAMATION, INFILLING OR ANY OTHER METHODS WILL NOT NORMALLY BE PERMITTED. (SEE POLICY DE10).	<b>SAVE</b>		
POLICY DE12	RIVER	<p>ANY VESSELS OR STRUCTURES SITUATED OR PROPOSED ON OR OVER A RIVER SHOULD:-</p> <ul style="list-style-type: none"> <li>i) NOT CAUSE A HAZARD TO NAVIGATION;</li> <li>ii) NOT DETRACT FROM THE RIVER AS A PUBLIC SPACE;</li> <li>iii) BE OF AN ACCEPTABLE APPEARANCE;</li> <li>iv) CONFORM TO THE GUIDELINES SET DOWN IN SUPPLEMENTARY PLANNING GUIDANCE NOTE 12.</li> </ul>	<b>SAVE</b>		
POLICY DE13	COMMUNITY FACILITIES/DESIGN	FASCIA SIGNS SHOULD BE OF AN APPROPRIATE SIZE AND DEPTH IN RELATION TO THE SHOP FRONT AND THE DESIGN OF THE BUILDING. THE DEPTH OF FASCIA SIGNS WILL GENERALLY BE RESTRICTED TO A MAXIMUM OF ONE METRE. EXCEPTIONS WOULD BE MADE IN THE CASE OF BUILDINGS WITH PARTICULARLY WIDE FRONTAGES WHICH COULD STAND A DEEPER SIGN.	<b>SAVE</b>		
POLICY DE14	COMMUNITY FACILITIES/DESIGN	ADVERTISEMENTS SHOULD NORMALLY BE LOCATED AT GROUND FLOOR FASCIA LEVEL AND SHALL NOT NORMALLY BE PERMITTED ON FLANK WALLS OR WALLS THAT DO NOT CONTAIN A DISPLAY WINDOW. ONLY ONE HANGING OR PROJECTING BOX SIGN WILL BE ALLOWED PER BUSINESS. WHERE ILLUMINATED SIGNS ARE ACCEPTABLE THEY SHOULD NORMALLY ONLY BE STATICALLY ILLUMINATED. APPLICATIONS FOR ADVERTISEMENTS WILL NORMALLY BE GIVEN CONSENT UNLESS THEY DETRACT FROM LOCAL AMENITY AND PUBLIC SAFETY.	<b>SAVE</b>		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY DE15 COMMUNITY FACILITIES/DESIGN		<p>THE COUNCIL WILL ONLY GIVE PLANNING CONSENT FOR THE ERECTION OF OUTDOOR ADVERTISEMENT HOARDINGS SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THEY ARE INTENDED TO TEMPORARILY SCREEN A VACANT OR DERELICT SITE PENDING PERMANENT REDEVELOPMENT;</li> <li>ii) THEY ARE NOT VISIBLE FROM RESIDENTIAL AREAS, OPEN SPACES, CONSERVATION AREAS, WITHIN THE VICINITY OF LISTED BUILDINGS, AREAS OF NATURE CONSERVATION VALUE AND GREEN BELT AREAS;</li> <li>iii) THEY ARE POSITIONED SO THAT THEIR EFFECT IS NOT OVERWHELMING ON PEDESTRIANS OR DISTRACTING TO DRIVERS OF VEHICLES;</li> <li>iv) THE AREA IN FRONT OF HOARDINGS SHALL BE SATISFACTORILY LANDSCAPED AND MAINTAINED;</li> <li>v) HOARDINGS SHALL BE REMOVED FROM THE SITE ON COMPLETION OF THE REDEVELOPMENT OF THE SITE.</li> </ul> <p>APPLICATIONS FOR ADVERTISEMENT HOARDINGS WHICH DETRACT FROM LOCAL AMENITY AND PUBLIC SAFETY WILL NORMALLY BE REFUSED.</p>	SAVE		
POLICY DE16 COMMUNITY FACILITIES/DESIGN		<p>THE COUNCIL WILL ENSURE THAT ALL HARD LANDSCAPE WORK SUCH AS SURFACING, STREET FURNITURE, STREET LIGHTING AND FENCING IS DESIGNED TO A HIGH STANDARD, AND IS PROPERLY INTEGRATED INTO THE STREET IN TERMS OF APPEARANCE, LOCATION, USE AND MAINTENANCE. (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5).</p>	SAVE		
POLICY DE17 ENVIRONMENT	ENVIRONMENT	<p>THE COUNCIL WILL PROTECT AND IMPROVE THE PUBLIC AMENITY VALUE OF TREES AND NATURAL FEATURES WITHIN THE BOROUGH BY:-</p> <ul style="list-style-type: none"> <li>i) SEEKING TO RETAIN AND MAINTAIN ALL TREES AND NATURAL FEATURES WITHIN THE BOROUGH, WHICH ARE OF AN IMPORTANT CHARACTER OR WHICH HAVE AN IMPORTANT PUBLIC AMENITY VALUE;</li> <li>ii) UNDERTAKING TREE PLANTING AND OTHER SOFT LANDSCAPE WORK WITH APPROPRIATE SPECIES IN APPROPRIATE LOCATIONS, SUBJECT TO THE AVAILABILITY OF RESOURCES AND ENCOURAGING OTHER PUBLIC AUTHORITIES AND PRIVATE LANDOWNERS TO IMPLEMENT SUCH SCHEMES (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5).</li> </ul>	SAVE		
POLICY DE18 ENVIRONMENT	ENVIRONMENT	<p>THE COUNCIL WILL UNDERTAKE ENVIRONMENTAL IMPROVEMENT SCHEMES, SUBJECT TO THE AVAILABILITY OF RESOURCES THROUGHOUT THE BOROUGH.</p>		<b>DELETE</b>	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Parks & Green Spaces Strategy)

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY DE19	HOUSING	<p>PLANNING PERMISSION WILL NORMALLY BE REFUSED FOR THE LOSS OF DWELLING HOUSES THROUGH DEMOLITION WHERE THE BUILDING HAS BEEN MADE UNSAFE OR UNINHABITABLE EITHER THROUGH DELIBERATE ACTION OR NEGLIGENCE.</p> <p>THE COUNCIL WILL DETERMINE AN APPLICATION FOR PRIOR REMOVAL OF THE DEMOLITION OF A BUILDING ON THE METHOD OF DEMOLITION AND RESTORATION OF THE SITE, AND PERMISSION WILL ONLY BE GRANTED SUBJECT TO THE FOLLOWING CRITERIA:-</p> <p>i) THE APPLICATION SHOULD DEMONSTRATE THAT THE DEVELOPMENT WOULD CAUSE THE MINIMUM LOSS OF AMENITY TO THE LOCAL AREA;</p> <p>ii) DETAILS SHOULD BE PROVIDED OF THE RESTORATION OF THE SITE INCLUDING FENCING, SCREENING, GROUND CLEARANCE, GROUND LEVELLING AND THE PROTECTION AND APPEARANCE OF ANY REMAINING BUILDINGS;</p> <p>iii) THE PROVISION OF ON-SITE VEHICLE AND WHEEL CLEANING FACILITIES CAPABLE OF MINIMISING THE TRANSFERENCE OF SURFACE MATERIAL ON TO LOCAL HIGHWAYS AND PROPERTIES.</p> <p>THE COUNCIL WILL NORMALLY ALLOW TEMPORARY BUILDINGS SUBJECT TO ALL THE FOLLOWING CRITERIA BEING MET:-</p> <p>i) THERE IS AN IDENTIFIED NEED;</p> <p>ii) THE APPLICANT WOULD BE REQUIRED TO DEMONSTRATE THAT THE BUILDING WOULD BE NEEDED FOR NO MORE THAN FIVE YEARS;</p> <p>iii) THAT WITHIN THE CURTLAGE OR LAND OWNERSHIP OF THE APPLICATION SITE, NO OTHER PERMANENT BUILDING IS AVAILABLE;</p> <p>iv) THE AMENITIES OF ADJACENT OR NEARBY RESIDENTIAL PROPERTIES SHOULD BE PROTECTED;</p> <p>v) THE PROPOSAL SHOULD NOT POSE A HAZARD TO ROAD SAFETY;</p> <p>w) SOME LANDSCAPE WORKS ARE PROVIDED.</p> <p>AT THE END OF THE FIVE YEAR PERIOD THE COUNCIL WILL NOT PERMIT RENEWAL, BUT WILL CONSIDER GRANTING PERMANENT CONSENT SUBJECT TO ADEQUATE LANDSCAPE SCREENING BEING PROVIDED.</p>	SAVE		
POLICY DE20	HOUSING	<p>THE COUNCIL WILL CONSIDER THE ESTABLISHMENT OF A CONSERVATION ADVISORY COMMITTEE.</p>	SAVE		
POLICY DE21	ENVIRONMENT			<b>DELETE</b>	<b>This can be achieved without the need for a policy set out in the UDP (i.e. Heritage Strategy)</b>
POLICY DE22	ENVIRONMENT	<p>THE COUNCIL SHALL WHERE APPROPRIATE DESIGNATE NEW AND EXTENDED CONSERVATION AREAS. IT WILL ALSO SEEK TO PRESERVE OR ENHANCE THE SETTING OF LISTED BUILDINGS, AND THE CHARACTER OR APPEARANCE OF CONSERVATION AREAS.</p> <p>APPLICATIONS FOR CONSERVATION AREA CONSENT AND FOR PLANNING PERMISSION IN CONSERVATION AREAS WILL NEED TO MEET THE FOLLOWING CRITERIA:-</p> <p>i) SCHEMES MUST BE SUBMITTED IN DETAIL. OUTLINE APPLICATIONS WILL NOT BE CONSIDERED;</p> <p>ii) DRAWINGS MUST SHOW THE PROPOSED DEVELOPMENT IN ITS SETTING;</p> <p>iii) PROPOSALS FOR DEMOLITION OR PARTIAL DEMOLITION WILL ONLY RECEIVE CONSENT IF:-</p> <p>a) THE BUILDING DOES NOT CONTRIBUTE TO THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA OR ITS SETTING;</p> <p>b) IT IS WHOLLY BEYOND REPAIR, INCAPABLE OF REASONABLY BENEFICIAL USE, OR OF INAPPROPRIATE STRUCTURE OR DESIGN;</p>	SAVE		
POLICY DE23	ENVIRONMENT		SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
		☺THERE ARE DETAILED PLANS FOR REDEVELOPMENT WHICH ARE ACCEPTABLE IN PLANNING TERMS AND AN AGREED BUILDING PROGRAMME.			

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY DE24	ENVIRONMENT	THE COUNCIL WILL SEEK TO ENCOURAGE DEVELOPMENT WHICH MAKES A POSITIVE CONTRIBUTION TO THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA IN SCALE, GROUPING AND MATERIALS; AND WILL NOT PERMIT DEVELOPMENT THAT DETRACTS FROM THAT CHARACTER OR APPEARANCE.	SAVE		
POLICY DE25	ENVIRONMENT	DEVELOPMENT WILL NOT BE PERMITTED IF IT WOULD GENERATE EXCESSIVE TRAFFIC OR PARKING, NOISE OR ENVIRONMENTAL OBJECTIONS. EXISTING USES OF THIS NATURE WILL NOT NORMALLY BE ALLOWED TO EXPAND OR INTENSIFY AND THE COUNCIL MAY ENCOURAGE THEIR RELOCATION.	SAVE		
POLICY DE26	ENVIRONMENT	WHEN CONSIDERING DEVELOPMENT THE COUNCIL WILL TAKE CARE TO ENSURE THAT VIEWS INTO AND OUT OF CONSERVATION AREAS REMAIN UNSPOILT.	SAVE		
POLICY DE27	ENVIRONMENT	WHERE ADVERTISEMENTS ARE ACCEPTABLE IN CONSERVATION AREAS THEY SHOULD BE PROPERLY RELATED TO THE DESIGN OF THE BUILDING WHERE THEY ARE DISPLAYED, OR IF FREE STANDING TO THAT OF ADJACENT BUILDINGS OR OTHER SIGNIFICANT FEATURES	SAVE		
POLICY DE28	ENVIRONMENT/DESIGN	PROPOSALS FOR DEVELOPMENT ADJACENT TO CONSERVATION AREAS SHOULD BE DESIGNED TO BE IN HARMONY IN SIZE, FORM AND MATERIALS WITH THE CONSERVATION AREA.	SAVE		
POLICY DE29	CONSERVATION	THE COUNCIL WILL HAVE SPECIAL REGARD TO THE DESIRABILITY OF SECURING THE RETENTION, RESTORATION, MAINTENANCE AND CONTINUED USE OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST, AND WILL SERVE BUILDING PRESERVATION NOTICES TO PROTECT BUILDINGS IN DANGER OF DEMOLITION. IN ADDITION THE COUNCIL WILL RECOMMEND THE DEPARTMENT OF NATIONAL HERITAGE TO STATUTORILY LIST BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST. (SEE APPENDIX 15).		<b>DELETE</b>	<b>This is covered adequately by PPG 15 Planning and the Historic Environment</b>

