

SUPPLEMENTARY 1

THE EXECUTIVE

Tuesday, 21 April 2009

**Agenda Item 9. Local Development Framework - Core Strategy,
Borough-wide Development Policies, Site Specific
Allocations and Joint Waste Development Plan
Documents (Pages 1 - 397)**

Appendices 1-4

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Appendix 1

Barking and Dagenham Local Development Framework

Pre-Submission Site Specific Allocations Development Plan Document

April 2009

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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. These are:
 - Sites in Key Regeneration Areas
 - Significant housing sites outside the Key Regeneration Areas
 - Minor housing sites
 - Transport infrastructure sites
 - Community facilities including children's centres, primary schools and health care facilities.
 - New open spaces
 - Sites of Importance for Nature Conservation
 - Allotments
 - Extent of the town centre hierarchy
- 1.4 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.
- 1.5 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.
- 1.6 Preparation of the Site Specific Allocations has now reached the stage when it will be consulted on prior to being submitted to the Secretary of State, so that it can be the subject of an independent examination. During the pre-submission consultation period representations are invited from all with an interest in the plan, for a period of six weeks.

- 1.7 The views of the Inspector who carries out the independent examination will be binding on the Council. The purpose of the examination is considered overleaf.
- 1.8 The report is now being made available for representations from ? to ? Please make your comments on the representation forms available, which should be sent in the reply-paid envelope to:

Planning Policy Group
Spatial Regeneration Division
London Borough of Barking and Dagenham
Floor 3
Maritime House
1 Linton Road
Barking
IG11 8HG

or emailed to:

planningpolicy@LBBD.gov.uk

Consultation and Sustainability Appraisal

- 1.9 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.
- 1.10 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
- 1.11 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

- 1.12 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.

- 1.13 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 was amended in February 2008 and now incorporates all Alterations made to it since 2004. The Consultation Report shows how the Council has endeavoured to ensure this. 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 it has endeavoured to ensure that this work ties in with its Asset Management Plan. In addition, there are many other strategies at regional, sub-regional and local level that have been taken into account.
- 1.14 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.
- 1.15 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.

The Examination in Public of the Site Specific Allocations

- 1.16 Under the new planning system, the examination of the plan document has taken on a wider and significantly different role. Although representations to the plan will still be considered, as in the former system (and must be addressed by the Inspector), the primary purpose of the examination is to consider whether the plan document is "sound", which essentially means "well-founded" and meets legal requirements.
- 1.17 Through the examination, soundness will be judged through 3 tests. The presumption is that the plan document is sound, unless as a result of considering the representations made and evidence considered at the examination, it is proved not to be.

- 1.18 Because the purpose of this stage is to assess whether the Site Specific Allocations is sound, representations should where possible be directed towards the soundness of the plan document (although all representations will be considered, however directed). In order to help this assessment (and hopefully facilitate the examination process) a 'soundness self assessment' will be prepared when the Site Specific Allocations is submitted.

The Soundness Tests

- 1.19 To be "sound" this document will need to be JUSTIFIED, EFFECTIVE and CONSISTENT with national policy.

"Justified" means that the document must be

- founded on a robust and credible evidence base
- the most appropriate strategy when considered against the reasonable alternatives

"Effective" means that the document must be:

- deliverable
- flexible

Structure of this Document

- 1.20 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

- 1.21 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.

1.22 There follows two lists of the Site Specific Allocations showing which ward each allocation is situated within.

Site	Ward
SSA SM1: Barking Riverside	Thames
SSA SM2: South Dagenham West and Dagenham Leisure Park	Goresbrook, River and Thames
SSA SM3 Barking Rugby Club and Goresbrook Leisure Centre	Thames
SSA SM4: South Dagenham East	River
SSA SM5: Sanofi Aventis Site 2	Eastbrook
SSA SM6: University of East London	Becontree
SSA SM7: Robin Hood Public House	Becontree
SSA SM8: Lymington Fields	Whalebone
SSA SM9: Beacontree Heath – Seabrook Hall	Heath
SSA SM10: Beacontree Heath – Wider site	Heath
SSA SM11: Hedgecock Centre	Longbridge
SSA SM12: Upney Lane Centre	Longbridge
SSA SM13: Thames View Regeneration Sites	Thames
SSA SM14: Mark's Gate Regeneration Sites	Chadwell Heath
SSA SM15: Goresbrook Village	Thames
SSA SM16: 243 – 245A High Road	Chadwell Heath
SSA SM17: Roger's Road Depot, 81-83 Roger's Road	Alibon
SSA SM18: Earls Walk Car Park	Becontree
SSA SM19: Mayesbrook Residential Care Home	Eastbury
SSA SM20: Maplestead Road Car Park	Eastbury
SSA SM21: Land adjacent to 1a Essex Road	Gascoigne
SSA SM22: 135 Bromhall Road Depot and Surgery	Mayesbrook
SSA SM23: Garages rear of 289-309 Heathway	Alibon
SSA SM24: Burford Close Garages	Becontree
SSA SM25: Beamway Garages	Village

SSA SM26: Garages to rear of 53-57 Wellington Drive	Village
SSA SM27: 58-62 Church Street	Village
SSA SM28: Garages rear of 13-27 Highland Avenue, Dagenham	Eastbrook
SSA SM29: Mellish Close Garages	Eastbury
SSA SM30: Garages in front of 58-61 Alfred Gardens	Gascoigne
SSA SM31: Thornhill Gardens Garages	Longbridge
SSA SM32: Stansgate Road Garages and retail parade 25-39 Stansgate Road	Mayesbrook
SSA SM33: Garage site, Waterbeach Gardens	Mayesbrook
SSA SM35: Freight Infrastructure at Renwick Road/Ripple Road	Eastbury, Goresbrook and Thames
SSA SM37: Groveway Allotments	Becontree
SSA SC1: Sterry Road Depot	Alibon
SSA SC2: Markyate Road Depot	Mayesbrook
SSA SC3: Cannington Road	Mayesbrook
SSA SC4: St. George's Centre	Parsloes
SSA SC5: Japan Road Community Centre	Chadwell Heath
SSA SC6: Whalebone Lane South Community	Whalebone
SSA SC7: Westbury Arms	Gascoigne
SSA SC8: Julia Engwell Clinic	Mayesbrook
SSA SC9: Brockelbank Lodge	Valence
SSA SC10: Barking Riverside new neighbourhood and district centres	Thames
SSA SE1: Lyon's Business Park and neighbouring employment uses to the south	Thames

Ward	Site
Alibon	SSA SM17: Roger's Road Depot, 81-83 Roger's Road
Alibon	SSA SM23: Garages rear of 289-309 Heathway
Alibon	SSA SC1: Sterry Road Depot
Becontree	SSA SM6: University of East London
Becontree	SSA SM7: Robin Hood Public House
Becontree	SSA SM18: Earls Walk Car Park
Becontree	SSA SM24: Burford Close Garages
Becontree	SSA SM37: Groveway Allotments
Chadwell Heath	SSA SC5: Japan Road Community Centre
Chadwell Heath	SSA SM14: Mark's Gate Regeneration Sites
Chadwell Heath	SSA SM16: 243 – 245A High Road
Eastbrook	SSA SM28: Garages rear of 13-27 Highland Avenue, Dagenham
Eastbury	SSA SM19: Mayesbrook Residential Care Home
Eastbury	SSA SM20: Maplestead Road Car Park
Eastbury	SSA SM29: Mellish Close Garages
Eastbrook	SSA SM5: Sanofi Aventis Site 2
Eastbury, Goresbrook and Thames	SSA SM35: Freight Infrastructure at Renwick Road/Ripple Road
Gascoigne	SSA SC7: Westbury Arms

Gascoigne	SSA SM21: Land adjacent to 1a Essex Road
Gascoigne	SSA SM30: Garages in front of 58-61 Alfred Gardens
Goresbrook, River and Thames	SSA SM2: South Dagenham West and Dagenham Leisure Park
Heath	SSA SM9: Beacontree Heath – Seabrook Hall
Heath	SSA SM10: Beacontree Heath – Wider site
Longbridge	SSA SM11: Hedgecock Centre
Longbridge	SSA SM12: UPNEY LANE CENTRE
Longbridge	SSA SM31: Thornhill Gardens Garages
Mayesbrook	SSA SC2: Markyate Road Depot
Mayesbrook	SSA SC3: Cannington Road
Mayesbrook	SSA SM32: Stansgate Road Garages and retail parade 25-39 Stansgate Road
Mayesbrook	SSA SM33: Garage site, Waterbeach Gardens
Mayesbrook	SSA SM22: 135 Bromhall Road Depot and Surgery
Mayesbrook	SSA SC8: Julia Engwell Clinic
Parsloes	SSA SC4: St. George's Centre
River	SSA SM4: South Dagenham East
Thames	SSA SM1: Barking Riverside
Thames	SSA SM3 Barking Rugby Club and Goresbrook Leisure Centre
Thames	SSA SM13: Thames View Regeneration Sites
Thames	SSA SM15: Goresbrook Village
Thames	SSA SC10: Barking Riverside new neighbourhood and district centres
Thames	SSA SE1: Lyon's Business Park and neighbouring employment uses to the south
Valence	SSA SC9: Brockelbank Lodge
Village	SSA SM25: Beamway Garages
Village	SSA SM26: Garages to rear of 53-57 Wellington Drive
Village	SSA SM27: 58-62 Church Street
Whalebone	SSA SM8: Lymington Fields
Whalebone	SSA SC6: Whalebone Lane South Community

Chapter 2: Managing Growth

- 2.1 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 principally in three key regeneration areas:
- Barking Riverside
 - Barking Town Centre
 - South Dagenham
- 2.2 Beyond this period the London Plan housing target will be rolled forward.
- 2.3 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.
- 2.4 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.
- 2.5 The Council calculates that the sites included in this document will yield approximately 15000 new homes by 2025. More detail is provided in the Council's Housing and Implementation Strategy.
- 2.6 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.
- 2.7 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.

- 2.8 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.

Key regeneration areas and significant housing sites

SSA SM1: BARKING RIVERSIDE

Location	On the River Thames between the River Road and Dagenham Dock Strategic Industrial Locations, south of the A13.
Size	150 hectares
Timescale	2009 - 2030
Implementation	Barking Riverside Ltd - a joint venture between the Homes and Communities Agency and Bellway Homes.
Flood Zone¹	Flood risk zone 1 but surrounded by flood risk zone 3.
PTAL²	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.
Indicative Capacity	Up to 10,800 new homes, which depending however this will be phased to coincide with the provision of key public transport and road improvements and provision of essential community facilities.
Existing Uses	Unoccupied brownfield land
Proposed Uses and Design Requirements	
<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</p>	

¹ 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.

² 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.

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.

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.

Reserved matters applications for Stages 1 and 2 were submitted in January 2009 and are expected to be determined by July 2009. Construction is scheduled to start in late 2009.

East London Transit will serve early phases with Stages 3 and 4 dependent on the DLR being extended to Dagenham Dock.

The phasing of the scheme has been carefully planned to ensure that as the 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.

SSA SM2: SOUTH DAGENHAM WEST AND DAGENHAM LEISURE PARK

Location	<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>
Ward	Goresbrook, River and Thames
Size	28.56 & 3.40
Timescale	<p>2010 – 2020 South Dagenham West</p> <p>2010 – 2020 Dagenham Leisure Park</p>
Implementation	<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 Polar site to the east.</p> <p>Dagenham Leisure Park is in private ownership.</p> <p>LBBDD would strongly favour a comprehensive masterplanning approach encompassing both sites.</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.
Flood Zone	Dagenham Leisure Park is in Flood Zone 1. South Dagenham West is mostly in Flood Zone 3a. A section of the south part of the site is in Flood Zone 3b. 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 Merriellands retail park is in flood zones 2 and 1.
PTAL	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 Phase 1b. The proposed East London Transit Phase 3 and Docklands Light Railway Extension would further improve PTALs
Indicative housing Capacity	2000 Dependent upon public transport infrastructure investment.
Existing Uses	The site is a predominantly cleared brownfield site, partly used as a car park but includes Merriellands Retail Park and leisure uses at the Dageham Leisure Park.
Proposed Uses and Design Requirements	
<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 would strongly favour 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"> • Housing and community uses, including north of Ripple Road in place of the existing leisure and entertainment uses • Leisure and recreation facilities situated north of Dagenham Dock Station Retail centred on Merriellands Crescent • Ancillary retail provided at Dagenham Dock station • Health centre located north of the Ford Stamping Plant • New primary school <p>Development must address the following issues:</p>	

- Ensure that at least 40% of new homes are family sized and maximise the provision of affordable housing
- An identified need for a new three form primary school on this 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/Chequers Corner axis and provide a landmark building at Chequers Corner
- Ensure that the cinema at Dagenham Leisure Park is reprovided at South Dagenham West in the event of loss through redevelopment at Dagenham Leisure Park
- New retail to be focused in the Merrielands Crescent 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 implementation of East London Transit 3 and the DLR Extension or projects providing equivalent levels of accessibility 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 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.
- Allow for the continuation of industrial activity on the abutting Ford Site.

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

SSA SM3 BARKING RUGBY CLUB AND GORESBROOK LEISURE CENTRE

Location	To the East of Gale Street between Goresbrook Road and Ripple Road
Ward	Thames
Size	12.35
Timescale	2015-2025
Implementation	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.
Flood Zone	Zone 1.
PTAL	PTAL 1 - 2
Indicative housing Capacity	Depends on the future of the existing uses.
Existing Uses	Barking Rugby Club and Goresbrook Leisure Centre
Proposed Uses and Design Requirements	
<p>The site has the potential for:</p> <ul style="list-style-type: none"> • Sports and recreation facilities • Housing and community uses <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • Ensure that the range of sports and recreations facilities remain in situ or 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 maximise the provision 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.

SSA SM4: SOUTH DAGENHAM EAST

Location	Situated between the railway line and the A1306 east of the Ford Stamping Plant
Ward	River
Size	20.30
Timescale	2015 – 2025 Temporary uses will be allowed on the South Dagenham site in the interim
Implementation	Site is owned by the London Development Agency.
Flood Zone	Zone 3a high probability and undefended
PTAL	Level 1 and 2 with higher levels to the west of the site and the northern boundaries. Future PTALs would depend on public transport improvements such as East London Transit Phase 3.
Indicative housing Capacity	2000
Existing Uses	Derelict brownfield land. Former Ford site.
Proposed Uses and Design Requirements	
<p>The site has the potential for:</p> <ul style="list-style-type: none"> • Housing • Health • Education Use • Car parking facilities for the Ford Pressing Plant • Light Industrial on the Western side fronting Ford <p>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</p>	

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.
- An identified need for a new three form primary school on this site
- 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

SSA SM5: SANOFI AVENTIS SITE 2

Location	Situated north east from the Dagenham East District Line station.
Ward	Eastbrook
Size	16.15
Timescale	2010 - 2020
Implementation	The Council will work in partnership with Sanofi Aventis and the Primary Care Trust to bring forward this site.
Flood Zone	Zone 1 (low probability)
PTAL	Level 1, 1b, 2 and 3 across the site with higher levels near Rainham Road South where Dagenham East Station (district line) is.
Indicative housing Capacity	0 - 500 (depends on precise mix of uses)
Existing Uses	Vacant site formerly used for pharmaceutical uses.
Proposed Uses and Design Requirements	
<p>This former employment site has the potential for:</p> <ul style="list-style-type: none"> • Employment (B1, B2, B8) and in particular affordable space for small and medium sized businesses • Community uses • Retail • Health Facilities • Education possibly including a construction college • Leisure use • A council depot • Residential <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • The need for a polyclinic (approximately 3,000 m2) at the western end of the site with an active frontage to North Rainham Road. • An identified need for a new three form primary school 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.

SSA SM6: UNIVERSITY OF EAST LONDON

Location	Situated north of Mayesbrook Park and south of Longbridge Road.
Ward	Becontree
Size	9.59
Timescale	2009-2017
Implementation	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.
Flood Zone	Predominantly in Zone 1 North western corner in Zone 3a
PTAL	Level 2
Indicative housing Capacity	1000
Existing Uses	Former campus for the University of East London
Proposed Uses and Design Requirements	
<p>This former University of East London site has the potential for:</p> <ul style="list-style-type: none"> • Residential • Education • Publicly accessible open space <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • An identified need for a 3-form primary school on this site. • Provide public open space to meet the needs of the new households in line with the standards in the Community Benefits SPD 	

- Need to incorporate open play space for new residential developments
- Due to its architectural quality the main university building to be retained in development scheme.
- Development involves demolition. Developers to maximise the recovery of materials from the demolition site for reuse or recycling, by applying the Demolition Protocol Methodology
- 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.
- 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
- Improve pedestrian and cyclist links to and across the site and ensure public transport accessibility is improved to Barking Town Centre

SSA SM7: ROBIN HOOD PUBLIC HOUSE

Location	Situated north west from where Becontree Avenue meets Longbridge Road
Ward	Becontree
Size	0.41
Timescale	2009-2012
Implementation	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.
Flood Zone	Zone 1
PTAL	Level 2
Indicative housing Capacity	26 (Depends on extent of retail and other uses)
Existing Uses	Vacant and former site of the Robin Hood public house.
Proposed Uses and Design Requirements	
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

Location	Situated south of the Freshwater Road employment area.
Ward	Whalebone
Size	12.68
Timescale	2009-2016

Implementation	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.
Flood Zone	1
PTAL	Levels 1, 2 and 3
Indicative housing Capacity	600
Existing Uses	Vacant site.
Proposed Uses and Design Requirements	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> • Housing • Retail • Publicly accessible open space • Education <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • Site is suitable for family housing and therefore the 40% borough wide family housing target applies • Provision of affordable housing must be maximised • A new 3 form primary school must be incorporated into the scheme • Identified need for publicly accessible open space in this area • 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 	

SSA SM9: BEACONTREE HEATH – SEABROOK HALL

Location	Situated south east from where Wood Lane meets Green Lane
Ward	Heath
Size	0.53
Timescale	2009-2012
Implementation	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.
Flood Zone	Zone 1
PTAL	Level 2
Indicative housing Capacity	0
Existing Uses	Community Hall
Proposed Uses and Design Requirements	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> • Leisure facilities • Community use <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • Need to replace existing leisure facilities provided at the Dagenham Swimming Pool • Loss of community hall (Seabrook Hall) space on this site • 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) • Development involves demolition. Developers to maximise the recovery of materials from the demolition site for reuse or recycling, by applying the Demolition Protocol Methodology 	

SSA SM10: BEACONTREE HEATH – WIDER SITE

Location	Focused on the area around Althorne Way
Ward	Heath
Size	4.14
Timescale	2010-2015
Implementation	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.
Flood Zone	Zone 1
PTAL	Level 2
Indicative housing Capacity	Depends on mix of uses
Existing Uses	Dagenham Leisure Centre, Morrisons supermarket, residential, bus depot, public house, off-street car parking and community facilities.
Proposed Uses and Design Requirements	

This site has the potential for:

- Housing
- Retail
- Health facilities
- Bus standing facilities

Development must address the following issues:

- Identified need for improved health facility (1000-2000 m²)
- Site is suitable for family housing and therefore the 40% borough wide family housing target must be met
- Maximise provision of affordable housing
- Any net increase in retail provision on this site will need to satisfy Borough Wide Development Policy BE3.
- 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.
- 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.
- The possible need to provide car parking to support SM9 with satisfactory entrance and exit arrangements.
- Development involves demolition. Developers to maximise the recovery of materials from the demolition site for reuse or recycling, by applying the Demolition Protocol Methodology
- If the current bus standing facility is developed that an equally good alternative is provided
- Take account of the locally listed status of the Three Travellers Pub

SSA SM11: HEDGECOCK CENTRE

Location	Situated west from where Upney Lane meets the District Line
Ward	Longbridge
Size	1.09
Timescale	2010-2012
Implementation	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).
Flood Zone	Zone 1
PTAL	Levels 2 & 3
Indicative Capacity	60
Existing Uses	Operating hospital site for North East London NHS

	Foundation Trust (NELFT). Includes mental health facilities.
Proposed Uses and Design Requirements	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> • Health facilities • Residential <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • Site is suitable for family housing and therefore the 40% borough wide family housing target must be met • Maximise provision of affordable housing • 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. • 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. • The need to retain and enhance the existing conservation value of 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

Location	North of Champness Road
Ward	Longbridge
Size	0.43
Timescale	2010-2012
Implementation	The site is owned by the North East London NHS Foundation 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.
Flood Zone	Predominantly in zone 1 with the eastern corner being in zone 2.
PTAL	Level 2
Indicative Capacity	25

Proposed Uses and Design Requirements

This site has the potential for:

- Residential and community facilities

Development must address the following issues:

- Site is suitable for family housing and therefore the 40% borough wide family housing target must be met
- Maximise provision of affordable housing
- The proposed development scheme will not result in an adverse impact on provision of health facilities in the local community
- Improve pedestrian and cyclist links to and across the site
- 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 SM13: THAMES VIEW REGENERATION SITES

Location	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)
Ward	Thames
Size	See above
Timescale	2009 – 2015
Implementation	The Council owns the land and is planning on bringing these sites forward for redevelopment through the Local Housing Company. A Masterplan is being prepared for the whole of the Thames View Estate.
Flood Zone	Zone 3a
PTAL	Level 1b East London Transit Phase 1 already committed will bring this up to Level 2.
Indicative	Will be determined through masterplanning

housing Capacity	
Existing Uses	Housing, garages and retail.
Proposed Uses and Design Requirements	
<p>These sites have the potential for:</p> <ul style="list-style-type: none"> • Eastern End of Thames View – Comprehensive redevelopment replacing existing uses including housing, community and open spaces • Farr Avenue Shops – improvement of public realm and provision of A1 retail units facing Bastable Avenue • 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. • Charlton Crescent Garages Site – public open space or housing development linked to longer term plan for a gateway feature in this area. <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • Improvement of the public realm around the Farr Avenue shops to improve vitality and viability through appropriate design and layout 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 - maximise provision of affordable housing including no net loss of existing affordable housing • Infill sites – LDF affordable housing targets to apply • 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.
- 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

Location	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)
Ward	Chadwell Heath
Size	See above
Timescale	2010 – 2015

Implementation	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.
Flood Zone	1
PTAL	Levels 1 and 2
Indicative housing Capacity	Will be determined through masterplanning
Existing Uses	Housing, community hall and garages.

Proposed Uses and Design Requirements

This site has the potential for:

- Padnall Court and Reynolds Court – comprehensive redevelopment replacing existing uses including housing and open space providing a net gain in housing units
- Padnall Hall, Gregory Road – replacement and improvement of existing community facilities
- 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.
- Maximise provision of affordable housing including 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

SSA SM15: GORESBROOK VILLAGE

Location	Situated west of Castle Green Park
Ward	Thames
Size	2.81
Timescale	2015 – 2020
Implementation	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.
Flood Zone	Zone 1
PTAL	Level 1b
Indicative Capacity	250

Existing Uses	Existing council housing blocks
Proposed Uses and Design Requirements	
<p>This site is suitable for the following uses:</p> <ul style="list-style-type: none"> Housing with supporting social infrastructure, community facilities and amenity space. <p>Development must address the following issues:</p> <ul style="list-style-type: none"> 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. Maximise provision of affordable housing including no net loss of existing affordable housing. 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 	

Minor Housing sites

2.9 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 CO₂ 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 maximise the provision of affordable housing (BC1)
- 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.

2.10 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.

2.11 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.

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

2.12 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
SSA SM16: 243 – 245A HIGH ROAD (0.34)	
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
SSA SM17: ROGER'S ROAD DEPOT, 81-83 ROGER'S ROAD (0.09)	
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.	LBB Alibon
SSA SM18: EARLS WALK CAR PARK (0.06)	
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).	LBB Becontree
SSA SM19: MAYESBROOK RESIDENTIAL CARE HOME (0.46)	
This is a vacant building. There is a scheme being developed for supported housing on this site.	LBB Eastbury
SSA SM20: MAPLESTEAD ROAD CAR PARK (0.26)	
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.	LBB Eastbury
SSA SM21: LAND ADJACENT TO 1A ESSEX ROAD (0.06)	
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.	LBB Gascoigne
SSA SM22: 135 BROMHALL ROAD DEPOT AND SURGERY (0.09)	
This site is no longer needed by the PCT for health facilities.	LBB Mayesbrook

Vacant Garage Sites

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

SITE (SIZE HECTARES)	
ADDITIONAL SITE SPECIFIC ISSUES	OWNERSHIP AND WARD
SSA SM23: GARAGES REAR OF 289-309 HEATHWAY (0.11)	
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
SSA SM24: BURFORD CLOSE GARAGES (0.12)	
Although these garages are not in use, two are privately owned.	LBBB Becontree
SSA SM25: BEAMWAY GARAGES (0.09)	
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
SSA SM26: GARAGES TO REAR OF 53-57 WELLINGTON DRIVE (0.14)	
No additional site specific issues	LBBB Village
SSA SM27: 58-62 CHURCH STREET (0.10)	
There is potential for a wider development incorporating 64-68 Church Street which is owned by the Council.	Private Village

Garage Sites Still Occupied

2.14 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.

SITE (SIZE HECTARES)	
ADDITIONAL SITE SPECIFIC ISSUES	OWNERSHIP AND WARD
SSA SM28: GARAGES REAR OF 13-27 HIGHLAND AVENUE, DAGENHAM (0.08)	
No additional site specific issues	LBB Eastbrook
SSA SM29: MELLISH CLOSE GARAGES (0.09)	
No additional site specific issues	LBB Eastbury
SSA SM30: GARAGES IN FRONT OF 58-61 ALFRED GARDENS (0.09)	
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.	LBB Gascoigne
SSA SM31: THORNHILL GARDENS GARAGES (0.12)	
No additional site specific issues	LBB Longbridge
SSA SM32: STANSGATE ROAD GARAGES AND RETAIL PARADE 25-39 STANSGATE ROAD. (0.15)	
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.	LBB Mayesbrook
SSA SM33: GARAGE SITE, WATERBEACH GARDENS (0.14)	
The site currently has a narrow access. Any proposed developed scheme must incorporate design solutions to overcome this.	LBB Mayesbrook

Transport Infrastructure Sites

2.15 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

Location	Renwick Road/A13 Junction
Size	NA
Timescale	2010 - 2015
Implementation	<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>
Flood Zone	Zone 2 and 3a (high probability) south of the junction and zone 1 (low probability) north of the junction
PTAL	Level 1a
Existing Uses	A13 and Renwick Road Junction
Proposed Uses and Design Requirements	
<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"> • Need to provide a short term improvement by removing the right turn into Renwick Road from the A13 • 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 • 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

Location	Area surrounding the Renwick Road/Ripple Road interchange
Ward	Eastbury, Goresbrook and Thames
Size	32.72
Timescale	Post 2012
Implementation	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.
Flood Zone	1, 2 and 3a
PTAL	Level 1a & 1b
Existing Uses	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:	
<ul style="list-style-type: none"> • 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 ³ 	

³ The Council will use an average employment density of 27 sq.m per employee. Employment densities a full guide, English Partnerships – 1999

- 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.
- Address the potential for a new rail station at Renwick Road
- 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&DB1102 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

Location	ELT1A and 1B route
Size	NA
Timescale	ELT 1a 2009-10; ELT 1b 2015
Implementation	Transport for London
Flood Zone	Varies across route
PTAL	Varies across route
Existing Uses	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.</p> <p>ELT 1a will also serve the proposed secondary school at Barking Riverside once the Secondary School opens. This is currently scheduled for 2012.</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

- 2.16 Boroughwide Development Policy BE1 sets out the approach for protecting the viability of primary and secondary frontages. 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

- 2.17 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

- 2.18 This is designated in the Core Strategy as a district centre. 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

DISTRICT CENTRE SITE 3 (DC3) – GREEN LANE

2.19 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 Benetts 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 Rd, 62-82 Wood Lane & 8-20 Porters Ave
		84-100 Wood Ln, 1-9Porters A & 372-376 Parsloes Ave
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 / Hunters Hall Road	1 - 3 Grand Parade & 245 - 255 Oxlow 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 Ln&Church Elm Ln 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 - 298 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 Avenue
		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&93-99NewRoad
NC24	The Triangle and Fanshawe Avenue	1 - 14 The Triangle
		120 - 130 Fanshawe 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 In line with the Boroughwide Development Policy BR8 the Council has reviewed all allotments in the borough to confirm whether any should be reallocated for development. There are fifteen allotment sites across the borough covering approximately 13 hectares. This includes a statutory allotment site in Marks Gate which has been vacant and remained unworked since before 2004. The Council's Leisure and Parks Department is however now seeking to undertake works to the site to bring it back into use. 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.
- 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 Proposals Map is as follows:

List of protected allotments sites

Allotment Site	Ward	Waiting List as at November 2008
Barking Park	Longbridge	Full
Bushway	Parsloes	Full
Chitty's Lane	Valence	Full
Exeter Road	Village	Full
Field Gardens (statutory)	Chadwell Heath	Full
Frizlands	Heath	
Gale Street	Goresbrook	Full
Gale Street Organics	Goresbrook	Unknown
Groveyay 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 Groveyay 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 population⁴. 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

⁴ Based on **GLA 2006 Round Ward Population Projections for the year 2008**

most have a waiting list. 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.

