

Planning for the future of Barking and Dagenham

Core Strategy Final version

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Chapter 1: Introduction and Background

Introduction and Background

- 1.1 This report represents a major stage in the London Borough of Barking and Dagenham's work to replace the old-style Unitary Development Plan (1995) with a new Local Development Framework or LDF. The requirement to produce an LDF was established by the Planning and Compulsory Purchase Act 2004, which came into force in September 2004.
- 1.2 The new LDF system aims to achieve sustainable development through a spatial planning approach.
- 1.3 This document concerns the strategy at the heart of the new Plan – the Core Strategy. This sets out the overarching spatial vision and the spatial objectives and core policies to deliver that vision for 2025.

Consultation and Sustainability Appraisal

- 1.4 The Core Strategy has been through a number of stages of consultation (issues and options, preferred options and pre-submission), each of which has informed the development of the document. The Core Strategy and Borough Wide Development Policies Consultation Statement explain how the community have been involved and how comments have been taken into account. A further stage of consultation was undertaken in advance of the Hearing into the Core Strategy on a Schedule of proposed Changes.
- 1.5 A Sustainability Appraisal has been undertaken of the Core Strategy. The Final Sustainability Appraisal Report documents the Sustainability Appraisal process including the recommendations which influenced the Core Strategy policies.
- 1.6 The appraisal of policies and policy options has taken place at four key stages:
 - Initial sustainability appraisal of the policy options for the Core Strategy DPD involving stakeholder consultation July to August 2006.
 - Sustainability appraisal of the preferred options for the Core Strategy – public and statutory consultation 19 March to 21 May 2007.
 - Refinement of the sustainability appraisal to reflect changes made in the policies between preferred option and pre-submission stage).
 - Sustainability appraisal of the Schedule of Proposed Changes.
- 1.7 At each of these stages policy options were appraised against the SA Framework. This process helped to inform the process of both eliminating and refining policy options. In addition, Chapter 7 of the sustainability appraisal of the core strategy pre-submission policies report on specific changes that have been made to the Core Strategy DPD as a result of the SA process.

- 1.8 The sustainability appraisal of the alternatives are documented in the following places:
- In Appendix 10 to the sustainability appraisal report for the core strategy pre-submission policies.
 - In Appendix 10 to the sustainability appraisal report for the core strategy preferred options.
 - In the initial sustainability appraisal of the core strategy options (all of which were subject to public and targeted stakeholder consultation).
- 1.9 To determine the General Principles for Development as set out in Policy CM1 five alternatives were considered involving varying combinations of the following:
- Focusing development on key regeneration sites.
 - Focusing development on existing residential areas.
 - Focusing development on Green Belt sites.
 - Focusing development on sites with high PTAL levels.
- 1.10 To determine the most appropriate strategy for Managing Housing Growth as set out in Policy CM2, three alternatives were considered:
- Different levels of housing growth.
 - Allowing higher density development around all areas with moderate and high PTAL levels.
 - Allowing higher density development in existing residential areas outside of town centres.

Integration of Strategies and Conformity

- 1.11 The LDF has a key role in providing a spatial dimension for many other strategies and helping in their co-ordination and delivery throughout Barking and Dagenham.
- 1.12 Two strategies are particularly critical: the London Plan and the Barking and Dagenham Community Strategy. The LDF needs to be in general conformity with the London Plan. The London Plan, which incorporates all the alterations made to it since 2004, was published in February 2008. The draft replacement London Plan was published for consultation in October 2009. The LDF also provides the main means of giving spatial expression to the Barking and Dagenham Community Strategy.
- 1.13 In addition, the LDF has been prepared using a robust and comprehensive evidence base. This has been used to gain a thorough understanding of the needs, opportunities and constraints in the Borough, thereby allowing appropriate objectives and responsive policies to be developed.
- 1.14 Barking and Dagenham is positioned at the heart of the Thames Gateway and the LDF has a key role in helping deliver growth in this corridor. The Thames Gateway is a key priority for the Council, the Mayor of London and national government in meeting the pressing need for new homes and jobs in London and the South East.
- 1.15 Government regional planning guidance on the Thames Gateway (RPG9a, 1996) identified the area (within and outside London) as presenting 'the main opportunity for growth' within London and the South East.¹ In February 2003, the Office of the Deputy

¹ Regional Planning Guidance Note 9a, The Thames Gateway Planning Framework, ODPM, 1996

Prime Minister launched the Sustainable Communities Action Plan (SCAP).² This confirmed that the Thames Gateway would be one of four priority areas for the development of new residential communities, in order to tackle South East England's persistent housing supply crisis. It identified that the Gateway had the capacity for 120,000 new homes between 2001 and 2016. The Thames Gateway Interim Plan Policy Framework, published in 2007, identified capacity for a further 40,000 homes in the Thames Gateway due to the GLA finding additional capacity in London.³

- 1.16 Consequently the London Plan (consolidated with alterations since 2004) gives priority to the regeneration of North East and South East London and associated parts of the wider South East, especially the Thames Gateway. However it recognizes that the levels of growth in the Thames Gateway will depend upon substantial new and improved infrastructure to stimulate and facilitate investment and that special attention should be paid to long-term flood risk
- 1.17 Within the Thames Gateway area defined by RPG9a the Government defined fourteen 'zones of change', six of which are within London and one of these, London Riverside, covers the riverside areas of Havering and Barking and Dagenham.
- 1.18 The three Key Regeneration Areas within Barking and Dagenham are Barking Town Centre, Barking Riverside and South Dagenham. These are all within the London Riverside Opportunity Area and will be responsible for delivering the majority of the growth the Borough will experience by 2025.
- 1.19 Table 5C.1 of the Mayor's London Plan (consolidated with alterations since 2004) identifies London Riverside as an Opportunity Area with the potential for 14,000 new jobs and a minimum of 20,000 new homes and paragraphs 5.87 – 5.91 detail the broad planning strategy for the area.⁴
- 1.20 Similarly Section 2 of the Government's Thames Gateway Interim Development Prospectus identifies in detail the key role of London Riverside in providing significant numbers of new homes and jobs.⁵
- 1.21 In terms of progress made the Thames Gateway Annual Report shows that by 2009 just under 55,000 new homes have been completed and it is forecast that at the current rate of development 100,000 new homes will have been built in the Gateway by 2016.⁶ It clarifies that the Homes and Communities Agency (HCA) will devise a strategy for targeted public sector intervention to accelerate housing delivery across the Thames Gateway to achieve the 160,000 target. Paragraph 5.57 of the London Plan (consolidated with alterations since 2004) clarifies that development in this sub-region should continue well beyond 2016 as the impacts of major new transport infrastructure, and of programmes of land assembly stimulate development and environmental improvement.

² Sustainable Communities Building for the Future, ODPM, February 2003

³ The Thames Gateway Interim Plan Policy Framework, CLG, 2007

⁴ The London Plan (consolidated with alterations since 2004), GLA, 2008

⁵ Thames Gateway Interim Development Prospectus. CLG, 2006

⁶ Thames Gateway Annual Report, CLG, 2009

Monitoring

- 1.22 Preparation of the LDF is not a once and for all activity. It is essential to check that the Plan is being implemented correctly, that the desired outcomes are being achieved and if not what corrective action needs to be undertaken. This will be done through a regular process of monitoring the success of the LDF and its policies against a set of indicators and targets in the Annual Monitoring Report.

Structure of this Document

- 1.23 The structure of the remainder of this document is as follows:
- 1.24 Chapter 2: Strategic Vision and Objectives: This chapter provides an overview or 'spatial portrait' of Barking and Dagenham and of the issues that need to be addressed, and sets out a concise statement of the LDF Vision. This is followed by the identification of a set of strategic objectives.
- 1.25 Chapter 3: Spatial Strategy: This chapter sketches out the basic considerations which underpin the approach proposed by the Core Strategy policies.
- 1.26 Chapters 4 to 8 set out a broad set of Core Policies which provide strategic direction and translate the vision and objectives of the proposed strategy into courses of action. These policies form the basis for the allocation of specific sites and for more detailed development policies in the Site Specific Allocations and the Borough Wide Development Policies DPDs that are being prepared for Barking and Dagenham.
- 1.27 Chapter 9 sets out a monitoring and implementation framework which concerns how the LDF vision, objectives and policies will be implemented and how their success will be monitored. Chapter 10 includes the Housing Trajectory which forecasts future housing supply and anticipated performance against the target set in the London Plan and taking into account past completion rates.

Use of the Core Strategy

- 1.28 The policies in this Core Strategy are collectively focused on delivering the Strategic Vision and Objectives. Consequently they do not operate in isolation but are crosscutting and interrelated. For this reason cross references are only provided where this is critical to the implementation of a policy. It is not feasible to cross reference every policy linkage because there are too many and for this reason Core Policies must be read together along with relevant policies in other LDF documents.

Chapter 2: Spatial Vision and Objectives

- 2.1 This chapter summarises the unique characteristics of Barking and Dagenham including the opportunities and issues that face the Borough. A Spatial Vision for the LDF is then set out, followed by a set of Strategic Objectives.
- 2.2 This chapter therefore provides the key to understanding the Core Strategy: what it means and what lies behind it. It provides the context for everything that follows, in this document and in the other components of the LDF.

A Spatial Portrait of Barking and Dagenham

- 2.3 The London Borough of Barking and Dagenham (LBBD) was created in 1965 by the reorganisation of local government for Greater London. It is situated on the north-eastern fringe of London and is at the heart of the Thames Gateway area. It is a relatively small (3,611 hectares) outer London Borough and has a population of 164,572 (mid-year estimate 2004). It is predominately residential in character but also has significant areas of employment land, a Major Town Centre at Barking, District Centres at Dagenham Heathway and Chadwell Heath and a network of smaller Neighbourhood Centres. There are significant areas of undeveloped land in two areas. These are the marshes bordering the Thames and the agricultural land to the north-east at Marks Gate. The River Roding, Beam River and River Thames form the Borough's westerly, easterly and southern boundaries respectively. Neighbouring London boroughs are Newham to the west, Havering to the east, Redbridge to the north and Greenwich and Bexley to the South.
- 2.4 Historically the Borough has had a relatively stable predominately white population of 85% (Census 2001). However, the population of the Borough is rising fast with estimates that the forecast supply of new housing could see it could grow by over 60,000 people by the year 2025. Currently there are growing proportions of under 16 year olds and 85+ year olds, and a rapid increase in the proportion of ethnic minority residents.
- 2.5 The Borough is the 9th most deprived of the 33 in London and the 21st of the 354 nationally. The Index of Multiple Deprivation (2004) shows that 6 of the Borough's 17 wards have areas within them that are amongst the 10% most deprived in England. Over 10% of the Borough's population lives within these areas. This has resulted in the Borough having many unique characteristics. The Borough has the lowest average house prices in London. The average local house price in 2005 was £173,777 against the London average of £289,247 (Land Registry 2005).
- 2.6 East London and the Thames Gateway is described as "the priority area" for development in the London Plan and Barking and Dagenham lies at the heart of this region. The Borough has substantial opportunities for regeneration, including having the potential for up to 25,000 additional homes which will be located mainly in the south of the Borough. This takes into account the Key Housing Regeneration Sites at Barking Riverside (formerly called Barking Reach) where there is capacity for 10-12,000 new homes over the next 20 years if new transport links are provided, South Dagenham where there is potential for 5,000 homes over the next 20 years, and Barking Town

Centre where there is potential for an additional 5,000 homes, as well as other opportunities which may exist in the Borough. The Key Regeneration Sites are reflected on the Key Diagram.

- 2.7 Currently 65% of homes in Barking and Dagenham are within the private sector. Housing is fairly uniform and mostly post-1900 terraced housing. The Becontree Estate still accounts for half of Council stock and most right-to-buy sales. 13% of Council homes are in high rise blocks, many of which do not meet the Decent Homes standard and will need to be improved or redeveloped.
- 2.8 With regards to housing, one of the Mayor of London's strategic objectives is to increase substantially London's supply of affordable housing. This is strategically important in order to promote mixed and balance communities and to redress the affordability issue that underlines the trend towards social polarisation in terms of housing choice and opportunities. Like most of London, the lack of quality affordable housing is a key issue for Barking and Dagenham. The Barking and Dagenham Housing Demand/Needs Survey 2005 gives an updated picture of the need for affordable housing. It indicates that there is a backlog of existing need for 210 units per annum and a newly arising need for 2,703 units per annum. These two figures together total 2,913 units per annum. It estimates that the total supply to meet this need is 969 units per year. This therefore leaves a shortfall of 1,944 units per year.
- 2.9 The Borough has 25 officially recognised parks and green spaces totalling 492.4 hectares exclusive of those privately owned. The Borough was one of the first in London to produce a Strategy for Parks and Green Spaces in 2004 and it has been used as an example of best practice by the Greater London Authority and the Commission for Architecture and the Built Environment (CABE). As part of the consultation exercise used for the development of the strategy, 42% of people living in the area were satisfied with the parks and open spaces compared with the London average of 52%. Indeed, 43% rated parks and open spaces the most used of the authorities' services. Some of the objectives of the strategy involve contributing towards making an area more attractive to live; encouraging local people to become involved in caring for the park and using the park for events and festivals to celebrate local heritage and culture. Phase 1 was delivered from 2003 to 2008, with Phase 2 being implemented from 2009 to 2012. Three parks are designated as Metropolitan Open Land. These and the Borough's Green Belt are shown on the Key Diagram. It is important to note that these form only part of the Borough's strategic open spaces network as they are complimented by a network of parks, wildlife corridors and open spaces.
- 2.10 In terms of transport, the Borough is well served by radial east – west rail, tube and highway networks. Bus services also tend to follow a similar pattern. However north - south transport links are comparatively poor resulting in isolated pockets within the Borough. There are a number of proposals in this document that will enhance the Borough's transport network. In addition the Council is seeking to increase bus use for all, particularly for those who have problems accessing existing bus services. The expansion of Dial-a-Ride, taxi cars and freedom passes has improved access for the disabled and elderly. Car ownership is relatively low within the Borough.
- 2.11 Health is also a major issue in Barking and Dagenham. The Barking and Dagenham Joint Strategic Needs Assessment (JSNA) identifies the main health and well being needs of

the community and provides an understanding of the need for Health and Social Care over the short term (three to five years) and the longer term (five to ten years).

- 2.12 It identifies that life expectancy is significantly below the national and London average for both men and women, with particular problems related to cancer, and cardiovascular disease. Linked to this is the fact that more people are estimated to smoke, and healthy eating is less common. The JSNA identifies that the most common cause of death overall, in Barking and Dagenham is circulatory disease. Circulatory disease is also the main cause of early deaths and contributes to people from Barking and Dagenham on average, dying younger, than the national average. It identifies in decreasing order of frequency the main causes being heart disease (coronary heart disease and heart failure), cancer, chronic obstructive airways disease (COPD) and pneumonia. Lung cancer was the major cancer contributor in both men and women. Digestive diseases (including ulcers), accidents unrelated to road traffic, genitourinary and infectious diseases also make small but significant contributions.
- 2.13 Despite these continuing challenges, the JSNA states that there has been a lot of positive change in the delivery of health and social care services, reflecting the needs of the Borough and the wishes of those living there. This is reflected in improvements in inspections, performance monitoring and outcomes.
- 2.14 The JSNA considers that the opportunities presented by the Thames Gateway development are considerable in terms of economic investment, new housing and amenities, and the potential for new families and employment. However, it considers that there is an inevitable impact on services that are already stretched and pressure to build or expand existing schools, social and health care services. Ensuring that the prerequisite infrastructure is provided to support growth is a key task of the Local Development Framework.
- 2.15 Finally the JSNA identifies the Gascoigne and Thames Wards as the most challenging, where targeted work needs to be focused in order to impact positively on the most deprived and in need areas of the Borough.
- 2.16 Data in terms of crime has been collected for three consecutive financial years (2001 to 2004) and shows that the recorded crime has risen by 7% during this time. This compares with an increase of 3.0% across London during the same period.
- 2.17 In relation to young people and families, the Council's services have been changed to reflect the requirements of the Children Act 2004 and to address the resulting effects associated with deprivation in the Borough affecting children and young people. The key aims for children's services within Barking and Dagenham is to support children and encourage them to participate actively in planning the delivery of new and improved services – this means providing well targeted, locally accessible services of the highest quality, focused on helping children and young people to meet the five outcomes laid down by Government and organising services to meet the needs of young people. The opinions and views of young people, children and their families are integral to the planning process. One of the Council's key objectives to addressing the needs of residents is to increase the provision of integrated facilities which will reflect the needs of the local community. The Council has 16 Children's Centres in operation and is also

working towards development of extended schools and two new sites for the delivery of Children's Health Services.

- 2.18 In relation to employment, the Borough has long been associated with the manufacturing industry. However, this position has changed with the national shift from manufacturing to service based industries being reflected locally. The Borough suffered a significant loss of jobs in the 1990s. The closure of Ford's vehicle manufacture operations and replacement with a new diesel engine plant, which reduced employment to 5,000, was a particularly heavy blow. Nevertheless, manufacturing still employs a far larger proportion of the workforce in Barking and Dagenham than in London or the UK as a whole (19.3% for Barking and Dagenham compared to London and UK averages of 5.5% and 11.9% respectively) (Nomis – Annual Business Survey Employee Analysis 2004). While the sector continues to be a significant employer, it has been overtaken in importance by wholesale and retail which now accounts for over one-in-five local jobs. Public services (public administration, education and childcare, and health and social work) are also significant locally, with over a quarter of local jobs in these sectors combined. The Borough's unemployment rate is 10.5% compared to London and UK averages of 7.2% and 5% respectively (Nomis – Annual Population Survey 2005). The 2004 income figures for the Borough indicate that household income is the lowest in London being 22% below the average figure (CACI Paycheck, 2004). The main location of manufacturing is in the south of the Borough, particularly employment land around the A13. The three main areas of strategic industrial land are Dagenham Dock, Rippleside and River Road, although there are a number of other locally significant employment areas spread throughout the Borough.
- 2.19 In terms of Education and Skills, the Borough has the highest proportion of working aged adults with no qualifications in London - 23.3% (Labour Force Survey 2004) compared with 13.9% overall for the rest of London. The Council has recognised the need to raise education and skill levels in the Borough and is developing a number of initiatives to progress this. A survey of skills in the Thames Gateway (Delivering Skills for Communities: First Skills Audit of the Thames Gateway, London Learning and Skills Council 2004) estimated that almost 60% of new jobs within the Thames Gateway would require qualifications at Level 3 or above. The Economic Development and Enterprise Sub Group of the Barking and Dagenham Partnership have included the issue of employment, training and encouraging new enterprise into the Borough as a key objective within the Local Enterprise Growth Initiative bid document.
- 2.20 The London Borough of Barking and Dagenham also has three buildings listed of Grade I importance, three buildings and monuments listed of Grade II* importance, and 32 buildings and monuments listed of Grade II importance which are all covered under Section 1(5) of the Planning (Listed Building and Conservation Area) Act 1990. They are afforded protection due to their historic or architectural interest.

The Opportunities Facing the Borough

- 2.21 A period of great change is underway in Barking and Dagenham. The Borough, as previously mentioned, is located within the Thames Gateway, which is the largest regeneration area in Europe. Much of the planned development will involve the

conversion of existing brownfield sites, previously home to industrial activity, to housing land. The Key Regeneration Sites in Barking and Dagenham include:

- Barking Riverside - a 200 hectare site, the largest brownfield site in Western Europe. It is a former industrial site, once occupied by three power stations and a refuse tip.
- Dagenham Dock – a 133 hectare site identified by the Council for employment uses and promoted as a location for green industries.
- South Dagenham – an 80 hectare site identified for a mix of commercial and residential development.
- Barking Town Centre – identified by the Council as a Key Regeneration Area with potential to accommodate a significant number of new homes.

2.22 The Key Diagram illustrates these Key Regeneration Sites.

2.23 The regeneration of the Thames Gateway is a key Government objective and is adjacent to the Lee Valley, where the Olympics will be held. The London Plan and the Government's Sustainable Communities Plan recognise the Thames Gateway as the largest development opportunity for growth in population and employment in London and the South East. The London part of the Thames Gateway has been identified as having the capacity to accommodate over 130,000 homes and 200,000 jobs by 2016 with over 25,000 of these dwellings in Barking and Dagenham, mainly in the south of the Borough.

2.24 The London Thames Gateway Development Corporation (LTGDC) was established in 2005 to drive forward the development and regeneration of this area. It will have responsibility for deciding major planning applications within the Barking Town Centre and London Riverside areas. It is recognised that investment in new transport infrastructure and supporting community services will be the key to unlocking the vast potential of the regeneration opportunities which exist in the Borough. The Key Diagram shows some of the existing and possible future transport infrastructure necessary to realise the regeneration opportunities in the Borough. The London 2012 Olympics is also anticipated to have significant implications for the pace of regeneration within the Borough and to raise the profile of sport within the community.

2.25 Much of what will be achieved within the Borough will be through partnership working. The Council, the community and its partners, through the Barking and Dagenham Partnership, are working towards taking forward the seven community priorities which underpin all the work of the Council and as outlined in the Borough's overarching Community Strategy. The aim of this is to improve the quality of life for residents by "building communities and transforming lives". The seven agreed community priorities are:

- Promoting equal opportunities and celebrating diversity.
- Raising general pride in the Borough.
- Developing rights and responsibilities.
- Better education and learning for all.
- Improving health, housing and social care.
- Making Barking and Dagenham Cleaner, Greener and Safer.
- Regenerating the local economy.

- 2.26 There are a number of proposed public transport network improvement schemes that would benefit the Borough. These include Crossrail, Docklands Light Railway extension to Barking Riverside, East London (Thames Gateway) Transit, Thames Gateway Bridge (LB Newham and Greenwich) and improvements to current rail services. Some key current and planned transport infrastructure is highlighted on the Key Diagram.

The Issues Facing the Borough

- 2.27 As set out above, Barking and Dagenham is faced with some significant opportunities for regeneration and growth. However, there are also a number of specific challenges facing the Borough and its communities that will need to be addressed.
- 2.28 Access to car ownership is relatively low in Barking and Dagenham and, although there is generally a good provision of public transport services (particularly east-west services), there is room for improvement. This will ensure equality of access to jobs and services across the Borough for both existing and future communities.
- 2.29 There is a good level of public open space in Barking and Dagenham, but public satisfaction with the Borough's parks and other open spaces is below the London average.
- 2.30 There is a shortage of good-quality affordable housing in the Borough. 13% of existing local authority housing stock is in high rise blocks, many of which do not meet Decent Homes standards. These will need to be improved or redeveloped.
- 2.31 Average house prices in the Borough are the lowest in London. However, the same applies to household incomes. The proportion of working aged adults with no qualifications is also the highest in London, though unemployment itself is relatively low. In terms of overall deprivation, Barking and Dagenham is London's 9th most deprived Borough (of 33). Nationally it is the 21st most deprived local authority area of 354.
- 2.32 Health is also a concern in the Borough. Life expectancy is significantly below London and national averages for both men and women, and there are particular problems relating to cancer, heart disease and teenage pregnancy.
- 2.33 Recorded crime has risen by 7% between 2001 and 2004.
- 2.34 It is essential that the regeneration of the Borough benefits existing local communities as well as future residents, workers and visitors.