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY DE30	CONSERVATION	THE COUNCIL WILL NOT GRANT LISTED BUILDING CONSENT FOR THE DEMOLITION OF A LISTED BUILDING OTHER THAN IN THE MOST EXCEPTIONAL CIRCUMSTANCES, AND IN ANY CASE, NOT UNLESS IT IS SATISFIED THAT EVERY POSSIBLE EFFORT HAS BEEN MADE TO CONTINUE THE PRESENT USE OR TO FIND A SUITABLE ALTERNATIVE USE.	SAVE		
POLICY DE31	CONSERVATION	THE CHANGE OF USE OF A LISTED BUILDING WILL NORMALLY ONLY BE PERMITTED IF IT WOULD NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER OR APPEARANCE OF THE BUILDING.	SAVE		
POLICY DE32	CONSERVATION	THE COUNCIL WILL NOT NORMALLY PERMIT ANY EXTERNAL OR INTERNAL ALTERATIONS OR ADDITION TO A LISTED BUILDING WHERE, IN ITS OPINION, THERE WOULD BE AN ADVERSE EFFECT ON ITS ARCHITECTURAL OR HISTORIC CHARACTER.  PROPOSALS FOR ALTERATIONS TO A LISTED BUILDING MUST NOT RESULT IN THE BUILDING BEING DEFACED BY ALIEN MATERIALS AND ADVERTISING, MUST RESPECT THEIR ORIGINAL DESIGN CHARACTERISTICS AND MUST NOT OBSCURE OR DAMAGE ARCHITECTURAL DETAIL.	SAVE		
POLICY DE33	CONSERVATION	THE COUNCIL WILL SEEK TO PRESERVE OR ENHANCE THE SETTING OF LISTED BUILDINGS BY APPROPRIATE CONTROL OVER THE DESIGN OF NEW DEVELOPMENT IN THEIR VICINITY, CONTROL OVER THE USE OF ADJACENT LAND, AND WHERE APPROPRIATE, BY THE PRESERVATION OF TREES AND LANDSCAPE FEATURES.	SAVE		
POLICY DE34	CONSERVATION	THE COUNCIL WILL DRAW UP AND MAINTAIN A REGISTER OF LOCALLY LISTED BUILDINGS OF ARCHITECTURAL IMPORTANCE, TOWNSCAPE VALUE OR HISTORIC ASSOCIATION WHICH ARE WORTHY OF PROTECTION. IN ADDITION THE RETENTION AND REFURBISHMENT OF SUCH BUILDINGS WILL BE ENCOURAGED.		<b>DELETE</b>	<b>This is covered adequately by PPG 15 Planning and the Historic Environment</b>
POLICY DE35	ENVIRONMENT	SATELLITE ANTENNAE MUST BE SENSITIVELY POSITIONED ON BUILDINGS IN ORDER TO MINIMISE THEIR IMPACT ON THE ENVIRONMENT. THEY WILL NOT NORMALLY BE ALLOWED ON BUILDINGS WHERE A COMMUNAL DISH IS AVAILABLE UNLESS IT CAN BE DEMONSTRATED THAT IT DOES NOT PROVIDE A COMPARABLE SERVICE. THEY ARE NOT CONSIDERED ACCEPTABLE ON LISTED BUILDINGS WHERE THE CHARACTER OF THE BUILDING IS ADVERSELY AFFECTED. IN CONSERVATION AREAS SATELLITE ANTENNAE ARE NOT NORMALLY ACCEPTABLE WHEN LOCATED ON FRONT OR SIDE WALLS TO BUILDINGS WHERE THEY WILL BE OPEN TO PUBLIC VIEW.	SAVE		

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POLICY DE36	CONSERVATION	WHEN ANY DEVELOPMENT IS PROPOSED ON SITES OF ARCHAEOLOGICAL SIGNIFICANCE (AS SHOWN ON MAP 9) OR FOR ANY SITE IDENTIFIED BY ENGLISH HERITAGE THE COUNCIL WILL SEEK TO ENSURE THAT AN EARLY EVALUATION IS CARRIED OUT, AND THAT PRESERVATION IN SITU IS GIVEN FIRST CONSIDERATION. HOWEVER, IF PRESERVATION IN SITU IS NOT POSSIBLE AND THE NATURE OF THE REMAINS DOES NOT WARRANT A PLANNING REFUSAL, THE COUNCIL WILL REQUIRE THAT ADEQUATE TIME, FUNDING AND RESOURCES ARE PROVIDED TO ENABLE ARCHAEOLOGICAL INVESTIGATIONS BY AN ACCEPTABLE AGENT TO TAKE PLACE DURING THE PROCESS OF DEVELOPMENT (SEE APPENDIX 16).	SAVE		
POLICY DE37	CONSERVATION	THE COUNCIL WILL SEEK TO ENSURE THAT THE MOST IMPORTANT ARCHAEOLOGICAL REMAINS AND THEIR SETTINGS ARE PRESERVED IN SITU (IF POSSIBLE FOR PUBLIC ACCESS AND DISPLAY) AND THAT WHERE APPROPRIATE THEY ARE GIVEN STATUTORY PROTECTION.	SAVE		
POLICY DE38	CONSERVATION	THE COUNCIL WILL PROMOTE CO-OPERATION BETWEEN LANDOWNERS, DEVELOPERS AND ARCHAEOLOGICAL ORGANISATIONS IN ACCORDANCE WITH THE BRITISH ARCHAEOLOGISTS AND DEVELOPERS LIAISON GROUP CODE OF PRACTICE AND THE CONFEDERATION OF BRITISH INDUSTRY CODE OF PRACTICE ON ARCHAEOLOGICAL INVESTIGATIONS.		DELETE	This is covered adequately by PPG 16 Archaeology and Planning
POLICY DE39	CONSERVATION	THE COUNCIL WILL NOTIFY ENGLISH HERITAGE OF PLANNING APPLICATIONS FOUND TO CORRELATE WITH SITES AS SHOWN ON THE ARCHAEOLOGICAL CONSTRAINTS MAP, AS EARLY AS POSSIBLE.		DELETE	This is covered adequately by PPG 16 Archaeology and Planning
POLICY DE40	CONSERVATION	THE COUNCIL WILL PROTECT SCHEDULED ANCIENT MONUMENTS AND NO DEVELOPMENT WILL BE ALLOWED IF THE MONUMENT OR ITS SETTING ARE ADVERSELY AFFECTED.	SAVE		
POLICY DE41	COMMUNITY FACILITIES	THE COUNCIL WILL PROMOTE REGULAR LIAISON AND CLOSER CONSULTATION AND CO-OPERATION WITH THE PUBLIC UTILITIES AND EMERGENCY SERVICES WHEN SERVICE PROVISION PROPOSALS FOR THE BOROUGH ARE BEING CONSIDERED. IT WILL SEEK TO ENSURE THAT APPROPRIATE LAND AND BUILDINGS ARE AVAILABLE FOR THEIR OPERATIONAL NEEDS, AND ANY OF THE COUNCIL'S OWN SERVICES. THE COUNCIL WILL KEEP UNDER REVIEW THE LAND HOLDINGS OF PUBLIC AUTHORITIES AND WILL DISCUSS WITH THEM THE FUTURE OF: i) ANY LAND BECOMING SURPLUS TO REQUIREMENTS; ii) ANY LAND WHICH APPEARS UNDER-USED.		DELETE	This can be achieved without the need for a policy set out in the UDP
POLICY DE42	COMMUNITY FACILITIES	THE COUNCIL WILL INSIST ON THE PROVISION OF ADEQUATE SERVICES AND INFRASTRUCTURE BEFORE GIVING CONSENT FOR DEVELOPMENT OR REDEVELOPMENT. DEVELOPERS WILL BE REQUIRED TO PROVIDE OFF-SITE AND ON-SITE WORKS IN ORDER TO SERVICE THE DEVELOPMENT TO THE LOCAL PLANNING AUTHORITY'S SATISFACTION.	SAVE		
POLICY DE43	COMMUNITY FACILITIES	THE COUNCIL WILL SEEK TO ENSURE THAT AN ADEQUATE NUMBER OF APPROPRIATELY LOCATED PUBLIC TELEPHONE BOXES, ACCESSIBLE TO ALL MEMBERS OF THE PUBLIC, ARE PROVIDED AT MAIN SHOPPING, LEISURE, PUBLIC TRANSPORT, COMMUNITY FACILITIES, AND IN LOCAL CENTRES.		DELETE	The Council has a power of veto over decisions to remove telephone boxes. It will be able to use this power with or without a specific UDP policy.



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POLICY DE44	COMMUNITY FACILITIES	<p>THE COUNCIL WILL ENSURE THAT, SUBJECT TO AVAILABLE RESOURCES, ALL MAIN SHOPPING, LEISURE, PUBLIC TRANSPORT AND COMMUNITY FACILITIES IN THE BOROUGH HAVE PUBLIC TOILETS PROVIDED, AND THAT THEY ARE ACCESSIBLE TO PEOPLE WITH DISABILITIES AND HAVE FACILITIES FOR CARERS WITH CHILDREN.</p> <p>THE COUNCIL WILL NORMALLY GRANT PERMISSION FOR THE INSTALLATION OF TELECOMMUNICATIONS EQUIPMENT PROVIDED THAT IT CONFORMS TO THE CRITERIA IN APPENDIX 17, AND THE FOLLOWING CRITERIA ARE SATISFIED:</p> <p>i) THE COUNCIL WILL RESIST THE INSTALLATION OF MORE THAN ONE SATELLITE DISH ANTENNA PER RESIDENTIAL PROPERTY;</p>	SAVE		
POLICY DE45	COMMUNITY FACILITIES	<p>ii) THE COUNCIL WILL RECOMMEND TEMPORARY CONSENT FOR THE INSTALLATION OF SATELLITE DISH ANTENNA TO RESIDENTIAL PROPERTIES ON COUNCIL OWNED LAND WHICH ARE CONNECTED TO A COMMUNAL TELEVISION SYSTEM. THIS CONSENT WILL NOT BE RENEWED SHOULD COMMUNAL FACILITIES OFFERING A COMPARABLE SATELLITE TELEVISION BE PROVIDED;</p> <p>iii) THE COUNCIL WILL ENCOURAGE THE INSTALLATION OF EQUIPMENT ON THE ROOF OF BUILDINGS OVER 15M IN HEIGHT, PROVIDING NO ADVERSE EFFECT IS MADE TO THE SKYLINE;</p> <p>iv) THE COUNCIL WILL EXPECT OPERATORS OF TELECOMMUNICATIONS EQUIPMENT TO SHOW THAT THERE IS NO REASONABLE POSSIBILITY OF SHARING EXISTING FACILITIES.</p>	SAVE		
POLICY CI	COMMUNITY FACILITIES	<p>THE COUNCIL WILL PROMOTE EFFICIENT USE OF EXISTING COMMUNITY BUILDINGS AND FACILITIES THROUGH EFFECTIVE MANAGEMENT.</p>		<b>DELETE</b>	<p><b>Such improvements can be achieved without the need for a policy set out in the UDP</b></p>