Future Allotment Site

SSA SM37: GROVEWAY ALLOTMENTS

Location	Situated north east from where Wood Lane meets Bennett's Castle Lane
Ward	Becontree
Size	0.90
Timescale	2010 - 2012
Implementation	Funding from the Council's capital programme will be required to bring this allotment back into use.
Flood Zone	1
PTAL	Level 2 & 3
Existing Uses	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 list of protected open spaces as identified on the Proposals Map is as follows:

Name of public open space	Designation	Relevant Policy
Dagenham Corridor covering: <ul style="list-style-type: none"> Eastbrookend Country Park Thames Chase Community Forest 	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

3.9 The table above represents the following changes from the UDP proposals map

3.10 Open Spaces Removed

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

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

3.12 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

3.13 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.

3.14 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

- 3.15 The borough's sites of importance for nature conservation are identified on the proposals map in accordance with Policy CR2 of the Core Strategy. The list of sites is 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*⁵

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

Reed Road Allotments, Pondsfield Park and adjacent railsides

St Peter's and St Paul's Churchyard, Dagenham

Wellgate community farm

- 3.16 The table above represents the following changes from the UDP proposals map:

Nature Conservation Sites removed

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

3.18 Nature Conservation Sites added

- Furze House Farm

* In Barking Town Centre

- White's Farm
- Scratton's Farm Ecopark
- Romford line railsides
- Valence House Gardens
- Wellgate Community Farm

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 for to meet the needs of existing communities and the 60,000 new households planned 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.
- 4.3 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 Two.
- 4.4 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 and Children Centres

SSA SC1: STERRY ROAD DEPOT

Location	Sterry Road Depot
Ward	Alibon
Size	0.12
Timescale	2010
Implementation	This former depot site is currently owned by the Council. This scheme is planned to be delivered through the Government's Sure Start programme
Flood Zone	1
PTAL	Level 2 & 3
Existing Uses	Former depot site
Proposed Uses and Design Requirements	
<p>This site is identified as a suitable site for a children's centre</p> <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • Have regard to the residential character of the area. A scheme must be designed so as to avoid adverse impact on residential amenity. This includes impacts arising from noise during, visual impact and traffic movements to and from the site during construction and occupation. 	

SSA SC2: MARKYATE ROAD DEPOT

Location	Markyate Road Depot
Ward	Mayesbrook
Size	0.09
Timescale	2010
Implementation	This former depot site is currently owned by the Council. This scheme is planned to be delivered through the Government's Sure Start programme
Flood Zone	Zone 1
PTAL	Level 1a – 1b
Existing Uses	Unused garage site
Proposed Uses and Design Requirements	
This site is identified as a suitable site for a children's centre	
Development must address the following issues:	
<ul style="list-style-type: none"> • Have regard to the residential character of the area. A scheme must be designed so as to avoid adverse impact on residential amenity. This includes impacts arising from noise during, visual impact and traffic movements to and from the site during construction and occupation. 	

SSA SC3: CANNINGTON ROAD

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

SSA SC4: ST. GEORGE'S CENTRE

Location	Situated north from where St George's Road meets Halbutt Street
Ward	Parsloes
Size	1.32
Timescale	2010 - 2011
Implementation	This former school site is owned by the Council and was previously in educational use.
Flood Zone	1
PTAL	Level 2 and 3

Existing Uses	Council building and surgery
This site is identified as suitable for a new 3 form primary school	

Community Uses

SSA SC5: JAPAN ROAD COMMUNITY CENTRE

Location	Situated at the northern end of Japan Road
Ward	Chadwell Heath
Size	0.10
Timescale	2009 - 2011
Implementation	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.
Flood Zone	1
PTAL	3
Existing uses	Former community centre
There is an identified need for community space in this area which this is ideally placed to satisfy.	

SSA SC6: WHALEBONE LANE SOUTH

Location	Situated between Purland Close and the southern boundary of the Freshwater Water Road Employment Area
Ward	Whalebone
Size	3.42
Timescale	Ongoing
Implementation	This site is in multiple private ownership
Flood Zone	1
PTAL	2
Existing uses	Retail warehousing and vacant buildings
<p>This site is suitable for the following uses:</p> <ul style="list-style-type: none"> • Community uses in particular religious meeting places to meet the needs of the borough's faith groups • Out of centre retail proposals which meet the sequential test <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</p>	

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.

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.

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 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 SC7: WESTBURY ARMS

Location	Situated to the east of King Edwards Road where it meets Ripple Road
Ward	Gascoigne
Size	0.04
Timescale	2010 - 2015
Implementation	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.
Flood Zone	1
PTAL	4
Existing uses	Derelict site
This site has the potential for:	
<ul style="list-style-type: none"> • Health care • Housing 	

- Retail

Development must address the following issues

- If possible retain the existing building which features on the Council's local list of buildings of special local architectural or historic interest
- Where there is not possible to make sure a new building provides active frontages to Ripple Road and King Edward Road and emphasises the prominence of this corner in the streetscene.

SSA SC8: JULIA ENGWELL CLINIC

Location	Situated to the west of Stamford Road north of Woodward Road
Ward	Mayesbrook
Size	0.64
Timescale	2009 – 2011.
Implementation	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.
Flood Zone	1
PTAL	Level 2
Existing Uses	Existing NHS clinic, formerly library and 2 community halls
Proposed Uses and Design Requirements	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> • Health care • Small scale residential use <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • 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. • Need to maintain attractive frontage onto Stamford Road and Woodward Road. 	

SSA SC9: BROCKELBANK LODGE

Location	Situated to the north east of where Beacontree Avenue meets Bennetts Castle Lane
Ward	Valence
Size	0.44
Timescale	2009 – 2011.
Implementation	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.
Flood Zone	1
PTAL	Level 2
Existing Uses	Former care home
Proposed Uses and Design Requirements	
<p>This site has the potential for:</p> <ul style="list-style-type: none"> • Health care • Residential <p>Development must address the following issues:</p> <ul style="list-style-type: none"> • Identified need by the PCT for GP services in this area • 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. 	

SSA SC10: 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 SC10A: BARKING RIVERSIDE – STAGE 1 NEIGHBOURHOOD CENTRE

Location	Barking Riverside Stage 1 – South of Thames Road, West of Renwick Road, East and North of River Road
Size	20,400 sqm
Timescale	2009 to 2012
Implementation	Barking Riverside Ltd

Flood Zone	Flood risk zone 1 but surrounded by flood risk zone 3.
PTAL	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.
Indicative Capacity	Will contribute to site-wide capacity of 10,800 units
Existing Uses	Unoccupied brownfield land
Proposed Uses and Design Requirements	
<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"> • a three form entry primary school with nursery • 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 <p>A brief setting out the location of the Neighbourhood Centre within Stage 1, 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>	

SSA SC10B: BARKING RIVERSIDE – STAGE 2 DISTRICT CENTRE

Location	Barking Riverside Stage 2
Size	
Timescale	Phase 1 (Secondary school with extended community facilities opens 2012) Phase 2 2017
Implementation	Barking Riverside Ltd
Flood Zone	Flood risk zone 1 but surrounded by flood risk zone 3.
PTAL	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.
Indicative Capacity	Will contribute to site-wide capacity of 10,800 units
Existing Uses	Unoccupied brownfield land
Proposed Uses and Design Requirements	
<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"> • a three form entry primary school with nursery • A childrens centre • an eight form entry secondary school (with extended community provision including a library, community theatre space, and leisure facilities) • a place of worship (a user for which will be identified through the Faith Forum) • a small police facility • bookable community space (within the other uses) • public toilets and baby changing facilities • a retail store and other retail and commercial space • a polyclinic • a leisure centre including a swimming pool <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</p>	

be built alongside the first 1,500 dwellings (which will be split between Stages 1 and 2 of the development).

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.

SSA SC10C: BARKING RIVERSIDE – STAGE 3 NEIGHBOURHOOD CENTRE

Location	Barking Riverside Stage 3
Size	tbc
Timescale	2020
Implementation	Barking Riverside Ltd
Flood Zone	Flood risk zone 1 but surrounded by flood risk zone 3.
PTAL	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.
Indicative Capacity	Will contribute to site-wide capacity of 10,800 units
Existing Uses	Unoccupied brownfield land
Proposed Uses and Design Requirements	
<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"> • A primary school with nursery (if required at that time by LBBD) • A childrens centre (if required at that time by LBBD) • 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 	

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.

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.

SSA SC10D: BARKING RIVERSIDE – STAGE 4 NEIGHBOURHOOD CENTRE

Location	Barking Riverside Stage 4
Size	tbc
Timescale	2025
Implementation	Barking Riverside Ltd
Flood Zone	Flood risk zone 1 but surrounded by flood risk zone 3.
PTAL	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.
Indicative Capacity	Will contribute to site-wide capacity of 10,800 units
Existing Uses	Unoccupied brownfield land
Proposed Uses and Design Requirements	
<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"> • A primary school with nursery (if required at that time by LBBD) • A childrens centre (if required at that time by LBBD) • 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

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: Insuring 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 2001-2016.

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 Strategic Industrial Locations 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.

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 Locations

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

Location	Situated to the south east of where River Road meets the A13
Ward	Thames
Size	3.17
Timescale	2010 - 2015
Implementation	This site is privately owned.
Flood Zone	3a
PTAL	Level 2
Existing Uses	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. 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 2010-2020.
- 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 there 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 childrens 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. Sterry

Road and Markyate Depot are the final two childrens centres to be provided as part of the Sure Start programme. 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's 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 have 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.

- 6.16 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.
- 6.17 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

- 6.18 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.
- 6.19 These Site Allocations are necessary to deliver the Core Strategy. The Core Strategy has a list of indicators and targets against which its performance will be measured.

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Pre Submission Site Specific Allocations Consultation Report

Regulation 24 (2)(a)(iv)
statement

Pre Submission - Site Specific Allocations Consultation Report

Regulation 24 (2)(a)(iv) statement

- (aa) which bodies and persons were invited to make representations under regulation 25;
- (bb) how those bodies and persons were invited to make such representations;
- (cc) a summary of the main issues raised by those representations; and
- (dd) how those main issues have been addressed in the DPD

-
- (aa) which bodies and persons were invited to make representations under regulation 25

In line with regulation 25 (1) and (2) of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, the Council consulted the specific and general consultation bodies listed in Appendix 1.

- (bb) how those bodies and persons were invited to make such representations

Consultation on the Site Specific Allocations Issues and Options took place from 30th June to 11th August 2008. 885 organisations and individuals were notified by letter about the consultation. This comprised of 26 specific consultees and 859 general consultees (of which 523 were residents). The list of consultees invited to respond is attached in Appendix 1.

Alongside this, a variety of other consultation methods were used in line with the Council's Statement of Community Involvement. These included the following:

- Staffing exhibition stands at the Big Green Borough Day and Dagenham Town Show to advertise the consultation and encourage participation;
- Staffing exhibition stands in Vicarage Field Shopping Centre and Dagenham Mall (which took place for five days throughout the consultation period);

- Carrying out Members Briefings at the Civic Centre and Barking Town Hall;
- Giving presentations at the following Neighbourhood Management Meetings: Village, Gascoigne, Thames, Marks Gate and Heath;
- Giving presentations at the following community meetings: the Faith Forum, Barking and Dagenham Youth Forum, the Allotment Association, Age Concern, the Disability and Equality Forum, Barking and Dagenham Refugee Network, and the Tenants and Residents Association;
- Carrying out three focus groups in order to get the views of a selection of residents from under-represented wards; and
- Informing all organisations on the Council for Voluntary Services (CVS) database of the consultation (through an additional mail out).

These events aimed to raise awareness of the consultation being undertaken, allow any initial queries or comments to be noted, and encourage individuals to fill in the comments form.

To assist with this, and to advertise the consultation itself, the following were used:

- **Press Notices**
The consultation was advertised in the Barking and Dagenham Post, Citizen Magazine (which goes to all homes in the Borough), People Matters (which goes to all Council employees) and Diaspora Magazine (which targets black and ethnic minorities).
- **Website**
Notification of the consultation period was published on the Council's website. The Site Specific Allocations Issues and Options Report, along with accompanying documents and the comments form, were also available online. Comments could also be made interactively through Limehouse.
- **Libraries and Council Buildings**
The Site Specific Allocations Issues and Options Report (and accompanying documents) were made available at the 11 local libraries and the main Council buildings.
- **LDF Hotline**
A LDF hotline was set up to answer any queries from the public.

Whilst arrangements were made to provide the document in alternative formats in accordance with the Council's Equal Opportunities Policy, no such requests were made.

(cc) a summary of the main issues raised by those representations

(dd) how those main issues have been addressed in the DPD

The main issues raised, along with the Council's response to them, are shown in the following appendices:

Appendix 2 – Responses received on proposed sites

Appendix 3 – Responses on additional sites proposed

Appendix 4 – Responses on retail parades

Appendix 5 – Responses on open spaces

Appendix 6 – Responses on additional open spaces proposed

Appendix 7 – General responses

Appendix 8 – The consultees that responded

Appendix 1 – Consultees invited to respond

Specific Consultees

Greater London Authority
Design for London
Government Office for London
London Borough of Bexley
London Borough of Greenwich
London Borough of Havering
London Borough of Newham
London Borough of Redbridge
London Thames Gateway Urban Development Corporation
Environment Agency
Highways Agency
English Heritage
Natural England
Network Rail
London Development Agency
British Telecom
NTL
Telewest Communications
Mobile Operators Association
Barking and Dagenham Primary Care Trust
NHS London Healthy Urban Development Unit
British Gas
Transco North London
Beckton Sewage Treatment Works
Essex & Suffolk Water
Thames Water Property Services Ltd

General Consultees

Home Office
Department for Education and Skills
Department of Environment, Food and Rural Affairs
Department for Transport
Department of Trade and Industry
Ministry of Defence
Department of Work and Pensions
Department of Constitutional Affairs
Department of Culture, Media and Sport
Office of Government Commerce
London Councils
Age Concern Barking and Dagenham
AGT Community Development Trust
B.A.D. Youth Forum
Community Empowerment Network
Community Heritage
Barking and Dagenham Council for Voluntary Services
Becontree Residents Association
Dagenham Dock Employers Forum
Dagenham Village Partnership

Forum for the Elderly Barking and Dagenham
Housing Futures
Lesbian, Gay, Bisexual, Transsexual Forum
Marks Gate Umbrella Association
New View Steering Group
Reede Road Tenants Association
Tenant Participation Team
Thameside Network Group
Barking & Dagenham Tenants & Residents Federation
Widows and Orphans International
Asian Community Advice Centre and Training Association
Barking & Dagenham Bangladesh Welfare Association
Barking & Dagenham Refugee Network
Empower to Excel
Ethnic Minority Partnership Agency
Regenerasian
Russian Group
Sickle Cell Unit
Sikh Women's Mental Support Group
Somali Women's Association
Barking & Redbridge Chinese Association
Travellers and Gypsies Group
Turkish Women's Association
Disablement Association of Barking & Dagenham
Disability and Equality Forum
Chadwell Heath Historical Society
Al-Madina Mosque
Barking and Dagenham Faith Forum
International Christian Care Foundation
Abundant Grace International
Barking & Dagenham Chamber of Commerce Ltd
Barking and Dagenham RSL Development Sub-Group
Barking and Havering LIFT
Costco Wholesale UK
Charfleets Limited
H.G Rent & Co (Highbury) Ltd
LagMar (Barking) Limited
Lidl UK GmbH
Sainsbury's Supermarket Ltd
The Barking and Dagenham Local Business Partnership
Tesco Stores Ltd
Wm Morrison Supermarkets PLC
Supply London/London Value Chain
Age Concern
London City Airport Ltd
British Chemical Distributors and Traders Association
British Geological Survey
National Rivers Authority
British Chamber of Commerce
Confederation of British Industry
East London Chamber
Greater London Enterprise

London First
Work Space Group Plc
Church Commissioners
Civil Aviation Authority
General Aviation Awareness Council
Ancient Monuments Society
British Ceramic Confederation
British Slate Association
Commission for Architecture and the Built Environment
Council for British Archaeology
English Heritage Archaeology
Royal Commission on the Historical Monuments of England
Society for the Protection of Ancient Buildings
English Partnerships
Crown Estate Commissioners
Crown Estate Offices
Disability Rights Commission
Access Committee for England
Barking Power Station
Ecotricity
EDF Energy
The British Wind Energy Association
National Power Plc
National Grid UK Transmission
Dialogue
O2
Orange
T-Mobile
Vodafone
Association of National Park Authorities
Becontree Organic Growers
Council for the Protection of Rural England London
Creekmouth Preservation Society
Dagenham Angling Association
Eastbrookend Support Group
Environment People's Organisation
Friends of the Earth
Friends of St Chad's Park
Going For Green
Groundwork East London
Higher Environmental Awareness
Joint Nature Conservation Committee
The Forestry Commission
The Ramblers Association
London Biodiversity Partnership
London Wildlife Trust
National Society for Clean Air and Environmental Protection
Romford Beekeepers Apiary Site
Royal Society for Nature Conservation / Royal Society of Wildlife Trusts
Royal Society for the Protection of Birds
Thames Chase Community Forest
Thames Estuary Partnership

The National Trust
The Tree Council
UK Noise Association
Wellgate Community Farm
Wildlife and Countryside Link
Equal Opportunities Commission
London Ambulance Service
London Fire and Emergency Planning Authority
Freight Transport Association
Gypsy Council for Education, Culture, Welfare & Civil Rights
Society of Travelling People
The Romany Guild
Health & Safety Executive
Help the Aged
East Thames Housing Group
Empty Homes Agency
Hanover Housing Association
London & Quadrant Housing Trust
London Office of the Housing Corporation
Metropolitan Housing Trust & Home Ownership
Presentation Housing Association
Tower Housing Association
Southern Housing Group
Ujima Housing Group
Learning and Skills Council
Marks Gate Agenda 21 Partnership
London Forum of Amenity and Civic Societies
C2C
Crossrail
The Go-Ahead Group plc
Living Streets
London Underground Ltd
London Walking Forum
Stagecoach – SELKENT
Barking & Dagenham Race Equality Council
National Playing Fields Association
South Eastern Trains
Union Railways (North) Limited
Air Transport Users Council
London Travel Watch
London Transport Users Committee
HM Prison Service
Metropolitan Police Authority
National Offender Management Service
London Port Health Authority
Port of London Authority
Post Office Property Holdings
Royal Mail Group
Royal Mail Property Holdings
Department for Transport RSP
Thames Gateway London Partnership
London Housing Federation

Road Haulage Association
English Sports Council
Sport England London Region
House Builders Federation
Transport for London
British Waterways London Region
Inland Waterways Association
LFCD Water Department East
Women's National Commission
Capitec
SHA Estates
Dagenham Community School
Sheffield Hallam University
University of Westminster
The Theatres Trust
Planning Aid for London
Barking and Dagenham Primary Care Trust
Havering and Redbridge Hospitals NHS Trust
Havering Primary Care Trust
Redbridge Primary Care Trust
North East London Mental Health NHS Trust
The Becontree Heath Horticultural Allotment Association
Equalities & Diversity
Abbey Network Group
Thameside Network Group
Fusion Online Limited
Wiggles Playgroup
Lifeline
Notting Hill Housing
Barking and Dagenham Volunteer Bureau
Barclays Bank PLC
Environment Agency
North East London NHS Foundation Trust
Barking and Dagenham Primary Care Trust
Adrian Salt and Pang Development Planning Consultancy Ltd
Albury Hall Limited
Allford Hall Monaghan Morris Architects
Alsop Verrill Town Planning Consultancy
Amist
Anglia Housing Group
Anthony Goss Planning
Atkins
Arup
Auger Contacts Ltd
Sanofi Aventis
AXA Real Estate Investment Managers
Barking Riverside
Bircham Dyson Bell
Bellway Homes
Berkeley Group
Bovis
BPTW

Brixton Plc
Broadway Malyan
Caldecotte Consultants
CgMs Consultants
Chase & Partners
Chris Blandford Associates
Cluttons LLP
Cophorn Homes
Countryside Properties
CPL Architects
Crest Nicholson (South East) Ltd
Cushman & Wakefield, Healey & Baker
Davis Langton
DentonWildeSapte
Development Planning Partnership
Development Plan UK
Durkan Homes New Ltd
DPDS Consulting Group
Drivers Jonas
DTZ
Entec
Environomics Consultants Ltd
Fairview New Homes Ltd
First Plus Planning Limited
Fresh Wharf Estates Ltd
Furlong Homes Ltd
Gerald Eve
Gleeson Homes
GL Hearn
Hammonds
Hampstead Homes
Haskoll Architects and Designers
Higgins Construction PLC
Hepher Dixon Planning & Regeneration
Hollybrook Limited
Humberts Leisure Consulting
Hunter & Partners
Iceni Projects
Indigo Planning
Insite Real Estate
Inventures
JJ Consulting
John Sharkey & Co
JMP Consulting
Jones Lang LaSalle
Knight Frank
LCCI/CBI London Manufacturing Group
LETEC
LEVVEL
Levitt Bernstein Associates Limited
Lichfield Planning
Local Futures

Mason Richards Planning
Miller Developments
Miller Homes
National Federation of Demolition
Ndomahina & Ndomahina Architects
NCA Housing and Regeneration Consultancy
PA Consulting Group
Peacocks
Persimmon Homes (Essex) Ltd.
Planning Potential
Rapeleys LLP
Robert Brett & Sons Ltd
Roger Tym & Partners
Stewart Ross Associates
Redrow Homes Eastern Ltd
RPS
Sambey Land Developments
Sanofi-Aventis
Savills
Singleton Clamp & Partners
Stock Woolstencroft
Sustrans
Temple Group
Tetlow King Planning
Tibbalds Planning & Urban Design
Tilfen Land
TRAK
Nathaniel Lichfield & Partners
Turley Associates
URS Corporation Ltd
Wardell Armstrong LLP
Waterman Environmental, Consulting Engineers & Scientists
White Young Green
Brett Aggregates
Cemex UK Materials Ltd
Parsons Brinkerhoff
Sustrans
Alliance Environment
Barton Willmore
The Planning Bureau Limited
SHS & Company
Cluttons
Parsons Brinkerhoff
Express Legal Services
Shire Consulting
Bennett Urban Planning
DPDS Consulting Group
Smart Planning Ltd
Planning Potential
Jacobs
Savills Plc
Lynne Evans Planning

The JTS Partnership LLP
Jones Lang LaSalle
Tribal MJP
Drivers Jonas

Residents

All 523 residents on the consultation database were invited to respond.

Responses on Proposed Sites

Acceptable Uses

Commentary

Council's Response

Map Reference Number:

1

The Lawns

RES584

Does consultee agree with proposed use?

Residential

On behalf of (where applicable:)

I believe this particular site should be used for sheltered housing (bungalows) and perhaps one community shop or tea room for residents.

These bungalows should be built to a decent size and spec. Carefully thought out would be an ideal retirement complex and would free up a lot of social housing to re-let.

This site has not been included because it is in the Green Belt

Acceptable Uses

Commentary

Council's Response

STA013

English Heritage

On behalf of (where applicable:)

Does consultee agree with proposed use?

It is important to clarify the site boundary in relation to the Woodlands listed building and if there is an error in the map on pg 52. Any development on this site is likely to be sensitive.

This site has not been included because it is in the Green Belt

Map Reference Number:

3

Sterling Industrial Estate and Wantz

Council's Response

Commentary

Acceptable Uses

	On behalf of (where applicable:)	
OTH164	Barking and Dagenham Primary Care Trust	
Does consultee agree with proposed use?	This area is currently least well served with primary care facilities. We would be interested in exploring the potential of using part of this site for primary care facilities.	This need is now addressed in the Sanofi Site 2 allocation

Partially

Health Services

Map Reference Number:

4

Manning Road allotments

Acceptable Uses

Commentary

Council's Response

ANON13

On behalf of (where applicable:)

Does consultee agree with proposed use?

Provided that it is in use leave this for allotments.

This is now designated as a protected allotment

Keep current use

Partially

RES577

On behalf of (where applicable:)

Does consultee agree with proposed use?

Agree with protecting site as allotment land.

This is now designated as a protected allotment

Partially

Acceptable Uses

Commentary

Council's Response

RES582

On behalf of (where applicable:)

Does consultee agree with proposed use?

Keep current use

This should remain as allotment as it is one of the very few left in the area.

This is now designated as a protected allotment

Agree

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

To be in accordance with London Plan policy, the Council should demonstrate that the above sites are surplus for not only allotments but with all land functions related to open spaces.

This is now designated as a protected allotment

The Council needs to show genuinely what encouragement and initiatives have been used to engage the community in allotment activities, for example such as those being used by the London Borough of Harrow.

Map Reference Number:

5

Chequers Parade

Acceptable Uses

Commentary

Council's Response

ANON14

On behalf of (where applicable:)

Does consultee agree with proposed use?

The biggest problem you are going to face is that as far as local residents are concerned is housing. Around here we have been ripped off big time from the Council. These just took the money and run. Trust will take a long time.

The Core Strategy highlights the importance of Dagenham Dock and identifies it as a Sustainable Industrial Park

Partially

The most important thing for the Chequers site is for big businesses to move in on the Dag. Dock area because this area is still suffering from Fords going. At its height, Fords employed 25,000 workers.

Get businesses moving inot the area then we can start thinking about everything else.

Offices

General Industrial

Residential

Retail

Open Spaces

Other Community Services

Other

Leisure and Entertainment

Refurbishing the Hatfield Hall, Hatfield Road

Acceptable Uses

Commentary

**Council's
Response**

RES580

Does consultee agree with proposed use?

Agree

On behalf of (where applicable:)

This site as a whole need major regeneration. As a result of the current tired and run down appearance, retailers will suffer due to lack of footflow.
More emphasis needs to be placed on private landlords and their responsibilities for upkeep.

Noted

RES581

Does consultee agree with proposed use?

Agree

On behalf of (where applicable:)

I would recommend the construction of more family homes. Chequer's Parade is in great need of regeneration.

Noted

**Council's
Response**

Commentary

Acceptable Uses

Map Reference Number: 6 Cadiz Court

ANON8

Does consultee agree with proposed use?

Residential

Partially

On behalf of (where applicable:)

Concerned about the lorries obstructing the road during the development. Would like to see more housing. Borough needs more housing, not flats.

This site is under construction and has not been included

Map Reference Number: 7 Padnall Court and Reynolds Court

Acceptable Uses

Commentary

Council's Response

RES140

On behalf of (where applicable:)

Does consultee agree with proposed use?

Open Spaces

Enclosed and play space. There is a lot of wasted ground in the middle and surrounding it. You can pull this down and make more use of this site for housing. they are becoming a bit of an eyesore.

The allocation proposes to regenerate the housing here

Residential

Partially

Map Reference Number:

9

Beacontree Heath

Acceptable Uses

Commentary

Council's Response

DEV160

Peacock and Smith Limited

On behalf of (where applicable:) Wm Morrisons Supermarket Plc

Does consultee agree with proposed use?

It is suggested that the existing Morrisons stores and its car park be included within this mixed-use allocation, which may allow for the future expansion of the existing store as part of the wider mixed use proposals.

The Morrison store and car park is now included within the Becontree Heath Wide Site allocation

Partially

Acceptable Uses

Commentary

Council's Response

Acceptable Uses	Commentary	Council's Response
OTH164	On behalf of (where applicable:)	
Barking and Dagenham Primary Care Trust		
Does consultee agree with proposed use?	This site includes Laburnum House which is an expanding practice. The PCT is supporting the practice in expanding their premises, and there is a definite need for a practice in the area.	The allocation now refers to the need for a new health facility
Partially	This is also an opportunity to consider the co-location of health and leisure facilities. The potential uses for this site should include health facilities and community use.	

Map Reference Number:

10

Valence Depot

Acceptable Uses

Commentary

**Council's
Response**

RES191

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site has been removed

Agree

STA013

English Heritage

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site has been removed

The potential site adjacent to the listed Valence House is extremely sensitive and we are concerned this is included.

We believe LBC and Planning Permission may have been given for a sensitive scheme which includes improvements to the principal listed building and the former depot buildings.

Map Reference Number: 11 Groveway Allotments

RES563

Does consultee agree with proposed use?

Keep current use

Agree

On behalf of (where applicable:)

If these are current working allotments then they should be kept, but if no-one is looking after them, then I agree with the change.

This is now designated as a protected allotment

RES567

Does consultee agree with proposed use?

Health Services

Education Services

Leisure and Entertainment

On behalf of (where applicable:)

Open spaces are difficult to maintain. They are subject to vandalism.

This is now designated as a protected allotment

Agree

Acceptable Uses

Commentary

Council's Response

RES569

On behalf of (where applicable:)

Does consultee agree with proposed use?

I have said no to the potential uses if the allotment is actually used by residents as a working allotment.

This is now designated as a protected allotment

Keep current use

Disagree

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

To be in accordance with London Plan policy, the Council should demonstrate that the above sites are surplus for not only allotments but with all land functions related to open spaces.

The Council needs to show genuinely what encouragement and initiatives have been used to engage the community in allotment activities, for example such as those being used by the London Borough of Harrow.

