

# **Appendix 1**

Barking and Dagenham Local  
Development Framework

Site Specific Allocations Development  
Plan Document

September 2010

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**Appendix 1: Saved UDP policies**

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# Chapter 1: 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 The Site Specific Allocations Development Plan Document is a key part of the Council's Local Development Framework. It includes those sites which are necessary to deliver the Core Strategy, and enable the implementation of the Borough Wide Development Policies. These are:

## Chapter 2 – Managing Growth

- Key Regeneration Areas and Significant Housing Sites. These are the sites necessary to deliver the additional homes target set out in Core Strategy policy CM2. It also includes estate regeneration schemes.
- Minor Housing Sites. These are small sites which the Council considers have potential to provide new housing. These sites will help maximise the supply of new housing and in particular affordable housing.
- Transport Infrastructure Sites. These are the transport infrastructure sites necessary to deliver policy CM4 of the Core Strategy.
- Town Centre Hierarchy. This details the extent of the frontages which comprise the centres within the town centre hierarchy as listed in policy CM5 of the Core Strategy and which will be used in applying the Borough Wide Development Policies DPD.

## Chapter 3- Sustainable Resources and the Environment

- Allotments. This lists the allotment sites which are protected by the Borough Wide Development Policies DPD. It also includes a proposal to bring back into use an existing allotment.
- Open Space. This lists the public open spaces which are protected under policy CM3 of the Core Strategy.
- Sites of Importance for Nature Conservation. This lists the Sites of Importance for Nature Conservation which are protected under policy CR2 of the Core Strategy

## Chapter 4 – Creating a Sense of Community

- This chapter comprises sites for new community facilities, particularly schools and health facilities, necessary to meet existing needs and new need arising from the housing growth identified in policy CM2 of the Core Strategy. Chapter 4 focuses on standalone facilities. Where necessary, community facilities are also identified within the large housing sites included in Chapter 2.

## Chapter 5 – Ensuring a Vibrant Economy and Attractive Town Centres

- This chapter identifies revisions to the Strategic Industrial Locations and Locally Significant Industrial Locations listed in policy CE3 of the Core Strategy.
- 1.4 The Proposals Map shows the boundaries of SSA SM1 – SSA SM36, all the frontages which comprise the District Centres and Neighbourhood Centres listed in Chapter 2, the allotment sites, public open spaces, and Sites of Importance for Nature Conservation listed in Chapter 3, the boundaries of SSA SC1 – SSA SC8D which comprise Chapter 4, and the revised boundaries of the Strategic Industrial Locations and Locally Significant Industrial Sites detailed in Chapter 5. Detailed plans of all the Site Specific Allocations, SSA SM1 – SSA SM36, SSA SR1, SSA SC1 – SSA SC8D and SSA SE1 are included in Appendix 1 of this document. The information in this document with regard to progress with the sites and their expected timescale is correct as of April 2010.
  - 1.5 Through this document and the Barking Town Centre Area Action Plan the Council has focused on identifying sufficient sites to deliver its housing target of 1,190 new homes per year from 2009/10 – 2023/24 and to provide the necessary social infrastructure to support this. More detail is provided in the Housing and Implementation Strategy provided in the Core Strategy. This includes new schools, new health centres and safeguarding for new public transport schemes.
  - 1.6 Sites within Barking Town Centre are covered by the Barking Town Centre Area Action Plan. Waste management sites are covered by the Joint Waste Plan.

## Consultation and Sustainability Appraisal

- 1.7 In August 2008 the Council published its comprehensive Site Specific Allocations Issues and Options Report for public consultation. This report identified the possible significant future development opportunities across the borough, and sought the views of residents and other stakeholders on these.
- 1.8 The sites were identified from a number of sources:
  - Sites identified through the London Housing Capacity Study

- Sites identified through the multi agency regeneration of London Riverside
  - Sites put forward by the London Borough of Barking and Dagenham
  - Sites with planning permission
  - Sites with developer interest
- 1.9 The Council's response to the feedback received is presented in the Consultation Report. The Council has addressed this feedback in defining the final draft list of sites and their preferred future uses. It has also identified the environmental, economic and social impacts of these sites through a sustainability appraisal and taken the necessary mitigating measures.

### **Integration of Strategies and Conformity**

- 1.10 The Site Specific Allocations have been identified to help deliver the Core Strategy of the Local Development Framework. 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.
- 1.11 Three strategies are particularly critical: the London Plan, the Barking and Dagenham Community Strategy and the Council's Asset Management Plan. The Site Specific Allocations 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. The Core Strategy evidences the relationship with the Community Strategy and it is not necessary to repeat it here. The Council is a significant landholder and therefore the site allocations work was tied in with the work of the Asset Management Plan. In addition, there are many other strategies at regional, sub-regional and local level that have been taken into account.
- 1.12 The Council has also had regard to a comprehensive evidence base including Strategic Flood Risk Assessment, London Housing Capacity Study, Barking and Dagenham Housing Needs Survey, Sites of Importance for Nature Conservation Survey, Barking and Dagenham Green Space Strategy and Barking and Dagenham Town Centre Health Checks. Each site has been sequentially tested to evidence that there are no opportunities for locating the development in a lower flood risk zone.
- 1.13 Preparation of the Site Specific Allocations is not a once and for all activity. It is essential to check that they are being implemented as intended, that the desired outcomes are being achieved and, if not, what corrective action needs to be undertaken. The progress in the

delivery of the sites will be monitored in the Annual Monitoring Report. More information is provided in Chapter 6.

## **Structure of this Document**

1.14 The Core Strategy policies fall under one of five themes:

- Managing Growth
- Sustainable Resources and the Environment
- Creating a Sense of Community
- Ensuring a Vibrant Economy and Attractive Town Centre
- Creating a Sense of Place

1.15 The identified sites are necessary to deliver the Core Strategy and therefore are grouped under the respective themes as shown overleaf. Each chapter begins by setting out the context for the identified sites having regard principally to the Core Strategy.

### Chapter 2: Managing Growth

- Key regeneration areas and significant housing sites
- Minor housing sites
- Transport Infrastructure sites
- Town Centre hierarchy

### Chapter 3: Sustainable Resources and the Environment

- Allotments
- Open Space
- Sites of Importance for Nature Conservation

### Chapter 4: Creating a Sense of Community

- Schools and children's centres
- Community uses
- Healthcare
- Barking Riverside new neighbourhood and district centres

### Chapter 5: Ensuring a Vibrant Economy and Attractive Town Centres

- Strategic Industrial Locations
- Locally Significant Industrial Sites

The last chapter covers the Monitoring and Implementation Framework.

## Chapter 2: Managing Growth

- 2.1 This chapter comprises sites which have been identified to deliver the Managing Growth theme of the Core Strategy which covers policies CM1 – CM5.
- 2.2 Policy CM2 of the Core Strategy identifies in line with the London Plan that at least 11,900 new homes will be provided in Barking and Dagenham between 2007/08 and 2016/17. This target will largely be met from new housing from the following sources:
- Barking Riverside
  - Barking Town Centre
  - South Dagenham; and
  - Further housing and mixed use development sites identified in the Site Specific Allocations DPD
- 2.3 The Council will cooperate with the GLA in setting an appropriate target for the Borough of 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.
- 2.4 Barking Riverside and South Dagenham are covered in more detail in SM1, SM2 and SM3. Opportunities within Barking Town Centre are covered in more detail in the Barking Town Centre Area Action Plan.
- 2.5 Policy CM2 of the Core Strategy ‘Managing Housing Growth’ identifies that outside of the Key Regeneration Areas further housing and mixed use development opportunities will be identified. These opportunities are split into two categories, significant housing sites and minor housing sites. It is important to note that these definitions do not correspond to the strategic and major definitions used in elsewhere in the LDF and set out in the glossary of the Core Strategy. This is because the exact capacity of these sites will not be known until detailed proposals have been worked up.
- 2.6 The Council calculates that the sites included in the document will yield approximately 14,800 new homes by 2025. This comprises 7500 dwellings at Barking Riverside (SSA SM1), 4000 dwellings at South Dagenham (SSA SM2 and SSA SM4), 3181 dwellings on major sites outside the Key Regeneration Areas and 164 dwellings on small sites (SSA SM16 – SSASM33). In addition the site allocations in the Barking Town Centre Area Action Plan total 5016 new dwellings. The overall total therefore across the borough is 19861 new dwellings. Policy CM2 of the Core Strategy sets a target of 1190 new homes per year to 2025 which represents 17,850 new dwellings over the lifetime of the plan. Therefore the Site Specific Allocations DPD and the Barking Area Action Plan DPD identify sufficient supply to surpass the Council’s



housing supply target. More detail is provided in the Council's Housing and Implementation Strategy.

- 2.7 In line with the policy CM1 of the Core Strategy 'General Principles for Development' the Council wants to achieve mixed and balanced sustainable communities. Consequently, acting on the feedback received from key service providers, it has identified where appropriate, the need for essential community facilities to support the development. These will be provided in one of two ways. Provided as part of the development of key regeneration areas and significant housing sites or as standalone facilities dealt with in Chapter 4.
- 2.8 Good progress has already been made on many of these schemes. Many of these sites are being delivered by the Council and/or its partners including Barking Riverside Limited, the Local Housing Company, Homes and Communities Agency, the London Development Agency and the London Thames Gateway Development Corporation.
- 2.9 For each site the appropriate uses are stated and the main issues which must be addressed in the development listed. However all development proposals must in addition satisfy the policies and guidance within the Local Development Framework and the London Plan.
- 2.10 Whilst sites SSA SM1 – SSA SM15 will deliver a significant amount of new housing they are also concerned in line with policy CM1 of the Core Strategy with improving conditions on existing estates within the borough. There is a pressing need to improve housing conditions on the Thames View Estate, Marks Gate Estate and at Goresbrook Village and SSA SM13, SSA SM14 and SSA SM15 set out the Council's proposals for these three areas. Although these proposals involve the demolition of a significant number of homes which do not meet decent homes standard in total there will be net gain of new homes across these three areas.
- 2.11 SSA SM16 – SSA SM33 comprise the minor housing sites. Collectively these sites will help maximise the supply of new housing in line with policy CM2 of the Core Strategy and will also help increase the supply of affordable housing as many of these sites will be for new Council housing.
- 2.12 SSA SM34 – SM36 covers the transport infrastructure sites necessary to deliver policy CM4 of the Core Strategy. CM4 makes clear that land will be safeguarded for planned transport infrastructure schemes in the Site Specific Allocations SPD that will serve the economic, social and environmental needs of the borough and the Thames Gateway area.

- SSA SM34 covers the safeguarding for the A13/Renwick Road junction improvements which are necessary to deliver the Barking Riverside development as set out in SSA SM1.
- SSA SM35 covers the proposed Strategic Rail Freight Terminal at Renwick Road/Ripple Road. This site enjoys connection to a high speed rail link to continental Europe. The allocation plans for expansion of existing rail freight activity as well as new businesses anticipated to locate in the area in connection with the freight terminal. It also provides for affordable business space for existing businesses. The allocation therefore will help modernise the Rippleside Commercial Area and increase employment levels within it
- SSA SM36 covers the safeguarding for East London Transit Routes 1a and 1b which are important improvements to public transport which will significantly improve public transport accessibility to London Riverside and are essential to deliver the Barking Riverside development.

2.13 The end of this chapter details the extent of the frontages which comprise the centres within the town centre hierarchy as listed in Policy CM5

## Key Regeneration Areas and Significant Housing Sites

### SSA SM1: BARKING RIVERSIDE

<b>Location</b>	On the River Thames between the River Road and Dagenham Dock Strategic Industrial Locations, south of the A13.
<b>Size</b>	150 hectares
<b>Timescale</b>	2009 - 2030
<b>Implementation</b>	Barking Riverside Ltd - a joint venture between the Homes and Communities Agency and Bellway Homes.
<b>Flood Zone<sup>1</sup></b>	Flood risk zone 1 but surrounded by flood risk zone 3.
<b>PTAL<sup>2</sup></b>	Existing PTAL is 1. However East London Transit phases 1a and 1b will serve Barking Riverside. A DLR extension to Dagenham Dock is also anticipated.
<b>Indicative</b>	Up to 10,800 new homes, which will be phased to

<sup>1</sup> The risk of land from flooding depends on which Flood Zone it falls within. These Flood Zones refer to the probability of sea and river flooding only, ignoring the presence of existing defences. There are four flood zones - 1 is lowest probability, 2 is medium probability, 3a is high probability and 3b is the functional floodplain. More information can be found in Planning Policy Statement 25: Development and Flood Risk.

<sup>2</sup> PTAL is the Public Transport Accessibility Level. This is a measure of how accessible a location is to public transport taking into account service frequency and the distance to a public transport node (station or bus stop). PTAL is ranked 1- 6, with 6 representing excellent public transport accessibility.

<b>Capacity</b>	coincide with the provision of key public transport and road improvements and provision of essential community facilities. There are a number of conditions on the existing planning consent which ensure this. This includes conditions restricting the number of homes that can be occupied to no more than 1500 homes before a Transport & Works Act (authorising the construction and operation of the DLR) is in place and no more than 4,000 homes before the Docklands Light Railway Extension is operational. It also includes conditions restricting the number of homes that can be occupied to 3,999 before improvements to the Renwick Road/A13 junction have been completed
<b>Existing Uses</b>	Unoccupied brownfield land
<b>Proposed Uses and Design Requirements</b>	
<p>Barking Riverside is located at the heart of the Thames Gateway and when fully developed will comprise approximately 10,800 new mixed-tenure homes within a high quality urban environment and also a range of community facilities. These will include: schools, healthcare, shopping, community facilities, employment, leisure opportunities and environmental benefits all supported by new, integrated public transport links.</p> <p>Over a 20 year period Barking Riverside will emerge as a vibrant, sustainable community which will be home to 26,000 people, with strong links to nearby existing neighbourhoods like Thames View. A major emphasis is on the provision of high levels of multi-tenure affordable and family homes which are being designed innovatively to high sustainability standards. 40% of the site will be dedicated to open spaces and the 2km riverfront will be opened up.</p> <p>Outline consent (application reference 04/00123/OUT) for the whole site was issued, and a comprehensive Section 106 agreement signed, in 2007. This provides for up to 10,800 net new homes over a 4 stage development programme which will take place over a 25 year period.</p> <p>A Section 73 planning application for variation of six conditions attached to the original outline planning permission was granted in June 2009 and in August 2009, four planning applications were approved to discharge a number of conditions that were attached to the original planning permission.</p> <p>In February 2010, a reserved matters planning application was granted to provide the detailed design of the first local centre, the Rivergate Neighbourhood Centre.</p> <p>Further planning applications will be submitted during 2010 as development progresses.</p> <p>East London Transit will serve early phases with Stages 3 and 4 dependent on the DLR being extended to Dagenham Dock.</p> <p>The phasing of the scheme has been carefully planned to ensure that as the</p>	

area grows the necessary community and transport infrastructure will be provided alongside it. The Section 106 agreement and conditions on the outline consent provide for this. Each of the 4 'stages' will include a new neighbourhood or district centre providing community hubs with schools, religious meeting places and other social infrastructure and retail provision. More details on each of the 4 new centres are set out later in this document.

Development must address the following issues:

- The site contains and is bounded by SINCs, where biodiversity / nature conservation interests will require careful reconciliation with regeneration and development aspirations.
- The need to address effects on both the local road network and the Strategic Road Network as identified in a Transport Assessment and the need to remediate any adverse transport impacts.

## SSA SM2: SOUTH DAGENHAM WEST AND DAGENHAM LEISURE PARK

<b>Location</b>	<p>South Dagenham West is situated to the west of the Ford Stamping Plant and east of the Goresbrook Interchange. It is bounded to the south and north by the A13 and the A1306.</p> <p>Dagenham Leisure Park is situated to the west of the Goresbrook Interchange, north of the A13 and South of Goresbrook Road and Baden Powell Close.</p>
<b>Ward</b>	Goresbrook, River and Thames
<b>Size</b>	28.56 & 3.40
<b>Timescale</b>	<p>2013 – 2020 South Dagenham West</p> <p>2013 – 2020 Dagenham Leisure Park</p>
<b>Implementation</b>	<p>The majority of South Dagenham West is owned by AXA. There are a number of small areas of land adjacent to AXA's land that should ideally be incorporated within the overall development site. These include the Chequers Corner/Polar site to the east.</p> <p>Dagenham Leisure Park is in private ownership.</p> <p>LBBB favours a comprehensive masterplanning approach encompassing both sites.</p> <p>The Council will continue to lobby for implementation of East London Transit Phase 3 and Docklands Light Railway Extension to support the potential uses and densities proposed which are necessary to achieve an optimal development.</p>
<b>Flood Zone</b>	<p>Dagenham Leisure Park is in Flood Zone 1.</p> <p>South Dagenham West is mostly in Flood Zone 3a. A section of the south part of the site is in Flood Zone 3b.</p>

	The section of the site north of the Ford Pressing Plant is predominantly in zones 1 and 2 with the southern part of this section in flood zone 3. The north east corner of Merrielands retail park is in flood zones 2 and 1.
<b>PTAL</b>	PTALs levels range from 1-1b along Cook Road and around Dagenham Dock Station rising to 3 at Chequers Corner.  Future PTALs at Dagenham Dock Station will rise due to East London Transit. The Council will continue to press for further public transport infrastructure to improve PTAL levels, especially future extensions to the ELT and the Docklands Light Railway.
<b>Indicative housing Capacity</b>	2000 Dependent upon public transport infrastructure investment.
<b>Existing Uses</b>	The site is a predominantly cleared brownfield site, partly used as a car park but includes Merrielands Retail Park and leisure uses at the Dagenham Leisure Park.
<b>Proposed Uses and Design Requirements</b>	
<p>The Ford Body Plant (located between Chequers Lane and Kent Avenue) remains in place and operational. This land is separately safeguarded for employment use.</p> <p>The Council favours a comprehensive approach to the site's masterplanning and development as this would best ensure good planning and place-making, avoid increasing severance issues, and provide key links to adjacent land.</p> <p>The site has the potential for:</p> <ul style="list-style-type: none"> <li>• Housing and community uses, including north of Ripple Road in place of the existing leisure and entertainment uses</li> <li>• Leisure and recreation facilities and retail centred on Merrielands Crescent and Chequers Corner</li> <li>• Ancillary retail provided at Dagenham Dock station</li> <li>• Health centre located north of the Ford Stamping Plant</li> <li>• New primary school</li> <li>• Some employment generating uses</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Employment generating uses: <ul style="list-style-type: none"> <li>• must not prejudice the development of housing on other parts of the South Dagenham West site, in terms of impact on residential amenity; should, subject to feasibility, provide a separate access which directly connects to Merrielands Crescent and should aid delivery</li> <li>• should enable the delivery of an improved retailing and leisure hub at Merrielands Crescent/Chequers Corner</li> </ul> </li> <li>• Aim to provide 40% of new homes as family sized and deliver the maximum reasonable amount of affordable housing.</li> </ul>	

- The possible need for a new three form primary school depending on the number of new homes provided on the site.
- Ensure there is no net loss of public open space and provide improved green space by embedding green grid principles in the design and layout of the development including the implementation of the Goresbrook Link.
- The integrated design of the on site element of the continuous route /public space that connects Dagenham Heathway via the development along Chequers Lane and to the Thames at Dagenham Dock sustainable Industrial Park.
- Provide an integrated public realm around the future DLR Terminus at Dagenham Dock.
- Ensure that the spatial requirements of a future upgrade of a pedestrian cycle link across the Rail corridor as part of DLR/ELT Interchange improvement is incorporated.
- Protect and enhance the Goresbrook Site of Importance for Nature Conservation through the provision of an eight metre buffer zone along the length of the Goresbrook throughout the site.
- Reinforce the Dagenham Heathway/Dagenham Dock Station axis and provide a landmark building at Chequers Corner.
- Subject to viability and demand seek to ensure that the cinema or an appropriate leisure facility, is reprovided in the vicinity in the event of loss through redevelopment at Dagenham Leisure Park. The scale and type of any replacement facility should be determined by demonstrated need in the area.
- New retail and recreation and leisure facilities to be focused in the Merrielands Crescent Area and Chequers Corner Area and provide a more traditional pedestrian focused layout and be accessible to new and existing communities. Any increase in retail must not harm the viability and vitality of Dagenham Heathway district centre.
- Improve pedestrian and cyclist links across Ripple Road and to planned and proposed public transport nodes including Dagenham Dock Station.
- Close proximity to the A13 and the need to mitigate noise and air quality impacts through appropriate design solutions.
- Enable future extensions to East London Transit and the DLR Extension or projects providing equivalent levels of accessibility including in the interim provision for a bus service to Dagenham Dock station and where densities higher than existing PTALs are planned that the phasing of development is linked to the implementation of public transport improvements and that the densities are commensurate with these.
- Ensure flood risk is properly managed. The Sequential Test and parts a) and b) of the Exception Test have been undertaken for the site. It is necessary, however, for the applicant to undertake part c) of the Exception Test and prepare a flood risk assessment. Opportunities should be taken to locate more vulnerable uses to a zone of lower flood risk within the site boundary. If this is not possible, the development should be directed towards those areas of the site that have a lower degree of flood hazard and lengthy inundation rates (based upon the flood hazard and rate of inundation maps contained in the SFRA).
- Ensure opportunities are fully utilised to power development through

decentralised energy systems. The development should be designed to be capable of linking into the district heating system planned as part of the London Thames Gateway Heat Network. Connection to the heat main should be made subject to it being economically viable to do so.

- This site falls within an Archaeological Priority Area. The potential effect of development on archaeological remains should be considered and mitigation measures implemented as appropriate.
- Allow for the continuation of industrial activity on the abutting Ford Site.
- Development proposals will be required to submit Transport Assessments detailing their effects on both the local road network and the Strategic Road Network, and include proposals to remediate any adverse transport impacts.

Proposals for piecemeal development will be considered provided this does not prejudice the implementation of the proposals set out above.

### **SSA SM3 BARKING RUGBY CLUB AND GORESBROOK LEISURE CENTRE**

<b>Location</b>	To the East of Gale Street between Goresbrook Road and Ripple Road
<b>Ward</b>	Thames
<b>Size</b>	12.98
<b>Timescale</b>	2011-2025
<b>Implementation</b>	The entire site is owned by the London Borough of Barking and Dagenham. The Rugby Club occupy their site on a long lease. Redevelopment of the Rugby Club site would be dependent on an alternative home being found for the club. Redevelopment of the Leisure Centre would depend upon replacement facilities being provided elsewhere. The site includes the Council's Dog Patrol centre which is intended to come forward as a Local Housing Company scheme.
<b>Flood Zone</b>	Zone 1
<b>PTAL</b>	PTAL 1 - 2
<b>Indicative housing Capacity</b>	200 units on the former Parks Police dog compound. Elsewhere on the site it depends on the future of existing uses
<b>Existing Uses</b>	Barking Rugby Club and Goresbrook Leisure Centre
<b>Proposed Uses and Design Requirements</b>	
The site has the potential for:	
<ul style="list-style-type: none"> <li>• Sports and recreation facilities</li> <li>• Housing and community uses</li> </ul>	
Development must address the following issues:	
<ul style="list-style-type: none"> <li>• Ensure that the range of sports and recreations facilities remain in situ or</li> </ul>	

re-provided in an equally accessible location. There is potential for new leisure facilities to replace those at Goresbrook Leisure Centre. Alternatively the centre could be redeveloped or reprovided on another site. The relocation of the remaining facilities to South Dagenham West (SM2) would be acceptable in line with CM2. However the Council would also support the expansion of the Barking Rugby Club within the current site.

- Ensure that at least 40% of new homes are family sized and deliver the maximum reasonable amount of affordable housing
- Improve pedestrian and cyclist links to and across the site and ensure public transport accessibility is improved
- Close proximity to the A13 and the need to mitigate noise and air quality impacts through appropriate design solutions.
- Ensure development is designed so it can link into the planned Barking Power Station district heating network and fully utilises opportunities to power development through decentralised energy systems.
- This site falls within an Archaeological Priority Area. The potential effect of development on archaeological remains should be considered and mitigation measures implemented as appropriate.
- A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems.

#### SSA SM4: SOUTH DAGENHAM EAST

<b>Location</b>	Situated between the railway line and the A1306 east of the Ford Stamping Plant
<b>Ward</b>	River
<b>Size</b>	20.30
<b>Timescale</b>	2015 – 2025 Temporary uses will be allowed on the South Dagenham site in the interim
<b>Implementation</b>	Site is owned by the London Development Agency.
<b>Flood Zone</b>	Zone 3a high probability and undefended
<b>PTAL</b>	Level 1 and 2 with higher levels to the west of the site and the northern boundaries. The Council will continue to press for further public transport infrastructure to improve PTAL levels, specifically future extensions to the ELT and the Docklands Light Railway.
<b>Indicative housing Capacity</b>	2000
<b>Existing Uses</b>	Derelict brownfield land. Former Ford site.
<b>Proposed Uses and Design Requirements</b>	
The site has the potential for:	
<ul style="list-style-type: none"> <li>• Housing</li> <li>• Health</li> <li>• Education Use</li> </ul>	



- Car parking facilities for the Ford Pressing Plant
- Light Industrial on the Western side fronting Ford

Due to the timing of public transport improvements this site is unlikely to be built out before 2015. In the interim, the site has potential for temporary uses provided that:

- They do not compromise the future development of the site as set out in this allocation and if possible provide the conditions for its implementation
- A satisfactory relationship with surrounding uses can be achieved
- It assists with the regeneration of the South Dagenham Key Regeneration Area

**Development must address the following issues:**

- Enable future implementation of public transport improvements such as East London Transit 3 and where densities higher than existing PTALs are planned that the phasing of development is linked to the implementation of public transport improvements and that the densities are commensurate with these.
- Need for a new three form primary school on this site triggered by the new housing proposed in this site allocation
- Need to recognise relationship to Havering part of regeneration area and the proximity of the site to the proposed Beam Reach station
- The need to mediate between residential development and the Ford site through the use of light industrial uses.
- Ensure flood risk is properly managed. The Sequential Test and parts a) and b) of the Exception Test have been undertaken for the site. It is necessary, however, for the applicant to undertake part c) of the Exception Test and prepare a flood risk assessment. Opportunities should be taken to locate more vulnerable uses to a zone of lower flood risk within the site boundary. If this is not possible, the development should be directed towards those areas of the site that have a lower degree of flood hazard and lengthy inundation rates (based upon the flood hazard and rate of inundation maps contained in the SFRA).
- Inclusion of a strategic Green Grid green open space that can contribute to a sustainable urban drainage system for the new residential development. The inclusion of a water element could provide flood attenuation as well as a valuable recreational, ecological and environmental resource on a site abutted on two sides by infrastructure.
- Improve pedestrian and cyclist links across Ripple Road and to planned and proposed public transport nodes including Dagenham Dock Station
- Close proximity to the A13 and the need to mitigate noise and air quality impacts through appropriate design solutions.
- The site is contaminated and requires remediation prior to development
- Ensure development is designed so it can link into the planned Barking Power Station district heating network and fully utilises opportunities to power development through decentralised energy systems.
- Address need to provide car parking for Ford employees
- This site falls within an Archaeological Priority Area. The potential effect of

development on archaeological remains should be considered and mitigation measures implemented as appropriate.

- Provide public open space to meet the needs of the new households in line with the standards in the Community Benefits SPD.
- Development proposals will be required to submit Transport Assessments detailing their effects on both the local road network and the Strategic Road Network, and include proposals to remediate any adverse transport impacts.

## SSA SM5: SANOFI AVENTIS SITE 2

<b>Location</b>	Situated north east from the Dagenham East District Line station.
<b>Ward</b>	Eastbrook
<b>Size</b>	16.15
<b>Timescale</b>	2010 - 2020
<b>Implementation</b>	This site was formerly part of the Sanofi Locally Significant Industrial Site referred to in Chapter 5. It has been released as part of this DPD. Sanofi Aventis have recently decided to cease operations across the whole of the site. The Council will work in partnership with Sanofi Aventis to bring forward a comprehensive masterplan for Sanofi Sites 1 and 2. This allocation deals with Sanofi Site 1, however Sanofi Site 2 will also become available in 2013.
<b>Flood Zone</b>	Zone 1 (low probability)
<b>PTAL</b>	Level 1, 1b, 2 and 3 across the site with higher levels near Rainham Road South where Dagenham East Station (district line) is.
<b>Indicative housing Capacity</b>	0 - 500 (depends on precise mix of uses)
<b>Existing Uses</b>	Vacant site formerly used for pharmaceutical uses
<b>Proposed Uses and Design Requirements</b>	
<p>This former employment site has the potential for:</p> <ul style="list-style-type: none"> <li>• Employment (B1, B2, B8) and in particular affordable space for small and medium sized businesses</li> <li>• Community uses</li> <li>• Retail</li> <li>• Health Facilities</li> <li>• Education possibly including a construction college</li> <li>• Leisure use</li> <li>• A council depot</li> <li>• Residential</li> </ul> <p><b>Development must address the following issues:</b></p> <ul style="list-style-type: none"> <li>• The need for a polyclinic (approximately 3,000 m<sup>2</sup>) at the western end of</li> </ul>	

the site with an active frontage to North Rainham Road.

- The possible need for a new three form primary school depending on the number of new homes provided on this site.
- Provision of retail facilities to be small scale, in keeping with that provided by a neighbourhood centre, and increased only to accommodate any additional demand arising from associated mixed use development and be located on the western part of the site with frontage onto Rainham Road South.
- Provide a suitable setting for the Eastbrookend Country Park bordering the south and east of the site.
- Development must be designed sensitively to take account of the adjacent Chase Nature Reserve and Eastbrookend Country Park which is a site of Metropolitan Importance (MO90) and the Mid-Beam Valley and Dagenham East Lake (B&D BI05) which is Grade I site of Metropolitan Importance.
- Distribution of land uses throughout the site to reflect higher PTAL levels at the western boundaries of the site.
- Mitigate noise and air quality impacts from the operating Sanofi Aventis employment site to the north of the site through appropriate design solutions.
- Improve links between Eastbrook End Country Park and the Beam Valley
- Pedestrian, road and cycle network throughout the site to reflect and incorporate existing public footpaths running through the site.
- Potential to incorporate 530 – 586 Rainham Road South (which is Council owned) where there is potential to redevelop the existing flats and garages.
- As a former industrial site, it is likely this site is contaminated. Land remediation will be required prior to development.
- The need to improve the junction of Reede Road with Rainham Road south.
- A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems.

### SSA SM6: UNIVERSITY OF EAST LONDON

<b>Location</b>	Situated north of Mayesbrook Park and south of Longbridge Road.
<b>Ward</b>	Becontree
<b>Size</b>	9.59
<b>Timescale</b>	2009-2017
<b>Implementation</b>	The site is currently owned by George Wimpey and London and Quadrant Housing Trust. An outline planning application which Wimpey submitted in partnership with Quadrant Housing Trust has been approved. Demolition works underway 2008.
<b>Flood Zone</b>	Predominantly in Zone 1 North western corner in Zone 3a
<b>PTAL</b>	Level 2

<b>Indicative housing Capacity</b>	1000
<b>Existing Uses</b>	Former campus for the University of East London
<b>Proposed Uses and Design Requirements</b>	
<p>This former University of East London site has the potential for:</p> <ul style="list-style-type: none"> <li>• Residential</li> <li>• Education</li> <li>• Publicly accessible open space</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Need for a three form primary school on this site triggered by both existing and new housing proposed in this site allocation</li> <li>• Provide public open space to meet the needs of the new households in line with the standards in the Community Benefits SPD</li> <li>• Need to incorporate open play space for new residential developments</li> <li>• Due to its architectural quality the main university building to be retained in development scheme.</li> <li>• Development involves demolition. Developers to maximise the recovery of materials from the demolition site for reuse or recycling, by applying the Demolition Protocol Methodology</li> <li>• Ensure flood risk is properly managed. The sequential test has been applied to this site allocation and has been passed. The developer will need to undertake a flood risk assessment.</li> <li>• Open space priorities for this site as set out in the Landscape Framework Plan adopted as part of the Urban Design Framework Supplementary Planning Document</li> <li>• Improve pedestrian and cyclist links to and across the site and ensure public transport accessibility is improved to Barking Town Centre</li> <li>• A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems</li> </ul>	

### SSA SM7: ROBIN HOOD PUBLIC HOUSE

<b>Location</b>	Situated north west from where Becontree Avenue meets Longbridge Road
<b>Ward</b>	Becontree
<b>Size</b>	0.41
<b>Timescale</b>	2009-2012
<b>Implementation</b>	LIDLs own the site and have permission (06/01230/FUL) to erect a three storey development comprising a LIDLs food store on the ground floor with 12 two bedroom flats and 14 one bedroom flats together with associated landscaping, parking.
<b>Flood Zone</b>	Zone 1
<b>PTAL</b>	Level 2

<b>Indicative housing Capacity</b>	26 (Depends on extent of retail and other uses)
<b>Existing Uses</b>	Vacant and former site of the Robin Hood public house.
<b>Proposed Uses and Design Requirements</b>	
This site has the potential for a mixed use retail/residential development. The Council encourages a comprehensive development incorporating the adjacent site (SM20 Earls Walk Car Park). In line with BE2 principal retail access must be provided from active frontage along Longbridge Road so it compliments the existing retail parades which form the Robin Hood Neighbourhood Centre.	