Vision for Barking and Dagenham

- 2.35 The Core Strategy Vision supports the Barking and Dagenham Community Strategy and is built around its seven community priorities. However, it also contains sufficient breadth and flexibility to support any new priorities or objectives that are included in the forthcoming Sustainable Community Strategy.

- 2.36 Once the Sustainable Community Strategy and the LDF Core Strategy have been finalised a joint summary leaflet will be produced to clarify the relative roles of these two important documents and to show how they interrelate.

Vision for Barking and Dagenham in 2025

- 2.37 People living in Barking and Dagenham will have a high quality of life as a result of the wide range of opportunities to live, work, learn and play that will be available throughout the Borough. Residents and businesses will be more prosperous and the Borough will be an attractive and sustainable place that residents can be proud of. Barking and Dagenham will offer a diversity of opportunity that will have enhanced the social, cultural and economic life of those living and working in, and visiting the Borough
- 2.38 By 2025 the opportunities for growth will have been seized. There will be sustainable new communities home to over 60,000 new residents, and there will be at least 12,000 new jobs focused in Barking Riverside, South Dagenham, Dagenham Dock and Barking Town Centre. These new homes will have helped address housing need through the provision of quality, design led, new housing development and a significant proportion of these will be family sized. Many of these new homes will have been provided through the Council's groundbreaking Local Housing Company. These new communities will provide a vital and vibrant mix of employment, leisure and recreation, shopping, culture, health, and education uses.
- 2.39 Residents, businesses and visitors will enjoy excellent public transport links. East London Transit, Docklands Light Railway, Crossrail, improvements to the c2c line and improved bus services will enable people to move freely and sustainably within and to and from the Borough.
- 2.40 The provision of new schools, health facilities and other community facilities will have gone hand in hand with new housing development. The successful achievement of the extended schools programme and children's centres will have created integrated community facilities. These improved health, community, and training and education services will have increased liveability and fostered a sense of belonging and community for all the Borough's residents.
- 2.41 New communities will be integrated with existing communities so that Barking and Dagenham will be a sought after place to live, comprised of a constellation of neighbourhoods each with their own distinct character and offer, inspired by the Borough's rich heritage. These neighbourhoods will be served by a network of bustling town centres, providing a vital mix of shopping and community services in an attractive and welcoming environment which are the focus of community life.
- 2.42 The Borough will be renowned as a pioneer in achieving developments which employ the latest thinking in tackling and adapting to climate change, creating safer places to live and creating buildings and environments which foster civic pride. As a result Barking and Dagenham will be a place where people and business want to invest.
- 2.43 The Borough will have the reputation as a business-friendly Borough, with modern, well-connected industrial areas and units, where the public and private sectors continue to

work together to build prosperity. Dagenham Dock will be renowned as London's home for environmental technologies as it harnesses the economic development potential of green industries. Other designated employment areas will provide a sustainable mix of commercial and industrial activities, taking advantage of the Borough's strategic location in terms of its water, rail and road connections to the rest of London and beyond. Excellent Lifelong Learning opportunities, including the flagship Barking Learning Centre will mean residents will have the necessary capacity and skills to access skilled well paid job opportunities within and outside of Barking and Dagenham. The Borough's entrepreneurial base will be thriving due to the tailored business support and services provided by the Barking and Dagenham Business Centres.

- 2.44 By 2025 the Borough's environmental sustainability will be much improved and the opportunities for people to lead healthy lifestyles will be greater. Measures to reduce carbon emissions through development, including both housing and transport, will have been successful. All new development will have measures in place to mitigate and adapt to the effects of climate change. Water management and flood protection and resilience measures will ensure that new existing communities are safe and sustainable. The Borough's verdant parks will be connected by a network of tree-lined streets, wildlife corridors, and cycle paths. Barking and Dagenham's natural heritage and biodiversity will be flourishing. The banks of the River Thames and Roding will be rich in biodiversity and offer quality opportunities for recreation and leisure and spectacular views will be enjoyed from inspiring high rise waterfront apartments.
- 2.45 Partnership working and citizen engagement are the keys to achieving these ambitions. Barking and Dagenham has excelled at partnership working in order to promote better public management and community sector delivery, and is a customer-focused provider that is respected within and outside the Borough for the quality of individual services and joined-up solutions.
- 2.46 Change must meet the aspirations of the community and meet their needs. The local community will be engaged as an essential part to achieving these ambitions and will be treated as full and equal partners in the regeneration process.

Strategic Objectives

- 2.47 The following set of Strategic Objectives are focused on the delivery of the Core Strategy Vision and therefore provide more specific direction to the Spatial Strategy and Core Policies.
 - 2.48 The London Borough of Barking and Dagenham will work with its strategic partners to implement these strategic objectives. The policies set out in this Core Strategy and other Development Plan Documents (DPDs) take these objectives fully into account.
- SO.1** Meeting the housing needs of existing and future residents in new balanced communities, most significantly within the Key Regeneration Areas of Barking Riverside, South Dagenham and Barking Town Centre, with an appropriate amount of housing and mix of types and sizes of dwellings, including an increased provision of high quality family homes and affordable housing.

- SO.2** Ensuring development and growth helps to reduce inequalities and promote community cohesion by providing high quality, accessible, inclusive and integrated social infrastructure.
- SO.3** Reducing the need to travel by car and ensuring the community can safely and easily access jobs within and outside the Borough and key services by guiding new developments to Barking Town Centre and the District Centres and other places with good public transport accessibility levels, and ensuring that new development makes adequate provision for all travel modes.
- SO.4** Promoting improved public transport provision within to and from the Borough, particularly where this will benefit disadvantaged or more remote communities such as Marks Gate and Thames View, and creating an environment in which it is pleasant and safe to walk and cycle.
- SO.5** Address low income and qualification levels and high unemployment rates by helping local people into more rewarding, better paid jobs and supporting developments and new schemes that will provide accessible and high quality employment, education and childcare opportunities.
- SO.6** Taking advantage of Barking and Dagenham's locational advantage in heart of the Thames Gateway to support the growth, retention and competitiveness of businesses in the Borough, especially with regards to existing local businesses and the newly emerging creative and cultural industries and sustainable technology sectors.
- SO.7** Promoting a vibrant Barking Town Centre and District Centres, including a new District Centre at Barking Riverside which offer a mix of uses including retail, leisure, culture and entertainment, housing, community facilities and food and drink, and making sure residents throughout the Borough and beyond have access to them.
- SO.8** Making sure the major new developments, re-developments and regeneration projects which will take place in Barking Town Centre, Barking Riverside, South Dagenham, Dagenham Dock, and in many of our town centres and estates, meet the needs and reflect the aspirations of both existing and new residents and businesses.
- SO.9** Rising to the challenge of climate change and maintaining the Council's pioneering work in this area by demanding high levels of sustainable design and construction, especially in relation to water and waste management, resource efficiency and emission control, and by encouraging the efficient use of existing buildings and previously developed land.
- SO.10** Protecting and enhancing our natural and man made assets including our biodiversity, habitats, landscape character and historic heritage as identified in the UK, London and Barking and Dagenham Biodiversity Action Plans, the Council's Landscape Framework and Conservation Area Appraisals.

- SO.11** Requiring high quality design for both buildings and the public realm, which protects and creates local distinctiveness and raises the Borough's visual attractiveness, accessibility and public safety.
- SO.12** Reducing the risk of flooding for people and property by guiding development to areas where flood risk can be avoided or alleviated and ensuring new development provides for flood control measures where appropriate.
- SO.13** Improving the health and wellbeing of local residents and reducing health inequalities by ensuring good access to high quality sports, leisure and recreation opportunities and health care provision and addressing the health impacts of new development.

Chapter 3: Barking and Dagenham LDF Spatial Strategy

- 3.1 This section sets out a Spatial Strategy which sets out how the Spatial Vision and Objectives will be achieved.
- 3.2 The Spatial Strategy is built around five themes: Managing Growth; Sustainable Resources and the Environment; Creating a Sense of Community; Ensuring a Vibrant Economy and Attractive Town Centres; and Creating a Sense of Place. These incorporate the priorities of the Community Strategy as shown in the following table.

Community Priorities	Relevant LDF Themes
Promoting Equal Opportunities and Celebrating Diversity	<ul style="list-style-type: none"> • Creating a Sense of Community
Raising General Pride in the Borough	<ul style="list-style-type: none"> • Creating a Sense of Community • Creating a Sense of Place
Developing Rights and Responsibilities	<ul style="list-style-type: none"> • Creating a Sense of Community
Better Education and Learning for All	<ul style="list-style-type: none"> • Creating a Sense of Community • Ensuring a Vibrant Economy and Attractive Town Centres
Improving Health, Housing and Social Care	<ul style="list-style-type: none"> • Managing Growth
Making Barking and Dagenham Cleaner, Greener and Safer	<ul style="list-style-type: none"> • Managing Growth • Creating a Sense of Community • Sustainable Resources and the Environment • Creating a Sense of Place
Regeneration of the Local Economy	<ul style="list-style-type: none"> • Managing Growth • Ensuring a Vibrant Economy and Attractive Town Centres

Managing Growth

- 3.3 The growth and regeneration of the Borough will take place in a balanced, sustainable and holistic way which provides the appropriate amounts and types of new development in the most accessible and suitable locations whilst maximising the advantages for new and existing local communities and minimising the negative impact on the Borough's environment.

- 3.4 New housing and employment development will mainly be focussed in the Key Regeneration Areas of Barking Town Centre, Barking Riverside and South Dagenham. Industrial uses will be focussed mainly on the three Strategic Industrial Locations of Rippleside, River Road and Dagenham Dock, with the latter being refocused as a Sustainable Industries Park to house business focussed on new environmental technologies.
- 3.5 Efficient use of land and the risk of flooding will be key considerations, and new and improved sustainable public transport infrastructure will be taken advantage of to improve accessibility within the Borough and to key external destinations, to reduce the segregation of more remote communities such as those located south of the A13, and to open up new development opportunities.
- 3.6 As well as public transport, other vital social infrastructure such as schools will be sought in line with new developments. At the same time important open spaces such as the Green Belt and parks, allotments and nature conservation sites will be safeguarded for the continuing benefit of the community.
- 3.7 The network of major, district and neighbourhood town centres will be reinforced and additional centres will be created as part of the Barking Riverside development.

Sustainable Resources and the Environment

- 3.8 All new development will be expected to respect, protect and wherever possible enhance the Borough's environmental assets, to comply with sustainable design and construction principals, and to have minimal negative impacts on land, air and water quality, and noise or light disturbance. The Council will do its utmost to help mitigate climate change and adapt to its consequences.
- 3.9 The remediation of land already affected by contamination will be encouraged, the negative impacts of excavation will be minimised and areas of landscape, archaeological, cultural and/or nature conservation value will be protected from mineral development wherever possible.
- 3.10 Sustainable waste management will be pursued. Existing waste management facilities will be protected and preferred sites for new ones will be identified in the Joint Waste Plan to ensure the Council can meet the Borough's waste management needs whilst also seeking to minimise waste production and maximise recycling.
- 3.11 Development and other measures which actively contribute to reducing the need to travel, reducing reliance on private motor vehicles and enabling the sustainable movement of freight will be supported and a reduction of car parking will be encouraged, particularly in locations with high public transport accessibility levels.

Creating a Sense of Community

- 3.12 The London Plan affordable housing targets will be used flexibly so as to best meet local housing needs and reflect the realities of the local market. All larger housing

developments will contribute towards high quality affordable housing, with other potential sources of affordable housing supply also being exploited.

- 3.13 From all housing developments a range of accommodation types and sizes appropriate to local circumstances will be sought, including a good and adequate supply of family accommodation.
- 3.14 A full range of community facilities will be sought across the Borough, including provision of new social infrastructure such as schools as part of bigger developments. Existing facilities will be protected and more school buildings and facilities should be made available for community use. Developer contributions will be sought to make sure local people benefit from development and regeneration.

Ensuring a Vibrant Economy and Attractive Town Centres

- 3.15 The Council will encourage and facilitate development to support a vibrant economy and lively town centres. A hierarchy of town centres has been established and retail and other town centre uses will be guided to these locations. A lively evening economy aimed at family friendly uses will also be encouraged in Barking Town Centre. Existing out of town retail parks will be reviewed in the Site Specific Allocations DPD to ensure they are providing the maximum benefit to the community and contributing to the Council's regeneration and development ambitions.
- 3.16 Developers will be encouraged to enter into Local Labour and Local Business Agreements to secure training and employment benefits for local people and stronger chances for local businesses to compete for contracts. A stronger role for emerging growth sectors such as the environmental technologies and cultural industries sectors will be encouraged and affordable work spaces for new businesses will also be sought.

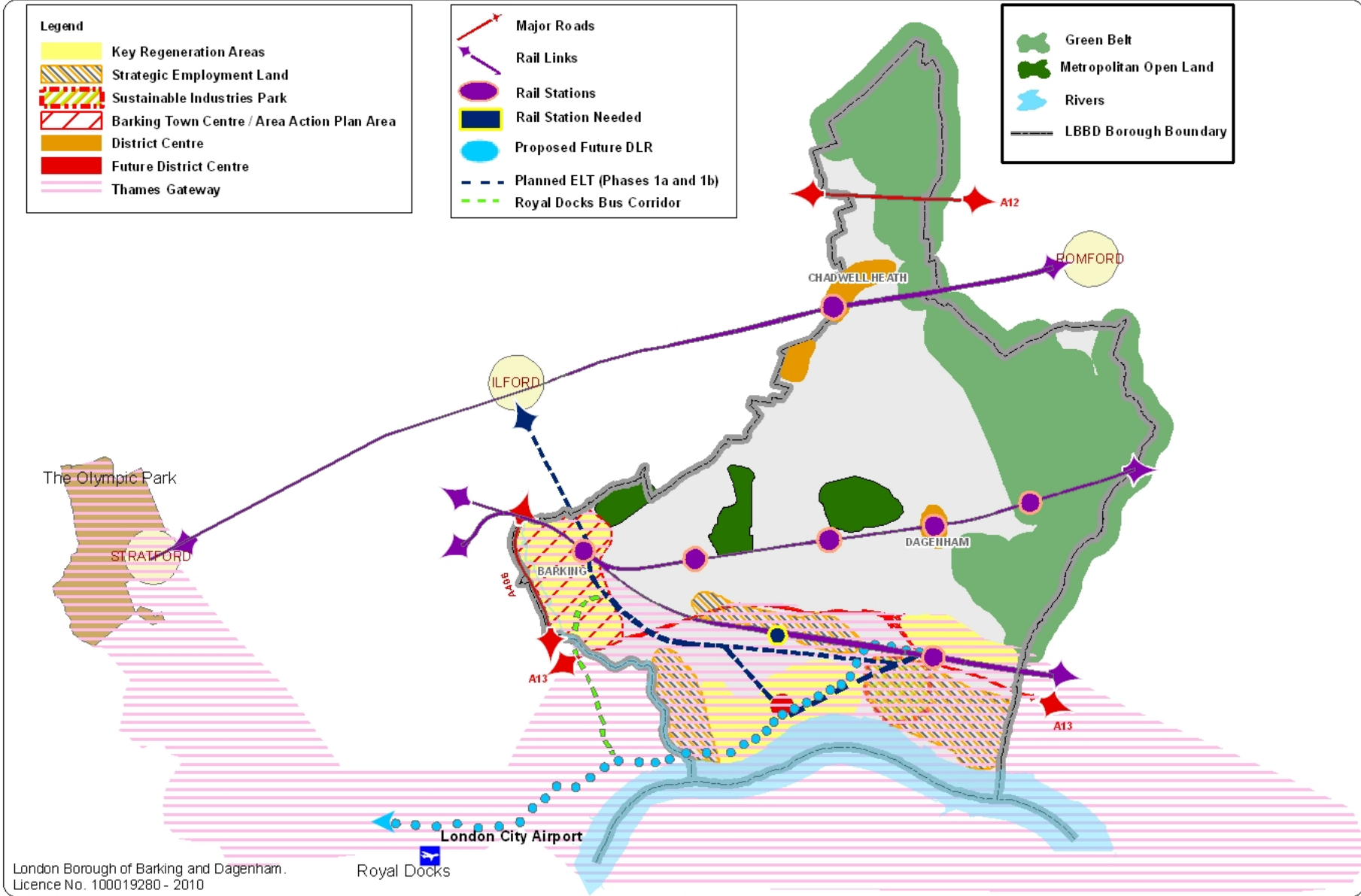
Creating a Sense of Place

- 3.17 The LDF will seek to engender a 'Sense of Place' by capitalising on Barking and Dagenham's local distinctiveness and using it to improve the quality of life for new and existing communities, as well as encouraging more people from outside the area to visit the Borough. Important elements of this will include encouraging the development of arts, leisure and culture in the Borough; protecting and promoting the Borough's heritage; encouraging the highest standards of design in new developments and the public realm; and capitalising on the Borough's existing attractions.

The Core Policies

- 3.18 A set of Core Policies have been developed to take the Spatial Strategy forward. These are set out in Chapters 4 to 8 and grouped under the same theme headings as the Spatial Strategy.
- 3.19 As well as providing strategic direction and courses of action that will enable the Spatial Vision, Strategic Objectives and Spatial Strategy to be realised, the Core Policies also

form the basis from which the other LDF Development Plan Documents can be developed.



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Royal Docks

Core Strategy Key Diagram

Chapter 4: Managing Growth

- CM1 General Principles for Development
- CM2 Managing Housing Growth
- CM3 Green Belt and Public Open Space
- CM4 Strategic Transport Links
- CM5 Town Centre Hierarchy

POLICY CM1: GENERAL PRINCIPLES FOR DEVELOPMENT

Broad Locations for Future Development:

Residential development (particularly higher density development) will be focussed in the Key Regeneration Areas of Barking Town Centre, Barking Riverside and South Dagenham, and on previously developed land in other areas which have high Public Transport Accessibility Levels (i.e. levels 4-6). Employment growth will be focussed on Dagenham Dock as well as the other designated Strategic Industrial Locations and Locally Significant Industrial Sites as defined in the reasoned justification to Policy CE3 and as shown on the Proposals Map. Retail and other town centre development will be focussed within the centres set out in the hierarchy defined in Policy CM5. The Green Belt, Metropolitan Open Land and other important open spaces will be safeguarded from development.

Meeting Community Needs:

Development should meet the needs of new and existing communities. A sustainable balance will be sought between housing, jobs and social infrastructure to ensure Barking and Dagenham can continue to function successfully as a community in its own right, and does not become a commuter dormitory. Development should contribute to the regeneration of the Borough by providing suitable housing, social, cultural and economic choices for all, improving health and well being, supporting town centres and enhancing the image of the Borough.

Sustaining the Natural and Built Environment:

Development should use land and infrastructure efficiently maximising the use of previously developed land. Natural and built assets including natural resources, air and water quality, biodiversity and habitats, the historic environment, local distinctiveness, and the Borough's network of open spaces should be protected and enhanced. Development should take account of natural constraints, particularly the risk of flooding, and should make the fullest contribution to the mitigation and adaptation of climate change and minimise emissions from carbon dioxide. The need for travel should be minimised through the integration of land use and

transport.

Infrastructure:

Development should be located either where there is sufficient existing infrastructure capacity to support growth, or where this is already planned or will be provided in association with the development. This includes public transport and utilities infrastructure as well as social infrastructure such as schools, health, community facilities, open space and leisure.

Regional and Local Links:

New development should seek to integrate with and provide benefits for existing communities, including those in neighbouring Boroughs. Advantage should be taken of Barking and Dagenham's strategic sub-regional position at the heart of the Thames Gateway, with its associated opportunities such as new infrastructure and close proximity to the Olympics.

REASONED JUSTIFICATION

The Thames Gateway

4.1.1 The population of London is growing rapidly and each Borough will contribute towards accommodating this growth. Barking and Dagenham's contribution is increased by its location in the heart of the Thames Gateway, which is one of the Government's four key priority areas for the development of new residential communities, and represents the main opportunity for growth in London and the South East. Within the Thames Gateway there are 14 'zones' of change. Six of these are within London and one, London Riverside, covers a large part of Barking and Dagenham.

London Riverside

4.1.2 As well as being a Thames Gateway zone of change, London Riverside is also identified as an Opportunity Area in the London Plan. The area stretches from Dagenham Dock and across the riverside areas of Havering into Thurrock, and is the biggest development opportunity in the London part of the Thames Gateway.

4.1.3 Within the Barking and Dagenham section of London Riverside there are a number of distinctive areas which will accommodate a large proportion of the Borough's housing and other development needs during the LDF plan period. These are Barking Town Centre, Barking Riverside, South Dagenham and Dagenham Dock.

4.1.4 As these four sites are located in areas of the Borough at risk of flooding, they have all undergone the Sequential Test (and, where necessary, the Exception Test) in accordance with Planning Policy Statement 25 (PPS 25): Development and Flood Risk

(see the Sequential Test Report, 2009). This has ensured that there are no alternative sites of lower flood risk where the development can be located.

Barking Town Centre

- 4.1.5 Barking Town Centre is undergoing a transformation which will see it become the town centre of choice for the Borough's existing communities and the planned new communities at Barking Riverside. A significant number of new homes will be built for private sale, shared ownership and to rent. There will be new shops and community facilities, including a new learning centre and a new Business Centre space for new businesses.
- 4.1.6 Barking Town Centre already contains many important community facilities and provides excellent access to jobs, key services and infrastructure. Estate renewal programmes and other mixed use development opportunities being looked at in the Barking Town Centre Area Action Plan will provide opportunities to add to this, ensuring sufficient social infrastructure is provided to support the projected housing growth.

Barking Riverside

- 4.1.7 As the biggest brownfield regeneration site in the Borough, Barking Riverside will provide 10,800 new homes along with three new schools, healthcare facilities, shopping areas, parks, river access with new cycle and path ways, and excellent transport connections.
- 4.1.8 Barking Riverside presents a unique opportunity to create a housing-led mixed use development which incorporates and sustains a good range of community facilities with good access to jobs, key services and infrastructure.

South Dagenham

- 4.1.9 The South Dagenham site covers 197.6 acres south of the A1306 from Goresbrook Interchange in Dagenham to the former Victor Engineering site by Marsh Way in the London Borough of Havering and offers a unique development opportunity. South Dagenham has been identified as a Key Regeneration Area in the London Plan which advocates its redevelopment as a mixed urban community. In the interests of achieving a successful and viable development, the Council considers some employment generating uses at South Dagenham West would be appropriate. However, as there is an objective to deliver housing at South Dagenham West, the employment uses must not prejudice the development of housing on other parts of this site, in terms of impact on residential amenity, and should aid delivery. The mix of uses and broad locations within the site should be resolved through the Site Specific Allocations DPD and the London Riverside Opportunity Area Planning Framework.
- 4.1.10 South Dagenham also presents an opportunity to provide new housing in a location where the necessary community facilities, jobs, key services and infrastructure are either already available nearby or can be provided within the new development itself.