This is now designated as a protected allotment

Map Reference Number:

12

Fanshawe College

Acceptable Uses

Commentary

Council's Response

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

Other Community Services

The college should mostly be used for education purposes - it is important to have enough education facilities for all rather than even more housing

This has not been included as it is likely to remain in its current use for the foreseeable future

Partially

Education Services

RES563

On behalf of (where applicable:)

Does consultee agree with proposed use?

Keep current use

This has not been included as it is likely to remain in its current use for the foreseeable future

Acceptable Uses

Commentary

Council's Response

RES567

On behalf of (where applicable:)

Does consultee agree with proposed use?

Other Community Services

Leisure and Entertainment

Strongly recommend retention of the present facility. In addition to add other facilities as indicated e.g. leisure and entertainment.

This has not been included as it is likely to remain in its current use for the foreseeable future

Education Services

Keep current use

RES569

On behalf of (where applicable:)

Does consultee agree with proposed use?

Partially

The potential uses would only work if there is good infrastructure.

Also serious consideration as to what facilities for youth in the borough would be looked into as there is already a high % of youth in this borough.

More housing would only add to the social problems this borough is already experiencing with anti social behaviour.

This has not been included as it is likely to remain in its current use for the foreseeable future

Acceptable Uses

Commentary

Council's Response

Map Reference Number:

14

Barking Hospital

ANON5

Does consultee agree with proposed use?

Health Services

Disagree

On behalf of (where applicable:)

There is quite enough housing on the site. It is beginning to look cramped ad local schools are full. We need more health services on the site. The hospital should never have been partially closed.

The local population is bigger than ever and it is quite obvious that King Georges and Queens are failing to cope.

The allocation allows health facilities here but also recognises that residential may be appropriate if the existina

Acceptable Uses

Commentary

**Council's
Response**

DEV144

Drivers Jonas

On behalf of (where applicable:)

North East London Foundation Trust

Does consultee agree with proposed use?

This has not been included as it is likely to remain in its current use for the foreseeable future

Acceptable Uses

Commentary

Council's Response

		On behalf of (where applicable:)	
DEV144	Tribal MJP	North East London Foundation Trust	
Does consultee agree with proposed use?	Health Services	Other Community Services	Residential development is the most suitable use on the site. It is suitable for medium density residential development which is supported through PPS3.
Agree	Residential		<p>The allocation allows health facilities here but also recognises that residential may be appropriate if the existing</p> <p>The site is considered suitable for the provision of dwellings of a variety of sizes including larger family accommodation.</p> <p>NELFT does not consider that there will be an adverse impact of the Hedgecock Centre not being reprovided as a healthcare facility.</p> <p>It is intended, as part of the NELFT and B&D PCT collaboration for health improvement, that the mental health facilities currently located here will be reprovided primarily in the adjacent B&D PCT Barking Hospital development.</p>

Acceptable Uses

Commentary

Council's Response

DEV144	Drivers Jonas	On behalf of (where applicable:)	North East London Foundation Trust
Does consultee agree with proposed use?	Health Services	Other Community Services	The allocation allows health facilities here but also recognises that residential may be appropriate if the existing
Agree	Residential	Residential development is the most suitable use on the site. It is suitable for medium density residential development which is supported through PPS3. The site is considered suitable for the provision of dwellings of a variety of sizes including larger family accommodation. NELFT does not consider that there will be an adverse impact of the Hedgecock Centre not being reprovided as a healthcare facility. It is intended, as part of the NELFT and B&D PCT collaboration for health improvement, that the mental health facilities currently located here will be reprovided primarily in the adjacent B&D PCT Barking Hospital development.	

Acceptable Uses

Commentary

Council's Response

DEV144	Tribal MJP	On behalf of (where applicable:) North East London Foundation Trust	
Does consultee agree with proposed use?		The site description provided on page 80 of the site allocations is also incorrect.	The allocation allows health facilities here but also recognises that residential may be appropriate if the existing

DEV144	Drivers Jonas	On behalf of (where applicable:) North East London Foundation Trust	
Does consultee agree with proposed use?		The site description provided on page 80 of the site allocations is also incorrect.	The allocation allows health facilities here but also recognises that residential may be appropriate if the existing

Acceptable Uses

Commentary

Council's Response

DEV144

Tribal MJP

On behalf of (where applicable:) North East London Foundation Trust

North East London Foundation Trust

Does consultee agree with proposed use?

Site should be renamed the Hedgecock Centre site

Name has been changed

DEV144

Drivers Jonas

On behalf of (where applicable:) North East London Foundation Trust

North East London Foundation Trust

Does consultee agree with proposed use?

Site should be renamed the Hedgecock Centre site

Name has been changed

Acceptable Uses

Commentary

**Council's
Response**

DEV144

Tribal MJP

On behalf of (where applicable:) North East London Foundation Trust

Does consultee agree with proposed use?

This has not been included as it is likely to remain in its current use for the foreseeable future

MEM1

On behalf of (where applicable:)

Does consultee agree with proposed use?

I feel the area is already dense with housing developments and what the borough needs is community facilities.

The allocation allows health facilities here but also recognises that residential may be appropriate if the existing

Disagree

Acceptable Uses

Commentary

Council's Response

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

Keep current use

Other

Should definitely only be used for health facilities as it was first designated to be. A little while ago we were told a new maternity/birthing unit was to be there. Associated parking is necessary.

This has not been included as it is likely to remain in its current use for the foreseeable future

Disagree

Health Services

RES401

On behalf of (where applicable:)

Does consultee agree with proposed use?

Health Services

The allocation allows health facilities here but also recognises that residential may be appropriate if the existing

Disagree

Acceptable Uses

Commentary

Council's Response

RES562

On behalf of (where applicable:)

Does consultee agree with proposed use?

Health Services

Education Services

This site is not considered appropriate for a education facility.

Residential

The area in Longbridge wards bordered by London Road, Salisbury Avenue, Upney Lane, there is a dearth of nursery/reception/infant places. They travel to Northbury/Eastbury etc. The Barking Hospital site presents the ideal spot for an educational facility.

Partially

Acceptable Uses

Commentary

Council's Response

RES564

On behalf of (where applicable:)

Does consultee agree with proposed use?

Open Spaces

Health Services

This site together with Champness Road sites are very close together. The proposal for a combined total of 130 dwelling is a lot when you add over 1000 planned for the university site.

The allocation allows health facilities here but also recognises that residential may be appropriate if the existing

Residential

We need to be sure that there is sufficient infrastructure to support it. Schools, medical facilities, open spaces etc etc.

Partially

RES568

On behalf of (where applicable:)

Does consultee agree with proposed use?

Education Services

Other Community Services

This piece of land has been left derelict for far too long already.

The allocation allows health facilities here but also recognises that residential may be appropriate if the existing

Partially

Health clinic with primary school. Youth Club.....

Map Reference Number:

15

Julia Engwell Clinic

ANON11

Does consultee agree with proposed use?

Partially

Other Community Services

On behalf of (where applicable:)

Hall for old people. The elderly cannot get down to Hedgemans Road Community Hall

This site is designated for a new healthcare facility with a small element of housing

OTH164

Barking and Dagenham Primary Care Trust

Does consultee agree with proposed use?

Disagree

Health Services

On behalf of (where applicable:)

This site should be explicitly designated as suitable for health facilities.

This site is designated for a new healthcare facility with a small element of housing

Acceptable Uses

Commentary

Council's Response

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

Keep current use

In the past when I had to visit this clinic I found it very useful & helpful. We don't have enough health facilities locally and GPs are very overworked with a big population. Surely it should be kept as a health facility

This site is designated for a new healthcare facility with a small element of housing

Health Services

Disagree

Acceptable Uses

Commentary

Council's Response

RES566

On behalf of (where applicable:)

Does consultee agree with proposed use?

Education Services

Leisure and Entertainment

This site is designated for a new healthcare facility with a small element of housing

Residential

I am concerned about infant schools in my area. I think more infant schools should be built or improved on the existing ones in Mayesbrook Ward. The Woodward Hall, Julia Engwell Clinic and library can be moved or merged with other existing facilities.

Agree

I agreed with this site being considered as residential area. The Julia Engwell clinic could be moved in the now incomplete clinic by Porters Avenue

This site can also be considered for youth community services because this borough lacks youth recreational facilities.

Acceptable Uses

Commentary

Council's Response

RES570

On behalf of (where applicable:)

Does consultee agree with proposed use?

Education Services

Other Community Services

As long as they demolish the clinic and make some new development, I would suggest that it is better to keep it as a health centre.

Health Services

Julia Engwell can be improved and make a big swimming pool so that kids can have something to do. And the swimming should be free or affordable.

This site is designated for a new healthcare facility with a small element of housing

Julia Engwell Clinic is an old clinic which need some improvements. Better improve it.....

Acceptable Uses

Commentary

Council's Response

RES581

On behalf of (where applicable:)

Does consultee agree with proposed use?

Keep current use

I believe the Julia Engwell Clinic is very needed in the area. Removing the clinic would mean that people would find it even more difficult to get a Dr's appointment.

This site is designated for a new healthcare facility with a small element of housing

Health Services

As the population grows, there will be a need for more housing, no doubt, but also to good health facilities. Community services are required especially for the adolescent groups.

Partially

Map Reference Number:

16

Goresbrook Leisure Centre

Acceptable Uses

Commentary

Council's Response

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

Leisure and Entertainment

Keep current use

It is vitally important that this site is kept as a leisure centre with pool and gym and for any other leisure facilities - we don't have enough for all the people in the borough.

The allocation recognises that new and improved facilities Barking Riverside will replace this facility

Open Spaces

Disagree

Map Reference Number:

17

Dagenham Leisure Park

Acceptable Uses

Commentary

Council's Response

RES580

On behalf of (where applicable:)

Does consultee agree with proposed use?

Offices

Food and Drink

The site allows residential provided that the existing leisure facilities are reprovided at Cheauers Lane

Partially

Residential

The site car park is never fully utilised and is wasted from a development perspective.
Two of the larger food outlets appear to be regularly closed due to lack of interest.

Leisure and Entertainment

Aside from the bingo hall and bowling alley, the remaining retail food outlets could occupy similar sites as part of now mixed use development consisting of residential, retail, office, community facilities.

The site has massive potential as a decent size shopping centre with residential above.

RES581

On behalf of (where applicable:)

Does consultee agree with proposed use?

It would be nice if the flats/if that is what is going to be built were not high rise. More family homes are required.

The Core Strategy requires 40% of new homes to be family housing

Agree

**Council's
Response**

Commentary

Acceptable Uses

Map Reference Number: 18 South Dagenham West and Chequers

COMG2

Does consultee agree with proposed use?

On behalf of (where applicable:)

The Asdas can be better used.

The site allocation seeks to focus new retail at Merriellands and create a more intimate pedestrian friendly layout

DEV012

AXA Real Estate Investment Managers

Does consultee agree with proposed use?

On behalf of (where applicable:)
AXA Real Estate Investment Managers

The site boundary should be amended to reflect the landowners interest, on which a Masterplan would be developed.

The site boundary has been changed accordingly

Acceptable Uses

Commentary

Council's Response

DEV012

AXA Real Estate Investment Managers

On behalf of (where applicable:) AXA Real Estate Investment Managers

Does consultee agree with proposed use?

New retail would need to satisfy sequential test and not harm viability and vitality of Dagenham Heathway

Provision should be made for an increase in retail floorspace of around 12,000 sq m.

Retail development should be distributed throughout the site, with more traditional high street convenience and comparison goods stores delivered.

It is considered that a small amount of local convenience type retail floor space would be appropriate at the southern end of the South Dagenham site, as local stores related to the DLR station.

Acceptable Uses

Commentary

Council's Response

	Acceptable Uses	Commentary	Council's Response
DEV012	AXA Real Estate Investment Managers	On behalf of (where applicable:) AXA Real Estate Investment Managers	
Does consultee agree with proposed use?		<p>Re existing PTAL, Axa commissioned an assessment by Steer Davies Gleave of the PTAL level on the site.</p> <p>This assessment confirmed that the current rating of the site is an average of Levels 2 and 3 with the highest PTAL recorded around Chequers Corner where existing bus routes are concentrated.</p> <p>The PTAL rating would increase to Level 4 following the delivery of the East London Transit Phase 1b to Dagenham Dock station which is already committed; and any extensions/improvements to local bus routes or further extensions to the East London Transit</p>	<p>The allocation ensure that densities reflect future PTALs but that housing must be phased accordingly</p>

**Council's
Response**

Commentary

Acceptable Uses

DEV012	AXA Real Estate Investment Managers	On behalf of (where applicable:) AXA Real Estate Investment Managers
Does consultee agree with proposed use?		The list of Potential Uses for each of the Sites identified in Appendix 1 conflicts with those set out in Appendix 2.
		This has been resolved

Acceptable Uses

Commentary

Council's Response

	AXA Real Estate Investment Managers	On behalf of (where applicable): AXA Real Estate Investment Managers	
DEV012	AXA Real Estate Investment Managers		
Does consultee agree with proposed use?	Retail	The range of examples of possible land uses for the site is too narrow. It should be widened to enable a commercially viable scheme to come forward.	The Council considers that the allocation is now sufficiently flexible
Partially	Residential	Axa seeks alterations to the list of 'potential uses' to not only incorporate those land uses set out above but also to include flexibility in the range and quantum of uses that may be acceptable.	
	Visitor Housing	This will enable changing conditions to be responded to as the Masterplan evolves, and ultimately through its delivery.	
	Health Services		
	Medical, Places of Worship & Sui Generis including retail warehousing, car parking)		

Acceptable Uses	Commentary	Council's Response
OTH164 Barking and Dagenham Primary Care Trust	On behalf of (where applicable:)	
Does consultee agree with proposed use?	Health facilities should be included in the list of potential uses in addition to proposed uses.	Health facilities now included
Partially		

RES091	On behalf of (where applicable:)	
Does consultee agree with proposed use?	Regarding riverside paths, continue Beam Riverside path down to A13 then west to Dagenham Breach and Breach Lane.	Noted

Acceptable Uses

Commentary

Council's Response

RES576

On behalf of (where applicable:)

Does consultee agree with proposed use?
Other

Need facilities for teenagers

Allocation enables community and leisure uses to be provided

Partially

RES582

On behalf of (where applicable:)

Does consultee agree with proposed use?
Retail

Open Spaces

There is a need for some open spaces and health services also bus routes are a must as this is an out of way site.

The allocation requires implementation of Green Grid. The Council will continue to lobby for ELT Phase 3

Residential

Health Services

A medical centre should also be considered as the site is boarded by an industrial site and an employment site.

Partially

Acceptable Uses

Commentary

Council's Response

RES583

On behalf of (where applicable:)

Does consultee agree with proposed use?

Residential

Retain and redevelop as sheltered accommodation.

Sheltered accommodation is not included

STA007

London Borough of Havering

On behalf of (where applicable:)

Does consultee agree with proposed use?

The I & O report gives no description to the proposed use of the Chequer's Corner part of the site. ELT is proposed to run along the A1306 and this will be an important project to improve public transport provision.

The allocation encourages a landmark building at Chequers Corner to reinforce the Dagenham Heathway/Chequer

If ELT is ultimately to be routed along the A1306, then it would be sensible for the Chequer's Corner site to be used for housing.

Partially

Acceptable Uses

Commentary

Council's Response

STA011

The Environment Agency

On behalf of (where applicable:)

Does consultee agree with proposed use?

The site contains the Gores Brook. In addition to the application of the sequential test, any proposed development should be set back to provide an eight metre buffer zone measures from bank top along the Goresbrook.

This has been included

Acceptable Uses

Commentary

Council's Response

Acceptable Uses	Commentary	Council's Response
<p>STA029</p> <p>Does consultee agree with proposed use?</p>	<p>On behalf of (where applicable:)</p> <p>London Development Agency</p> <p>The site boundary should be amended to accurately reflect land ownership in this location, which will be subject to a comprehensive masterplan.</p>	<p>Has been amended accordingly</p>
<p>STA029</p> <p>Does consultee agree with proposed use?</p> <p>Partially</p>	<p>On behalf of (where applicable:)</p> <p>London Development Agency</p> <p>PTAL levels have been assessed by consultants on behalf of Axa. The assessment indicates that current PTAL levels for the site are 2-3. Planned public transport improvements (DLR and East London Transit) has the potential to rise to Level 4.</p>	<p>Noted</p>
<p>The potential use should reflect the site's role as a residential-led development.</p>		

Acceptable Uses

Commentary

Council's Response

STA030

London Thames Gateway Urban

On behalf of (where applicable:)

Does consultee agree with proposed use?

The proposals will support the regeneration of the Merrilands Retail Park and a new residential-led mixed use quarter and is thus supported by LTGDC.

Allocation recognises need to mitigate noise along the A13 through appropriate design solutions

However, consideration should be given to non-noise sensitive uses being located close to the elevated A13.

Agree

Map Reference Number:

19

Kuehne and Nagel Site

Acceptable Uses

Commentary

Council's Response

STA002	Greater London Authority	On behalf of (where applicable:)	
Does consultee agree with proposed use?		Although site 19 could have freight uses; these are not likely to be associated with a rail-connected logistics site, as rail connections are poor.	This site is now zoned as Strategic Industrial Land

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site has been excluded from the SIL framework as having potential for employment/mixed use/transport uses. It is also flagged as a potential housing site.

The GLA would like to see further evidence/justification for this change in terms of potential employment land loss, particularly land suitable for logistics.

The GLA would like to have further discussions on this.

This site is now zoned as Strategic Industrial Land

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

A key strategic issue regarding this SIL is its potential us for freight interchange. Site 100 (which encompasses sites 113, 24 and 19) identifies its potential as a strategic rail freight interchange. This strategic potential should be more explicitly in the potential uses for Sites 114, 24 and 19

The proposed Strategic Rail Freight Interchange excludes site 19

STA030

London Thames Gateway Urban

On behalf of (where applicable:)

Does consultee agree with proposed use?

The designation should specify what 'mixed uses' would be acceptable.

This site is now zoned as Strategic Industrial Land

Agree

**Council's
Response**

Commentary

Acceptable Uses

South Dagenham East

20

Map Reference Number:

OTH164 Barking and Dagenham
Primary Care Trust

On behalf of (where applicable):

Does consultee
agree with
proposed use?

Health facilities should be included in the list of
potential uses in addition to proposed uses.

Health facilities
are now included

Health Services

Partially

RES091

Ramblers Association

On behalf of (where applicable):

Does consultee
agree with
proposed use?

Regarding riverside paths, continue Beam
Riverside path down to A13 then west to
Dagenham Breach and Breach Lane.

Noted

Council's Response

Commentary

Acceptable Uses

RES576	On behalf of (where applicable:)	On behalf of (where applicable:)	On behalf of (where applicable:)
Does consultee agree with proposed use?	Need facilities for teenagers		This will be dealt with in the detailed masterplanning of the site
Partially			
RES578			
Does consultee agree with proposed use?	Open Spaces	Retail	Noted
Partially	Food and Drink	Residential	
		Leisure and Entertainment	

Acceptable Uses

Commentary

Council's Response

RES582

On behalf of (where applicable:)

Does consultee agree with proposed use?

Noted

Agree

STA007

London Borough of Havering

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site adjoins the Havering boundary and the Beam Park site which is identified SSA11 in our adopted Site Specific Allocations DPD.
SSA11 states that residential and ancillary education, community, leisure, recreation and retail uses will be allowed within the Beam Park site.
SSA11 also proposes a new station to be created on the c2c line at Beam Park.

Allocation now recognises the importance of relationship to sites in Havering

Acceptable Uses

Commentary

Council's Response

	Acceptable Uses	Commentary	Council's Response
STA029	London Development Agency	On behalf of (where applicable:)	
Does consultee agree with proposed use?		In addition to the uses stated in the details to Site 20, the car parking for the Ford pressing plant should be included. This is an important element, and will ensure the Ford plant is adequately supported. The transport improvements tested by TfL suggest that the site has the potential to reach a PTAL Level 4.	Car parking now included. Reference is made to future PTALs
Partially			

	Acceptable Uses	Commentary	Council's Response
STA030	London Thames Gateway Urban	On behalf of (where applicable:)	
Does consultee agree with proposed use?		LTGDC supports the designation	Support welcomed
Agree			

Acceptable Uses	Map Reference Number:	23	Lyon Business Park	Commentary	Council's Response
STA030	London Thames Gateway Urban	On behalf of (where applicable:)	LTGDC supports the designation	Support welcomed	
Does consultee agree with proposed use?					
Agree					

Map Reference Number:	24		Rippleside Commercial Estate		

Acceptable Uses

Commentary

Council's Response

DEV154

Jacobs

On behalf of (where applicable:) Transport for London

Does consultee agree with proposed use?

We request that the site boundary is revised to to exclude land required to deliver the proposed A13 RR scheme, or LBBB formulate policies as part of the proposed Commercial Estate allocation which would specifically safeguard the required land.

The Renwick Road land is covered by SSA SM34 which identifies need to provided link road to Lodge Avenue

Other

Partially

Acceptable Uses

Commentary

Council's Response

STA002	Greater London Authority	On behalf of (where applicable:)	
Does consultee agree with proposed use?		A key strategic issue regarding this SIL is its potential us for freight interchange. Site 100 (which encompasses sites 113, 24 and 19) identifies its potential as a strategic rail freight interchange. This strategic potential should be more explicitly in the potential uses for Sites 114, 24 and 19	There is now a dedicated allocation for the freight interchange

STA002	Greater London Authority	On behalf of (where applicable:)	
Does consultee agree with proposed use?		This site could be used for activities to support a rail freight terminal.	As above
Disagree			

Acceptable Uses

Commentary

Council's Response

Acceptable Uses	Commentary	Council's Response
STA030 London Thames Gateway Urban	On behalf of (where applicable:)	
Does consultee agree with proposed use?	LTGDC supports the designation. There should also be a 'Barking Reach Gateway Site'.	The freight interchange allocation recognise the need for attractive frontage along Renwick Road as it
Agree		

Map Reference Number:

25

Eastern End Thames View

STA030 London Thames Gateway Urban	On behalf of (where applicable:)	
Does consultee agree with proposed use?	LTGDC supports the designation	Support welcomed
Agree		

**Council's
Response**

Commentary

Acceptable Uses

Map Reference Number: 26 River Road/Cash & Carry Warehouse

STA030 London Thames Gateway Urban

On behalf of (where applicable:)

Does consultee agree with proposed use?

LTGDC supports the designation

Support welcomed

Agree

Map Reference Number: 27 Lymington Fields

Acceptable Uses

Commentary

Council's Response

	On behalf of (where applicable:)	English Partnerships	
DEV157	Savills		
Does consultee agree with proposed use?		The emphasis should be made that the predominant land use will be residential, which will more closely reflect the proposed development scheme that the Council has resolved to permit. We therefore object to the wording as proposed.	Allocation has been amended
Disagree			
<hr/>			
OTH164	Barking and Dagenham Primary Care Trust		
Does consultee agree with proposed use?		This site is not identified as having potential for health facilities. A broader discussion about health facilities in this area is important.	This has since been resolved. Health facilities are not included.
Disagree	Health Services		

Acceptable Uses

Commentary

Council's Response

RES191

On behalf of (where applicable:)

Does consultee agree with proposed use?

Open Spaces

Health Services

I live in Lymington Road and believe that the proposed development has a flawed aspect.

Partially

Residential

Education Services

Because of the adjoining industrial estates, little or no consideration has been allowed for new roads that will take away the constant stream of heavy traffic that uses the existing domestic streets.

Other Community Services

The new development offers the perfect opportunity to include a new and carefully designed traffic management system in and out of area directly from and to Whalebone Lane.

Access to Lymington Fields will be taken from Whalebone Lane

Youth Centres. Centres for other community activities.incl..art.groups.....

Acceptable Uses

Commentary

Council's Response

RES585

On behalf of (where applicable:)

Does consultee agree with proposed use?

Open Spaces

Health Services

This site needs to be looked at with reference to the neighbouring Whalebone Lane South retail park (site 105). Increasing housing on both sites without significant allocation of retail and community services could cause problems.

Natioal policy directs retail to town centres. Whalebone Lane has been designated for local community

Residential

Education Services

There are supermarkets nearby (Morrisons and Sainsburys) but there is very little other retail, especially now that the B&Q has closed. If Comet also goes it will be another loss.

Partially

Other Community Services

Adult education. Youth Club/organised activity centre for 12 - 18 yr olds. This end

Map Reference Number:

28

Sanofi Site Two

Acceptable Uses

Commentary

Council's Response

DEV143

Jones Lang LaSalle

On behalf of (where applicable:) Sanofi Aventis

Does consultee agree with proposed use?

The site is an existing industrial use which is now vacant (former pharmaceutical use).
Sanofi Aventis agrees that the site should not continue to be allocated as an Employment Area due to employment uses ceasing.
It is suggested the site should be allocated suitable for a "mixed use development, including employment (B1, B2, B8), retail, community and other ancillary facilities.

Allocation addresses this subject to a number of criteria

Council's Response

Commentary

Acceptable Uses

OTH164	Barking and Dagenham Primary Care Trust	On behalf of (where applicable:)	Council's Response
Does consultee agree with proposed use?		This area is currently least well served by primary care facilities. Site is identified as acceptable to use for employment land. A mix of employment and healthcare would bring benefits to the local community.	Allocations includes healthcare and employment
Partially	Health Services	We propose this site has potential for health care facilities.	

Acceptable Uses

Commentary

Council's Response

RES091	Ramblers Association	On behalf of (where applicable:)	
Does consultee agree with proposed use?	The map should show the the permissive path northwards from path no. 21 to Foxland Crescent and further north the path NE through the playing fields.		The Council has captured this in its Rights of Way Plan

Map Reference Number: 29

Becontree Toilets

Acceptable Uses

Commentary

Council's Response

Acceptable Uses	Commentary	Council's Response
OTH164 Barking and Dagenham Primary Care Trust Does consultee agree with proposed use? Disagree	On behalf of (where applicable:) This site is too small to support a modern primary healthcare facility so we suggest this designation is removed.	This site has been removed because it is too small to warrant inclusion
<hr/>		
RES191 Does consultee agree with proposed use? Partially	On behalf of (where applicable:) Health Services Other Community Services Residential	This disposal involves the selling of disused toilets
<hr/>		
	Childrens designated and safe play areas.	

Acceptable Uses

Commentary

Council's Response

Map Reference Number:

30

Champness Road

DEV144	Drivers Jonas	On behalf of (where applicable): Barking, Havering and Redbridge NHS Tru	
Does consultee agree with proposed use?	Health Services	Other Community Services	Site is suitable for family housing. It is suitable for medium density residential development which is supported through PPS3.
Agree	Residential		<p>BHRT does not consider that there is an undue adverse impact if the Upney Lane Centre is not provided as a healthcare facility.</p> <p>As part of wider improvements in healthcare in LBBD and beyond, an application was submitted in March 2008 for the upgrading of facilities at the main Barking Hospital site.</p> <p>Upney Lane Centre may in the future be identified as being surplus to present healthcare requirements.</p>

Acceptable Uses

Commentary

Council's Response

DEV144 Tribal MJP On behalf of (where applicable:) Barking, Havering and Redbridge NHS Tru

Does consultee agree with proposed use?

Site should be renamed the "Upney Lane Centre" Name has been changed

DEV144 Tribal MJP

Does consultee agree with proposed use?

On behalf of (where applicable:) Barking, Havering and Redbridge NHS Tru

The site description provided is incorrect. Site description amended

Acceptable Uses

Commentary

**Council's
Response**

DEV144	Drivers Jonas	On behalf of (where applicable:) Barking, Havering and Redbridge NHS Tru	
Does consultee agree with proposed use?		Site should be renamed the "Upney Lane Centre"	Name has been changed

Acceptable Uses

Commentary

Council's Response

		On behalf of (where applicable:)	Barking, Havering and Redbridge NHS Tru
DEV144	Tribal MJP		
Does consultee agree with proposed use?	Health Services	Other Community Services	Site is suitable for family housing. It is suitable for medium density residential development which is supported through PPS3. BHRT does not consider that there is an undue adverse impact if the Upney Lane Centre is not provided as a healthcare facility. As part of wider improvements in healthcare in LBB and beyond, an application was submitted in March 2008 for the upgrading of facilities at the main Barking Hospital site. Upney Lane Centre may in the future be identified as being surplus to present healthcare requirements.
Agree	Residential		Site is identified for residential and community facilities

Acceptable Uses

Commentary

**Council's
Response**

DEV144 Drivers Jonas On behalf of (where applicable:) Barking, Havering and Redbridge NHS Tru

Does consultee agree with proposed use? The site description provided is incorrect. Site description amended

MEM1

On behalf of (where applicable:)

Does consultee agree with proposed use? I would like the minor injuries unit at Upney Lane to be used for children's centre/nursery for Longbridge ward as we are in desperate need for such facilities. Site allocation enables site to be used for community facilities

Disagree

Acceptable Uses

Commentary

Council's Response

RES564

On behalf of (where applicable:)

Does consultee agree with proposed use?

Education Services

I do not see why we would want to demolish an existing medical centre which is of great benefit to the community.