### SSA SM8: LYMINGTON FIELDS

<b>Location</b>	Situated south of the Freshwater Road employment area.
<b>Ward</b>	Whalebone
<b>Size</b>	12.68
<b>Timescale</b>	2009-2016
<b>Implementation</b>	The site is owned by Homes and Communities Agency. An outline planning application (07/01289/OUT) was submitted in 2007 for 602 dwellings and provision of land for new school and public open space. Detailed application for phase 1 submitted concurrently. The Homes and Communities Agency is developing the site in partnership with Countryside Properties.
<b>Flood Zone</b>	1
<b>PTAL</b>	Levels 1, 2 and 3
<b>Indicative housing Capacity</b>	600
<b>Existing Uses</b>	Vacant site
<b>Proposed Uses and Design Requirements</b>	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> <li>• Housing</li> <li>• Retail</li> <li>• Publicly accessible open space</li> <li>• Education</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Site is suitable for family housing and therefore the 40% borough wide family housing target applies</li> <li>• Deliver the maximum reasonable amount of affordable housing</li> <li>• New three form primary school must be incorporated into the scheme due to existing and additional need arising from the proposed development</li> <li>• Identified need for publicly accessible open space in this area</li> </ul>	

- Noise sensitive uses to be avoided in close vicinity to the Freshwater Road Locally Significant Employment site (northern border of the site)
- Noise sensitive uses to be avoided in close vicinity to the Chadwell Heath Locally Significant Employment site (northern border in the western part of the site)
- Improve pedestrian and cyclist links to and across the site and ensure public transport accessibility is improved
- Provide public open space to meet the needs of the new households in line with the standards in the Community Benefits SPD
- A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems and where possible achieve greenfield run-off rates.

### SSA SM9: BEACONTREE HEATH – SEABROOK HALL

<b>Location</b>	Situated south east from where Wood Lane meets Green Lane
<b>Ward</b>	Heath
<b>Size</b>	0.53
<b>Timescale</b>	2012-2017
<b>Implementation</b>	The Council is the land owner and masterplanning the site for the provision of a new leisure centre. A planning application will be submitted in early 2009. Development is expected to start during 2009 and completed by 2011.
<b>Flood Zone</b>	Zone 1
<b>PTAL</b>	Level 2
<b>Indicative housing Capacity</b>	0
<b>Existing Uses</b>	Community Hall
<b>Proposed Uses and Design Requirements</b>	
This site has the potential for:	
<ul style="list-style-type: none"> <li>• Leisure facilities</li> <li>• Community use</li> </ul>	
Development must address the following issues:	
<ul style="list-style-type: none"> <li>• Need to replace existing leisure facilities provided at the Dagenham Swimming Pool</li> <li>• Loss of community hall (Seabrook Hall ) space on this site</li> <li>• Need for a landmark building on this site due to prime location on a key junction of Whalebone Lane South and the A1083 (Rainham Road North)</li> <li>• Development involves demolition. Developers to maximise the recovery of materials from the demolition site for reuse or recycling, by applying the Demolition Protocol Methodology</li> </ul>	

## SSA SM10: BEACONTREE HEATH – WIDER SITE

<b>Location</b>	Focused on the area around Althorne Way
<b>Ward</b>	Heath
<b>Size</b>	4.14
<b>Timescale</b>	2010-2015
<b>Implementation</b>	The Council owns the existing Dagenham Leisure Centre, Morrisons own the supermarket 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.
<b>Flood Zone</b>	Zone 1
<b>PTAL</b>	Level 2
<b>Indicative housing Capacity</b>	164. This is the capacity of the site once demolitions and the other uses allowed for by the policy have been taken into account.
<b>Existing Uses</b>	Dagenham Leisure Centre, Morrisons supermarket, residential, bus depot, public house, off-street car parking and community facilities.
<b>Proposed Uses and Design Requirements</b>	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> <li>• Housing</li> <li>• Retail</li> <li>• Health facilities</li> <li>• Bus standing facilities</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Identified need for improved health facility (1000-2000 m<sup>2</sup>)</li> <li>• Site is suitable for family housing and therefore the 40% borough wide family housing target must be met</li> <li>• Deliver the maximum reasonable amount of affordable housing</li> <li>• Any net increase in retail provision on this site will need to satisfy Borough Wide Development Policy BE3.</li> <li>• Improve pedestrian and cyclist links across both Whalebone Lane South and Rainham Road North to allow easy access, safe and attractive access to future community hub.</li> <li>• Residential density levels must reflect that this is an urban location with existing low PTAL levels. Any density increases beyond this will need to be tied in with public transport improvements.</li> <li>• The possible need to provide car parking to support SM9 with satisfactory entrance and exit arrangements.</li> <li>• Development involves demolition. Developers to maximise the recovery of materials from the demolition site for reuse or recycling, by applying the Demolition Protocol Methodology</li> </ul>	

- Take account of the locally listed status of the Three Travellers Pub
- A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems and where possible achieve greenfield run-off rates.
- The site currently provides a bus terminus and bus standing facilities. In the event of needing to relocate these, the developer must meet the requirements of policy 3C.4 of the London Plan and the Land for Transport SPG

### SSA SM11: HEDGECOCK CENTRE

<b>Location</b>	Situated west from where Upney Lane meets the District Line
<b>Ward</b>	Longbridge
<b>Size</b>	1.09
<b>Timescale</b>	2010-2012
<b>Implementation</b>	The site is owned by the North East London NHS Foundation Trust. This centre may become surplus to requirements due to the planned improvements to Barking Hospital and the planned new Julia Engwell Clinic (SC8).
<b>Flood Zone</b>	Zone 1
<b>PTAL</b>	Levels 2 & 3
<b>Indicative Capacity</b>	60
<b>Existing Uses</b>	Operating hospital site for North East London NHS Foundation Trust (NELFT). Includes mental health facilities.
<b>Proposed Uses and Design Requirements</b>	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> <li>• Health facilities</li> <li>• Residential</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Site is suitable for family housing and therefore the 40% borough wide family housing target must be met</li> <li>• Deliver the maximum reasonable amount of affordable housing</li> <li>• An access road runs around the site providing access from Upney Lane to the hospital. Any proposed development scheme must demonstrate that noise, visual and road safety impacts are managed and mitigated appropriately through design solutions.</li> <li>• This site falls within an Archaeological Priority Area. The potential effect of development on archaeological remains should be considered and mitigation measures implemented as appropriate.</li> <li>• The need to retain and enhance the existing conservation value of</li> </ul>	



existing mature trees currently located along the southern and south east boundary of the site some of which are covered by Tree Preservation Orders.

- Noise sensitive uses to be avoided in close vicinity to the railway line.
- Improve pedestrian and cyclist links to and across the site

## SSA SM12: UPNEY LANE CENTRE

<b>Location</b>	North of Champness Road
<b>Ward</b>	Longbridge
<b>Size</b>	0.43
<b>Timescale</b>	2010-2012
<b>Implementation</b>	The site is owned by Barking, Havering and Redbridge University Hospitals NHS Trust. Due to improvements and upgrading of facilities taking place at Barking Hospital and following improvements in health care facilities across the borough the Upney Lane Centre may be identified as being surplus to present healthcare requirements.
<b>Flood Zone</b>	Predominantly in zone 1 with the eastern corner being in zone 2
<b>PTAL</b>	Level 2
<b>Indicative Capacity</b>	25
<b>Proposed Uses and Design Requirements</b>	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> <li>• Residential and community facilities</li> <li>• Health facilities</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Site is suitable for family housing and therefore the 40% borough wide family housing target must be met</li> <li>• Deliver the maximum reasonable amount of affordable housing</li> <li>• The proposed development scheme will not result in an adverse impact on provision of health facilities in the local community</li> <li>• Improve pedestrian and cyclist links to and across the site</li> <li>• Ensure flood risk is properly managed. The Sequential Test and parts a) and b) of the Exception Test have been undertaken for the site. It is necessary, however, for the applicant to undertake part c) of the Exception Test and prepare a flood risk assessment. Opportunities should be taken to locate more vulnerable uses to a zone of lower flood risk within the site boundary. If this is not possible, the development should be directed towards those areas of the site that have a lower degree of flood hazard and lengthy inundation rates (based upon the flood hazard and rate of inundation maps contained in the SFRA).</li> </ul>	

## SSA SM13: THAMES VIEW REGENERATION SITES

<b>Location</b>	Eastern End of Thames View Regeneration Area (5.09) Farr Avenue Shops (0.48) Alderman Avenue Garages (0.32) Charlton Crescent Garages site 1 (0.12) Charlton Crescent Garages site 2 (0.21) Chelmer Crescent Garages (0.31) Curzon Crescent Garages (0.52) Roycraft Avenue (0.24) Garage site to the rear of 75 – 77 Wivenhoe Road (0.09)
<b>Ward</b>	Thames
<b>Size</b>	See above
<b>Timescale</b>	2010 – 2015
<b>Implementation</b>	The Council owns the land and is planning on bringing these sites forward for redevelopment through the Local Housing Company. A Masterplan completed in 2009, forms the basis of development coming forward on this site.
<b>Flood Zone</b>	Zone 3a
<b>PTAL</b>	Level 1b East London Transit Phase 1 already committed will bring this up to Level 2.
<b>Indicative housing Capacity</b>	500. This is the capacity of the sites which comprise this policy as demonstrated by the Thames View Masteplan. The majority of this capacity will be on the Eastern End of Thames View site
<b>Existing Uses</b>	Housing, garages and retail
<b>Proposed Uses and Design Requirements</b>	
<p>These sites have the potential for:</p> <ul style="list-style-type: none"> <li>• Eastern End of Thames View – Comprehensive redevelopment replacing existing uses including housing, community and open spaces</li> <li>• Farr Avenue Shops – improvement of public realm and provision of A1 retail units facing Bastable Avenue including the retention of police use at 2 Farr Avenue</li> <li>• Alderman Avenue Garages, Charlton Crescent Garages site 2, Chelmer Crescent Garages, Curzon Crescent Garages and Roycraft Avenue Garages and Garage site to the rear of 75 – 77 Wivenhoe Road, – infill housing developments.</li> <li>• Charlton Crescent Garages Site – public open space or housing development linked to longer term plan for a gateway feature in this area.</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Improvement of the public realm around the Farr Avenue shops to improve vitality and viability through appropriate design and layout</li> </ul>	

providing an attractive community hub. Retail to be retained at ground floor level. Retail frontage to be provided facing Bastable Avenue and these prime units to be designated A1 use.

- The housing sites are suitable for family housing and therefore the 40% minimum borough wide family housing target must be met
- Eastern End of Thames View Regeneration - deliver the maximum reasonable amount of affordable housing ensuring no net loss of existing affordable housing
- Infill sites – deliver the maximum reasonable amount of affordable housing
- Some sites involve demolition. Developers to maximise the recovery of materials from the demolition site for reuse or recycling, by applying the Demolition Protocol Methodology
- Residential density levels must reflect that the estate is an urban location with existing low PTAL levels. Any density increases beyond this will need to be tied in with the implementation of the East London Transit which will be routed along Bastable Avenue.
- Ensure flood risk is properly managed. The Sequential Test and parts a) and b) of the Exception Test have been undertaken for these sites. It is necessary, however, for the applicant to undertake part c) of the Exception Test and prepare a flood risk assessment. Opportunities should be taken to locate more vulnerable uses to a zone of lower flood risk within the site boundary. If this is not possible, the development should be directed towards those areas of the site that have a lower degree of flood hazard and lengthy inundation rates (based upon the flood hazard and rate of inundation maps contained in the SFRA).
- Ensure existing nature conservation value at Chelmer Crescent Garages is retained, enhanced and maintained through incorporation of nature conservation features in the detailed designs for the development of this site.
- Development of garages sites to be subject to sufficient vehicular and pedestrian access being achieved.
- Proposals must be in line with the approved Masterplan which is currently being developed for this site.
- The garage sites at Curzon Crescent, Chelmer Crescent and Charlton Crescent at the time of writing were still in use. Any development proposal would need to demonstrate that there is no longer a requirement for these garages to be available for local residents and that there will be no adverse impact on on-street parking in the local area. Applicants should contact the Council for up to date information on garage usage. The development of these sites must meet the criteria in paragraph 2.9.
- Pedestrian and cyclist routes to be designed to facilitate ease of and safe movement throughout the site particularly with regard to accessing the community hub at Farr Avenue shops from redeveloped residential schemes and improving links between the Thames View Estate, Barking Town Centre and Barking Riverside including access to new open spaces.
- Improve pedestrian and cycle links to and across the site towards

- surrounding communities east of Renwick Road and towards Barking Riverside development.
- Improve relationship of Estate with surrounding area by improving access and visibility arrangements to Bastable Avenue from Renwick Road and from River Road.
  - Proposed development scheme at the Eastern End should complement the proposed junction improvements to the A13 and the upgrade of the rail crossing.
  - Development proposals will be required to submit Transport Assessments detailing their effects on both the local road network and the Strategic Road Network, and include proposals to remediate any adverse transport impacts.
  - The sites fall within an Archaeological Priority Area. The potential effect of redevelopment on archaeology remains should be considered and appropriate mitigation measures implemented.

**SSA SM14: MARK’S GATE REGENERATION SITES**

<b>Location</b>	Padnall Court and Reynolds Court (3.29) Padnall Hall, Gregory Road (0.16) Rose Lane Garages (0.09) Rose Lane site of former WC (0.17) Roles Grove Garages (0.20) Land at St Mark’s Church, Arneways Avenue (0.33)
<b>Ward</b>	Chadwell Heath
<b>Size</b>	See above
<b>Timescale</b>	2010 – 2015
<b>Implementation</b>	The Council owns the land and is planning on bringing these sites forward for redevelopment through the Local Housing Company. A Masterplan will be prepared for the whole of the Marks Gate Estate.
<b>Flood Zone</b>	1
<b>PTAL</b>	Levels 1 and 2
<b>Indicative housing Capacity</b>	157. This is the capacity of the sites which comprise this policy once the demolition of Padnall Court and Reynolds Court is taken into account. The majority of this capacity will be provided on the Padnall Court and Reynolds Court sites.
<b>Existing Uses</b>	Housing, community hall and garages
<b>Proposed Uses and Design Requirements</b>	
This site has the potential for: <ul style="list-style-type: none"> <li>• Padnall Court and Reynolds Court – comprehensive redevelopment replacing existing uses including housing and open space providing a net gain in housing units</li> <li>• Padnall Hall, Gregory Road – replacement and improvement of existing community facilities</li> </ul>	

- Rose Lane Garages – infill housing development
- Rose Lane site of former WC – infill housing development
- Roles Grove Garages – infill housing development
- Land at St Mark’s Church, Arneways Avenue - comprehensive redevelopment replacing existing community use as a religious meeting place and incorporating open space and residential use.

Redevelopment must address the following issues:

- Although this is a suburban location with existing low PTAL levels higher densities may be acceptable to enable a successful redevelopment which provides better quality housing.
- Deliver the maximum reasonable amount of affordable housing and ensure no net loss of existing affordable housing
- The housing sites are suitable for family housing and therefore the 40% minimum borough wide family housing target must be met
- These proposals will involve decanting residents from Padnall and Reynolds Court. Due to limited opportunities it may be necessary to use the Mark’s Gate allotment site for this purpose. This is a statutory allotment site and is designated protected open space and there is an identified shortage of operating allotment land in the Mark’s Gate area (See Chapter 3). The currently disused and vacant allotment site is in need of substantial qualitative improvements thus deterring potential allotment holders. There is a need to bring good quality and accessible allotment plots back into use as part of a comprehensive redevelopment scheme across this regeneration site. Any proposals to relocate this allotment provision needs to be done within the Mark’s Gate area and in consultation with local allotment associations. Because this is a statutory site, any proposals to relocate it will have to be done in consultation with the Government Office for London and the National Society of Allotment and Leisure Gardeners.
- Proposals must be in line with the approved Masterplan which is currently being developed for this site.
- Address the existing nature conservation value of sites, particularly the Mark’s Gate allotment site and the land adjacent to the Mark’s Gate allotment site.(currently used as grazing land by the Wellgate Community Farm). The sequential approach set out in borough wide policy BR3 needs to be followed should these sites be affected by development.
- The need for improved community facilities and the problems associated with young people not having enough places to go in Mark’s Gate as identified during public consultation on the Site Specific Allocations policies.
- The value the local community attach to the currently under-used community space at Padnall Hall.
- The garage sites at Rose Lane and Roles Grove at the time of writing were still in use. Any development proposal would need to demonstrate that there is no longer a requirement for these garages to be available for local residents and that there will be no adverse impact on on-street

parking in the local area. Applicants should contact the Council for up to date information on garage usage. The development of these sites must meet the criteria in paragraph 2.9.

- The Rose Lane former WC site is adjacent to Rose Lane neighbourhood centre as identified on the Proposals Map. Any development scheme will be required to provide an active frontage at ground floor on Rose Lane (policy BE2: Development in Town Centres). The biodiversity and amenity value of the green verge to Roles Grove needs to be addressed in line with BR3.
- The existing community value of the Land adjacent to Mark's Gate allotments. This land is currently open and valued as important grazing land for Wellgate community farm.
- Improve pedestrian and cyclist links to and across the site and ensure public transport accessibility is improved
- A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems and where possible achieve greenfield run-off rates. The Level 2 SFRA for the borough specifically mentions a recommendation to incorporate SUDS on this site.

## SSA SM15: GORESBROOK VILLAGE

<b>Location</b>	Situated west of Castle Green Park
<b>Ward</b>	Thames
<b>Size</b>	2.81
<b>Timescale</b>	2015 – 2020
<b>Implementation</b>	The site is owned by the Council. This site has been identified as an Estate Renewal Project to be undertaken by the Local Housing Company.
<b>Flood Zone</b>	Zone 1
<b>PTAL</b>	Level 1b
<b>Indicative Capacity</b>	250
<b>Existing Uses</b>	Existing council housing blocks
<b>Proposed Uses and Design Requirements</b>	
<p>This site is suitable for the following uses:</p> <ul style="list-style-type: none"> <li>• Housing with supporting social infrastructure, community facilities and amenity space.</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Although this is a suburban location with existing low PTAL levels higher densities may be acceptable to enable a successful redevelopment which provides better quality housing.</li> <li>• Deliver the maximum reasonable amount of affordable housing and ensure no net loss of existing affordable housing.</li> </ul>	

- This site is suitable for family housing and therefore the 40% minimum borough wide family housing target must be met
- The phasing of the site must make provision for the decanting of residents during its redevelopment
- Close proximity to the A13 and the need to mitigate noise and air quality impacts through appropriate design solutions.
- Design and layout of a new development scheme should be sensitive to the site being adjacent to an important public open space, Castle Green Park. Any new developments scheme should contribute positively to the local landscape.
- Any proposed development should complement the proposed junction improvements to the A13 at Renwick Road.
- Any proposed development scheme should complement the proposed new north-south route linking Castle Green Park to the Thames frontage at Barking Riverside as identified in the London Riverside Area Framework, East London Green Grid, SPG to the London Plan
- A surface water flood risk assessment is required and should adopt the principles of Sustainable Urban Drainage Systems and where possible achieve greenfield run-off rates.

### **Minor Housing Sites**

2.14 The following sites, as shown on the Proposals Map, are considered to be potentially suitable for housing subject to the relevant Core Strategy Policies and Borough Wide Development Policies being satisfied. Therefore developments must:

- Be built to high standards of sustainable design and construction (BR1)
- Minimise CO<sub>2</sub> emissions (BR2)
- Apply the sequential approach to preserving and enhancing the natural environment (BR3)
- Provide adequate parking (BR9). Many of these sites are within existing residential areas which are already suffering from on-street car parking pressures. Therefore new development should seek to provide the required amount of car parking within its curtilage.
- Be designed around the needs of pedestrians and cyclists (BR11)
- Mitigate noise (BR13)
- Not cause a breach of air quality standards (BR14)
- For sites above 9 units deliver the maximum reasonable amount of affordable housing
- Provide new homes to Lifetime Home standard and incorporate a proportion of superflexible housing (BC2)
- Take account of Secured by Design principles and practices (BC7)

- Where relevant address heritage and archaeological issues (BP2 and BP3)
- Provide appropriate levels of external and/or communal amenity space (BP5)
- Provide adequate internal space (BP6)
- Many of these minor housing sites are surrounded by existing housing and therefore it is essential that existing residential amenity is protected including avoiding significant overlooking or overshadowing of neighbouring properties and minimising general disturbance arising from the development (BP8)
- Achieve densities in line with the London Plan density matrix. (BP10)
- Achieve a high standard of urban design. (BP11) The Council will assess all schemes of ten or more new homes against the Building for Life Standard.

2.15 Where there are particular issues that need to be addressed, these are identified for each site. Most of these sites are in the heart of established residential areas. Therefore applicants, where appropriate, must undertake pre-application consultation through the relevant Neighbourhood Management Group. The Council intends to prepare development briefs for particularly sensitive sites and will seek the input of the Council's proposed Residents Design Review Panel in formulating these. The Council will also expect all new housing schemes of 10 units or over to address the Building for Life assessment criteria.

<http://www.lbbd.gov.uk/nm/your-neighbourhood.html>

2.16 Chapter 3 covers the sites which have been identified for essential community facilities. However the development of essential community facilities necessary to meet the identified needs of the community will be allowed on the following sites where appropriate.

2.17 The following sites have been split into three groups; non garage sites, vacant and secured garage sites and garage sites which are still partly in use.

### Non Garage Sites

SITE (SIZE HECTARES)	
ADDITIONAL SITE SPECIFIC ISSUES	OWNERSHIP AND WARD
<b>SSA SM16: 243 – 245A HIGH ROAD (0.34)</b>	
The planning consent for a 3 storey building for 14 residential units on the southern part of this site has expired. The remainder of the site is also suitable for housing.	Private Chadwell Heath



<b>SSA SM17: ROGER'S ROAD DEPOT, 81-83 ROGER'S ROAD (0.09)</b>	
This is a vacant and derelict site. Local residents are currently being disturbed by youths targeting the site. Any development scheme would need to contribute positively to enhancing and maintain residential amenity in the street through appropriate densities in keeping with neighbouring properties and through attractive, high quality design and landscaping.	LBBB Alibon
<b>SSA SM18: EARLS WALK CAR PARK (0.06)</b>	
There is potential for this site to be planned together with the Robin Hood Public House site for a mixed use housing/retail scheme (see site reference SM6).	LBBB Becontree
<b>SSA SM19: MAYESBROOK RESIDENTIAL CARE HOME (0.46)</b>	
This is a vacant building. There is a scheme being developed for supported housing on this site.	LBBB Eastbury
<b>SSA SM20: MAPLESTEAD ROAD CAR PARK (0.26)</b>	
This car park is still in use. Any development proposal would need to demonstrate that any impact on on-street parking can be managed and mitigated as appropriate. Any development proposal would need to demonstrate that any adverse impact from the A13 on residential amenity would be contained in accordance with policies BR13: Noise Mitigation, BR14: Air Quality and BP8: Protecting Residential Amenity.  This site falls within Flood Zone 3 and has been sequentially tested in accordance with PPS25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council's document "PPS 25 Sequential Test for Site Specific Allocations for further information"	LBBB Eastbury
<b>SSA SM21: LAND ADJACENT TO 1A ESSEX ROAD (0.06)</b>	
This site is currently being used unofficially for vehicle parking. In line with BR9 any impact on on-street parking must be addressed. The previous outline planning application granted for the site has lapsed.	LBBB Gascoigne
<b>SSA SM22: 135 BROMHALL ROAD DEPOT AND SURGERY (0.09)</b>	
This site is no longer needed by the PCT for health facilities.	LBBB Mayesbrook

### Vacant Garage Sites

2.18 These garage sites are vacant, secured and no longer needed for residential off-street parking.

<b>SITE (SIZE HECTARES)</b>	
<b>ADDITIONAL SITE SPECIFIC ISSUES</b>	<b>OWNERSHIP AND WARD</b>
<b>SSA SM23: GARAGES REAR OF 289-309 HEATHWAY (0.11)</b>	
This site has existing planning consent 07/01354/FUL for demolition of garages and erection of 2 storey block comprising 10 1& 2 bedroom flats and associated landscaping and cycle store.	Private Alibon
<b>SSA SM24: BURFORD CLOSE GARAGES (0.12)</b>	
Although these garages are not in use, two are privately owned.	LBBB Becontree
<b>SSA SM25: BEAMWAY GARAGES (0.09)</b>	
The site borders the Green Belt and a Site of Importance for Nature Conservation as well as areas of high flood risk (zone 2 and 3b). Any development scheme will be expected to be designed sensitively to ensure visual amenity of the openness of the green belt is not compromised (PPG2) and to demonstrate no negative impact on nature conservation value of the adjacent site as well as retain and enhance features of nature conservation value on the site (policy BR3).	LBBB Village
<b>SSA SM26: GARAGES TO REAR OF 53-57 WELLINGTON DRIVE (0.14)</b>	
No additional site specific issues	LBBB Village
<b>SSA SM27: 58-62 CHURCH STREET (0.10)</b>	
There is potential for a wider development incorporating 64-68 Church Street which is owned by the Council.	Private Village

### Garage Sites Still Occupied

2.19 The following sites have garages on them that at the time of writing were still in use. Any development proposal would need to demonstrate that there is no longer a requirement for these garages to be available for local residents and that there will be no adverse impact on on-street parking in the local area. This could be done through re-provision of off-street car parking that meets the needs of existing and new residents as part of a new development scheme. Applicants should contact the Council for up to date information on garage usage. This is in addition to the need to undertake pre-application consultation with local neighbourhoods (as set out above) for all schemes located in residential areas.

<b>SITE (SIZE HECTARES)</b>	
<b>ADDITIONAL SITE SPECIFIC ISSUES</b>	<b>OWNERSHIP AND WARD</b>
<b>SSA SM28: GARAGES REAR OF 13-27 HIGHLAND AVENUE, DAGENHAM (0.08)</b>	
No additional site specific issues	LBBD Eastbrook
<b>SSA SM29: MELLISH CLOSE GARAGES (0.09)</b>	
This site falls within Flood Zone 3 and has been sequentially tested in accordance with PPS25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council's document "PPS 25 Sequential Test for Site Specific Allocations for further information"	LBBD Eastbury
<b>SSA SM30: GARAGES IN FRONT OF 58-61 ALFRED'S GARDENS (0.09)</b>	
Any development proposal would need to demonstrate that the impact of the railway is mitigated in design and layout of scheme in accordance with policies BR13: Noise Mitigation, BR14: Air Quality and BP8: Protecting Residential Amenity.  This site falls within Flood Zone 3 and has been sequentially tested in accordance with PPS25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council's document "PPS 25 Sequential Test for Site Specific Allocations for further information"	LBBD Gascoigne
<b>SSA SM31: THORNHILL GARDENS GARAGES (0.12)</b>	
No additional site specific issues	LBBD Longbridge
<b>SSA SM32: STANSGATE ROAD GARAGES AND RETAIL PARADE 25-39 STANSGATE ROAD (0.15)</b>	
Any proposed scheme must maintain and enhance the Stansgate Road neighbourhood (Policy CM5: Town Centre Hierarchy) and enable access to the garages belonging to households in Marston Close.	LBBD Mayesbrook
<b>SSA SM33: GARAGE SITE, WATERBEACH GARDENS (0.14)</b>	
The site currently has a narrow access. Any proposed developed scheme must incorporate design solutions to overcome this.	LBBD Mayesbrook

## Transport Infrastructure Sites

2.20 Policy CM4 of the Core Strategy 'Strategic Transport Links' recognises that the development of the Key Regeneration areas depends on the provision of improved public transport. Consequently there are Grampian conditions attached to the Outline Planning Permission for Barking Riverside which mean the phased development of the site is tied to the implementation of the Renwick Road Junction Improvements, East London Transit 1a and 1b and Docklands Light Railway extension from Gallions Reach to Dagenham Dock. The DLR scheme is not sufficiently advanced to enable a route to be safeguarded.

### SSA SM34: SAFEGUARDING FOR THE A13/REHWICK ROAD JUNCTION IMPROVEMENTS

<b>Location</b>	Renwick Road/A13 Junction
<b>Size</b>	NA
<b>Timescale</b>	2011 - 2017
<b>Implementation</b>	<p>Transport for London, the London Thames Gateway Urban Development Corporation and Barking and Dagenham council are developing proposals for improving the Renwick Road/A13 junction as well as providing a grade separated bus-only north-south link across the A13. The junction improvements are necessary to improve links between the existing and proposed communities either side of the A13 and to enable the full build out of Barking Riverside in accordance with the Barking Riverside Section 106 Agreement</p> <p>The Council is working with partners to secure funding to implement this scheme.</p>
<b>Flood Zone</b>	Zone 2 and 3a (high probability) south of the junction and zone 1 (low probability) north of the junction
<b>PTAL</b>	Level 1a
<b>Existing Uses</b>	Strategic Industrial Land, Renwick Road
<b>Proposed Uses and Design Requirements</b>	
<p>Improvements to the Renwick Road junction are necessary to integrate and connect existing and future communities on either side of the A13, to support the proposed plans for Barking Riverside and also to assist with new development proposed at Thames View.</p> <p>The following issues must be addressed:</p> <ul style="list-style-type: none"> <li>• Need to provide a short term improvement by removing the right turn into Renwick Road from the A13</li> <li>• Replacement of the existing at-grade junction in the longer term with a grade separated junction enabling the removal of traffic light controls on the A13</li> </ul>	

- Need to provide a link road from Renwick Road to Lodge Avenue as part of the improvements. This will enable private vehicles generated by Barking Riverside to access and travel east or west on the A13 via the Lodge Avenue Roundabout and will also improve access to the adjacent employment uses
- Need to improve north-south public transport services through a bus service across the A13 to Becontree Station, or potentially an ELT link between Thames View and Barking Riverside through the Goresbrook Area to South Dagenham
- Need to provide a modern, safer, more efficient local road access for the whole area for pedestrians, cyclists, buses and car-borne traffic
- Need to improve capacity sufficiently to unlock the full housing potential of Barking Riverside (without the full A13RR Grade Separated Scheme Barking Riverside is capped at 3,999 homes occupied in accordance with the terms of the Section 106 Agreement).
- Need to provide a functional and attractive gateway to the Barking Riverside development for all road users.
- Need to minimise impact on Castle Green Park
- Minimise its impact on the Sites of Importance for Nature Conservation; the Goresbrook and the Ship and Shovel (Borough Importance Grade I) and the Mayesbrook and associated watercourses (Site of Borough Importance Grade II).
- The current condition of the Renwick Road (Box Lane) Rail Bridge.
- This site falls within an Archaeological Priority Area. The potential effect of development on archaeological remains should be considered and mitigation measures implemented as appropriate.

### SSA SM35: FREIGHT INFRASTRUCTURE AT RENWICK ROAD/RIPPLE ROAD

<b>Location</b>	Area surrounding the Renwick Road/Ripple Road interchange
<b>Ward</b>	Eastbury, Goresbrook and Thames
<b>Size</b>	32.72
<b>Timescale</b>	Post 2012
<b>Implementation</b>	Transport for London and the London Thames Gateway Urban Development Corporation are developing proposals for developing this site as a strategic rail freight terminal and for ancillary manufacturing logistics uses. Private developers (namely AXA) are also expressing interest in this area. In the interim the existing occupier has won an Olympics logistical contract.
<b>Flood Zone</b>	1, 2 and 3a
<b>PTAL</b>	Level 1a & 1b
<b>Existing Uses</b>	Core Strategy Policies CR4 – flood management Borough Wide Development Policies BP3 – Archaeology

### **Proposed Uses and Design Requirements**

The site is potentially suitable for a strategic freight terminal (s) and ancillary manufacturing/logistics uses. However any proposal must:

- Minimise its impact on Barking Riverside and Scrattons Farm including noise and disturbance for example through carefully considered building design and strategic landscaping
- Manage the impact on local traffic and minimise and manage the movement of lorries as part of the development proposal
- Increase employment levels<sup>3</sup>
- Provide an attractive frontage and pedestrian and cyclist friendly environment along Renwick Road which is the Gateway to Barking Riverside
- Provide a high quality public realm
- Provide a link road from Renwick Road to Lodge Avenue which is an essential component of the Renwick Road Junction Improvement scheme and is necessary to support this scheme. See SSA SM34: Renwick Road Junction.
- Not prevent a new station being provided at Renwick Road as there is a possibility that it may be required in the event the DLR does not proceed (as set out in Core Policy CM4)
- Minimise its impact on the Sites of Importance for Nature Conservation; the Goresbrook and the Ship and Shovel (B&DB107 Site of Borough Importance Grade I) and the Mayesbrook and associated watercourses (B&DB102 Site of Borough Importance Grade II).
- Provide affordable space for small and medium sizes businesses along Renwick Road and the A13
- As site falls within an Archaeological Priority Area, consider the potential effect of development on archaeological remains and implement mitigation measures as appropriate.
- See SSA SM34: Renwick Road Junction.
- Ensure flood risk is properly managed. The Sequential Test and parts a) and b) of the Exception Test have been undertaken for the site. It is necessary, however, for the applicant to undertake part c) of the Exception Test and prepare a flood risk assessment. Opportunities should be taken to locate more vulnerable uses to a zone of lower flood risk within the site boundary. If this is not possible, the development should be directed towards those areas of the site that have a lower degree of flood hazard and lengthy inundation rates (based upon the flood hazard and rate of inundation maps contained in the SFRA).