Dagenham Dock

4.1.11 Dagenham Dock is an existing Strategic Industrial Location which is being extended and redeveloped to create a Sustainable Industries Park focussed on environmental industries.

Previously Developed Land and Public Transport Accessibility

4.1.12 Presumptions in favour of steering development towards previously developed land and areas with the higher public transport accessibility levels are well established in local, regional and national planning policy and practice.

Sustainable Development and Meeting Community Needs

4.1.13 Sustainable and successful communities cannot be created through the provision of housing alone. Rather they depend upon the simultaneous provision of all the other elements of daily life such as community facilities, schools, and transport infrastructure. Similarly in an age where climate change is given increasing recognition and urgency, the need to incorporate environmental sustainability into all planning and development decisions is vital.

London 2012

4.1.14 Together with the Thames Gateway the London 2012 Olympic and Paralympic Games provide a huge opportunity for North East London including Barking and Dagenham (a Gateway Olympic Borough). The Council seeks to maximise opportunities for residents, for example through the provision of high-quality sports facilities, more opportunities to participate in sport, modernised and extended transport facilities, job opportunities and regeneration.

POLICY CM2: MANAGING HOUSING GROWTH

The Council will plan for a minimum annual housing growth of 1,190 additional homes in the ten year period to 2024/25. This equates to at least 17,850 new homes in Barking and Dagenham between 2010/11 and 2024/25.

The target will be met through:

- **Residential development in the three Key Regeneration Areas.**
 - **Major development at Barking Riverside**
 - **Delivering 6000 new homes in Barking Town Centre through redevelopment in line with the Barking Town Centre Area Action Plan**
 - **Developing a mixed urban community at South Dagenham**
- **Identifying further housing and mixed use development site in the Site Specific Allocations DPD.**
- **Releasing surplus employment land from safeguarding to enable other types of development including housing.**
- **Encouraging the development of other underused previously developed land and properties within existing urban areas with high PTAL levels (levels 4-6).**
- **Where necessary pursuing land acquisition and assembly to support the above measures.**
- **Maximising the density of new developments, taking into account local context and other factors, in line with the guidance set out in the Urban Design Framework SPD, Barking Town Centre Area Action Plan Urban Design Guidelines SPD and the London Plan.**
- **Working to ensure that empty homes are brought back into use.**

Additional housing will result in increased pressure on existing physical and social infrastructure. The need for additional infrastructure must therefore be met alongside new housing. The release and development of land allocated for residential development will be phased in order to ensure this happens. For larger schemes conditions or Section 106 agreements will be used to ensure physical and social infrastructure is delivered in step with the overall development and not left until the end.

REASONED JUSTIFICATION

The Housing Target

- 4.2.1 Each borough is set a housing provision target in the London Plan. The reason for this is to ensure new housing is delivered in line with the predicted population increase. The target set for Barking and Dagenham is at least 1,190 additional homes in the Borough each year for the period to 2016/17.

4.2.2 The Council will cooperate with the GLA in setting an appropriate target for the Borough for the subsequent ten year period to 2026/27 and will plan to deliver housing in line with future GLA guidance and targets that derive from that process.

4.2.3 The housing trajectory attached to this document sets out how the Council anticipates this housing to be delivered throughout the plan period. This will be kept under review through the Annual Monitoring Report.

Key Regeneration Areas and Site Specific Allocations

4.2.4 The context for delivering housing at Barking Riverside, Barking Town Centre and South Dagenham is identified under the Policy CM1 reasoned justification above.

4.2.5 A key function of the Barking Town Centre AAP and the Site Specific Allocations DPD is to set out detailed allocations for each of these areas and also (in the case of the latter) to identify what other sites in the Borough offer the best potential for providing further housing and associated social infrastructure.

Release of Employment Land

4.2.6 The employment land which is identified on the Proposals Map as either a Strategic Industrial Location or a Locally Significant Industrial Site takes into account the following land that has already been released in line with this policy, and the London Plan:

- Part of Fresh Wharf.
- South Dagenham.
- Areas north of A13 and south of Gascoigne Estate.

Previously Developed Land and Public Transport Accessibility

4.2.7 As above, that development should be focussed on previously developed land and areas with higher levels of public transport accessibility is well established in current planning policy and practice.

Land Acquisition and Assembly

4.2.8 The Council has powers to acquire and assemble land. The preferred method of acquisition is through negotiation and private agreement, though compulsory purchase powers are also available. Compulsory purchase powers are an important tool for local authorities to use as a means of acquiring land needed to help deliver social and economic change.

Making Efficient Use of Land

4.2.9 Using land efficiently is a key consideration when planning for housing. Planning Policy Statement 3 (PPS3) requires local planning authorities to develop housing density policies having regard to various factors.

Tackling Empty Homes

4.2.10 The importance of tackling empty homes is discussed in the Council's Housing Strategy 2007-10. At the time of publication a revised Empty Homes Policy was being developed. This will set targets for the next three years and describe in detail how the Council will use its powers to bring as many empty homes as possible back into use. Empty Property Packs are also being produced to provide private landlords with information and advice on the Council's empty property services, available grants and enforcement powers.

The Proposals Map

4.2.11 Sites allocated for residential development will be shown on the Proposals Map once the Site Specific Allocations DPD has been prepared.

Monitoring Housing Delivery

4.2.12 The delivery of new housing will be monitored in relation to planning permissions granted and units completed to ensure we continue to meet targets.

POLICY CM3: GREEN BELT AND PUBLIC OPEN SPACES

The Council will ensure that important areas of public open space are identified and protected from development, that public open space is created and improved in areas of deficiency, and support the implementation of the East London Green Grid, the Blue Ribbon Network, and the Barking and Dagenham Landscape Framework Plan.

Barking and Dagenham's Green Belt will be protected and maintained in accordance with national policy.

Barking Park, Parsloes Park and Mayesbrook Park have been designated as Metropolitan Open Land and will therefore be safeguarded from inappropriate development and afforded the same level of protection as the Green Belt. Within these areas essential facilities for appropriate uses may be considered where this would not have an adverse impact on:

- **The openness of the land.**
- **The historic and cultural environment.**
- **The quality and character value of the open space.**
- **Habitats and species of biodiversity value.**

In addition to the Borough's Green Belt and Metropolitan Open Land, a number of local public open spaces have also been identified for protection. These are indicated on the Proposals Map. The Site Specific Allocations DPD will review these designations and confirm what local public open spaces are to be designated as District Parks, Local Parks and Open Spaces and Small Open Spaces in accordance with the London Plan's public open space hierarchy.

In very exceptional cases it may be appropriate to allow local public open spaces to be developed provided that a new equivalent or better type or quality of public open space is provided in an area of open space deficiency. Where any such development is proposed, particular consideration should be given to whether the development will improve access to and quality of open space, to enhancing biodiversity, and to whether open space provision in the 'donor' area will remain at an acceptable level.

Where appropriate, new development will be expected to provide on site provision of public open space, or developer contributions towards off-site provision of public open space and/or improvement of existing spaces.

REASONED JUSTIFICATION

Green Grid

- 4.3.1 The East London Green Grid aims to create a network of interlinked, high quality open spaces that connect town centres with public transport nodes, the Green Belt, the Thames, and major employment and residential areas.
- 4.3.2 Detailed guidance relating to the green grid is set out in the London Plan SPG “East London Green Grid Network”. Accompanying this there are six Area Frameworks. Three of these cover different parts of Barking and Dagenham:
- 2a/2b - Epping Forest and River Roding
 - 3a/3b - Thames Chase, Beam and Ingrebourne
 - 4 – London Riverside

The frameworks develop and expand upon the strategic objectives for each area set out in the SPG. They provide the necessary detail to enable applicants to incorporate Green Grid open spaces and links into their developments as supported by this policy. These documents are available on the Design for London website.

Blue Ribbon Network

- 4.3.3 The Blue Ribbon Network consists of London’s waterways and water spaces and land alongside them. In Barking and Dagenham this includes the River Thames, the rivers Beam and Roding (including all tributaries and culverted sections), and the Borough’s lakes.
- 4.3.4 Detailed policies for the management of the Blue Ribbon Network and promoting the use of these assets for various sustainable uses including transport, recreation (including waterside activities), natural habitats and flood storage or protection are contained in the London Plan.

Landscape Framework Plan

- 4.3.5 The Council’s Landscape Framework Plan promotes an interlinked network of 'green routes' made up of tree-lined streets, wildlife areas, cycling and walking routes, bridges, and new parks and open spaces. It not only links the parks but also other community facilities such as schools, shops, art and heritage features.
- 4.3.6 The Urban Design Framework SPD provides detailed guidance on the Landscape Framework Plan.

Green Belt and Metropolitan Open Land

- 4.3.7 The protection afforded to the Green Belt and Metropolitan Open Land is consistent (respectively) with Planning Policy Guidance 2 (PPG2) and the London Plan. There are no existing major developed sites within the Green Belt.

4.3.8 As the development needs of the Borough can be accommodated on previously developed land within the existing urban areas of the Borough and in the Key Regeneration Areas referred to in Policy CM1, alterations to the Green Belt boundary have not been necessary.

Local Public Open Space

4.3.9 In addition to the Green Belt and the three Metropolitan Open Spaces, Barking and Dagenham contains a wide range of smaller public open spaces which also provide great benefits including the positive impact on physical and mental health, particularly providing opportunities for physical activity. A strategic review of local public open space has been conducted to take into account of the Council's Parks and Open Spaces Strategy (2003). This work has informed the Site Specific Allocations DPD. This work will also enable the Council's maps of open space deficiency to be updated in line with the London Plan public open space hierarchy. The Site Specific Allocations DPD will confirm which of Barking and Dagenham's local public open spaces fall within the London Plan's district parks, local parks and open spaces, small open spaces, pocket parks and linear open spaces classifications.

4.3.10 Major initiatives are underway to improve many of the Borough's public open spaces, for example implementation of the Barking Park Masterplan and enhancements to Valence Park to complement the Valence House Museum refurbishment. However, not all of the public open spaces in the Borough are in top condition, and some areas of the Borough have insufficient access to parks and green spaces. New development and regeneration initiatives present a major opportunity to redress these issues.

POLICY CM4: TRANSPORT LINKS

Land will be safeguarded for transport infrastructure schemes that could be implemented within the lifetime of the Plan.

New transport infrastructure, as identified in the Local Implementation Plan (LIP), will be encouraged. Additional transport infrastructure improvements may also be encouraged where they will:

- **Contribute to and facilitate the regeneration of the Borough.**
- **Promote alternatives to the car and to the transport of goods and waste by road.**
- **Serve development in a sustainable way that is commensurate with the land use and densities envisaged.**
- **Provide links to regional facilities, attractions and opportunities.**
- **Not have significant negative environmental impacts which cannot be mitigated or compensated for.**
- **Make use of safeguarded wharves.**
- **Promote social inclusion and economic opportunities.**
- **Improve transport links in areas of low accessibility.**

The Council will continue to press for and support the transport infrastructure improvement projects which are critical to delivering the growth set out in the Core Strategy and will improve overall accessibility to, from and within the Borough. These include:

- **Crossrail Line 1.**
- **Docklands Light Railway (DLR) extension.**
- **Thames Gateway Bridge.**
- **East London Transit.**
- **Barking to Royal Docks Bus Corridor.**
- **Improvements to the c2c service.**
- **Dagenham Dock Transport Interchange.**

Other measures that would improve north-south transport links (for example a high quality bus route connecting Marks Gate to Dagenham Dock Station) will also be encouraged and proposals will be expected to demonstrate how new areas of development are linked to key facilities.

Changes of use from transport and transport support functions will only be approved if those facilities are no longer required and are unlikely to be required in the future for this purpose, or if equally good alternative provision is put in place.

REASONED JUSTIFICATION

4.4.1 As well as the obvious accessibility improvements, the provision and promotion of transport opportunities that present alternatives to car travel have numerous environmental sustainability benefits such as reducing congestion and air pollution and encouraging active travel by walking and cycling.

Local Implementation Plan

4.4.2 The schemes referred to in this policy reflect the aspirations of the Council's Local Implementation Plan (2008), which is the Council's 5-year plan to improve transport in Barking and Dagenham.

Crossrail

4.4.3 Crossrail is a major new railway proposal for London and the South-East which will run from Maidenhead and Heathrow in the west across London into Essex and Kent in the east. It passes through Barking and Dagenham and serves stations on the existing London Liverpool Street line including Chadwell Heath.

Docklands Light Railway Extension

4.4.4 The Docklands Light Railway has played a major part in the regeneration of London's Docklands and areas south of the river, such as Lewisham and Greenwich. The proposed extension of the service from Gallions Reach in Newham to Dagenham Dock

station (with three new stations in the Borough in the Creekmouth / Barking Riverside area), will provide direct access to Royal Docks, City Airport and Canary Wharf.

4.4.5 The objectives of the DLR extension project are:

- To help facilitate the planned growth in housing and employment in the Thames Gateway region by unlocking sites for development and bringing new homes, jobs, businesses and facilities into the area.
- To help deliver a high density, public transport orientated community that minimises reliance on the car.
- To create a new reliable public transport link that will provide connections to other parts of east London including, the Royal Docks, the city and key employment and residential centres.
- To provide new interchange opportunities with the planned East London Transit services and existing rail and local bus services.

4.4.6 The DLR extension to Dagenham Dock has been omitted from the Transport for London 2008/09 – 2017/18 Business Plan. However it is included in the London Plan (consolidated with alterations since 2004). It is also included in the Consultation Draft London Plan (2009) and the Mayor of London's Draft Transport Strategy (2009) as a project to be implemented post 2018. Therefore it is expected to feature in a future iteration of the Transport for London Business Plan. No more than 1,499 homes can be occupied on Barking Riverside until a Transport and Works Act has been approved and no more than 3,999 homes can be occupied until the DLR is implemented. More detail is provided in the Housing Implementation Strategy in Chapter 10.

Thames Gateway Bridge

4.4.7 The construction of the nearby Thames Gateway Bridge will provide a vital link between the north and south banks of the Thames, stimulating economic growth in this part of the Thames Gateway, including Barking and Dagenham. It creates the opportunity to link the East London Transit with the Greenwich metro system to create a Thames Gateway Transit System. This scheme is not included in the 2008/09 -2017/18 Transport for London Business Plan. However the Mayor's of London's Draft Transport Strategy (2009) does recognise the value of a Thames Bridge at Galleon's Reach.

East London Transit

4.4.8 East London Transit will link Ilford and Barking Town Centres to the new development at Barking Riverside and to Dagenham Dock. Although planned initially as a dedicated bus service, using state of the art vehicles and technology, an option for upgrade to a tram service will be retained. Phases 1a and 1b are committed and scheduled to be completed within the first five years of this plan. These phases will connect Ilford to Barking Town Centre to Thames View, Barking Riverside and Dagenham Dock. Phase 2 from Barking Town Centre to Gallions Reach and Phase 3 from Dagenham Dock to Rainham, although included in the London Plan (consolidated with alterations since 2004), are not included in the 2008/09 – 2017/18 Transport for London Business Plan. However the London Thames Gateway Development Corporation is advancing proposals for the Royal

Docks Bus Corridor scheme which follows a similar route to Phase 2. More detail is provided in the Housing and Implementation Strategy.

c2c

4.4.9 c2c trains already link Barking with London Fenchurch Street Station in less than 15 minutes travel time and will be upgraded to a 12 car operation to alleviate overcrowding and serve new developments. The Council considers that the possibility of a new station on the c2c line at Renwick Road should not be ruled out until funding for the DLR extension is confirmed and an Order approved under a Transport and Works Act authorizing the scheme.

Dagenham Dock Interchange

4.4.10 The Docklands Light Railway, East London Transit and existing bus and train services will be knitted together by a modern transport interchange at Dagenham Dock Station. This will serve the Sustainable Industries Park at Dagenham Dock, as well as existing communities and the new development planned for South Dagenham.

North South Links and Connecting Communities

4.4.11 Road and rail links run primarily in an east-west radial direction through the central and southern parts of the Borough, and are limited north to south. The majority of the main bus services also run in an east to west direction with slight variations north and south. North south links within the central area of the Borough are reasonably comprehensive, but the areas to the north of the A12 such as Marks Gate and the former industrial areas south of the A13 are very poorly served, with few direct connections with other parts of the Borough.

4.4.12 The physical severance caused by the A12 and A13 trunk roads exacerbates this isolation for cycling and walking. The Council will therefore welcome public transport schemes that would redress these imbalances and assist with increased community cohesion.

POLICY CM5: TOWN CENTRE HIERARCHY

Encouragement will be given to development and services that will help maintain and enhance the vitality and viability of the following centres:

Major Centre

- **Barking Town Centre**

District Centres

- **Chadwell Heath**
- **Dagenham Heathway**
- **Green Lane**
- **Barking Riverside (Future)**

Neighbourhood Centres

- **The Merry Fiddlers**
- **Andrews Corner**
- **Martin's Corner**
- **Gale Street, Becontree**
- **The Round House**
- **Oxlow Lane / Hunters**
- **Hall Road**
- **Goresbrook Road /Chequers Parade**
- **Chequers Parade**
- **Royal Parade / Church Street**
- **Street**
- **Farr Avenue**
- **Faircross Parade**
- **Broad Street**
- **Dagenham East (South)**
- **Dagenham East (North)**
- **Rush Green**
- **Eastbury**
- **Robin Hood**
- **Marks Gate Shops**
- **Tolworth Parade**
- **Whalebone Lane South**
- **Matapan Shops**
- **Althorne Way**
- **Stansgate Road**
- **Princess Parade, New Road**
- **The Triangle**
- **Fanshawe Avenue**
- **Edgefield Court**

- **Gibbards Cottages**
- **Reede Road**
- **Westbury**
- **Gascoigne**
- **Eastbrook**
- **Movers Lane**
- **Five Elms**
- **Lodge Avenue**
- **Barking Riverside (Future)**

REASONED JUSTIFICATION

- 4.5.1 The hierarchy of town centres set out above is based upon the findings of the Barking and Dagenham Neighbourhood Centre Health Check. That study concluded that Barking should retain its Major Town Centre designation, with Chadwell Heath and Dagenham Heathway remaining as District Centres. The study recommended that Green Lane (the area between Mayfield Road and Burnside Road, including Rowallen Parade) should also be designated as a District Centre, primarily because of its size in terms of gross floorspace. The study also concluded that a new District Centre would be needed to serve the proposed new community at Barking Riverside. Finally, the study recommended that the other, smaller centres listed in the policy should be designated as Neighbourhood Centres. Four centres (The Bull, Julia Gardens, Chelmer Crescent and Great Cullings) have been removed from the hierarchy as they displayed high levels of vacancy with little prospect of the vacant units being reoccupied for retail use.
- 4.5.2 The Barking Town Centre Area Action Plan sets out the precise properties afforded protection under the area 'major centre' designation.
- 4.5.3 The specific properties currently protected in each of the District and Neighbourhood Centres is set out in the Site Specific Allocations Development Plan Document and shown on the Proposals Map.
- 4.5.4 Designation of a centre within this hierarchy does not preclude regeneration proposals or comprehensive redevelopment. However, wherever such proposals are considered, the retail provision will need to be re-provided.

Chapter 5: Sustainable Resources and the Environment

- CR1 Climate Change and Environmental Management
- CR2 Preserving and Enhancing the Natural Environment
- CR3 Sustainable Waste Management
- CR4 Flood Management

POLICY CR1: CLIMATE CHANGE AND ENVIRONMENTAL MANAGEMENT

To contribute towards global, national, regional and local sustainability, and in particular to address the causes and potential impacts of climate change, the Council will:

- **Implement the Barking Town Centre Energy Action Area and ‘lead by example’ by seeking to achieve exemplar sustainability standards on its own developments in this area.**
- **Take measures to reduce the Council’s own carbon footprint through energy and resource efficiency improvements to Council buildings and awareness raising initiatives such as the Green Champions scheme.**
- **Promote and enable sustainable transport (for the movement of both people and freight) including the use of the river wherever practicable.**
- **Produce a Climate Change Strategy which will set out how the Council and its key partners will manage its own impact on climate change and undertake climate change adaptation measures.**
- **Require all new development to meet high environmental building standards and encourage low and zero carbon developments.**
- **Manage flood risk so that people and property will not be placed at risk from flooding.**
- **Promote sustainable water demand and waste management.**
- **Protect water and air quality.**
- **Promote the remediation of contaminated land.**
- **Plan in harmony with landscape and biodiversity.**

REASONED JUSTIFICATION

5.1.1 To reduce the threat of the climate changing, action must be taken locally. Just like all local authorities, the Council and its partners have an important role to play in encouraging energy efficiency and renewable energy and implementing climate change mitigation measures. The Council is committed through its 2005 Energy Strategy and emerging Climate Change Strategy to reducing its own greenhouse gas emissions through a number of different actions. These include focusing on Council buildings, school buildings, Council fleet, street lighting and waste management. Waste management is a challenging issue since greenhouse gases are emitted from biodegradable waste as it decomposes; this becomes particularly problematic when waste breaks down inside a landfill site.

5.1.2 How new development is designed and constructed will also have a significant impact on addressing the causes and potential impacts of climate change. The second part of the policy sets out what measures it expects new developments to address in this regard. The growth of the Borough over the next 20 years provides an excellent opportunity for building 'climate-friendly' neighbourhoods. There is an opportunity to build a new kind of Borough with energy-efficient buildings and technology which relies on renewable energy, as well as buildings which can easily cope with the impacts of climate change. Such impacts include hotter summers and the increased likelihood of extreme weather events including flooding, water shortages and heatwaves. Climate change also brings with it positive impacts such as a warmer climate which is more conducive to outdoor activity and will be suitable for additional types of plant species and wildlife. It is important new development is designed so that such opportunities can be fully utilised.

POLICY CR2: PRESERVING AND ENHANCING THE NATURAL ENVIRONMENT

Barking and Dagenham's designated Sites of Importance for Nature Conservation are identified on the Proposals Map.

The Council will seek to preserve and enhance the Borough's natural environment, including all sites of ecological or geological value (whether or not they have statutory protection) and all protected or priority species.

The Council will encourage development that enhances existing sites and habitats of nature conservation value (including strategic wildlife and river corridors), or which provides new ones, in particular where this will help meet the objectives of the Local Biodiversity Action Plan for Barking and Dagenham. Improving public access to existing nature conservation sites will also be encouraged.

Developments which would cause significant damage to a Site of Metropolitan or Borough Importance for Nature Conservation, or the population (or conservation status of) a protected or priority species will not normally be granted. Exceptions may be considered where the economic or social benefits of the proposed development would outweigh the nature conservation value.

REASONED JUSTIFICATION

5.2.1 The Borough's Sites of Importance for Nature Conservation have been identified according to the methodology set out in Annex 1 to the Mayor of London's Biodiversity Strategy. They make an important contribution to the strategic network of nature conservation sites across greater London and are designated for protection according to policy 3D.14 of the London Plan.

5.2.2 There are a wide range of habitats in the Borough, including wetland and grassland sites. The Borough is home to a range of wildlife species that are nationally and regionally rare,

such as great crested newts, native black poplars, sky larks, lapwings and black redstarts. These species are identified as priority species in the Borough's Local Biodiversity Action Plan and the London Biodiversity Action Plan.