Improvements at Barking Hospital will compensate for loss of this facility.

Health Services

The area already been built heavily upon.

Disagree

It also states the flood risk is at high level 3a.

RES568

On behalf of (where applicable:)

Does consultee agree with proposed use?

Residential

I am in agreement that this site should be housing if the Barking Hospital site replaces it.

Noted

The problem is that it is a waste of money to demolish one and rebuild a new one a 1/4 of a mile down the road especially when the one already there is not old.

Agree

Acceptable Uses

Commentary

Council's Response

Map Reference Number: 31 **Bromhall Road Surgery**

OTH164 Barking and Dagenham Primary Care Trust **On behalf of (where applicable:)**
 Does consultee agree with proposed use? We do not need this site identified as available for health facilities
 Partially Site is allocated for housing

RES570 **On behalf of (where applicable:)**
 Does consultee agree with proposed use? Leisure and Entertainment Education Services
 Other Community Services Bromhall Road Depot should be demolished and build something for the kids which can make them busy. This help to keep them out from streets.
 Site is allocated for housing

**Council's
Response**

Commentary

Acceptable Uses

On behalf of (where applicable:)

RES583

Does consultee
agree with
proposed use?

Noted

General Industrial

Agree

RES584

Does consultee
agree with
proposed use?

Noted

Leisure and
Entertainment
Light Industrial

Keep current use

Agree

On behalf of (where applicable:)

Map Reference Number:

32

Alderman Avenue Garages

**Council's
Response**

Commentary

Acceptable Uses

STA030

London Thames
Gateway Urban

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

Noted

No comment

Map Reference Number:

33

Beamway Garages

Council's Response

Commentary

Acceptable Uses

ANON2

On behalf of (where applicable:)

Does consultee agree with proposed use?

Other Community Uses

Site is not considered appropriate for these uses to the close proximity to houses

The site could have a workshop uses perhaps to fix pedal cycles, motorbikes - to have a music workshop. Somewhere for the young to learn something useful and in which they have an interest.

Open Spaces

Partially

Map Reference Number:

35

Burford Close Garages

Council's Response

Commentary

Acceptable Uses

RES559

On behalf of (where applicable:)

Does consultee agree with proposed use?	Offices	Storage or Distribution	Make sure no food and drink or leisure and entertainment on this site due to the old people home surrounding this site.	Site is allocated for housing
Partially	Residential	Health Services		
	Education Services			

Map Reference Number:

36

Charlton Crescent Garages

**Council's
Response**

Commentary

Acceptable Uses

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

As parking is such a problem and will get worse, all garages should be use for that specific purpose or for storage.

This is likely to be added to nearby public open space

Keep current use

Disagree

STA030

On behalf of (where applicable:)

London Thames Gateway Urban

Does consultee agree with proposed use?

Noted

No comment

Map Reference Number:

38

Chelmer Crescent Garages

Acceptable Uses

Commentary

Council's Response

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

As parking is such a problem and will get worse, all garages should be used for that specific purpose or for storage.

Allocation makes clear that any development would need to demonstrate that there is no longer a requirement for

Keep current use

Disagree

STA030

On behalf of (where applicable:)

London Thames Gateway Urban

Does consultee agree with proposed use?

Noted

No comment

Map Reference Number:

39

Curzon Crescent Garages

Acceptable Uses

Commentary

Council's Response

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

As parking is such a problem and will get worse, all garages should be used for that specific purpose or for storage.

Allocation makes clear that any development would need to demonstrate that there is no longer a requirement for

Keep current use

Disagree

STA030

On behalf of (where applicable:)

London Thames Gateway Urban

Does consultee agree with proposed use?

Noted

No comment

Map Reference Number:

40

Earl's Walk Car Park

Acceptable Uses

Commentary

Council's Response

RES559

On behalf of (where applicable:)

Does consultee agree with proposed use?

Light Industrial

Storage or Distribution

This area is where a lot of kids hang around and it would be better used for housing and improve the area.

Is allocated for housnig/retail

Agree

Residential

Education Services

Leisure and Entertainment

Map Reference Number:

41

28 - 31 Highland Avenue

RES583

On behalf of (where applicable:)

Does consultee agree with proposed use?

Other Community Services

Residential

This site has not been included

Acceptable Uses

Commentary

Council's Response

RES584

On behalf of (where applicable:)

Does consultee agree with proposed use?

I believe this site would be perfect for sheltered bungalow style housing for the elderly or possibly disabled. It already has a natural barrier around the area and the entrance could be gated for security.

This site has not been included

Residential

Elderly people need to feel secure and protected and if designed correctly would be ideal for this use.

Partially

Map Reference Number:

42

Maplestead Road Car Park

Acceptable Uses

Commentary

Council's Response

RES561

On behalf of (where applicable:)

Does consultee agree with proposed use?

Other Community Services
Offices

Keep current use

Any development proposals would need to demonstrate that any impact on on street parking can be managed as

Agree

RES562

On behalf of (where applicable:)

Does consultee agree with proposed use?

Any development proposals would need to demonstrate that any impact on on street parking can be managed as

Agree

Map Reference Number:

43

52 Markyate Depot

Acceptable Uses

Commentary

Council's Response

RES566

On behalf of (where applicable:)

Does consultee agree with proposed use?

Leisure and Entertainment
Other Community Services

This site can be used for youth community services with recreational facilities available.

Is identified for a Children's Centre

No comment

Map Reference Number:

45

Rogers Road Depot

MEM3

On behalf of (where applicable:)

Does consultee agree with proposed use?

Residents are concerned that this site is being targeted by local youths. Need for more security. It is important something is done with this site.

Is identified for housing

Garage Site Roycraft Avenue

47

Map Reference Number:

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

As parking is such a problem and will get worse, all garages should be use for that specific purpose or for storage.

Any development proposals would need to demonstrate that any impact on on street parking can be managed as

Keep current use

Disagree

STA030

London Thames Gateway Urban

On behalf of (where applicable:)

Does consultee agree with proposed use?

Noted

No comment

**Council's
Response**

Commentary

Acceptable Uses

Map Reference Number:

49

Stansgate Road Garages

NMP2

On behalf of (where applicable:)

Does consultee agree with proposed use?

All you need to do is provide lighting, CCTV and tidy it up and then it is good to keep it in garage use.

Site is allocated for housing

Disagree

Acceptable Uses

Commentary

Council's Response

NIMP2

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site is being used by jobs. One resident used to have a garage here but gave it up as it was too dangerous. Others agreed they were a problem.

Allocation seeks to maintain and enhance the retail parade

Map Reference Number:

50

Garage site - Thornhill Gardens

RES564

On behalf of (where applicable:)

Does consultee agree with proposed use?

Residential

Agree

Support welcomed

**Council's
Response**

Commentary

Acceptable Uses

RES568

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

Out of the way site not suitable for anything other
than housing.

Support welcomed

Residential

Partially

Map Reference Number:

51

Waterbeach Gardens

ANON10

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

Sports centre, leisure centre

Site is to small for
a sports centre

Leisure and
Entertainment

Partially

Council's Response

Commentary

Acceptable Uses

Rear of Heathway Shops

55

Map Reference Number:

ANON12

On behalf of (where applicable:)

Does consultee agree with proposed use?

Open Spaces

Health Services

Need parking for area. Keep potentially as parking. Privacy concerns to neighbours, sites. Powerplant to south of the site. Already an application submitted on this site.

Site already has permission for residential

Offices

Education Services

Partially

Other Community Services

Council's Response

Commentary

Acceptable Uses

	On behalf of (where applicable:)		
ANON2			
Does consultee agree with proposed use?	Leisure and Entertainment	Other Community Uses	Site already has permission for residential
Partially		Open Spaces	

Map Reference Number: 56 Rear of 293 - 331 Barnstable Avenue

	On behalf of (where applicable:)		
STA030			
Does consultee agree with proposed use?	London Thames Gateway Urban		Noted
No comment			

**Council's
Response**

Commentary

Acceptable Uses

Map Reference Number: 57 Garage site rear of Wivenhoe Road Si

STA030 London Thames Gateway Urban

On behalf of (where applicable:)

Does consultee agree with proposed use?

Noted

No comment

Map Reference Number: 58 Garage site rear of Wivenhoe Road

**Council's
Response**

Commentary

Acceptable Uses

Acceptable Uses	Commentary	Council's Response
STA030 London Thames Gateway Urban Does consultee agree with proposed use? No comment	On behalf of (where applicable:)	Noted
<hr/>		
Map Reference Number: 59 Stebbing Way Garage Site		
STA030 London Thames Gateway Urban Does consultee agree with proposed use? No comment	On behalf of (where applicable:)	Noted

Council's Response

Commentary

Acceptable Uses

Map Reference Number: 60 **Garage site - rear of 13 -15 Highland**

RES583
 Does consultee agree with proposed use?
 Agree
 Other Community Services
 Residential
 On behalf of (where applicable):
 Site is identified as having potential for residential

RES584
 Does consultee agree with proposed use?
 Partially
 Open Spaces
 On behalf of (where applicable):
 I believe this site should be used as amenity green with childrens and adult play facilities (see Upminster Park (corbets tey road) for ideas).
 Knock down the ugly concrete walls surrounding the area to open it up and look better.
 Site is adjacent to central park and eastbrook end country park

Council's Response

Commentary

Acceptable Uses

Map Reference Number:	61	Brockelbank Lodge
OTH164	Barking and Dagenham Primary Care Trust	On behalf of (where applicable):
Does consultee agree with proposed use?	Health Services	Health facilities should be explicitly designated under community facilities.
Partially		Site is identified for healthcare

RES191		On behalf of (where applicable):
Does consultee agree with proposed use?	Keep current use	Site is identified for healthcare
Disagree		

Map Reference Number: 62 Mayesbrook Residential Care Home

OTH164	Barking and Dagenham Primary Care Trust	On behalf of (where applicable:)	This site is very close to John Smith House which does already have a modern primary health care facility so we would propose that this site is not designated as a potential health facility - certainly as far as primary health care is concerned.	Not identified for healthcare
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Does consultee agree with proposed use?

Disagree

Acceptable Uses	Commentary	Council's Response
RES561	On behalf of (where applicable:)	Noted
Does consultee agree with proposed use?	Keep current use	
Agree	Other Community Services	

RES562	On behalf of (where applicable:)	Site is identified for sheltered housing
Does consultee agree with proposed use?	Already built on.	
Partially		

Map Reference Number:	64	Lambourne Gardens

**Council's
Response**

Commentary

Acceptable Uses

RES561

On behalf of (where applicable:)

Does consultee agree with proposed use?	Health Services	Education Services
	Light Industrial	Keep current use

Agree

Site is considered too small to warrant inclusion

Map Reference Number:

68

St George's Centre

Acceptable Uses

Commentary

Council's Response

	On behalf of (where applicable:)		
ANON4			
Does consultee agree with proposed use?	Offices	Health Services	This site could also be used for housing. There would be no problem with access to the area. This is a prime location.
Partially	Residential	Other Community Uses	This was Halbutt Street School. It is grossly underused and should be redeveloped for optimum use of the land.

OTH164			
Does consultee agree with proposed use?	Rental: Housing for public sector workers i.e. nurses etc. or low cost shared		
Partially	Barking and Dagenham Primary Care Trust		
		Health Services	We would like this to be designated as suitable for health facilities.
			Site is identified for new primary school

**Council's
Response**

Commentary

Acceptable Uses

RES563

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

Site is identified for
new primary school

Education Services

Partially

Map Reference Number:

71

High Road Car Sale Land (site 1 of 2)

RES585

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

Site not included
as likely to remain
in existing use

Agree

**Council's
Response**

Commentary

Acceptable Uses

Map Reference Number: 72 High Road Car Sale Lane (site 2 of 2)

RES585

Does consultee agree with proposed use?

Agree

On behalf of (where applicable:)

Site not included as likely to remain in existing use

Map Reference Number: 74 UEL

Acceptable Uses

Commentary

Council's Response

ANON9

On behalf of (where applicable:)

Does consultee agree with proposed use?

Other Community Services

Leisure and Entertainment

Needs nursery, primary, secondary schools. 2 schools in total. Needs car park and play space/sports pitch. Keep education in the site. Difficulty getting children in school.

Allocation reflects existing planning permission

Education Services

Disagree

RES559

On behalf of (where applicable:)

Does consultee agree with proposed use?

Offices

Light Industrial

Allocation reflects existing planning permission

Residential

Storage or Distribution

Agree

Retail

Health Services

Food and Drink

Education Services

Acceptable Uses

Commentary

Council's Response

RES560

On behalf of (where applicable:)

Does consultee agree with proposed use?

Health Services

Education Services

Allocation reflects existing planning permission

Partially

Residential

Bus route 87 was taken away so there is less transport available.
The developer has been asked to pay towards transport. Why should they pay? Transport is very bad at the moment.
We cannot get on the buses now. It will get even worse when and if this development is built.

STA013

English Heritage

On behalf of (where applicable:)

Does consultee agree with proposed use?

The main building on this site is very impressive and we have strongly supported retention of the main building.

The main university building will be retained

**Council's
Response**

Commentary

Acceptable Uses

Map Reference Number: 78 **58 - 62 Church Street**

RES576

On behalf of (where applicable:)

Does consultee agree with proposed use? Other

Parking

Site is identified as having potential for housing

Partially

Map Reference Number: 79 **Former Garage Site, Blake Avenue**

**Council's
Response**

Commentary

Acceptable Uses

RES562

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

This is a site of
importance for
nature conservation

Residential

Partially

Map Reference Number:

80

245A High Road

RES585

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

Site is identified as
having potential for
hosing

Agree

Map Reference Number:	81	Goresbrook Fields	On behalf of (where applicable):	Transport for London	Other relevant information changed
DEV154	Jacobs				
Does consultee agree with proposed use?			We request that the site boundary is revised to exclude land required to deliver the bus link for the A13 RR scheme, or LBBD formulate policies as part of the Goresbrook allocations which would specifically safeguard the required land.		
Partially			Under 'other relevant information' please make reference to the A13 RR scheme		
<hr/>					
Map Reference Number:	82	Goresbrook Village			

Acceptable Uses

Commentary

Council's Response

DEV154

Jacobs

On behalf of (where applicable:) Transport for London

Does consultee agree with proposed use?

We request that the site boundary is revised to exclude land required to deliver the bus link for the A13 RR scheme, or LBBB formulate policies as part of the Goresbrook allocations which would specifically safeguard the required land.

Other relevant information changed

Under 'other relevant information' please make reference to the A13 RR scheme

Partially

Map Reference Number:

83

Freshwater Road

DEV157

Savills

On behalf of (where applicable:) English Partnerships

Does consultee agree with proposed use?

In acknowledging the employment stauts of the site, we would like to ensure that any future developments will have regard to the residential scheme being undertaken at Lymington Fields.

We request that there be no further intensifying of the site, particularly to the southern boundary, and that the uses are carefully controlled so as to protect the residential amenity of the development on EP's land.

We therefore object to the wording proposed.

This is a locally significant industrial site and therefore the acceptable uses are covered by the Core Strateav.

Disagree

Acceptable Uses

Commentary

Council's Response

RES091

Ramblers Association

On behalf of (where applicable:)

Does consultee agree with proposed use?

The site does not show Public Right of Way fp no.10 to fp over railway.

This is shown in Council's draft Rights of Way Improvement Plan

Acceptable Uses

Commentary

Council's Response

RES191

On behalf of (where applicable:)

Does consultee agree with proposed use?

Light Industrial

Storage or Distribution

Large unoccupied area in Freshwater Road/Selinas cane adjacent to hoo hong sites is an unsightly rubbish dump. This industrial site badly needs a multi-storey parking complex for workers on the site.

Access to Lymington Fields will be gained from Whalebone Lane

Offices

Retail

Parking in the only access road is not controlled and the scene of many road accidents.

Partially

Open Spaces

Health Services

Traffic management in, out and through this site is totally insufficient. A new road system is essential and should be linked with a new access road for the proposed Lymington Fields development.

Other

If this were planned properly it could encompass a bus route serving the estate and connecting to local railway stations.

Map Reference Number:

84

Sanofi Site Three and Four

Acceptable Uses

Commentary

Council's Response

	Acceptable Uses	Commentary	Council's Response
RES091	Ramblers Association	On behalf of (where applicable:) The map should show the the permissive path northwards from path no. 21 to Foxland Crescent and further north the path NE through the playing fields.	This is shown in Council's draft Rights of Way Improvement Plan
RES583	Leisure and Entertainment Open Spaces	On behalf of (where applicable:) It would be useful to retain the football and rugby and cricket pitches as these are dwindling in this part of London	Not included. Future uses will need to satisfy Green Belt policy

Acceptable Uses

Commentary

Council's Response

RES584

On behalf of (where applicable:)

Does consultee agree with proposed use?

Leisure and Entertainment
Open Spaces

Ideal use to continue for football pitches, basket ball courts, cricket, rugby, tennis and possibly go carts etc.
Open air swimming pool or paddling pool for children privately run.

Not included.
Future uses will need to satisfy Green Belt policy

Map Reference Number:

86

Barking Riverside

COMG3

On behalf of (where applicable:)

Does consultee agree with proposed use?

Increasing amounts of sewage will be produced from the new housing. Need to address the stench.
Where will the new roads go.

This will be addressed

Acceptable Uses

Commentary

Council's Response

COMG3

Does consultee agree with proposed use?

On behalf of (where applicable:)

100 seater religious meeting place is not big enough on this site.

Faith groups moving into the areas is costly. 3

Faith groups are thinking of working together to be able to fund this in Barking Riverside.

Council has allocated Whalebone Lane for local community uses

Acceptable Uses

Commentary

Council's Response

DEV154

Jacobs

On behalf of (where applicable): Transport for London

Does consultee agree with proposed use?

Renwick Road Improvement scheme is highlighted

We request that a reference is made in the table, under 'other relevant information' to highlight the gateway into Barking Riverside which will be created by the A13 Renwick Road junction improvement (A13 RR Scheme).

This scheme is fundamental to the delivery of Barking Riverside in accordance with the Section 106 Agreement.

Acceptable Uses

Commentary

Council's Response

OTH170 The Highways Agency

On behalf of (where applicable:)

Does consultee agree with proposed use?

Given the scale of the Barking Riverside dev and it close proximity to Barking's SILs, the HA is concerned that their combined travel demand will have an adverse impact on the SRN.

The existing PTAL is low and the developments are in close proximity to TfL's A13 junctions with River Road and Renwick Road.

Any long distance car trips commuting to the east are likely to use this route, which leads directly to the HA's section of the A13 (between the A1306 and the M25) and the already severely congested M25 junction 30.

Development of site is tied to Renwick Road improvement scheme

OTH172

National Grid

On behalf of (where applicable:)

Does consultee agree with proposed use?

The site surrounds Barking substation, which is owned and operated by National Grid, but the substation is not included within the red line boundary.

The site is 'operational land' and there may be a need for further essential utility development at the site, and this issue should be acknowledged in later stages of the SSA DPD.

National Grid's high voltage overhead electricity transmission lines which are routed via Barking substation are located within the Barking Riverside Site.

Potential developers on the sites should be aware that it is National Grid policy to seek to retain our existing overhead lines in-situ, because of the strategic nature of our national network.

This is highlighted in the allocation

Acceptable Uses

Commentary

Council's Response

RES091

Ramblers Association

On behalf of (where applicable:)

Does consultee agree with proposed use?

The site does not show public rights of way No. 47 overlooking the River Thames and north alongside the Goresbrook. Please verify the legal route as my copy of the definitive map (dwg. TP.17.75.B of March 1976).
the current O.S Explorer sheet 162 of 2006, shows it as being on the east side.

This is covered in the Council's draft Rights of Way Improvement Plan

Acceptable Uses

Commentary

Council's Response

STA027

Thames Water
Property Services Ltd

On behalf of (where applicable:)

Does consultee agree with proposed use?

Noted

The site is adjacent to the River Thames. The area is drained via Gascoigne Road Pumping Station to Beckton STW. The sewers are combined. It is not known how much of the existing surface water drains to Beckton

Therefore the net increase of the development cannot be defined. It is assumed that surface water will go to the adjacent River Thames.

The foul system has been checked but a further impact study will be required to check the system based on additional growth proposed in the borough; pumping station and network improvements may be necessary.

**Council's
Response**

Commentary

Acceptable Uses

STA030	London Thames Gateway Urban	On behalf of (where applicable:)	
Does consultee agree with proposed use?		LTGDC supports the designation	Support welcomed
Agree			

Map Reference Number:

90

Alfreds Gardens Gardens

RES174

On behalf of (where applicable:)

Does consultee agree with proposed use?

This should be kept as it is for the use of grages as if they are demolished parking will become an even greater problem in the area than it already is.

Allocation makes clear that any development would need to demonstrate that there is no longer a requirement for

Keep current use

Disagree

Acceptable Uses

Commentary

Council's Response

RES579

On behalf of (where applicable:)

Does consultee agree with proposed use?

As these garages are all in use and in a reasonable state of repair the impact on parking space in the local area will compound the extremely important issue of parking that already exists

Allocation makes clear that any development would need to demonstrate that there is no longer a requirement for

Keep current use

I also strongly feel that this will apply to every other garage site in the borough that has been included in this proposal, most of which have been wrongly described as disused when they are very clearly not.

Disagree

I also feel that if the local authority had properly maintained the garage areas in the borough rather than deliberately allow them to fall into disrepair more revenue would have been received by the authority in many previous years and this situation would not be apparent.

Map Reference Number:

94

Land at Margaret Bondfield Avenue

Acceptable Uses

Commentary

Council's Response

RES561

On behalf of (where applicable:)

Does consultee agree with proposed use?

Offices

Keep current use

As we are planning for the future of the borough, I can suggest that the community facilities are more important in the borough.

This site has not been included

Residential

Agree

Map Reference Number:

96

Robin Hood pub

COMG2

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site can be better used than just being disused.

Site is identified for mixed use residential/retail

Acceptable Uses

Commentary

Council's Response

RES559

On behalf of (where applicable:)

Does consultee agree with proposed use?

Offices

Food and Drink

Perfect areas for sports complex as there is no facilities in this part of the borough.

Site is identified for mixed use residential/retail

Residential

Leisure and Entertainment

Agree

RES560

On behalf of (where applicable:)

Does consultee agree with proposed use?

Retail

Why has the site been left for a long time if planning permission has already been granted. Too many plans for flats/accommodation been given locally.

Site is identified for mixed use residential/retail

Partially

**Council's
Response**

Commentary

Acceptable Uses

STA030

London Thames
Gateway Urban

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

Site 96 is identified as 75 on the plan.

Noted

Map Reference Number:

98

Renwich Road Junction Improvement

Acceptable Uses

Commentary

Council's Response

	Acceptable Uses	Commentary	Council's Response
DEV154 Does consultee agree with proposed use?	Jacobs	<p>On behalf of (where applicable:) Transport for London</p> <p>We request that the following is included in the site boundary: the steel approach road works which provide linkage to between Renwick Road and Lodge Avenue roundabout</p> <p>2. the highways works required for the grade separation of RR at the A13 junction including westbound off slip road, eastbound on slip road, bus link and bridge over the A13.</p> <p>We also request the boundaries of proposed allocations Sites 24, 81, 82, 100, 114 are revised to exclude areas required to deliver the A13 RR improvement.</p>	Site boundary has been amended accordingly

Acceptable Uses

Commentary

Council's Response

	Acceptable Uses	Commentary	Council's Response
DEV154	Jacobs	On behalf of (where applicable:) Transport for London	
Does consultee agree with proposed use?		The area on the map does not include all of the land required for the necessary improvements. Please extend the site to include all the additional land required for delivery of the A13/Renwick Road junction improvement scheme. Please revise other site allocations boundaries to remove overlapping land use designations.	This is covered by SM34
<hr/>			
OTH170	The Highways Agency	On behalf of (where applicable:)	Noted
Does consultee agree with proposed use?			
<hr/>			
		It is suggested that the evaluation should take into account any modelling work	

Acceptable Uses

Commentary

Council's Response

STA030

London Thames Gateway Urban

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site is not identified on the main plan but is shown within the schedule of sites; it would be useful if this were shown on the main plan to provide context with other major development sites which surround it.

This will be shown on the proposals map

Map Reference Number:

99

A13 Pedestrian/public transport north

Acceptable Uses

Commentary

Council's Response

OTH170 The Highways Agency

On behalf of (where applicable:)

Does consultee agree with proposed use?

This is likely to improve the north-south accessibility in the area and encourage sustainable transport which is in line with PPS13.

The suitability of the location for this interchange has been confirmed by the PBA Logistic studies which was commissioned by

Agree

STA030 London Thames Gateway Urban

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site is not identified on the main plan but is shown within the schedule of sites; it would be useful if this were shown on the main plan to provide context with other major development sites which surround it.

This will be shown on the proposals map

Freight Infrastructure at RR/Ripple R

100

Map Reference Number:

DEV154	Jacobs	On behalf of (where applicable:)	Transport for London	Noted
Does consultee agree with proposed use?			We request that the boundary of the proposed site is revised to exclude land required to deliver the A13 RR Junction Improvement Scheme or formulate policies as part of the proposed freight infrastructure allocation to specifically safeguard the land.	
Partially	Other		It is important to the functionality of the proposed junction improvements that associated works to RR and the westward extension of Steel Approach are not compromised by site allocation 100. These works are an integral part of the overall transport solution to regenerate the area and provide safe and efficient access into Barking Riverside (as well as provision of a north/south bus link).	

Acceptable Uses

Commentary

Council's Response

OTH170 The Highways Agency

On behalf of (where applicable:)

Does consultee agree with proposed use?

The suitability of the location for this interchange should be clearly explained, and the impacts of the proposed freight infrastructure at Renwick Road/Ripple Road must be fully assessed.

Support welcomed

The HA would like to see how the proposed freight interchange at Renwick Road might be achieved, and mitigation measures considered.

Partially

While the HA is supportive of a SRFI which might assist in minimising long distance.....

Acceptable Uses

Commentary

Council's Response

RES091

Ramblers Association

On behalf of (where applicable:)

Does consultee agree with proposed use?

Public Right of Way FP no. 47 should be shown on the base map as although it is not Definitive within the site boundary, a proposal was made some years ago that a link to Dagenham Dock Station by following the Gores Brook from Choats Road up to the

This is covered by the Council's draft Rights of Way Improvement Plan

Acceptable Uses

Commentary

Council's Response

STA002	Greater London Authority	On behalf of (where applicable:)	It will be more appropriate to designate the site's potential uses for 'rail freight terminal(s) and ancillary manufacturing/logistics uses'	This has been addressed
Does consultee agree with proposed use?				

Acceptable Uses

Commentary

Council's Response

STA007

London Borough of Havering

On behalf of (where applicable:)

Does consultee agree with proposed use?

The site description does not refer to a new passenger rail station at Renwick Road despite the fact that it is referred to in paragraph 6.6. of the report.

The LBH does not support the location of a new station on the C2C line at Renwick Road and is committed to a new station at Beam Park to support the development at South Dagenham and Rainham sites.

The area around Renwick Road will be well served by public transport and existing and new communities are likely to find better stations for short journeys (DLR and ELT) for medium journeys (District Line), and long journeys (Barking).

By contrast, Beam Park is not served by high volume public transport so Beam Park would be the only station within its catchment and therefore the only public transport option for the new and existing community in the area.

The Council recognises these findings but given that the LDF covers a fifteen year period and given the current

Acceptable Uses

Commentary

Council's Response

STA007

London Borough of Havering

On behalf of (where applicable:)

Does consultee agree with proposed use?

Agree

LBH strongly supports the option of a rail freight interchange being located on the site. It is considered that the substantial size of the Ripple Lane rail site contained within this location and its established historical rail use offers significant potential for development of enhanced or new intermodal facilities.

While it is recognised that there are appreciable road access difficulties at present, it is understood that these are being addressed through a phased programme associated with development at Barking Riverside.

The availability of space for rail-served warehousing and the potential ability, with infrastructure improvements, to accommodate UIC-garage wagons in future - and therefore maximise possible usage of the HS1 link - underlines the site's appeal this use.

Site is allocated as a freight interchange

Acceptable Uses

Commentary

Council's Response

STA030	London Thames Gateway Urban	On behalf of (where applicable:)	
Does consultee agree with proposed use?		Site 100 is correctly identified as the site for rail freight interchange. However the site boundary also includes a significant housing area around Julia Gardens; this appears to be a drafting error. Site 100 also subsumes Site 114 which identifies much of the same land for employment purposes. It may be appropriate to cluster these plans together in a single drawing showing the infrastructure, freight and employment uses and their relationships. LTGDC supports the designation and have commissioned a logistics freight study to further project development.	This has been addressed
Map Reference Number:		102	Frizlands Business Centre

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

In line with London Plan policy 4A.22, DPD policies should safeguard all existing waste management sites (unless appropriate compensatory provision is made). The Frizlands site should therefore be safeguarded.

This allocation has been removed due to the progress with the business centre

Disagree

Map Reference Number:

103

Westbury Arms

Acceptable Uses

Commentary

Council's Response

RES568

On behalf of (where applicable:)

Does consultee agree with proposed use?