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POLICY C2	COMMUNITY FACILITIES	<p>PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR ADVICE CENTRES, MEETING ROOMS, NEW RELIGIOUS BUILDINGS, DOCTORS SURGERIES AND CLINICS, DENTISTS SURGERIES, LIBRARIES, NURSERIES, PLAYGROUPS AND CRECHES, PLAYGROUNDS, DAY CENTRES AND SIMILAR FACILITIES OR EXTENSIONS TO EXISTING FACILITIES SPECIFICALLY TO MEET THE NEEDS OF DISADVANTAGED GROUPS SUBJECT TO THE FOLLOWING CRITERIA:-</p> <p>i) THERE IS AN IDENTIFIED NEED;</p> <p>ii) THE PROPOSAL WILL HAVE NO SIGNIFICANT ADVERSE EFFECT ON NEARBY RESIDENTIAL OCCUPIERS;</p> <p>iii) THE PROPOSAL MEETS THE COUNCIL'S CAR PARKING STANDARDS, (SEE APPENDIX 6.5/6.8) AND DOES NOT RESULT IN ANY ADVERSE HIGHWAY CONSEQUENCES;</p> <p>iv) THAT NEW DEVELOPMENTS OR CONVERSIONS PROVIDE A HIGH STANDARD OF DESIGN AND LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</p> <p>v) THE SIZE OF THE PROPOSED USE IS CONSISTENT WITH THE SIZE OF THE PROPERTY AND THE CHARACTER OF THE NEIGHBOURHOOD;</p> <p>vi) THE PROPOSALS ARE LOCATED IN CLOSE PROXIMITY TO ADEQUATE PUBLIC TRANSPORT ROUTES AND NETWORKS (BETWEEN 400-750 METRES WALKING DISTANCE);</p> <p>vii) THE FACILITIES ARE INTEGRATED INTO EXISTING COMMUNITIES AND IN CLOSE PROXIMITY TO RELEVANT SHOPPING, LEISURE AND OTHER LOCALISED SERVICES (BETWEEN 400-750 METRES WALKING DISTANCE);</p> <p>viii) THE PROPOSAL COMPLIES WITH THE ACCESS REQUIREMENTS REFERRED TO IN POLICY C15.</p> <p>THE FOLLOWING CIRCUMSTANCES MAY BE CONSIDERED APPROPRIATE EXCEPTIONS TO OTHER POLICIES IN THE PLAN:-</p> <p>a) A CHANGE OF USE FROM RESIDENTIAL ACCOMMODATION IF THE USE WOULD NOT ADVERSELY AFFECT OTHER HOUSING UNITS OR IF THE USE IS IN A POOR RESIDENTIAL ENVIRONMENT (EXCLUDING RESIDENTIAL UNITS BUILT OR ADAPTED FOR PEOPLE WITH DISABILITIES OR FOR OTHER SPECIAL NEEDS GROUPS);</p> <p>b) A CHANGE OF USE FROM RETAIL, OUTSIDE PROTECTED PRIMARY SHOPPING FRONTAGES, PROVIDED THIS DOES NOT HAVE AN ADVERSE EFFECT ON LOCAL SHOPPING SERVICES OR THE ATTRACTIVENESS OF ANY AREA.</p> <p>c) A CHANGE OF USE FROM NON-RETAIL USE AS LONG AS THERE IS NO ADVERSE EFFECT ON LOCAL EMPLOYMENT OPPORTUNITIES;</p> <p>d) A RE-USE OF VACANT LAND OR BUILDINGS, WHICH ARE EITHER SURPLUS TO REQUIREMENTS OR REDUNDANT.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY C3	COMMUNITY FACILITIES	<p>THE COUNCIL WILL, WHERE POSSIBLE, HELP TO IDENTIFY APPROPRIATE SITES AND ADVISE GROUPS SEEKING APPROPRIATE PREMISES FOR RELIGIOUS USE. PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR A DEVELOPMENT WHICH RESULTS IN THE LOSS OF AN EXISTING COMMUNITY FACILITY OR BUILDING UNLESS:-</p> <p>i)THE FACILITY IS INCORPORATED, OR REPLACED WITHIN THE NEW DEVELOPMENT;</p> <p>ii)THE FACILITY IS RELOCATED TO A MORE APPROPRIATE BUILDING OR TO A LOCATION WHICH IMPROVES ITS ACCESSIBILITY TO POTENTIAL USERS IN BOTH A PHYSICAL AND PERCEIVED SENSE;</p> <p>iii)THE FACILITY IS ONE WHICH NO LONGER MEETS A LOCAL NEED.</p>	SAVE		
POLICY C4	COMMUNITY FACILITIES	<p>THE COUNCIL WILL ENCOURAGE THE PROVISION OF COMMUNITY FACILITIES AS PART OF SHOPPING, RESIDENTIAL, EMPLOYMENT, LEISURE AND RECREATION, ARTS AND TOURISM AND MAJOR TRANSPORT INTERCHANGES AND WILL GIVE PARTICULAR ENCOURAGEMENT TO FACILITIES WHICH SATISFY THE NEEDS OF THE COUNCIL'S IDENTIFIED DISADVANTAGED GROUPS OR AREAS OF SOCIAL NEED, SUBJECT TO THE FOLLOWING CRITERIA:-</p> <p>i)THE PROPOSAL WILL HAVE NO SIGNIFICANT ADVERSE EFFECT ON NEARBY RESIDENTIAL OCCUPIERS;</p> <p>ii)THE PROPOSAL MEETS THE COUNCIL'S CAR PARKING STANDARDS (SEE APPENDIX 6.5/6.8) AND DOES NOT RESULT IN ANY ADVERSE HIGHWAY CONSEQUENCES;</p> <p>iii)THAT NEW DEVELOPMENTS OR CONVERSIONS PROVIDE A HIGH STANDARD OF DESIGN AND LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</p> <p>iv)THE PROPOSALS ARE LOCATED IN CLOSE PROXIMITY TO ADEQUATE PUBLIC TRANSPORT ROUTES AND NETWORKS (BETWEEN 400-750 METRES WALKING DISTANCE);</p> <p>v)THE FACILITIES ARE INTEGRATED INTO EXISTING COMMUNITIES AND IN CLOSE PROXIMITY TO RELEVANT SHOPPING, LEISURE AND OTHER LOCALISED SERVICES (BETWEEN 400-750 METRES WALKING DISTANCE);</p> <p>vi)THE PROPOSAL COMPLIES WITH THE ACCESS REQUIREMENTS REFERRED TO IN POLICY C15.</p> <p>FURTHERMORE, IN ALL NEW MAJOR SHOPPING, BUSINESS AND COMMUNITY SCHEMES WHICH MIGHT BE VISITED BY YOUNG CHILDREN AND THEIR PARENTS OR CARERS, THE COUNCIL WILL ENCOURAGE THE INCORPORATION OF AN APPROPRIATE RANGE OF FACILITIES FOR THESE VISITORS, SUCH AS PLAY AREAS, PRAM AND BUGGY PARKS, CRECHES AND NURSERIES. THE RANGE OF FACILITIES CONSIDERED ACCEPTABLE WILL DEPEND ON THE SCALE OF THE DEVELOPMENT, BUT SHOULD BE DESIGNED WITH REGARD TO THE HEALTH AND SAFETY OF THE USERS, ESPECIALLY CHILDREN (SEE POLICY S3)</p>	SAVE		
POLICY C5	COMMUNITY FACILITIES	<p>NOTE:-GUIDELINES FOR BABY/CARE FACILITIES ARE OUTLINED IN SUPPLEMENTARY PLANNING GUIDANCE NOTE 14.</p>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY C6	COMMUNITY FACILITIES	<p>THE COUNCIL WILL HELP TO IDENTIFY SITES AND LOCATIONS FOR SUITABLE HEALTH AND SOCIAL SERVICES FACILITIES AND WILL ACTIVELY ASSIST IN SECURING LAND AND PREMISES TO MEET COMMUNITY NEEDS. IN ADDITION THE COUNCIL WILL ENCOURAGE HEALTH AUTHORITIES TO PROVIDE SUFFICIENT LOCAL FACILITIES FOR PRIMARY AND COMMUNITY CARE, GIVING A WIDE RANGE OF RESIDENTIAL, DAY CARE AND SUPPORT SERVICES FOR ALL GROUPS REQUIRING SUCH PROVISION IN THE BOROUGH WHERE NEEDS EXIST.</p> <p>PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR NEW HEALTH AND SOCIAL SERVICE FACILITIES SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THERE IS AN IDENTIFIED NEED;</li> <li>ii) THE PROPOSAL WILL HAVE NO SIGNIFICANT ADVERSE EFFECT ON NEARBY RESIDENTIAL OCCUPIERS;</li> <li>iii) THE PROPOSAL MEETS THE COUNCIL'S CAR PARKING STANDARDS, (SEE APPENDIX 6.5/6.8) AND DOES NOT RESULT IN ANY ADVERSE HIGHWAY CONSEQUENCES;</li> <li>iv) THAT NEW DEVELOPMENTS AND CONVERSIONS PROVIDE A HIGH STANDARD OF DESIGN AND LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</li> <li>v) THE SIZE OF THE PROPOSED USE IS CONSISTENT WITH THE SIZE OF THE PROPERTY AND THE CHARACTER OF THE NEIGHBOURHOOD;</li> <li>vi) THE PROPOSALS ARE LOCATED IN CLOSE PROXIMITY TO ADEQUATE PUBLIC TRANSPORT ROUTES AND NETWORKS (BETWEEN 400-750 METRES WALKING DISTANCE);</li> <li>vii) THEY ARE INTEGRATED INTO EXISTING COMMUNITIES AND IN CLOSE PROXIMITY TO RELEVANT SHOPPING, LEISURE AND OTHER LOCALISED SERVICES (BETWEEN 400-750 METRES WALKING DISTANCE);</li> <li>viii) THE PROPOSAL COMPLIES WITH THE ACCESS REQUIREMENTS REFERRED TO IN POLICY C15.</li> </ul>	SAVE		
POLICY C7	COMMUNITY FACILITIES	<p>THE COUNCIL WILL SUPPORT THE RE-USE OF THE RUSH GREEN HOSPITAL SITE PARTLY FOR HEALTH AND SOCIAL CARE FACILITIES, AND PARTLY FOR RESIDENTIAL PURPOSES. ANY DEVELOPMENT WOULD NEED TO PROVIDE APPROPRIATE HIGHWAY IMPROVEMENTS ON DAGENHAM ROAD.</p>		DELETE	This policy has already been implemented
POLICY C8	COMMUNITY FACILITIES	<p>THE COUNCIL WILL SUPPORT THE RE-USE OF THIS SITE PARTLY FOR HEALTH AND SOCIAL CARE FACILITIES, AND PARTLY FOR RESIDENTIAL PURPOSES.</p>		DELETE	This policy has already been implemented

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY C9	COMMUNITY FACILITIES	<p>THE COUNCIL WILL NEGOTIATE WITH DEVELOPERS AND EMPLOYERS, IN CONJUNCTION WITH COMMUNITY CHILD CARE GROUPS, TO SECURE THE PROVISION OF FACILITIES FOR CHILDREN WHOSE PARENT(S) ARE AT HOME WITH SMALL CHILDREN; ARE IN PAID EMPLOYMENT OR WORKING IN THE COMMUNITY; OR IN EDUCATION. IN PARTICULAR, THE COUNCIL WILL ENCOURAGE:-</p> <ul style="list-style-type: none"> <li>i) FULL DAY CARE LOCATED IN THE COMMUNITY, AT OR NEAR THE WORKPLACE, AND AT TRAINING AND EDUCATIONAL ESTABLISHMENTS;</li> <li>ii) CONTRIBUTIONS TOWARDS THE PROVISION OF A VARIETY OF PART TIME DAY CARE GROUPS FOR CHILDREN UNDER EIGHT, SUCH AS PLAYGROUPS, PLAY SCHEMES AND OTHER SUPERVISED ACTIVITIES TO ACCOMMODATE CHILDREN AFTER SCHOOL AND DURING SCHOOL HOLIDAYS.</li> </ul>	SAVE		
POLICY C10	COMMUNITY FACILITIES	<p>THE COUNCIL WILL CONTINUE TO IMPROVE PROVISION OF THE FOLLOWING FACILITIES FOR THE UNDER EIGHTS, PARTICULARLY IN AREAS OF SOCIAL NEED, IN LINE WITH THE CHILDREN ACT 1989. THE COUNCIL WILL CONTINUE TO SUPPORT AN INTEGRATED AND CO-ORDINATED SERVICE OF:-</p> <ul style="list-style-type: none"> <li>i) NURSERY EDUCATION AT PRIMARY SCHOOL SITES;</li> <li>ii) SOCIAL SERVICES DAY NURSERIES AND FAMILY CENTRES;</li> <li>iii) COMMUNITY MANAGED FULL AND PART-TIME DAY CARE.</li> </ul> <p>APPLICATIONS FOR NEW EDUCATION FACILITIES OR EXTENSIONS TO EXISTING EDUCATIONAL ESTABLISHMENTS, INCLUDING TEMPORARY BUILDINGS, WILL NORMALLY BE GRANTED SUBJECT TO THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) THERE IS AN IDENTIFIED NEED;</li> <li>ii) THE PROPOSAL WILL HAVE NO SIGNIFICANT ADVERSE EFFECT ON NEARBY RESIDENTIAL OCCUPIERS;</li> <li>iii) THE PROPOSAL MEETS THE COUNCIL'S CAR PARKING STANDARDS (SEE APPENDIX 6.5/6.8) AND DOES NOT RESULT IN ANY ADVERSE HIGHWAY CONSEQUENCES;</li> <li>iv) THAT NEW DEVELOPMENTS AND CONVERSIONS PROVIDE A HIGH STANDARD OF DESIGN AND LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</li> <li>v) THE PROPOSAL COMPLIES WITH THE ACCESS REQUIREMENTS REFERRED TO IN POLICY C15.</li> </ul> <p>THE COUNCIL WILL KEEP UNDER REVIEW PRIMARY AND SECONDARY SCHOOLS WITHIN THE BOROUGH TO ASSESS THE NEED FOR ANY NEW, ALTERED OR EXPANDED FACILITIES. THE COUNCIL WILL AIM, WHERE POSSIBLE, TO PROVIDE SINGLE SITE SECONDARY SCHOOLS WITHIN THE PLAN PERIOD.</p>		DELETE	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Children and Young People's Plan)
POLICY C11	COMMUNITY FACILITIES		SAVE		
POLICY C12	COMMUNITY FACILITIES			DELETE	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Children and Young People's Plan)