- 5.2.3 There are lots of opportunities to improve biodiversity in the Borough. This can be done through ensuring new development is designed in such a way as to maximise new opportunities for wildlife. It is also important that the water quality in the Borough's rivers is improved. This can be done by naturalising river banks and preventing polluted rainwater from roads and buildings from running directly into the rivers.
- 5.2.4 Protecting and improving the Borough's natural environment contributes to the community priority of 'Making Barking and Dagenham cleaner, greener and safer'.

POLICY CR3: SUSTAINABLE WASTE MANAGEMENT

To protect human health and the environment the Borough will seek to manage waste in a sustainable way and to help achieve national recycling and composting targets.

This will be done by prioritising waste reduction, re-use, recycling and composting, new and emerging recovery technologies and conventional incineration over landfill, which will only be considered acceptable as a last resort.

To meet the needs of our growing population, and to meet the Waste Apportionment requirements set out in the London Plan (Consolidated with Alterations since 2004), appropriate existing waste management capacity will be safeguarded and preferred sites for new facilities identified. The specifics of what capacity will be safeguarded and what sites are preferred for new waste management facilities will be set out in the Joint Waste DPD which the Council is developing with the neighbouring boroughs of Havering, Newham and Redbridge. In the interim the favoured broad locations for new or expanded waste management facilities in Barking and Dagenham are the Strategic Industrial Locations and Locally Significant Industrial Sites (subject to environmental and amenity considerations).

Until the Joint Waste DPD has been adopted, applications for waste developments will be determined in accordance with PPS10 and the London Plan, and the capacity of existing waste management facilities will be safeguarded.

REASONED JUSTIFICATION

5.3.1 The Council is committed to help the delivery of national and regional targets for recycling and composting as set out in the Waste Strategy for England 2007 and the London Plan. These targets seek to achieve the following recycling or composting levels and are the same as those included in the Submission Joint Waste Plan:

5.3.2 Waste Stream

Recycling and Composting Target	2010	2015	2020
Municipal Waste	40%	45%	50%
Commercial & Industrial Waste	-	-	70%
Construction & Demolition Waste	-	-	95%

5.3.3 To ensure London meets its responsibility to help achieve these targets, the London Plan sets out 'Waste Apportionments' for each London Borough to meet by 2020. Building on the Council's good working relationship established through the East London Waste Authority (ELWA), and in order to plan for waste strategically, the Council is working with the London Boroughs of Havering, Newham and Redbridge on a Joint Waste DPD. This document will identify existing waste management capacity within the four Boroughs which already contribute towards meeting the joint waste apportionment and which will therefore be safeguarded. It will also clarify our preferred locations for the additional facilities necessary to fully meet the Borough's apportionment, and set out criteria based policies to be used in assessing planning applications for waste management facilities. This will ensure the ELWA boroughs fulfil their duty to help meet the challenging targets which the London Plan sets out to ensure there are sufficient facilities available within the region to manage the majority of waste arising within London by 2020.

5.3.4 The Joint Waste DPD will assist the Borough in meeting its own ambitious aspirations for sustainable waste management, as set out in the London Borough of Barking and Dagenham Waste Strategy, which seeks to ensure Barking and Dagenham:

- Has the cleanest streets in London.
- Has the greatest waste reduction and highest recycling and composting rates in London.
- Delivers effective, efficient and customer focused services that demonstrates value for money.

POLICY CR4: FLOOD MANAGEMENT

Development that places people and property at risk from flooding, or which would have an adverse impact on watercourses, will not be permitted. The impacts of climate change and any potential displacement of flood risk into other areas must be taken into account.

All development proposals put forward on land that is at risk of flooding (as identified on the Environment Agency's flood zone maps or in the Council's Strategic Flood Risk Assessment) must comply with the Sequential Test and (where appropriate) the Exception Test, as set out in PPS25.

The Sequential Test means that:

- **Development will only be permitted in areas of medium flood risk if there are no suitable alternative sites in areas of low flood risk.**
- **Development will only be permitted in areas of high flood risk if there are no suitable alternative sites in areas of medium or low flood risk.**

The Exception Test means that, where it is not possible for development to be located in areas of lower flood risk, development may exceptionally occur in higher flood risk zones providing:

- **It makes a positive contribution to sustainable communities.**
- **It is on developable brownfield land.**
- **A Flood Risk Assessment demonstrates that the residual risks of flooding to people and property (including the likely effects of climate change) are acceptable and can be satisfactorily managed (e.g. through flood resilient design, safe emergency access and egress, good warning systems and heightened public awareness).**
- **It makes a positive contribution to reducing or managing flood risk.**

A Flood Risk Assessment must be submitted with planning applications for development proposals of 1 hectare or greater in flood zone 1 (low probability), and for all proposals for new development in flood zones 2 (medium probability) and 3 (high probability). These must be undertaken in line with Environment Agency advice and in consultation with the Environment Agency where appropriate.

REASONED JUSTIFICATION

5.4.1 It is impossible to prevent flooding entirely, but the planning system does provide opportunities to manage flood risk in order to reduce the likelihood of floods happening and to minimise the impact of those that do.

5.4.2 A number of areas within the Borough are at risk of flooding. This risk comes from a variety of sources including the tide, rivers, runoff, groundwater and sewers. Flood risk is a particular issue in the southern part of Barking and Dagenham where the Borough fronts onto the northern bank of the River Thames. As significant parts of this area have been identified for potential future development, including the four Key Regeneration

Areas of Barking Town Centre, Barking Riverside, South Dagenham and Dagenham Dock, it is essential that the issue of flood risk is addressed.

- 5.4.3 The Sequential Test has therefore been carried out on the four Key Regeneration Areas in order to determine whether the development can be located in areas at lower risk of flooding (see the Sequential Test Report, 2009). The findings have revealed that no other sites in the Borough can accommodate the quantity of development required by the housing provision target set out in the London Plan, It is therefore concluded that there are no suitable alternative locations in areas of lower flood risk. Consequently, the Sequential Test has been passed.
- 5.4.4 As the development on these key regeneration sites provides wider sustainability benefits to the community that outweigh flood risk and is located on previously developed land, the first two elements of the Exception Test are also passed (for those uses where this is necessary). It is up to the developer, however, to demonstrate that the third and final element can be passed to the Council's satisfaction – that the development will be safe, without increasing flood risk elsewhere and, where possible, reducing flood risk overall. In accordance with national policy, this should be achieved through location, layout and design, and the incorporation of Sustainable Urban Drainage Systems (SUDS).
- 5.4.5 The approach adopted in this policy is in accordance with that in PPS25: Development and Flood Risk. This guides planning authorities to apply a precautionary principal to the issue of flood risk, taking a risk-based, sequential approach.
- 5.4.6 Flood risk areas are not shown on the Proposals Map as they can be subject to change. When a development is being planned or an application is being considered, reference should be made to the latest Environment Agency flood maps or the Council's Strategic Flood Risk Assessment.

Chapter 6: Creating a Sense of Community

- CC1 Family Housing
- CC2 Social Infrastructure to Meet Community Needs
- CC3 Achieving Community Benefits through Developer Contributions

POLICY CC1: FAMILY HOUSING

A range of accommodation types and sizes will be expected in all new developments, taking into account factors such as site suitability, identified local and regional housing needs, density, proximity to services and the need for play and informal recreation provisions (either integral to new development or within walking distance).

Major housing developments (10 units or more) will generally be expected to provide a minimum of 40% family accommodation, (i.e. three bedroom, four bedroom or larger units). This will apply to both affordable and market housing.

Not all sites will be suitable for family sized accommodation. For example in town centre locations where the size and form of the site is too tight, and where it would not be possible to provide a satisfactory environment for young children, particularly in respect of access to external amenity space.

However, unless such circumstances can be demonstrated and cannot be resolved, developments comprised solely of one and / or two bedroom flats will not be acceptable as these alone do not meet identified local or regional housing needs or contribute to a mixed and balanced community.

It is anticipated that the 40% target may be hard to achieve on certain sites in the Barking Town Centre Area Action Plan. That document will therefore consider which of the potential development sites in that area are particularly suitable for family housing and where the 40% target should therefore be met. Elsewhere in the Barking Town Centre Area Action Plan Area a lower target of 30% should be met.

REASONED JUSTIFICATION

6.2.1 Ensuring sufficient family housing provision is of vital importance to Barking and Dagenham. The average household in the Borough consists of 2.4 people.

6.2.2 Barking and Dagenham is not currently succeeding in providing sufficient new family housing, particularly for larger households, for example:

- In 2006/07, 85% of housing completions on major sites were 1 and 2 bedroom units; and 96% of dwellings approved on major sites were 1 and 2 bed dwellings.

- In 2005/06, 79% of the total housing completions (and 78% of the affordable housing completions) on major sites were 1 and 2 bedroom dwellings; and 91% of the dwellings approved were 1 and 2 bedroom units.
- In 2004/05, 90.8% of housing completions were 1 and 2 bedroom units; and 97.7% of the dwellings approved were 1 and 2 bedroom units.

6.2.3 The Borough has also lost larger family accommodation through housing conversion, demolition and redevelopment schemes, which often have not replaced the lost family sized units even where the site and the replacement built form would have permitted this.

6.2.4 Much of this previous change stems from the previous inclusion of 2 bedroom accommodation within the definition of family housing. As a result the Borough now defines family housing as a self-contained dwelling capable of providing at least three bedrooms.

6.2.5 The overall intention of policy is to enable the Council to secure a much higher level of family provision than has been provided in recent years or is being provided in developments currently underway or with recent planning permission.

Planning Policy Statement 3 (PPS3): Housing

6.2.6 PPS 3 sets out the Government's commitment to creating sustainable, inclusive, mixed communities in all areas, and points out the key characteristics of a mixed community is a variety of housing, (to accommodate a mix of different households such as families with children, single person households and older people).

POLICY CC2: SOCIAL INFRASTRUCTURE TO MEET COMMUNITY NEEDS

To maintain and improve community wellbeing, support will be given to proposals and activities that protect, retain or enhance existing community facilities, or lead to the provision of additional community facilities.

The loss of community facilities will only be allowed in exceptional circumstances.

Community facilities should be sustainable and accessible. For example they should:

- **Be located where they can be accessed on foot, bicycle or public transport, rather than only by car.**
- **Be located in premises that comply with the access requirements of the Disability Discrimination Act 2005.**
- **Where possible, be developed as part of mixed-use developments so that facilities are better linked to housing, jobs, shopping, leisure and other local services, in order to minimise travel distances.**
- **Where possible, be located in close proximity to the community that the facility will serve.**

Where appropriate, the dual-use of premises for a range of community uses will be encouraged. Appropriate locations may include underused existing community facilities or vacant premises within retail parades in designated town centres, subject to the provisions of town centre retail policy.

Wherever possible, school buildings and facilities should be expanded to make them available for a range of community uses (e.g. provision for adult education, health care and sports facilities). The facilities at the Jo Richardson Community School provide a model of how this can be achieved.

Major new developments in Barking and Dagenham should provide or contribute towards any additional need for community facilities arising from them. Such provision (either through on or off site provision or developer contributions towards funding) should be phased to ensure that the provision of additional community facilities can be provided at the same time as new developments become occupied.

REASONED JUSTIFICATION

6.3.1 Community well-being requires the availability of a wide range of services and facilities. The provision of these facilities needs to be properly managed and incorporated into policy frameworks and regeneration and Development Plans.

6.3.2 A comprehensive assessment of social infrastructure requirements in Barking and Dagenham has been undertaken and set out in a Social Infrastructure Framework (SIF). The SIF addresses four broad social sectors:

- Education (early years / childcare, primary, secondary and adult)
- Health and social care
- Recreation and leisure services
- Emergency and essential services

6.3.3 The Social Infrastructure Framework provides a model which can work out the social infrastructure needs of each of the above sectors based upon the needs of the existing community and the additional needs from projected housing and population growth. It looks at how, where and when best to provide that social infrastructure to maximise benefits, minimise costs, and address existing deficiencies and geographical disparities.

6.3.4 The Social Infrastructure Framework will be a key part of the evidence base for the Council's Community Benefits Supplementary Planning Document which will take a broad overview of the Borough's wider social infrastructure requirements and, based upon projected levels of future housing and other development, will establish a means of ensuring maximum advantage is taken of new development as a means of meeting the Borough's social infrastructure needs. See Policy CC4.

6.3.5 The local planning authority will work with the Metropolitan Police to ensure an adequate policing provision to meet local and strategic needs.

POLICY CC3: ACHIEVING COMMUNITY BENEFITS THROUGH DEVELOPER CONTRIBUTIONS

In order to achieve sustainable growth and maximise the quality and contribution of new development and the benefit that it brings to existing and new communities, developer contributions towards community benefits will be sought wherever appropriate.

Examples of why developer contributions may be sought include:

- Where there is a need to make sure development is in accordance with the objectives and policies of the Local Development Framework and the principles of sustainable communities.
- Where there is a need to mitigate the impact of development.
- Where there is a need to compensate for loss or damage caused by a development.

Developer contributions could be used to provide:

- Affordable housing
- Sustainable transport services or infrastructure
- Improved conditions and facilities for walking and cycling
- Education facilities
- Community services and facilities e.g. children's centres
- Flood defences and mitigation measures
- Environmental sustainability measures
- Highway improvements
- Employment, skills and training initiatives and premises
- Public open space, children's play and sport and recreation provision
- Environmental and biodiversity enhancements (including those identified in Landscape Framework Plan)
- Healthcare and facilities
- Public realm improvements
- Public art and arts projects
- Community safety initiatives including policing
- Any locally identified priorities as set out within the Sustainable Community Strategy and Local Area Agreements
- Cultural activities

Additional priorities for the use of S106 agreements in the Barking Town Centre area will be included in the Barking Town Centre Area Action Plan.

Detailed requirements for developer contributions will be set out in a Supplementary Planning Document. In the interim developer contributions will continue to be negotiated on a site by site basis. Both the SPD and interim policy will be designed and operated in accordance with Circular 05/2005 guidance. Contributions other than those listed may be sought where appropriate, and the scale, timing and form of any developer contribution sought will be determined according to the following factors:

- Whether the contribution is reasonable and there is a functional and/or geographic link between the contribution and the development

- **Any identified social, economic or environmental impacts of the development**
- **An assessment of existing or likely future local needs and priorities**
- **Whether there is a need for a contribution towards ongoing maintenance or upkeep**
- **The need to phase the provision of supporting infrastructure in conjunction with the construction and occupation of new development**
- **Whether there is a benefit in pooling contributions or providing the contribution off-site**
- **Compliance with the objectives and policies of the Local Development Framework**
- **The effect of the contribution on the economic viability of the development.**

REASONED JUSTIFICATION

- 6.4.1 Whilst developer contributions will be negotiated on a site by site basis in line with the London Plan, the Council will generally give the highest priority to affordable housing and public transport improvements. The policy also lists, in no order, the other items the Council may seek where appropriate.
- 6.4.2 Proposals emerging from central Government indicate a shift towards a clearer approach to developer contributions through the development of a Community Infrastructure Levy. Such an approach is already being piloted in the London Thames Gateway Development Corporation (LTGDC) area through the implementation of their Planning Obligations Community Benefits Strategy.
- 6.4.2 As part of the Barking and Dagenham Local Development Framework a Supplementary Planning Document (SPD) on Community Benefits is being developed. This will consider the social and transport infrastructure needs of the Borough, both in terms of current needs and projected increased need based on planned growth. It will then consider how that need can be met by extracting maximum benefits from housing and other development. Making sure housing growth is accompanied by other vital development is an absolutely fundamental requirement if Barking and Dagenham is to continue to function in a sustainable manner.
- 6.4.3 Until the SPD has been adopted, the LTGDC Planning Obligations Community Benefits Strategy will be applied to applications for which they are the local planning authority. This Strategy aims to ensure that developments contribute financially and in kind towards the infrastructure that is needed to support development that is coming forward for planning approval. This approach has been developed in consultation with the Department for Communities and Local Government. As such, it forms part of national government's drive to look for and develop innovative funding mechanisms. Elsewhere, community benefits will continue to be negotiated on a case by case basis.
- 6.4.4 The Community Benefits SPD will set out in detail how the Council will move towards a Community Infrastructure Levy type arrangement. Work on the SPD will establish the level at which a local levy should be set, how funds derived through the levy will be spent, how planning obligations will operate outside the provisions of the levy, how, when and by whom the levy will be paid, the approach to exemptions and thresholds.

6.4.5 The January 2008 CLG document “The Community Infrastructure Levy” sets out the background to the Community Infrastructure Levy (CIL) and elaborates upon the provisions in the Planning Bill, explaining in detail how it is envisaged the CIL will operate.

Chapter 7: Ensuring a Vibrant Economy and Attractive Town Centres

- CE1 Vibrant and Prosperous Town Centres
- CE2 Location of Office Development
- CE3 Safeguarding and Release of Employment Land
- CE4 Mix and Balance of uses within Employment Areas

POLICY CE1: VIBRANT AND PROSPEROUS TOWN CENTRES

Barking Town Centre will be enhanced and its status as a Major Centre will be promoted and strengthened. An Area Action Plan is being developed to shape and guide the development of the town centre and the surrounding area, including through the provision of additional housing and retail opportunities.

The existing District Centres at Dagenham Heathway, Chadwell Heath and Green Lane will be consolidated and a new District Centre will be provided as part of the Barking Riverside development to meet the day to day needs of the new communities there.

The retention and improvement of the Neighbourhood Centres identified in Policy CM5 will also be encouraged.

To consolidate and support the Borough's town centres a sequential approach to the location of new retail and other town centre uses will be followed, in line with PPS 6. This means that town centre locational opportunities must be fully explored before edge of centre or out of centre development will be considered. All retail development in the Borough should maximise opportunities to meet the needs of existing communities and to provide them with social and economic benefits.

Within the defined primary and secondary frontages of the major, district and Neighbourhood Centres, retail will be maintained as the predominant ground floor use. A greater mix of uses including housing, offices, community and leisure facilities and food and drink uses may be permitted in other parts of the centres. As much active street frontage as possible will be sought.

The edge of centre retail warehouse park at Abbey Road, and the out of centre retail warehouse parks at Merriellands and Whalebone Lane, are being considered for redevelopment to accommodate a wider and more sustainable mix of uses. The Merriellands and Whalebone Lane South retail warehouse parks will be reviewed as the Site Specific Allocations are developed (the former lies within the South Dagenham Key Regeneration Area). The expansion of Whalebone Lane South Retail Park will only be permitted if Public Transport Accessibility Levels to and from the site are improved.

The redevelopment of Abbey Retail Warehouse Park will form a key component of improvements to Barking Town Centre. This area along with surrounding sites will be improved through the provision of a greater mix of uses including residential development and community facilities whilst retaining some retail provision and other appropriate edge-of-centre uses. These proposals are being developed in more detail in the Barking Town Centre Area Action Plan.

REASONED JUSTIFICATION

- 7.1.1 Barking and Dagenham's town centres provide a wide range of uses and provide a set of focal points for the community. Making sure that all of our town centres continue to function within their place on the hierarchy set out in Policy CM5, and improve in terms of the mix and quality of provision, is extremely important. The extent of the centres shown on the Proposals Map is taken from the UDP. The primary and secondary frontages within these centres will be reviewed in the Site Specific Allocations DPD and the Proposals Map updated accordingly. Until this is done, the frontages as defined in the UDP will be applied.
- 7.1.2 Retail, service and cultural developments will be expected to follow the sequential test as set out in PPG 6. This means that locational opportunities within the primary shopping areas (this comprises the primary and secondary frontages) of town and District Centres must be fully explored before edge of centre or, lastly, out of centre development will be considered. The aim of this strategy is to minimise the need to travel, maximise accessibility, and help to consolidate and strengthen our existing centres and enhance their vitality and viability. The sequential test applies not only to new developments but also to the redevelopment or extension of existing edge of centre and out of centre retail stores over 200 square metres, including mezzanines.
- 7.1.3 As well as satisfying the sequential test, any proposals for retail development will be expected to meet the needs of and provide significant social and economic benefits for our existing community, especially those living in deprived areas. Detailed guidance in relation to this is available from Business in the Community through their work on under-served market.

Barking Major Town Centre

- 7.1.4 The preparation of the Barking Town Centre Area Action Plan reflects the determination of the Council and the London Thames Gateway Development Corporation are giving to the regeneration of the Borough's major centre. Extensive work, including master-planning and investment, has already been undertaken by the Council and its partners. The Area Action Plan provides an opportunity to capture this activity and shape the future of the town centre.

The District Centres

- 7.1.5 The role of the District Centres at Dagenham Heathway, Chadwell Heath and Green Lane is to serve their local communities and cater for their day to day needs through the provision of retail, community and employment opportunities. A new District Centre will

be provided at Barking Riverside to cater for the new community of 10,800 new households that will be created there.

The Neighbourhood Centres

7.1.6 The Borough's Neighbourhood Centres play a vital role in the provision of day to day needs and are especially important to our elderly and less mobile residents.

Out of Centre Retail Warehouse Parks

7.1.7 Any new out of centre retail proposals which meet the sequential test outlined above will be expected to be located within the existing retail warehouse parks. Such proposals must consider the plans for these areas which are emerging in the Barking Town Centre Area Action Plan (in the case of the edge of centre Abbey retail park) and the Site Specific Allocations (for the out of centre Merrielands and Whalebone Lane retail warehouse parks).

POLICY CE2: LOCATION OF OFFICE DEVELOPMENT

Proposals for new office accommodation in Barking and Dagenham will be tested against the following sequential approach:

- 1) Barking Town Centre (in line with policy in the Barking Town Centre Area Action Plan, and with retail and town centre policies)**
- 2) A defined District Centre (in line with retail and town centre policies)**
- 3) A designated employment site that has been allocated for office use in the Site Specific Allocations DPD**
- 4) Edge-of-centre locations**
- 5) Out-of-centre sites with high PTAL levels**
- 6) Other out-of-centre sites**

However, the information set out in the justification below should be born in mind when developing and determining proposals. In particular, large scale speculative proposals for stand-alone office development are not encouraged.

REASONED JUSTIFICATION

7.2.1 Offices are defined as a town centre use in PPS6 'Planning for Town Centre'. In the 1970s and 1980s Barking town centre had an active office market, partly resulting from the shipping, insurance and construction sectors moving jobs from the City of London to Barking to take advantage of their traditional east London labour catchment areas, low cost but decent quality office space, and excellent public transport to the City. However since then, the Barking office market has been in retreat, with minimal lettings to the private sector, other than local services and a number of office to residential conversions in the town centre.