### **SSA SM36: SAFEGUARDING FOR ELT1A AND 1B**

<b>Location</b>	ELT1A and 1B route
<b>Size</b>	NA

<sup>3</sup> The Council will use an average employment density of 27 sqm per employee. Employment densities a full guide, English Partnerships – 1999

<b>Timescale</b>	ELT 1a 2009-10; ELT 1b 2015
<b>Implementation</b>	Transport for London
<b>Flood Zone</b>	Varies across route
<b>PTAL</b>	Varies across route
<b>Existing Uses</b>	NA
<p>The routes as shown on the Proposals Map are safeguarded for Phases 1A and 1B of East London Transit.</p> <p>East London Transit phases 1A and 1B are identified in the Transport for London Business Plan 2009/10-2017/18. These phases are funded by Transport for London and the Government via the Community Infrastructure Fund, and Barking Riverside Limited have agreed to fund and deliver the segment of 1b that runs through their development. Given the advanced stage of planning for ELT 1a and 1b and confirmation of funding both routes are safeguarded on the Proposals Map</p> <p><u>Phase 1a Ilford to Dagenham Dock via the Thamesview Estate</u>  This connects Ilford Station to Barking Station then runs down Ripple Road and Movers Lane/River Road into the Thames View Estate along Bastable Avenue and then Choats Manor Way to Dagenham Dock. Longer term the route of ELT 1a will alter and follow two alignments through the Barking Riverside development allowing one to serve the proposed secondary school at Barking Riverside. This is currently scheduled for 2012. The indicative routes are shown on the Proposals Map.</p> <p><u>Phase 1b Barking Reach alignment</u>  This starts at Barking Station and follows the same route as 1a as far as River Road. Instead of turning down Bastable Avenue it then continues into the Barking Riverside via Thames Road, Creek Road and Long Reach Road before rejoining the Phase 1a alignment at Choats Road before terminating at Dagenham Dock.</p>	

## Town Centre Hierarchy

- 2.21 Policy CM5 lists the centres which form the borough's town centre hierarchy and policy CE1 Vibrant and Prosperous Town Centres in the Core Strategy establishes the functions of the different types of town centres in the borough. To ensure this policy can be implemented effectively the Council has reviewed these frontages with regard to the advice in the Barking and Dagenham's 'Neighbourhood Centre Health Check' and updated the Proposals Map accordingly. Frontages have also been updated to reflect changes that have taken place since the adoption of the UDP in 1996.

## DISTRICT CENTRE SITE (DC1) - CHADWELL HEATH

- 2.22 This is designated in the Core Strategy as a district centre. Current non retail uses are to be restricted in this centre as per policy BE1 in the Borough Wide Development Policies DPD.

Primary Retail Frontages

Primary	1 - 57 High Road
Primary	83 - 95 High Road
Primary	2A - 18 High Road
Primary	22 - 32 High Road
Primary	1 - 10 Tudor Parade and 34 - 38 High Road
Primary	60 - 70 High Road
Primary	96 - 110 High Road
Primary	123 - 127 High Street (Sainsbury's)

Secondary Shopping Frontages

Secondary	144 - 152 High Street
Secondary	166 - 200 High Road
Secondary	202 - 228 High Road
Secondary	230 - 260 High Road
Secondary	155 - 173 High Road
Secondary	203 - 213 High Road
Secondary	1 - 33 Station Road

**DISTRICT CENTRE**

**SITE 2 (DC2) – DAGENHAM HEATHWAY**

- 2.23 This is designated in the Core Strategy as a district centre. Current non retail uses are to be restricted in this centre as per policy BE1 in the Borough Wide Development Policies DPD.

Primary Retail Frontages

Primary	The Mall & Church Elm Pub & 212 - 234 Heathway
Primary	244 - 262 Heathway
Primary	1 - 10 Station Parade & 255 - 259 Heathway
Primary	227 - 253 Heathway
Primary	261 - 287 Heathway

Secondary Retail Frontages

Secondary	289A - 309 Heathway & 1 - 7 Parsloes Avenue
Secondary	264 - 288 Heathway
Secondary	2 - 8 Reede Road

Frontage with No Restrictions on Non-Retail Uses



No Restrictions 290 - 298 Heathway  
 No Restrictions 1 – 7 Reede Road

### DISTRICT CENTRE SITE 3 (DC3) – GREEN LANE

2.24 This is designated in the Core Strategy as a district centre. Current non retail uses are to be restricted in this centre as per policy BE1 in the Borough Wide Development Policies DPD.

#### Primary Retail Frontages

Primary 2 - 8 Bennett's Castle Lane & 800 - 808 Green Lane  
 Primary 748 - 798 Green Lane  
 Primary 732 - 746 Green Lane  
 Primary 1 - 24 Rowallen Parade  
 Primary 667 - 713 Green Lane

#### Secondary Retail Frontages

Secondary 700 - 730 Green Lane

### NEIGHBOURHOOD CENTRES

NC1	The Merry Fiddlers	684 - 700 Becontree Avenue & 481 - 483 Wood Lane
		951 Green Lane & 1 - 4 Cinema Parade
		757 - 773 Becontree Avenue & 1146 - 1148 Green Lane
		Morrisons 402 Wood Lane
NC2	Andrews Corner	427 - 443 Becontree Avenue
		445 - 459 Becontree Avenue & 339 Valence Avenue
		434 - 448 Becontree Avenue 450 - 464 Becontree Avenue
NC3	Martins Corner	1-5 Hewett Road, 62-82 Wood Lane & 8-20 Porters Avenue
		84-100 Wood Ln, 1-9Porters A & 372-376 Parsloes Avenue
NC4	Gale Street	1 - 3 Rugby Road & 482 - 498 Gale Street
		497 - 527a Gale Street
		2 - 20 Woodward Road
		430 - 448 Hedgemans Road
NC5	The Round House	429 - 465 Porters Avenue
		274 - 292 Lodge Avenue
NC6	Oxlow Lane /	1 - 3 Grand Parade & 245 - 255 Oxlow

	Hunters Hall Road	Lane 203 - 243 Oxlow Lane 234 - 256 Oxlow Lane
NC7	Goresbrook Rd / Chequers Parade	1 - 9 Chequers Parade and 3 - 31 Goresbrook Road 2 - 30 Goresbrook Road
NC8	Royal Parade / Church Street	1 - 11 Royal Parade & 58 - 76 Church Street 18 - 34 Church Street 139-167 Church Elm Lane & Church Elm Lane Health Centre
NC9	Farr Avenue	1 - 19 Farr Avenue 2 - 20 Farr Avenue
NC10	Faircross Parade	1 - 18 (consecutive) Faircross Parade 19 - 36 (consecutive) Faircross Parade
NC11	Broad Street	123 - 137 Broad St & 139-141 Admiral Vernon PH 145 - 199 Broad Street 14 - 22 Whitebarn Lane
NC12	Dagenham East (South)	1 - 9 Beadles Parade 624 - 630 Rainham Road South 621 - 633 Rainham Road South
NC13	Dagenham East (North)	530 - 542 Rainham Road South 572 - 586 Rainham Road South 535 - 541 Rainham Road South
NC14	Rush Green	98 - 104 Dagenham Road 118 - 128 Dagenham Road
NC15	Eastbury	364 - 398 Ripple Road 345 - 371 Ripple Road
NC16	Robin Hood	568 - 596 Loongbridge Road 2 - 6 Lodge Avenue 1 - 5 Lodge Avenue 598 - 618 Longbridge Road 831- 847 Longbridge Road 2 - 14A Becontree Avenue
NC17	Marks Gate Shops	101 - 131 Rose Lane
NC18	Tolworth Parade	1 - 9 Tolworth Parade, East Road
NC19	Whalebone Lane South	2 - 18 Whalebone Lane South 20 - 28 Whalebone Lane South 30 - 78 Whalebone Lane South
NC20	Winifred Parade	919 - 943 Green Lane
NC21	Althorne Way	5 - 19 Althorne Way
NC22	Stansgate Road	25 - 39 Stansgate Road
NC23	Princess Parade	1-11 (consc) Princess Parade, Princess Bowl & 93-99 New Road
NC24	The Triangle and Fanshawe	1 - 14 The Triangle 120 - 130 Fanshawe Avenue

	Avenue	
NC25	Edgefield Court & Gibbards Cottages	1 - 7 (consecutive) Edgefield Court
		1 - 5 (consecutive) Gibbards Cottages, Upney Lane
NC26	Reede Road	205 - 225 Reede Road
NC27	Westbury	174 - 186 Ripple Road
		196 - 214 Ripple Road
NC28	Gascoigne	129 - 129b (consecutive) St Marys
NC29	Eastbrook	250 - 264 Rainham Road South
		808 - 816 Dagenham Road
NC30	Movers Lane	93 - 99 Movers Lane
NC31	Five Elms	1 - 3 Weylond Road
		265-309 Wood Lane & 2 Windmill Road
NC32	Lodge Avenue	434 - 466 Lodge Avenue

# Chapter 3: Sustainable Resources and the Environment

## Allotments

- 3.1 The Council has reviewed all allotments in the borough to confirm whether any should be reallocated for development. There are fifteen allotment sites across the borough covering approximately 13 hectares. This includes a statutory allotment site in Marks Gate which has been vacant and remained unworked since before 2004. The Council's Leisure and Parks Department is however now seeking to bring good quality and accessible allotment plots back into use within the Marks Gate area. The nearest allotment to this site is the Field Gardens site near to St Chads Park which is south of the A12 and which also has a long waiting list dating back to 2006. As stated in SSA SM14, it may be necessary to use the Mark's Gate allotment site for the purpose of decanting residents from Padnall Court and Reynolds Court. If this is the case an allotment site will be reprovided within the Mark's Gate area and in consultation with local allotment associations.
- 3.2 There are also two former allotment sites; one in Parsloes ward called Groveway allotments and another in Chadwell Heath called Hainault Road allotments. The former Hainault Road allotment site has a planning consent on it for use as a golf course. The Groveway allotment is being safeguarded for future use as part of this document.
- 3.3 Therefore the list of protected allotments as identified on the adopted Proposals Map is as follows:

<b>List of protected allotments sites</b>		
<b>Allotment Site</b>	<b>Ward</b>	<b>Waiting List as at November 2008</b>
Barking Park	Longbridge	Full
Bushway	Parsloes	Full
Chitty's Lane	Valence	Full
Exeter Road	Village	Full
Field Gardens (statutory)	Chadwell Heath	Full
Frizlands (boundary has been revised to take account of planning application for housing on part of the site)	Heath	
Gale Street	Goresbrook	Full
Gale Street Organics	Goresbrook	Unknown
Groveway Allotments	Parsloes	Not open

Hedgemans Road	River	Full
Longbridge Road	Becontree	Full
Manning Road	River	Full
Marks Gate (statutory)	Chadwell Heath	Not open
Reede Road	Alibon	Full
Temple Avenue	Whalebone	Unknown
Wood Lane	Mayesbrook	Full

### Current Provision of Allotment Sites

- 3.4 Not including the Groveway allotment site, the allotment sites in the borough amounts to a total of 13.15 hectares. This equates to 0.08 hectares per 1,000 population<sup>4</sup>. This figure is below the quantity standard recommended by National Society of Allotment and Leisure Gardeners (NSALG). The NSALG recommends a national standard of 20 allotments per 1,000 households 1 allotment per 200 people. This equates to 0.125ha per 1,000 population based on an average plot size of 250 metres squared.
- 3.5 There are allotments societies in Barking and Dagenham which help to maintain our allotment sites. These include:
- The Barking and District Allotment Holders Society Ltd
  - East Barking Allotment and Horticultural Society
  - Exeter Road Allotment Association
  - Becontree Horticulture and Allotment Association
  - Chadwell Heath Allotment and Horticulture Association
  - Becontree Heath Allotment and Horticulture Association
  - Hedgemans Road Allotment Association; and
  - Gale Street Organics
- 3.6 Demand for allotments can be variable over time, but in the last few years and in line with regional and national trends, demand has steadily increased. The majority of our allotments sites are full and most have a waiting list. In April 2010 there were 270 residents on the waiting list for an allotment. This trend where supply is outstripped by demand is also found on a regional level. The GLA report “London’s Disappearing Allotments”, published in 2006, evidences an increasing demand for allotment sites across London and calls for the trend in the loss of allotment sites to be reversed. This demand is expected to continue to increase due to continuing interest in healthy lifestyles and organic produce, increasing tendency for women and young families to take up a plot, the increasing population and an increase in residential densities where new homes are built with no or limited garden space. Consequently the Council will endeavour to bring the Groveway Allotments back into use.

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<sup>4</sup> Based on **GLA 2006 Round Ward Population Projections for the year 2008**

## Future Allotment Site

### **SSA SM37: GROVEWAY ALLOTMENTS**

<b>Location</b>	Situated north east from where Wood Lane meets Bennett's Castle Lane
<b>Ward</b>	Becontree
<b>Size</b>	0.90
<b>Timescale</b>	2010 - 2012
<b>Implementation</b>	Funding from the Council's capital programme will be required to bring this allotment back into use.
<b>Flood Zone</b>	1
<b>PTAL</b>	Level 2 & 3
<b>Existing Uses</b>	Former depot site
<p>The Groveway allotments site has been vacant in the last 12 years and has been on the Council's disposals list as a potential development site. However, in the last few years demand for allotment sites has increased steadily in the borough and pressure on existing allotment sites is projected to intensify over the next 15 years due to projected population growth, increases in housing densities and the growing popularity of healthy lifestyles and home growing of fruit and vegetables. It is therefore considered appropriate to safeguard the Groveway allotment site and allow for delivery mechanisms to bring it back into use. This may involve a bid to secure funds from the Council's Capital Programme.</p>	

### **Open Space**

- 3.7 In line with Core Strategy Policy CM3 the Council has reviewed all the public open spaces in the borough to review whether any should be added to the Proposals Map as designated protected open space.
- 3.8 The public open spaces listed in this document total 485 hectares. This corresponds to 2.80 hectares of public open space per 1000 population. The level of access generally to public open space varies across the borough. However there are different types of public open space. The distance people are willing to travel to a park is dependent on the size of the park and the facilities it offers. Therefore when mapping deficiencies different distances are used depending on the category of park. The London Plan public open space hierarchy identifies that people should live within 3.2 kilometres walking distance of a metropolitan park such as Parsloes Park, 1.2 kilometres from a district park such as Central Park and 400 metres from local parks and open spaces such as St Chads Park. Generally the Council objective is to maintain the standard of 2.80 hectares of public open space per 1000 population so that the significant growth in the borough's population planned for by the Core Strategy does not reduce people's access to public open space and also to ensure that areas of existing open space deficiency to any of the different types of public open

space are addressed. The Council will seek to achieve this in two ways as set out in policy CM3 of the Core Strategy and the Borough Wide Development Policies:

- By protecting the public open spaces listed in this document
- The provision of new public open space primarily in connection with strategic and major developments and through the implementation of the East London Green Grid Network.

More detail on public open space standards and deficiencies will be set out in the Community Benefits SPD.

3.9 The updated list of protected open spaces shown on the adopted Proposals Map is as follows:

<b>Name of public open space</b>	<b>Designation</b>	<b>Relevant Policy</b>
Dagenham Corridor covering: <ul style="list-style-type: none"> <li>• Eastbrookend Country Park</li> <li>• Thames Chase Community Forest</li> </ul>	Country Park	Core Strategy CM3
Barking Park	Metropolitan Open Land and part of London's strategic open space network	London Plan 3D.10 Core Strategy CM3
Mayesbrook Park	Metropolitan Open Land and part of London's strategic open space network	London Plan 3D.10 Core Strategy CM3
Parsloes Park	Metropolitan Open Land and part of London's strategic open space network	London Plan 3D.10 Core Strategy CM3
Thames Chase Community Forest	Part of London's strategic open space network	
Beam Valley Country Park Extension	District Park	Core Strategy CM3
Central Park	District Park	Core Strategy CM3
Chase Nature Reserve	District Park	Core Strategy CM3
Abbey Green	Local Park/Open Space	Core Strategy CM3
Castle Green Park	Local Park/Open Space	Core Strategy CM3
Goresbrook Park	Local Park/Open Space	Core Strategy CM3
Greatfields Park	Local Park/Open Space	Core Strategy CM3
Old Dagenham Park	Local Park/Open Space	Core Strategy CM3
Padnall Open Space	Local Park/Open Space	Core Strategy CM3
Pondfield Park	Local Park/Open Space	Core Strategy CM3
Ripple Nature Reserve (northern end only)	Local Park/Open Space	Core Strategy CM3
Scrattons Farm Eco Park	Local Park/Open Space	Core Strategy CM3
St Chad's Park	Local Park/Open Space	Core Strategy CM3
The Leys	Local Park/Open Space	Core Strategy CM3
Valence Park and House	Local Park/Open Space	Core Strategy CM3
Barking (St Mary's) Abbey Ruins**	Small Open Space	Core Strategy CM3
Essex Road Gardens	Small Open Space	Core Strategy CM3
Heath Park	Small Open Space	Core Strategy CM3
King George's Field	Small Open Space	Core Strategy CM3
Millennium Green (Dagenham Village)	Small Open Space	Core Strategy CM3
Newlands Park	Small Open Space	Core Strategy CM3



Quaker Burial Grounds**	Small Open Space	Core Strategy CM3
St. Margaret's Churchyard	Small Open Space	Core Strategy CM3
St Peter and St Paul's Churchyard	Small Open Space	Core Strategy CM3
Tantony Green (Marks Gate Recreation Ground)	Small Open Space	Core Strategy CM3
Town Quay**	Small Open Space	Core Strategy CM3
Victoria Gardens**	Small Open Space	Core Strategy CM3
Creekmouth Barrier Park	Small Open Space	Core Strategy CM3
* Designation in London's public open space hierarchy – see table 3D.1 in the London Plan		
**In Barking Town Centre action plan area		

3.10 The table above represents the following changes from the UDP proposals map.

3.11 Open Spaces Removed:

- Jo Richardson school and ancillary space from Castle Green open space designation
- Small amenity area on Barking Ring Road
- Dagenham and Redbridge Football Ground

3.12 Compared to the UDP Proposals map the following spaces have been added.

3.13 Open Spaces Added:

- Beam Valley Country Park Extension
- Central Park
- Old Dagenham Park
- The Leys
- Padnall Open Space
- Ripple Nature Reserve
- Scrattons Farm Eco-Park
- Essex Road Gardens
- St Peter's and St Paul's Churchyard
- Newlands Park
- Town Quay

#### Future Open spaces

3.14 In line with BR7 the Council will require strategic and major developments to make provision either on-site or in the vicinity of proposed developments. This will be formulised in the Community

Benefits SPD. The Council is also implementing masterplans for a number of its principal parks.

3.15 Open spaces currently in the pipeline are set out below:

- Barking Riverside – integration of a network of open spaces.
- University of East London – outline planning consent includes provision of a series of publicly accessible open spaces.
- Lymington Fields - outline consent includes provision for publicly accessible open space

### **Sites of Importance for Nature Conservation**

3.16 The borough's Sites of Importance for Nature Conservation (SINCs) were reviewed in 2002 as a result of a survey commissioned by the GLA. The borough's updated sites of importance for nature conservation are shown on the adopted Proposals Map as follows:

#### Site of Metropolitan Importance

River Thames and Tidal Tributaries

The Ripple Nature Reserve

The Chase Nature Reserve and Eastbrookend Country Park

#### Sites of Borough Importance, Grade I

River Roding in Barking\*<sup>5</sup>

Furze House Farm

Dagenham Breach and the lower Beam River

Beam Valley South and the Wantz Stream

Mid-Beam Valley and Dagenham East Lake

Goresbrook and the Ship & Shovel

Mark's Hedge and Hainault Road Allotments

#### Sites of Borough Importance, Grade II

Barking Park and Loxford Water

Mayesbrook and associated watercourses

Mayesbrook Park Lakes

Parsloes Park

White's Farm

Wantz lake and Crowlands Golf course

Scratton's Farm Ecopark

Romford line railsides

#### Sites of Local Importance

Barking Abbey Ruins and St Margaret's Churchyard\*

Gascoigne Road Pumping Station Rough

St Chad's Park

Valence House Gardens

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\* In Barking Town Centre

Reed Road Allotments, Pondsfield Park and adjacent railsides  
St Peter's and St Paul's Churchyard, Dagenham  
Wellgate community farm

3.17 The table above represents the following changes from the Pre-Submission Proposals Map.

3.18 Nature Conservation Sites removed:

- Thameside Park city community farm due to planning consent on the site for use as a sports amenity ground

#### Future Sites of Importance for Nature Conservation

3.19 Sites of importance for nature conservation will also be created as part of successful management habitat plans implemented as part of major development schemes for example Barking Riverside.

## Chapter 4: Creating a Sense of Community

- 4.1 Policy CM1 of the Core Strategy ‘General Principles for Development’ states that developments should meet the needs of new and existing communities and that 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. Consequently the Council has worked in partnership with a range of service providers particularly the Primary Care Trust and Local Education Authority to ensure sufficient facilities are planned to meet the needs of existing communities and the projected population increase of 60,000 by 2025.
- 4.2 Research undertaken by the Council's Children's Services Department identifies that due to growth within the borough's existing population and growth from new housing by 2017 the number of pupils aged 4 - 11 is forecast to increase by 11,595. Not all this demand will need to be satisfied through the building of new schools. The Council is also looking at the potential to maximise the use of existing primary schools site in accommodating some of this growth. Nevertheless the new schools identified in this chapter and chapter 2 are necessary to help meet this growth.

<b>New primary schools identified in the Site Specific Allocations DPD</b>		
<b>SSA SM1 Barking Riverside</b>		
SSA SC8A Barking Riverside Stage 1 Neighbourhood Centre	1 new three form primary school	Outline and reserved matters planning permission approved
SSA SC8B Barking Riverside Stage 2 District Centre	1 new three form primary school	Outline planning permission approved
	1 new eight form secondary school	Outline planning permission approved
SSA SC8C Barking Riverside Stage 3 Neighbourhood Centre	1 new three form primary school	Outline planning permission approved
SSA SC8D Barking Riverside Stage 4 Neighbourhood Centre	1 new three form primary school (if necessary)	Outline planning permission approved
SSA SM2 South Dagenham West and Dagenham Leisure Park	1 new three form primary schools	Provision depends on number of new homes generated by the site.
SSA SM4 South Dagenham East	1 new three form primary school	Provision depends on number of new homes generated by the site.
SSA SM5 Sanofi Aventis 2	1 new three form primary school	Provision depends on number of new homes (if

		any) generated by the site.
SSA SM6 University of East London	1 new three form primary school	Detailed planning permission approved
SSA SM8 Lymington Fields	1 new three form primary school	Detailed planning permission approved
SSA SC3 Cannington Road	1 new three form primary school	Detailed planning permission approved
SSA SC4 St George's Centre	1 new three form primary school	Included in the Council's Capital Programme.

- 4.3 The Barking and Dagenham Joint Strategic Needs Assessment identifies the main health and well being needs of the community and provides an understanding of the need for health and social care over the short and long term. It recognises that identifying the pre-requisite infrastructure to support growth is a key task of the Local Development Framework. The Transforming Community Services programme shifts the emphasis on providing more services in community based settings. Taking account of this and the emerging Health for North East London strategy NHS Barking and Dagenham has identified three polyclinic hubs at Barking Hospital, East Dagenham and Barking Riverside. These are dealt with in this document. SSA SM11 Hedgecock Centre and SSA SM12 Upney Lane Centre form part of the strategy for the improvements to health care on the Barking Hospital site. SSA SM5 identifies the Sanofi site as appropriate for a new polyclinic to serve East Dagenham. SSA SM1 Barking Riverside and the accompanying site specific allocations in this chapter SSA SC10 A-D cover the facilities necessary to meet the needs of the 10,800 new households planned on this strategic site. In particular SSA SC10B identifies provision for a new polyclinic within the Barking Riverside District Centre.
- 4.4 In addition NHS Barking and Dagenham has identified the need for improved local health care facilities to meet existing and new demand. New facilities to meet existing demand and locally occurring growth has been identified at the SSA SM10 Becontree Heath, SSA SC7 Westbury Arms, SSA SC8 Julia Engwell Clinic, and SSA SC9 Brockelbank Lodge sites whilst facilities specifically to meet growth from new development have been identified on the SSA SM2 South Dagenham West and SSA SM4 South Dagenham East sites.
- 4.5 This chapter focuses on standalone infrastructure. Importantly, and in keeping with policy CC3 of the Core Strategy, social infrastructure will also be provided within the large housing sites set out in Chapter 2.
- 4.6 The Council is also preparing a Community Benefits Supplementary Planning Document. This will establish a standard charge which will represent the identified cost of providing the necessary environment, economic and social infrastructure to support new development and a range of schemes the proceeds will be spent on including those

identified in this document. Where a scheme provides supporting infrastructure the charge will be discounted proportionately.

## Schools

### SSA SC1: CANNINGTON ROAD

<b>Location</b>	Situated north west from Cannington Road
<b>Ward</b>	Mayesbrook
<b>Size</b>	2.28
<b>Timescale</b>	2010 - 2011
<b>Implementation</b>	This former school site is owned by the Council and was previously in educational use.
<b>Flood Zone</b>	1
<b>PTAL</b>	1
<b>Existing Uses</b>	Former school site.
This site is identified suitable for a new 3 form primary school	

### SSA SC2: ST. GEORGE'S CENTRE

<b>Location</b>	Situated north from where St George's Road meets Halbutt Street
<b>Ward</b>	Parsloes
<b>Size</b>	1.32
<b>Timescale</b>	2010 - 2011
<b>Implementation</b>	This former school site is owned by the Council and was previously in educational use.
<b>Flood Zone</b>	1
<b>PTAL</b>	Level 2 and 3
<b>Existing Uses</b>	Council building and surgery
This site is identified as suitable for a new 3 form primary school	

## Community Uses

### SSA SC3: JAPAN ROAD COMMUNITY CENTRE

<b>Location</b>	Situated at the northern end of Japan Road
<b>Ward</b>	Chadwell Heath
<b>Size</b>	0.10
<b>Timescale</b>	2009 - 2011
<b>Implementation</b>	The Council currently owns the site. It plans to dispose of the site for a community use in line with this allocation. The building is in disrepair.
<b>Flood Zone</b>	1
<b>PTAL</b>	3

<b>Existing uses</b>	Former community centre
There is an identified need for community space in this area which this is ideally placed to satisfy.	

#### SSA SC4: WHALEBONE LANE SOUTH

<b>Location</b>	Situated between Purland Close and the southern boundary of the Freshwater Water Road Employment Area
<b>Ward</b>	Whalebone
<b>Size</b>	3.42
<b>Timescale</b>	Ongoing
<b>Implementation</b>	This site is in multiple private ownership
<b>Flood Zone</b>	1
<b>PTAL</b>	2
<b>Existing uses</b>	Retail warehousing and vacant buildings
<p>This site is suitable for the following uses:</p> <ul style="list-style-type: none"> <li>• Community uses in particular religious meeting places to meet the needs of the borough's faith groups</li> <li>• Out of centre retail proposals which meet the sequential test</li> </ul> <p>Planning Policy Statement 1 states that Plan policies should take into account the needs of all the community, including particular requirements relating to religion.</p> <p>Barking and Dagenham is now home to a very rich and diverse range of faith communities and the demand for religious meeting places to meet local needs in the Borough is increasing. In response to this the Council published in 2008 a Planning Advice Note clarifying the preferred locations for religious meeting places. The note identifies locations within town centres or with good access to public transport as being particularly suitable. It also recognises that provided it can be demonstrated that they are no longer needed for retail warehousing purposes that vacant retail warehouses can be suitable for religious meeting places.</p> <p>The Council considers that this site is particularly well located to meet this local need as it is within walking distance of six different bus services which serve Barking, Dagenham and Chadwell Heath. Proposals for facilities which do not meet local needs will not be permitted on this site as it has been specifically identified because it is considered ideally located to respond to the pressing needs of local groups. Moreover in line with PPS1 the Council is focused on planning for sustainable communities and will not support a facility which draws the majority of its users from outside the borough.</p> <p>In addition this site is an area which is increasingly becoming a zone of community and civic activity as it is nearby a number of other community and civic uses including the Civic Centre, and the proposed Becontree Leisure</p>	

Centre as well as a number of schools. Applicants must follow the advice in the Planning Advice Note regarding managing the impacts of religious meeting places in particular car parking and noise.

The Core Strategy has de-designated the Whalebone Lane Retail Park as it seeks to direct retail uses to centres with the town centre hierarchy, however it recognises that where the sequential test is satisfied that out of centre stores are expected to be located within existing out of centre retail parks.

## Healthcare

### SSA SC5: WESTBURY ARMS

<b>Location</b>	Situated to the east of King Edwards Road where it meets Ripple Road
<b>Ward</b>	Gascoigne
<b>Size</b>	0.04
<b>Timescale</b>	2010 - 2015
<b>Implementation</b>	This is a privately owned site. It received permission in July 2007 for conversion of ground floor into 3 Class A1 retail units and erection of roof extension in connection with conversion of upper levels into 3 two-bedroom flats. The Primary Care Trust have indicated that this would be a good opportunity for a primary care facility.
<b>Flood Zone</b>	1
<b>PTAL</b>	4
<b>Existing uses</b>	Derelict site
<p>This site has the potential for:</p> <ul style="list-style-type: none"> <li>• Health care</li> <li>• Housing</li> <li>• Retail</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• If possible retain the existing building which features on the Council's local list of buildings of special local architectural or historic interest</li> <li>• Ensure any new building provides active frontages to Ripple Road and King Edward Road and emphasises the prominence of this corner in the streetscene.</li> </ul>	

### SSA SC6: JULIA ENGWELL CLINIC

<b>Location</b>	Situated to the west of Stamford Road north of Woodward Road
<b>Ward</b>	Mayesbrook
<b>Size</b>	0.64



<b>Timescale</b>	2009 – 2011.
<b>Implementation</b>	Part of the site is owned by the Primary Care Trust and part of the site is owned by the Council. The Primary Care Trust is developing proposals to develop the site primarily for primary care and local health services with some residential element.
<b>Flood Zone</b>	1
<b>PTAL</b>	Level 2
<b>Existing Uses</b>	Existing NHS clinic, formerly library and 2 community halls
<b>Proposed Uses and Design Requirements</b>	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> <li>• Health care</li> <li>• Small scale residential use</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Have regard to the residential character of the area. A scheme must be designed so as to avoid adverse impacts on residential amenity. This includes impacts arising from noise during, visual impact and traffic movements to and from the site during construction and occupation.</li> <li>• Need to maintain attractive frontage onto Stamford Road and Woodward Road.</li> </ul>	

#### **SSA SC7: BROCKELBANK LODGE**

<b>Location</b>	Situated to the north east of where Beacontree Avenue meets Bennett's Castle Lane
<b>Ward</b>	Valence
<b>Size</b>	0.44
<b>Timescale</b>	2009 – 2011
<b>Implementation</b>	This site is currently owned by the Council. It is however on the Land Disposals List and the PCT are developing proposals for the site.
<b>Flood Zone</b>	1
<b>PTAL</b>	Level 2
<b>Existing Uses</b>	Former care home
<b>Proposed Uses and Design Requirements</b>	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> <li>• Health care</li> <li>• Residential</li> </ul> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> <li>• Identified need by the PCT for GP services in this area</li> <li>• Have regard to the residential character of the area. A scheme must be designed so as to avoid adverse impacts on residential amenity. This</li> </ul>	

includes impacts arising from noise during, visual impact and traffic movements to and from the site during construction and occupation.

## **SSA SC8: BARKING RIVERSIDE'S NEW NEIGHBOURHOOD AND DISTRICT CENTRES**

When outline planning permission for Barking Riverside was granted in 2006, and the Section 106 Agreement was signed in 2007, the developers Barking Riverside Ltd agreed to provide within the site three new Neighbourhood Centres and a new District Centre.