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY C13	COMMUNITY FACILITIES	<p>WHERE EDUCATIONAL LAND OR BUILDINGS CAN BE BENEFICIALLY USED BY THE COMMUNITY JOINTLY WITH PUPILS, THE COUNCIL WILL ENCOURAGE SUCH USE AND DEVELOPMENT FOR COMMUNITY PURPOSES, PROVIDED THAT EDUCATIONAL INTERESTS ARE NOT IMPAIRED. (SEE POLICY G72). THE COUNCIL WILL:-</p> <ul style="list-style-type: none"> <li>i) ENCOURAGE COMMUNITY-USE BY APPROPRIATE ORGANISATIONS;</li> <li>ii) ENCOURAGE COMMUNITY-USE OF SPECIALIST FACILITIES;</li> <li>iii) CONTINUE TO ENCOURAGE THE USE OF SCHOOL PREMISES FOR ADULT EDUCATION AND OTHER COMMUNITY FACILITIES.</li> </ul> <p>PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR RE-DEVELOPMENT OR CHANGE OF USE OF EXISTING EDUCATIONAL SITES UNLESS:-</p> <ul style="list-style-type: none"> <li>i) THE OVERALL EDUCATIONAL NEEDS OF THE FUTURE POPULATION OF THE BOROUGH ARE SUCH AS TO MAKE IT POSSIBLE TO DISCONTINUE THE EXISTING EDUCATIONAL USE AND RELEASE THE SITE;</li> <li>ii) ADEQUATE ALTERNATIVE PROVISIONS HAVE BEEN MADE AVAILABLE TO MEET FUTURE AND EXISTING NEEDS FOR PRE-SCHOOL, SCHOOL AND ADULT EDUCATION FACILITIES AND PREMISES IN THE BOROUGH.</li> </ul> <p>THE COUNCIL WILL SEEK TO ENSURE THAT ALL NEW DEVELOPMENTS (PARTICULARLY COMMUNITY FACILITIES AND THOSE TO WHICH THE PUBLIC HAVE ACCESS) ARE DESIGNED TO PERMIT WIDESPREAD ACCESS FOR PEOPLE WITH DISABILITIES, ELDERLY PEOPLE AND CARERS.</p> <p>IN RELATION TO THE DEVELOPMENT AND LOCATION OF COMMUNITY FACILITIES, THE COUNCIL WILL:-</p> <ul style="list-style-type: none"> <li>i) SEEK TO ENSURE THAT THE NEW FACILITIES ARE DESIGNED TO BE ACCESSIBLE TO PEOPLE WITH DISABILITIES (AS OUTLINED AND PROVIDED FOR IN THE 1970 CHRONICALLY SICK AND DISABLED PERSONS ACT, THE 1981 DISABLED PERSONS ACT, AND SUBSEQUENT DESIGN STANDARDS, E.G. "ACCESS FOR DISABLED PEOPLE: DESIGN GUIDANCE NOTES FOR DEVELOPERS" PUBLISHED BY THE ACCESS COMMITTEE FOR ENGLAND 1985);</li> <li>ii) ENCOURAGE THE PROVISION OF A NETWORK OF FACILITIES WHICH MINIMISE TRAVEL DISTANCES AND MAXIMISE ACCESS OPPORTUNITIES FOR PEOPLE WITH DISABILITIES;</li> <li>iii) ENCOURAGE THE PROVISION OF TOILETS ACCESSIBLE TO PEOPLE WITH DISABILITIES IN ASSOCIATION WITH COMMUNITY FACILITIES;</li> <li>iv) ENCOURAGE IMPROVEMENTS IN ACCESS TO EXISTING FACILITIES, PARTICULARLY THOSE IN COUNCIL OWNERSHIP.</li> </ul> <p>NOTE: THE COUNCIL WILL USE ITS ASSOCIATED ROLE AS BUILDING CONTROL AND ENTERTAINMENT LICENSING AUTHORITY TO CO-ORDINATE PROVISION FOR PEOPLE WITH DISABILITIES INTO AND WITHIN THE BUILDINGS.</p>	SAVE		
POLICY C14	COMMUNITY FACILITIES		SAVE		
POLICY C15	COMMUNITY FACILITIES		SAVE		
POLICY C16	COMMUNITY FACILITIES	<p>THE COUNCIL WILL ENSURE THAT DESIGNS FOR ACCESS, SAFETY AND SECURITY ARRANGEMENTS OF COMMUNITY AND OTHER PUBLIC FACILITIES (INCLUDING THE SURROUNDING BUILT ENVIRONMENT) ARE OF A STANDARD THAT MAXIMISES EASE OF USE. TO THIS END THE COUNCIL WILL AS A PRIORITY, AND SUBJECT TO AVAILABLE RESOURCES:-</p> <ul style="list-style-type: none"> <li>i) IMPROVE THE EXTERNAL ENVIRONMENT SO AS TO ACHIEVE GREATER ACCESSIBILITY, SAFETY, SECURITY, AND EASE OF USE;</li> <li>ii) PREPARE SUITABLE GUIDELINES AND ADVICE NOTES.</li> </ul>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY C17	COMMUNITY FACILITIES	<p>WITHIN THE FOLLOWING TYPES OF DEVELOPMENT THE COUNCIL WILL SEEK COMMUNITY BENEFITS TO PROVIDE A RANGE OF FACILITIES AND IMPROVEMENTS CONSISTENT WITH THE SIZE AND THE TYPE OF DEVELOPMENT AND THE NEEDS OF THE LOCALITY, WITHIN WHICH THE DEVELOPMENT IS TO BE UNDERTAKEN:</p> <ul style="list-style-type: none"> <li>i) OFFICE SCHEMES OF 1,000 SQUARE METRES (10,764 SQ.FT.) OR MORE;</li> <li>ii) INDUSTRIAL OR WAREHOUSING SCHEMES OF 2,000 SQUARE METRES (21,528 SQ.FT.) OR MORE;</li> <li>iii) RETAIL SCHEMES OF 1,000 SQUARE METRES (10,764 SQ.FT.) OR MORE;</li> <li>iv) RESIDENTIAL SCHEMES OF 1 ACRE (0.4 HA) OR MORE.</li> </ul> <p>THE COMMUNITY BENEFIT COULD TAKE THE FORM OF A CONTRIBUTION TOWARDS, OR PROVISION OF, ANY OF THE FOLLOWING:-</p> <ul style="list-style-type: none"> <li>i) ENVIRONMENTAL IMPROVEMENTS IN THE VICINITY OF THE DEVELOPMENT, E.G. STRUCTURAL TREE PLANTING; IMPROVED LIGHTING; PUBLIC OPEN SPACE IMPROVEMENTS; MANAGEMENT OF AREAS OF ECOLOGICAL IMPORTANCE AND/OR THE CREATION OF NEW HABITATS;</li> <li>ii) TRANSPORT IMPROVEMENTS, E.G. CONTRIBUTIONS TO MAJOR HIGHWAY WORKS; LOCAL CYCLEWAYS; IMPROVED PEDESTRIAN CROSSING FACILITIES; TRAFFIC CALMING MEASURES; IMPROVEMENTS TO PUBLIC TRANSPORT SYSTEM;</li> <li>iii) CONTRIBUTIONS TOWARDS THE CONSERVATION OF BUILDINGS, PLACES OF HISTORIC OR ARCHITECTURAL OR ARCHAEOLOGICAL INTEREST;</li> <li>iv) THE DEDICATION OF LAND TO THE COUNCIL FOR PUBLIC PURPOSES, E.G. WALKWAYS/ FOOTPATHS;</li> <li>v) THE PROVISION OF COMMUNITY AND OTHER LEISURE FACILITIES TO SERVE THE LOCAL AREA E.G. COMMUNITY HALLS OR RELIGIOUS BUILDINGS;</li> <li>vi) MAKING PART OF SHOP UNITS/OFFICES/WORKSHOPS AVAILABLE TO LOCAL COMMUNITY GROUPS EITHER FREE OR AT A CONCESSIONARY RATE;</li> <li>vii) FACILITIES FOR CAREERS, SUCH AS WORKPLACE CRECHES, NURSERIES AND OTHER CHILD CARE FACILITIES (SEE POLICIES C9 AND C10) OR DAY CENTRES FOR THE ELDERLY OR PEOPLE WITH DISABILITIES;</li> <li>viii) TRAINING FACILITIES;</li> <li>ix) CONTRIBUTIONS TOWARDS THE PROVISION OF PUBLIC CAR PARKING FACILITIES;</li> <li>x) CONTRIBUTIONS TOWARDS RIVERSIDE AND RIVER RELATED IMPROVEMENT E.G. A PIER FOR A RIVER BUS SERVICE;</li> <li>xi) THE ACHIEVEMENT OF A BALANCED MIX OF USES IN LARGER DEVELOPMENTS.</li> </ul>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY A.T.1	COMMUNITY FACILITIES/HERITAGE	<p>THE COUNCIL WILL SEEK TO SECURE A SITE OR BUILDING FOR A HERITAGE CENTRE/MUSEUM/GALLERY SUBJECT TO THE FOLLOWING CRITERIA:-</p> <p>i)THE SITE/BUILDING IS IN CLOSE PROXIMITY TO EXISTING PUBLIC TRANSPORT FACILITIES;</p> <p>ii)THE SITE/BUILDING IS ON OR ADJACENT TO THE MAIN ROAD NETWORK;</p> <p>iii)THE PROPOSAL MEETS THE COUNCIL'S CAR PARKING STANDARDS (SEE APPENDIX 6.6);</p> <p>iv)THE PROPOSAL IS IN A PREDOMINANTLY NON-RESIDENTIAL LOCATION AND WILL HAVE NO SIGNIFICANT ADVERSE EFFECT ON NEARBY OCCUPIERS;</p> <p>v)THE PROPOSAL IS OF A HIGH STANDARD OF DESIGN AND LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</p> <p>w)THE PROPOSAL COMPLIES WITH THE ACCESS REQUIREMENTS REFERRED TO IN POLICIES C15, AND A.T.16.</p>		<b>DELETE</b>	This policy is partially covered by UDP policy AT 3. A scheme of this nature could be supported without the need for a policy set out in the UDP (i.e. through the Local Cultural Strategy)
POLICY A.T.2	COMMUNITY FACILITIES	<p>THE COUNCIL WILL SEEK TO IMPROVE LIBRARIES AND ASSOCIATED SERVICES (SEE POLICY C4).</p>		<b>DELETE</b>	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. through the Local Cultural Strategy)
POLICY A.T.3	COMMUNITY FACILITIES	<p>THE COUNCIL WILL SEEK TO RETAIN, ENHANCE AND INCREASE FACILITIES FOR ARTS, CULTURE AND ENTERTAINMENT ACTIVITIES, AND WILL REFUSE PLANNING PERMISSION FOR CHANGES FROM SUCH USES:-</p> <p>i)WHERE THERE IS AN IDENTIFIED NEED;</p> <p>ii)WHERE THE BUILDING IS STILL CAPABLE OF BEING PUT TO SUCH USE;</p> <p>iii)WHERE THERE IS NO SIGNIFICANT ADVERSE EFFECT ON NEARBY OCCUPIERS;</p> <p>iv)UNLESS AN APPROPRIATE REPLACEMENT FACILITY IS OFFERED.</p>	<b>SAVE</b>		
POLICY A.T.4	COMMUNITY FACILITIES	<p>THE COUNCIL WILL CONTINUE TO SEEK IMPROVED PROVISION OF COMMUNITY AND EDUCATIONAL BUILDINGS FOR USE BY ARTS, CULTURE AND ENTERTAINMENT ACTIVITIES. (SEE POLICY C2).</p>		<b>DELETE</b>	This policy is adequately covered by UDP policy AT 3 and C 17
POLICY A.T.5	COMMUNITY FACILITIES	<p>THE COUNCIL WILL SUPPORT THE DEVELOPMENT OF THE BROADWAY THEATRE AS A POPULAR ENTERTAINMENTS CENTRE FOR THE BOROUGH.</p>		<b>DELETE</b>	Broadway Theatre has been built.
POLICY A.T.6	COMMUNITY FACILITIES	<p>APPLICATIONS FOR ARTS, CULTURE AND ENTERTAINMENT FACILITIES WILL NORMALLY BE ALLOWED PROVIDED THAT:-</p> <p>i)THEY WILL NOT HAVE AN ADVERSE IMPACT ON THE LOCAL ENVIRONMENT THROUGH OVERCROWDING, NOISE, LITTER;</p> <p>ii)THEY WILL NOT CAUSE NUISANCE AT UNSOIAL HOURS TO NEARBY OCCUPIERS;</p> <p>iii)THEY ARE WELL SERVED BY PUBLIC TRANSPORT;</p> <p>iv)THE DESIGN, SCALE, MASSING AND SITING OF THE DEVELOPMENT IS APPROPRIATE TO THE LOCATION AND SURROUNDING DEVELOPMENT;</p> <p>v)THE DEVELOPMENT COMPLIES WITH THE COUNCIL'S PARKING STANDARDS (SEE APPENDIX 6.6);</p> <p>w)THE DESIGN PROVIDES A SAFE AND SECURE ENVIRONMENT FOR VISITORS, WORKERS AND SURROUNDING OCCUPIERS;</p> <p>vii)THEY ARE LOCATED IN OR ADJACENT TO EXISTING TOWN CENTRES;</p> <p>viii)THE PROPOSAL IS OF A HIGH STANDARD OF DESIGN AND LANDSCAPE WORKS (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5);</p> <p>ix)THE PROPOSAL COMPLIES WITH THE ACCESS REQUIREMENTS REFERRED TO IN POLICIES C15, AND A.T.15.</p>	<b>SAVE</b>		



NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY A.T.7	COMMUNITY FACILITIES	THE COUNCIL WILL SEEK TO ENSURE THAT ART, CULTURE AND ENTERTAINMENT FACILITIES ARE ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY, AND THAT SPECIAL PROVISIONS ARE MADE FOR PEOPLE WITH DISABILITIES, THE ELDERLY AND CARERS OF YOUNG CHILDREN. (SEE POLICY C15).		<b>DELETE</b>	This is covered by Disability Discrimination Act 1995 (DDA) and Part M of the Building Regulations Accessibility issues including public transport and safety are covered elsewhere in the UDP for example in Strategic Policies V (strategic community facilities policy), W (strategic arts and culture policy), X and Y (strategic transportation and movement policies) and also in numerous other UDP policies such as DE6 (safety and security), AT14 (use of public transport), T12 (pedestrian accessibility) and T18 (access in the environment).
POLICY A.T.8	COMMUNITY FACILITIES	THE COUNCIL WILL ENCOURAGE THE IMAGINATIVE USE OF PUBLIC ART THROUGHOUT THE BOROUGH AND WILL ENCOURAGE A CONTRIBUTION OF 1% OF THE TOTAL DEVELOPMENT COST TOWARDS THIS GOAL FROM MAJOR NEW DEVELOPMENT, REDEVELOPMENT OR REFURBISHMENT.	<b>SAVE</b>		
POLICY A.T.9	COMMUNITY FACILITIES	THE COUNCIL WILL SEEK TO IDENTIFY AND PROMOTE POTENTIAL HOTEL SITES. ANY PROPOSED DEVELOPMENT SHOULD COMPLY WITH POLICY H12.		<b>DELETE</b>	This policy is adequately covered by UDP policy H12 and BTC8
POLICY A.T.10	COMMUNITY FACILITIES	THE COUNCIL WILL PERMIT THE CONVERSION OR REDEVELOPMENT OF EXISTING BUILDINGS TO PROVIDE SMALL HOTELS AND GUEST HOUSES, SUBJECT TO THE CRITERIA OUTLINED IN POLICY H12.		<b>DELETE</b>	This policy is adequately covered by UDP policy H12
POLICY A.T.11	COMMUNITY FACILITIES	PROPOSALS FOR NEW AND IMPROVED TOURIST ATTRACTIONS WILL BE ENCOURAGED, INCLUDING THE SETTING UP OF A HERITAGE CENTRE OR MUSEUM, PROVIDING THAT THEY ARE WELL SERVED BY PUBLIC TRANSPORT AND ARE ON OR CLOSE TO MAIN ROADS. IN ADDITION THE COUNCIL WILL SEEK TO DEVELOP THE TOURIST POTENTIAL OF LISTED BUILDINGS AND HISTORICAL AND ARCHAEOLOGICAL SITES.		<b>DELETE</b>	Such improvements can be achieved without the need for a policy set out in the UDP. These issues are picked up in proposed LDF policies CP4 (Enhancing the Borough's Tourism Potential) and BP1 (Culture, Leisure and Tourism)
POLICY A.T.12	COMMUNITY FACILITIES	THE COUNCIL WILL ENCOURAGE THE PROVISION OF A TOURIST INFORMATION POINT IN BARKING TOWN CENTRE.		<b>DELETE</b>	Such improvements can be achieved without the need for a policy set out in the UDP
POLICY A.T.13	COMMUNITY FACILITIES	THE COUNCIL WILL SEEK TO IMPROVE SIGNPOSTING OF TOURIST AND VISITOR FACILITIES, INCLUDING THE ERECTION OF PLAQUES ON SITES OF HISTORIC INTEREST. PROVIDING THE ERECTION OF SIGNS IS NOT DETRIMENTAL TO THE CHARACTER OF THE STREET SCENE.		<b>DELETE</b>	Such improvements can be achieved without the need for a policy set out in the UDP
POLICY A.T.14	TRANSPORT	THE COUNCIL WILL ENCOURAGE TOURISTS AND VISITORS TO USE PUBLIC TRANSPORT TO, FROM AND WITHIN THE BOROUGH AND WILL SEEK TO IMPROVE RAIL, UNDERGROUND AND BUS SERVICES TO VISITOR ATTRACTIONS.		<b>DELETE</b>	Covered by - • LP policy 3C.1 • PPG 13 Transport • UDP strategic policy x

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY A.T.15	COMMUNITY FACILITIES	<p>THE COUNCIL IN IMPLEMENTING ITS TOURISM POLICIES WILL BE MINDFUL OF PEOPLE WITH DISABILITIES AND WILL:-</p> <ul style="list-style-type: none"> <li>i)ENSURE THAT NEW FACILITIES ARE DESIGNED TO BE ACCESSIBLE TO PEOPLE WITH DISABILITIES;</li> <li>ii)USE ITS ASSOCIATED ROLES AS BUILDING CONTROL AND ENTERTAINMENTS LICENSING AUTHORITY TO CO-ORDINATE PROVISION FOR PEOPLE WITH DISABILITIES INTO AND WITHIN THE BUILDING;</li> <li>iii)ENCOURAGE THE PROVISION OF TOILETS ACCESSIBLE TO PEOPLE WITH DISABILITIES IN ASSOCIATION WITH LEISURE, RECREATION AND COMMUNITY FACILITIES;</li> <li>iv)ENCOURAGE IMPROVEMENTS IN ACCESS TO EXISTING FACILITIES, PARTICULARLY THOSE IN COUNCIL OWNERSHIP.</li> </ul>		<b>DELETE</b>	<p>Covered by -</p> <ul style="list-style-type: none"> <li>• Disability Discrimination Act</li> <li>• LP policy 4B.5</li> <li>• DCLG Circular 01/2006</li> </ul>

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POLICY T 1	TRANSPORT	<p>THE COUNCIL WILL SEEK TO ENSURE THAT NEW DEVELOPMENTS WHICH WILL BE USED BY LARGE NUMBERS OF PEOPLE SHOULD BE ACCESSIBLE TO PUBLIC TRANSPORT NETWORKS. NEW MAJOR EMPLOYMENT DEVELOPMENTS SHOULD, WHERE APPROPRIATE, PROVIDE SUPPORT FOR BUS SERVICES WHERE AN EXTENSION OF THE EXISTING NETWORK IS REQUIRED TO LINK THE DEVELOPMENT TO THE PUBLIC TRANSPORT NETWORK.</p>		<b>DELETE</b>	<p>Covered by -</p> <ul style="list-style-type: none"> <li>• UDP Strategic Policy X</li> <li>• LP policy 3C.1, 3C.3</li> <li>• PPS 1 Sustainable Development and PPG 13 Transport</li> </ul>
POLICY T2	TRANSPORT	<p>THE COUNCIL WILL SEEK THE INTEGRATION OF DIFFERENT MODES OF PASSENGER TRANSPORT BY:-</p> <ul style="list-style-type: none"> <li>i) SUPPORTING THE INTRODUCTION OF INTEGRATED TIMETABLES AND A COMMON INTERCHANGEABLE FARE STRUCTURE FOR ALL LONDON REGIONAL TRANSPORT AND TRAIN OPERATING COMPANY SERVICES;</li> <li>ii) RELATING FOOTPATHS AND CYCLE ROUTES TO PUBLIC TRANSPORT FACILITIES, REQUIRING SECURE AND ADEQUATE CYCLE PARKING AND, SEEK THE CO-OPERATION OF PUBLIC TRANSPORT AUTHORITIES TO ACHIEVE AN APPROPRIATE LEVEL OF PARKING AT RAILWAY STATIONS;</li> <li>iii) DISPLAYING PUBLIC TRANSPORT NETWORK MAPS AND ENCOURAGING PROPER SIGNING AT INTERCHANGE POINTS;</li> <li>iv) SUPPORTING AND PROMOTING THE DEVELOPMENT OF TAXI RANKS, INCLUDING PICK-UP POINTS AND TELEPHONES THAT CAN BE USED BY PEOPLE WITH DISABILITIES AT BRITISH RAIL/LONDON UNDERGROUND STATIONS AND AT SHOPPING CENTRES AS A MEANS OF IMPROVING PASSENGER INTERCHANGE FACILITIES.</li> </ul>		<b>DELETE</b>	<p>Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Local Implementation Plan - Transport). It is partially covered by Disability Discrimination Act.</p>
POLICY T 3	TRANSPORT	<p>THE COUNCIL WILL ENCOURAGE THE PROVISION OF SAFE AND WELL REGULATED TAXI AND MINI-CAB SERVICES WHICH SUPPLEMENT BUS AND RAIL SERVICES:-</p> <ul style="list-style-type: none"> <li>i) BY ENSURING THAT THE LOCATION OF MINI-CAB OFFICES:-</li> <li>a) DO NOT HAVE ANY SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS ON NEARBY RESIDENTIAL OCCUPIERS;</li> <li>b) ARE CONVENIENT TO PUBLIC TRANSPORT USERS;</li> <li>c) PROVIDE SAFE WAITING AREAS FOR PASSENGERS;</li> <li>d) PROVIDE ADEQUATE OFF-STREET PARKING; AND</li> <li>e) DO NOT RESULT IN A TRAFFIC HAZARD.</li> <li>ii) BY INVESTIGATING, IN CONJUNCTION WITH LONDON REGIONAL TRANSPORT AND OTHER RELEVANT ORGANISATIONS, A TAXI CARD SERVICE FOR USERS IN THE BOROUGH</li> <li>iii) SO LONG AS THE PROPOSAL DOES NOT CONFLICT WITH ANY OTHER POLICY IN THE PLAN.</li> </ul>	<b>SAVE</b>		

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POLICY T 4	TRANSPORT	<p>THE COUNCIL WILL RESIST ANY REDUCTION OF TRAIN OPERATING COMPANY AND LONDON REGIONAL TRANSPORT PASSENGER RAIL SERVICES, AND WILL SEEK THE FOLLOWING:-</p> <ul style="list-style-type: none"> <li>i) PERSISTING LONDON REGIONAL TRANSPORT AND OTHER OPERATORS TO CONTINUE TO IMPROVE SERVICES USED BY THOSE LIVING IN, WORKING IN, OR USING THE AMENITIES OF THE BOROUGH;</li> <li>ii) ADVOCATING THE CREATION OF NEW ROUTES AND IMPROVEMENTS TO THE NETWORK, OR THE EXTENSION OR GREATER FREQUENCY OF SERVICES ON PRESENT ROUTES, TO SERVE AREAS WITH RELATIVELY POOR ACCESS TO PUBLIC TRANSPORT;</li> <li>iii) CONTINUED IMPROVEMENT OF ROLLING STOCK, INCLUDING THE PROVISION OF GANGWAYS THROUGHOUT TRAINS, PROVISION FOR CARRIAGE OF BICYCLES, MORE SEATING CAPACITY AND TOILET FACILITIES;</li> <li>iv) IMPROVED AND INCREASED ACCESS TO RAILWAY STATIONS AND FACILITIES TO ASSIST THE SETTING DOWN/PICKING UP OF RAIL PASSENGERS BY BUS, TAXI AND CAR, THE PROMOTION OF ON-STREET PARKING CONTROLS AROUND STATIONS, AND SEEK WHERE APPROPRIATE THE CO-OPERATION OF PUBLIC TRANSPORT AUTHORITIES TO ACHIEVE AN APPROPRIATE LEVEL OF PARKING AT RAILWAY STATIONS;</li> <li>v) PROVISION OF IMPROVED PASSENGER INFORMATION AT STATIONS;</li> <li>vi) IMPROVED ACCESS TO, THROUGH AND AROUND STATIONS WITH THE PROVISION OF FACILITIES FOR PEOPLE WITH DISABILITIES;</li> <li>vii) THE PROVISION OF TOILETS ACCESSIBLE TO EVERYONE, WITH BABY CARE FACILITIES AT LARGER STATIONS;</li> <li>viii) MEASURES TO IMPROVE PERSONAL SAFETY AND SECURITY AT INTERCHANGES, STATIONS AND TRAINS, INCLUDING THE REVERSAL OF POLICIES OF DESTAFFING AT FACILITIES, A GOOD STANDARD OF LIGHTING, SECURE WAITING AREAS, EASY ACCESS TO TELEPHONES AND ALARM SYSTEMS.</li> </ul> <p>THE COUNCIL WILL SUPPORT IMPLEMENTATION OF THE FOLLOWING PROPOSED IMPROVEMENTS:-</p> <ul style="list-style-type: none"> <li>i) A LIGHT RAPID TRANSIT LINK BETWEEN BECKTON AND BARKING TOWN CENTRE VIA THE RODING VALLEY WITH EXTENSIONS TO BARKING REACH, THE UNIVERSITY OF EAST LONDON AND ILFORD/NEWBURY PARK/REDBRIDGE.</li> <li>ii) THE SERVING BY RAIL TRACK EAST ANGLIA OF A NEW STATION IN THE VICINITY OF RENWICK ROAD/CHOATS MANOR WAY ON THE LONDON-SOUTHERN RAILWAY LINE;</li> <li>iii) IMPROVEMENTS TO ACCESS AND CAR PARKING AT DAGENHAM DOCK STATION.</li> <li>iv) THE CROSSRAIL SCHEME AND LINKS TO IT;</li> <li>v) THE ELECTRIFICATION OF THE BARKING AND GOSPEL OAK LINE;</li> <li>vi) A DIRECT SERVICE BETWEEN BARKING AND STRATFORD;</li> </ul> <p>THE COUNCIL WILL OPPOSE THE CHANNEL TUNNEL RAIL LINK THROUGH EAST LONDON EXCEPT WHERE IT WILL NOT HAVE ANY ADVERSE ENVIRONMENTAL OR ECONOMIC IMPACT ON RESIDENTIAL PROPERTIES, COMMERCIAL PROPERTIES OR FUTURE DEVELOPMENT PROSPECTS OF THE BOROUGH.</p>		<b>DELETE</b>	Such improvements can be achieved without the need for a policy set out in the UDP (i.e Local Implementation Plan - Transport)
POLICY T 5	SITE SPECIFIC		<b>SAVE</b>		
POLICY T 6	SITE SPECIFIC			<b>DELETE</b>	This policy is not required. The Channel Tunnel Rail Link is being built