Education Services

This property has stood empty for many years and is a blot on the landscape in the borough, on the main thoroughfare.

Now allocated for healthcare

Health Services

Council's Response

Commentary

Acceptable Uses

	On behalf of (where applicable:)		
RES575			
Does consultee agree with proposed use?	Open Spaces	Light Industrial	The Westbury Arms can be used as light industrial because it is in residential area. Anything that can not cause noise, vibration, smell, fumes, smoke, soot, ash, dust or grit would be acceptable for the people residing in the area
Partially	Health Services	Residential	The site has been abandoned for long time, and it is time the Council developers the site either make a recreation ground or use as a social club etc.
	Leisure and Entertainment	Other Community Uses	

Map Reference Number:	104	Wood Lane Sports Centre	

Acceptable Uses

Commentary

Council's Response

NIMP2

On behalf of (where applicable:)

Does consultee agree with proposed use?

Comments: should just do what we have; increase the driving range. Can the air cadets use it?

Not included as in Green Belt

RES585

On behalf of (where applicable:)

Does consultee agree with proposed use?

This site currently provides essential services for children and youth groups. Care needs to be taken to ensure that this is totally considered in the new Becontree Heath development.

Not included as in Green Belt

Keep current use

'Kids Kingdom' for instance is a very important resource for local childrens parties.

Disagree

Acceptable Uses

Commentary

Council's Response

STA002	Greater London Authority	On behalf of (where applicable:)	
Does consultee agree with proposed use?		<p>This site is a designated Green Belt. Policy 3D.9 of the London Plan and PPG2 clearly indicated that Boroughs should maintain the protection of London's green belt.</p> <p>Proposals for alterations to green belt boundaries should be considered through the DPD process in accordance with Government guidance in PPG2.</p> <p>The GLA understand this site was not identified in the 2004 housing capacity study for housing purposes.</p> <p>Therefore the Council needs to demonstrate what exceptional circumstances justify its redesignation as a housing site.</p>	<p>Not included as in Green Belt</p>

Map Reference Number:

105

Whalebone Lane South Retail Park

Acceptable Uses

Commentary

Council's Response

DEV157

Savills

On behalf of (where applicable:) English Partnerships

Does consultee agree with proposed use?

We note that retail has been dropped as a potential use. It has not been explained why this is the case and given that it is unlikely retail will be lost from the site in the foreseeable future, we consider retail could be added to potential uses.

Retail which satisfies PPS6 tests would be allowed

We therefore object to the wording as proposed.

Disagree

RES140

On behalf of (where applicable:)

Does consultee agree with proposed use?

Other Community Uses

Community hall/shops

Retail

Site is identified for local community facilities as well as retail

Partially

Acceptable Uses

Commentary

Council's Response

RES576

On behalf of (where applicable:)

Does consultee agree with proposed use?

Sports centre for young people e.g. football, billiards, table tennis.

Site is identified at nearby Becontree Heath for a leisure centre

Partially

Leisure and Entertainment

RES585

On behalf of (where applicable:)

Does consultee agree with proposed use?

See comment for site 27

Site is identified for local community facilities as well as retail

Partially

Other Community Services
Leisure and Entertainment

Retail
Residential
Other

Map Reference Number:

108

Sanofi Site One

Acceptable Uses

Commentary

Council's Response

DEV143

Jones Lang LaSalle

On behalf of (where applicable:) Sanofi Aventis

Does consultee agree with proposed use?

For the foreseeable future, sanofi aventis considers that this site will remain in industrial use and therefore agrees with the allocation as a locally significant industrial location.

Site is retained for employment uses

However, it is considered the site is not a suitable location for the installation of a wind turbine.

Partially

The site description is incorrect. The site is in fact currently used for pharmaceutical industrial uses.

Acceptable Uses

Commentary

Council's Response

DEV143

Jones Lang LaSalle

On behalf of (where applicable:) Sanofi Aventis

Does consultee agree with proposed use?

Partially

Sanofi Aventis would like to see the removal of the suggestion of wind turbines on this site. Primarily this is due to sanofi aventis business requirements to retain all of the land at site 108 in industrial/employment use for the foreseeable future. Therefore, an allocation for wind turbines would not be suitable in this location and most importantly is not in line with PPS22, which indicates at para. 6 that LPAs should only allocate sites in plans where developer has indicated interest.

Site is retained for employment uses

Acceptable Uses

Commentary

Council's Response

OTH164

Barking and Dagenham
Primary Care Trust

On behalf of (where applicable:)

Does consultee agree with proposed use?

This area is currently least well served by primary care facilities. Site is identified as acceptable to use for employment land. A mix of employment and healthcare would bring benefits to the local community.

Adjacent site has been identified as suitable for healthcare

Health Services

We propose this site has potential for health care facilities.

Partially

Acceptable Uses

Commentary

Council's Response

	Acceptable Uses	Commentary	Council's Response
RES091	Ramblers Association	On behalf of (where applicable:) The map should show the the permissive path northwards from path no. 21 to Foxland Crescent and further north the path NE through the playing fields.	This is covered by Draft Rights of Way Improvement Plan
RES583		On behalf of (where applicable:) Site should be retained as general industrial. But I would be opposed to the use of a wind turbines in a residential area.	Site is retained for employment uses
	General Industrial		
	Partially		

**Council's
Response**

Commentary

Acceptable Uses

RES584

On behalf of (where applicable:)

Does consultee agree with proposed use?

100% no wind turbines. Definitely wrong area. Need to be near river and Fords etc. Light industrial or new swimming pool. Health centre complex and gymnasium

Site is retained for employment uses

Disagree

Map Reference Number:

109

Chadwell Heath Industrial Land

DEV157	Savills	On behalf of (where applicable:) English Partnerships	Site remains designated as a locally significant industrial site. It provides low cost employment space for SMEs
Does consultee agree with proposed use?	<p>We object to the designation for the site as a locally significant industrial site. The reasons for our objections are the following:</p> <ul style="list-style-type: none"> - the site has poor road access, which inappropriately passes through predominantly residential streets; its use conflict with the surrounding residential properties in the area; and the site is predominantly made of small unit that are often in temporary use, are unregulated and do not generate high levels of employment. <p>We propose that the site is redesignated for a mixed use scheme that would be more sympathetic and compatible with the surrounding residential properties.</p>		
Disagree			

Acceptable Uses

Commentary

Council's Response

RES191

On behalf of (where applicable:)

Does consultee agree with proposed use?

Access to this site is totally insufficient through Kemp Road residential. This access should be redesigned through a new road into Whalebone Lane and in construction with the Lymington Fields development.

The Council is seeking to improve access arrangements in connection with new developments

Agree

Map Reference Number:

110

Ford Stamping Plant

Acceptable Uses

Commentary

**Council's
Response**

RES582

On behalf of (where applicable:)

Does consultee
agree with
proposed use?

Noted

Agree

Acceptable Uses

Commentary

Council's Response

	Greater London Authority	On behalf of (where applicable:)	
STA002			
Does consultee agree with proposed use?		This site should also be included within the wider Dagenham Dock SIL. It has been considered as a Locally Significant Site in the document. However, give its size, proximity and relationship with the Dagenham Dock/Ford's sites, merits strategic status, especially when considered against the criteria in paras 4.11 - 4.13 of the Industrial Capacity SPG.	Consistent with the approach along this corridor (including Having) this land is designated as locally significant
Partially		The GLA would need to see evidence to the contrary to consider this site as lying outside the SIL framework.	

**Council's
Response**

Commentary

Acceptable Uses

STA029	London Development Agency	On behalf of (where applicable:)	
Does consultee agree with proposed use?		The transport improvement scenarios tested by TfL suggest the site has the potential to achieve a Level 4 rating.	Noted

Map Reference Number:

111

Dagenham Dock

Acceptable Uses

Commentary

**Council's
Response**

DEV159

Drivers Jonas LLP

On behalf of (where applicable:) CEMEX

CEMEX

Does consultee agree with proposed use?

CEMEX wishes to ensure that their site in this location is preserved for the processing and manufacture of primary and secondary aggregates and associated uses as stated in the Dagenham Dock - SIP IPG (April 2003).

Agree

The SSA should identify that a large proportion of the Dagenham Dock area is identified as a Safeguarded Wharf.

This has implications for the area in terms of the suitability of the site for cargo-handling uses, such as inter-port or transhipment movements and freight-related purposes and the transport of waste.

OTH172

National Grid

On behalf of (where applicable:)

Does consultee agree with proposed use?

National Grid's high voltage overhead electricity transmission lines which are routed via Barking substation are located within the Dagenham Dock site,

Potential developers on the sites should be aware that it is National Grid policy to seek to retain our existing overhead lines in-situ, because of the strategic nature of our national network.

National grid prefers that buildings are not built directly beneath its overhead lines. For amenity purposes and also for access and maintenance purposes.

Where changes to ground levels are proposed beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed.

Dagenham Dock is covered by Core Strategy Policy CE4

Acceptable Uses

Commentary

Council's Response

RES091

Ramblers Association

On behalf of (where applicable:)

Does consultee agree with proposed use?

Public Right of Way FP No. 47 not shown. Needs to have a link through Breach Lane to green area on east side of rail tracks (a tunnel under?). Or riverside path or alongside Thunderer Road.

This is covered by Draft Rights of Way Improvement Plan

RES582

On behalf of (where applicable:)

Does consultee agree with proposed use?

Agree

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

The map on page 13 identifies only Dagenham Dock itself in the SIL, the SIL should from a strategic point of view include also Fords to the east of Dorset Way across to the boundary with Havering up to the railway line.

The pre-submission proposals map shows the correct extent of the SIL at Dagenham Dock

The site description should also refer to the presence of Safeguarded Wharves on the River Thames.

Agree

To avoid confusion, site 111 on page 13 ought to appear after page 15 as it is a SIL.



Acceptable Uses

Commentary

Council's Response

STA011	The Environment Agency	On behalf of (where applicable:)	The site contains the Buzzards Mouth Sewer and Barking Creek and adjoins the Thames. In addition to the application of the sequential test, any proposed development should be set back to provide an eight metre buffer zone measured from bank top along the above watercourses and 16 metres from the Thames.	Dagenham Dock is covered by CE4
Does consultee agree with proposed use?				
STA013	English Heritage	On behalf of (where applicable:)	NB: jetty no. 4 is statutorily listed.	Noted
Does consultee agree with proposed use?				

Acceptable Uses

Commentary

Council's Response

STA030	London Thames Gateway Urban	On behalf of (where applicable:)	There is a discrepancy in the boundary of the site with the adjacent site 133 compared to that indicated on the main plan. LTGDC supports the designation. In addition to industrial use some ancillary office linked to industrial uses could be allocated in order to facilitate the agglomeration of environmental businesses and the development of the Sustainable Industries Park.	Dagenham Dock is covered by CE4
Map Reference Number:		112	River Road/Thames Road Creek Road	

OTH172

National Grid

On behalf of (where applicable:)

Does consultee agree with proposed use?

Noted

National Grid's high voltage overhead electricity transmission lines which are routed via Barking substation are located within the River Road/Thames Road Creek Road site, Potential developers on the sites should be aware that it is National Grid policy to seek to retain our existing overhead lines in-situ, because of the strategic nature of our national network. National grid prefers that buildings are not built directly beneath its overhead lines. For amenity purposes and also for access and maintenance purposes. Where changes to ground levels are proposed beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed.

Acceptable Uses

Commentary

Council's Response

RES091

Ramblers Association

On behalf of (where applicable:)

Does consultee agree with proposed use?

Public Right of Way fp no. 161 is not shown and this and fp no. 47 need to be connected as part of the Thames Path. There will also be a need to provide a crossing of the Roding (Barking Creek).
Will the DLR tunnel have a parallel emergency escape route tunnel which might provide a link?

This is covered by draft Rights of Way Improvement Plan

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

The industrial sites accessed from Kingsbridge Road south of the A13, have not been identified at all in the document. The GLA considers these sites as currently lying within River Road SIL

The site description should also refer to the presence of Safeguarded Wharves on the River Thames/Barking Creek.

These sites have been added through the pre-submission Core Strategy

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

There is an unexplained gap between the SIL south of Long Reach Road and Site 86 Barking Riverside. This gap appears more clearly between sites 112 and 86 on the fold-out map.

Unless there is evidence to the contrary the GLA would suggest that the SIL boundary is drawn to include this part of the site.

Site 23 has been excluded from the SIL framework as having potential for employment/community uses. It is also flagged as a potential housing capacity site.

The GLA would like to see further evidence/justification for this change in terms of potential employment land loss, need for new community facilities to help regenerate the local area and potential for housing.

This areas has been added to the SIL

Acceptable Uses

Commentary

Council's Response

STA011

The Environment Agency

On behalf of (where applicable:)

Does consultee agree with proposed use?

The site contains the Buzzard Mouth Sewer, in addition to the application of the sequential test, any proposed development should be set back to provide an eight metre buffer zone measured from bank top along the watercourse.

This is covered by Borough Wide Development Policy BR3 Greening the Urban Environment

STA030

London Thames Gateway Urban

On behalf of (where applicable:)

Does consultee agree with proposed use?

LTGDC supports the designation

Agree

Map Reference Number: 114 **Rippleside Industrial Estate Location**

DEV154	Jacobs	On behalf of (where applicable): Transport for London	This is covered by SM34
Does consultee agree with proposed use?			
Partially	Other	<p>We request the boundary of the proposed site is revised to exclude land required to deliver the A13 Renwick Road Junction Improvement scheme, or LBBD formulate policies that would specially safeguard the required land</p> <p>Another affected area within this allocation under consideration by the A13 RR Project Team is the Network Rail bridge immediately south of the scheme.</p> <p>As part of the A13 RR Scheme, Steel Approach would be extended to provide a direct link between Lodge Avenue roundabout and Renwick Road. This requires safeguarding</p> <p>It is important the functionality of the proposed junction improvements that the associated works are not compromised by site 114.</p>	

Acceptable Uses

Commentary

Council's Response

RES091

Ramblers Association

On behalf of (where applicable:)

Does consultee agree with proposed use?

Public Right of Way FP no. 47 should be shown on the base map as although it is not definitive within the site boundary, a proposal was made some years ago that a link to Dagenham Dock Station by following the Gores Brook from Choats Road up to the

Railway then east to Chequers Lane this was not implemented. This could have replaced the length of the FB illegally obstructed.

This is covered by draft Rights of Way Improvement Plan

**Council's
Response**

Commentary

Acceptable Uses

	On behalf of (where applicable:)	Commentary	Council's Response
RES561			
Does consultee agree with proposed use?	Education Services		
	Other Community Services		
Agree	Storage or Distribution		Site is identified principally for logistics/rail freight uses
	General Industrial		
	Keep current use		

RES562			
Does consultee agree with proposed use?	On behalf of (where applicable:)		
Agree			Noted

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

Only part of the industrial site in the triangle north of the A13 and south of Ripple Road, have been identified in far west of the SIL.

Site boundary has been amended accordingly

The GLA would consider the entire triangle as currently lying within the Ripplestone SIL. This should be queried.

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

A key strategic issue regarding this SIL is its potential use for freight interchange. Site 100 (which encompasses sites 113, 24 and 19) identifies its potential as a strategic rail freight interchange.

Site is identified for this use in SM35

This strategic potential should be more explicitly in the potential uses for Sites 114, 24 and 19

Acceptable Uses

Commentary

Council's Response

STA002

Greater London Authority

On behalf of (where applicable:)

Does consultee agree with proposed use?

Site 24 Ripplside Commercial Estate has been excluded from the SIL framework as having potential for employment/community uses.
The East London SRDF indicated that part of the SIL at Renwick Road might be suitable for consolidation as part of a gateway to the Barking Reach regeneration site.

This is in principle acceptable, the questions is whether the amount of land removed from the SIL is acceptable and whether this has been subject of much discussion with the GLA

This land is now included as part of Strategic Industrial Land

Acceptable Uses

Commentary

Council's Response

Reference	Acceptable Uses	Commentary	Council's Response
STA002	Greater London Authority	On behalf of (where applicable:)	
Does consultee agree with proposed use?		4 of the 5 sites, all south of the A13 have potential for use as sites for rail-connected logistics or associated activities.	Noted
<hr/>			
STA011	The Environment Agency	On behalf of (where applicable:)	
Does consultee agree with proposed use?		The site contains the Gores Brook. In addition to the application of the sequential test, any proposed development should be set back to provide an eight metre buffer zone measures from bank top along the watercourse	This is covered by Borough Wide Development Policy BR3 Greening the Urban Environment

**Council's
Response**

Commentary

Acceptable Uses

STA030	London Thames Gateway Urban	On behalf of (where applicable:)	
Does consultee agree with proposed use?		LTGDC supports the designation.	Noted
Agree			

Map Reference Number: 115 Garages nr Dagenham East

RES583		On behalf of (where applicable:)	
Does consultee agree with proposed use?	Residential		This site is covered within SM5 Sanofi Aventis 2
Agree			

**Council's
Response**

Commentary

Acceptable Uses

RES584

On behalf of (where applicable:)

Does consultee agree with proposed use?

Something quaint and quirky. Covered little retail units, nicely done, gated at night and the whole area smartened and public toilets at the station. Would go with section 2 of Sanofi.

This site is covered within SM5 Sanofi Aventis 2

Retail

Disagree

Map Reference Number:

116

Strip of Land north of A12

Acceptable Uses	Commentary	Council's Response
RES140	On behalf of (where applicable:)	
Does consultee agree with proposed use? Partially	Low rise flats up to the lake with landscaping to provide noise barrier	This site has been designated protected open space
Residential		
Map Reference Number: 125 Farr Avenue Shops		
STA030	On behalf of (where applicable:)	
Does consultee agree with proposed use?	Site 125 is identified as 107 on the main plan.	Noted
London Thames Gateway Urban		

Acceptable Uses	Commentary	Council's Response
STA030 London Thames Gateway Urban	On behalf of (where applicable:)	
Does consultee agree with proposed use?	LTGDC supports the designation	Noted
Agree		

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
Site behind Andres Avenue nr Tatomy Green. It comes out and turns out into shops. Quite a bit of ground in the middle.	0	RES140	Residential	Open Spaces			Ideal for bungalows and play space for children	Noted
Housing Association land/gardens attached to Bagley Springs and Roms Grove	0	RES140	Residential				Enough land for bungalows	This will be addressed in Marks Gate Masterplan
Padnall Hall	-1	RES140	Other Community Uses				Another community hall. Mark's Gate community centre is very booked up	This will be addressed in Marks Gate Masterplan
Gardens/land not being used	0	RES140	Other Community				Recreation land for children or housing	Noted

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
off Limbourne Avenue (off Whaleboe Avenue/High Road)			Uses					
Unkept gardens round Kingsley Hill Avenue	0	RES140	Open Spaces	Residential			Space could be utilised better	Noted
Back of Grantham Court Gardens off Whalebone Lane/High Road	0	RES140					This is an underutilised site. Housing spent £3,000 to keep gardens 3to4 yrs but now looks very tatty.	Noted
Mark's Gate	-1	RES140					There is a general need for more facilities for young people	This will be addressed in Marks Gate Masterplan
Heathway Precinct	-1	ANON1	Retail	Other Community	Leisure and Entertainment	Other	Fully operational supermarket e.g.	Council has no

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
				Uses			sainsburys. Community Hall	immediate plans for this site
							Have a community hall for Parsloes/Becontree residents and upgrade the existing community centre. It is a disgrace.	
							A place for the elderly population to meet and enjoy entertainment	
Fanshawe Library, Fanshawe Hall	-1	ANON1					More large supermarket 'chains' for food suppliers (bringing competition). Bus inlet lanes within the Heathway to prevent traffic build	Council will seek to direct retail to the Heathway

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
Somewhere on Thames View/Great Fleets	0	ANON5	Education Services				ups and delays. The Thames View/Great Fleets area of Barking desparately needs its own secondary school. At the moment many children fail to get a place at Jo Richardson as it is on the Dagenham side of the A13.	A secondary school will be provided as part of Barking Riverside
							So at best they journey into Barking Town Centre then out to Eastbury. IF they don't get Eastbury they could be looking at even further afield - Sydney Russell or	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							Dagenham Park. This is a daunting journey for a year 7 child.	
							Also a lot of people moved onto these estates believing they would get their own secondary school.	
Disused garages behind shops. Church elm Lane/Charlotte Road (side of new xxx behind Richardson Gardens	0	RES576	Residential					Noted
Wilberry Park - Green Belt. Back of	0	RES576	Open Spaces				Was going to be an open space. What happened?	Is covered by Green Belt policy

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
Roosevelt Way (down to under xxx Beam)								
Borough	-1	ANONG6					There is a general need for more residential homes in the borough.	Core Strategy has a target of 1190 new homes a year
							There is a need for more activities for the elderly	
							There is a need for more activities for children e.g. youth centres, play centres	
East Dagenham area north of the railway	-1	OTH164	Health Services				This area is the least well served by primary care facilities. We are	Sanofi Site 2 identified for healthcare

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
line							likely to be needing a suitable site in the area in the medium term future.	
							Could be achieved through Sterling Industrial Site or Sanofi.	
Renwick Road, Steel Approach and Lodge Avenue Roundabout	-1	DEV154	Other				The following sites should be included in the site boundary. 1. the Steel Approach Road worksa which provide a linkage to between RR and Lodge Avenue roundabout and. The highways works required for the grade separation of RR at	Site is designated as a freight interchange

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							the A13 junction including the westbound off slip road, eastbound on slip road , bus links and bridge over the A13.	
							These schemes are fundamental to implementation of junction improvement and to Barking Riverside.	
Land north of the Sustainable Industrial Plark	-1	STA002	Other				The proposed Sustainable Industrial Park could be compatible with rail freight connection that would require sustainable access via both road and	Rippleside is designated as a freight interchange

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							water to be provided to the site.	
							This would require designating some land to the north of the SIP as for rail freight use.	
Existing rail freight use	-1	STA002	Other				Existing rail freight sites, such as the Freightliner sidings, to have policy designation to protect that use.	This area is within Strategic Industrial Land
Bell Farm Avenue	-1	DEV159	Residential				Due to the accessible nature of this site, CEMEX urges the Council to consider the site as a natural small-scale extension to Bell Farm Avenue.	Designated as green belt.
							The site would	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							provide a sustainable location for residential infill of one or two dwellings.	
							The site is located close to existing transport network, close to existing residential areas and services and employment	
							The small site relates more closely to the built environment of Bell Farm Avenue, and should therefore be removed from the conservation designations	
							Cemex	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
Police Shop, Barking Town Centre	-1	DEV161					<p>understands there is currently no public access to this small triangular piece of land and therefore it is not serving a purpose as public open space.</p> <p>The MPA suggest that a location for the new Barking 'police shop' be outlined within this document within the primary retail frontage.</p>	Document does not cover Barking Town Centre
Land to the east of Gascoigne Road Pumping Station	-1	STA027	Light Industrial	General Industrial	Storage or Distribution		The site is vacant and is surrounded by light industrial & warehousing.	This is a SINC within a Strategic Industrial Location

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
Marks Warren Farm Quarry	-1	DEV092					Development of the site would support Government, regional (metropolitan) and borough planning policies in developing vacant sites to create employment opportunities in the borough.	This is covered by the Core Strategy
							We request that Marks Warren Farm is identified as safeguarded mineral extraction and processing area on the Proposals Map.	
							There exists at present, a well screened, enclosed	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							aggregate bagging plant on site and this forms part of the infrastructure that should be safeguarded in accor. with MPS1	
							This site should also be allocated as a site suitable for Construction and Demolition Waste which gives rise to recycled aggregate and soils - recycling and other associated use in accordance with MPS1.	
							Whilst the future extension area for land won aggregate to	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							supply the quarry is nearby at Crown Farm, the mineral from Crown Farm would need to be processed at Marks Warren Farm Quarry.	
							The London Plan requires East London Boroughs to plan and provide for at least a 7 yr land bank of land won minerals at a rate of 0.5mpta. As the site is one of the very few remaining quarries in East London, safeguarding it is essential.. In view of its location close	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
Barking College	-1	DEV162	Education Services	Other Community Services	Keep current use	Other	to the main road Other Uses: we would wish to see education specifically featured as a development sector in the borough and the ongoing needs of the sector recognized	Noted
							Futher, we would wish to see some acknowledgement that the FE Sector has a key contributory role in the enhancement of services to the community.	
							Although their primary function is to deliver further	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							education, colleges have a unique opportunity to provide a service to the community and whilst this is ongoing it can be enhanced through developer opportunities.	
							We consider that the whole of the site within the college demise should be designated for further education and associated community use.	
							Although part of the site is green belt within the green belt there are a	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
Porters Avenue New Clinic	-1	RES566	Residential	Offices	Education Services	Visitor Housing	number of uses that may be acceptable which could be compatible with the college's uses and therefore, it would be beneficial if this could be acknowledged.	Noted
Residential Care Home, Corner of Harrow Road and Ripple Road	0	RES562					Former care in the community building (purpose built). This has now been empty for several years. It would make an ideal health centre.	Noted
Crown Garages,	-1	NMP1					We believe this site to have been sold.	Not aware of development

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							What are the development plans for the site?	plans for this site
							Please restrict flats from this site.	
							Might be suitable for houses or bungalows	
Withershaw Road Garages	0	NMP2					This could be included in the list of garage sites. They are in state of disrepair. One child split leg open on this site.	Noted
Old health clinic off Bastable Avenue	0	NMP3					Has this been included?	This will be addressed by Thames View Estate Masterplan
North side of Selina's	0	RES585	Offices	Light Industrial	General Industrial	Storage or Distribution	At the moment there is a	Noted

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
House, adjacent to Hoo Hing, Selinas House							significant amount of underutilised or derelict land around the Hoo Hing warehouse	
Morrisons Car Park	-1	RES585	Other Community Services	Leisure and Entertainment	Other		This area needs to be looked at as part of the proposed Becontree Health development. The east end of the Morrisons car park is never used, even on a busy Saturday.	This is now included within SSA SM10
							There is also a significant section of derelict land to the east of Morrisons itself. These areas could be replanned and	

Appendix 3 - Responses received on proposed sites

Suggested Site	Site known	Consultee ID from LDF	Acceptable Use 1	Acceptable Use 2	Acceptable Use 3	Acceptable Use 4	Detailed comments	Council Response
							used as car parking space for the new Becontree heath site, thus freeing up space for better use around the swimming pool area.	