- 7.2.2 The GLA's London Office Review Policy (2004, updated 2006) projected that Barking and Dagenham's current low office provision supply and demand would be likely to continue and that it would have the lowest volume of office employment growth of any of the East Sub-Region Boroughs. The report indicated that standalone office development is likely to be unviable at any location within the Borough in the short and medium term. The study also failed to find any market necessity or logic for promoting office development within the Barking Riverside area, other than to provide for local services.
- 7.2.3 Although the GLA do not consider the lack of office development potential in Barking and Dagenham to be a strategic issue for the London Plan, it is an issue of local interest. In order to maintain a role for the office sector in the Borough as an important source of employment supply the Council will continue to encourage office provision as part of a mix of town centre uses. However the Council does not wish to see large scale speculative proposals. As Barking Town Centre is the Borough's major centre, that is our preferred location for new office development. The Council's 2005 study "A Snapshot of the Barking Town Centre Office Market: Current and Prospective" suggests that in Barking "either the Town Square [where work is now in progress] or the Station Quarter...should be the main focus for office growth. The market seems unlikely to support the development of both". More detailed policy in relation to office accommodation proposals in Barking Town Centre is set out in the Barking Town Centre Area Action Plan.

POLICY CE3: SAFEGUARDING AND RELEASE OF EMPLOYMENT LAND

Strategic Industrial Land

The Council will safeguard, promote and manage the Strategic Industrial Locations at River Road Employment Area, Rippleside, and Dagenham Dock. Land within these locations will not be released for other purposes. The Council will also seek to safeguard designated Locally Significant Industrial Sites for employment uses subject to the provisions set out below.

Locally Significant Industrial Land

The partial release of sites within a designated Locally Significant Industrial Site will only be considered acceptable where it can be demonstrated that the remaining part of the designated site will be more intensively developed to ensure no net loss in employment provided. Redevelopment which satisfies this requirement and which would also provide for the needs of small and medium enterprises through the provision of affordable workspace would be particularly supported. A local (or, where appropriate, strategic) assessment of industrial demand should form the basis of any such proposals.

Non-designated Employment Land and Buildings

Proposals for the change of use or redevelopment of land and buildings which are in employment use but not specifically designated for employment purposes may be

allowed. Where this is the case the potential of the surplus land or buildings to provide vital community facilities will be given priority over residential-only proposals. In considering such proposals the following will be considered:

- Is the site located in a low public transport accessibility level (PTAL 1-2) area, where it would be hard for the local workforce to access it by bike or walking, and / or where sustainable freight transport would not be possible?
- Would the continued use of the land or buildings for employment purposes cause unreasonable disturbance to residential properties and would the proposed new use improve residential amenity?
- Is the land or building no longer needed for employment uses, and has this been evidenced through the provision of a local (or, where appropriate, strategic) assessment of industrial demand?
- Has the site been unused for employment uses for at least a year, despite having been properly marketed on reasonable terms?
- Is the current employment use (if one remains) moving to an alternative accessible and otherwise suitable site?
- Is the site of an insufficient quality and / or fitness to accommodate existing types of industrial demand?

REASONED JUSTIFICATION

Strategic Industrial Locations

7.3.1 River Road Employment Area, Rippleside, and Dagenham Dock/Rainham Employment Area are designated as Strategic Industrial Locations in the London Plan and as such form a vital part of the capital's main reservoir of industrial capacity and must be protected.

Locally Significant Industrial Sites

7.3.2 The Locally Significant Industrial Sites shown on the Proposals Map comprises a series of sites spread throughout the Borough which are considered appropriate for continuing industrial use and which have therefore been safeguarded for that purpose.

7.3.3 The London Plan identifies Barking and Dagenham as a Borough where rigorous but sensitively managed transfer of industrial sites would be appropriate. As well as identifying industrial sites which can be released to other uses, managed transfer allows for the reconfiguration of the existing industrial land portfolio to safeguard the best quality sites and secure adequate capacity for waste, logistics and other functionally important uses whilst maximising the potential of land released to other uses.

7.3.4 Having considered supply and demand for industrial land in the Borough it is recommended that the following areas (which were safeguarded in the UDP) should be released from employment use:

1	Part of Fresh Wharf	4ha	The Southern part of the Fresh Wharf site contains new industrial units which are popular and make an important contribution to the overall mix of uses in the area, and planning permission has been granted for a second phase of industrial units. However the northern part of the site is better suited to residential/mixed uses and has therefore been released from employment use.
2	South Dagenham	54ha	The collection of sites in LBBB known as South Dagenham have been released from employment use and are now identified as one of Barking and Dagenham's Key Regeneration Areas under Policy CM1.
3	Areas north of A13 and south of Gascoigne Estate	1.5ha	Changes to the employment land boundaries are being considered as part of the master-planning work for the Gascoigne estate renewal project. This will be reflected in the Barking Town Centre Area Action Plan.
		59.5 ha	

7.3.5 This is in line with the East London SRDF which recommends that 62-84 hectares of industrial land should be transferred to other uses between 2001 and 2016.

7.3.6 There is therefore scope for the release of further land. The remaining areas of Locally Significant Industrial Land will be looked at again in the Specific Allocations DPD, which will consider where further releases may be appropriate. Any further release of Locally Significant Industrial Land would need to be compatible with economic development objectives, for example by providing subsidised workspaces to support new businesses and / or by simultaneous employment intensive redevelopment of the remainder of the site.

7.3.7 Redevelopment of industrial land, will wherever possible, be phased with regard to the need to reduce vacancy rates for land and premises towards frictional rates of 5% of the industrial land stock and 8% of floorspace and the need to provide new high quality premises to attract new business occupiers.

7.3.8 The sites now safeguarded as Locally Significant Industrial Locations are:

Sites in Barking Town Centre

- Hertford Road
- Fresh Wharf (southern part)
- Gascoigne Business Area

Sites in the rest of the Borough

- Dagenham Ford
- Sterling Industrial Estate / Wantz Road
- Freshwater Road
- Sanofi Aventis
- A13 South

Non-designated Employment Land and Buildings

7.3.9 In addition to the safeguarded Strategic Industrial Locations and Locally Significant Industrial Sites there are a number of other, smaller sites and buildings in Barking and Dagenham which are currently used for industrial, employment-generating purposes but which are not specifically safeguarded.

7.3.10 Others will have a useful future in continuing to make a positive contribution to the Borough's economy, industrial capacity and employment offer, and should therefore stay in employment use

7.3.11 Some of these sites however may no longer be needed for industrial purposes, or may not be suitable for continuing industrial use – for example for access or amenity reasons. These sites could potentially better meet the needs of our community in other uses, for example through the provision of community facilities. The loss of such sites will however need to be carefully considered and managed.

POLICY CE4: MIX AND BALANCE OF USES WITHIN DESIGNATED EMPLOYMENT AREAS

The Dagenham Dock employment area will be developed and promoted as a Sustainable Industries Park, with an increased emphasis on high technology manufacturing and processing industries (B2 and to a lesser extent B1b/c (research and development)) and a consequent control over the development of further warehouse and distribution uses. Proposals to establish recycling and reprocessing activities and other industries in the environmental business sector are particularly encouraged within the Dagenham Dock area.

Other employment areas should comprise an appropriate mix of employment uses, including B1 (Light Industry), B2 (General Industry) and in certain locations B8 (Storage and Distribution).

The most appropriate location for additional B8 uses is on designated employment land south of the A13 (except Dagenham Dock), where locational advantages associated with transport infrastructure, proximity to the River Thames and the reduced impact on residential areas are greatest.

Applications for large scale (1000 square metres or above) warehousing and/or transport uses will normally be refused in employment land north of the A13 and at Dagenham Dock.

The Wharves set out in the table below will be safeguarded for freight related purposes. The redevelopment of any safeguarded wharf will only be accepted if it is no longer and could never be made viable for cargo-handling, as set out in the London Plan. Wherever possible and appropriate, employment uses should seek to use these in order to utilise the River Thames for the transport of freight. Proposals which would frustrate or prevent the continuing or future use of a safeguarded wharf will not be permitted.

REASONED JUSTIFICATION

General Employment Provision

7.4.1 It is important that an ongoing and appropriate mix and balance of general industrial and employment provision is catered for within the Borough to meet the needs of businesses and residents alike. In line with the London Plan the Borough has the potential to be a leading centre for innovation and high-tech manufacturing, for industries that serve London, and for the growth sector of environmental technology. The Council's Regeneration Strategy estimates that the Borough has the potential for 12,000 new jobs in these areas.

Warehousing and Distribution

7.4.2 The preferred locations for additional warehousing and distribution (B8) uses are the safeguarded employment areas south of the A13. The safeguarded employment areas north of the A13 are not considered suitable for additional development of this type as they are further from the trunk road network and more closely integrated with residential areas. Whilst Dagenham Dock already makes an important contribution to the Borough's provision of warehousing and distribution facilities, the development of further such facilities in this location would prejudice the development of the Sustainable Industries Park.

Dagenham Dock Sustainable Industries Park

7.4.3 The Sustainable Industries Park will create a 'new generation' manufacturing and processing centre for environmental industries to make sure that London and the Thames Gateway capitalise on the commercial opportunities of dealing with environmental issues.

7.4.4 The recently opened, state of the art, 'Closed-Loop' plastics recycling facility provides a flagship example of the environmental industries (and buildings) which are sought on this site.

7.4.5 Developing the Sustainable Industries Park is a prime example of how Barking and Dagenham's economy and employment offer can be grown and diversified by providing opportunities for new growth sectors.

Safeguarded Wharves

7.4.6 Barking and Dagenham is home to more safeguarded wharves than any other London Borough, and those wharves form a significant proportion of our employment land. The wharves safeguarded in Barking and Dagenham are:

Location	Safeguarded Wharf
Barking Creek	<ul style="list-style-type: none">• Welbeck Wharf• Pinns Wharf• Kierbeck Wharf• Debden Wharf• Rippleway Wharf• Docklands Wharf• Victoria Stone Wharf• DePass Wharf• Alexander Wharf
Dagenham Dock	<ul style="list-style-type: none">• RMC Roadstone• Pinnacle Terminal• White Mountain Jetty• Essex Cargo Terminals (now

	<p>known as Van Dalen (Hunts Wharf))</p> <ul style="list-style-type: none"> • Hanson Aggregates • Ford Motor Company
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7.4.7 With the exception of Alexander Wharf, the wharves listed above are set out in the Mayor of London’s ‘Safeguarded Wharves on the River Thames’ report, and have been have been afforded statutory protection by Central Government. At the time the report was written Alexander Wharf was not in operational use and it was not thought that the river depth around the berth was sufficient to support the type of vessels needed to secure the site’s viability. However, since the report was published Alexander Wharf has been reopened for cargo handling, and therefore the Council will also safeguard it for freight related purposes.

The Role of the Site Specific Allocations Development Plan Document

7.4.8 The Site Specific Allocations DPD and Joint Waste Plan will set out in greater detail the specific mix of uses which will be allowed or encouraged in each of the Strategic Industrial Locations and Locally Significant Industrial Sites. One example of a use outside the general B1, B2 and B8 categories which could potentially be appropriate in certain locations is waste management facilities.

Chapter 8: Creating a Sense of Place

- CP1 Vibrant Arts, Culture and Tourism
- CP2 Protecting and Promoting our Historic Environment
- CP3 High Quality Built Environment

POLICY CP1: VIBRANT CULTURE AND TOURISM

To foster a vibrant cultural and tourism scene which can help improve the quality of life of residents and visitors the Council will:

- **Encourage provision of a diverse range of culture facilities including leisure and art, especially within town centres.**
- **Make the most of opportunities to provide appropriate leisure and cultural facilities as part on new development in Barking Town Centre, Barking Riverside and South Dagenham.**
- **Particularly encourage cultural facilities as part of mixed use development schemes including other uses such as retail (within designated town centres), community facilities and housing.**
- **Safeguard existing cultural facilities that are viable.**
- **Encourage participation in the arts throughout the Borough, taking advantage of new opportunities such as the Cultural Industries Quarter to make links between arts and cultural businesses and local schools and communities.**
- **Promote existing tourist attractions in Barking and Dagenham such as Eastbury Manor House and Valence House, and awareness of and interest in our heritage assets such as Barking Abbey, Barking Town Quay, and our industrial, maritime and fishing heritage.**
- **Encourage additional tourist attractions in Barking and Dagenham’s town centres and other areas with high public transport accessibility levels, as well as appropriate tourist infrastructure such as hotel accommodation, public transport, improved walking and cycling routes, signposting, information centres and food and drink uses.**

REASONED JUSTIFICATION

Culture

- 8.1.1 Cultural uses include leisure, arts and entertainment facilities, and the more intensive sport and recreation uses, (including cinemas, drive-through restaurants, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls), theatres, museums, galleries and concert halls, and conference facilities).
- 8.1.2 The benefits of providing for a wide range of cultural activities and facilities include:
- Creating a rich, vibrant and diverse mix of uses which increases enjoyment and use of our town centres, and encouraging a sense of personal well-being, pleasure, sheer exhilaration and enjoyment.
 - Making a significant contribution to the local economy. A 2001 audit identified over 100 organisations and businesses in Barking and Dagenham that deliver a wide range of artistic, educational, creative, technical, publishing and production services.
 - Providing many and varied social benefits. For example, through the development of work and projects with local community organisations and with groups at risk of exclusion.
 - Supporting citizenship and community identity. In Barking and Dagenham the museums, archives and libraries play a major role as the repositories of the Borough's collections, local records and preservers of the collective memory of the community.
 - In the field of recreation and sport, playing a key part in encouraging and enabling Borough residents to maintain healthy lifestyles. Accessible and well-maintained parks, countryside areas, leisure centres, sports and hobby clubs enrich the quality of life for the community and visitors to the Borough.
 - Providing an opportunity to build on Barking and Dagenham's cultural diversity, and the potential of the Olympic and Paralympic Games and legacy.
- 8.1.3 In recognition of these benefits, the London Borough of Barking and Dagenham Local Cultural Strategy (2003-2008) and Arts Strategy (2001) seek to enable all who live and work in the Borough to participate in creative and cultural activity and so support the development of a thriving local cultural life that reflects the diversity of its communities.
- 8.1.4 The London Borough of Barking and Dagenham Arts Strategy (2001) is based on three foundations:
- The strong desire of many people to get involved in the arts.
 - A robust framework for improvement and development.
 - Frequent consultation and dialogue with the local community.
- 8.1.5 The strategy highlights that a significant contribution to the arts in the borough is made by professional arts organisations, in particular Studio 3 Arts, Arc Theatre Ensemble and Chain Reaction Theatre Company.
- 8.1.6 Cultural uses are also encouraged in PPS 6, which promotes a diversification of uses in town centres including tourism, leisure and cultural activities, which is says should be provided throughout town centres. The London Plan also supports a wide role for town

centres as locations for leisure and cultural activities, and encourages arts and cultural facilities in major mixed-use developments.

Tourism

- 8.1.7 Tourist provision (tourist attractions and tourist accommodation) is generally supported by national planning policy and the London Plan.
- 8.1.8 PPG 21 'Tourism' highlights the overlap between tourism and other areas such as sport, entertainment and the arts, and says the planning system should facilitate and encourage development in tourist provision.
- 8.1.9 The London Plan sets out the Mayor's intention to work with partners to implement London's Tourism Strategy, significantly increase in the number of hotel bedrooms in London, and achieve a better quality, variety and distribution of visitor accommodation and facilities. The London Plan also states that capacity for new hotel provision should be made in town centres and other appropriate locations and encourages the development of new, tourist attractions.
- 8.1.10 An increased provision of high quality hotel accommodation will help to support the 2012 Olympics. Tourist attractions such as Eastbury Manor House and Valence House can help promote the Borough as a major attraction to tourists. Such attractions also help generate additional employment opportunities in the Borough. Public transport is essential to the provision of sustainable tourism.

POLICY CP2: PROTECTING AND PROMOTING OUR HISTORIC ENVIRONMENT

Barking and Dagenham has a rich local history. Signs of our fishing, maritime and industrial heritage can still be seen for example at Barking Town Quay, the Ford works in Dagenham, and the Malthouse and Granary buildings on Abbey Road. The Becontree Estate, the Curfew Tower and remains of Barking and Abbey, Eastbury Manor House, Valence House and Dagenham Village are also important symbols of our past.

However, compared to many other areas the Borough has relatively few protected historic environment assets such as listed buildings and conservations areas. With this in mind the Council will take particular care to:

- **Protect and wherever possible enhance our historic environment.**
- **Promote understanding of and respect for our local context.**
- **Reinforce local distinctiveness.**
- **Require development proposals and regeneration initiatives to be of a high quality that respects and reflects our historic context and assets.**

REASONED JUSTIFICATION

8.2.1 The Borough's local history and the physical reminders of it are major assets which should be cherished and enhanced rather than compromised or lost. These assets comprise 38 listed buildings and structures on the statutory list. These are as follows:

- 3 Grade I listed buildings
(Parish Church of St Margaret, Eastbury Manor House, and the Garden Walls of Eastbury Manor House)
- 3 Grade II* listed buildings
(Fire Bell Gate (or Curfew Tower), Valence House, and the Church of St Peter and St Paul)
- 32 Grade II listed buildings

The Borough has a total of 133 buildings of local architectural or historic interest. In April 2009 the Council adopted The Local List of Buildings of Special Architectural or Historic Interest in the London Borough of Barking and Dagenham. This document details each of the Locally Listed Buildings in the Borough.

The Borough has four Conservation Areas. The Council recently prepared and adopted four Conservation Area Appraisals following a review of the Conservation Areas in Barking and Dagenham. The Conservation Areas are as follows:

- Abbey and Barking Town Centre
- Abbey Road Riverside
- Chadwell Heath Anti-aircraft Gun Site
- Dagenham Village

8.2.2 Our historic environment also provides an opportunity to boost visitor numbers to the Borough, as demonstrated by the popularity of Eastbury Manor House and the Valence House museum.

8.2.3 As well as ensuring our historic environment is sensitively managed and promoted in its own right, the Council is also determined to use our historic assets as an integral part of the Borough's regeneration, for example as a tool to argue for the highest standards of new design and architecture.

POLICY CP3: HIGH QUALITY BUILT ENVIRONMENT

All development proposals will be expected to achieve high quality standards in relation to the design and layout of new buildings and spaces. Proposals which address the following points and satisfy the more detailed design policies set out elsewhere in the LDF will be supported:

- **New developments should achieve a high standard of inclusive design. It should be legible, usable and permeable, and accessible to all those who may need to use them.**
- **The safety of occupants, visitors and passers-by should be considered in the design of all development, and all reasonable efforts taken in the design and planning processes to prevent crime and minimise fear of crime. This should be undertaken in liaison with the Council's crime prevention design officer.**
- **All new development should conform to the highest standards of sustainable design.**
- **Development should respect and strengthen local character and history and provide a sense of place.**
- **Development which impacts upon the public realm should incorporate high quality landscaping and public art features where appropriate.**
- **Buildings and spaces should be functional, durable, flexible and adaptable.**
- **New development should preserve or enhance identified views, vistas and landmarks.**
- **New or improved public spaces should be suitably vibrant or tranquil, in accordance with their function and setting.**

REASONED JUSTIFICATION

Achieving High Quality Design

- 8.3.1 Achieving high quality design is a key facet of sustainable development. In line with national guidance and the regional policies set out in section 4B of the London Plan, Barking and Dagenham will seek the highest standards of design in all development proposals.
- 8.3.2 The Borough will experience significant growth during the plan period, particularly in the Key Regeneration Areas. This growth provides an opportunity to create a sense of place through visually stimulating and attractive new buildings and spaces that delight the senses and which will be cherished by current and future generations.
- 8.3.3 General guidance and design principles for different parts of Barking and Dagenham can be found in the Council's Urban Design Framework SPD (2007). The Barking Town Centre Area Action Plan and the associated SPD - Barking Town Centre Area Action Plan Urban Design Guidance will provide further urban design principles for Barking Town Centre specifically.

8.3.2 General design guidance and design principles for different parts of Barking and Dagenham can be found in our Urban Design Framework SPD.

8.3.3 Further guidance on specific aspects of urban design can be found in the following Planning Advice Notes:

- Planning Advice Note 5: Sustainable Design and Construction
- Planning Advice Note 6: Crime Prevention through Environmental Design
- Planning Advice Note 7: Dagenham Heathway Shopfront Style Guide

Accessibility

8.3.4 Many of Barking and Dagenham's residents are older, or live in households containing someone with a physical disability. Access is therefore an important issue for the Borough. Development must meet the needs of and be inclusive of all members of society, by ensuring they can access it and that it is usable and easy to navigate and understand. This applies not only to buildings but also to the spaces around and between them.

Crime Prevention

8.3.5 The Council must ensure that all of its functions are carried out with due regard to their likely effect on crime and disorder, and do all that it reasonably can to prevent it. Ensuring crime is considered as part of the planning and design process in order to ensure development minimises fear of crime and create a safer and more secure environment is an important part of meeting this requirement.

8.3.6 The Police's flagship 'Secured by Design' initiative supports the principles of 'designing-out-crime' through the use of effective crime prevention and security standards. Secured by Design provides best practice guidance on a number of planning issues in relation to crime prevention. The Council has also produced our own detailed information on how the potential for crime can be considered in the design of new development. This is set out in our Planning Advice Note on Crime Prevention through Environmental Design (PAN6).

Sustainable Design

8.3.7 The importance of environmental sustainability in relation to the design of development is well supported in government policy.

8.3.8 The London Plan provides specific guidance in relation to sustainable design and construction. The Council has also produced its own detailed guidance, which is set out in our Planning Advice Note on Sustainable Design and Construction (PAN5).

Views, Vistas and Landmarks

8.3.9 Although Barking and Dagenham is not home to any of London's strategically important views, it does contain several views and vistas which are worthy of retention and incorporation into new development.

These include:

- Views across the Green Belt from the Mill Farm area.
- Views over Eastbrookend Country Park from the Millennium Centre.
- Views over the Green Belt from the Furze House Farm area.
- Views over the River Thames from the Barking Riverside area.
- Views over the Eastbrookend Country Park from the Hooks Hall Farm area.

8.3.10 The Borough is also home to a number of landmarks which again, although not statutorily protected, are nonetheless worthy of protection, retention and enhancement; for example the wealth of locally important buildings which have been included on our 'Local List'. Prime examples include the Town Hall in Barking, St Alban's Church in Dagenham, and the former University of East London building fronting onto Longbridge Road.

8.3.11 Our Urban Design Framework SPD (2007) sets out further information and guidance in relation to local views, vistas and landmarks.

Chapter 9: Monitoring and Implementation Framework

9.1 This section sets out a robust Monitoring and Implementation Framework to ensure that the Core Strategy is delivered and implemented as intended. It sets out a range of indicators against which the performance of each Core Policy will be assessed. The Indicators are ordered under the five main themes of the Core Strategy. Against each theme the relevant Core Strategy objectives and policies are listed. This provides a clear path between the headline objective, the policies which are charged with delivering the objective and the indicators which have been identified to measure the success of the policy in this regard.

These indicators are drawn from a number of sources:

- Core Output Indicators (CO) from Government

These indicators are set by national Government, and the Council is required to report on performance against them in its Annual Monitoring Report. Core Output Indicators have been designed by Government to achieve a consistent and effective approach to data collection across the regional and local levels covering a number of national planning policy and sustainable development objectives appropriate to local and regional policy.