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 7	TRANSPORT	<p>THE COUNCIL WILL ENCOURAGE THE IMPROVEMENT OF BUS SERVICES AND FACILITIES WITH PARTICULAR REGARD TO CROSS BOROUGH SERVICES, SERVICES TO EMPLOYMENT AREAS, SHOPPING CENTRES AND COMMUNITY FACILITIES BY:-</p> <p>i) PRESSING FOR EXPANSION OF THE NIGHT BUS NETWORK IN THE BOROUGH;</p> <p>ii) SUPPORTING AND ENCOURAGING COMMUNITY BASED TRANSPORT SCHEMES FOR SPECIAL NEEDS OR COMMUNITY GROUPS;</p> <p>THE COUNCIL SHALL ALSO ENSURE THAT:-</p> <p>iii) BUS ROUTES ARE AS DIRECT AS POSSIBLE AND PASS WITHIN 200 METRES TO MAIN PASSENGER DESTINATIONS (E.G. SHOPPING CENTRES, ENTERTAINMENT FACILITIES AND PLACES OF EMPLOYMENT AND HEALTH FACILITIES);</p> <p>iv) BUS STOPS ARE LOCATED WITHIN 400 METRES WALKING DISTANCE OF RESIDENTIAL DWELLINGS, CLOSE TO ROAD CROSSING FACILITIES, AND TO FOCAL POINTS IN THE FOOTPATH NETWORK;</p> <p>v) PEDESTRIAN ACCESS TO BUS STOPS IS MADE AS DIRECT, SAFE AND ENVIRONMENTALLY ATTRACTIVE AS POSSIBLE;</p> <p>vi) THE WAITING ENVIRONMENT AT BUS STOPS IS MADE AS PLEASANT AS POSSIBLE WITH PROVISION OF SHELTERS AND SEATS WHERE APPROPRIATE;</p> <p>vii) ADEQUATE BUS WAITING AND TURNING FACILITIES ARE PROVIDED FOR TERMINATING BUS SERVICES, PREFERABLY OFF THE PUBLIC HIGHWAY;</p> <p>viii) EXCLUSIVE BUS LANES AND BUS PRIORITY MEASURES ARE APPLIED WHERE CONGESTION FOR OTHER ROAD USERS IS NOT UNDULY INCREASED, AND WILL SUPPORT LONDON TRANSPORT'S BUS PRIORITY INITIATIVE;</p> <p>ix) INTERCHANGE FACILITIES BETWEEN BUS AND RAIL SERVICES ARE AS EASY AS POSSIBLE;</p> <p>x) ALLOWING CYCLE TRAFFIC TO USE BUS LANES WITHIN THE BOROUGH WHERE APPROPRIATE;</p> <p>xi) ENCOURAGE AND WHERE APPROPRIATE, IMPLEMENT GREATER ENFORCEMENT OF PARKING AND LOADING REGULATIONS IN THE VICINITY OF BUS STOPS, IN BUS LANES AND ON THE MAIN BUS ROUTES;</p> <p>WITH REGARD TO THE ABOVE, THE COUNCIL WILL SEEK TO ENSURE/ENCOURAGE THE PROVISION OF THE FOLLOWING BUS ROUTES AND SERVICES AS A RESULT OF DEVELOPMENTS:-</p> <p>i) FROM MAIN CENTRES TO AND FROM GOODMAYES DISTRICT GENERAL HOSPITAL;</p> <p>ii) FROM MAIN CENTRES TO AND FROM EASTBROOKEND COUNTRY PARK; THE CHASE NATURE RESERVE AND THAMES CHASE;</p> <p>iii) FROM MAIN CENTRES TO AND FROM BARKING REACH;</p> <p>iv) FROM MAIN CENTRES TO AND FROM GORESBROOK LEISURE CENTRE;</p> <p>v) FROM MAIN CENTRES TO AND FROM HAROLD WOOD HOSPITAL.</p>	<p style="text-align: center;"><b>SAVE</b></p>		
POLICY T 8	SITE SPECIFIC		<p style="text-align: center;"><b>SAVE</b></p>		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 9	TRANSPORT	<p>WITHIN TOWN CENTRES, THE COUNCIL WILL PLACE SPECIAL EMPHASIS ON MEASURES TO IMPROVE THE CONVENIENCE OF BUS ROUTES BY:-</p> <ul style="list-style-type: none"> <li>i) SUPPORTING THE INTRODUCTION OF BUS PRIORITY MEASURES;</li> <li>ii) REDUCING ON-STREET PARKING AND SERVICING WHERE THESE IMPEDE BUS FLOWS;</li> <li>iii) SEEKING TO MAINTAIN OR IMPROVE ACCESSIBILITY OF BUSES TO TOWN CENTRES;</li> <li>iv) ENSURING THAT BUS STOPS ARE LOCATED WITHIN 400M WALKING DISTANCE OF RESIDENTIAL AREAS, AND 200M WALKING DISTANCE IN TOWN CENTRES.</li> </ul>	SAVE		
POLICY T 10	TRANSPORT	<p>THE COUNCIL WILL ASSESS ALL DEVELOPMENT PROPOSALS AGAINST THE PRESENT AND POTENTIAL AVAILABILITY AND ACCESSIBILITY OF PUBLIC TRANSPORT SERVICES AND ITS CAPACITY TO MEET INCREASED DEMAND.</p> <p>USES PARTICULARLY DEPENDENT ON PUBLIC TRANSPORT, SUCH AS MAJOR EMPLOYMENT GENERATORS, INDOOR LEISURE/RECREATION FACILITIES, SCHOOLS AND HEALTH FACILITIES, SHOULD BE LOCATED WHERE FREQUENT PUBLIC TRANSPORT SERVICES ARE AVAILABLE OR CAN EASILY BE PROVIDED.</p> <p>USES SUCH AS LARGE SUPERMARKETS OR ENTERTAINMENT FACILITIES SHOULD BE LOCATED NEAR PUBLIC TRANSPORT INTERCHANGES (WITHIN 400 - 750 METRES WALKING DISTANCE), TO ENSURE THAT THEY ARE EASILY ACCESSIBLE BY PUBLIC TRANSPORT.</p>	SAVE		
POLICY T 11	TRANSPORT	<p>THE COUNCIL WILL SUPPORT THE INTRODUCTION OF A RIVER BUS SERVICE BETWEEN CENTRAL LONDON AND BARKING REACH, WHICH SHOULD ALSO BE INTEGRATED WITH THE PUBLIC TRANSPORT NETWORK.</p>		<b>DELETE</b>	<p>Such improvements can be achieved without the need for a policy set out in the UDP. A Jetty has been provided as part of the Barking Riverside redevelopment</p>