Appendix 4 - Responses received on Retail Parades

Town Centre Comment	Town Centre ID	Consultee ID from LDF database	Review boundaries	Review boundaries1	Comment para 1	Comment para 2	Council response
1	Chadwell Heath	RES140	0		The Council charges too much on shops/business rates. This encourages large food outlet places who can afford it. We lose the independent shops, shoe makers, grocers, bakers, coffee shops.	More restrictions on A3 units and A5 units. No more hot food takeaways.	Local Development Framework places tighter controls on hot food takeaways
2	Dagenham Heathway	ANON1	-1	Review them	Population trends and 'white flight' because of vast influx of 'other faiths' often on English speakers - make this Borough a 'powder key ' of possible future racial tensions. Better supermarket and better shopping facilities needed.		Noted
3	Dagenham Heathway	ANON2	0				Noted
4	Dagenham East (South)	ANON2	-1	Review them			Noted
5	Dagenham East (North)	ANON2	-1	Review them			Noted
6	Faircross Parade	RES140	-1	Review them	Better selection of bakers/butchers/greengrocers/general		Noted

Appendix 4 - Responses received on Retail Parades

Town Centre Comment	Town Centre ID	Consultee ID from LDF database	Review boundaries	Review boundaries1	Comment para 1	Comment para 2	Council response
					stores. Keep post office. Include a car park rather than the parking system in place at the moment. Elderly/disabled need handy local xxxx of shopping/postal services		
7	Dagenham Heathway	ANON3	-1	Review them	Take away the 'speed bump and walkway parts' as these were not in the original plans. Emergency services + police have had to (on more than one occasion) try and turn around which is difficult with traffic chocablock	I suggest you decrease the the width of the pavements please	Noted
8	Faircross Parade	ANON5	-1	Review them	Faircross Parade is a thriving local centre. We even have a bank. However some businesses have closed because of the increased rents and instead we have a surfeit of 'general stores' whose wares spill over onto the pavement.	We need to encourage useful local businesses so that the parade continues to be viable and attractive local people.	Noted
9	Chadwell Heath	RES576	0		Need proper supermarket	Tesco's too expensive for	Noted

Appendix 4 - Responses received on Retail Parades

Town Centre Comment	Town Centre ID	Consultee ID from LDF database	Review boundaries	Review boundaries1	Comment para 1	Comment para 2	Council response
10	Dagenham Heathway	ANON14	-1	Review them	Heathway is the main shopping centre in Dagenham and should be treated as such, like it used to be. Banks, decent restaurants, decent public housing, decent shops not all pound shops, too many take aways, toilet facilities.	people on low income & disabled to access. Low cost food/supermarket (needed). Heathway needs to be more attractive. More types of shops and shop fronts. Market day would bring more people in.	Noted
11	Goresbrook	ANON14	-1	Review them	Think about Farstruter.	If you can provide these the local residents will come onboard.	Noted

Appendix 4 - Responses received on Retail Parades

Town Centre Comment	Town Centre ID	Consultee ID from LDF database	Review boundaries	Review boundaries1	Comment para 1	Comment para 2	Council response
	Road/Chequers Parade						
12	Martin's Corner	RES569	-1	Review them	No more fast food shops	We need butchers, bakers and homeware stores	Local Development Framework places tighter controls on hot food takeaways
13	Gale Street, Becontree	RES566	0	Keep them as they are			Noted
14	Green Lane	RES560	0	Review them			Noted
15	Robin Hood	RES560	0	Review them			Noted
16	Martin's Corner	RES567	0	Review them	Retail shops. Fewer takeaways.	Possible site for a cinema?	Noted
17	Dagenham Heathway	RES567	0	Review them	Retail Shops		Noted
18	Dagenham Heathway	RES563	0	Review them	There should be a library and a health centre in the Heathway		New library currently being built. Health centre

Appendix 4 - Responses received on Retail Parades

Town Centre Comment	Town Centre ID	Consultee ID from LDF database	Review boundaries	Review boundaries1	Comment para 1	Comment para 2	Council response
19	Dagenham Heathway	RES570	0	0	The district centre has recently been developed. There is now few parking spaces which are not even enough.	They spend the money putting bricks on the road but they didn't provide free parkign areas/spaces. We need a big supermarket there as well.	proposed on Woodward Road Noted
20	Eastbury	RES562	0	0	2 - 12 Blake Avenue are not shops. They are flat conversions.		Noted
21	Faircross Parade	RES568	0	0	Restrict the fast food outlets & encourage green grocers, butchers and community shops.		Local Development Framework places tighter controls on hot food takeaways

Appendix 4 - Responses received on Retail Parades

Town Centre Comment	Town Centre ID	Consultee ID from LDF database	Review boundaries	Review boundaries1	Comment para 1	Comment para 2	Council response
22	Faircross Parade	RES564	0		Faircross is still a nice area to shop but it is getting worse.	Too many fast food shops and cheap hardware come general ninc stores.	Local Development Framework places tighter controls on hot food takeaways
23	Gale Street, Becontree	RES580	0	Review them	Local shopping should be promoted. All shopping areas listed need immediate refurbishment/maintenance works to attract any national chain or new tenants.	Council grant/incentives to new tenants should be considered. Graffiti and anti social behaviour are also prevalent at these sites which also needs addressing.	Council is undertaking a programme of improvements to retail parades
24	Dagenham Heathway	RES581	0	Review them	The traffic has increased, there is a need for adequate parking as well as giving the area a better look and		Noted

Appendix 4 - Responses received on Retail Parades

Town Centre Comment	Town Centre ID	Consultee ID from LDF database	Review boundaries	Review boundaries1	Comment para 1	Comment para 2	Council response
					make it a more pleasant shopping experience.		
25	Gale Street, Becontree	RES581	0	Review them	This area needs a centre for young people		Noted
26	Dagenham East (North)	RES583	0	Keep them as they are			Noted
27	Eastbrook	RES583	0	Keep them as they are			Noted
28	Reede Road	RES583	0	Keep them as they are			Noted
30	Dagenham East (North)	RES584	0	Keep them as they are			Noted
31	Eastbrook	RES584	0	Keep them as they are			Noted
32	Reede Road	RES584	0	Keep them as they are			Noted

Appendix 5 - Reponses received on Open Spaces

Open Space	Consultee Code	Response	Council response
Barking Abbey Ruins & St Margaret's Churchyard	RES147	Part of the open space adjacent to St Margaret's school should be enclosed to create a playing field for the school. Current provision for play areas is woefully inadequate.	Protected as open space
Barking Park and Loxford Water	ANON5	We should protect the allotment site here. The site is thriving, well maintained and governed.	
		There is a general trend of increased interest in allotments and it should be encouraged. I believe the nearest allotments are quite a distance and I know that some allotments on Thames View were taken over and never replaced.	Protected as allotment
Gale Street Organics	RES155	Gale Street allotments could needs to be managed in a more efficient and constructive manner, or alternatively, incorporated into the main Gale Street allotment site under East Barking Society.	Protected as an allotment
		Many more small areas could be developed into allotment areas using raised beds. This could be done in contaminated soil areas. Thames View has no allotment sites at present. Nor has the Hart Lane Estate or Marks Gate area.	
		Small nature reserve areas could be put under jurisdiction of local community groups.	
Mark's Gate	RES140	This site is in a poor state. Becontree Horticultural	Allocation ensures there are no net loss

			Allotment Society have been approached to see if they would take it on. But they cannot on the state that it is in. This site could benefit from a lake.	of allotments
Furze House Farm	RES140		Field Gardens allotment site should be protected.	Noted
Field Gardens The Chase Nature Reserve & Eastbrookend Country Park	RES140 ANON2			Is protected as an allotment Noted
Barking Park and Loxford Water	RES147		The allotment, the only site in Barking should be protected. This can best be done by declaring them statutory allotments to replace the statutory allotments taken at River road for development without consent from the Secretary of State.	Is protected as an allotment
Goresbrook Park	ANON14		I back up on to the park and I can see and hear woodpeckers, sparrow hawks, crows, starlings, finches, sparrows, toads, robins, wrens, tits, magpies, pied wagtails, jays, blackbirds, frogs, thrushes, butterflies, dragonflies, bats, foyes, Sea birds, bees.....moths and many more.	Noted
Castle Green Park	DEV154		Castle Green Park bounds and overlaps the proposed A13/Renwick Road Improvements Scheme (sites 98 & 99). Castle Green is listed as site which should be afforded protection from development.	Noted
			As part of the proposed A13 RR improvement, the bus-only link would require the development of a narrow earth embankment on a small strip of land which is currently located within Castle Green.	
			The land concerned runs from north to south currently	

			located within Castle Green's western boundary and incorporates a public footpath	
			It is separated from the playing fields that occupy the maj. Of the open space by a small line of semi-mature trees and a minor belt of vegetation.	
			The proposal would replace the the footpath and existing vegetation with a landscaped embankment and a new 5m footway/cycleway alongside RR and Goresbrook Road.	
			The landscaping of the embankment would not result in a significant net reduction of green space and could be designed as such to soften the visual impact of the elevated section of the proposed highway north of the flyover.	
Wellgate Community Farm	DEV163		We propose that the land is allocated for a sustainable mixed use development comprising residential development in a well landscaped setting, an improved community farm, re-provision of a sports pitch and a new area of woodland	This allocation has not been included as it is not possible to allocate sites in the Green Belt in the SSA document
			Grover Consortium Ltd wish to propose that the existing community farm together with surrounding landholdings are allocated for further redevelopment that will deliver benefits to the openness of the Green Belt.	
			The site currently contains light industrial; residential; garden centre; community farm; cattery/kennels; area of fly tipping on former football pitch	
			The only uses compatible with green belt are the community farm and the former football pitch.	
			We object to the proposed open space allocation 23.	

			<p>The site allocations DPD identifies this site by virtue of its current nature conservation interest. This is a new allocated from those currently found in the adopted UDP. We feel this is misguided.</p> <p>On the basis of its limited nature conservation value is only due to its local community use, relocating the community farm to a more favourable location (from a nature conservation perspective) to the southeast corner of the site</p> <p>Here, there is more opportunity to enhance the habitat for wildlife</p> <p>This site falls within the Green Belt. However we consider that cumulatively this area has the characteristics of a major developed site in the green belt, as defined by Annex C of PPG2.</p>		
Parsloes Park including the Squatts	RES569				Is protected as open space
Bushway	RES569				Is protected as allotment
Valence Park and House	RES569				Noted
Longbridge Road	RES559		Only half the space in the allotment site is used. The rest is not used at all.		Noted
Parsloes Park including the Squatts	RES566				Is protected as open space
Wood Lane	RES566				Noted
Longbridge Road	RES560				Noted

Barking Park and Loxford Water	People always want allotment land as it cuts down on the cost of food.		Noted
Parsloes Park including the Squatts	RES567		Noted
Bushway	RES567	Housing - market.	Noted
Parsloes Park including the Squatts	RES563		Noted
Mayesbrook and associated water courses	RES563	This is a park and should be kept. Over the years, I have seen lots of children fishing there and it should be preserved as long as possible.	Is protected as open space
Castle Green Park	RES570	Castle green park should be protected because it is near Jo Richardson school and school children can use it for their sports.	Is protected as open space
Mayesbrook and associated water courses	RES563	Mayesbrook Park - more swings please for kids as they queue for one swing there.	Noted
Mayesbrook and associated water courses	RES562		Noted
Barking Park	RES568		Noted

and Loxford Water				
Mayesbrook and associated water courses	RES568			Noted
Barking Park and Loxford Water	RES564			Noted
Mayesbrook and associated water courses	RES564			Noted
Mayesbrook and associated water courses	RES561		We should protect the open space because of children's future facilities, health, social care and leisure.	Is protected as open space
Castle Green Park	RES580		New school and facilities are a welcome addition.	Is protected as open space. Allocation enables Barking Rugby Club to expand
			It would appear however this has been at the cost of several rugby pitches used by the nearby club.	Noted
			Thought should be given to allocating more of the sport centre site to the club.	Noted
Manning Road	RES580			Noted
Hedgemans Road	RES580		Given the remainder of the land along Hedgemans Road has been developed it could be argued that this would be ideal for residential development.	Is protected as allotment
			That said, the popularity of the site would dictate that an alternative is sought, and should be sought.	Noted
Gale Street	RES580			Noted
Goresbrook and	RES580		Create an additional allotment site around the area of	Noted

the Ship and Shovel		Rowdowns Road. Park coverage is generous given the remainder of this park. Castle Green and Parsloes Park are all in close proximity.	
Gale Street	RES581	Allotment sites are a great way to involve people in physical activity. At the same time, it may offer a great sense of achievement to people growing their own vegetables.	Is protected as allotment
Hedgemans Road	RES581	It provides people with an opportunity to get some exercise and perhaps talk to other people, so it is not only good for the elderly but also for younger people.	Is protected as allotment
Goresbrook and the Ship and Shovel	RES581	I agree that it should be protected as open space. However, sometimes I don't feel safe to use such open space because of sometimes you get youths causing trouble.	Noted
The Chase Nature Reserve & Eastbrookend Country Park	COMG2	Better care can be taken of this site.	Noted
King George's Fields	RES582		Noted
Valence Park and House	RES191		Noted
Chitty's Lane	RES191		Noted
The Chase Nature Reserve & Eastbrookend Country Park	RES583		Noted

The Chase Nature Reserve & Eastbrookend Country Park	RES584		Noted
Temple Avenue	RES585		Noted
Romford Line rallsides	RES585		Noted

Appendix 6 - Responses received on additional open spaces

ID	Additional Open Space Address	Consultee	Location of open space	Reasons for protecting open space ¹	Reasons for protecting open space ²	Reasons for protecting open space ³	Council response
1	Parsloes Park	ANON1		Protect Parsloes Park and reject for new dressing rooms, cricket pitches and tennis courts (e.g. with a view to training for 2012 olympics?)			Protected
2	Riverbank adjoining flats and houses	ANON7	Gurney Close	This strip of land has a lot of native trees and plants and provides a home to many small animals, birds and insects. The treest must add quality to the air beside such a busy motorway. Residents like to have a natural green strip by their flats.	If area was opened up, the natural habitat for birds and small animals would be destroyed. It would become a dumping ground for litter and would lead to crime and criminal damage to property. Bank could become destabilised and possibly lead to flooding.		This is protected as a Site of Importance for Nature Conservation
3	All open spaces	COM040	All	Any public space needs to be protected from car parking. Public spaces are needed, are vital for friendship, networking, exchange of ideas rather			All public parks have been protected

Appendix 6 - Responses received on additional open spaces

ID	Additional Open Space Address	Consultee	Location of open space	Reasons for protecting open space ¹	Reasons for protecting open space ²	Reasons for protecting open space ³	Council response
4	All parks	ANON14	All	than dependence on mass media advertising Open space	Site of importance for nature conservation	Allotment land	Noted

Appendix 7 - Generic comments made on the SSA

Consultee ID from LDF	Additional site number	Suggested Site	Detailed comments	Detailed comment para2	Council's response
BUS004	32	Employment Uses	We support the recognition within section 6.3 of the SSA Issues and Options draft that there are employment uses outside the B classes that are suitable for employment land.	These representations request that uses outside the B use classes are continued to be recognised in future stages of the development of the SSA.	Noted
COMG1	34	Allotment sites	There is a shortage of allotments in the south of the borough since the loss of an allotment site as part of the Barking Riverside development. One member stated that through providing sites with raised beds contamination need not be a barrier.	Originally we were told that a site would be found to replace it but this has not happened due to land contamination issues.	New allotments are proposed as part of the Barking Riverside proposal
COMG2	35	Youth facilities	More sports facilities and youth facilities needed in the borough.		Noted
COMG2	36	Youth facilities	Outdoor sports facilities, swimming pool and basketball courts needed		Noted

COMG2	37 Youth facilities	Bettter parks and facilities needed.		Noted	
COMG2	38 Youth facilities	Entertainment facilities for teens needed in the borough.	Music studios Dance facilities Health facilities	Noted	
COMG2	39 Youth facilities	Improvements to Dagenahm Swimming Pool needed.		Becontree Leisure centre proposed to replace this	
COMG3	40 Religious meeting places	There is a need for more religious meeting places in the borough. For every 1000 homes in the borough, a new faith building is required.	Buildings need to be adaptable so they can be used for faith groups, play groups etc	Whalebone Lane retail park designated for local community uses	
			There should not be restrictions limiting their use.		
COMG3	41 Religious meeting places	Hindus need more sites in the borough.		Noted	
DEV143	15	Sanofi Aventis proposes that the actual quantum of development should not be prescribed in the allocation, but rather that the Council adopts a flexible approach to land use.	This could then be progressed through the planning process depending on suitable uses at the time which the land comes forward.	Noted	
DEV158	16 Fire Stations	Future growth within the borough will create additional risks from fire and other emergencies across the	The SSA should specifically mention the links between future development proposals	Noted	

			Borough.	and maintaining community safety. The SSA should address the need to grasp opportunities offered by new developments in the borough to design out risks from fire, particularly in residential accommodation	
				LFB supports the document in so far as it seeks for new development to be designed in a way to improve access for emergency services (page 14.).	
DEV161	23	Main Text, Section 6.4, Social Infrastructure	The MPA support the need for social infrastructure in the borough and support the reference to policing.	However, it is recommended that the second paragraph is reworded to accurately reflect the wider aspect of the MPA's estate. E.g "the SSA DPD will explore options for increasing the presence	No specific sites where put forward by the MPA for inclusion in the document

DEV161	24	Main Text, Section 8, Retail Frontages	A key part of the MPA's estate review is to introduce policy 'shops' into locations with good accessibility. The purpose of police 'shops' is to provide direct public interface facilities with the police. Town centres are ideal locations for these.	of emergency services, for example, through the location of police shops in town centres and policing facilities in employment areas.	No specific sites where put forward by the MPA for inclusion in the document
MEM2	44	Local community facilities.	The area surrounding Brocklebank lodge is in need of a club for local residents.		Noted
NMP3	42	Access to secondary schools	There is an issue of access for Thames View pupils to secondary school at Castle Green.		Secondary school will be provided as part of Barking Riverside development
NMP3	43	Access to primary schools	Great Fleete residents expressed a need for primary school in the area.		New primary schools will be provided as part of Barking Riverside development
OTH170	1	Borough	A borough wide evaluation of transport impacts of the local network and SRN is	Given the large amount of housing to be delivered and the	The Core Strategy requires transport assessments for the major sites. Separate work is

			necessary to demonstrate that all major proposed SSA and BTCAP developments are deliverable in transport terms.	relatively low PTAL levels at a few major development sites, it is possible that a large number of car trips would be generated, which may adversely impact the SRN.	being conducted for the Barking Town Centre Area Action Plan
				The HA advise that a borough wide evaluation is carried out to quantify the potential cumulative transport impact on the local network and SRN.	
				In order to help identify the most sustainable development scenario, options should be developed and tested as part of the evaluation (ideally prior to the preferred options stage). For example, the ELT bus proposal.	
				E.g the ELT routes, frequencis and details must be taken into account as part of the assessment	

OTH170	2	Borough	The HA is supportive of mixed use development, ideally occurring in existing town centres where public transport accessibility is good.	Development sites located far from existing town centres or public transport provision should be avoided wherever possible. In addition, the Council should work from the principle of reduce, manage and invest so that the provision	Noted
				The HA agreed with the statement: "a development site which has poor access to public transport should not be a focus for large scale housing development unless significant improvements are provided.."	
OTH170	3	Retail and Town Centres	The HA would seek assurance that the 'lack of cycle parking facilities' identified at several of the Borough's retail centres, as mentioned in section 6.5 of the SSA will be addressed in order to provide visitors and		This is being addressed through the LIP funding process

OTH170		4	Transport Infrastructure	employees with more alternative modes. The HA would be supportive of those transport infrastructure initiatives outlined in paragraph 6.6. of the SSA to improve public transport and encourage sustainable transport.	In addition to identifying any land requirement for the proposals, the SSA should detail the cost required, funding sources, phasing and delivery responsibility for the associated transport infrastructure as part of a robust evidence base.	Given the current uncertainty surrounding a number of significant proposals the SSA does what it can to provide the necessary detail
					The HA would emphasize that it is important for the Council to consider the mechanisms for delivering and funding the proposed transport infrastructure	
OTH171	8	Smaller housing sites	We hope the Council considers identifying other, possibly smaller sites, within established, well connected and popular residential locations, already supported by adequate infrastructure (e.g Goodmayes).	This may be necessary to ensure that housing supply can be maintained in the current downturn.	Noted	

OTH171	9	Public Transport and Affordable Housing	We note that large development sites with poor public transport accessibility will not be prioritised unless s106 obligations are sufficient to support connection-up to existing networks.	The Council may wish to discuss the market potential of such developments with house builders operating in the borough. We would support this, but point out that London Plan policy 6A.4 does allow planning obligations to be prioritised for transport and affordable housing.	Noted
OTH171	10	Constraints	In addition to its SA, the	Prioritisation could ensure that the necessary revenue for transport connections is raised, but probably only if other obligations are scaled back. The Council may wish to consider the availability of other public investment for transport, such as the Government's CIL fund.	Noted

OTH171	11	on Development Sites	council may also wish to assess potential constraints on residential development sites via its SHLAA.	brownfield sites review will also consider constraints on potential brownfield developments sites for all use types.	
	11	Social Infrastructure Needs	We note the scale of the social infrastructure need, and while we would not dispute this, we would caution against the feasibility of all the expressed need being met by solely developers through the levying of section 106 obligations.	We must draw attention of paragraph B10 of Circular 5/2005.	Noted
				London Plan paragraph 3.52 also requires LPAs to consider development viability by accounting for "individual circumstance of the site....."	
				Furthermore, "the Mayor wishes to encourage, not restrain residential development and boroughs should take a reasonable and flexible	

RES091	12	Public Rights of Way	Although some of the site plans indicate Public Rights of Way (PROW) not all do and the future needs and aspirations must be taken into account.	approach on a site by site basis". The Government Maritime Bill deals with access to the coast line but I understand now, only into rivers as far as the first pedestrian crossing.	Noted
RES091	13	Thames Path	A major project is to continue the Thames Path, currently designated and supported from source down to the Barrier, taken up by the Thames Estuary Partnership and set out in the brochure "City to Sea".	In the River Thames this is now likely to be Tilbury, not the Woolwich foot tunnel. I hope that you will include reference to this and other riverside paths (Beam and Roding) in the LDF.	Noted
RES091	14	Open Spaces - Appendix 3	Public Rights of Way and other permissive paths need to be shown on a map.		This is covered in the Council's Draft Rights of Way Improvement Plan
RES561	33	Open Spaces	We need to protect all our open spaces for the future we are planning.		Noted
RES582	45	General River	Medical facilities are needed		Health centres have been

			Ward sites	for most sites as there are 2 large residential sites and an industrial site. Fire & police stations should be considered.			identified within the document to meet the needs of existing and forecast households
STA002	6	not applicable		From a strategic perspective, it is important to know how much industrial land is being transferred to other uses through the site allocations document.	This is to ensure that the general approach to industrial land release in Barking is broadly along the lines anticipated in the Industrial Capacity SPG published in March 2008.		The Joint Waste Plan demonstrates which sites the Council has allocated to meet future waste management needs
						It is also important to ensure that sufficient sites are being retained to ensure that the Council can meet its waste management obligations.	
STA002	7	waste management sites		The SSA will need to make clear that waste management sites will be dealt with in the Joint Waste Plan.			The Joint Waste Plan demonstrates which sites the Council has allocated to meet future waste management needs
STA011	17	Sequential Testing		It is important that flood risk is considered at the earliest	E.g. there may be opportunities to build in		All sites have been sequentially tested and all

			stage of formulating your site allocations document so as to create opportunities to reduce flood risk to the community and ensure sust.dev at a strategic level.	increased flood storage, sustainable drainage elements or locate higher vulnerability class uses to areas of the lowest flood risk.	allocations where appropriate address flood risk
				When allocating land for development you must demonstrate that flood risk, the information from the SFRA and the vulnerability of development have been considered in the site allocation process.	
				This is achieved by applying the sequential test and where necessary the exception test.	
STA011	18 Contaminated Sites	For brownfield sites we recommend that there are requirements in place to ensure that site risk assessments are carried out and any contaminated land is remediated in line with PPS23 and the risk management framework		for the Management of Land Contamination, when dealing with land affected by contamination.	All sites have been sequentially tested and all allocations where appropriate address flood risk

STA011	19	Main Text, Section 5, Page 7	provided in CLR11, Model for Procedures We acknowledge the proposed increase in developments within the borough as set out in the London Plan, However another key challenge is the management of flood risk and ensuring all new developments are developed sustainably.		All sites have been sequentially tested and all allocations where appropriate address flood risk
STA011	20	Main Text, Section 6, Page 8	The Sequential test needs to be applied when allocating development with Flood Zone 2 an 3.		All sites have been sequentially tested and all allocations where appropriate address flood risk
STA011	21	Main Text, Section 7, Page 18	We strongly support this section and the aim to consider the various river courses within your borough for enhancement and restoration.	We are pleased to see the Council is looking at river enhancements in partnership with ourselves.	All sites have been sequentially tested and all allocations where appropriate address flood risk
STA011	22	Appendix 1, Schedule of Sites	All sites proposed which are located in Flood Zone 2 and 3 will require the application of the sequential test.		All sites have been sequentially tested and all allocations where appropriate address flood risk
STA013	25	Archaeology	All of the key regeneration sites and strategic industrial	some of the other sites also lie within APAs and	This has been addressed where relevant

				locations fall within or largely within archaeological priority areas which make them special interest.	of course archaeology may be found anywhere.	
					The potential effect of redevelopment on archaeology remains should therefore be considered.	
STA013	26	Public Buildings	Several sites include public buildings such as libraries and educational buildings.	Some of these are local landmarks and we would advise that the option of reuse is fully considered as the first option.	Noted	
STA013	27	Locally Listed Buildings	There are a number of locally significant historic buildings that should be fully accessed and retained in new developments. E.g. Ethel cottages, the Cedars Club, Japan Road Centre and Westbury Arms.			The Council has recently updated its local list
STA013	28	Key Regeneration Sites	It is important that the built heritage of larger sites is assessed as part of the planning process through rapid area assessment.			Noted

STA013	29	Maps	A map illustrating sites of importance for heritage conservation would be useful.	This could include details on heritage assets both statutory designated and undesignated that need to be considered in new developments.	This will be done seperately to this document
STA027	30	Thames Water	We would support options that would concentrate development on a small number of large clearly defined development sites, rather than dispersal options that would see an extensive number of smaller less well defined sites being selected.		Noted
STA027	31	Foul and Surface Water Sewers	Separate foul and surface water sewers serve the remainder of the Borough that drains to Beckton STW and Riverside STW, and there are no significant sewer capacity problems at present.		Noted
STA030	5	not applicable	The schedule of sites is listed by ward and not numerically, this makes sites identification laborious and complicated. It is suggested the preferred options includes a numerical		Noted

index.

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STAT

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RES

ANON1

ANON10

ANON11

ANON12

ANON13

27 March 2009

ANON14

ANON2

ANON3

ANON4

ANON5

ANON6

27 March 2009

ANON7

ANON8

ANON9

RES025

Mr

Stanley

Bartels

RES091

Mr

Michael

Cullen

Ramblers Association

RES140

Mr

Vic

Ferridge

27 March 2009

RES147

Mr

B

Fletcher

RES155

Mr

C

Gallehawk

RES174

Mrs

June

Griffin

RES191

Mr

Hill

RES401

Mrs

Val

Shaw

RES559

Mr

Amin

Vikash

27 March 2009

RES560

Miss

Mary-Ellen

Gallacher

RES561

Mr

Usubidi

Batuba

RES562

Mr

Trevor

Fisher

RES563

Ms

Linda

Whittle

RES564

Mr

Chris

Burgess

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RES580

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RES581

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RES582

27 March 2009

RES583

RES584

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OTH170

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Sir/madam

Land & Development Stakeholder and Policy Manager

National Grid

OFF

OFF1

OFF2

MEM

MEM1

MEM2

MEM3

DEV

27 March 2009

DEV012

Ms

Carly

Vince

AXA Real Estate Investment Managers c/o RPS

DEV092

Ms

Lillian

Harrison

Development Plans Manager

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DEv143

Ms

Tessa

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Senior Planning Consultant

Jones Lang LaSalle

DEV144

Daniel

Osborne

Senior Planner

Drivers Jonas

DEV144

Felicity

Wye

Planning Research Manager

Tribal MJP

DEV154

Mr

Ian

Johnson

Technical Director

Jacobs

27 March 2009

DEV155

Ms Jackie Kirby

Development Planning Partnership LLP

DEV157

Mr Patrick Grincell

Director

Savills

DEV158

Ms Claire Morrison

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Ms Julianne Chowings

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Tribal MJP

DEV163

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COM040

Ms Barbara Stanley-Hunt

Bahai of Barking and Dagenham

COMG1

COMG2

COMG3

27 March 2009

NMP1

NMP2

NMP3

BUS

BUS004

Ms

Faye

Wilders

Planning Assistant

Costco Wholesale UK c/o RPS

27 March 2009

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Appendix 3

Local Development Framework

London Borough of Barking & Dagenham

London Borough of Havering

London Borough of Newham

London Borough of Redbridge

Joint Waste Development Plan Document for the East London Waste Authority Boroughs

Pre-Submission Document

April 2009

For further information please refer to your Councils website:

www.barking-dagenham.gov.uk

www.havering.gov.uk

www.newham.gov.uk

www.redbridge.gov.uk

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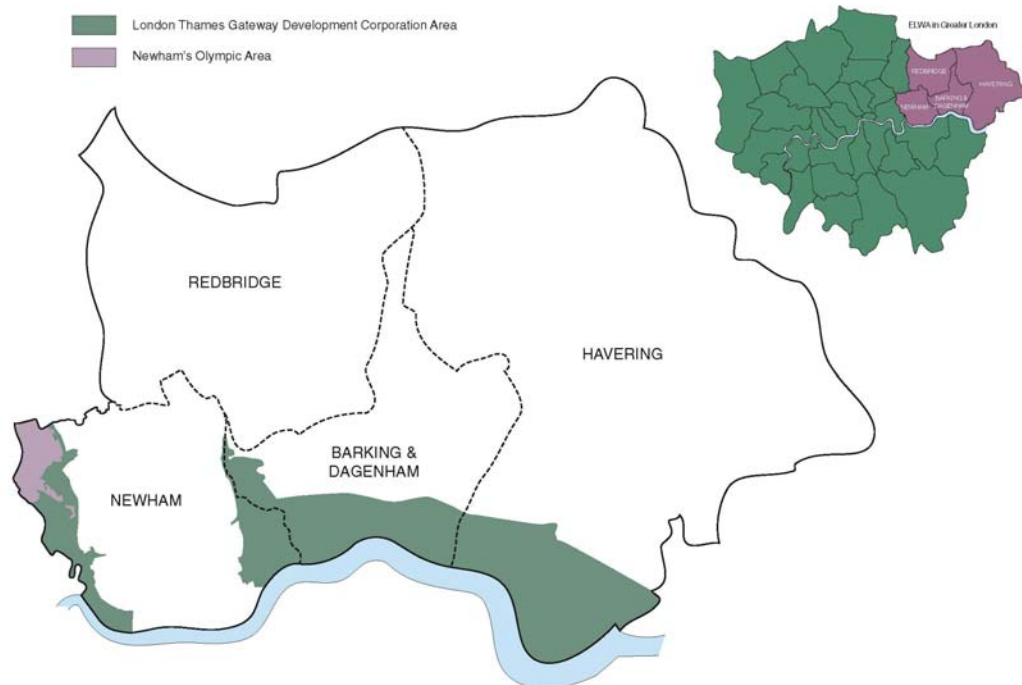
1. Introduction

What is the Joint Waste Development Plan Document (DPD)?