- Contextual Indicators (CI) or National Indicators (NI) from Government

These indicators are set by national Government, and the Council is required to report on performance against them in its Annual Monitoring Report. Core Output Indicators have been designed by Government to achieve a consistent and effective approach to data collection across the regional and local levels covering a number of national planning policy and sustainable development objectives appropriate to local and regional policy.

Performance against each of the 198 indicators is published annually by the Audit Commission, as part of the Comprehensive Area Assessment, for every local authority area. Of the set of 198 indicators there are a number on which spatial planning has a powerful influence and these have been included where appropriate in the Monitoring and Implementation Framework. Within these 198 indicators, each local authority must set up to 35 targets in agreement with Central Government for a limited suite of indicators which are best considered to reflect local priorities. Where a national indicator has been used in the Monitoring and Implementation Framework which is in the Barking and Dagenham Local Area Agreement, the target is not given as this is subject to change. In these instances it is best to refer to the most up to date Local Area Agreement on the Barking and Dagenham Local Strategic Partnership website at <http://www.barkingdagenhampartnership.org.uk/>. National indicators are also used which do not feature in the Barking and Dagenham Local Area Agreement. For these indicators the Council aspires to be in the top quartile of national performance.

- Significant Effect Indicators (SEI) from the Sustainability Appraisal Framework

These indicators are taken from the Council's Sustainability Appraisal Framework. The use of these indicators allows the Council to monitor the success of the Core Strategy in delivering sustainable development.

- Local Indicators (LI) which have been identified locally

The previous three types of indicators do not adequately cover the impact of all the policies of the Core Strategy. Therefore the Council has also identified additional local indicators to ensure this.

9.2 Performance against each indicator in the Monitoring and Implementation Framework will be reported in the Council's Annual Monitoring Report. The Council is required by statute to publish the Annual Monitoring Report each year to report on the previous year's performance. Where appropriate targets have been defined for each of the indicators in the Monitoring and Implementation Framework. Some indicators do not have targets but are still necessary to understand the impact of the Core Strategy.

9.3 Where it is found that a policy or policies in the Core Strategy is underperforming then the Council may take action to remedy this including:

- Preparing a more detailed Supplementary Planning Document to provide more guidance on how the policy should be implemented.
- Ensuring that the policy is being properly interpreted by those involved in the development process within and outside of the Council.
- Liaising with developers to understand why a particular policy is proving hard to achieve and putting in place interim measures to address this.

9.4 In line with the principles of spatial planning the vision and objectives of the Core Strategy will not be implemented by the Core Strategy policies alone but will depend on the actions of other agencies. Therefore the Monitoring and Implementation Framework identifies the other strategies, projects and agencies crucial to the delivery of the Core Strategy. The Council is committed to working in partnership with these agencies to deliver the Core Strategy.

Monitoring and Implementation Framework

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
Managing growth <ul style="list-style-type: none"> • SO8: Making sure the major new developments, re-developments and regeneration projects which will take place in Barking Town Centre, Barking Riverside, South Dagenham, Dagenham Dock, and in many of our town centres and estates, meet the needs and reflect the aspiration of both existing and new residents and businesses. • SO11: Requiring high quality design for both buildings and the public realm, which protects and creates local distinctiveness and raises the Borough's visual attractiveness, accessibility and public safety. 						
CM 1: General Principles of Development Location CP3: High Quality Built Environment	New and converted dwellings – on previously developed land (95%)	CO (H3)	CM 1 (a)	<ul style="list-style-type: none"> • LBBB Contamination Strategy • LBBB Housing Strategy 2007-2010 	<ul style="list-style-type: none"> • National Land Use Database • New residential development • New development achieving Secured by Design 	<ul style="list-style-type: none"> • London Borough of Barking and Dagenham • London Thames Gateway Development Corporation • London Development Agency • Greater London Authority • London Borough of Barking and Dagenham • Housing Corporation • Developers
	Previously developed land that has been vacant or derelict for more than 5 years (See LAA)	CI (NI 170)	CM 1 (b)	<ul style="list-style-type: none"> • Planning Advice Note 6 – Crime Prevention through Environmental Design 		
	Percentage of units approved that meet Lifetime Homes Standards (100%)	LI	CM 1 (c)	<ul style="list-style-type: none"> • LBBB Crime and Disorder Strategy • Barking Town • Centre Design Code 		

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Percentage of units approved that meet wheelchair accessible housing standards (10%)	LI	CM 1 (d)			<ul style="list-style-type: none"> • Commission for Architecture and the Built Environment • Design for London • Developers • Metropolitan Police
	Proportion of relevant schemes incorporating secure by design principles (100%)	LI	CM 1 (e)			
	Housing Quality – Building for Life Assessments (100% schemes achieving 14 or more points)	CO (H6)	CM1 (f)			
	Serious violent crime rate (top quartile of national performance)	CI (NI 15)	CM1 (g)			
	Perceptions of anti-social behaviour (top quartile of	CI (NI 17)	CM1 (h)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	national performance)					
	Dealing with concerns about anti-social behaviour and crime by the local council and police (top quartile of national performance)	CI (NI 21)	CM1 (i)			
<ul style="list-style-type: none"> SO1: Meeting the housing needs of existing and future residents in a balanced community with an appropriate amount of housing and mix of types and sizes of dwellings, including an increased provision of high quality family homes and affordable housing. 						
CM 2: Managing Housing Growth	Plan period and housing target	CO (H1)	CM 2 (a)	<ul style="list-style-type: none"> LBBB Housing Strategy 2007-2010 Site Specific Allocations DPD LBBB Housing Trajectory 	<ul style="list-style-type: none"> Local Housing Company Schemes Barking Reach Individual residential schemes 	<ul style="list-style-type: none"> Greater London Authority (GLA) London Borough of Barking and Dagenham (LBBB) Housing Corporations Residential Social Landlords Local Housing Company
	Net additional dwellings in previous years (1190)	CO (H2a)	CM 2 (b)			
	Net additional dwellings for the reporting year	CO (H2b)	CM 2 (c)			
	Net additional dwellings in future years	CO (H2c)	CM 2 (d)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Managed delivery target	CO (H2d)	CM 2 (e)			<ul style="list-style-type: none"> • Developers • East London Housing Partnership • Barking Riverside Limited (English Partnerships and Bellway Homes)
	Net additional pitches (Gypsy and Traveller)	CO (H4)	CM 2 (f)			
<ul style="list-style-type: none"> • SO13: Improving the health and wellbeing of local residents by making sure they have access to high quality sports, leisure and recreation opportunities and health care provision. 						
CM 3: Public Open Spaces	Number of open spaces created in areas of identified open space deficiency	LI	CM 3 (a)	<ul style="list-style-type: none"> • LBBB Parks and Green Spaces Strategy • East London Green Grid • Thames Chase Plan 	<ul style="list-style-type: none"> • Barking Park Project • Open space secured within major new development • Barking Reach 	<ul style="list-style-type: none"> • Developers • LBBB Allotment Association • Transport for London (TfL) • London Borough of Barking and Dagenham (LBBB) • Thames Chase
	Amount of open space by type	LI	CM 3 (b)	<ul style="list-style-type: none"> • LBBB Local Biodiversity Action Plan • Thames Gateway Parklands Spatial Framework 		
	Loss of existing open space (0%)	LI	CM 3 (c)			
	Amount of allotments lost or reduced as a result of development (0%)	LI	CM 3 (d)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Percentage of developments within 10 min walking distance to an open space with public access (100%)	LI	CM 3 (e)			
	Obesity among primary school age children in Year 6 (See LAA)	CI (NI 56)	CM 3 (f)			
	Loss of Green Belt (no net loss of Green Belt land to built development except in very special circumstances)	<u>LI</u>	CM3 (g)			
<ul style="list-style-type: none"> • SO3: Reducing the need to travel by car and ensuring the community can safely and easily access jobs and key services by guiding new developments to our town centres and places with good public transport accessibility levels, and ensuring that the development makes adequate provision for all travel modes. • SO4: Promoting improved public transport provision within and to and from the Borough, particularly where this will benefit disadvantaged or more remote communities, and creating an environment in which it is pleasant and safe to walk and cycle. 						

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CM 4: Strategic Transport Links	Number of implemented strategic transportation schemes (projects listed implemented by stated milestones)	LI	CM 4 (a)	<ul style="list-style-type: none"> Barking Town Centre Movement Strategy LBBB Local Implementation Plan LBBB Sustainable Transport Strategy Mayor's Transport Strategy 	<ul style="list-style-type: none"> Crossrail (2017)* Docklands Light Railway Extension (2018-2031)* East London Transit (2010 1a -2013 1b)* Thames Gateway Bridge (2018-2031)* Improvements to the c2c service (2011)* Dagenham Dock Transport Interchange (Phase 1 – 2010, Phase 2 2018-2031)* LBBB Parking and Enforcement Plan <p>* These indicative dates are based on the Mayor's Draft Transport Strategy 2009.</p>	<ul style="list-style-type: none"> Transport for London (TfL) Network Rail National Express Cross London Raillinks London Borough of Barking and Dagenham
		LI	CM 4 (a1)			
LI		CM 4 (a2)				
LI		CM 4 (a3)				
LI		CM 4 (a4)				
LI		CM 4 (a5)				
LI		CM 4 (a6)				
	Congestion – average journey time per mile during the morning peak	CI (NI 167)	CM 4 (b)	<ul style="list-style-type: none"> Travel Plans Transport Assessments 	<ul style="list-style-type: none"> Variable Messaging System (Barking Town Centre) Strategic Transportation 	<ul style="list-style-type: none"> As previous plus Highways Agency

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Percentage of completed non-residential development below maximum car-parking standards (100%)	LI	CM 4 (c)	<ul style="list-style-type: none"> Local Implementation Plan 	Schemes	
	Percentage of completed residential developments below maximum car-parking standards. (100%)	LI	CM 4 (d)			
	NO2 and PM10 Quality	CI	CM 4 (e)	<ul style="list-style-type: none"> LBBB Air Quality Strategy LBBB Air Quality Action Plan LBBB Local Implementation Plan 	<ul style="list-style-type: none"> London Low Emission Zone 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Developers Environment Agency Air Pollution Planning and the Local Environment (APPLE) working group
<ul style="list-style-type: none"> SO7: Promoting vibrant town centres which offer a mix of uses including retail, leisure, culture and entertainment, housing, community facilities and food and drink, and making sure residents throughout the Borough and beyond have 						

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
access to them.						
CM 5: Town Centre Hierarchy	Total amount of floorspace for 'town centre uses' in (i) the local authority area, and (ii) town centres	CO (BD4)	CM 5 (a)	<ul style="list-style-type: none"> Barking Town Centre Area Action Plan LBBB Regeneration Strategy 	<ul style="list-style-type: none"> Local Housing Company Schemes Mixed use and commercial developments Town Centre Health Checks 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Developers Landowners
	Position of Barking and Dagenham's town centres in the London strategic town network (same or higher)	SEI	CM 5 (b)	<ul style="list-style-type: none"> LBBB Economic Development Strategy 		
Sustainable Resources and the Environment <ul style="list-style-type: none"> SO9: Rising to the challenge of climate change by demanding high levels of sustainable design and construction, especially in relation to water and waste management, resource efficiency and emission control, and by encouraging the efficient use of existing buildings and previously developed land. 						

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CR 1: Climate Change and Environmental Management	Renewable energy generation (BR2 standards met for all qualifying schemes)	CO (E3)	CR 1 (a)	<ul style="list-style-type: none"> LBBD Energy Strategy (2005) LBBD Climate Change Strategy (Draft 2008) Barking Town Centre Energy Action Area Implementation Plan 	<ul style="list-style-type: none"> LBBD Carbon Management Programme Development schemes Big Green Borough Day Development of Infrastructure to transport waste heat from Barking to Key Regeneration Areas 	<ul style="list-style-type: none"> Greater London Authority (GLA) Building Research Establishment Ltd (BRE) London Development Agency (LDA) Barking Power London Borough of Barking and Dagenham Developers Carbon Trust
	Proportion of major new dwellings achieving a given score for Ecohomes or BREEAM assessment (BR1 standards met in all qualifying schemes)	LI	CR 1 (b)	<ul style="list-style-type: none"> LBBD Local Implementation Plan Planning Advice Note 1 – Green Roofs 		
	Amount of developments incorporating green roofs	LI	CR 1 (c)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Per capita reduction in CO2 emissions in the LA area (See LAA)	CI (NI186)	CR 1 (d)			
	Total energy consumption per capita (kWh)	SEI	CR 1 (e)			
	CO2 reduction from Local Authority operations (See LAA)	CI (NI185)	CR 1 (f)			
	Properties adapted to accept the Combined Heat and Power energy source and those connected to it (all major developments within Barking Town Centre energy action area, Barking Riverside and South	LI	CR1 (g)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Dagenham).					
<ul style="list-style-type: none"> • SO10: Protecting and enhancing our natural and man made assets including our biodiversity, habitats, landscape character and historic heritage 						
CR2: Preserving and Enhancing the Natural Environment	Change in areas of biodiversity importance (no net loss of existing SINCs)	CO (E2)	CR 2 (a)	<ul style="list-style-type: none"> • Local Biodiversity Action Plan • Thames Gateway Parklands Spatial Planning Framework 	<ul style="list-style-type: none"> • Contributions sought from new development schemes towards biodiversity improvements 	<ul style="list-style-type: none"> • London Wildlife Trust • Barking and Dagenham Wildlife Partnership • Environment Agency
	Improved local biodiversity (top quartile of national performance)	CI (NI 197)	CR 2 (b)	<ul style="list-style-type: none"> • East London Green Grid 	<ul style="list-style-type: none"> • Biodiversity incorporated into new development schemes. 	
CR 3: Sustainable Waste Management	Capacity of new waste management facilities by waste planning authority	CO (W1)	CR 3 (a)	<ul style="list-style-type: none"> • Municipal Waste Strategy for Barking and Dagenham 2005-2020 	<ul style="list-style-type: none"> • New ELWA facilities delivered through IWMS contract (Frog Island, Jenkins Lane) 	<ul style="list-style-type: none"> • Greater London Authority • London Borough of Barking and Dagenham
	Amount of municipal waste arising, and managed by management type by waste planning authority (in line with apportionment)	CO (W2)	CR 3 (b)	<ul style="list-style-type: none"> • East London Joint Waste DPD • Performance Management Plans for Barking and Dagenham Partnership Sub-Groups 	<ul style="list-style-type: none"> • New commercial waste management facilities 	<ul style="list-style-type: none"> • East London Waste Authority (ELWA) • Commercial Waste Operators • Environment Agency

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	set out in London Plan)			<ul style="list-style-type: none"> ELWA Integrated Waste Management Strategy (IWMS) 		
<ul style="list-style-type: none"> <u>SO12: Reducing the risk of flooding for people and property by guiding development to areas where flood risk can be avoided or alleviated and ensuring new development provides for flood control measures where appropriate.</u> 						
CR 4: Flood Management	Number of planning permissions granted contrary to the advice of the Environment Agency on either flooding, surface water drainage or water quality grounds (None)	CO (E1)	CR 4 (a)	<ul style="list-style-type: none"> Regional Flood Risk Assessment (2007) LBBD Strategic Flood Risk Assessment (2007) LBBD Climate Change Strategy (Draft 2008) The Barking and Dagenham Borough Emergency Plan 	<ul style="list-style-type: none"> Ensuring new development satisfies Sequential Test and Exceptions test and implements measures recommended in SFRA and individual Flood Risk Assessments 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Greater London Authority London Thames Gateway Cooperation Environment Agency
	Amount of Sustainable Drainage	LI	CR 4 (b)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Systems (SUDS) installed			<ul style="list-style-type: none"> North East London Local Resilience Forum - Community Risk Register 		
	Flood and coastal erosion risk management (top quartile of national performance)	CI (NI 189)	CR 4 (c)			
	Number of planning permissions with flood adaptation and/or mitigation measures.	LI	CR4 (d)			
<p>Creating a sense of community</p> <ul style="list-style-type: none"> SO1: Meeting the housing needs of existing and future residents in a balanced community with an appropriate amount of housing and mix of types and sizes of dwellings, including an increased provision of high quality family homes and affordable housing. 						
CC1: Affordable Housing	Gross Affordable Housing Completions (See LAA)	CO (H5) and NI 155	CC 1 (a)	<ul style="list-style-type: none"> LBBB Housing Strategy 2007 – 2010 LBBB Site Specific Allocations LBBB Barking Town 	<ul style="list-style-type: none"> Local Housing Company schemes Affordable Housing secured on Market Housing Schemes 	<ul style="list-style-type: none"> Greater London Authority (GLA) Developers London Borough of Barking and Dagenham

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	% of the total number of housing units completed that are affordable (50%)	SEI	CC 1 (b)	Centre Action Plan <ul style="list-style-type: none"> LBBB Supporting People Strategy 2005 – 2010 		<ul style="list-style-type: none"> Homes and Communities Agency East London Housing Partnership Local Housing Company Barking Riverside Limited (English Partnerships and Bellway Homes)
	% of residential schemes above the threshold where the 50% affordable housing target is not being met	LI	CC1 (c)			
	% of affordable housing units that are intermediate (30%)	LI	CC 1 (d)			
	% of affordable housing units that are social rented (70%)	LI	CC 1 (e)			
	Net additional housing provisions in future years (1190)	LI	CC 1 (f)			
	Average house price in relation to income	CI	CC 1 (g)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CC2: Family Housing	Unit Mix – net percentage of family units (two bedroom flats with amenity space, three bedroom, four bedroom or larger accommodation) (40%)	SEI	CC 2 (a)			
	% of major residential developments which do not achieve the 40% family housing target (outside Barking Town Centre)	LI	CC2 (b)			
<ul style="list-style-type: none"> • SO2: Ensuring development and growth helps to reduce inequalities and promote community cohesion by providing high quality, accessible, inclusive and integrated social infrastructure. • SO13: Improving the health and wellbeing of local residents by making sure they have access to high quality sports, leisure and recreation opportunities and health care provision. 						

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CC 3: Social Infrastructure to Meet Community Needs	Numbers of new community facilities (children centres, children's play and recreation facilities, health and social care facilities, education facilities (school age and adult education), child care facilities, libraries, community halls, meeting rooms, sports and leisure facilities, religious meeting places and public conveniences) provided as part of major new development	LI	CC 3 (a)	<ul style="list-style-type: none"> • LBBD Site Specific Allocations • Community Benefits SPD • LTGDC Community Benefits Strategy • Thames Gateway Delivery Plan • Outer North East London Primary Care Trust Fit for the Future Programme • Health Delivery Plan • BLEA School Organisation Plan • Barking and 	<ul style="list-style-type: none"> • Facilities secured through new development • LBBD Capital Programme • Local Implementation Finance Trust • Building Schools for the Future 	<ul style="list-style-type: none"> • Developers • Barking Primary Care Trust • Barking, Havering and Redbridge Hospitals NHS Trust • Local Education Authority • Barking College • Community Groups • Local Education Authority • Local service providers • Primary Care Trust (PCT)

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Access to services and facilities by public transport, walking and cycling (top quartile of national performance)	CI (NI 175)	CC 3 (b)	Havering NHS Local Implementation Finance Trust <ul style="list-style-type: none"> Travel Plans Local Implementation Plan 		
			CC 3 (c)			
	Working age people with access to employment by public transport (and other specified modes) (top quartile of national performance)	CI (NI 175)	CC 3 (d)			
	Average size of GP patient lists (1800)	SEI	CC 3 (e)			
	Available school places	SEI	CC 3 (f)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CC 4: Achieving Sustainable Growth through Developer Contributions	(i) Percentage of major applications which make developer contributions, (ii) type of provision made and (iii) Distribution of Contribution	LI	CC 4 (a)	<ul style="list-style-type: none"> Community Benefits SPD LTGDC Community Benefits Strategy 	<ul style="list-style-type: none"> Development schemes from which developer contributions are secured 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB) London Thames Gateway Development Cooperation (LTGDC) Greater London Authority (GLA) Developers
<p>Ensuring a Vibrant Economy and Attractive Town Centres</p> <ul style="list-style-type: none"> SO5: Helping local people into more rewarding, better paid jobs and supporting developments and new schemes that will provide accessible and high quality employment, education and childcare opportunities SO7: Promoting vibrant town centres which offer a mix of uses including retail, leisure, culture and entertainment, housing, community facilities and food and drink, and making sure residents throughout the Borough and beyond have access to them. 						
CE 1: Vibrant and Prosperous Town Centres	Total amount of completed retail floor space for 'town centre uses' in (i) the local authority area, and (ii) town centres	CO (BD4)	CE1 (b)	<ul style="list-style-type: none"> LBBB Regeneration Strategy 	<ul style="list-style-type: none"> New commercial development 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB)

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Percentage of Retail frontage which is vacant for more than (a) six months in BTC (b) a year – by centre	LI	CE1 (b)	<ul style="list-style-type: none"> LBBD Economic Development Strategy Barking Town Centre Area Action Plan 		<ul style="list-style-type: none"> Developers Landowner
	Percentage of non retail use in district centre primary frontages (not more than 30%)	LI	CE1 (c)			
	Percentage of non retail uses in district centre secondary frontages (not more than 60%)	LI	CE1 (d)			
	Percentage of non retail uses in neighbourhood centres (not more than 35%)	LI	CE1 (e)			
CE 2: Location of Office Development	Amount of completed office development in town centres	LI	CE2 (a)	<ul style="list-style-type: none"> LBBD Economic Development Strategy LBBD Regeneration Strategy 	<ul style="list-style-type: none"> New office development 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBD) Developers

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Percentage of new office floorspace provided in: (a) Barking Town Centre (b) A defined District Centre (c) Designated employment site allocated in SSA DPD (d) Edge of centre location (e) Out of centre site with high PTAL levels (f) Other out of centre sites	LI	CE2 (b)	<ul style="list-style-type: none"> LBBB Barking Town Centre Area Action Plan 		
CE 3: Safeguarding and Release of Employment Land	Total amount of additional employment floorspace – by type	CO (BD1)	CE 3 (a)	<ul style="list-style-type: none"> LBBB Economic Development Strategy PAN 2: Local 	<ul style="list-style-type: none"> Dagenham Dock Sustainable Industries Park Local Enterprise Growth 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB) Greater London