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 12	TRANSPORT	<p>IN ORDER TO IMPROVE SAFETY, SECURITY, CONVENIENCE AND ACCESSIBILITY FOR ALL PEDESTRIANS, THE COUNCIL WILL:-</p> <p>i) PROVIDE ADEQUATE AND SAFE CROSSING FACILITIES WHERE NECESSARY ON ALL ROADS, AND AT PUBLIC TRANSPORT INTERCHANGES AND SHOPPING STREETS SUBJECT TO RELEVANT DEPARTMENT OF TRANSPORT STANDARDS;</p> <p>ii) INTRODUCE, WHERE POSSIBLE, PEDESTRIAN PHASES AT TRAFFIC LIGHTS, PROVIDE REFUGES, AND ZEBRA AND PELICAN CROSSINGS AS APPROPRIATE ON ALL ROADS WHERE THE NEED CAN BE DEMONSTRATED, SUBJECT TO RELEVANT DEPARTMENT OF TRANSPORT STANDARDS;</p> <p>iii) OPPOSE, IN GENERAL, THE INTRODUCTION OF SUBWAYS AND FOOTBRIDGES OTHER THAN IN EXCEPTIONAL CIRCUMSTANCES WHERE CHANGES IN LEVEL AND THE ISOLATION OF PEDESTRIANS CAN BE MINIMISED;</p> <p>iv) PROVIDE SAFE AND CONVENIENT FACILITIES FOR PEOPLE WITH DISABILITIES AND THOSE LESS MOBILE OR "DISADVANTAGED" (INCLUDING RESTRAINT IN THE AMOUNT OF STREET FURNITURE AND SENSITIVE DESIGN);</p> <p>v) REGULATE FOOTWAY PARKING WITH THE OBJECTIVE OF REDUCING THE PREVALENCE OF PAVEMENT OBSTRUCTIONS CAUSED BY VEHICLES;</p> <p>vi) TAKE ACCOUNT OF THE NEEDS FOR ALL PEDESTRIANS IN THE DESIGN AND CONSTRUCTION OF ALL NEW ROADS, HIGHWAY IMPROVEMENTS, ENVIRONMENTAL IMPROVEMENTS, DEVELOPMENT SCHEMES AND TRAFFIC MANAGEMENT MEASURES, AND ENSURE THAT WORKS ARE COMPLETED TO A HIGH STANDARD. (SEE TRANSPORT POLICIES AND PROGRAMME FOR PROPOSED SCHEMES);</p> <p>vii) PEDESTRIANISE MAJOR SHOPPING STREETS WHERE POSSIBLE AND PRACTICABLE, SUBJECT TO THE CRITERION SET OUT IN CLAUSE (iii) OF T9;</p> <p>viii) IN CONJUNCTION WITH PUBLIC TRANSPORT AUTHORITIES PROVIDE APPROPRIATE DIRECTIONAL SIGNING AND INFORMATION IN THOSE AREAS WHERE PEDESTRIAN FLOWS ARE HEAVIEST IN ORDER TO EASE INTERCHANGE BETWEEN WALKING AND PUBLIC TRANSPORT MODES;</p> <p>ix) ANY PEDESTRIANISATION POLICIES OR PROPOSALS SHOULD TAKE INTO ACCOUNT THAMES WATER'S REQUIREMENT THAT VEHICULAR ACCESS TO SEWERS AND APPARATUS IS MAINTAINED AT ALL TIMES. IN ADDITION, NO TREES AND STREET FURNITURE ARE TO BE PLACED OVER THE LINE OF ANY SEWERS WITHOUT THE PRIOR AGREEMENT OF THE WATER UNDERTAKERS.</p>	<p style="text-align: center;"><b>SAVE</b></p>		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 13	TRANSPORT	ALL NEW DEVELOPMENTS AND CHANGES OF USE SHOULD NORMALLY MEET THE COUNCIL'S STANDARDS AND CONTROLS FOR ACCESS, PARKING, SERVICING AND PHYSICAL ACCESS FOR PEOPLE WITH DISABILITIES. IN PARTICULAR ACCESS ARRANGEMENTS TO RESIDENTIAL, SHOPPING AND OTHER COMMUNITY USES SHOULD GIVE CLEAR PRIORITY TO PEDESTRIAN SAFETY AND AMENITY OVER GENERAL TRAFFIC MOVEMENT WHILEST ALLOWING SATISFACTORY ACCESS FOR ESSENTIAL LOCAL VEHICLE TRAFFIC. THE COUNCIL WILL ENCOURAGE AND SUPPORT THE PROVISION OF SPECIAL TRANSPORT SERVICES FOR PEOPLE WITH DISABILITIES AND THOSE WITH LIMITED MOBILITY (SUCH AS DIAL-A-RIDE), INCLUDING FACILITIES AT RAIL AND UNDERGROUND STATIONS (SUCH AS TOILETS, RAMPS AND LIFTS) BY PRESSING LONDON REGIONAL TRANSPORT AND TRAIN OPERATING COMPANIES TO IMPROVE THE ACCESSIBILITY AND SUITABILITY OF THEIR SERVICES AND FACILITIES.	SAVE		
POLICY T 14	TRANSPORT	THE COUNCIL WILL URGE PUBLIC TRANSPORT OPERATORS TO IMPROVE THE ACCESSIBILITY OF THEIR VEHICLES AND ROLLING STOCK FOR TRANSPORT-HANDICAPPED PEOPLE (AND IN PARTICULAR THROUGH THE ADOPTION OF THE DISABLED PERSONS TRANSPORT ADVISORY COMMITTEE'S BUS SPECIFICATION FOR AMBULANT DISABLED PEOPLE), AND WILL ENCOURAGE CO-ORDINATION BETWEEN AGENCIES PROVIDING TRANSPORT FOR PEOPLE WITH DISABILITIES. ANY CONSTRUCTION, REFURBISHMENT AND ROUTINE IMPROVEMENTS TO TRANSPORT FACILITIES SHOULD INCLUDE IMPROVEMENTS TO THEIR ACCESSIBILITY FOR PEOPLE WITH DISABILITIES.		DELETE	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Local Implementation Plan - Transport)
POLICY T 15	TRANSPORT	THE COUNCIL WILL URGE PUBLIC TRANSPORT OPERATORS TO IMPROVE THE ACCESSIBILITY OF THEIR VEHICLES AND ROLLING STOCK FOR TRANSPORT-HANDICAPPED PEOPLE (AND IN PARTICULAR THROUGH THE ADOPTION OF THE DISABLED PERSONS TRANSPORT ADVISORY COMMITTEE'S BUS SPECIFICATION FOR AMBULANT DISABLED PEOPLE), AND WILL ENCOURAGE CO-ORDINATION BETWEEN AGENCIES PROVIDING TRANSPORT FOR PEOPLE WITH DISABILITIES. ANY CONSTRUCTION, REFURBISHMENT AND ROUTINE IMPROVEMENTS TO TRANSPORT FACILITIES SHOULD INCLUDE IMPROVEMENTS TO THEIR ACCESSIBILITY FOR PEOPLE WITH DISABILITIES.		DELETE	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Local Implementation Plan - Transport). Also, this is covered by requirements set out in the Disability Discrimination Act.
POLICY T 16	TRANSPORT	ALL DEVELOPMENT PROPOSALS INCORPORATING TRAFFIC MANAGEMENT SCHEMES SHALL INCLUDE SUITABLE PROVISION FOR PEOPLE WITH DISABILITIES. CONSIDERATION MUST BE GIVEN TO ASPECTS SUCH AS PARKING PROVISION AND LOCATION, ACCESS ROUTES AND SETTING DOWN POINTS.	SAVE		
POLICY T 17	TRANSPORT	THE COUNCIL WILL TAKE INTO ACCOUNT THE NEEDS OF PEOPLE WITH DISABILITIES WHEN CONSIDERING APPLICATIONS FOR NEW DEVELOPMENTS AND SHALL ENSURE THAT NEW DEVELOPMENTS ARE LOCATED CLOSE TO TRANSPORT FACILITIES TO WHICH THE PUBLIC WILL HAVE ACCESS, AND THAT SUFFICIENT PROVISION IS MADE IN AND THROUGH THE SURROUNDING BUILT ENVIRONMENT. IN ORDER TO ENSURE THAT PEDESTRIAN ENVIRONMENTS ARE DESIGNED TO MEET THE NEEDS OF PEOPLE WITH DISABILITIES, THE COUNCIL WILL HAVE REGARD TO THE FOLLOWING FACTORS BOTH IN DETERMINING PLANNING APPLICATIONS, AND IN ITS ROLE AS HIGHWAY AUTHORITY:- i)THE STANDARDS RECOMMENDED BY THE CENTRE ON ENVIRONMENT FOR THE HANDICAPPED AND THE INSTITUTE OF HIGHWAYS AND TRANSPORTATION ON THE DESIGN OF HIGHWAY IMPROVEMENTS AND PEDESTRIANISATION SCHEMES; ii)THE INSTALLATION OF DROPPED KERBS AT ROAD JUNCTIONS; iii)THE REQUIREMENTS OF PEOPLE WITH A VISUAL IMPAIRMENT IN THE DESIGN OF PEDESTRIAN CROSSINGS.	SAVE		
POLICY T 18	TRANSPORT	THE COUNCIL WILL TAKE INTO ACCOUNT THE NEEDS OF PEOPLE WITH DISABILITIES WHEN CONSIDERING APPLICATIONS FOR NEW DEVELOPMENTS AND SHALL ENSURE THAT NEW DEVELOPMENTS ARE LOCATED CLOSE TO TRANSPORT FACILITIES TO WHICH THE PUBLIC WILL HAVE ACCESS, AND THAT SUFFICIENT PROVISION IS MADE IN AND THROUGH THE SURROUNDING BUILT ENVIRONMENT. IN ORDER TO ENSURE THAT PEDESTRIAN ENVIRONMENTS ARE DESIGNED TO MEET THE NEEDS OF PEOPLE WITH DISABILITIES, THE COUNCIL WILL HAVE REGARD TO THE FOLLOWING FACTORS BOTH IN DETERMINING PLANNING APPLICATIONS, AND IN ITS ROLE AS HIGHWAY AUTHORITY:- i)THE STANDARDS RECOMMENDED BY THE CENTRE ON ENVIRONMENT FOR THE HANDICAPPED AND THE INSTITUTE OF HIGHWAYS AND TRANSPORTATION ON THE DESIGN OF HIGHWAY IMPROVEMENTS AND PEDESTRIANISATION SCHEMES; ii)THE INSTALLATION OF DROPPED KERBS AT ROAD JUNCTIONS; iii)THE REQUIREMENTS OF PEOPLE WITH A VISUAL IMPAIRMENT IN THE DESIGN OF PEDESTRIAN CROSSINGS.		DELETE	Such improvements can be achieved without the need for a policy set out in the UDP. The Local Implementation Plan (Transport) sets out relevant policies and targets. Also, this is covered by requirements set out in the Disability Discrimination Act.



NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 19	TRANSPORT	<p>IN ORDER TO PROMOTE CYCLING AS A HEALTHY AND EFFICIENT FORM OF TRANSPORT, THE COUNCIL WILL:-</p> <ul style="list-style-type: none"> <li>i) PROVIDE SAFE CYCLE ROUTES AND LANES AS PART OF THE 1,000 MILE STRATEGIC CYCLE NETWORK FOR LONDON (SEE MAP 11) ;</li> <li>ii) PROVIDE SECURE CYCLE PARKING FACILITIES AT PUBLIC TRANSPORT INTERCHANGES, SHOPPING CENTRES, AND ADJACENT TO PUBLIC BUILDINGS WHERE CONVENIENT SPACE IS AVAILABLE;</li> <li>iii) SEEK TO ENSURE THAT PROPOSALS FOR WHICH PLANNING PERMISSION IS REQUIRED, HAVE APPROPRIATE PROVISION FOR CYCLE ACCESS AND PARKING;</li> <li>iv) IMPROVE SECURITY FOR CYCLISTS;</li> <li>v) IMPROVE CYCLING LINKS TO PUBLIC TRANSPORT FACILITIES;</li> <li>vi) TAKE ACCOUNT OF THE NEEDS OF CYCLISTS IN THE DESIGN OF ALL NEW ROADS, HIGHWAY IMPROVEMENTS, TRAFFIC CALMING SCHEMES AND TRAFFIC MANAGEMENT MEASURES, AND ENSURE THAT CYCLE CROSSING FACILITIES ARE PROVIDED WHERE REQUIRED;</li> <li>vii) PROMOTE A NETWORK OF SECONDARY ADVISORY ROUTES TO ENABLE THE SAFE AND SECURE MOVEMENT OF CYCLE TRAFFIC THROUGHOUT THE BOROUGH.</li> </ul>	SAVE		
POLICY T 20	TRANSPORT	<p>THE COUNCIL WILL CATEGORISE ROADS IN THE BOROUGH INTO A HIERARCHY OF TRUNK, DESIGNATED AND PRINCIPAL ROADS AS FOLLOWS:-</p> <ul style="list-style-type: none"> <li>A) TRUNK ROADS WILL BE ROADS WHOSE FUNCTION IS:- <ul style="list-style-type: none"> <li>i) TO PROVIDE FOR LONGER JOURNEYS, AND IN PARTICULAR FOR THOSE BY COACHES AND GOODS VEHICLES;</li> <li>ii) TO LINK LONDON TO THE NATIONAL ROAD SYSTEM SERVING THE REST OF THE COUNTRY;</li> <li>iii) TO REDUCE TRAFFIC DEMANDS ON DESIGNATED AND PRINCIPAL ROADS SO THAT, IN ASSOCIATION WITH RESTRAINING POLICIES, THEY CAN PROVIDE AN ADEQUATE LEVEL OF SERVICE AND, IN TURN, RELIEVE LOCAL ROADS OF THROUGH TRAFFIC.</li> </ul> </li> <li>B) DESIGNATED ROADS AND PRINCIPAL ROADS ARE THOSE IN WHICH THE TRAFFIC FUNCTION WILL CONTINUE TO PREDOMINATE, LINKING TRUNK ROADS, STRATEGIC CENTRES, AND BEING THE MAIN BUS ROUTES (SEE MAP 12).</li> </ul> <p>PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT PROPOSALS OR CHANGES OF USE GENERATING TRAFFIC WHICH WOULD HAVE AN ADVERSE EFFECT ON THE FUNCTIONING OF THE ROAD HIERARCHY AND RESULTING IN UNACCEPTABLE CONGESTION OR HAZARDS ON ROADS IN THE LOCALITY.</p>	SAVE		
POLICY T 21	TRANSPORT		SAVE		
POLICY T 22	TRANSPORT	THE COUNCIL WILL RELATE ROUTE SIGNING UNDER THE BOROUGH'S CONTROL TO THE ROAD HIERARCHY.		DELETE	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Local Implementation Plan - Transport)