### **SSA SC8A: BARKING RIVERSIDE – STAGE 1 NEIGHBOURHOOD CENTRE**

<b>Location</b>	Barking Riverside Stage 1 – South of Thames Road, West of Renwick Road, East and North of River Road
<b>Size</b>	20,400 sqm
<b>Timescale</b>	2009 to 2012
<b>Implementation</b>	Barking Riverside Ltd
<b>Flood Zone</b>	Flood risk zone 1 but surrounded by flood risk zone 3.
<b>PTAL</b>	Existing PTAL is 1. However East London Transit phases 1a and 1b will serve Barking Riverside. A DLR extension to Dagenham Dock is also anticipated.
<b>Indicative Capacity</b>	Will contribute to site-wide capacity of 10,800 units
<b>Existing Uses</b>	Unoccupied brownfield land
<b>Proposed Uses and Design Requirements</b>	
<p>Stage 1 of Barking Riverside is 45.2 hectares in size and will provide approximately 1,500 of the 10,800 new dwellings to be provided across the site.</p> <p>This stage will also be home to the first new Neighbourhood Centre, provisionally called the Rivergate Centre.</p> <p>The Rivergate Centre will provide a public square with the adjoining housing and community and retail facilities. The centre will face the park corridor to the north thus benefiting from the open green space. The primary school will be accessible from the public square and will be clustered with other community uses. Barking Riverside's main cycle loop will pass through the centre, helping to animate the space. The ELT 1b service will pass the centre with a bus stop adjacent to the main public space. Motorised transport will be routed around rather than through the site, which itself will be dedicated to pedestrians.</p> <p>The Rivergate Centre will comprise the following uses:</p> <ul style="list-style-type: none"> <li>• a three form entry primary school with nursery</li> <li>• a place of worship (which will be shared by the Salvation Army, the</li> </ul>	

<p>Methodist Church and the Church of England)</p> <ul style="list-style-type: none"> <li>• a small police facility</li> <li>• bookable community space (within the other uses e.g. the primary school and the place of worship)</li> <li>• public toilets and baby changing facilities</li> <li>• a small convenience shop</li> <li>• space suitable for the health authority to run services from</li> <li>• office space for use by the Barking Riverside Community Development Trust (BRCDT) as well as possibly by a housing officer or site manager and local employment and business coordinator</li> </ul> <p>In February 2010, a reserved matters planning application was granted to provide the detailed design of the Rivergate Neighbourhood Centre.</p>
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### SSA SC8B: BARKING RIVERSIDE – STAGE 2 DISTRICT CENTRE

<b>Location</b>	Barking Riverside Stage 2
<b>Size</b>	
<b>Timescale</b>	Phase 1 (Secondary school with extended community facilities opens 2012) Phase 2 2017
<b>Implementation</b>	Barking Riverside Ltd
<b>Flood Zone</b>	Flood risk zone 1 but surrounded by flood risk zone 3.
<b>PTAL</b>	Existing PTAL is 1. However East London Transit phases 1a and 1b will serve Barking Riverside. A DLR extension to Dagenham Dock is also anticipated.
<b>Indicative Capacity</b>	Will contribute to site-wide capacity of 10,800 units
<b>Existing Uses</b>	Unoccupied brownfield land
<b>Proposed Uses and Design Requirements</b>	
<p>Stage 2 of Barking Riverside is 51.6 hectares in size and will provide approximately 2,500 of the 10,800 new dwellings to be provided across the site.</p> <p>This stage will also be home to a new District Centre.</p> <p>The District Centre will hold a central position in Barking Riverside, on the eastern side of Renwick Road. It will be well connected by all modes of transport and will relate to both Barking Riverside Park and the Riverfront area. The centre will comprise a range of commercial and community activities.</p> <p>The District Centre will comprise the following uses:</p> <ul style="list-style-type: none"> <li>• a three form entry primary school with nursery</li> <li>• A children’s centre</li> <li>• an eight form entry secondary school (with extended community</li> </ul>	

<p>provision including a library, community theatre space, and leisure facilities)</p> <ul style="list-style-type: none"> <li>• a place of worship (a user for which will be identified through the Faith Forum)</li> <li>• a small police facility</li> <li>• bookable community space (within the other uses)</li> <li>• public toilets and baby changing facilities</li> <li>• a retail store and other retail and commercial space</li> <li>• a polyclinic</li> <li>• a leisure centre including a swimming pool</li> </ul> <p>The District Centre will be built out in several phases as the local population grows. The first facility to be provided will be the secondary school, which will be built alongside the first 1,500 dwellings (which will be split between Stages 1 and 2 of the development).</p> <p>A brief setting out the location of the District Centre within Stage 2, and the agreed floorspace requirements for each of the above uses, was submitted to the LTGDC along with the Stage 1 Sub-Framework Plan and Reserved Matters planning applications which were submitted in January 2009.</p>
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**SSA SC8C: BARKING RIVERSIDE – STAGE 3 NEIGHBOURHOOD CENTRE**

<b>Location</b>	Barking Riverside Stage 3
<b>Size</b>	tbc
<b>Timescale</b>	2020
<b>Implementation</b>	Barking Riverside Ltd
<b>Flood Zone</b>	Flood risk zone 1 but surrounded by flood risk zone 3.
<b>PTAL</b>	Existing PTAL is 1. However East London Transit phases 1a and 1b will serve Barking Riverside. A DLR extension to Dagenham Dock is also anticipated.
<b>Indicative Capacity</b>	Will contribute to site-wide capacity of 10,800 units
<b>Existing Uses</b>	Unoccupied brownfield land
<b>Proposed Uses and Design Requirements</b>	
<p>Stage 3 of Barking Riverside will provide approximately 3,300 of the 10,800 new dwellings to be provided across the site.</p> <p>This stage will also be home to a Neighbourhood Centre, provisionally called Eye Square.</p> <p>Eye Square will comprise the following uses:</p> <ul style="list-style-type: none"> <li>• A primary school with nursery (if required at that time by LBBDD)</li> <li>• A children’s centre (if required at that time by LBBDD)</li> <li>• A place of worship (which will be shared by the Salvation Army, the</li> </ul>	

<p>Methodist Church and the Church of England)</p> <ul style="list-style-type: none"> <li>• A small police facility</li> <li>• Bookable community space (within the other uses e.g. the primary school and the place of worship)</li> <li>• Public toilets and baby changing facilities</li> <li>• A small convenience shop</li> <li>• Space suitable for the health authority to run services from</li> <li>• Office space for use by the Barking Riverside Community Development Trust (BRCDT) as well as possibly by a housing officer or site manager and local employment and business coordinator</li> </ul> <p>Eye Square will be a focal point for public attention at the highest point in Barking Riverside. It will be a lively urban public space at one of the key gateways into the side. There will be ELT and DLR stops and it will be passed by the main cycle loop. The 'eye' shape of the space will be formed from infrastructure curving around and will be emphasized by the existing topography. The space will be hard surfaced and have an urban feel.</p> <p>The area will also provide a hub for small businesses and live-work units. This will accentuate the area's public character and its location in a transitional area between Barking Riverside and Dagenham Dock.</p>
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**SSA SC8D: BARKING RIVERSIDE – STAGE 4 NEIGHBOURHOOD CENTRE**

<b>Location</b>	Barking Riverside Stage 4
<b>Size</b>	tbc
<b>Timescale</b>	2025
<b>Implementation</b>	Barking Riverside Ltd
<b>Flood Zone</b>	Flood risk zone 1 but surrounded by flood risk zone 3.
<b>PTAL</b>	Existing PTAL is 1. However East London Transit phases 1a and 1b will serve Barking Riverside. A DLR extension to Dagenham Dock is also anticipated.
<b>Indicative Capacity</b>	Will contribute to site-wide capacity of 10,800 units
<b>Existing Uses</b>	Unoccupied brownfield land
<b>Proposed Uses and Design Requirements</b>	
<p>Stage 4 of Barking Riverside will provide approximately 3,500 of the 10,800 new dwellings to be provided across the site.</p> <p>This stage will also be home to a Neighbourhood Centre, provisionally called Jetty Square / the Riverfront Centre.</p> <p>This centre will comprise the following uses:</p> <ul style="list-style-type: none"> <li>• A primary school with nursery (if required at that time by LBBD)</li> <li>• A children's centre (if required at that time by LBBD)</li> </ul>	

- A place of worship (which will be shared by the Salvation Army, the Methodist Church and the Church of England)
- A small police facility
- Bookable community space (within the other uses e.g. the primary school and the place of worship)
- Public toilets and baby changing facilities
- A small convenience shop
- Space suitable for the health authority to run services from
- Office space for use by the Barking Riverside Community Development Trust (BRCDT) as well as possibly by a housing officer or site manager and local employment and business coordinator
- Any scheme which includes the jetty would require the formal consent of the PLA.

This centre will also be home to a range of food and drink uses, and to water based leisure clubs, designed to attract visitors from a wider catchment.

The area will be an important public space providing an opportunity for people to walk from other parts of the development to the river frontage.

# Chapter 5: Ensuring a Vibrant Economy and Attractive Town Centres

5.1 Policy CE3 of the Core Strategy identifies three Strategic Industrial Locations:

- River Road Employment Area
- Rippleside
- Dagenham Dock

5.2 And eight Locally Significant Industrial Sites:

- Hertford Road
- Fresh Wharf (southern part)
- Gascoigne Business Area
- Dagenham Ford
- Sterling Industrial Estate/Wantz Road
- Freshwater Road
- Sanofi Aventis
- A13 South

5.3 It identifies the release of 59.5 hectares of designated employment land, 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.

5.4 Through the Issues and Options process the Council has considered the most appropriate uses for these sites and un-designated sites currently used for employment uses. The net impact of these changes in that the extent of the Locally Significant Industrial Sites has been reduced by 16.5 hectares through the de designation of Sanofi 2. The extent of the Strategic Industrial Locations has been increased by 2.37 hectares through the addition of the Costco site. The net loss of employment land therefore is 14.13 hectares. When added to the 59.5 hectares of employment land released by policy CE3 of the Core Strategy, this brings the total release to 74 hectares. This is within the range identified for release in the East London Sub Regional Development Framework and referred to in policy CE3 of the Core Strategy

## **Strategic Industrial Locations**

### The Rippleside Strategic Location

5.5 The Rippleside Strategic Industrial Location has been extended to include the former Gateway sites and Kuehne and Nagel site. Both

these sites are established employment areas, south of the A13. The desired land use and form of development for the Freight Interchange is covered in SM47. The Kuehne and Nagel site is considered particularly suited to logistics uses. In addition to these two additions a triangle of land where Ripple Road meets the A13 has also been added. All three of these 'additions' do not represent an increase in Strategic Industrial Locations because they were never formally released.

#### The River Road Strategic Industrial Location

- 5.6 The Kingsway Industrial Estate has been redesignated from a Locally Significant Employment Site to a Strategic Industrial Location on the advice of the Greater London Authority. Again as this was not formally released it does not represent an addition to Strategic Industrial Land. The Costco site to the east of Atcost Road has been added to the River Road Strategic Industrial Location.

#### **Locally Significant Industrial Sites**

- 5.7 The Lyon's Business Centre has been designated as Locally Significant Industrial Site.
- 5.8 This is a prominent gateway site to the Thames View Estate and Barking Riverside. The Lyon's Business Centre offers high quality modern business space. However the remaining area to the South of the site is of a poorer quality and appearance which is detrimental to the streetscene. This allocation aims to improve the appearance of this area so a higher quality of buildings can be provided. The site is designated as a Locally Significant Industrial Site. Policy CE3 enables the partial release of sites where it can be demonstrated the remaining part of the designated site will be more intensively developed to ensure no net loss in employment provided. This allocation therefore enables non-employment outside the Lyon's Business Centre including housing under these terms.

#### **SSA SE1: LYON'S BUSINESS PARK AND NEIGHBOURING EMPLOYMENT USES TO THE SOUTH**

<b>Location</b>	Situated to the south east of where River Road meets the A13
<b>Ward</b>	Thames
<b>Size</b>	3.17
<b>Timescale</b>	2010 - 2015
<b>Implementation</b>	This site is privately owned.
<b>Flood Zone</b>	3a
<b>PTAL</b>	Level 2
<b>Existing Uses</b>	Lyon Business Park and neighbouring employment uses to



the south

### **Proposed Uses and Design Requirements**

This site has the potential for:

- B1, B2 and B8 uses
- Housing and other non-employment uses provided there is no net loss in employment provided across the whole site, and no loss of employment land within the Lyon's Road Business Centre

Any new development must address the following issues:

- Ensure flood risk is properly managed. The Sequential Test and parts a) and b) of the Exception Test have been undertaken for the site. It is necessary, however, for the applicant to undertake part c) of the Exception Test and prepare a flood risk assessment. Opportunities should be taken to locate more vulnerable uses to a zone of lower flood risk within the site boundary. If this is not possible, the development should be directed towards those areas of the site that have a lower degree of flood hazard and lengthy inundation rates (based upon the flood hazard and rate of inundation maps contained in the SFRA).
- A need to provide a high quality frontage to River Road.
- Contributions will be sought towards improvements to the green amenity area to the South East of the site.
- The site falls within an Archaeological Priority Area. The potential effect of development on archaeological remains should be considered and mitigation measures implemented as appropriate.

### The Sanofi Locally Significant Industrial Site

- 5.9 The Sanofi Locally Significant Industrial Site has been revised to exclude Sanofi Site 2. There is little prospect of new employment uses being secured across the entire site. Its future use is covered in site number SM4 in Chapter 2.

# Chapter 6: Monitoring and Implementation

## Implementation

- 6.1 The Council is committed to working in partnership with a range of stakeholders in the public, private, community and voluntary sectors in the delivery of the site specific allocations set out in this document.
- 6.2 The Local Housing Company which the Council has set up with its private sector partner, First Base, will be particularly important and will have a major role to play in implementing a number of schemes including the Thames View regeneration site (SM13), the Marks Gate regeneration sites (SM14) and Goresbrook Village (SM15). These will be delivered by 2015. Masterplans for Thames View and Marks Gate are timetabled to be completed in 2009/10 and planning applications expected shortly afterwards. Plans for the Goresbrook Village (SM15) site are less advanced in line with its later timescale for implementation.
- 6.3 The Council is working in partnership with the Homes and Communities Agency to deliver two sites. Outline permission has been granted for Lymington Fields (SM8) which will be built out by Countryside Properties. This will be complete by 2015. The Homes and Communities Agency has entered into a ltd company (Barking Riverside) with Bellway Homes to deliver Barking Riverside (SM1). This will take 25 years to build out due to the magnitude of the scheme. The Homes and Communities Agency are also providing assistance with the aforementioned Local Housing Company sites.
- 6.4 The London Plan identifies the London Riverside as an Opportunity Area. As part of this, the Greater London Authority, including the London Development Agency will work in partnership with the borough and other stakeholders to implement spatial planning framework(s) within the London Riverside area.
- 6.5 The London Development Agency and London Thames Gateway Development Corporation own substantial parts of the South Dagenham West site, however the major landowner is Axa Sunlife who own the majority of the land to the west of Chequers Lane. The site allocation reflects the masterplanning which has already been undertaken for this site. This allocation also incorporates the Dagenham Leisure Park which is in private ownership. Again due to the magnitude of the scheme this site is expected to come forward between 2010 and 2020.
- 6.6 The North East London Health Trust own the Hedgecock Centre (SM11) and Upney Lane Centre (SM12) sites. The Council has worked

in partnership with the Trust to decide the future of this sites which are surplus to requirements. These are scheduled to be complete by 2015.

- 6.7 The Council own the Barking Rugby Club and Goresbrook Leisure Centre (SM3) site, and will work in partnership with existing uses to achieve this allocation. This is a mid to long term proposal, 2015-2020.
- 6.8 The Sanofi Aventis Site 2 (SM5) is privately owned, and the Council will work in partnership with Sanofi Aventis to achieve this allocation from 2015-2020.
- 6.9 The University of East London (SM6) has an outline permission and will be built out by Wimpey New Homes by 2015.
- 6.10 The Robin Hood Public House (SM7) has a full permission and is expected to be built out by 2012.
- 6.11 The separate Housing and Implementation Strategy highlights the risks involved in delivering these major sites. It details the criticality of those schemes omitted from the Transport for London Business Plan which will be reviewed through the Thames Gateway Strategic Review and the East London Sub-Regional Transport Strategy. Consequently the Council will continue to work closely with Transport for London and the Government to ensure that schemes such as the Docklands Light Railway Extension, Renwick Road Junction Improvements and East London Transit Phases 2 and 3 as shown in the London Plan are implemented. East London Transit Phases 1a and 1b are already committed and their routes safeguarded in SM36. Land is also safeguarded for the Renwick Road Junction improvements in SM34 due to its criticality in supporting growth south of the A13 and improving access across it.
- 6.12 Improved transport infrastructure is essential to deliver many of the most significant sites identified in this document, but of equal importance are schools, health centres and open space. These are dealt with in chapters 3 and 4.
- 6.13 Allotments – demand for allotments is rising as they are a sustainable and cheap food source. One new allotment has been identified and a bid to fund this will be made to its capital programme.
- 6.14 Open space – in comparison to the 1995 Unitary Development Plan a number of new open spaces have been added. These are existing open spaces. Future open spaces will be delivered through major development for example open space will be provided as part of the University of East London, Lymington Fields and Barking Riverside schemes in line with policy BR7.

- 6.15 Sites of Importance for Nature Conservation – All the sites listed in the GLA Sites of Importance for Nature Conservation Study have been added.
- 6.16 Schools and children's centres. As explained in Chapter 4 social infrastructure will be provided within a number of the schemes in Chapter 2, and the Council has worked in partnership with the PCT and its Children's Services department to ensure that the right number of facilities are secured and that they are in the right location. Chapter 4 deals with standalone facilities. Cannington Road and St George's Centre are owned by the Council and are former school sites which will be returned to an education use by 2015. Department for Children, Schools and Families funding will be used to fund the Cannington Road and St George's Centres schools. Funding may also be forthcoming from S106 contributions from nearby residential schemes. This will be formalised in the community benefits SPD. The Westbury Arms proposal is likely to be GP led although the Primary Care Trust has not excluded funding this themselves. However the PCT are leading the development of the Engwell Clinic and the Brocklebank Lodge schemes which will be completed by 2015.
- 6.17 The Council (for most planning applications) and the London Thames Gateway Development Corporation (for the larger and more strategic applications in the Thames Gateway) will implement the various development control policies of the Plan. This will include securing Section 106 contributions from developers in order to implement key elements of the plan such as enhancements of the public realm, the provision of social infrastructure and transport improvements.
- 6.18 Apart from this Section 106 funding secured through developer contributions, other important funding sources include Transport for London funding through the Local Implementation Plan (LIP) process, funding from the London Development Agency and the Homes and Communities Agency and the Council's own capital funding.

## **Monitoring**

- 6.19 The Council will monitor through its Annual Monitoring Report the delivery of these sites against the timescales indicated for each allocation. Where delivery is not proceeding as anticipated the Council will in partnership with those involved identify the barriers to delivery and take the necessary actions to overcome these. Examples of actions are provided in the Housing Delivery and Implementation Strategy.
- 6.20 The Site Specific Allocations and policy designations included in this document are necessary to deliver the Core Strategy and therefore will be very important in delivering the indicators and targets set out in the Core Strategy Monitoring and Implementation Framework. These indicators and targets will be reported annually in the Council's Annual

Monitoring Report. In some cases the Site Specific Allocations may help achieve a number of targets in the Framework, particularly the larger developments such as Barking Riverside. However there follows an explanation of the main indicators and targets each allocation will help deliver and against which each allocation will be assessed:

- The Significant Housing Sites (SSA SM1 – SSA SM15) are critical to the achievement of a number of indicators most significantly the housing supply target of 1190 new homes per year set by Indicator CM2(b). The minor housing sites (SSA SM16 – SSA SM33) are also important in improving performance against this indicator.
- The delivery of the Renwick Road Junction Improvements (SSA SM34) and the ELT1a and 1b routes (SSA SM36) will be monitored against indicator CM4 (a) which monitors the implementation of strategic transport schemes.
- The delivery of the Strategic Rail Freight Terminal covered by SSA SM35 will be monitored against indicators CE3 (a), CE3 (c) and CE4 (c) which monitor the amount of additional floorspace provided, the availability of employment land and employment in each sector.
- The town centre frontages will be monitored against indicators CE1 (b) to CE1 (e) which monitor the percentage of non retail uses in district centre and neighbourhood centre frontages.
- The protected allotments listed in Chapter 3 will be monitored against indicator CM3 (d) which aims to ensure none of the protected allotments are lost to alternative uses, and the amount of public open space will be monitored against indicators CM3 (b) and (c) which again aim to ensure no net loss of public open space. The Sites of Importance for Nature Conservation will be monitored against indicator CR2 (a) which monitors the change in areas of biodiversity importance and aims for no net loss of existing SINC.s.
- Site allocations SSA SC3 to SSA SC10 A-D will be monitored against the indicators and related targets of CC 3 (a) (b) (c) (d) (e) and (f) which monitor the number of new community facilities provided, access to services and facilities by public transport, walking and cycling, average size of GP patient lists and available school places.

Strategic Industrial Locations and Locally Significant Industrial Locations will be monitored against indicators CE 3 (d) and (e) and the target set of no net loss of employment.

# APPENDIX 1 TO SCHEDULE OF ESSENTIAL CHANGES

## Saved UDP policies to be superseded by the DPD

On 27 September 2007, the Government Office for London extended the saved period for a number of Barking and Dagenham's UDP policies. This table shows which of these saved UDP policies have been superseded by the Core Strategy, which are to be superseded by the Site Specific Allocations DPD (SSA DPD) and which will remain saved until they are replaced by other Development Plan Documents.

Saved UDP Policy	Status
STRATEGIC POLICY B HOUSING	Superseded Core Strategy
STRATEGIC POLICY C HOUSING	Superseded Core Strategy
STRATEGIC POLICY E EMPLOYMENT	Superseded Core Strategy
STRATEGIC POLICY F EMPLOYMENT	Superseded Core Strategy
STRATEGIC POLICY G SHOPPING	Superseded Core Strategy
STRATEGIC POLICY H SHOPPING	Superseded Core Strategy
STRATEGIC POLICY I ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY J ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY K ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY L ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY M ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY N ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY O ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY X TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY Y TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY Z TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY AA TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY BB TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY CC TRANSPORT	Superseded Core Strategy
POLICY H2 HOUSING	Saved
POLICY H3 HOUSING	Saved
POLICY H5 HOUSING	Saved
POLICY H7 HOUSING	Saved
POLICY H8 HOUSING	Superseded Core Strategy

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 Core Strategy
POLICY E2 EMPLOYMENT	Superseded Core Strategy
POLICY E3 EMPLOYMENT	Superseded Core Strategy
POLICY E4 EMPLOYMENT	Superseded Core Strategy
POLICY E6 EMPLOYMENT	Superseded Core Strategy
POLICY E7 EMPLOYMENT	Saved
POLICY E8 EMPLOYMENT	Saved
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POLICY S16 SHOPPING	Saved
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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
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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	Superseded SSA DPD
POLICY BR2 BARKING REACH	Superseded SSA DPD
POLICY BR4 BARKING REACH	Superseded SSA DPD
POLICY BR6 BARKING REACH	Superseded SSA DPD
POLICY BR7 BARKING REACH	Superseded SSA DPD
POLICY BR8 BARKING REACH	Superseded SSA DPD
POLICY BR9 BARKING REACH	Saved
POLICY BR10 BARKING REACH	Superseded Core Strategy
POLICY BR11 BARKING REACH	Superseded SSA DPD
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POLICY G9 ENVIRONMENT	Superseded Core Strategy
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POLICY C5 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C6 COMMUNITY FACILITIES	Superseded SSA DPD
POLICY C9 COMMUNITY FACILITIES	Superseded Core Strategy
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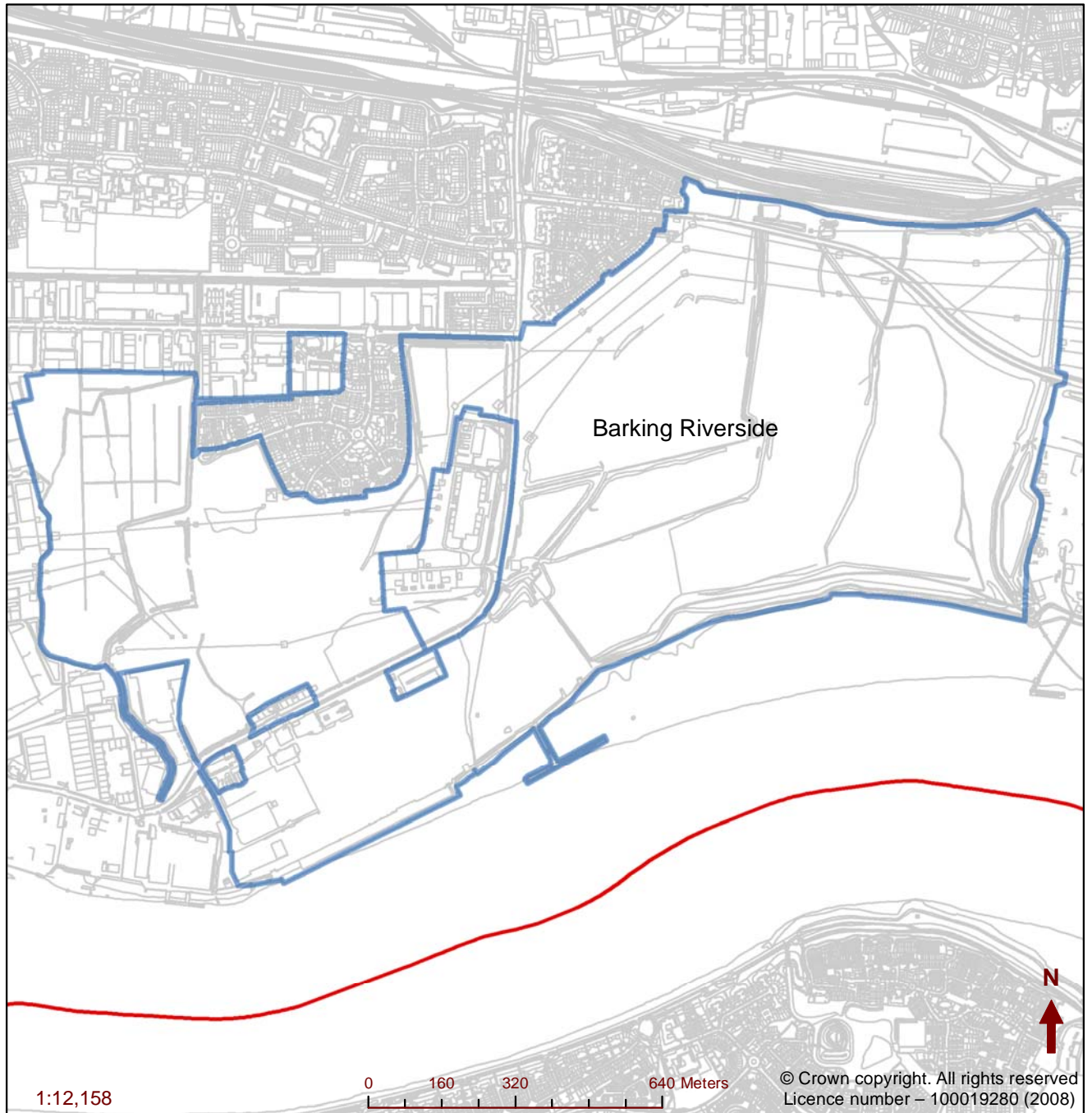
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# APPENDIX 2

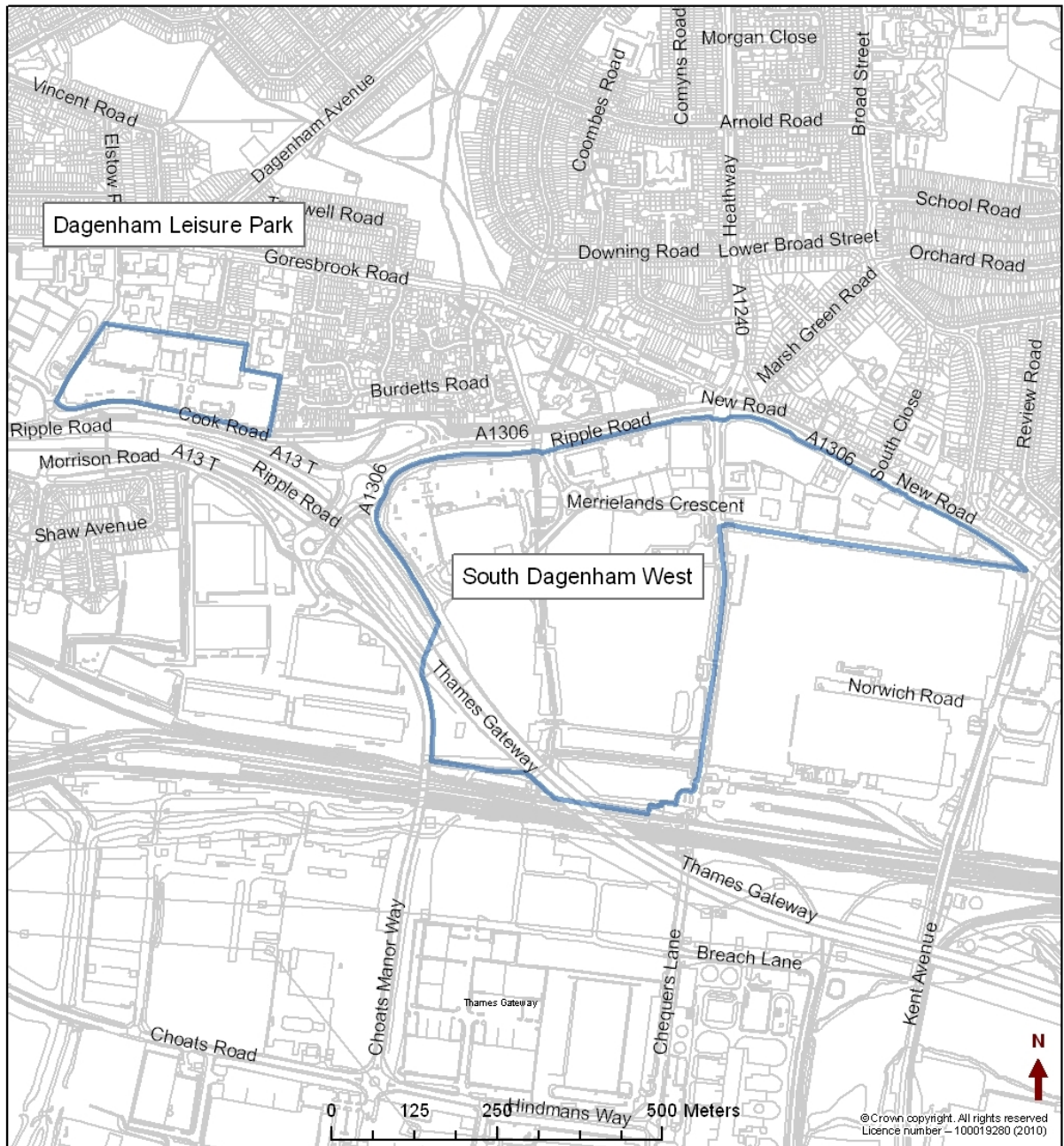
## Managing Growth

### Key Regeneration Areas and Significant Housing Sites

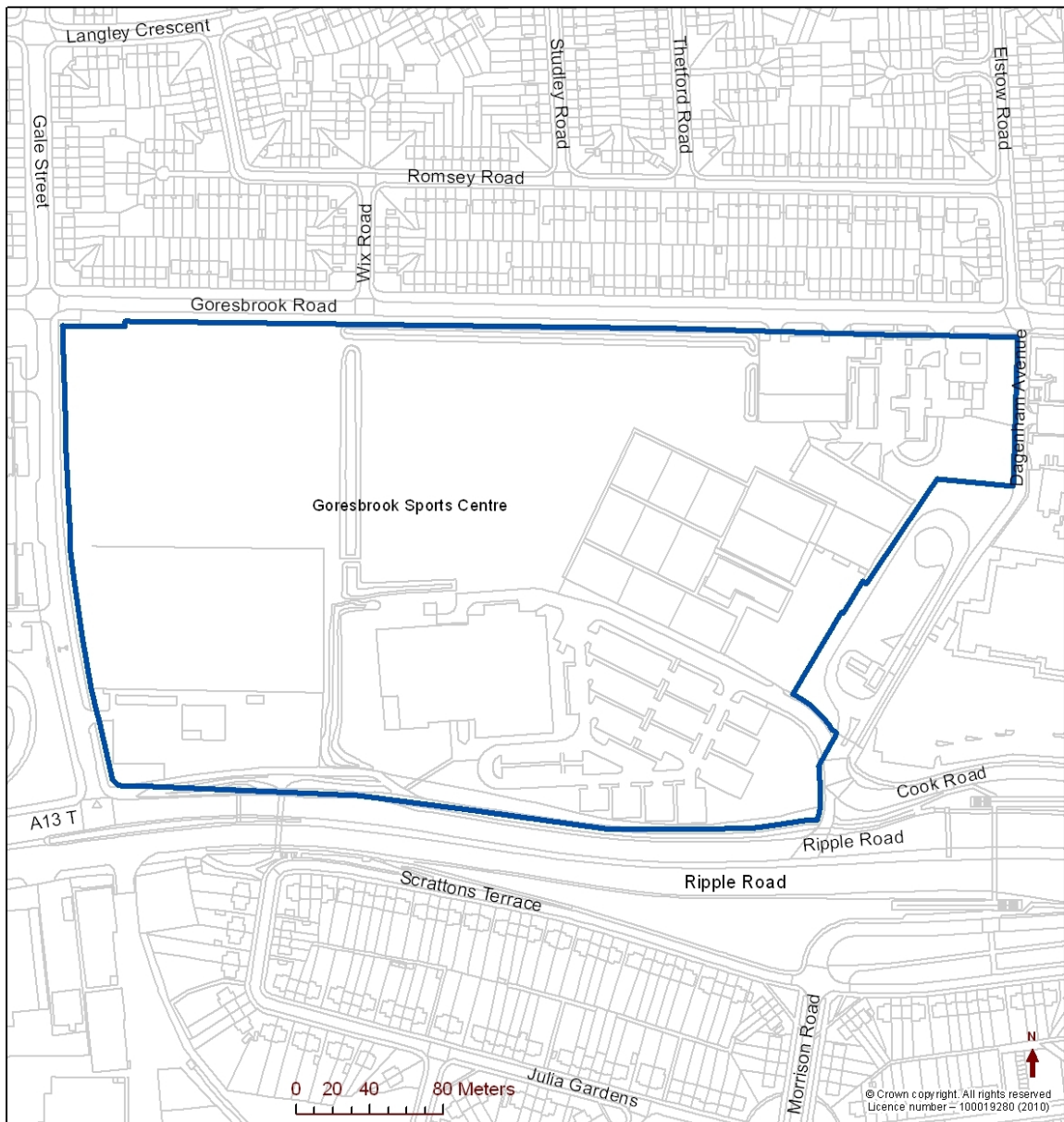
SSA SM1: Barking Riverside



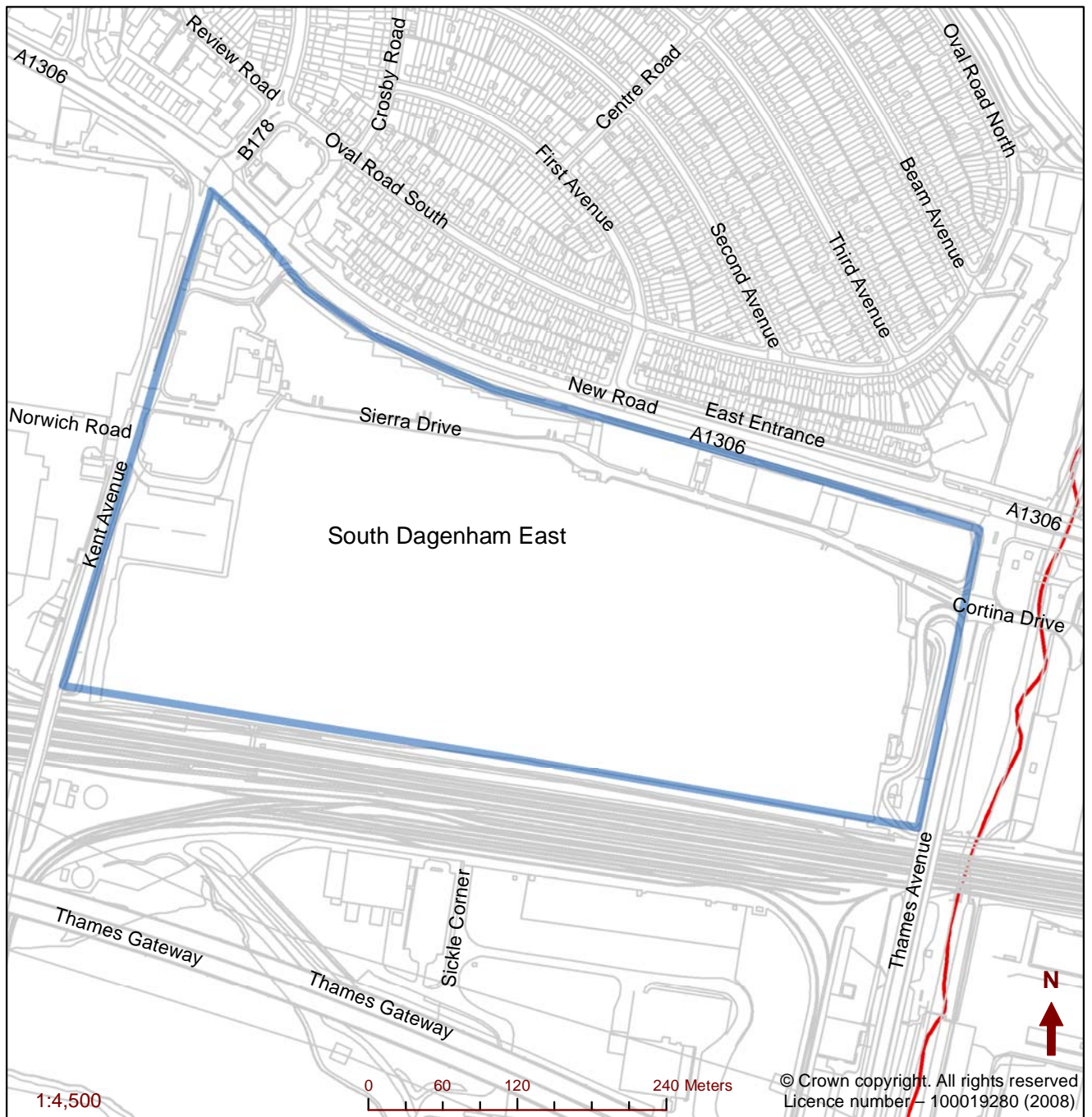
## SSA SM2: South Dagenham West and Dagenham Leisure Park