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Total amount of employment floorspace on previously developed land – by type	CO (BD2)	CE 3 (b)	<ul style="list-style-type: none"> Labour and Local Business Agreements, Regeneration Strategy Dagenham Dock Implementation Strategy 	Initiative <ul style="list-style-type: none"> London Development Agency Opportunity Funding 	Authority (GLA) <ul style="list-style-type: none"> Developers London Development Agency (LDA) Barking and Dagenham Enterprise Ford Motor Company and other existing and potential major employers
	Employment land available – by type	CO (BD3)	CE 3 (c)			
	Loss of Strategic Industrial Land to non employment uses (0%)	LI	CE 3 (d)			
	Loss of Locally Significant Industrial Land to non employment uses (no net loss of employment)	LI	CE 3 (e)			
	Loss of undesignated employment land to non	LI	CE 3 (f)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	employment uses					
	Uses of land previously in employment use	LI	CE (g)			
<p>• SO6: Taking advantage of Barking and Dagenham’s locational advantage in heart of the Thames Gateway to support the growth, retention and competitiveness of businesses in the Borough, especially with regards to existing local businesses and the newly emerging creative and cultural industries and sustainable technology sectors.</p>						
CE 4: Mix and Balance of uses within Employment Areas	Annual change in mix of employment uses on Dagenham Dock	LI	CE 4 (a)	<ul style="list-style-type: none"> Thames Strategy East LBBB Site Specific Allocations DPD 	<ul style="list-style-type: none"> Dagenham Dock Sustainable Industries Park Marks Warren Farm Minerals Extraction Site 	<ul style="list-style-type: none"> Aggregate Companies Port of London Authority
	Location of permitted B8 uses (no large scale warehousing north of A13 or on Dagenham Dock)	LI	CE 4 (b)			
	Employees by sector (Standard Industrial Classification) (increase in percentage of employees)	LI	CE4 (c)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	employed in manufacturing and construction)					
	Number of active/safeguarded wharves and their capacity	LI	CE 4 (d)			
	Amount and type of trade tonnages on port terminals	LI	CE 4 (e)			
	Production of primary land won aggregates by mineral planning authority	CO (M1)	CE 4 (f)			
	Production of secondary and recycled aggregates by mineral planning authority	CO (M2)	CE 4 (g)			
	Overall employment rate (See LAA)	CI (NI 151)	CE 4 (h)			
Creating a sense of place						

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CP 1: Vibrant Arts and Tourism	Number of hotel bed spaces available	LI	CP 1 (a)	<ul style="list-style-type: none"> LBBD Economic Development Strategy LBBD Local Cultural Strategy LBBD Regeneration Strategy 	<ul style="list-style-type: none"> London Olympics Increasing Tourism potential of Barking Abbey Malthouse Cultural Industries Quarter 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham London Development Agency Tour East London Olympic Delivery Authority Hotel Operators
	Loss of viable cultural uses to non cultural uses (no net loss)	LI	CP1 (b)			
	Adult participation in sport (top quartile of national performance)	NI 8	CP1 (c)			
	Engagement in the Arts (top quartile of national performance)	NI 11	CP1 (d)			
<ul style="list-style-type: none"> SO10: Protecting and enhancing our natural and man made assets including our biodiversity, habitats, landscape character and historic heritage 						
CP 2: Protecting and Promoting our Historic	Change in the number of buildings on English	SEI	CP 2 (a)	<ul style="list-style-type: none"> People, Time and Place LBBD Heritage Strategy 	<ul style="list-style-type: none"> Community Heritage Forum Abbey and Barking 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Developers

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
Environment	Heritage's Buildings at Risk Register (decrease)			<ul style="list-style-type: none"> LBBDD Local Cultural Strategy 	Town Centre Conservation Area Appraisal <ul style="list-style-type: none"> Abbey Riverside Conservation Area Appraisal Dagenham Village Conservation Area Appraisal Chadwell Heath Anti-aircraft Gun Site Conservation Area Appraisal 	<ul style="list-style-type: none"> English Heritage
	Change in the number of listed buildings (same or increase)	LI	CP 2 (b)			
	Number of archaeological digs performed as part of the planning application	LI	CP 2 (c)			
	Number of applications resulting in loss of listed buildings (none)	LI	CP 2 (d)			
	Number of planning applications in Conservation Areas which satisfactorily address the advice contained in the respective Conservation Area Appraisals	LI	CP2 (e)			

Core Strategy Policy	Indicator (Target)	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	(100%)					

Chapter 10: Housing Implementation Strategy & Housing Trajectory

- 10.1 The Housing Trajectory provided in this chapter sets out a 15 year housing supply forecast for the Borough. This Trajectory will be updated annually in the Annual Monitoring Report. In line with PPS3 the Trajectory identifies supply from specific sites up to 2024.
- 10.2 Provided below are details of the major sites (>0.5 hectares) which are listed in the Trajectory these are including in the pre-submission Site Specific Allocations and Barking Town Centre Area Action Plan Development Plan Documents.

Ha = Hectares

NC = Net Capacity

DPD = Development Plan Document

DPD	Site	Ha	NC	Phasing	Delivery	Risk	Progress
SSA SM1	Barking Riverside	150	10,800	50 dwellings 2009/10, then ramping up to an average of 530 units per year up to 2024/25.	The site is owned and being delivered by Barking Riverside which is a limited company formed by the Homes and Communities Agency and Bellways Homes.	Low - Medium There are a number of conditions attached to the outline permission tying the occupation of new homes to the delivery of transport infrastructure. The Transport for London Business Plan omitted the Docklands Light Railway extension. Without this no more than 3999	Included in pre-submission SSA DPD Has outline planning permission (04/00123 OUT) Detailed planning permission for first phases (3200 homes) submitted January 2009. First dwellings forecast to be completed in 2009/10.

						units can be occupied. Without a Transport and Works Act no more than 1499 can be occupied. However East London Transit Phase 1a and 1b is committed, and a Transport for Works Act is again under consideration.	
SSA SM2	South Dagenham West	28.56	2000	250 dwellings per annum 2013/14 - 2020/21	Owned by LDA/Axa.	Medium East London Transit Phases 1b and 3 and DLR extension will help increase access to site. Phase 3 was omitted from Transport for London Business Plan	Masterplan prepared
SSA SM2	Dagenham Leisure Park	3.40	See above	See above	Site is in multiple ownership. Principle landowners are Orbit Property Management, and LBBB.	Medium Planning application yet to be submitted.	Included in pre-submission SSA DPD and combined with South Dagenham West site.
SSA SM3	Barking Rugby	12.35	200	100 units per annum	Site is owned by LBBB and	Low	Included in pre-submission SSA DPD

	Club and Goresbrook Leisure Centre			2011/12 and 2012/13	includes dog patrol compound which may come forward early.		
SSA SM4	South Dagenham East	20.30	2000	From 100-250 dwellings per annum 2015/16–2024/25	Owned by LDA	Medium - High Site is contaminated and requires densities dependent on significant public transport improvements. Delivery of East London Transit Phase 3 will help bring forward this site. This was omitted from Transport for London Business Plan. SSA allows for Temporary uses. Therefore initially the risk is high however longer term the risk will reduce once issues are resolved.	Included in pre-submission SSA DPD Masterplan prepared
SSA SM5	Sanofi Aventis 2	16.15	0-500 ⁷	100 units per year 2015-2020	The Council will work in partnership with	High Site is well served by existing public	Included in pre-submission SSA DPD

⁷ Site Specific Allocation is flexible and quantity of new housing if any) will depend on extent of other land uses allowed by the allocation.

					Sanofi Aventis to bring forward this site	transport and is vacant. However SSA SM5 is a flexible allocation and may not result in housing being built on this site.	
SSA SM6	University of East London ⁸	9.59	958	130 dwellings per year 2010-11 – 2016/17	Site has been acquired by Wimpey Homes and London and Quadrant Homes	Low	Included in pre-submission SSA DPD Outline Planning Permission (06/01284/OUT). Demolition of existing buildings has commenced.
SSA SM8	Lymington Fields	12.68	600	100 dwellings per year 2010/11 – 2015/16	Owned by the Homes and Communities Agency and is being built out by Countryside Properties	Low	Included in pre-submission SSA DPD Has outline planning permission (07/01289/OUT) Detailed application for phase 1 submitted concurrently.
SSA SM10	Becontree Heath	4.14	164 ⁹	100 units 2012/13 and 2013/14	The Council owns the existing Dagenham Leisure Centre, Morrisons own the supermarket	Low	Included in pre-submission SSA DPD

⁸ Demolitions occurred in 2008/09

⁹ Takes account of 36 demolitions

					site. Once the new leisure centre is provided at the Seabrook Hall location, the existing Dagenham Swimming Pool will close and be available for redevelopment. Site may be delivered by Local Housing Company.		
SSA SM13	Thames View Estate	5.09	500 ¹⁰	125 units per year 2010/11-2013/14	The Council owns the land and is planning on bringing these sites forward for redevelopment through the Local Housing Company. Demolition funded by Homes and Communities Agency	Low Local Housing Company scheme with support from Homes and Communities Agency	Included in pre-submission SSA DPD Demolition of existing housing complete Spring 2009. Masterplan due to be completed Spring 2009. Planning application due to be submitted 2009/10. Excludes capacity from smaller sites within estate.

¹⁰ Demolitions occurred in 2008/09

SSA SM14	Marks Gate	1.5	157 ¹¹	150 units per year 2011/12 – 12/13	The Council owns the land and is planning on bringing these sites forward for redevelopment through the Local Housing Company.	Low	Included in pre-submission SSA DPD Masterplan being prepared for the Marks Gate Estate
Other sites	Frizlands Allotments	1.8	100	50 units per year 2010/11 – 2011/2012	Site is currently being marketed by the Council for disposal to a developer	Low	Included in pre-submission SSA DPD Full Planning Permission (07/00939/FUL.) Allotments have been cleared.

¹¹ Takes account of 143 demolitions

Barking Town Centre							
DPD	Site	Ha	NC	Phasing	Delivery	Risk	Progress
BTC SSA1	London Road/Nort h Street	1.3	136 ¹²	100 units per year 2011/12 – 2012/13	The scheme will be delivered by the Council in partnership with a large retail operator	Low Site is predominantly Council owned and masterplanning complete.	Masterplan complete Demolition underway Planning application due to be submitted Autumn 2010.
BTC SSA2	Freshwharf Estate	4.2	1150	100 units in 2011/12, 200 units per year 2012/13 to 2014/15. ¹³ Then later phases implemented once public transport improvements in place. 250 units in 2016/17 and 200 units in 2017/18.	Site is in single private ownership and will be brought forward and developed by the private sector.	Medium Council and LTGDC are working with TfL to secure the funding for and implementation of the Barking to Royal Docks Bus Corridor scheme which passes through the site and is essential to its development along the lines set out in this allocation.	Planning application submitted November 2009.

¹² Takes account of 64 demolitions

¹³ The remainder can only follow after PTAL rating improves. 250 units in 2016/17 and 200 units in 2017/18

BTC SSA3	Barking Station	7.9	600	150 units per year 2013/14- 2016/17 ¹⁴	The Council, LTGDC, TfL and the public transport operators will all be involved in the planning, funding and implementation of the transport infrastructure elements of the overall scheme while the private sector will deliver the commercial and residential elements.	Medium Prime site next to Barking Station. Will benefit from East London Transit Phases 1a and 1b Private sector led	Site is covered by Barking Station Masterplan which is due to be completed Autumn 2009.
BTC SSA4	William Street Quarter	2.5	460	210 units in 2010/11 and 250 units in 2011/12 ¹⁵	Site is being delivered by Local Housing Company	Low Local Housing Company scheme with support from Homes and Communities Agency	Masterplan complete. Planning application for first phase approved April 2009 which includes 102 homes.
BTC SSA6	Gascoigne Estate	35	850 ¹⁶	100 units in 2010/11, and	The Local Housing	Low	High level Strategic Development Framework

¹⁴ Includes Cambridge Rd schemes)

¹⁵ Demolitions not taken into account in net gain as demolition already undertaken in 07/08)

¹⁶ Takes account of 1650 demolitions

				190 units per year from 2013/14 to 2023/24	Company will be the key organisation in delivering the implementation of the proposals.		Plan commissioned in partnership with HCA finalised early 2009. Demolition of existing housing due to start Summer 2009.
BTC SSA7	Abbey Retail Park	3.6	1000	250 units per annum 2012/13 to 2015/16	Owned by Estates and Agency	Medium Private sector led. Land owners are due to submit planning application in Summer 2009.	Included as Site Specific Allocation in Barking Town Centre Area Action Plan. Planning application expected Summer 2009.
BTC SSA9	Abbey Road Cultural/Creative Industries Quarter	1.45	320	200 units in 2011/12 and 120 units in 2012/13	Owned by London Thames Gateway Development Corporation who will appoint private sector partners to undertake the development.	Low Scheme being led by London Thames Gateway Development Corporation. Council and LTGDC are working with TfL to secure the funding for and implementation of Barking to Royal Docks Bus Corridor scheme which passes through the site and is essential to its development along the lines set out in this	Planning application submitted November 2008.

						allocation.	
BTC SSA10	Vicarage Field	2.5	250	250 units 2012/13	Site is privately owned it is expected that the owners will implement the scheme themselves.	Medium	Included as a Site Specific Allocation in Barking Town Centre Area Action Plan
BTC SSA11	Frontage around Gascoigne Road and King Edward Road		250	250 units in 2013/14 (estimated net gain takes account of demolitions)	Implementation will be through a partnership between the Council and the private owners of the majority of the commercial premises which front onto the A13.	Medium Site is currently in industrial use	Included in Barking Town Centre Area Action Plan
Other sites	Town Square	1.8	136	136 units in 2009/10	Site is being delivered by Redrow Homes	Low Site under construction	Phase 1 complete, Phase 2 under construction

10.3 The following table splits the forecast supply into risk. Those sites classified as low risk were either under construction in 2008/09, being or planned to be delivered by the Local Housing Company and/or in partnership with the Homes and Communities Agency or the London Thames Gateway Development Corporation. More information for each site is provided in the previous table. Medium risks sites tend to be those schemes which are private sector led, depend on public sector funding which has not yet been committed and/or are dependent on the delivery of major public transport infrastructure whose status in 2008/09 was unclear. Many of the private sector led sites are attributed a higher risk due to the difficulties

developers were experiencing accessing private finance during the downturn which started in 2008/09. The first phases of South Dagenham East are attributed the highest risk. Although this site is owned by the London Development Agency it is heavily contaminated and dependent on the implementation of East London Transit Phase 3. However these constraints are not insurmountable and longer term the site offers the potential to form a significant component of future housing supply. Similarly due to the uncertainty, at the time of writing, surrounding the Docklands Light Railway extension, Barking Riverside is identified as a low risk for the first 1500 homes, from 1500 – 4000 homes a Transport and Works Act is required and therefore the scheme is classified as medium risk, once the act is passed than the risk reduces as at this point the likelihood of the extension being implemented increases. The Council is working closely with Transport for London and the Government to overcome barriers to the implementation of the DLR extension.

Housing supply risk assessment

Site	Year															Site Capacity		
	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Gross	Net	GC
Barking Riverside	50	458	313	293	276	568	602	921	837	564	969	500	342	343	452	7488	7488	10800
South Dagenham West and DLP					250	250	250	250	250	250	250	250				2000	2000	2000
Barking Rugby Club and Goresbrook Leisure Centre			100	100												200	200	200
South Dagenham East							100	100	150	150	250	250	250	250	250	1750	1750	2000
Sanofi Aventis 2							100	100	100	100	100					500	500	500
University of East London		130	130	130	130	138	150	150								958	874	874
Lymington Fields		100	100	100	100	100	100									600	600	600
Becontree Heath			-36	100	100											200	164	164
Thames View Estate		125	125	125	125											500	264	264
Marks Gate		-143	150	150												300	157	157
Frizlands Allotments		50	50													100	100	100
London Road/North Street			34	100												200	136	136
Freshwharf Estate			100	200	200	200		150	200							1050	1050	1050

Barking Station				150	150	150	150									600	600	600
William Street		210	250													460	204	460
Gascoigne	-200	-100	100	100	-10	-10	-10	-10	-10	140	190	190	190	190	190	2790	940	1100
Abbey Road Retail Park					250	250	250	250								1000	1000	1000
Abbey Road CIQ			200	120												320	320	320
Vicarage Field				250												250	250	250
Gascoigne Business Park					250											150	150	150
Town Square	136															136	136	136
Annual sub total	Low	-14	830	1616	1518	921	428	340	240	90	804	1259	690	532	533	642		
	Medium	0	0	0	400	900	1118	1152	1471	1187	150	150	250	250	250	250		
	High	0	0	0	0	0	0	0	200	200	250	250	350	250	0	0	0	
Annual total		-14	830	1616	1918	1721	1546	1692	1961	1577	1204	1759	1190	782	783	892		
5 year Sub totals	Low	4871					1902					3656						
	Medium	1300					5078					1150						
	High	0					900					600						
5 year total		6171					7880					5406						
Target		5950					5950					5950						

GC = Gross complete site capacity when complete, this may be beyond the 15 year housing trajectory period.

10.4 This demonstrates that from 2009/10 – 2014/15 there is a five year supply of available and deliverable sites however approximately 80% of this supply is from low risk sites. This is due to most of the forecast supply coming from sites being delivered through the Local Housing Company. For these schemes the Council contributes its land for free in exchange for a share of future profits. Consequently these schemes have less call on private finance and are significantly less geared than market led schemes. It also includes supply from the first phases of Barking Reach.

- 10.5 From 2015/16 – 2019/20 the situation changes. With the five year supply being largely sourced from medium risk sites. The threat to this supply is due mainly to the omission of the Docklands Light Railway extension and East London Transit Phases 2 and 3 from the Transport for London Business Plan. Both these schemes are included in the London Plan because they were recognised as being critical to the delivery of regeneration sites in Barking Town Centre and London Riverside particularly Barking Riverside and South Dagenham.
- 10.6 The Council remains confident that these schemes will be delivered. Transport for London has announced it intends to prepare a sub-regional transport programme. Essentially this would be a local translation of the Mayor’s Transport Strategy. Transport for London have signalled it would:
- enable a wider review of un-funded schemes such as Renwick Road and East London Transit Phase 2
 - consideration of third party funding opportunities
 - consider the impact of the delay to Docklands Light Railway extension
 - look at opportunities for growth in Outer London
- 10.7 Therefore although these schemes are not included in the Transport for London Business Plan they are under review. In particular it is considered that once the Transport and Works Act is agreed for the Docklands Light Railway extension the risk to later phases of Barking Riverside reduces as there will be more certainty about the scheme being delivered.
- 10.8 The worst case scenario is that no progress is made with those schemes omitted from the Transport for London Business Plan. The Housing Supply Risk Assessment shows that this would make it difficult for the Council to meet its housing targets in the medium to long term. In this circumstance the Council does not have much scope to compensate for this loss of supply. In line with PPS3 it has sought to minimise its reliance on windfall capacity and all major opportunities within the urban area form part of the forecast supply. In line with the Core Strategy the Council is focusing on brownfield land opportunities and seeking to protect the Green Belt from inappropriate development a strategy reinforced by the Mayor of London. The Council will therefore continue to emphasise the criticality of these schemes to key decision makers so that the conditions are in place to maximise housing supply.

10.9 Through its Annual Monitoring Report the Council will monitor actual supply against the forecast in the Housing Trajectory on a rolling five year basis and take appropriate actions where it is found that actual supply across a rolling five year period is forecast to be significantly less (25%) than planned. Actions depending on the findings could include:

- Surveying housebuilders/landowners to identify root causes of supply problems and acting on feedback received
- Comparing performance with comparative authorities to see if the problems are specific or generic
- Reviewing Strategic Housing Market Assessment
- Reviewing the Core Strategy
- Reviewing five year land supply
- Rolling the Local Housing Company model out more widely and exploring other delivery models and sources of finance.

10.10 The preceding paragraphs have highlighted the importance of new transport infrastructure as set out in CM4, in particular the Docklands Light Railway extension and East London Transit Phases 2 and 3 to the delivery of key regeneration opportunities. In addition to these East London Transit Phases 1a and 1b are forecast to be completed within the first five years of the plan. These schemes will support housing delivery in Barking Town Centre, Thames View Estate and the first phases of Barking Riverside. However the Council also recognises in CM1 that growth must also be supported by the necessary social infrastructure if sustainable communities are to be achieved. A comprehensive assessment of social infrastructure requirements in Barking and Dagenham has been undertaken and set out in a Social Infrastructure Framework. The SIF addresses four broad social sectors:

- Education
- Health and social care
- Recreation and leisure services
- Emergency and essential services

10.11 In some cases these facilities are being planned as part of new developments. For example at Barking Riverside new infrastructure will include a District Centre, three new primary schools, a new secondary school, a polyclinic and a sports centre. Forthcoming development at the former University of East London site and Lymington Fields will each include a new primary school. These are all expected to be delivered in the first five years of the plan. These are set out in the Site

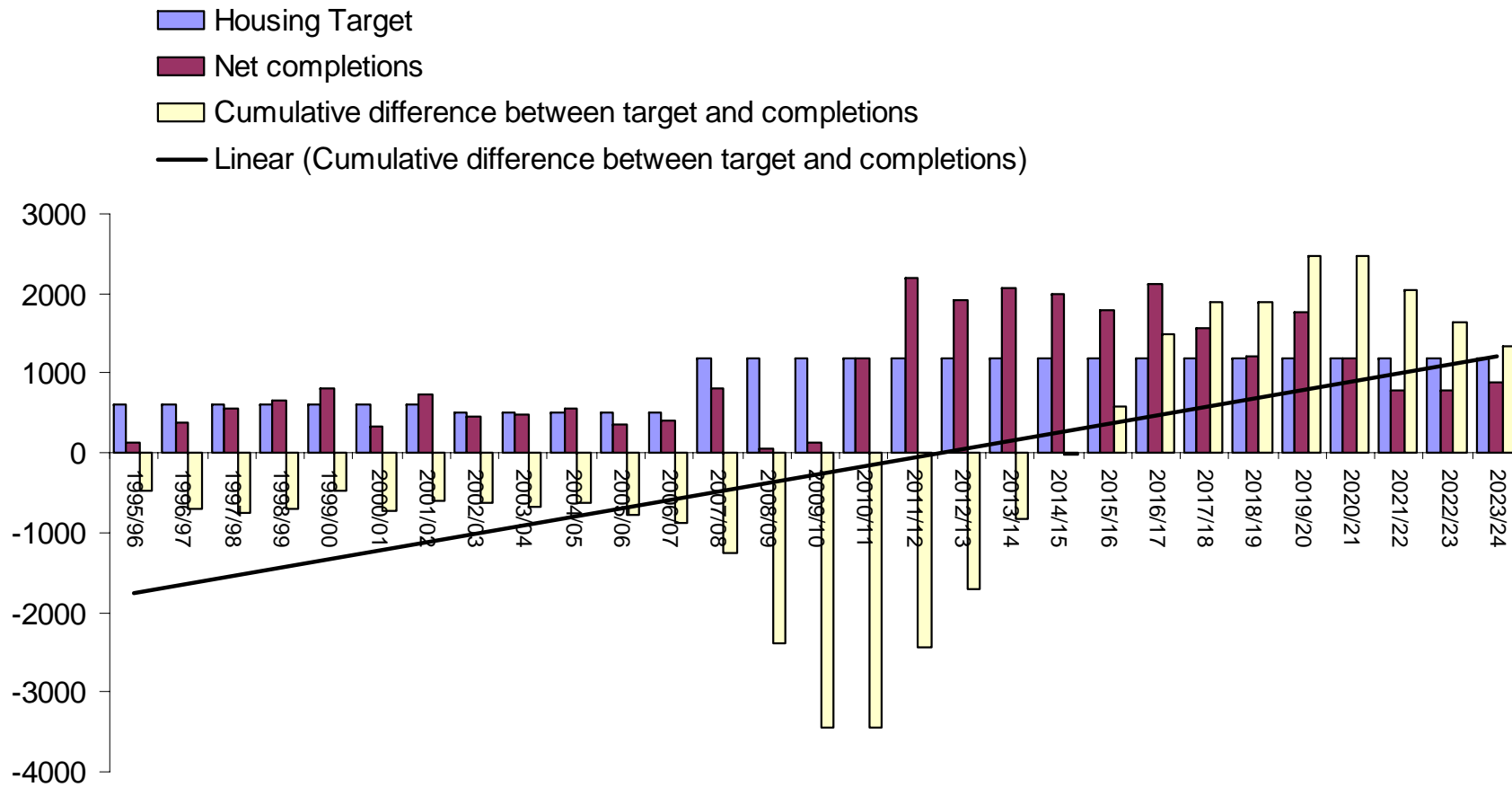
Specific Allocations Development Plan Document which identifies the sites necessary for new health and education facilities to support the growth set out in CM2. This has been prepared in partnership with the Primary Care Trust and the Council's Children's Services Directorate. Further detail will be provided in the Community Benefits Supplementary Planning Document.