- 1.1 The Planning and Compulsory Purchase Act 2004 requires local authorities to replace the existing Unitary Development Plan (UDP) with the Local Development Framework (LDF). The LDF is made up of a portfolio of local DPDs, which must include specific waste policies which are consistent with PPS10 and in General Conformity with the London Plan.
- 1.2 The purpose of the Joint Waste DPD is to set out a planning strategy to 2020 for sustainable waste management which enables the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal and commercial & industrial waste having regard to the London Plan Borough level apportionment and construction, excavation & demolition and hazardous wastes. The Joint Waste DPD will form part of the LDF for each borough and help deliver the relevant elements of the Community Strategy for each borough.

Who is preparing the Joint Waste DPD?

- 1.3 The Joint Waste DPD is being developed by the four East London Waste Authority (ELWA) boroughs of LB Newham, Barking & Dagenham, Havering and Redbridge. The decision to work together was established through the boroughs' Local Development Schemes and is intended to build on the positive working relationship already established between these boroughs as part of ELWA.



Map 1: East London Waste Authority boroughs, Olympic area (LB Newham) and the London Thames Gateway Development Corporation area

Borough Local Development Frameworks

- 1.4 The Joint Waste DPD will become part of each boroughs Local Development Framework, however it will differ from other borough DPDs as it will set waste management targets and allocate sites suitable for waste development for implementation across all of the four boroughs. Table 1 below shows borough-specific DPDs prepared or currently under development. Additional DPDs may also be prepared for each borough as required.

Table 1: Summary of Development Plan Documents and status for each borough

Borough	Documents
Barking & Dagenham	<ul style="list-style-type: none"> • Core Strategy (Pre-submission Report) • Borough Wide Development Policies DPD (Pre-submission Report) • Site Specific Allocations (Pre-Submission) • Barking Town Centre Area Action Plan (Preferred Options)
Havering	<ul style="list-style-type: none"> • Core Strategy (Adopted, July 2008) • Site Specific Allocations (Adopted, July 2008) • Development Control Policies (Adopted, Oct 2008) • Romford Area Action Plan (Adopted, Oct 2008)
Newham	<ul style="list-style-type: none"> • Core Strategy (Issues & Options) • Development Control Manual (Issues & Options)
Redbridge	<ul style="list-style-type: none"> • Core Strategy (Adopted, Mar 2008) • Borough Wide Primary Policies DPD (Adopted, May 2008) • Development Sites with Housing Capacity (Adopted, May 2008) • Development Opportunity Sites (Adopted, May 2008) • Ilford Town Centre Area Action Plan (Adopted, May 2008) • Gants Hill Area Action Plan (Submitted)

- 1.5 All boroughs have an adopted Statement of Community Involvement. The consultation process for the development of the Joint Waste DPD is consistent with the requirements as set out in each boroughs SCI.

Timetable for the preparation of the Joint Waste DPD

- 1.6 The preparation of the Joint Waste DPD is in accordance with the boroughs Local Development Schemes. The key stages are outlined below:

Building the Evidence Base and Identifying Issues and Options	April 2005 - August 2007	
Development of the Preferred Options	September 2007 - March 2008	
Publication of the Proposed Submission DPD		← Current phase

Submission to Secretary of State

Examination in Public

Adoption

Community involvement in the preparation of the Joint Waste DPD

- 1.7 Consultation on the 'Building the Evidence Base and Identifying Issues and Options' Consultation Document took place between 16th April to 4th June 2007. The Consultation Document set out the Issues and Options based on the following key steps:



- 1.8 A total of 26 stakeholders commented on the Issues and Options, making 170 representations on various elements. Key matters raised were debated further with stakeholders. The feedback received during consultation at the Issues and Options stage informed the development of the Preferred Options.
- 1.9 Consultation on the Preferred Options Report took place from 7th April to 19th May 2008. Twenty-three stakeholders commented on the Preferred Options, making a total of 135 representations. Further discussions have been held with some stakeholders on key matters raised. The Report on Consultation (December 2008) summarises the representations received and details how it has influenced the development of this Proposed Submission Joint Waste DPD.
- 1.10 Copies of all previous consultation documents, including the Report on Consultation (December 2008), are available online at www.barking-dagenham.gov.uk; www.havering.gov.uk; www.newham.gov.uk or www.redbridge.gov.uk or by contacting your Council (see details below).

Publication of the Proposed Submission Joint Waste DPD

- 1.11 In accordance with Regulation 27 of the Town and Country Planning (Local Development)(England)(Amendment) Regulations 2008, you are invited to make representations on the Proposed Submission Joint Waste DPD. This primary purpose of this stage of consultation is to assess whether the DPD is *sound* and as such it is encouraged that representations should where possible address soundness issues.
- 1.12 To be *sound* the Joint Waste DPD should be *justified*, *effective* and consistent with *national policy*.
- *Justified* means that the document must be founded on a robust and credible evidence base and is the most appropriate strategy when considered against the reasonable alternatives
 - *Effective* means that the must be deliverable, flexible and able to be monitored.
- 1.13 Responses to this document should be received no later than **INSERT DATE**. Response forms should be sent to the following address:

**Project Manager - Joint Waste DPD for East London
Forward Planning & Transportation
London Borough of Newham
Town Hall
High Street South
East Ham E6 2RP**

- 1.14 Alternatively, email ldf@newham.gov.uk
- 1.15 Please be aware that comments made on the Proposed Submission Document cannot be treated as confidential and will be made available for public inspection.
- 1.16 All representations received will be carefully considered prior to submission of the Joint Waste DPD to the Secretary of State. Following submission, the soundness of the Joint Waste DPD will be tested at an Independent Examination after which the Inspector will publish a binding report.
- 1.17 Copies of the Proposed Submission Documents are available at your Council (details below), at all local libraries and online at www.barking-dagenham.gov.uk; www.havering.gov.uk; www.newham.gov.uk and www.redbridge.gov.uk.

London Borough of Barking & Dagenham

- Civic Centre, Barking Town Hall, Barking IG11 7LU
☎ 020 8215 3000
✉ 3000direct@lbbd.gov.uk

London Borough of Havering

- Mercury House, Mercury Gardens, Romford RM1 3SL
- Public Advice and Service Centre, Liberty Centre, Romford RM1 3RL
✉ LDF@havering.gov.uk
☎ 01708 432834

London Borough of Newham

- Forward Planning & Transport, East Ham Town Hall, High Street South E6 2RP
☎ 020 84304588
✉ ldf@newham.gov.uk

London Borough of Redbridge

- One Stop Shop, Lynton House, High Road, Ilford IG1 1NN
☎ 020 8708 2843
✉ dpd@redbridge.gov.uk

- 1.18 Details of other documents referred to throughout this document are detailed below:
- **Planning Policy Statement 10: Planning for Sustainable Waste Management** (ODPM, July 2005). Available at <http://www.communities.gov.uk/index.asp?id=1143834>
 - **The London Plan** (GLA, February 2004) including Alterations to the Plan's housing provision targets and waste and minerals policies (December 2006) and Draft further alterations to the London Plan (September 2006) and Draft minor alteration on borough level waste apportionment (December 2006). Available at <http://www.london.gov.uk/mayor/strategies/sds/index.jsp>

- **Building the Evidence Base and Identifying the Issues & Options**
 - Consultation Document (May 2007)
 - Technical Report (October 2006)
 - Sustainability Appraisal Interim Report: An appraisal of the Issues and Options (May 2007)
 - Report on Consultation (November 2007)
- **Preferred Options**
 - Preferred Options Report (April 2008)
 - Sustainability Appraisal of Preferred Options (April 2008)
 - Site Assessment to inform Preferred Options (June 2007)
 - Sustainability Appraisal of reasonable alternative sites (July 2007)
 - Preferred Options Technical Report (April 2008)
- **Proposed Submission Documents**
 - Proposed Submission Joint Waste DPD
 - Joint Waste DPD Map
 - Sustainability Appraisal of the Joint Waste DPD
 - Technical Report

2. Background

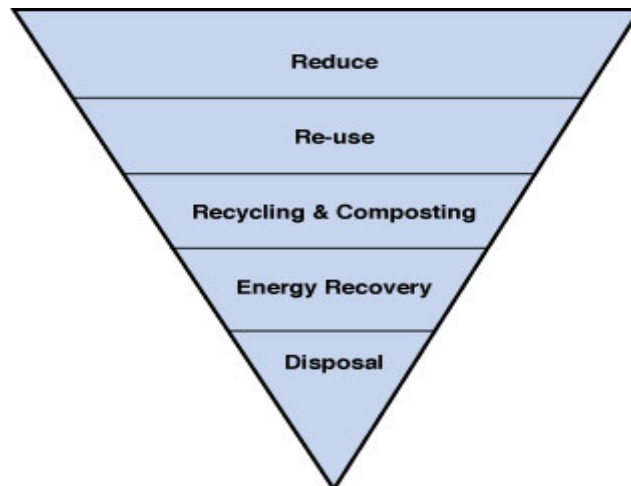
Waste Policy Context

2.1 The Joint Waste DPD is influenced by, and needs to have regard to, the relevant policies, plans and programmes at international, national, regional and local levels. A summary of the key policies, plans and programmes are detailed below.

EU legislation

2.2 The **Waste Framework Directive** [75/442/EEC] is the principal EU legislation for waste and requires measures to ensure that waste is recovered or disposed of without endangering human health or causing harm to the environment. A key principle of the directive is the waste hierarchy, with the objective to manage waste as near to the top of the hierarchy as possible.

The Waste Hierarchy



- The most effective environmental solution is often to reduce the generation of waste – **reduce**
- Products and materials can sometimes be used again, for the same or a different purpose – **re-use**
- Resources can often be recovered from waste – **recycling and composting**
- Value can also be recovered by generating energy from waste – **energy recovery**
- Only if none of the above offer an appropriate solution should waste be **disposed** of.

National Policy

2.3 The **UK Sustainable Development Strategy**^A sets out the overarching approach to sustainable development. The **Waste Strategy for England 2007** was published following a comprehensive review of Waste Strategy 2000. The key objectives are to decouple waste growth from economic growth and put more emphasis on waste

^A Securing the Future - the UK Government Sustainable Development Strategy (March 2005)

prevention and re-use; increase diversion of municipal and non-municipal waste from landfill; secure investment in waste infrastructure; and to get the most environmental benefit from the investment through increased recycling of resources and recovery of energy from residual waste. The Waste Strategy sets national targets for recycling and composting of household waste and the recovery of municipal waste.

- 2.4 **Planning Policy Statement 10: Planning for sustainable waste management** establishes key planning objectives through which planning authorities should prepare and deliver their planning strategies. PPS10 recognises that positive planning has an important role in delivering sustainable waste management through the development of appropriate strategies for growth, regeneration and prudent use of resources, and by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time.
- 2.5 PPS10 reflects many of the principles of the Waste Framework Directive and requires waste planning authorities to identify suitable site opportunities for waste management facilities.

Regional policy

- 2.6 **The London Plan** provides the strategic framework for the preparation of local development plan documents (DPD). The Plan identifies the waste management facilities required to satisfy the identified need and distribution across the region.
- 2.7 The London Plan (Consolidated with Alterations since 2004) provides planning policies for waste management which boroughs must be in general conformity with, including the tonnages of municipal and commercial and industrial waste to be managed by each London borough, revised targets for recycling of municipal waste and new targets for recycling of commercial and industrial waste and recycling or reuse of construction and demolition waste.
- 2.8 The London Plan encourages the regeneration of east London, concentrating development in '**Opportunity Areas**', of which Barking Reach, London Riverside, Ilford, Lower Lea Valley, Royal Docks and Stratford are located within the ELWA boroughs. Opportunity Areas are identified on the basis that they are capable of accommodating substantial numbers of new jobs and/or homes and their potential should be maximised.

Adjoining regional or local policy

- 2.9 It is important for the Joint Waste DPD to take into account the relevant strategies and plans of adjoining areas. The key waste planning policies from adjoining areas are detailed below:

East of England Plan [RSS] - Policy WM3 [Imported Waste]

"The East of England should plan for a progressive reduction in imported waste. After 2015 provision for the management of imported waste from London should be restricted to the landfill of residual waste that has been subject to the maximum practical level of recovery and treatment, for which landfill is the only practical option."

This is supported by **Thurrock Core Strategy Issues and Options Consultation** where the proposal to reduce use of landfill including importation of London's waste to landfill residues by 2015 and only if landfill capacity is still available

was favoured by 71% of respondents. The **Essex Waste Development Plan** is currently in preparation.

North London Waste Plan - Issues & Options Consultation

Question 4 asks whether we should identify just enough land to meet North London’s apportionment or identify more land as good practice for contingency reasons and/or to achieve a greater level of self sufficiency within North London. If the North London Waste Plan identifies additional land it may result in a reduced apportionment to East London boroughs if the London Plan apportionment is reviewed.

Local policy

2.10 **Planning Policy Statement 12: Local Development Frameworks** recognises the Local Development Framework as a key component in the delivery of each borough’s **Sustainable Community Strategy** and requires Local Development Documents to express those elements of the Community Strategy that relate to the development and use of land.

2.11 The preparation of each borough Core Strategy reflects their Sustainable Community Strategy. This Joint Waste DPD must be in conformity with borough Core Strategy policies. Borough Core Strategy policies of specific relevance to the Joint Waste DPD are outlined below:

Barking & Dagenham (Pre-submission Report, Nov 2008)	<p>POLICY CR3: Sustainable Waste Management To protect human health and the environment the Borough will seek to manage waste in a sustainable way and to help achieve national recycling and composting targets.</p> <p>This will be done by prioritising waste reduction, re-use, recycling and composting, new and emerging recovery technologies and conventional incineration over landfill, which will only be considered acceptable as a last resort.</p> <p>To meet the needs of our growing population, and to meet the Waste Apportionment requirements set out in the Further Alterations to the London Plan, appropriate existing waste management capacity will be safeguarded and preferred sites for new facilities identified. The specifics of what capacity will be safeguarded and what sites are preferred for new waste management facilities will be set out in the Joint Waste DPD which the Council is developing with the neighbouring boroughs of Havering, Newham and Redbridge. In the interim the favoured broad locations for new or expanded waste management facilities in Barking and Dagenham are the Strategic Industrial Locations and Locally Significant Industrial Sites (subject to environmental and amenity considerations).</p> <p>Until the Joint Waste DPD has been adopted, applications for waste developments will be determined in accordance with PPS10 and the London Plan, and the capacity of existing waste management facilities will be safeguarded.</p>
Havering (Adopted, July)	<p>CP11- Sustainable Waste Management The Council is committed to minimising the production of waste,</p>

2008) increases in recycling and composting and achieving substantial reductions in the use of landfill. New waste management facilities, therefore, will only be acceptable in Havering where they:

- represent the most sustainable location for the management of the waste
- ensure that the community or business which generated the waste is taking responsibility for its management
- help the waste planning authority or London waste authority where the waste arose to achieve the maximum degree of self sufficiency in managing their waste
- help deliver national targets for recycling and composting of waste.

The broad locations for new waste management facilities will be in Strategic Industrial Locations, secondary employment areas and existing licensed waste management sites.

Until the Joint Waste Plan is adopted the Council will safeguard all existing waste management sites, unless appropriate compensatory provision is made.

The Joint Waste Plan will identify the amount of waste that will need managing across the four East London Boroughs up to 2020 and this will be based on robust evidence which will be informed by the regional waste apportionment. It will identify the range and type of facilities necessary to manage this waste and suitable locations for them.

The Joint Waste Plan will identify sufficient land to manage waste by having regard to the apportionment at Borough level as in the London Plan.

Redbridge
(Adopted,
March 2008)

Strategic Policy 11: Waste

The Council is committed to helping the delivery of national targets for recycling and composting by minimising the production of waste, increasing recycling and composting, and achieving substantial reductions in the use of landfill.

A Waste Development Plan Document will be prepared in partnership with the London Boroughs of Barking & Dagenham, Havering and Newham which will identify:

- (a) the amount of waste to be managed across the four Boroughs up to 2020;
 - (b) sufficient land within Redbridge to manage the relevant waste apportionment at Borough level;
 - (c) the range and type of facilities necessary; and
 - (d) locations for new waste management facilities including designated business areas and the expansion of existing licensed waste management facilities.
-

2.12 London Borough of Newham does not have a sufficiently advanced Core Strategy policy for the Joint Waste DPD to be prepared in conformity with. As such the London Borough of Newham Local Development Scheme (2007) states that the

Joint Waste DPD will be prepared in conformity with government guidance and the London Plan (Consolidated with Alterations since 2004). It is envisaged that the emerging Core Strategy will include a waste policy similar to that above.

2.13 The ELWA **Joint Waste Management Strategy** details how the ELWA boroughs intend to manage municipal waste.

The Joint Waste Management Strategy set out below was approved by ELWA in February 2006.

This strategy shows how the East London Waste Authority, together with the Constituent Councils, intend to manage municipal solid waste by means of a Vision, Objectives and Targets.

Our vision is:

"To provide an effective and efficient waste management service that is environmentally acceptable and delivers services that local people value"

Our objectives are to:

- (i) Provide reliable and achievable services in terms of management and disposal of the waste
- (ii) Provide services that are environmentally and economically sustainable in terms of:
 - encouraging waste minimisation initiatives
 - seeking to maximise waste recycling and composting opportunities potentially supported by energy recovery
 - meeting national recycling and recovery targets whilst recognising regional waste strategies
 - complying with legislation on waste management
 - contributing to local economic development.
- (iii) Help promote the most cost effective delivery of services
- (iv) Ensure that the services shall be sufficiently diverse and flexible and not dependent upon a single method of waste treatment
- (v) Reduce biodegradable waste landfilled in order to meet the requirements of the Waste and Emissions Trading Act.

Our joint targets are to:

- stabilise or reduce the level of waste generated to below 515 kg per year per head of population
- achieve and where possible exceed, statutory recycling and composting standards
- recycle or compost 25% of our waste from April 2005, 30% from April 2010 and 33% from April 2015
- divert from landfill 40% of waste from April 2007, 45% from April 2010 and 67% from April 2015
- reduce biodegradable municipal waste sent to landfill to below 210,000 tonnes per year from April 2009, 140,000 tonnes per year from April 2012 and 100,000 tonnes per year from April 2019
- find the best methods to serve all households with a recycling collection of at least four materials by 2008.

We will achieve this by working in partnership across the councils, with our contractors and with other stakeholders, putting in place incentives to achieve targets where we can.

Joint Waste Management Strategy (ELWA, February 2006)

Scope of the Joint Waste DPD

2.14 **PPS10: Planning for sustainable waste management** requires the Joint Waste DPD to set out policies and proposals for waste management in line with the London Plan and ensure sufficient opportunities for the provision of waste management facilities in appropriate locations.

2.15 It is not necessary for the Joint Waste DPD to repeat or reformulate national or regional policies, nor to address issues adequately covered in the London Plan or borough Core Strategies^B.

2.16 London Plan Policy 4A.25 requires the Joint Waste DPD to identify sufficient land to provide capacity to **manage** the apportioned tonnages of municipal solid waste (MSW) and commercial and industrial (C&I) waste. Waste is deemed to be managed in London if it is used for energy recovery in London, or it is compost or recycle sorted or bulked in London material recycling facilities for reprocessing either in London or elsewhere.

^B PPS12: Local Spatial Planning (2008) paras 4.30 and 5.1

- 2.17 Although the London Plan borough level apportionment does not include construction, excavation and demolition waste (C,D&E) or hazardous waste streams, these are addressed in London Plan Policies 4A.28 and 4A.29 and as such are included in the Joint Waste DPD.
- 2.18 Further detail of these waste streams and their future management is in Chapter 4 of this document.

Sustainability Appraisal

- 2.19 Each stage in the preparation of the Joint Waste DPD has been subject to sustainability appraisal, as required by Section 5a and 5b of the Planning and Compulsory Purchase Act, the Environmental Assessment of Plans and Programmes Regulations 2004 and incorporating the requirements of EU Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment (commonly referred to as the Strategic Environmental [SEA] Directive). The Sustainability Appraisal documents form part of the evidence base to this Proposed Submission Document. The key recommendations of the Sustainability Appraisal are summarised below:

Sustainability Appraisal Recommendations

- Encourage the reduction, reuse and recycling of waste produced by the construction industry
- Secure an appropriate range of facilities for the management of waste
- Allocate sufficient resources to waste issues
- Help facilitate the provision of ongoing education and practical advice relating to waste
- Take into account proposals for an additional 54,000 new dwellings in the Thames Gateway London area
- Include sustainable transport factors - particularly encouraging the movement of waste by rail and water - in site assessment for facilities
- Consider environmental separation buffers around suitable sites for waste management facilities

Source: From Table 2.1: Key Messages from the Context Review, Sustainability Appraisal of the Joint Waste DPD Preferred Options, April 2008

- 2.20 The Sustainability Appraisal of Preferred Options^C tested the DPD objectives, policies and identified sites against the Sustainability Framework. The Appraisal suggested mitigation measures which have been incorporated into the development of this Proposed Submission Document.
- 2.21 A Final Sustainability Appraisal specifically relating to the Proposed Submission Joint Waste DPD has now been produced. We welcome your comments on the Sustainability Appraisal and the reports are available online at www.barking-dagenham.gov.uk; www.havering.gov.uk; www.newham.gov.uk or www.redbridge.gov.uk or by contacting your Council (see details on page 4).

^C Joint Waste DPD Preferred Options - Sustainability Appraisal Report (Scott Wilson Ltd with Land Use Consultants, April 2008)

Please return responses to the address on page X before **INSERT DATE**.
Alternatively, email ldf@newham.gov.uk .

- 2.22 Please be aware that comments made cannot be treated as confidential and will be made available for public inspection.

3. Strategic objectives

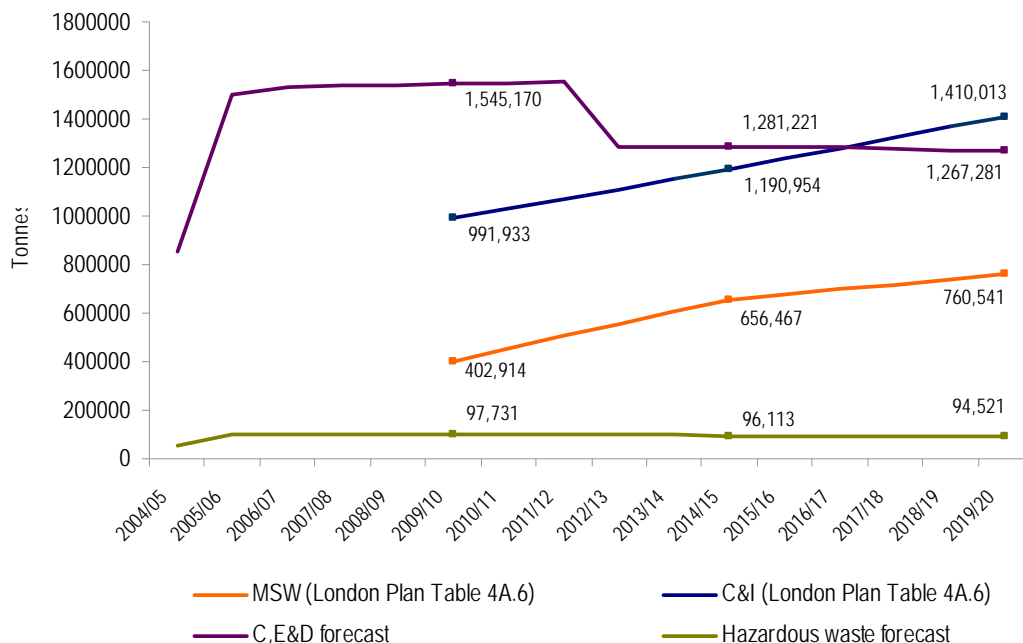
- 3.1 The evidence base revealed that there is a need to provide additional waste treatment capacity within the ELWA area to manage waste without endangering human health or the environment and to enable communities to take responsibility for the waste produced.
- 3.2 The Joint Waste DPD Objectives, as developed throughout the planning process, are to:
- A) Deliver sustainable development by driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, while recognising that disposal must be adequately catered for;
 - B) Work towards meeting targets set out in the Waste Strategy for England 2007, and the London Plan;
 - C) Enable the provision of a range of waste technologies;
 - D) Enable the provision of facilities to allow for net self-sufficiency in the ELWA Boroughs in accordance with the London Plan;
 - E) Enable waste to be managed in one of the nearest appropriate installations without endangering health or harming the environment;
 - F) Integrate waste planning with other spatial concerns, including regeneration plans;
 - G) Reverse the historical trend of the ELWA area being the dumping ground for London's waste; and
 - H) Encourage our communities to take more responsibility for their waste.
- 3.3 In addition to relevant European, national and regional policy, these objectives have also been developed to encompass the relevant principles from the borough *Sustainable Community Strategies*, *Core Strategies* and targets from the adopted *Joint Waste Management Strategy*. Implementation of these objectives will require action from the whole community, including producers, retailers, consumers, local authorities and the waste management industry - waste management is everybody's responsibility.
- 3.4 The four ELWA boroughs are at different stages in the preparation of their Local Development Framework Core Strategy. Havering and Redbridge have an adopted Core Strategy, Barking & Dagenham have consulted on their Proposed Submission Document, and Newham is at Issues & Options. The Borough Core Strategy's do (or will) contain a strategic waste policy which sets the framework for the Joint Waste DPD including:
- encouraging movement up the waste hierarchy
 - suitable locations for waste management facilities
 - help deliver targets for recycling and composting
 - regard to the London Plan apportionment
 - Joint Waste DPD to identify amount of waste to be managed, the range and type of facilities needed, sufficient land to manage waste apportionment and suitable locations for these facilities.

4. Future waste management requirements

How much waste will we need to manage at 2020?

- 4.1 The determination of how much waste will need to be managed by the ELWA boroughs was debated through previous public consultation. The London Plan (Consolidated with Alterations since 2004) identifies the borough level apportionment of **municipal solid waste (MSW)** and **commercial and industrial waste (C&I)** to be managed. The apportionment for each ELWA boroughs is pooled for the purpose of this Joint Waste DPD.
- 4.2 The London Plan borough level apportionment does not include **construction, excavation, demolition waste (C,E&D)** or **hazardous waste**. Forecast scenarios and variables for construction and demolition waste and hazardous waste were consulted on at the Issues and Options stage and inclusion of these waste streams in the Joint Waste DPD are supported by representations received.
- 4.3 Graph 1 below show the tonnages of these waste streams to be managed by the ELWA boroughs to 2020. Municipal solid waste and commercial and industrial waste tonnages are as per London Plan (Consolidated with Alterations since 2004) Table 4A.6. Construction, excavation and demolition waste and hazardous waste projections for the ELWA boroughs are as set out in the Issues and Options Consultation Document.

Graph 1: Waste volumes projected to be managed by the ELWA boroughs



What facilities will we need?

- 4.4 As outlined above, the ELWA boroughs will need to provide sufficient waste management capacity at 2020 for:
- 2.170 million tonnes of MSW and C&I waste;
 - 1.267 million tonnes of C,E&D waste; and
 - 0.095 millions tonnes of hazardous waste.
- 4.5 A detailed list of current recycling, composting, recovery, disposal and transfer waste management facilities in the ELWA boroughs and individual annual permitted tonnages is included in the *Joint Waste DPD Technical Report*. A summary of the relevant facility types and their estimated capacity is shown in Table 2 below.

Table 2: Existing waste management capacity in ELWA boroughs

Facility type	Number of facilities	Annual permitted tonnage	Estimated actual capacity (75%)
A13 - Household Waste Amenity Sites (Reuse and Recycling Centres)	4	167,050	125,288
A15 - Material Recycling Treatment Facility	9	875,500	656,625
A20 - Metal Recycling Sites	5	488,080	366,060
A22 - Composting Facility	2	202,000	151,500
A16 - Physical Treatment Facility	3	174,000	130,500
A17 - Physico-Chemical Treatment Facility	1	90,000	67,500
A23 - Biological Treatment Facility	2	372,000	279,000
A11 - Household, Commercial and Industrial Waste Transfer Station	23	3,252,833	2,439,625
A18 - Incineration (Clinical Waste)	1	7,000	5,250
A09 - Special Waste Transfer Station	6	470,627	352,970
A12 - Clinical Waste Transfer Station	3	6,040	4,250
A14 - Transfer Station taking Non-Biodegradable Wastes	2	280,800	210,600
A05 - Landfill taking Non-Biodegradable Wastes	6	866,000	649,000

- 4.6 Waste management facilities that do not count toward meeting the capacity required to manage MSW and C&I wastes include transfer stations and landfill as these options do not support recycling. Vehicle dismantlers are also not included as it is a transfer-type operation. The existing capacity of ELWAs four Reuse and Recycling Centres is included as 50% of the annual permitted tonnage as this is the percentage of waste that is currently recycled or composted at these sites (as opposed to RRCs operating as transfer stations). As almost all C,E&D waste is inert it is appropriate to include Landfill taking Non-Biodegradable (i.e. inert) waste.
- 4.7 It is generally accepted that most facilities are licensed for a throughput in excess of what they achieve in practice. As there is considerable uncertainty surrounding actual throughput and little available data, the *Joint Waste DPD technical report* uses an estimate for actual throughput of 75% of maximum available capacity to maintain consistency with data used in the London Plan.