# SSA SM3: Barking Rugby Club and Goresbrook Leisure Centre

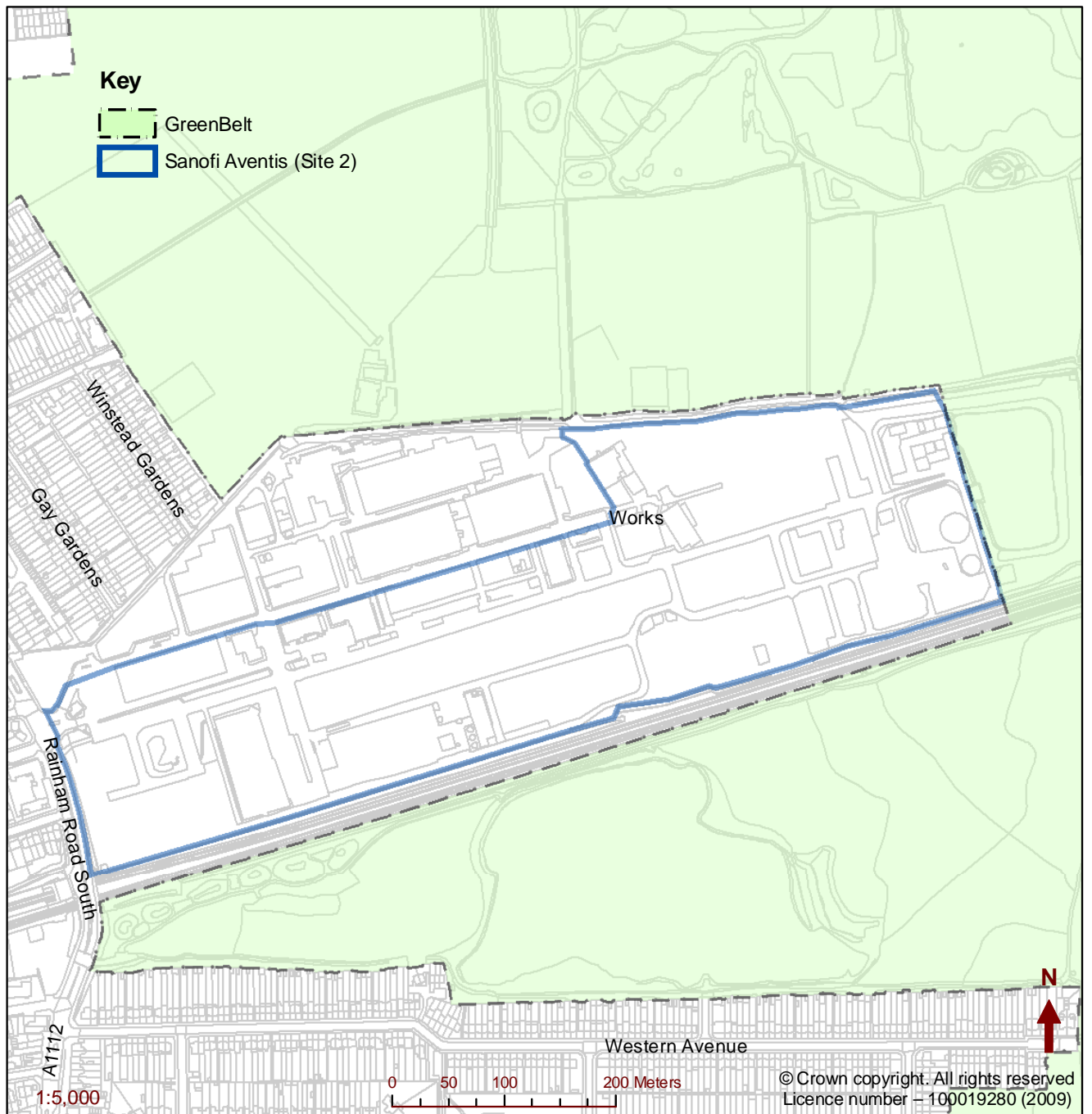


# SSA SM4: South Dagenham East

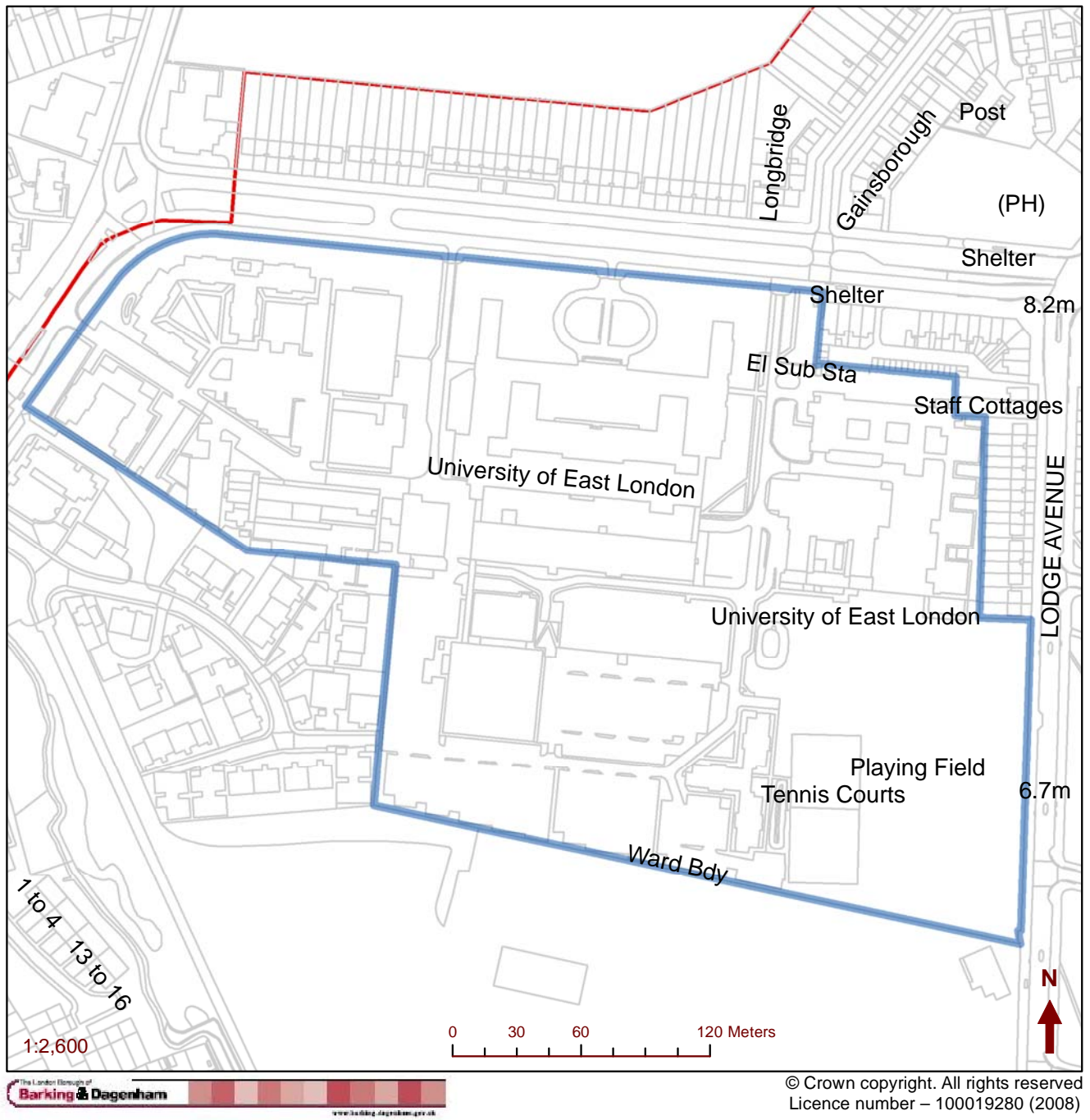




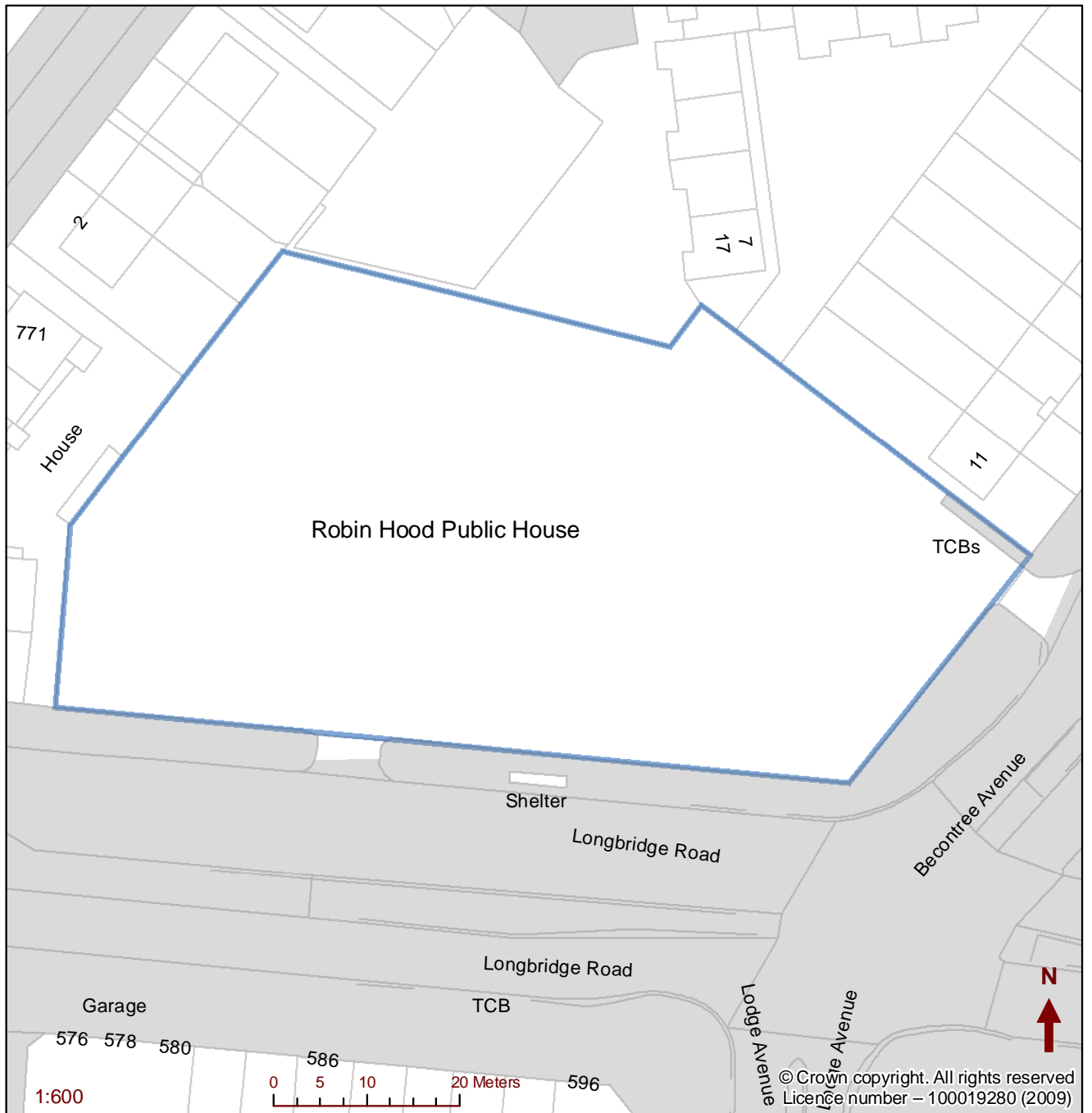
# SSA SM5: Sanofi Aventis Site 2



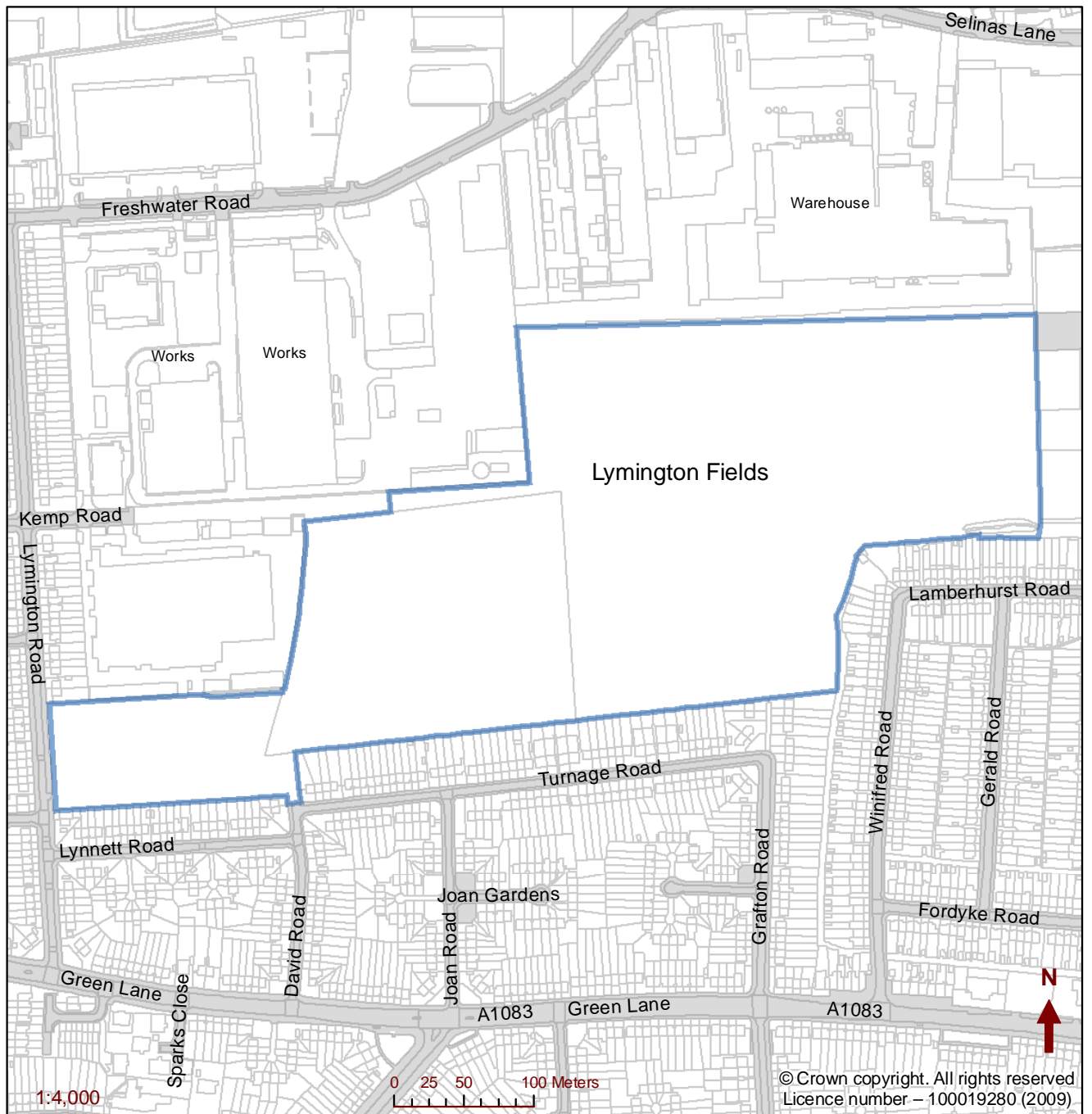
SSA SM6: University of East London



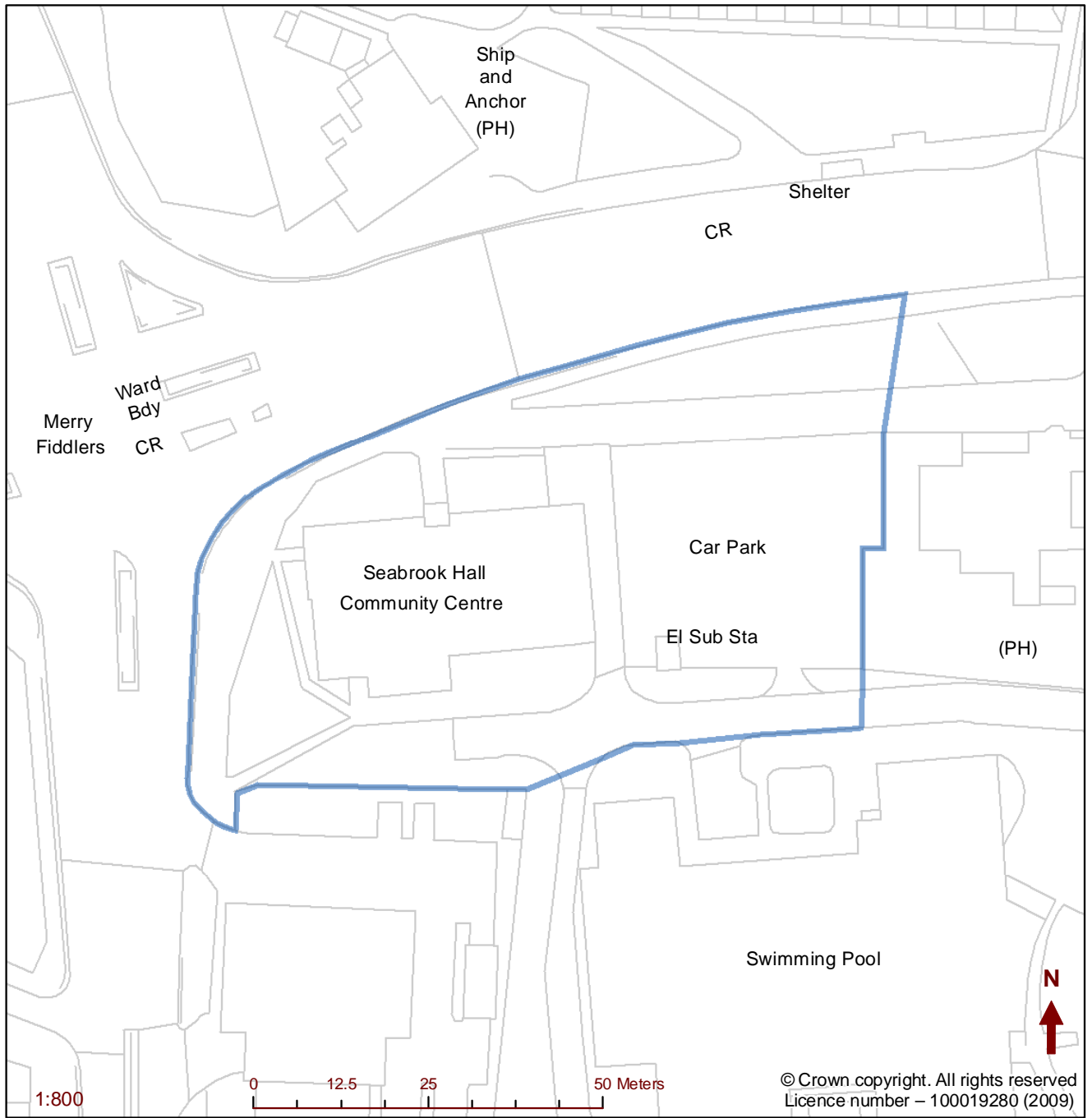
SSA SM7: Robin Hood Public House



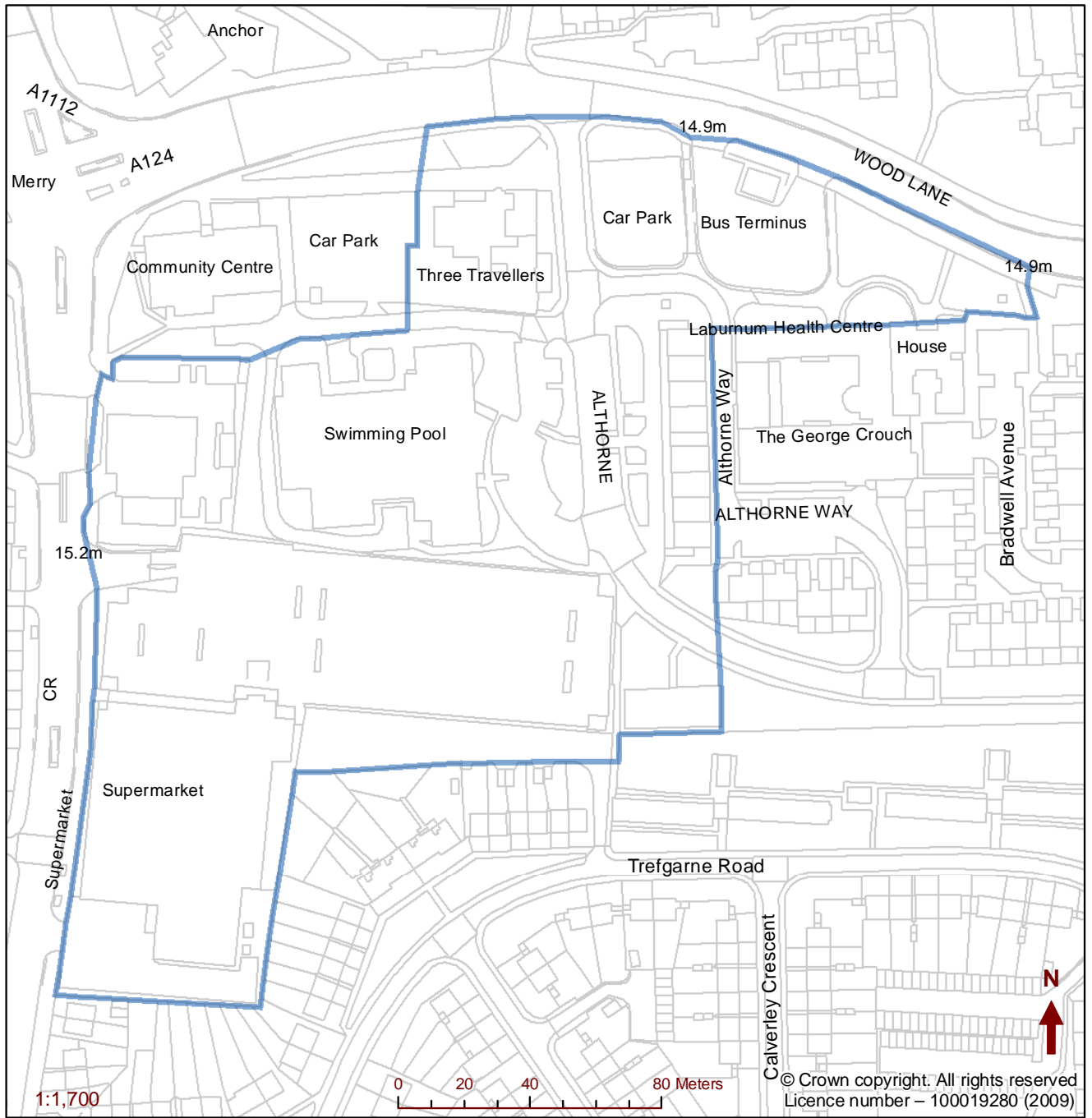
SSA SM8: Lymington Fields



SSA SM9: Beacontree Heath – Seabrook Hall



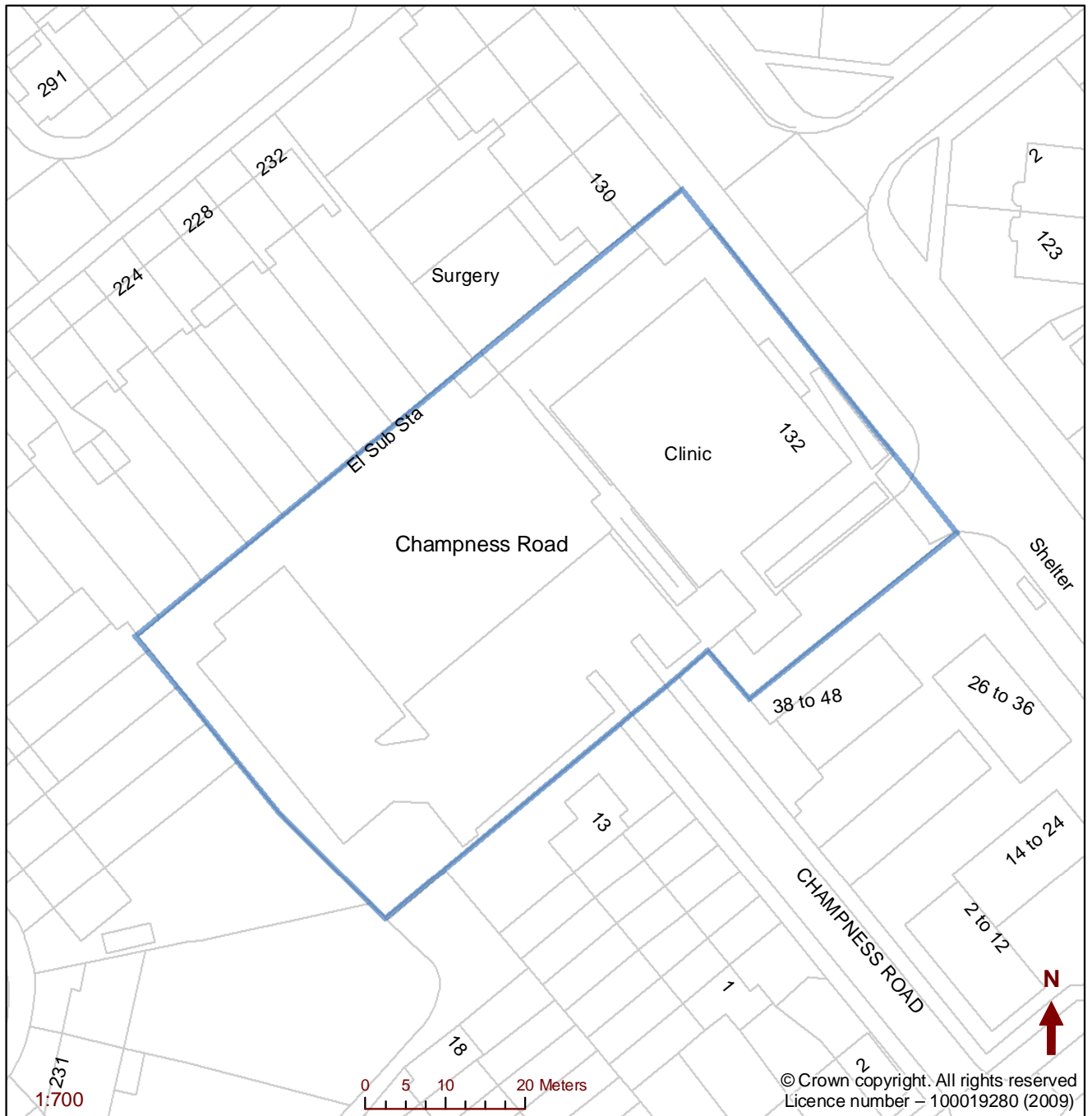
SSA SM10: Beacontree Heath – Wider site



# SSA SM11: Hedgecock Centre

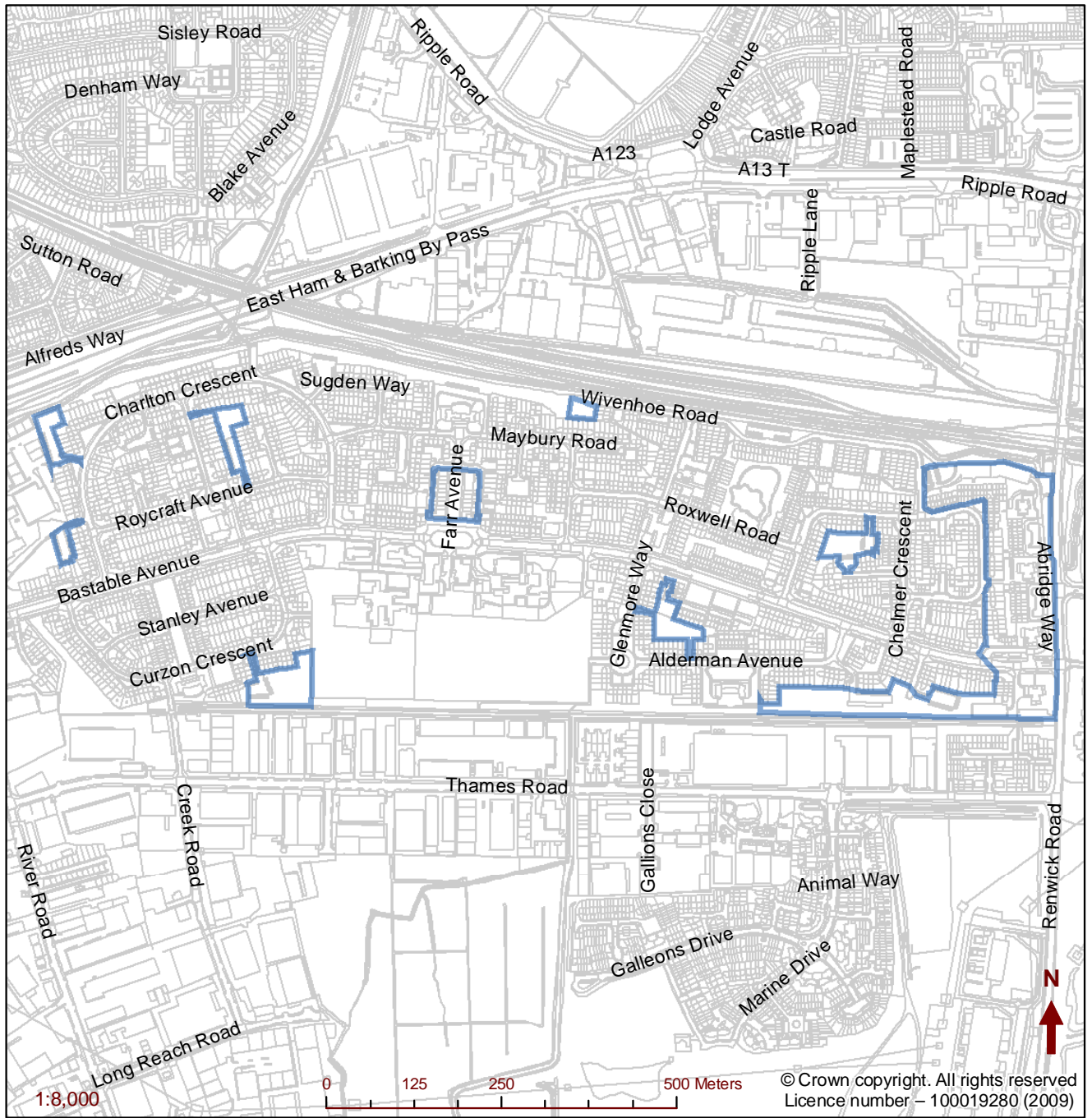


SSA SM12: Upney Lane Centre

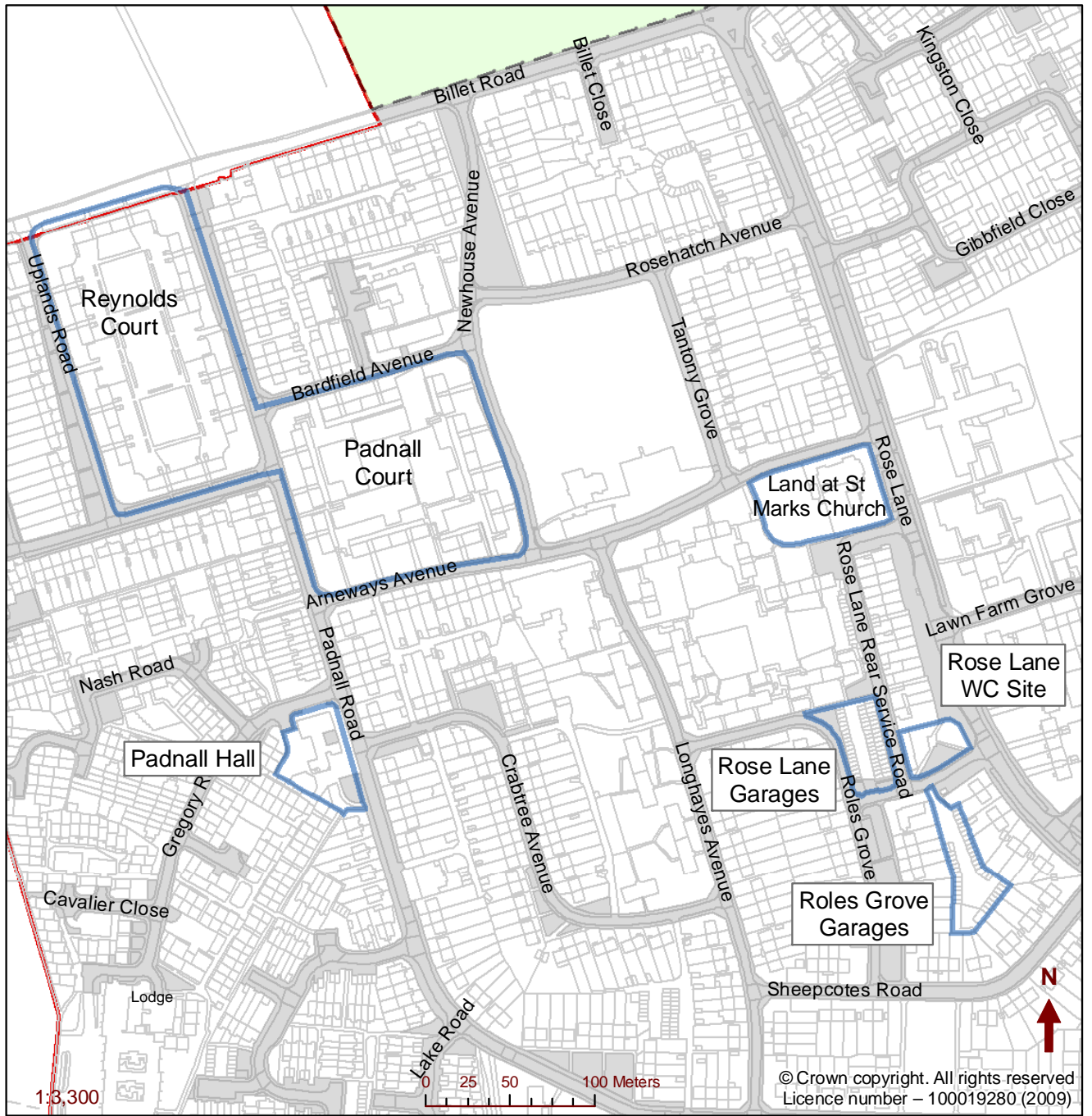




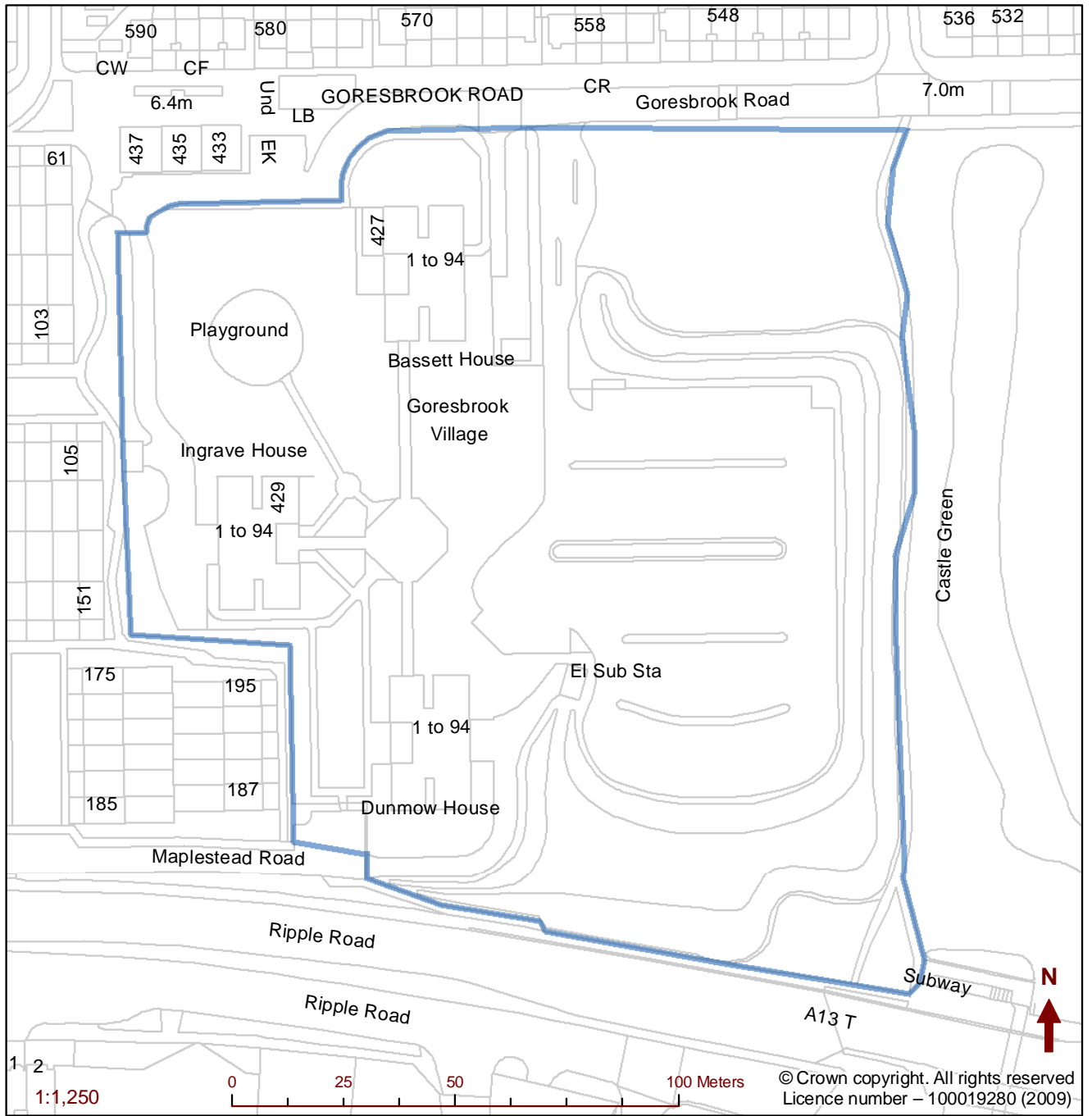