Housing Trajectory

	Financial Year	Housing Target	Large site outside BTC	Small site outside BTC	Large site in BTC	Small site in BTC	Net completions	Cumulative difference between target and completions
	1995/96	600					125	-475
	1996/97	600					374	-701
	1997/98	600					551	-750
	1998/99	600					660	-690
	1999/00	600					819	-471
	2000/01	600					341	-730
	2001/02	600					734	-596
	2002/03	510					469	-637
	2003/04	510					471	-676
	2004/05	510					549	-637
	2005/06	510					364	-783
	2006/07	510					406	-887
	2007/08	1,190	174	4	468	91	815	-1,262
	2008/09	1,190	-364	59	229	140	64	-2,388
1	2009/10	1,190	104	73	-64	15	128	-3,450
2	2010/11	1,190	770	103	110	104	1187	-3,453
3	2011/12	1,190	1073	144	924	65	2203	-2,440
4	2012/13	1,190	889	36	990	0	1913	-1,717
5	2013/14	1,190	1081	0	990	0	2071	-836
6	2014/15	1,190	1156	10	840	0	1996	-30
7	2015/16	1,190	1402	0	390	0	1792	572
8	2016/17	1,190	1621	0	490	0	2111	1,493
9	2017/18	1,190	1387	0	190	0	1577	1,880
10	2018/19	1,190	1064	0	140	0	1204	1,894

11	2019/20	1,190	1569	0	190	0	1759	2,463
12	2020/21	1,190	1000	0	190	60	1190	2,463
13	2021/22	1,190	592	0	190	0	782	2,055
14	2022/23	1,190	593	0	190	0	783	1,648
15	2023/24	1,190	702	0	190	0	892	1,350

Figure 1: Housing Trajectory



Appendix 1
Superseded UDP policies

Saved UDP Policy	Status
STRATEGIC POLICY B HOUSING	Superseded
STRATEGIC POLICY C HOUSING	Superseded
STRATEGIC POLICY E EMPLOYMENT	Superseded
STRATEGIC POLICY F EMPLOYMENT	Superseded
STRATEGIC POLICY G SHOPPING	Superseded
STRATEGIC POLICY H SHOPPING	Superseded
STRATEGIC POLICY I ENVIRONMENT	Superseded
STRATEGIC POLICY J ENVIRONMENT	Superseded
STRATEGIC POLICY K ENVIRONMENT	Superseded
STRATEGIC POLICY L ENVIRONMENT	Superseded
STRATEGIC POLICY M ENVIRONMENT	Superseded
STRATEGIC POLICY N ENVIRONMENT	Superseded
STRATEGIC POLICY O ENVIRONMENT	Superseded
STRATEGIC POLICY X TRANSPORT	Superseded
STRATEGIC POLICY Y TRANSPORT	Superseded
STRATEGIC POLICY Z TRANSPORT	Superseded
STRATEGIC POLICY AA TRANSPORT	Superseded
STRATEGIC POLICY BB TRANSPORT	Superseded
STRATEGIC POLICY CC TRANSPORT	Superseded
POLICY H2 HOUSING	Saved
POLICY H3 HOUSING	Saved
POLICY H5 HOUSING	Saved
POLICY H7 HOUSING	Saved
POLICY H8 HOUSING	Superseded
POLICY H9 HOUSING	Saved
POLICY H10 HOUSING	Saved
POLICY H11 HOUSING	Saved
POLICY H12 HOUSING	Saved
POLICY H14 HOUSING	Saved
POLICY H15 HOUSING	Saved
POLICY H16 HOUSING	Saved
POLICY H18 HOUSING	Saved
POLICY H19 HOUSING	Saved
POLICY H22 HOUSING	Saved
POLICY E1 EMPLOYMENT	Superseded
POLICY E2 EMPLOYMENT	Superseded
POLICY E3 EMPLOYMENT	Superseded
POLICY E4 EMPLOYMENT	Superseded
POLICY E6 EMPLOYMENT	Superseded
POLICY E7 EMPLOYMENT	Saved
POLICY E8 EMPLOYMENT	Saved

POLICY E9 EMPLOYMENT	Saved
POLICY E10 EMPLOYMENT	Saved
POLICY E12 EMPLOYMENT	Saved
POLICY E14 EMPLOYMENT	Saved
POLICY S2 SHOPPING	Saved
POLICY S3 SHOPPING	Saved
POLICY S4 SHOPPING	Saved
POLICY S5 SHOPPING	Saved
POLICY S6 SHOPPING	Saved
POLICY S7 SHOPPING	Saved
POLICY S8 SHOPPING	Saved
POLICY S9 SHOPPING	Saved
POLICY S11 SHOPPING	Saved
POLICY S12 SHOPPING	Saved
POLICY S13 SHOPPING	Saved
POLICY S14 SHOPPING	Saved
POLICY S15 SHOPPING	Saved
POLICY S16 SHOPPING	Saved
POLICY S17 SHOPPING	Saved
POLICY S19 SHOPPING	Saved
POLICY B.T.C. 1 BARKING TOWN CENTRE	Saved
POLICY B.T.C. 2 BARKING TOWN CENTRE	Saved
POLICY B.T.C. 3 BARKING TOWN CENTRE	Saved
POLICY B.T.C. 4 BARKING TOWN CENTRE	Saved
POLICY B.T.C. 6 BARKING TOWN CENTRE	Saved
POLICY B.T.C. 8 BARKING TOWN CENTRE	Saved
POLICY B.T.C. 10 BARKING TOWN CENTRE	Saved
POLICY B.T.C. 12 BARKING TOWN CENTRE	Saved
POLICY B.T.C. 9 BARKING TOWN CENTRE	Saved
POLICY BR1 BARKING REACH	Saved
POLICY BR2 BARKING REACH	Saved
POLICY BR4 BARKING REACH	Saved
POLICY BR6 BARKING REACH	Saved
POLICY BR7 BARKING REACH	Saved
POLICY BR8 BARKING REACH	Saved
POLICY BR9 BARKING REACH	Saved
POLICY BR10 BARKING REACH	Superseded
POLICY BR11 BARKING REACH	Saved
POLICY BR12 BARKING REACH	Saved
POLICY G1 ENVIRONMENT	Superseded
POLICY G2 ENVIRONMENT	Superseded
POLICY G3 ENVIRONMENT	Superseded
POLICY G4 ENVIRONMENT	Superseded
POLICY G5 ENVIRONMENT	Superseded
POLICY G6 ENVIRONMENT	Saved

POLICY G7 ENVIRONMENT	Saved
POLICY G8 ENVIRONMENT	Superseded
POLICY G9 ENVIRONMENT	Superseded
POLICY G11 ENVIRONMENT	Superseded
POLICY G12 ENVIRONMENT	Superseded
POLICY G13 ENVIRONMENT	Superseded
POLICY G14 ENVIRONMENT	Saved
POLICY G15 ENVIRONMENT	Saved
POLICY G16 ENVIRONMENT	Saved
POLICY G17 ENVIRONMENT	Superseded
POLICY G19 ENVIRONMENT	Superseded
POLICY G20 ENVIRONMENT	Superseded
POLICY G21 ENVIRONMENT	Saved
POLICY G22 ENVIRONMENT	Saved
POLICY G27 ENVIRONMENT	Saved
POLICY G28 ENVIRONMENT	Saved
POLICY G29 ENVIRONMENT	Saved
POLICY G30 ENVIRONMENT	Saved
POLICY G31 ENVIRONMENT	Saved
POLICY G32 ENVIRONMENT	Saved
POLICY G33 ENVIRONMENT	Superseded
POLICY G34 ENVIRONMENT	Superseded
POLICY G35 ENVIRONMENT	Saved
POLICY G36 ENVIRONMENT	Saved
POLICY G37 ENVIRONMENT	Saved
POLICY G38 ENVIRONMENT	Saved
POLICY G39 ENVIRONMENT	Saved
POLICY G42 ENVIRONMENT	Superseded
POLICY G43 ENVIRONMENT	Superseded
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POLICY G54 ENVIRONMENT	Saved
POLICY G56 ENVIRONMENT	Saved
POLICY G57 ENVIRONMENT	Superseded
POLICY G58 ENVIRONMENT	Superseded
POLICY G59 ENVIRONMENT	Superseded
POLICY G60 ENVIRONMENT	Superseded
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POLICY G63 ENVIRONMENT	Saved
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POLICY DE1 DESIGN	Superseded
POLICY DE2 DESIGN	Saved
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POLICY DE8 DESIGN	Superseded
POLICY DE9 DESIGN	Superseded
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POLICY DE40 DESIGN	Saved
POLICY DE42 DESIGN	Saved
POLICY DE44 DESIGN	Saved

POLICY DE45 DESIGN	Saved
POLICY C2 COMMUNTY FACILITIES	Superseded
POLICY C3 COMMUNTY FACILITIES	Superseded
POLICY C4 COMMUNTY FACILITIES	Superseded
POLICY C5 COMMUNTY FACILITIES	Superseded
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POLICY C9 COMMUNTY FACILITIES	Superseded
POLICY C11 COMMUNTY FACILITIES	Superseded
POLICY C13 COMMUNTY FACILITIES	Superseded
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POLICY C15 COMMUNTY FACILITIES	Superseded
POLICY C16 COMMUNTY FACILITIES	Saved
POLICY C17 COMMUNTY FACILITIES	Superseded
POLICY A.T.3 ARTS AND TOURISM	Superseded
POLICY A.T.6 ARTS AND TOURISM	Saved
POLICY A.T.8 ARTS AND TOURISM	Saved
POLICY T 3 TRANSPORT	Saved
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POLICY T 32TRANSPORT	Saved
POLICY T 33TRANSPORT	Superseded
POLICY T 34TRANSPORT	Superseded
POLICY T 36TRANSPORT	Saved

Glossary of Terms

Term	Definition
Adoption	The final confirmation of a Local Development Document as having statutory status by a Local Planning Authority.
Affordable Homes	Housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in their Borough. Affordable housing comprises social housing and intermediate housing.
Affordable and Flexible Workspaces	Buildings which can help new small businesses by being adaptable for a range of needs and are affordable for new and small firms.
Annual Monitoring Plan	Annual report on the progress of preparing the Local Development Framework Report and the extent to which policies are achieved.
Biodiversity	The variety of plants, animals and other living things in a particular area or region. Biodiversity has value in its own right and has a social and economic value for human society.
Blue Ribbon Network	The network of London's waterways and water spaces and land alongside them. It includes the Thames, the canal network, the other tributaries, rivers and streams within London and London's open water spaces such as docks, reservoirs and lakes. It includes culverted (or covered over) parts of rivers, canals or streams.
Borough Wide Development Policies	A Development Plan Document within the Local Development Framework which contains detailed development policies focused on the implementation of the Core Strategy.
Brown Field Land	Land and premises that have previously been used or developed and are not currently in full use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated.
Community	Sometimes called social infrastructure, this refers to (but is

Facilities	not limited to) children’s play and recreation facilities; education facilities (early years, primary and secondary); children’s centres and child care facilities (including private nurseries); health, medical, social and residential care facilities; policing facilities, public libraries; adult learning facilities; one stop shops, community centres, halls and meeting rooms; public sports and leisure facilities; religious meeting places; public conveniences; cemeteries and crematoria; open spaces and green spaces (including allotments); and emergency and services
Community Strategy	The Community Strategy “Building Communities, Transforming Lives” provides a long term vision and action plan for Barking and Dagenham articulating the aspirations, needs and priorities of the local community – prepared by the Barking and Dagenham Local Strategic Partnership.
Conservation Sites	Areas of special architectural or historic interest, the character, appearance or setting of which is desirable to preserve or enhance.
Core Strategy	The Local Development Framework document which sets out the long term spatial vision for the local authority and the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.
Cultural Quarters	Areas where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environments.
Design and Access Statement	As set out in section 42 of Planning and Compulsory Purchase Act 2004, and section 10 of the Planning (Listed Buildings and Conservation Areas) Act 1990, a statement covering design concepts and principles and access issues should be submitted with an application for planning permission or listed building consent. Further guidance on preparing a design and access statements is set out in the Government’s Planning Circular 01/06.
Developers Brief	A document that outlines detailed planning requirements for the development of a site. It is subject to public consultation prior to publication.

Development Plan	The Statutory Development Plan comprises the Regional Spatial Strategy and the Development Plan Documents contained in the Local Development Framework.
Developer Contributions	A financial or in kind contribution usually made by a binding agreement between the Council as set out in the Government's 'Circular 05/2005: Planning Obligations', Developer contributions may be used to <i>prescribe</i> the nature of a development (e.g. by requiring that a given proportion of housing is affordable); or to secure a contribution from a developer to <i>compensate</i> for the loss or damage created by a development (e.g. loss of open space or community facilities); or to <i>mitigate</i> a development's impact (e.g. through increased public transport provision).
Diversity	The difference in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.
East London Green Grid	The network of spaces, corridors and links in-between of 'green infrastructure' that provide the context for open space enhancement in east London, identifying how Boroughs and other stakeholders should shape policies and actions to deliver the network.
Ecological Footprint	The ecological footprint of a city is an area, scattered throughout the world (usually vastly greater than the physical boundary of the city itself) on which a city depends, in terms of its resources demands and disposal of waste and pollution.
Green Belt	Green Belts are national policy designations set out in Planning Policy Guidance 2 (PPG 2) that helps to contain development, protect the countryside, promote brownfield development and assist in urban renaissance.
Green Economy	Economic activity with a generally positive effect on the environment, or businesses providing environmental goods or services.
Green Roofs	Green roofs convert a roof area into an area where plants

	can grow. They are made up of layers that create an environment suitable for plants to grow.
High Density	Development which makes efficient use of a site usually through reduced car parking and increased building footprint.
Housing Needs Study	A study which assesses the future housing needs of a district in terms of size, type and affordability of dwellings.
Housing Trajectory	A forecast, usually across ten years, of how many new homes are likely to be built in the Borough taking into account development opportunities and existing planning permissions.
Inclusive Design	A development which is designed around the needs of all groups within society.
Infill Development	Development of a vacant piece of land in an established urban area.
Infrastructure	Basic services necessary for development to take place such as roads, electricity, sewage, water, education and health facilities.
Intermediate Housing	Housing whose rent or costs is above social rent housing but below normal open-market levels. This includes low-cost home-ownership schemes and housing for “key workers” (teachers, nurses, police officers and so forth).
Key Regeneration Areas	Important regeneration sites of regional significance that are suitable for large amounts of new development. This includes Barking Town Centre, Barking Riverside, South Dagenham and Dagenham Dock. The key diagram sets out the particular locations.
Landscape Framework Plan	An investment plan setting the context for protecting and enhancing the landscape in Barking and Dagenham. As set out in the LDF Urban Design Framework SPD, it seeks to create an interconnected network of parks, open spaces, tree-lined streets, wildlife and other corridors, woodland, pedestrian and cycle routes.
Lifetime Homes Standards	Homes designed to provide accessible and convenient homes for a large segment of the population from young

	children to older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households.
Local Development Document	The various individual documents (Development Plan Document, Statement of Community Involvement, Supplementary Planning Document) in the Local Development Framework.
Local Development Framework	A replacement for the Unitary Development Plan which comprises a portfolio of development documents including documents containing local planning policies and planning guidance, a Proposals Map, a project plan for producing the Local Development Framework called the Local Development Scheme, the Annual Monitoring Report and the Statement of Community Involvement,.
Local Development Scheme	A work programme setting out what Local Development Framework documents will be produced over the next three years. It also sets out the timescale for preparation of these documents.
Local Labour Agreements	Local Labour Agreements are made between the Local Authority and a developer to increase the benefit from development proposals for local residents.
Local Strategic Partnership	<p>The Local Strategic Partnership is an umbrella partnership that brings together organisations from the public, private, community and voluntary sector in a local authority area. The key objective of the LSP for Barking and Dagenham is to improve the quality of life for its residents.</p> <p>The Barking and Dagenham partnership operates at a strategic level. Their purpose is primarily to produce and implement the Community Strategy “ Building Communities and Transforming Lives”.</p>
London Plan (The)	The London Plan is the name given to the Mayor's spatial development strategy which replaces the previous strategic planning guidance for London (known as RPG3).
Market Housing	Owner-occupied and private rented housing which does not

	meet the affordability and access criteria for social housing or intermediate housing.
Major Development	A Major Development is defined as: <ul style="list-style-type: none"> • For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares). • For all other uses: where the floor space will be 1000 sq metres or more (or site is 1 hectare or more). Area of site is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.
Metropolitan Open Land	A strategic open space designation that protects strategically important open space within the built environment. Metropolitan Open Land is the same as the Green Belt in terms of protection from development and serves a similar purpose.
Mixed-use Development	Development of a range of activities on single sites or across wider areas such as town centres.
Multiple-use Development	A property which more than one household lives in.
Neighbourhood Character	The individual appearance of an area created through the combination of buildings, landscapes and streets.
Night-time Economy	Uses that attract people to an area in the evening, especially cultural and entertainment facilities and associated bars and restaurants.
Opportunity Area	Areas designated in the London Plan as the principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
Planning Policy Guidance/Planning Policy Statement	These are Government statements of national planning policy. Planning Policy Guidance is gradually being replaced by Planning Policy Statements.

Police Shop Units	Shops which house police “front office” functions (such as public reception desks) to provide the public with a readily accessible and visible police presence in the high street.
Proposals Map	The adopted Proposals Map illustrates on a base map all the policies contained in the Development Plan Documents. The Proposal Map will be revised each time a new Development Plan Document is prepared which has site specific policies or proposals. It will always reflect the up-to-date planning strategy for the area.
Public Open Space	Public Open Space includes areas defined by the London Plan Open Space Hierarchy (District Parks / Local Parks and Open Space, Small Open Spaces, Pocket Parks and Linear Open Spaces) in addition to allotments protected from development as detailed in the Site Specific Allocations DPD.
Public Transport Accessibility Level (PTAL)	A measure of the extent and ease of access by public transport, or, where it can reasonably be used as a proxy, as the degree of access to the public transport network. Levels range from 1-6 with 6 being very accessible and 1 indicating poor public transport accessibility.
Public Realm	This is the space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.
Regeneration	The economic, social and environmental renewal and improvement of a rural or urban area.
Residential Conversions	Where a single house is divided into two or more flats.
Retail Park	A group of 3 or more retail warehouses, usually outside of town centres
Retail Warehouses	Large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering mainly for car-borne customers.
Section 106 contributions	Section 106 of the Town and Country Planning Act 1990 allows the local authority to enter into an agreement which can mean that a developer must make a financial or non-financial contribution to reduce the effect of a development

	and make it acceptable in planning terms. Section 106 agreements are sometimes referred to as developer contributions or planning obligations.
Site Allocation	The process of identifying land which can be used only for specific purposes. For example, land could be “allocated” (set aside) for employment uses, retail uses or open space or a mixture of these.
Sites of Metropolitan Importance for Nature Conservation	Those sites which contain the best examples of London’s habitats; sites which contain particularly rare species, rare assemblages of species or important populations of species; or sites which are of particular significance within otherwise heavily built-up areas of London. They are of the highest priority for protection. The identification and protection of Metropolitan Sites is necessary, not only to support a significant proportion of London’s wildlife, but also to provide opportunities for people to have contact with the natural environment.
Sites of Borough Importance for Nature Conservation	Sites which are important to the Borough in the same way as the Metropolitan sites are important to the whole of London. Whilst their protection is important, management of Borough sites should usually allow and encourage their enjoyment by people and their use for education.
Sites of Local Importance for Nature Conservation	Sites that are, or may be, of particular value to people nearby (such as residents or schools) and, as such, deserve protection in planning.
Social Infrastructure	Sometimes called community facilities, this refers to (but is not limited to) children’s play and recreation facilities; education facilities (early years, primary and secondary); children’s centres and child care facilities (including private nurseries); health, medical, policing facilities, social and residential care facilities; public libraries; adult learning facilities; one stop shops, community centres, halls and meeting rooms; public sports and leisure facilities; religious meeting places; public conveniences; cemeteries and crematoria; open spaces and green spaces (including allotments); and emergency and essential services.
Social Rent	Housing rent which is below the normal market cost, set by local authorities or other social landlords. The housing is

	normally set aside for people who need housing and cannot afford the normal market rent.
Spatial Planning	<p>Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.</p> <p>This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.</p>
Strategic Development	Developments referable to the Mayor in accordance with Parts 1 - 4 of the Town and Country Planning (Mayor of London) Order 2008. Examples include 150 + dwellings, 10+ ha (flats or houses), 15,000+ sq m of commercial space, buildings 25+ m high adjacent to the River Thames, or developments which would increase the height of a building in any location by more than 15m.
Strategic Industrial Location	An employment area comprised of a number of large sites which enjoy good road access and opportunities for large employers
Strategic Transport Infrastructure	Major transport schemes that are considered necessary, to deliver sustainable development and regeneration objectives. The list of schemes is set out in Barking and Dagenham's Local Implementation Framework.
Statement of Community Involvement	Document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the Local Development Framework and in the consideration of individual planning applications.
Supplementary Planning Document	Elaborates on policies or proposals in Development Planning Documents and gives additional guidance.
Sustainability Appraisal	A sustainability appraisal assesses the likely economic, social and environmental effects of the LDF. It aims to promote 'sustainable development' which is about making sure there is a better quality of life for everyone, now and in the future.

Sustainable Communities	Communities where people can live and work in a way which does not compromise the ability of future generations to do likewise.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Industries Park	A defined industrial location in which new employment opportunities embrace the following: research and development, sustainable industrial and business accommodation, recycling operations, energy efficiency, 'green links' between businesses, sustainable transportation, environmental technology and waste minimisation.
Thames Gateway	A corridor of land on either side of the Thames extending from east London through to north Kent and south Essex. The London part of the area extends eastwards from Deptford Creek and the Royal Docks and includes parts of the lower end of the Lee Valley around Stratford. It includes Barking Riverside and Barking Town Centre.
Town Centre Hierarchy	Categories for town centres depending on their role and the area they serve. Barking and Dagenham contains one Major Centre (Barking) three District Centres (Green Lane, Dagenham Heathway and Chadwell Heath) and several smaller Neighbourhood Centres.