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 23	SITE SPECIFIC	<p>THE COUNCIL WILL SUPPORT, IN PRINCIPLE, AND PROVIDED IT CAN BE SHOWN THAT THEY WILL RESULT IN BENEFITS FOR THE ECONOMY OF THAMES GATEWAY, THE IMPLEMENTATION OF THE FOLLOWING IMPROVEMENTS TO THE ROAD SYSTEM (SEE PROPOSALS MAP):-</p> <ul style="list-style-type: none"> <li>i) THE REALIGNMENT OF THE A13 EASTWARDS FROM GORES BROOK, INCLUDING A NEW GRADE SEPARATED JUNCTION IN THE VICINITY OF CHOATS MANOR WAY;</li> <li>ii) A GRADE SEPARATED JUNCTION IN THE VICINITY OF RENWICK ROAD/A13;</li> <li>iii) AN IMPROVED GRADE SEPARATED JUNCTION AT A13/MOVERS LANE FLYOVER;</li> <li>iv) IMPROVEMENTS TO THE A13/LODGE AVENUE JUNCTION;</li> <li>v) IMPROVEMENTS TO THE A12/WHALEBONE LANE NORTH JUNCTION;</li> <li>vi) A TRUNKATED EAST LONDON RIVER CROSSING SUBJECT TO IT INCLUDING SPECIFIC FACILITIES FOR PUBLIC TRANSPORT, E.G. DEDICATED BUS LANES OR A LIGHT TRANSIT SYSTEM.</li> </ul> <p>THE COUNCIL WILL SEEK TO ENSURE THAT THE LAYOUT OF ANY NEW ROADS PROVIDES THE FOLLOWING:-</p> <ul style="list-style-type: none"> <li>i) ADEQUATE FOOTWAY VERGES AND WIDTH OF CARRIAGEWAY;</li> <li>ii) LANDSCAPE WORKS TO PRESERVE THE ENVIRONMENTAL QUALITY OF THE SURROUNDING AREA;</li> <li>iii) UNOBSTRUCTED ACCESS FOR EMERGENCY VEHICLES;</li> <li>iv) SUFFICIENT DRAINAGE AND STREET LIGHTING;</li> <li>v) PROPER SIGHTLINES AT CORNERS AND JUNCTIONS;</li> <li>vi) TURNING SPACES;</li> <li>vii) APPROPRIATE NOISE BARRIERS;</li> <li>viii) REDUCTION OF ACCIDENT POTENTIAL;</li> <li>ix) MINIMISES THE IMPACT OF PROPOSALS IN TERMS OF ENVIRONMENTAL DAMAGE CAUSED BY INCREASED SURFACE WATER RUN-OFF; AND THE PRESENCE OF POLLUTANTS;</li> <li>x) FACILITATES OPPORTUNITIES FOR BUS SERVICE OPERATION;</li> <li>xi) CONSIDERATION OF THE NEEDS OF, AND ENABLES THE SAFE MOVEMENT OF, CYCLE TRAFFIC.</li> </ul>	SAVE		
POLICY T 24	TRANSPORT	<p>THE COUNCIL WILL SEEK TO ENSURE THAT THE LAYOUT OF ANY NEW ROADS PROVIDES THE FOLLOWING:-</p> <ul style="list-style-type: none"> <li>i) ADEQUATE FOOTWAY VERGES AND WIDTH OF CARRIAGEWAY;</li> <li>ii) LANDSCAPE WORKS TO PRESERVE THE ENVIRONMENTAL QUALITY OF THE SURROUNDING AREA;</li> <li>iii) UNOBSTRUCTED ACCESS FOR EMERGENCY VEHICLES;</li> <li>iv) SUFFICIENT DRAINAGE AND STREET LIGHTING;</li> <li>v) PROPER SIGHTLINES AT CORNERS AND JUNCTIONS;</li> <li>vi) TURNING SPACES;</li> <li>vii) APPROPRIATE NOISE BARRIERS;</li> <li>viii) REDUCTION OF ACCIDENT POTENTIAL;</li> <li>ix) MINIMISES THE IMPACT OF PROPOSALS IN TERMS OF ENVIRONMENTAL DAMAGE CAUSED BY INCREASED SURFACE WATER RUN-OFF; AND THE PRESENCE OF POLLUTANTS;</li> <li>x) FACILITATES OPPORTUNITIES FOR BUS SERVICE OPERATION;</li> <li>xi) CONSIDERATION OF THE NEEDS OF, AND ENABLES THE SAFE MOVEMENT OF, CYCLE TRAFFIC.</li> </ul>	SAVE		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 25	TRANSPORT	<p>THE COUNCIL WILL ONLY PROMOTE OR SUPPORT ROAD SCHEMES, ALTERATIONS TO THE ROAD NETWORK, OR NEW TRAFFIC CONTROL SYSTEMS (OTHER THAN THOSE OUTLINED IN POLICY T23) WHICH WILL RESULT IN BENEFITS TO THE FOLLOWING:-</p> <ul style="list-style-type: none"> <li>i) PUBLIC TRANSPORT OPERATION;</li> <li>ii) CYCLISTS;</li> <li>iii) THE SAFETY OF PEDESTRIANS AND OTHER ROAD USERS;</li> <li>iv) THE AMENITY OF RESIDENTS AND SHOPPERS.</li> </ul> <p>THE COUNCIL WILL SEEK TO IMPROVE CONDITIONS USING TRAFFIC CALMING AND OTHER MEASURES ON THE BOROUGH'S MINOR ROADS IN ORDER TO:-</p> <ul style="list-style-type: none"> <li>i) IMPROVE ROAD SAFETY;</li> <li>ii) ROUTE THROUGH TRAFFIC AND HEAVY LORRIES A WAY FROM RESIDENTIAL AREAS;</li> <li>iii) IMPROVE ACCESSIBILITY FOR PEOPLE WITH DISABILITIES AND FOR THOSE LESS MOBILE;</li> <li>iv) IMPROVE SECURITY FOR PEDESTRIANS;</li> <li>v) IMPROVE THE ENVIRONMENT IN RESIDENTIAL AREAS;</li> <li>vi) IMPROVE CONDITIONS FOR CYCLE TRAFFIC.</li> </ul>	SAVE		
POLICY T 26	TRANSPORT	<p>THE FORMATION OF VEHICULAR ACCESSES TO THE HIGHWAY SHOULD NOT BE PREJUDICIAL TO PEDESTRIAN OR VEHICULAR SAFETY OR RESULT IN THE LOSS OF A MATURE TREE WHICH CONTRIBUTES TO THE CHARACTER OF AN AREA.</p>	SAVE		
POLICY T27	TRANSPORT	<p>THE COUNCIL WILL SEEK TO MAINTAIN, AND WHEREVER POSSIBLE IMPROVE, THE CONDITION OF THE BOROUGH'S ROADS.</p>	SAVE		
POLICY T 28	TRANSPORT	<p>THE COUNCIL WILL SEEK TO REDUCE ON-STREET PARKING BY THE FOLLOWING MEASURES:-</p> <ul style="list-style-type: none"> <li>i) CONTROLLED PARKING ZONES IN THE TOWN CENTRE AND AROUND ALL RAILWAY STATIONS IN THE BOROUGH (SEE TPP FOR PROPOSED SCHEMES);</li> <li>ii) SUBJECT TO RESOURCES, PROVIDING OFF-STREET CAR PARKS IN SHOPPING CENTRES, INDUSTRIAL AREAS AND RESIDENTIAL AREAS WHERE APPROPRIATE;</li> <li>iii) PROVIDING, WHERE NECESSARY, PARKING LAY-BYS AND OTHER PREVENTATIVE MEASURES IN ORDER TO MINIMISE OBSTRUCTION;</li> <li>iv) GIVING PRIORITY TO RESIDENTS, SHOPPERS, LOCAL BUSINESSES, PEOPLE WITH DISABILITIES AND CYCLE TRAFFIC;</li> <li>v) INSISTING THAT PROPOSALS REQUIRING PLANNING PERMISSION MAKE THE APPROPRIATE PROVISION FOR OFF-STREET PARKING;</li> <li>vi) OPPOSING DEVELOPMENTS LIKELY TO RESULT IN PARKING OF SUCH A NATURE AS TO OBSTRUCT BUS AND OTHER MAIN TRAFFIC ROUTES.</li> </ul>		DELETE	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Local Implementation Plan - Transport)
POLICY T29	TRANSPORT			DELETE	Such improvements can be achieved without the need for a policy set out in the UDP (i.e. Local Implementation Plan - Transport; Disability Discrimination Act)

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 30	TRANSPORT	<p>CONSIDERATION WILL BE GIVEN TO THE NEED FOR FURTHER OFF-STREET PUBLIC CAR PARKING OVER THE PLAN PERIOD, TAKING INTO ACCOUNT THE COUNCIL'S TRAFFIC RESTRAINT POLICIES, ROAD CAPACITY, AND THE IMPACT ON AND THE AVAILABILITY OF PUBLIC TRANSPORT. IN ADDITION, PROPOSALS FOR PUBLIC CAR PARKS SHOULD SATISFY THE FOLLOWING CRITERIA:-</p> <ul style="list-style-type: none"> <li>i) CONVENIENT ACCESS TO THE PRINCIPAL ROAD NETWORK;</li> <li>ii) THERE IS NO SIGNIFICANT ADVERSE IMPACT ON NEARBY OCCUPIERS;</li> <li>iii) IT IS WELL LAID OUT;</li> <li>iv) IT HAS GOOD SOFT AND HARD LANDSCAPE FEATURES (SEE APPENDIX 6.7);</li> <li>v) THAT ADEQUATE AND APPROPRIATELY POSITIONED PARKING SPACES ARE PROVIDED FOR PEOPLE WITH DISABILITIES. THE LEVEL OF PROVISION SHOULD COMPLY WITH THE SLIDING SCALE RECOMMENDED BY THE INSTITUTE OF HIGHWAYS AND TRANSPORTATION, AND IN DEVELOPMENTS WITH 20 OR MORE PLANNED PARKING SPACES A MINIMUM OF 5% OF SPACES SHOULD BE RESERVED FOR DISABLED USERS WITH ORANGE BADGES (SEE APPENDIX 6.8);</li> <li>vi) ARTIFICIAL LIGHTING IS PROVIDED FOR ALL CAR PARKS DURING OPERATIONAL PERIODS, OUTSIDE HOURS OF NATURAL LIGHT;</li> <li>vii) THAT ADEQUATE, AND SUITABLE DRAINAGE IS PROVIDED SO AS TO MINIMISE ANY ADVERSE EFFECT ON THE ENVIRONMENT CAUSED BY POLLUTION OR INCREASED SURFACE WATER RUN-OFF.</li> </ul> <p>THE COUNCIL WILL SEEK TO MINIMISE THE ENVIRONMENTAL DAMAGE CAUSED BY HEAVY GOODS VEHICLES AND WILL:-</p> <ul style="list-style-type: none"> <li>i) TRY TO ENSURE THAT DEVELOPMENTS WHICH GENERATE HEAVY GOODS TRAFFIC HAVE GOOD ACCESS AND PROVIDE FOR OFF-STREET LOADING, UNLOADING AND LORRY PARKING;</li> <li>ii) SEEK TO PROTECT ENVIRONMENTALLY SENSITIVE AREAS FROM THE ADVERSE IMPACT OF LORRIES;</li> <li>iii) SUPPORT THE NIGHT-TIME ON-STREET LORRY PARKING BAN;</li> <li>iv) SUPPORT THE CONTROL OF NIGHT-TIME AND WEEKEND LORRY MOVEMENTS IN LONDON;</li> <li>v) SUPPORT AN AREA LORRY BAN (SEE TPP);</li> <li>vi) ENCOURAGE THE MOVEMENT OF AS MUCH FREIGHT AS POSSIBLE BY RAIL AND WATERWAY (SEE POLICY T 33);</li> <li>vii) RESIST DEVELOPMENT PROPOSALS LIKELY TO GENERATE HIGH LEVELS OF ROAD FREIGHT OR BUSINESS TRAFFIC WHERE ADVERSE ENVIRONMENTAL CONSEQUENCES OUTWEIGH ANY NEW EMPLOYMENT GENERATION.</li> </ul>	<p style="text-align: center;"><b>SAVE</b></p>		
POLICY T 31	TRANSPORT		<p style="text-align: center;"><b>SAVE</b></p>		

NAME OF DOCUMENT	TOPIC	DETAILS	Saved Policies	Deleted Policies	Comments
POLICY T 32	TRANSPORT	THE COUNCIL WILL REQUIRE NEW INDUSTRIAL, RESIDENTIAL, SHOPPING AND COMMERCIAL DEVELOPMENTS TO PROVIDE ADEQUATE SERVICE AREAS, AND LORRY PARKING FACILITIES WHERE APPROPRIATE WITHIN THE CURTILAGE OF THE DEVELOPMENT. ALSO VEHICLES SHOULD BE ABLE TO LEAVE THE SITE IN FORWARD GEAR.	SAVE		
POLICY T 33	TRANSPORT	THE COUNCIL WILL ENCOURAGE THE GREATER USE OF RAILWAYS AND WATERWAYS FOR FREIGHT MOVEMENT BY LOCATING INDUSTRIAL AND WAREHOUSING DEVELOPMENT SCHEMES ADJACENT TO THEM WITH ACCESS TO RAILWAYS, WATERWAYS AND ROADS ENHANCED WHERE NECESSARY, SO LONG AS THE ENVIRONMENT IS NOT ADVERSELY AFFECTED.	SAVE		
POLICY T 34	RIVER	THE COUNCIL WILL ENCOURAGE THE USE OF RIVERSIDE WHARVES FOR FREIGHT MOVEMENT USES.	SAVE		
POLICY T 35	TRANSPORT	ANY PROPOSALS FOR THE DEVELOPMENT OF AIRPORTS OR HELICOPTER LANDING FACILITIES WILL BE CONSIDERED WITH REGARD TO THEIR POTENTIAL DETRIMENTAL IMPACT ON BOROUGH RESIDENTS IN TERMS OF ENVIRONMENTAL/SAFETY CONSIDERATION.		DELETE	This policy is covered adequately by LP policy 3C.7
POLICY T 36	TRANSPORT	THE COUNCIL WILL ONLY PERMIT THE DEVELOPMENT OF PETROL FILLING STATIONS ON TRUNK, DESIGNATED OR PRINCIPAL ROADS, SUBJECT TO THE FOLLOWING CRITERIA: i) SITE ACCESS DOES NOT RESULT IN ANY ADVERSE HIGHWAY CONSEQUENCES; ii) THE PROPOSAL PROVIDES A HIGH STANDARD OF DESIGN AND LANDSCAPE TREATMENT (SEE SUPPLEMENTARY PLANNING GUIDANCE NOTE 5); iii) THE PROPOSAL COMPLIES WITH THE ACCESS REQUIREMENTS REFERRED TO IN POLICY C15; iv) THE PROPOSAL DOES NOT CONFLICT WITH OTHER POLICIES WITHIN THE U.D.P.	SAVE		

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