# SSA SM13: Thames View Regeneration Sites



SSA SM14: Mark's Gate Regeneration Sites



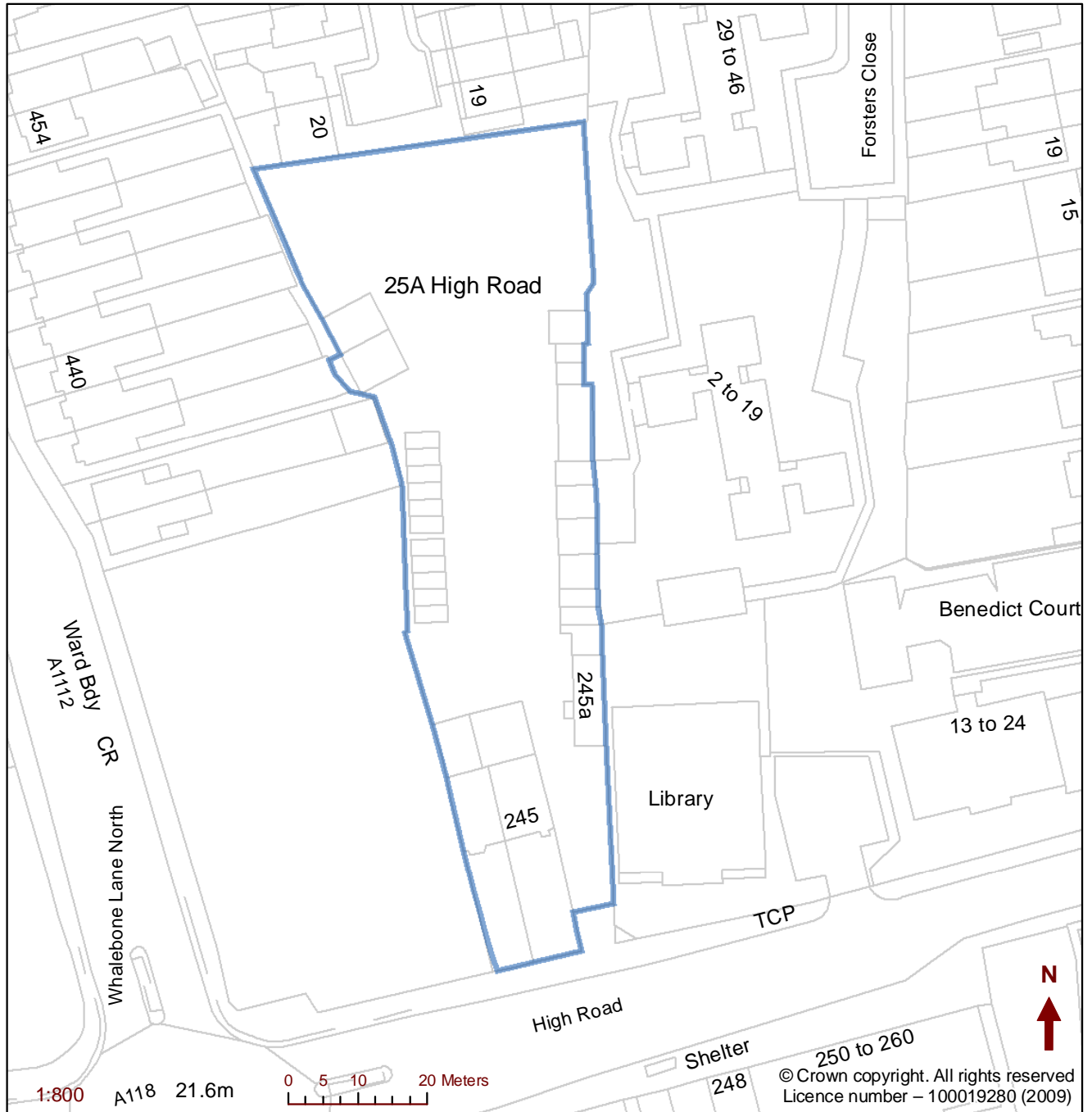
SSA SM15: Goresbrook Village



# Minor Housing Sites

## Non garage sites

SSA SM16: 243 - 245A HIGH ROAD



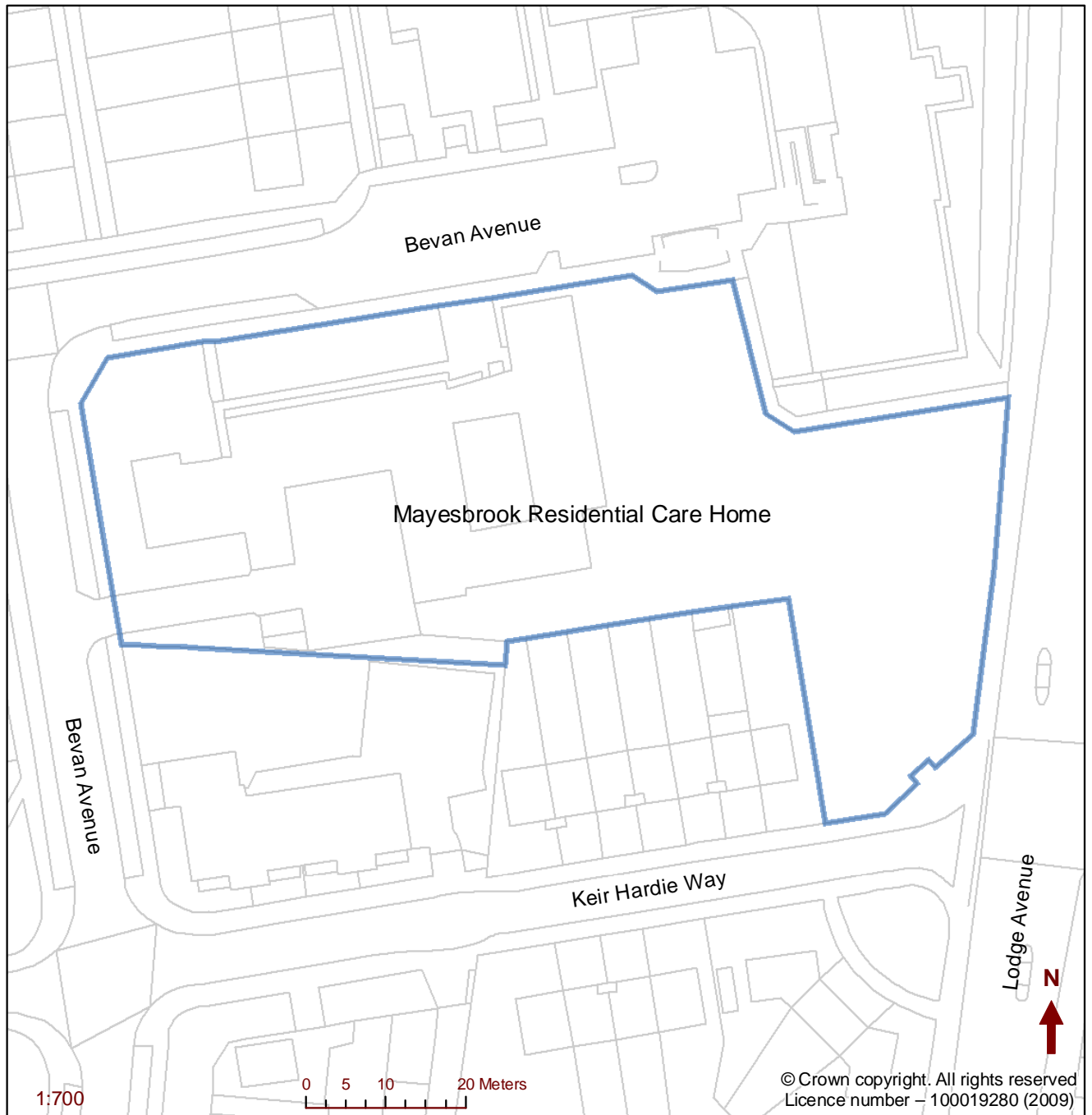
SSA SM17: ROGER'S ROAD DEPOT, 81-83 ROGER'S ROAD



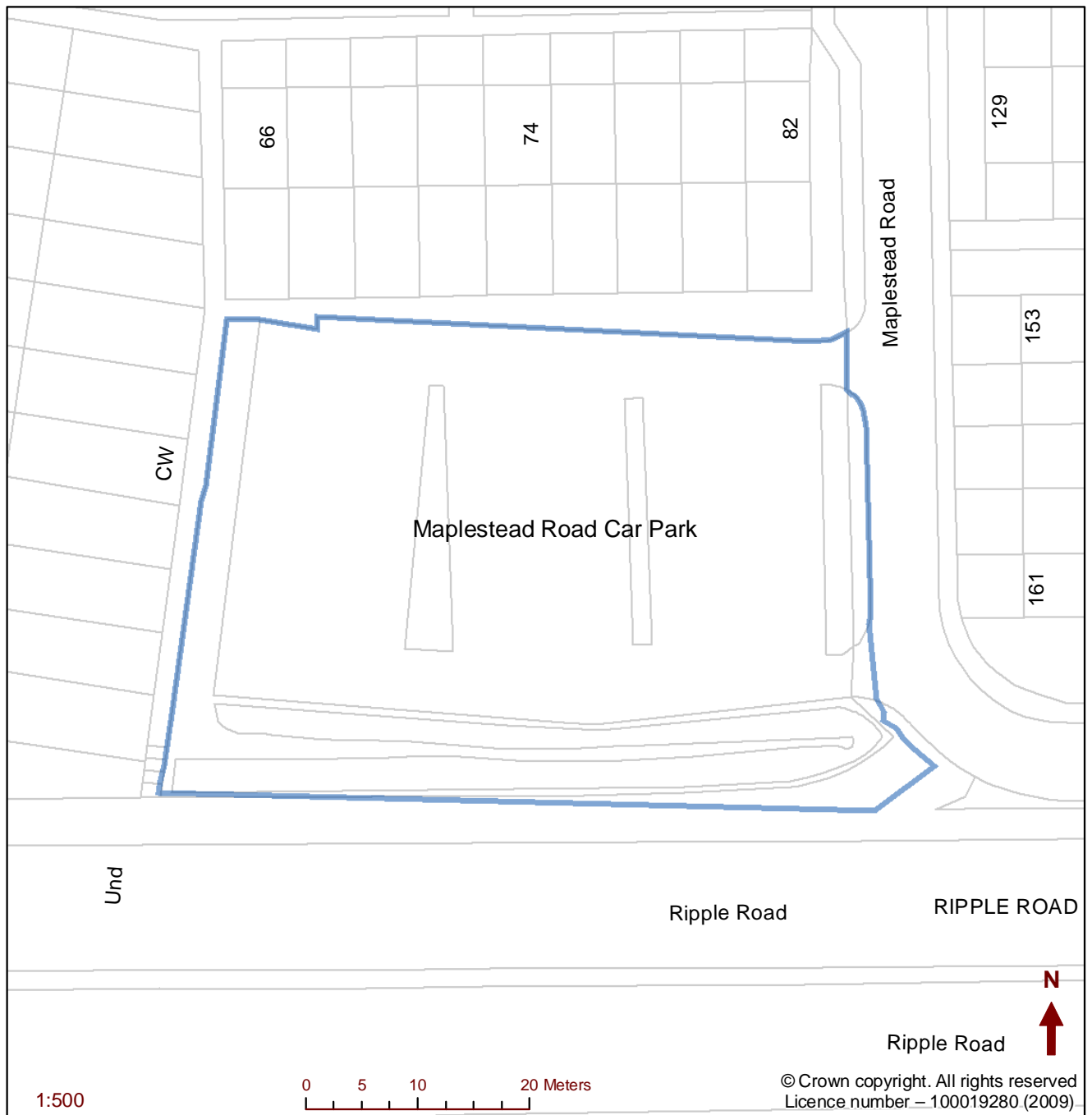
SSA SM18: EARLS WALK CAR PARK



SSA SM19: MAYESBROOK RESIDENTIAL CARE HOME

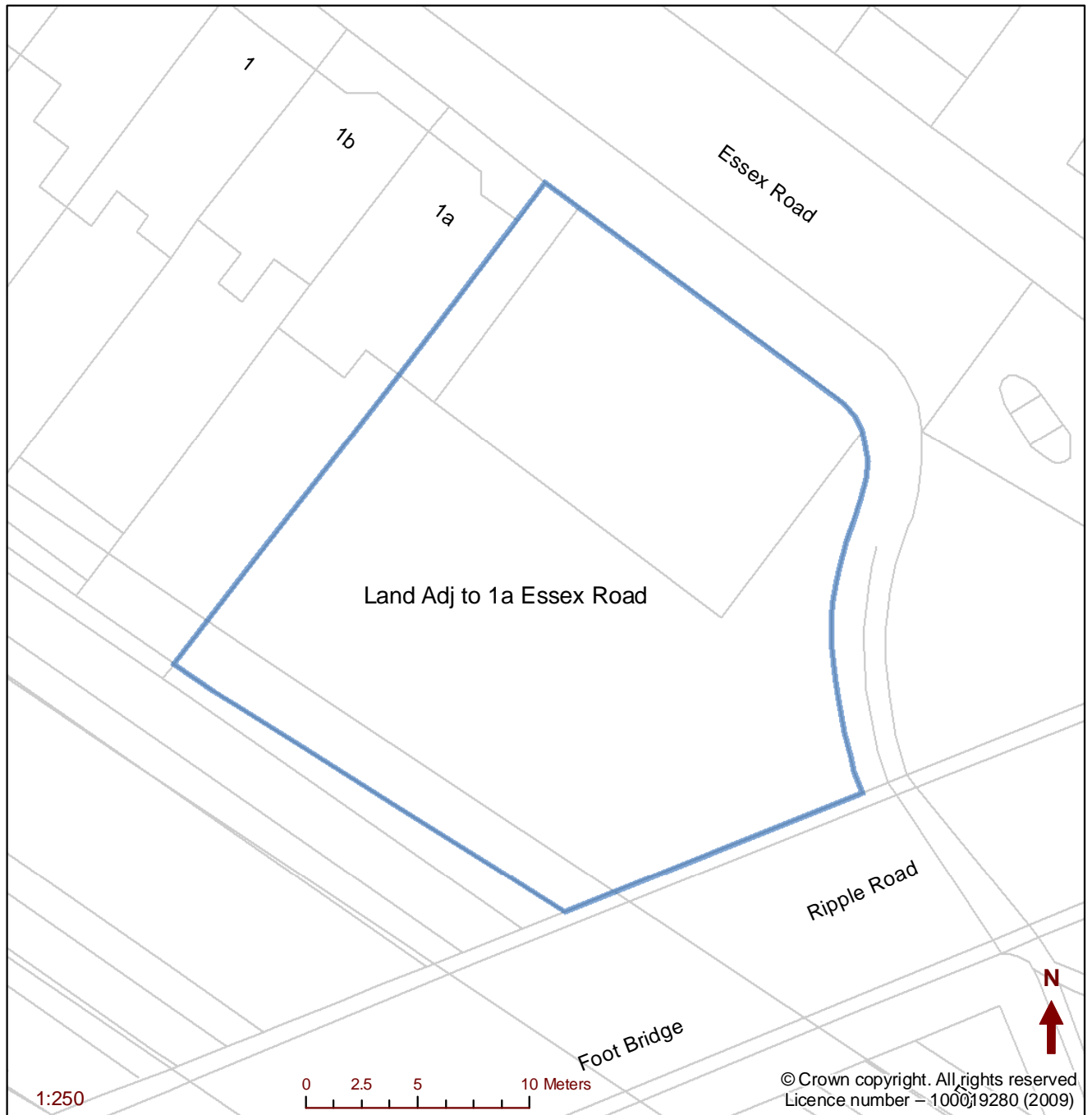


# SSA SM20: MAPLESTEAD ROAD CAR PARK

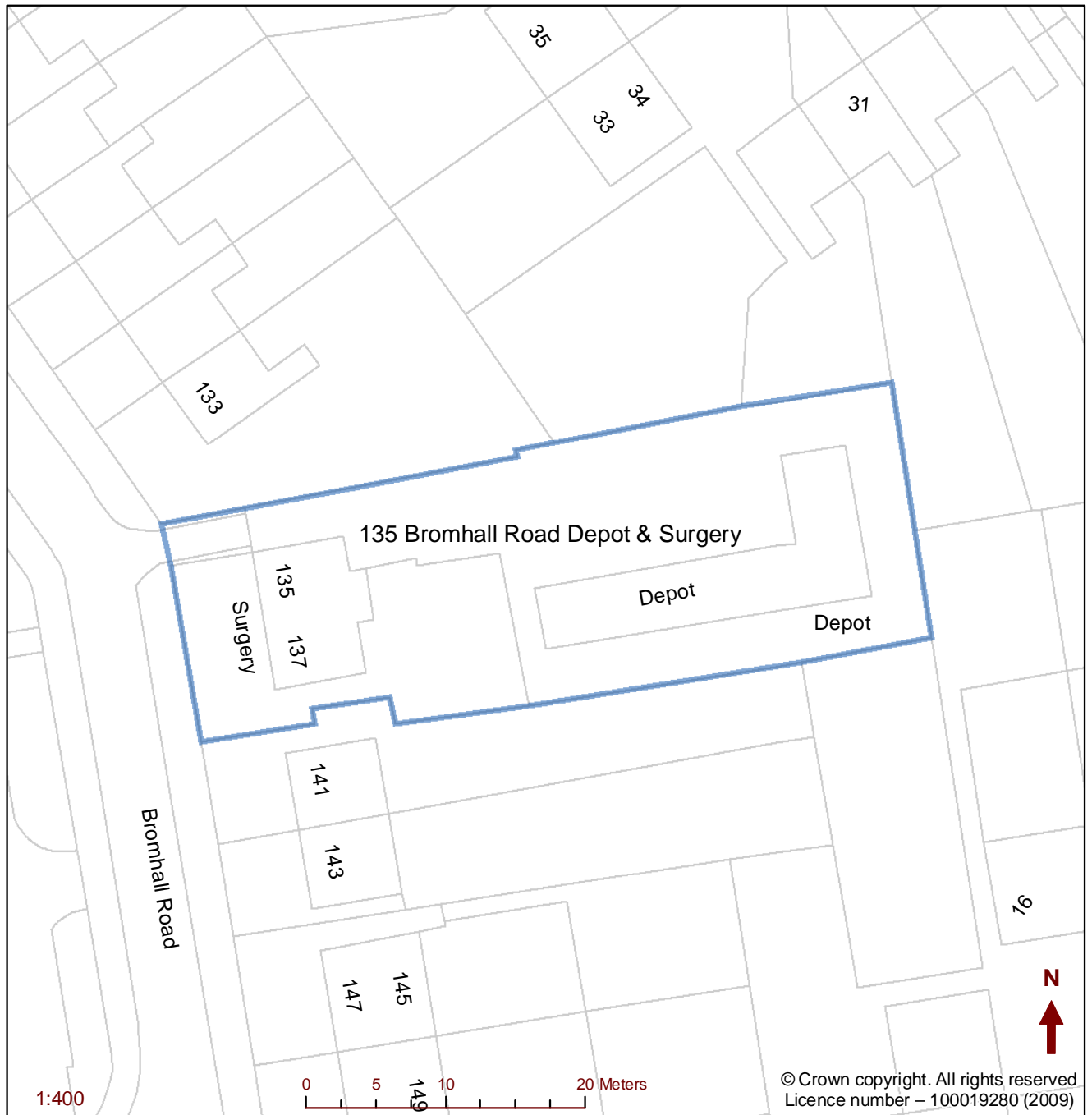




SSA SM21: LAND ADJACENT TO 1A ESSEX ROAD

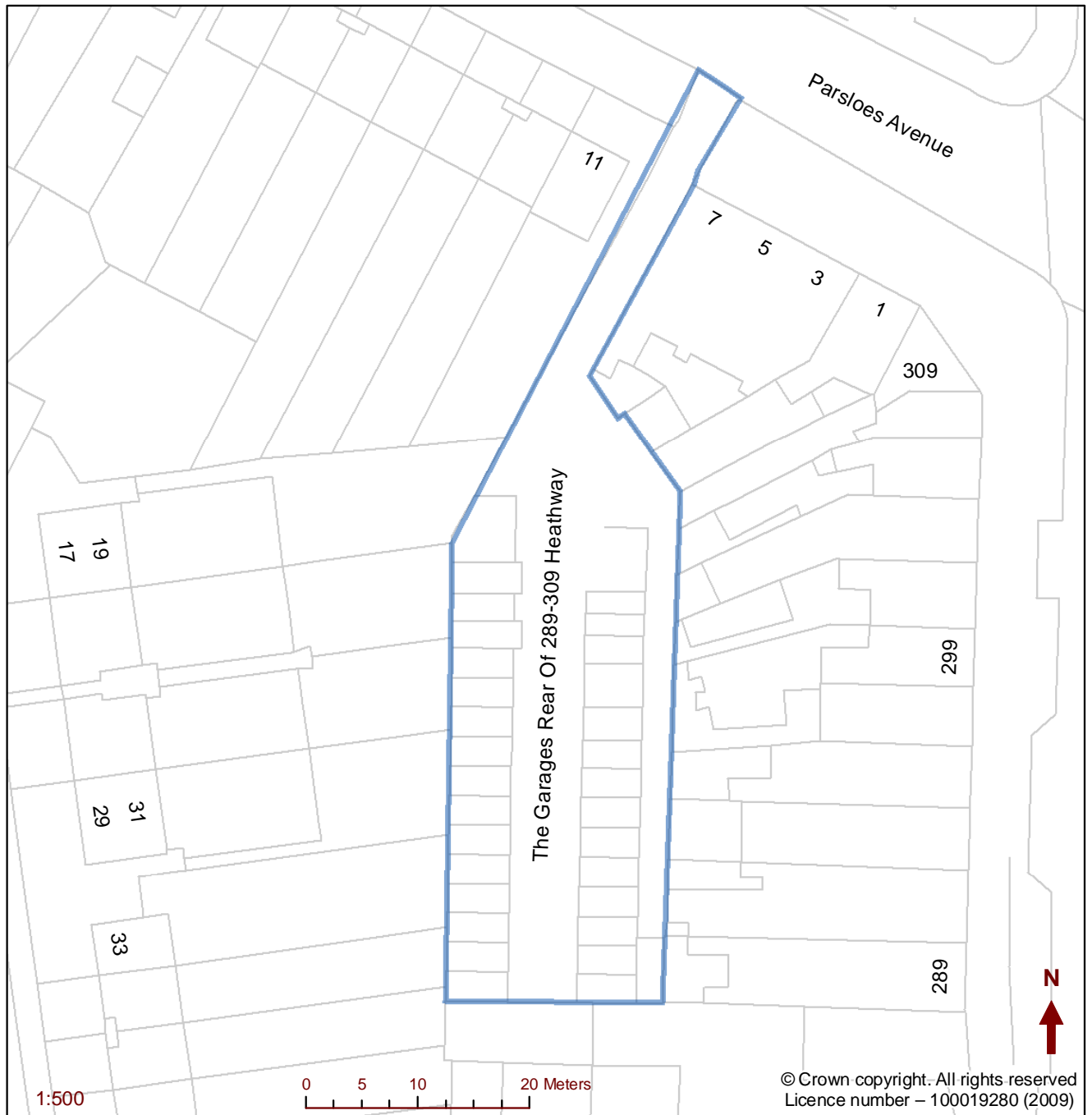


SSA SM22: 135 BROMHALL ROAD DEPOT AND SURGERY

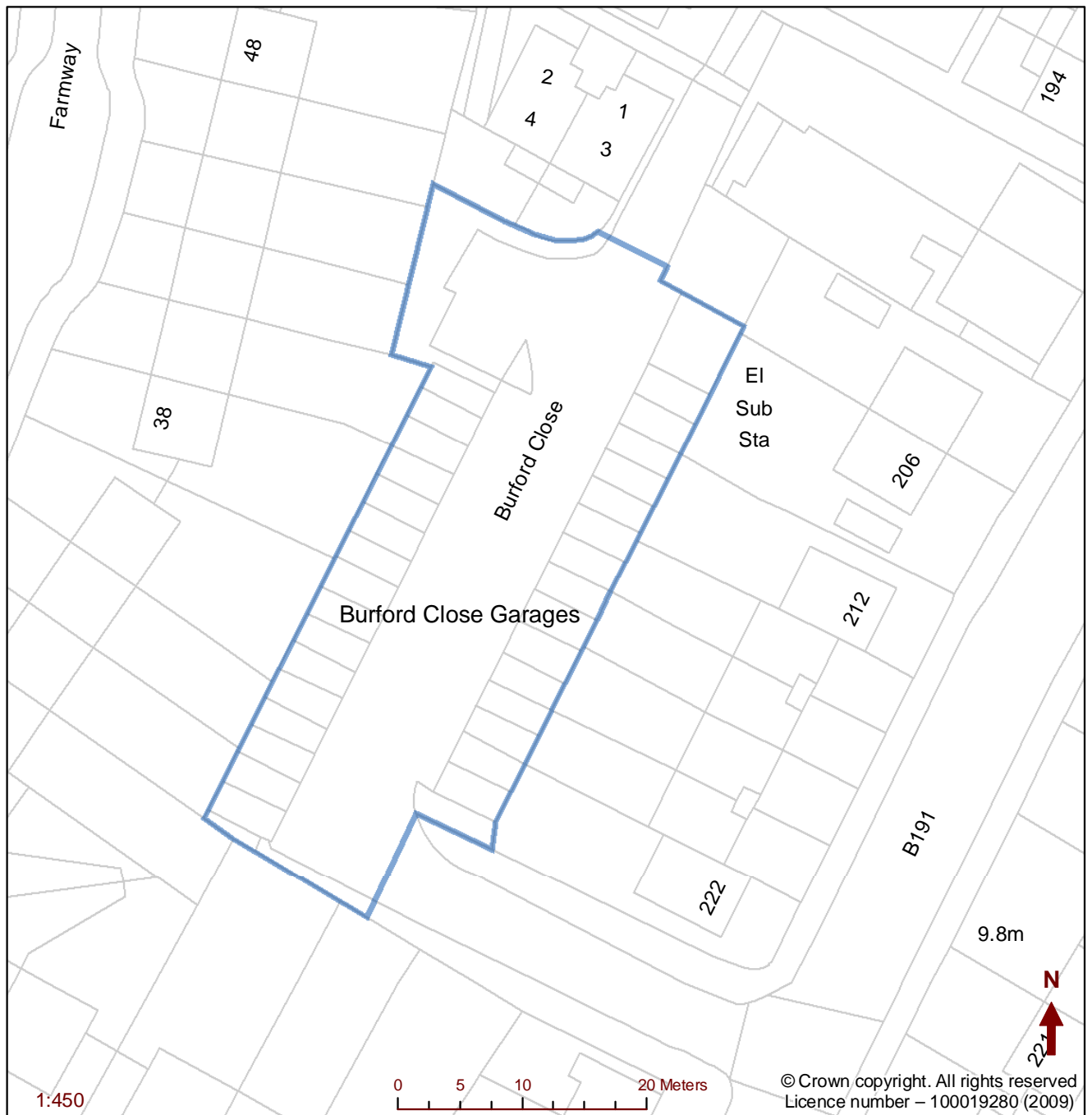


# Vacant garage sites

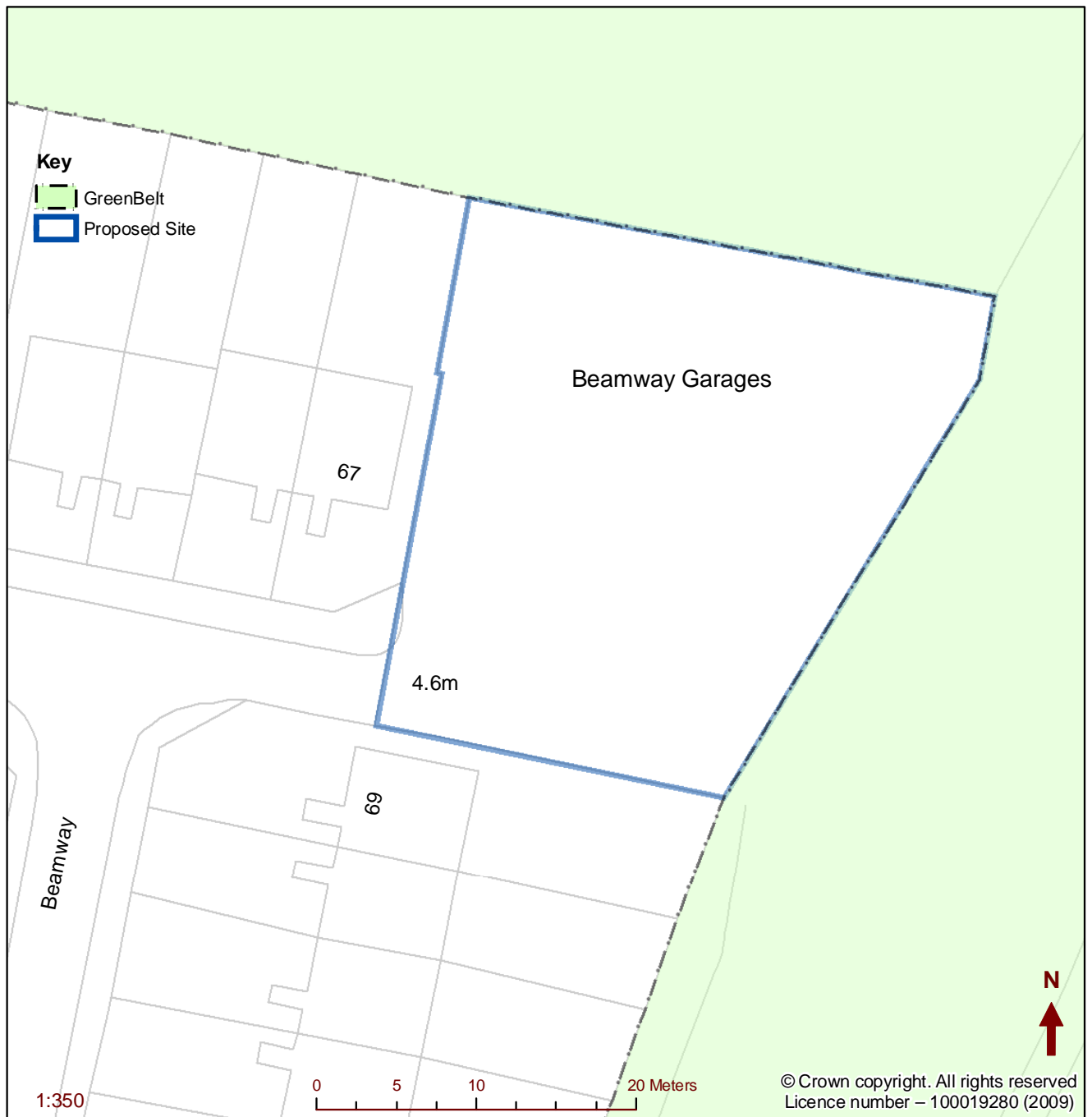
## SSA SM23: GARAGES REAR OF 289-309 HEATHWAY



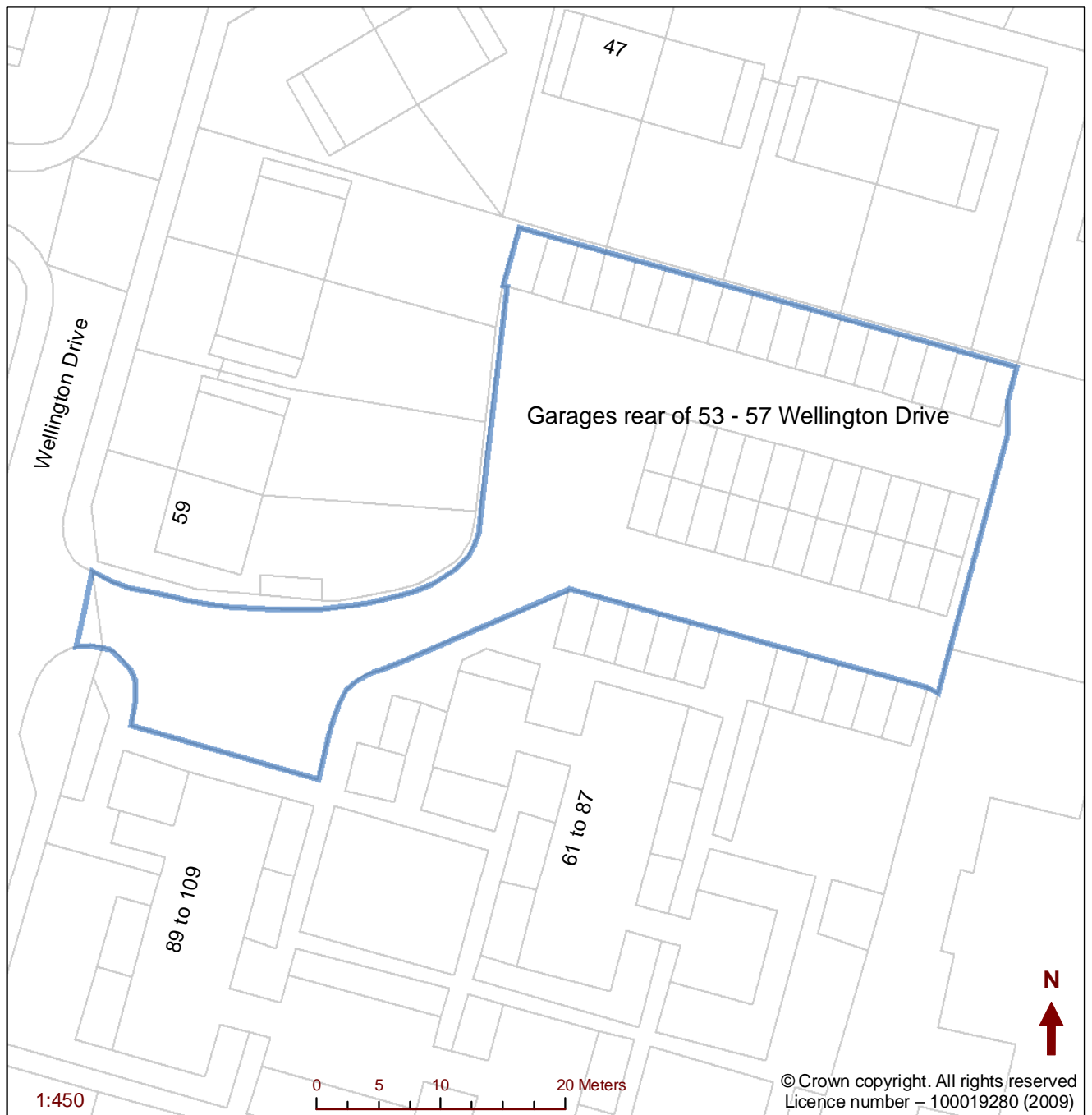
# SSA SM24: BURFORD CLOSE GARAGES



# SSA SM25: BEAMWAY GARAGES



SSA SM26: GARAGES TO REAR OF 53-57 WELLINGTON DRIVE

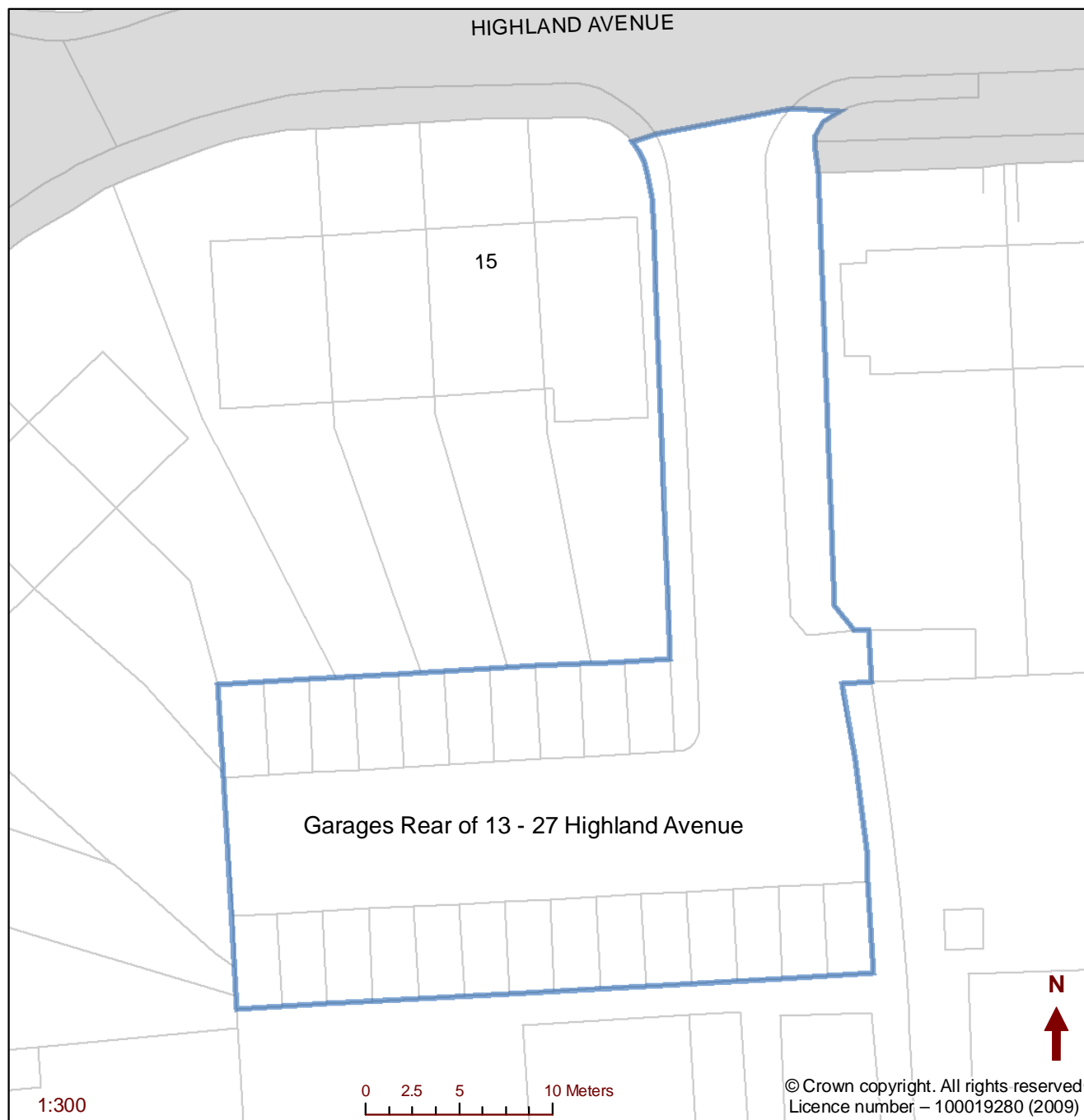


SSA SM27: 58-62 CHURCH STREET



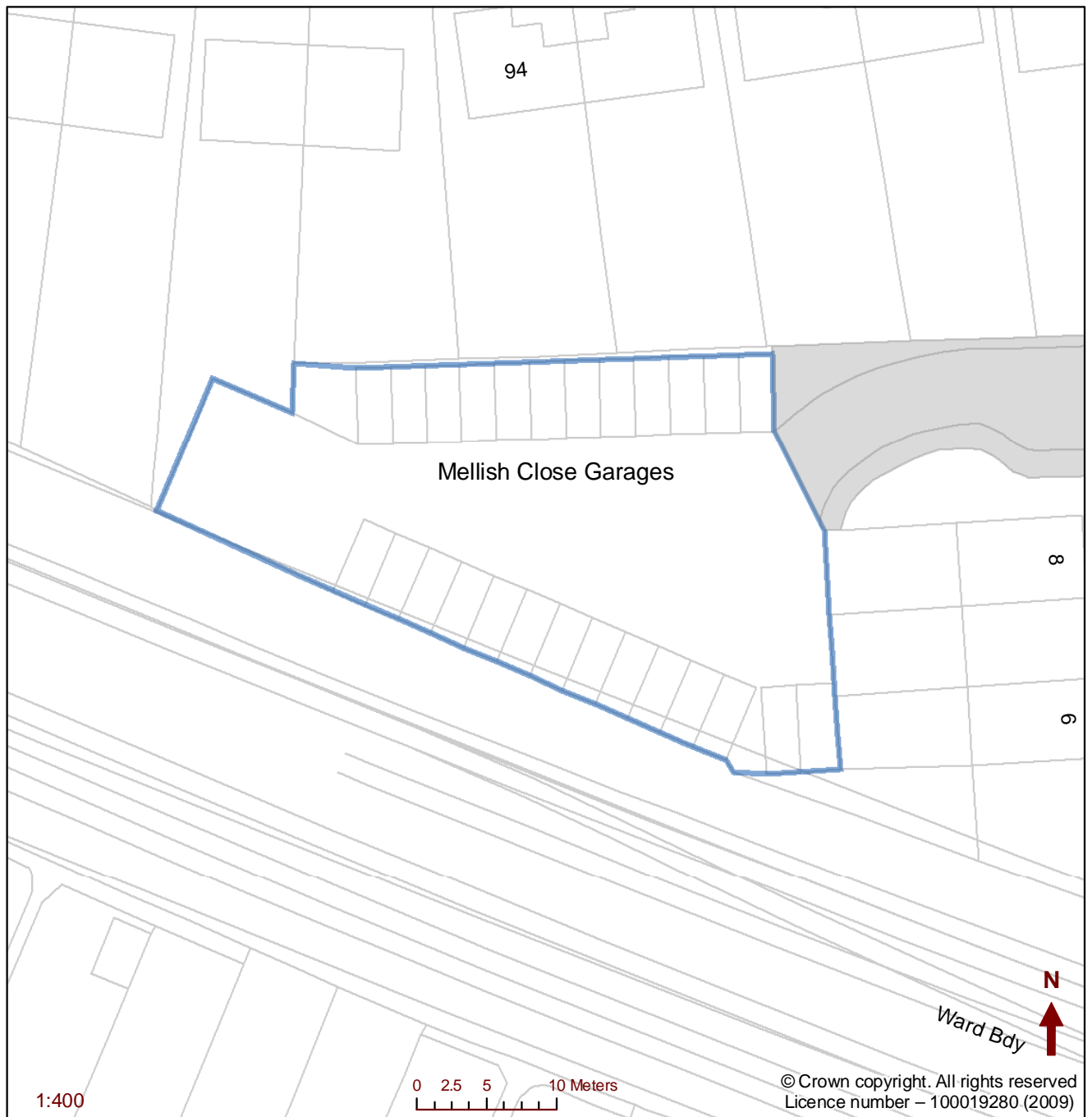
## Garage Sites Still Occupied

SSA SM28: GARAGES REAR OF 13-15 HIGHLAND AVENUE, DAGENHAM

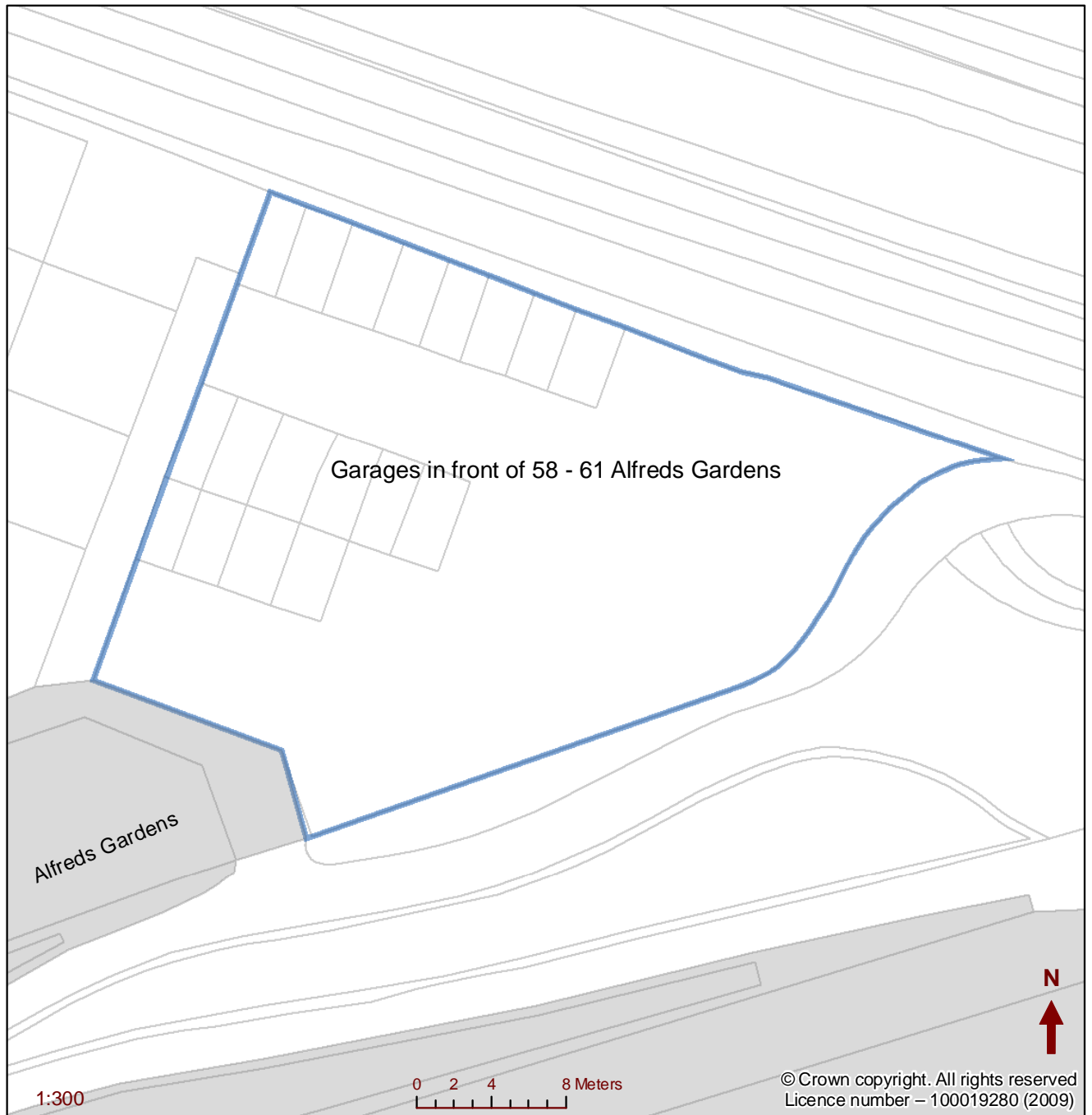




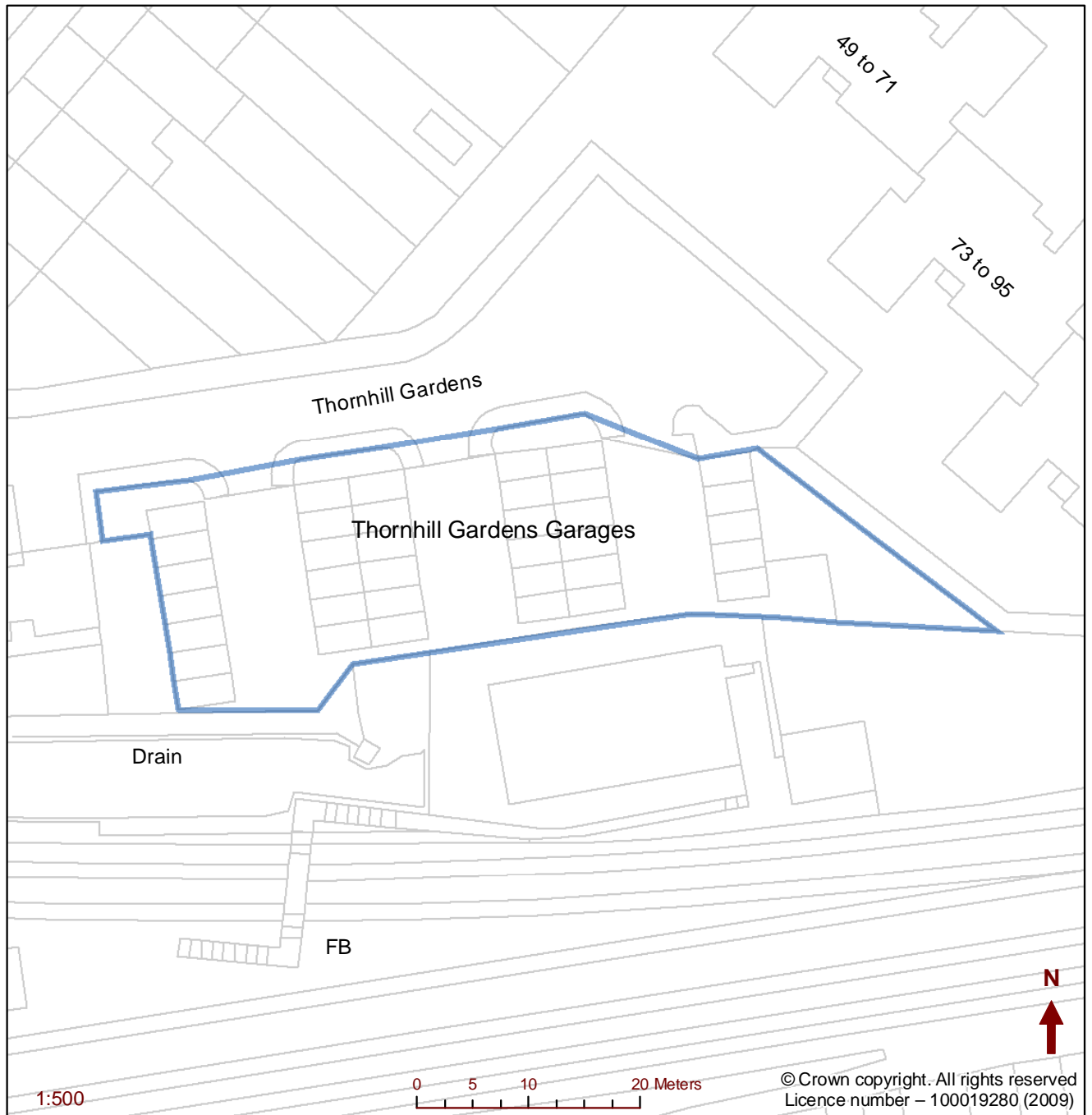
SSA SM29: MELLISH CLOSE GARAGES



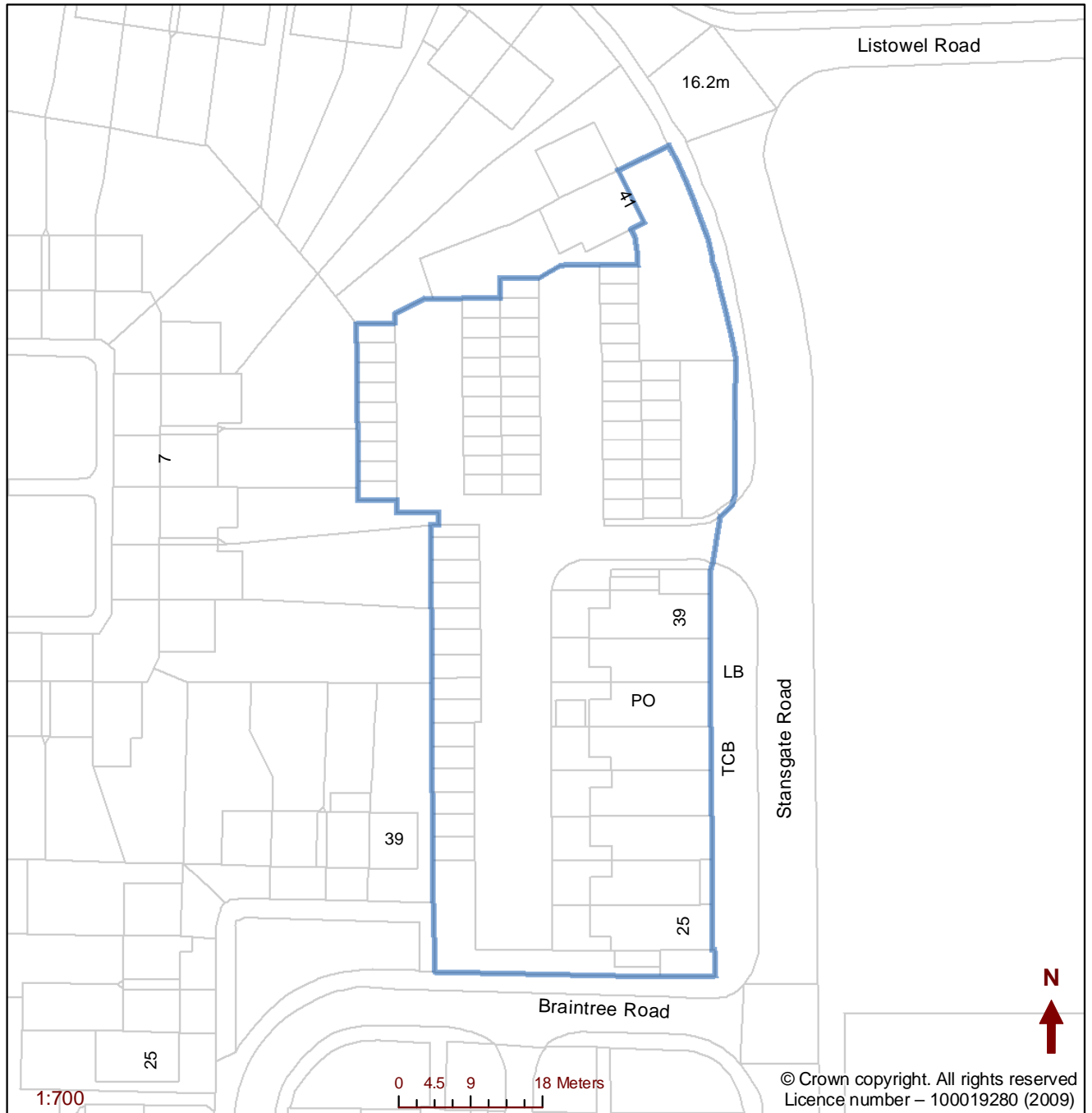
SSA SM30: GARAGES IN FRONT OF 58-61 ALFRED'S GARDENS



SSA SM31: THORNHILL GARDENS GARAGES



SSA SM32: STANSGATE ROAD GARAGES AND RETAIL PARADE 25-39  
STANSGATE ROAD

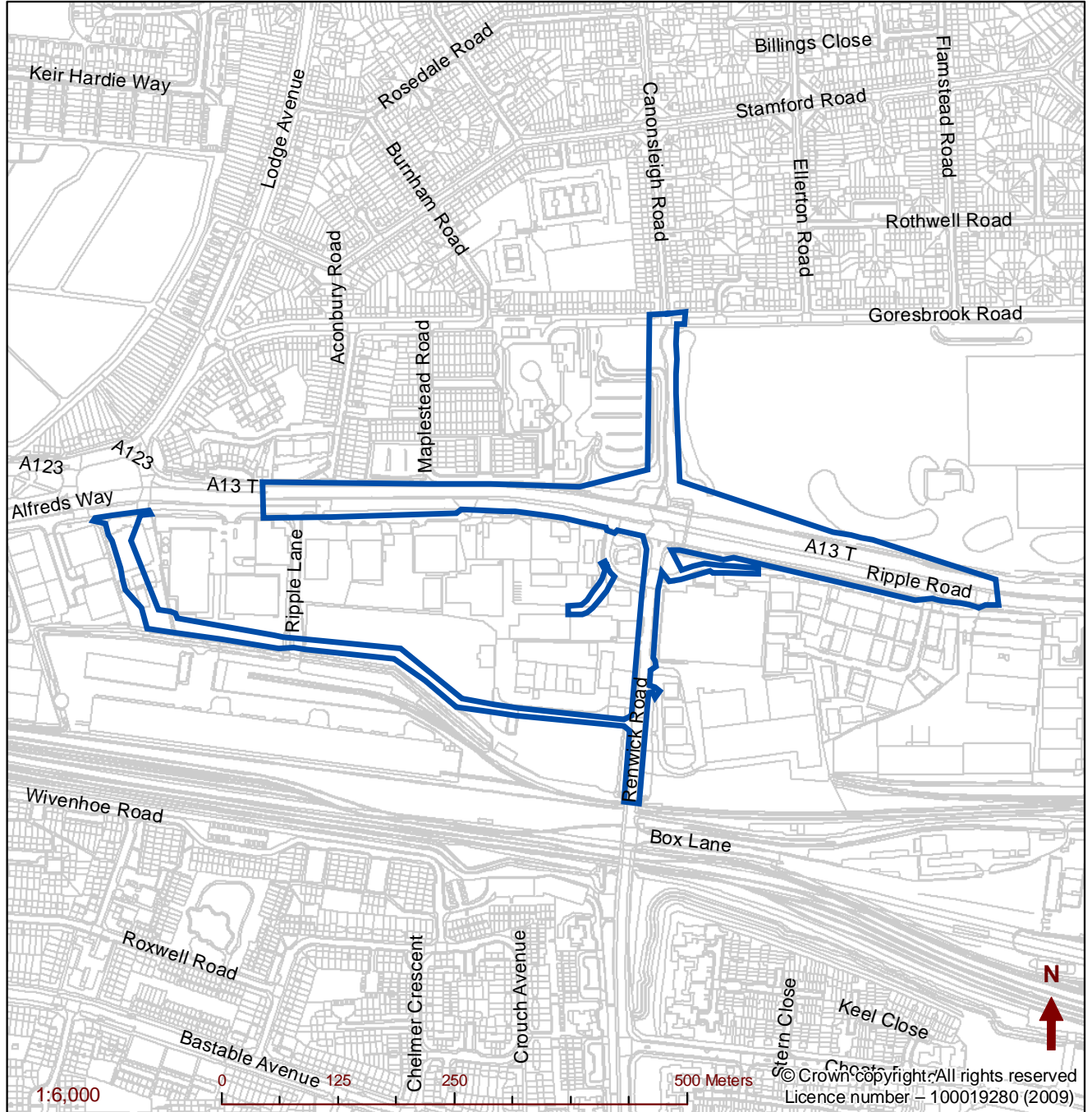


SSA SM33: GARAGE SITE, WATERBEACH GARDENS

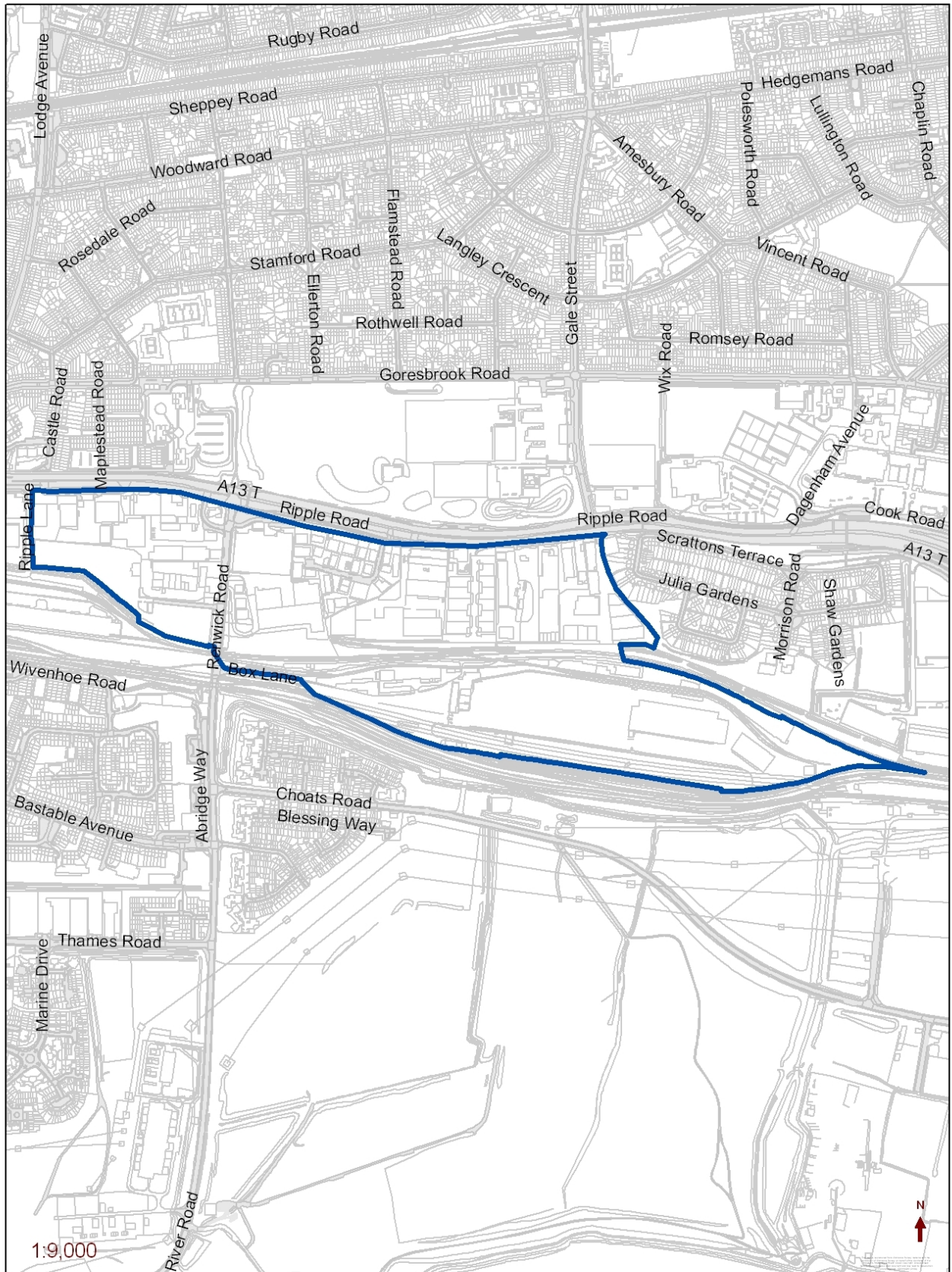


# Transport Infrastructure Sites

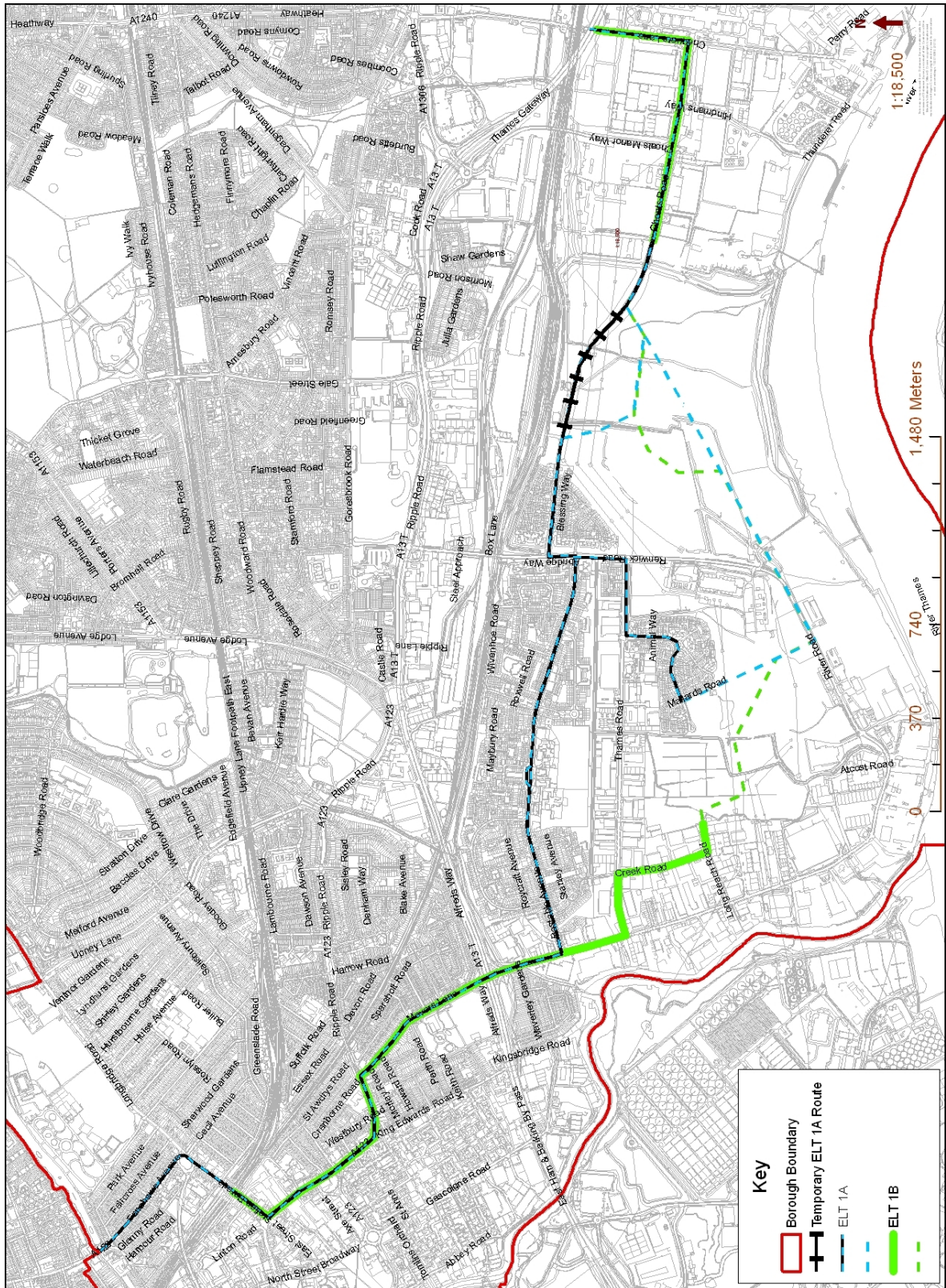
## SSA SM34: SAFEGUARDING FOR THE A13/RENWICK ROAD JUNCTION IMPROVEMENTS



# SSA SM35: FREIGHT INFRASTRUCTURE AT RENWICK ROAD/RIPPLE ROAD



# SSA SM36: SAFEGUARDING FOR ELT1A AND 1B





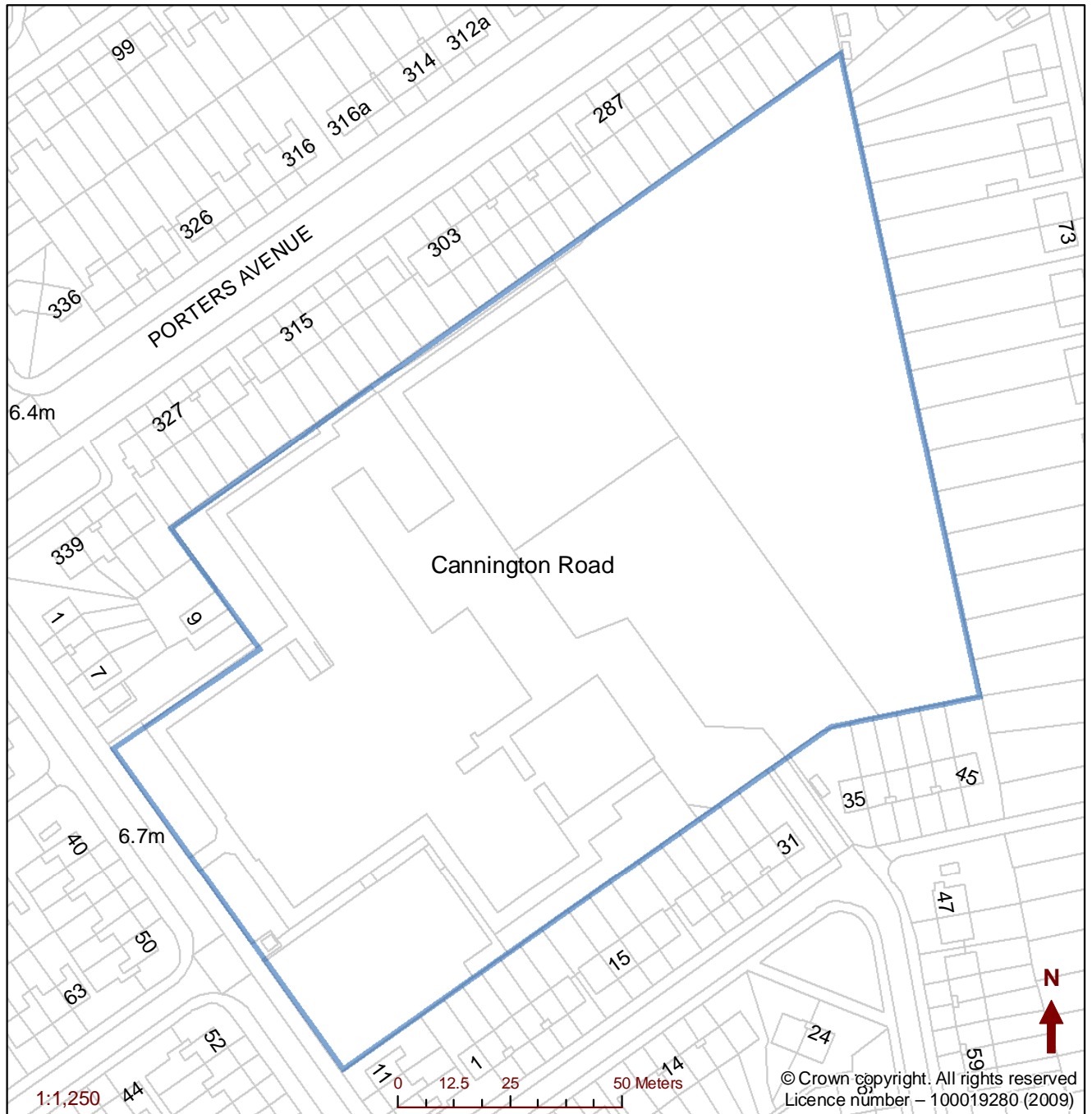
Sustainable Resources and the Environment  
SSA SR1: GROVEWAY ALLOTMENTS



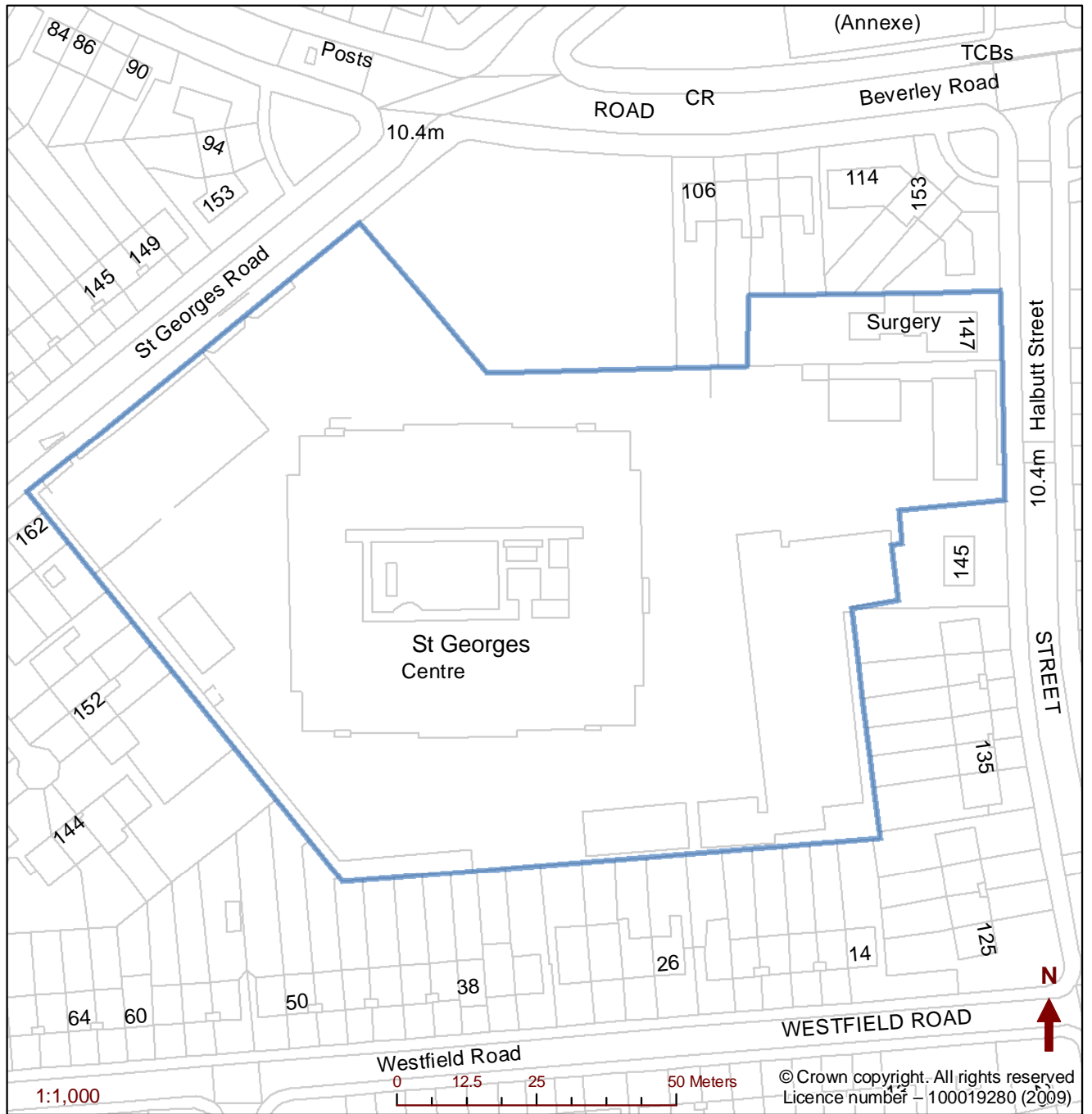
# Creating a Sense of Community

## School and Childrens Centres

SSA SC1: CANNINGTON ROAD

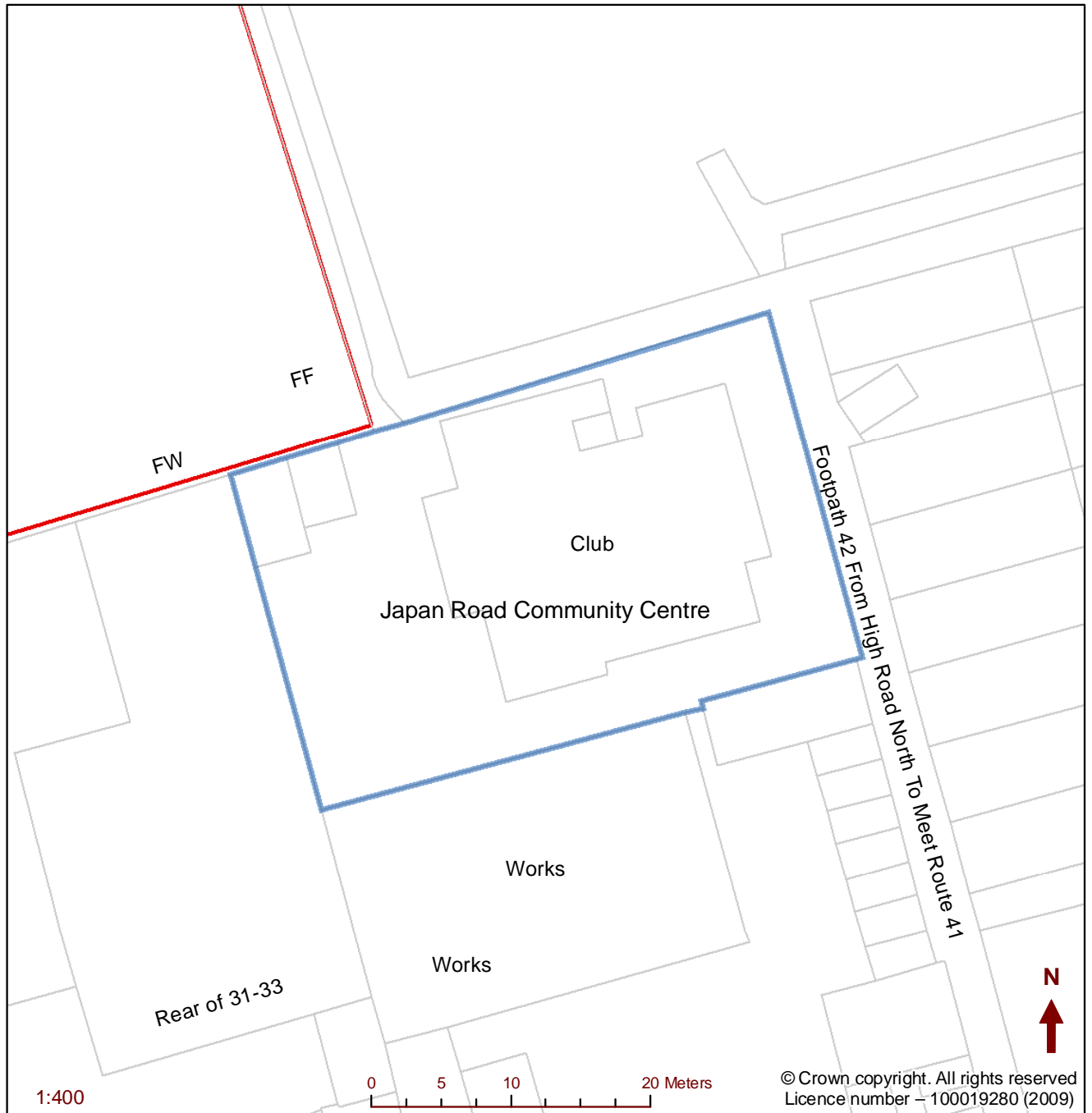


SSA SC2: ST. GEORGE'S CENTRE

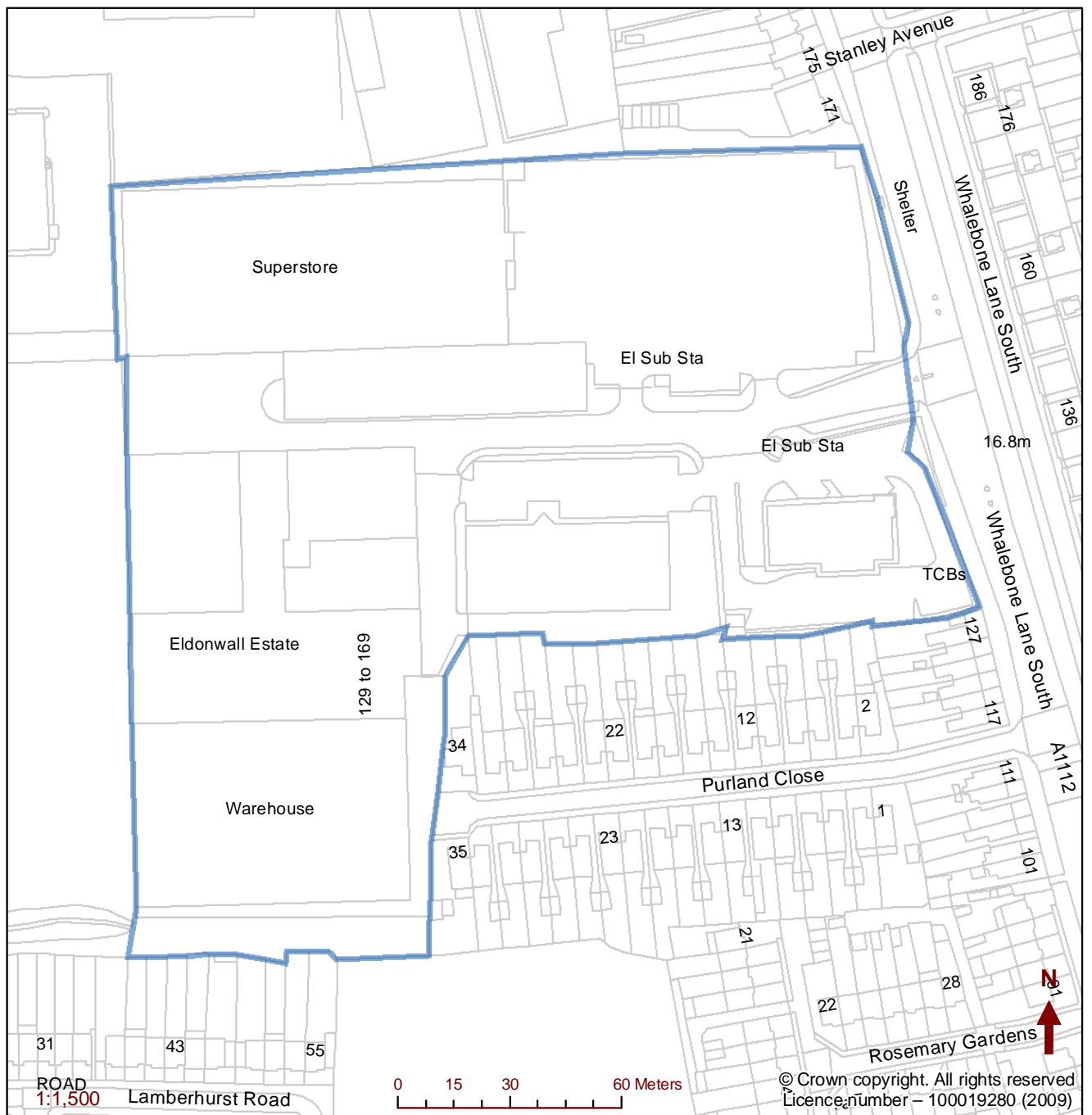


# Community Uses

## SSA SC3: JAPAN ROAD COMMUNITY CENTRE



# SSA SC4: WHALEBONE LANE SOUTH



# Healthcare

## SSA SC5: WESTBURY ARMS



SSA SC6: JULIA ENGWELL CLINIC



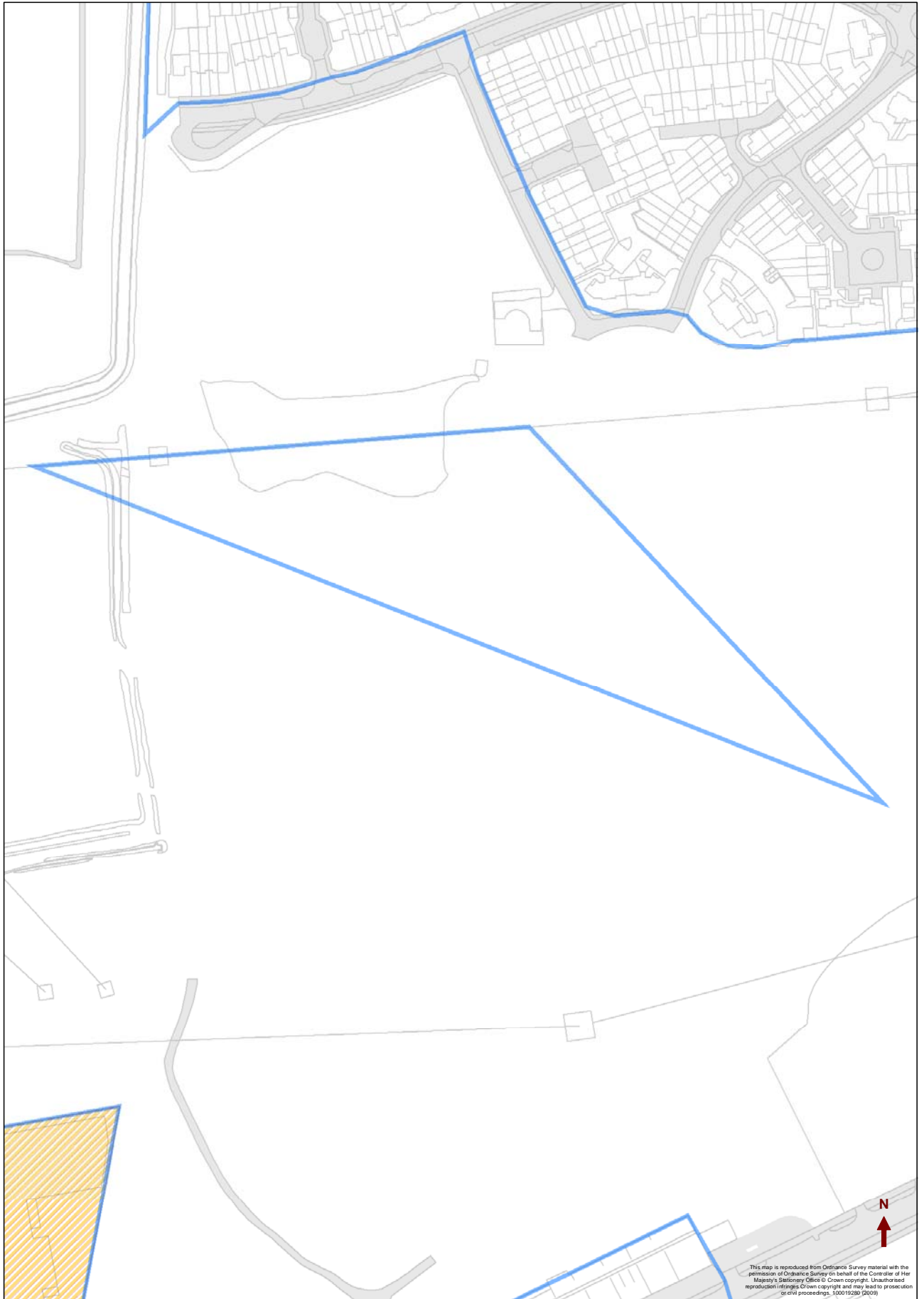
SSA SC7: BROCKELBANK LODGE





# Barking Riverside

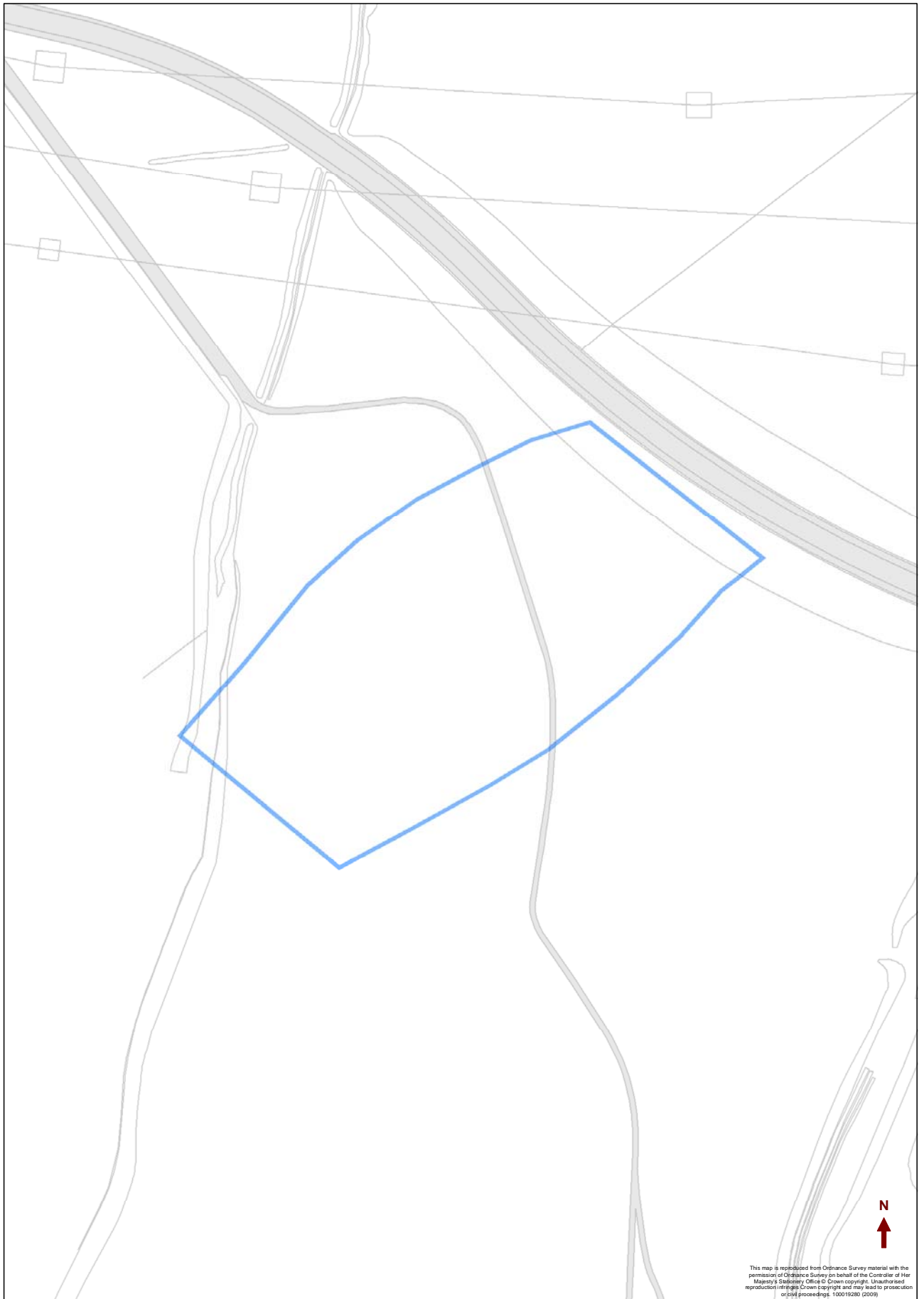
## SSA SC8A: BARKING RIVERSIDE – STAGE 1 NEIGHBOURHOOD CENTRE



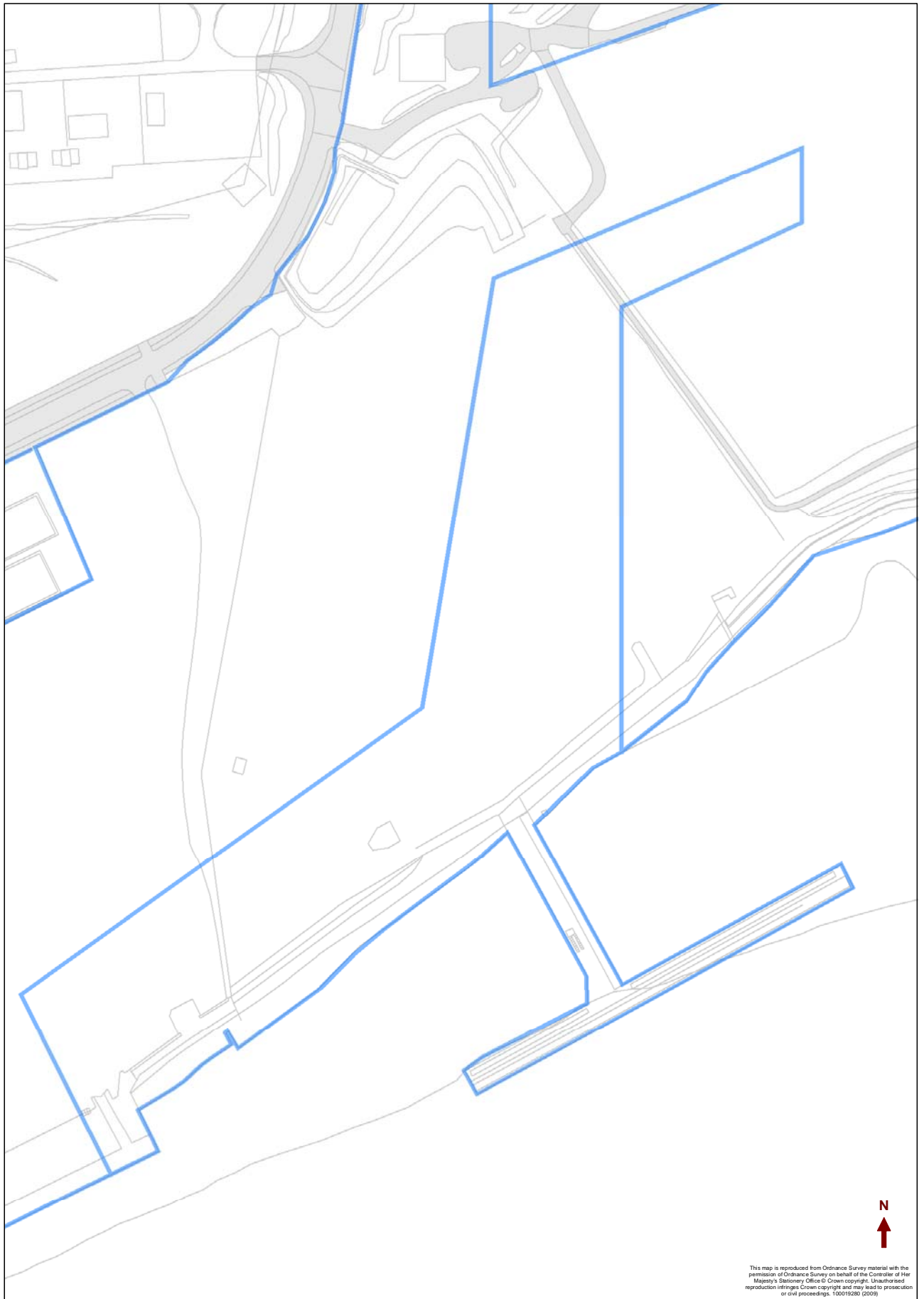
# SSA SC8B: BARKING RIVERSIDE – STAGE 2 DISTRICT CENTRE



# SSA SC8C: BARKING RIVERSIDE – STAGE 3 NEIGHBOURHOOD CENTRE



# SSA SC8D: BARKING RIVERSIDE – STAGE 4 NEIGHBOURHOOD CENTRE



# Locally Significant Industrial Locations

SSA SE1: LYON'S BUSINESS PARK AND NEIGHBOURING EMPLOYMENT USES TO THE SOUTH