4.8 The number and mix of facilities that will be required within the ELWA area is dependent not only on the amount of waste that will require treatment but also how it is treated. The established targets for implementation in the Joint Waste DPD are:

	MSW					C&I		C,E&D	
	Recycling	Composting	Recycling + Composting	Other recovery	Total recovery ¹	Recycling	Composting	Recycling & Composting	Recycling & Reuse
2010	27%	13%	40%	13%	53%	38%	18%	56%	-
2015	30%	15%	45%	22%	67%	43%	21%	64%	-
2020	33.5%	16.5%	50%	25%	75%	47%	23%	70%	95%

Note ¹ 'Recovery' means to obtain value from waste through one of the following means:

- Recycling
- Composting
- Other forms of material recovery (such as anaerobic digestion)
- Energy recovery (combustion with direct or indirect use of the energy produced, manufacture of refuse derived fuel, gasification, pyrolysis, or other technologies)

Source: Waste Strategy 2000 for England and Wales, DETR May 2000.

4.9 These targets highlight a commitment to drive waste management up the waste hierarchy and divert more waste from landfill and are endorsed in the National Waste Strategy 2007 and the London Plan.

4.10 Based upon these targets for the management of waste in the ELWA area, and the existing waste management capacity in the ELWA boroughs (as detailed in Table 2) the ELWA boroughs need to provide capacity as summarised in Table 3 below in order to manage the apportionment of MSW and C&I waste in the London Plan. A detailed explanation and spreadsheet of these calculations is included in the *Joint Waste DPD technical report*.

Table 3: Summary of average capacity surplus/deficit within the ELWA boroughs required to meet the London Plan apportionment for MSW and C&I waste

Waste management route	Capacity Required		
	2010	2015	2020
Recycling (MSW and C&I)	<i>662,251 tpa</i>	<i>438,922 tpa</i>	<i>94,735 tpa</i>
Composting (MSW and C&I)	-79,427 tpa	-197,070 tpa	-449,792 tpa
Recovery (all facilities)	-195,949 tpa	-307,550 tpa	-339,024 tpa

NOTE ¹ A deficit, or future capacity requirement, is shown in bold with a minus sign in front. Surplus capacity is shown in italic text.

NOTE ² Table 3 is based on the assumption of 75% capacity utilisation of existing facilities (refer to paragraph 4.8)

4.11 **Construction, excavation and demolition waste:** It is estimated that a large portion of recycling and re-use of construction, excavation and demolition waste currently occurs on site rather than in designated licensed facilities, or is transferred out of London through inert transfer stations. As such it is not considered that additional permanent new C,E&D recycling facilities are required.

- 4.12 As an alternative to allocating sites for C,E&D recycling facilities, Joint Waste DPD Policy W1 encourages the reuse of C,E&D waste at or near to construction sites with on-site recycling wherever possible. There is increasing opportunity for the use of recycled aggregate (sourced from a variety of construction, excavation and demolition wastes) in a wide range of applications within the construction industry, and as a result of landfill legislation changes, on-site remediation of contaminated soils is increasing. Additionally, Policy W4 ensures that the potential benefits of landfilling inert C,E&D waste are maximised.
- 4.13 **Hazardous waste:** The *Study of Arisings and Management of Non-Municipal Wastes in the ELWA area* (ERM, 2005) considered it not appropriate for the ELWA boroughs to aim for self-sufficiency in the management of hazardous waste or to allocate specific sites suitable for hazardous waste management due to the variety and nature of hazardous wastes and the specialist management techniques and facilities required. This is supported by Policy 4A.29 of the London Plan which states that the Mayor will work with the Boroughs, the Environment Agency and industry to provide and maintain direction on the need for hazardous waste management capacity.
- 4.14 The definition of hazardous waste includes substances that commonly make up household, commercial and industrial construction (including WEEE) and construction, excavation and demolition waste streams (including asbestos and contaminated soils). Whilst London Plan Policy 4A.29 states that Development Plan Documents should make provision for hazardous waste treatment plants to achieve, at a regional level, the necessary waste management requirements there is no definition of such facilities. Any application for a waste management facility that manages hazardous waste would be determined in accordance with the policies of this Joint Waste DPD.
- 4.15 The existing hazardous waste management capacity within the area is listed in Table 2 - special waste [470,000tpa] and clinical waste [6,000tpa] transfer stations and clinical waste incineration [7,000tpa]. On-site soil treatment facilities, including temporary facilities, provide additional capacity. While just the recovery (incineration) capacity is classified as 'treatment', special waste transfer stations play an important role in the storage and reprocessing of hazardous waste streams, especially as the Hazardous Waste Directive and Regulations require more sophisticated levels of separation of the different categories of hazardous, non-hazardous and inert waste.
- 4.16 **Electrical equipment:** The Waste Electrical and Electronic Equipment Directive (WEEE) aims to minimise the impacts of electrical and electronic equipment on the environment during their life time and when they become waste. The Directive applies to a wide range of products including fridges, washing machines, TVs, computers, fluorescent tubes and electronic games/toys and encourages and sets criteria for the collection, treatment, recycling and recovery of waste equipment. All four of ELWAs Reuse and Recovery Centres are Designated Collection Facilities (DCFs) which separate and recycle used electrical equipment with a current recycling rate in excess of 90% by weight.

What waste management technologies and facilities?

4.17 A range of facilities, including type, size and mix of technologies, will be necessary to meet the overall capacity requirements. Recycling, composting, recovery and processing facilities cover a range of technology types that will have specific site characteristics. A summary of existing and emerging waste technologies is set out below:

Materials Recycling Facility / Material Recovery Facility (MRF)

A MRF is designed to process source separated or co-mingled dry recyclables into individual materials prior to despatch to reprocessors who prepare the materials for manufacturing into new recycled products. The MRF is made up of a series of conveyor belts and a mix of manual and automatic machines to separate the materials and remove any items that can't be recycled.

In-vessel composting (IVC)

In-vessel composting is used to cover a wide range of composting systems, all of which feature the enclosed composting of biodegradable material, therefore allowing a higher degree of process control. They are usually categorised into five types: containers, silos, agitated bays, tunnels, and enclosed halls. Many IVC systems involve the forced aeration of the feedstock and capture and manage process air to reduce potential nuisance, such as odour. The enclosed nature of these facilities allows for the further control of nuisance, including noise and dust. The compost produced is far more stable and sanitary than the biodegradable MSW input. Moreover, the material may be screened into particle sizes suited to its end-use, and may be blended with other materials, such as sand, to produce artificial topsoil.

Open-air composting

Open-air composting has quite different land use implications from other waste management techniques. The process involves mechanical turning of shredded biodegradable waste to enable effective degradation. Open windrow composting operations can take place outdoors or using minimal buildings and as such the operations are comparable to agricultural practices and may therefore be appropriate to locate in the open countryside or Green Belt. These facilities would not normally be compatible with a hi-tech business park or urban setting.

Mechanical Biological Treatment (MBT)

Mechanical biological treatment is a generic term for the integration of several processes commonly found in other waste management technologies, including MRFs, sorting and composting plants. A common aspect of all MBT plants used for MSW is to sort mixed waste using a range of techniques, including hand picking, mechanical sorting and magnetic separation, and to extract materials for recycling. The biological element of the process can take place prior to or after sorting. MBT plants can incorporate a number of different processes in a variety of combinations, with the exact mix of technologies determined by the objectives of the plant.

Anaerobic digestion (AD)

Anaerobic digestion is a biological treatment where biodegradable wastes are converted to a 'digestate' (containing biosolids and a liquid) and biogas. The waste is decomposed by bacteria in the absence of air - a key difference from composting processes. Biodegradable waste is broken down in an enclosed vessel under controlled conditions. The methane rich biogas released during this process can be collected and burnt as a fuel to generate electricity.

Advanced Thermal Treatment (ATT)

Advanced thermal treatment is a general term primarily used for waste management technologies that use pyrolysis or gasification to process waste and generate power (and often to recover heat). ATT excludes the conventional incineration of waste. Within the ELWA area, a proposal for advanced thermal treatment (excluding conventional incineration) will be considered where the development will recover energy, and where it can be demonstrated that waste to be treated in this way cannot practically and reasonably be reused, recycled or processed to recover materials. This will ensure that the thermal treatment plant does not 'crowd out' other technologies with the potential for recycling or otherwise gaining benefit from the waste prior to its thermal treatment. Opportunities to include provision for Combined Heat and Power (CHP) and Combine Heat Power and Cooling (CHPC) will be supported.

C,E&D Recycling

Temporary C,E&D recycling facilities can potentially be located on development sites for the reprocessing of a range of C,E&D wastes (including concrete, tiles, brick, asphalt etc) into recycled aggregate for use in the construction industry. Further details are available at www.aggregain.org.uk (part of the WRAP Aggregates Programme).

C,E&D waste recycling and processing facilities can also be co-located on mineral sites. Broadly, the materials are similar in nature, as are the general processes that both C,E&D waste and raw materials undergo (including screening and grading of material, crushing and breaking), and there are potential transport-related savings through the use of heavy goods vehicle movements delivering C,E&D waste and removing minerals or secondary aggregate. Permissions granted for C,E&D waste management facilities on mineral extraction sites will be temporary and restricted to the operational life of the mineral site.

Where should new facilities be located?

- 4.18 In accordance with PPS10, the London Plan and borough Core Strategy policy, the Proposed Submission Joint Waste DPD identifies sites suitable for recycling and waste treatment facilities. The process for determining these sites has been documented throughout the development of this Submission Document and has been influenced by representations received.
- 4.19 The suitability of a site for a waste facility was based on criteria consistent with PPS10, the London Plan and sustainability objectives. Full details of the methodology used for the assessment of potential sites for waste management uses, as well as the findings of the site assessment and recommendations for preferred sites to be included in the Joint Waste DPD can be found in the *Site Assessment to inform Preferred Options* report^D.
- 4.20 The site assessment procedure also considered the typical characteristics of modern waste management techniques and facilities and key local issues associated with the operation of each process.

^D East London Joint Waste DPD - Site Assessment to inform Preferred Options. Prepared by Land Use Consultants and Environmental Resources Management Ltd, June 2007.

5. Policies

POLICY W1: Sustainable Waste Management

The boroughs will aim to drive waste management up the waste hierarchy by promoting waste minimisation, materials reuse, recycling & recovery of resources and help the delivery of national and regional targets for recycling and composting set out in the Waste Strategy for England 2007 and the London Plan by:

- (i) working in partnership with the general public and the business community in the ELWA area to provide information and advice and raise awareness;
- (ii) working in partnership with local community and voluntary groups and social enterprises to encourage waste minimisation, materials reuse, recycling and recovery of resources;
- (iii) ensuring that developers and contractors design new housing, commercial and other developments to maximise opportunities for future occupiers to minimise, reuse, recycle and recover resources from waste, by providing adequate space and facilities for storage and handling of segregated waste; and
- (iv) require the reuse of construction, excavation and demolition waste during new developments, such as the Thames Gateway, with on-site recycling and use of recycled aggregate wherever possible and encourage use of sustainable transport modes where the movement of waste is necessary.

Justification

- 5.1 The objective of the Waste Framework Directive is to manage waste as near to the top of the waste hierarchy as possible with European, national and regional policies placing increasing emphasis on waste reduction. Achieving these objectives will require a concerted effort to decouple waste growth from economic growth, which will need a change in producer and consumer behaviour and current patterns of the manufacture and consumption of goods. There is increasing pressure both nationally and regionally for business to take the lead, especially with regard to packaging waste.
- 5.2 The agreed targets for the Joint Waste DPD intend to deliver sustainable waste development (Preferred Objective A) and are consistent with the Waste Strategy for England 2007 and the London Plan (as consolidated with alterations since 2004). are:
 - **Recycling & Composting of MSW** - 40% by 2010, 45% by 2015, 50% by 2020
 - **Recovery of MSW** - 53% by 2010, 67% by 2015, 75% by 2020
 - **Recycling and composting of C&I** - 70% by 2020
 - **Recycling and reuse of C,E&D** - 95% by 2020
- 5.3 Achieving these targets will require investment in new infrastructure and technologies to treat the wastes generated within the ELWA area. Efforts will extend to the commercial and industrial (C&I) and construction, excavation and demolition (C,E&D) waste streams. The ELWA Boroughs will be supportive in generating, and encouraging others to generate, markets for recycled materials through working with public organisations, as well as local privately funded initiatives. Other approaches include adopting green procurement practices and encouraging the use of recycled aggregate in the construction industry.

- 5.4 The Joint Waste DPD encourages the development of new and emerging advanced conversion technologies for waste. Such technologies might include recycling, composting, mechanical biological treatment, anaerobic digestion and gasification/pyrolysis, and where appropriate the co-location of these facilities to form resource recovery parks will be supported. By not prescribing preferred waste management technologies the Joint Waste DPD will maintain flexibility and allow industry to bring forward appropriate development proposals.
- 5.5 For proposed facilities lower down in the waste hierarchy, applicants will be expected to demonstrate satisfactorily how their proposals integrate into the sustainable approach to waste management sought by the ELWA Boroughs. Their proposals must take into account any opportunities for treatment of waste further up the hierarchy. New and innovative approaches to waste management will be supported where benefits are demonstrated.

Policy W2: Waste Management Capacity, Apportionment & Site Allocation

The London Plan identifies the amount of municipal and commercial waste to be managed by the ELWA boroughs as 1,394,847 tonnes at 2010; 1,847,421 tonnes at 2015 and 2,170,554 tonnes at 2020. The ELWA boroughs will meet this apportionment by:

- (i) Safeguarding the capacity of existing waste management facilities listed in Schedule 1 and supporting increased operational efficiency at these facilities; and
- (ii) Approving strategic waste management facilities where it will contribute to the ELWA boroughs meeting the London Plan apportionment on sites within the locations listed in Schedule 2.

Where the applicant can demonstrate there are no opportunities within these preferred areas for a waste management facility, sites within designated industrial areas as identified in borough Local Development Frameworks will be considered.

In all cases applications will be required to meet the relevant boroughs design guidance and Preferred Policy W5.

Justification

- 5.6 PPS10 requires that the Joint Waste DPD identifies sites and areas suitable for the waste management facilities that support the apportionment as set out in the London Plan.
- 5.7 The loss of existing waste management capacity or suitable sites for future facilities to other development pressures will make waste recycling, diversion and recovery targets harder to achieve. PPS10 recognises that all local planning authorities have a responsibility to consider the impact of other development on existing waste management facilities and on sites and areas allocated for waste management. The London Plan requires that existing waste management sites should be safeguarded, unless appropriate compensatory provision is made. It is deemed that the sites listed in Schedule 1 and Schedule 2 satisfies this.
- 5.8 A detailed explanation of the calculations of how the apportioned waste will be treated (as per the targets for municipal and commercial and industrial waste), existing capacity of existing waste management facilities in the ELWA boroughs, and new capacity which the JWDPD must plan for is included in the *Joint Waste DPD Technical Report*. Table 4 summarises the capacity required and estimated landtake that may be required to provide this capacity.

Table 4: Summary of average capacity required within the ELWA boroughs and land area required to meet the London Plan apportionment for MSW and C&I waste

Waste management route	Capacity Required	Land area required
Composting (MSW and C&I)	79,427 tonnes at 2010	3 - 6ha
	+117,644 tonnes at 2015	4 - 12ha
	+252,752 tonnes at 2020	6-12ha
Recovery (all facilities)	195,949 tonnes at 2010	2 - 4ha
	+111,601 tonnes at 2015	1 - 2ha
	+ 31,474 tonnes at 2020	1ha

- 5.9 Schedule 2 identifies a number of areas within which potentially available and suitable sites for waste management facilities can be located. These areas represent a refinement of the broad locations identified in the London Plan and borough Core Strategies. This builds flexibility into the Joint Waste DPD and the boroughs are confident that sufficient opportunities will arise within these areas.
- 5.10 Each of the identified sites was considered in the context of the type of waste treatment technology that could be suitable on that site based on the typical characteristics and key local issues published in *Planning for Waste Management Facilities* and *Recycling and Recovery Facilities*.
- 5.11 The sites identified in Schedule 2 provide sufficient potential capacity to manage the tonnages of waste presented above. In considering the need for development, the ELWA Boroughs will have regard to the remaining capacity of existing facilities, as well as other permitted waste facilities. It is important that the ELWA boroughs work together to ensure that new development does not constrain land that has been safeguarded for waste management facilities.
- 5.12 New waste management facilities should be of a high standard of design and contribute positively towards the overall development of the ELWA area.

Policy W3: Energy recovery facilities

Opportunities for the incorporation of waste recovery and treatment facilities, where the energy produced from biological or thermal treatment can be utilised in local schemes, should be considered for all major new developments.

Applications for advanced thermal treatment facilities¹ will be considered only where the waste to be treated cannot practicably and reasonably be reused, recycled or processed to recover materials and where there is provision for energy recovery and co-location with complementary activities.

In all cases applications will be required to meet relevant design guidance and Policy W5.

¹ Advanced Thermal Treatment technologies exclude conventional incineration

Justification

- 5.13 While the Joint Waste DPD supports, in accordance with the waste hierarchy, that opportunities for recycling and composting are maximised before energy recovery is considered, energy recovery facilities will play an important role in the future management of London's waste.
- 5.14 Advanced thermal treatment (or advanced conversion) technologies including gasification, pyrolysis and anaerobic digestion provide opportunities for local renewable energy generation supported by the Renewables Obligation Certificates system and the Government's Energy White Paper. The Joint Waste DPD does not express a preference for technologies in order to maintain flexibility with regard to emerging technologies and allow proposals to be determined on their merits. The Joint Waste Plan supports the Defra Waste Infrastructure Delivery and New Technologies Demonstrator Programmes in developing UK specific examples of these technologies.
- 5.15 As any energy recovery technology is more beneficial if both heat and electricity can be recovered, particular attention is focussed on siting facilities in order to maximise opportunities for Combined Heat and Power (CHP) and Combined Cooling Heat and Power (CCHP). Potential co-location opportunities should be considered at the early stages of planning major new developments.

Policy W4: Disposal of inert waste by landfilling

The ELWA Boroughs will only grant planning permission for waste disposal by landfilling provided:

- (i) the waste to be disposed of cannot practicably and reasonably be reused; and
- (ii) the proposed development is both essential for and involves the minimum quantity of waste necessary for:
 - a) the purposes of restoring current or former mineral workings sites; or
 - b) facilitating a substantial improvement in the quality of land; or
 - c) facilitating the establishment of an appropriate after-use; or
 - d) improving land damaged or degraded as a result of existing uses and where no other satisfactory means exists to secure the necessary improvement; and
- (iii) Whalebone Lane North: Marks Warren Farm (Brett Lafarge Ltd) [SiteID 1712] has been duly considered as a site for the disposal of inert C,E&D waste.

Where the above criteria are met, all proposals for landfilling should:

- (i) incorporate finished levels that are compatible with the surrounding landscape. The finished levels should be the minimum required to ensure satisfactory restoration of the land for an agreed after-use; and
- (ii) include proposals for aftercare and securing long term management of the restored site.

Proposals which include use of the remediated site for open space or biodiversity conservation will be favoured.

Justification

- 5.16 Due to the need for inert C,E&D waste landfill capacity it is recommended that the voids left by mineral working be used for landfill to achieve restoration of the site. Policy W4 sets the requirements that will govern the circumstances under which these sites should be developed.
- 5.17 To ensure that the potential benefits of landfill are maximised, such proposals must include consideration of final use of the land, including proposals for a high quality of restoration and long term management plans for the restored site. In accordance with sustainability objectives after-uses with open space and/or biodiversity conservation will be favoured. The finished levels of a restored landfill site may be higher than adjoining land, however this is commonly not the case for inert waste landfills. However, they will still be expected to incorporate high quality standards of restoration of the site that are appropriate to the surrounding landscape. In this regard Borough's LDF minerals policies must also be met.

Policy W5: General Considerations

Planning permissions for a waste related development will only be granted where it can demonstrate that any impacts of the development can be controlled to achieve levels that will not significantly adversely affect people, land, infrastructure and resources.

Applications for facilities that manage non-apportioned waste must demonstrate that there is not a more suitable site nearer the source of waste arising with regard to the factors listed below.

The information supporting the planning application must include, where relevant to a development proposal, assessment of the following matters and where necessary, appropriate mitigation should be identified so as to minimise or avoid any material adverse impact and compensate for any loss including:

- (i) the release of polluting substances to the atmosphere or land arising from facilities and transport;
- (ii) the amount of greenhouse gases produced;
- (iii) the development on sites that are likely to be at greater risk now, or over the lifetime of the development due to climate change;
- (iv) the likely increase in pressure on resources with climate change;
- (v) the contamination of ground and surface water;
- (vi) the drainage of the site and adjoining land and the risk of flooding;
- (vii) water consumption requirements and consideration of water management within operational plant;
- (viii) groundwater conditions and the hydrogeology of the locality;
- (ix) the visual and landscape impact of the development on the site and surrounding land, including townscape and agricultural land;
- (x) in the case of buildings, demonstration of high quality of design and sustainable construction and drainage techniques;
- (xi) adverse effects on neighbouring amenity including transport, noise, fumes, vibration, glare, dust, litter, odour and vermin;
- (xii) transport impact of all movements, including opportunities for use of sustainable transport modes, traffic generation, access and the suitability of the highway network in the vicinity, access to and from the primary route network;
- (xiii) adverse effects on open spaces, settlements, woodland, or existing or potential outdoor recreation uses, including Public Rights of Way;
- (xiv) the loss or damage to significant biodiversity conservation interests;
- (xv) the loss or damage to the historic environment, archaeological and cultural resources of value and importance;
- (xvi) potential danger to aircraft from birdstrike and structures;
- (xvii) scope for limiting the duration of use; and
- (xviii) the management arrangements for residues arising from any waste management facility.

Justification

- 5.18 All planning applications for waste management facilities will need to cover all relevant matters in detail and are expected to include management and mitigation for potentially adverse effects resulting from the proposed development.
- 5.19 In assessing applications, due regard will be paid to prevailing national policy and guidance appropriate both to the areas and features of acknowledged importance and to the proposed means of dealing with waste. The assessment will also take into account whether any significant adverse impact identified can be controlled to acceptable levels. Consideration will also be given to relevant Borough specific DPDs in Barking and Dagenham, Havering, Newham and Redbridge, to ensure that policy conflict does not arise.
- 5.20 To maintain the principles of sustainable development and the right balance of waste facilities across London, proposals for facilities managing waste which is not included within the London Plan apportionment for the ELWA area must undergo a sequential test. This will entail the applicant demonstrating as part of their application that there are no more suitable opportunities to manage the non-apportioned waste closer to its source. This is necessary to ensure that the distance waste is transported is minimised, to encourage communities to take more responsibility for managing their own waste, and to prevent an over-concentration of waste management facilities in east London.
- 5.21 The handling, treatment and disposal of waste should not give rise to pollution or have a significantly adverse environmental impact. Adequate monitoring and safeguards should be maintained to minimise the risk of problems in the future. These issues are the primary responsibility of the pollution control authorities, generally the Environment Agency, but planning should ensure that the location of proposed waste development is acceptable.
- 5.22 As reliance on landfill diminishes, waste management is increasingly expected to occur within purpose built structures. A high quality of building design and site layout in proposals for waste management facilities is expected.
- 5.23 The construction and operation of waste management facilities should not give rise to an unacceptable impact on the amenities of residents, or on the local and wider environment. Sufficient information from applicants will therefore be required to ensure adequate protection of these interests before granting planning permission. Adequate pollution control technology is expected to be installed and operated and best practice on site management and operations should be included with the planning application, as poor site management can lead to adverse amenity and environmental impacts.
- 5.24 Consideration of traffic generation characteristics will incorporate an assessment of the level and type of traffic generated and the impact of that traffic. This assessment will identify opportunities for use of sustainable transport modes, the suitability of access and the highway network in the vicinity of the site, including access to and from the primary route network, and works necessary to accommodate the development.
- 5.25 Residual wastes will arise from waste management facilities. These wastes will need to be managed and these management details are expected to be included with the planning application.

- 5.26 Developers are encouraged to contact the appropriate ELWA borough prior to submission of a planning application to discuss all relevant matters.

6. Monitoring and implementation

Looking ahead

- 6.1 The development of this Joint Waste Development Plan Document is based on a variety of assumptions, notably with regard to forecasting waste arisings, calculating future capacity requirements for recycling, composting, recovery and treatment facilities, and the type of facilities that may provide this capacity during the plan period. Details of these assumptions and how they have influenced each phase are documented in *Building the Evidence Base and Identifying Issues and Options* and *Preferred Options Report*.
- 6.2 As stated in Chapter 4, the London Plan identifies the borough level apportionment of municipal solid waste and commercial and industrial waste to be managed. Future amendments to this apportionment could change the amount of waste to be managed by the ELWA boroughs and therefore the facility capacity needed. In addition, changes to national or regional targets for recycling, composting and recovery could impact the type of facilities needed to manage the apportioned waste. The technical report provides a spreadsheet where the variables input (including apportionment, recycling and composting targets and existing facility capacity) calculate the estimated facility capacity needed. This spreadsheet will allow future calculations to be made should one or more of these variables change. It is anticipated that any future significant review of the waste chapter of the London Plan would coincide with a review of this DPD.
- 6.3 A range of facilities (type, size and mix of technologies) sited at a range of locations will be necessary to meet the overall capacity requirements. The estimated land take requirements and general siting criteria for new waste facilities were based on *Planning for Waste Management Facilities - A Research Study* (2004), *Recycling and recovery facilities - Site investigation in London* (2005) and the Defra Waste Implementation Programme New Technologies publications and Waste Technology Data Centre. The Joint Waste DPD acknowledges that waste technology is constantly evolving and encourages the development of new and emerging technologies. The DPD does not prescribe preferred technologies in order to maintain flexibility and allow the waste management industry to bring forward appropriate waste facility proposals.
- 6.4 The sites identified in Schedule 2 provide sufficient potential capacity to manage the apportionment in accordance with PPS10 and the London Plan. The availability and future suitability of these sites will be reviewed and updated as part of the review of this DPD.

Monitoring

- 6.5 A key requirement of the Planning and Compulsory Purchase Act 2004 is for Planning Authorities to assess the extent to which policies in local development documents are being implemented. This chapter outlines how the policies in the Joint Waste DPD will be monitored against core output indicators as prescribed by the Communities and Local Government Department as well as local output indicators which have been established by the four authorities for the purpose of this DPD and take into account the recommendations within the Sustainability

Appraisal. To provide evidence that the policies are being implemented, targets are provided for both the core and local output indicators.

- 6.6 Where monitoring identifies serious/sustained failure to meet core and local targets, the four Planning Authorities will seek to understand the reasons why this is occurring and take effective management measures to correct any problems. In the case of failure to deliver new waste facilities in accordance with apportionment set out in the London Plan, key management actions may include:
- Re-assess existing designated sites and identify further sites suitable for new waste facilities, as required by PPS10 (paragraph 19).
 - Bring forward waste facilities through site planning briefs.
 - Use Compulsory Purchase Orders to assemble key sites where other delivery mechanisms have failed.
 - Working with the Greater London Authority on any future reviews of waste apportionment.
- 6.7 Monitoring will be undertaken on an annual basis and coincide with preparation of each Borough's Annual Monitoring Report, which is submitted annually to GOL by 31 December, for the previous financial year.

Indicators and targets

Indicator	Source of indicator	Target	Related Policies	Related Strategy Objectives
Capacity of new waste management facilities by type (recycling and composting, recovery, treatment)	Core Output Indicator W1	Progressive year on year cumulative increase toward 450,000tpa capacity for municipal, commercial and industrial composting and 340,000tpa recovery and treatment	W1; W2; W3	B, C, D, E, G, H
Type of waste (eg MSW, C&I, hazardous etc) managed (%) at each new facility	Local Output Indicator	n/a	W2; W3	B, C, D, E, G
Amount of municipal waste arising, and managed by management type (recycling and composting, recovery, treatment)	Core Output Indicator W2	Average amount of municipal waste recycled and composted meets targets of 40% (2010); 45% (2015); 50% (2020)	W1; W2	A, B, C, D, E, G
Number of planning permissions for waste facilities granted contrary to Environment Agency advice on flooding and water quality grounds	Core Output Indicator E1 (adapted)	Target = 0	W5(iii); W5(v); W5(vi)	E, F
Number of planning permissions for waste facilities granted contrary to the local advice of the local Environmental Health Officer or the Environment Agency on air quality grounds	Local Output Indicator	Target = 0	W5(i); W5(xi)	E
Renewable energy (MW) generated from waste facilities	Core Output Indicator E3 (adapted)	Progressive year on year increase as policies are applied	W3	E, F
Proportion of waste developments with planning permission, starting in operation within that year, with sustainable design and construction features	Local Output Indicator	Target = 75%	W1; W5(vii); W5(x)	A, F, H

Proportion of waste developments with planning permission, starting in operation within that year, with provision for transport of waste or recyclables within the UK by rail or water	Local Output Indicator	Progressive year on year increase as policies are applied 2001 - 2011: 5% increase in river freight traffic	W1; W5(xii)	A, E
Number of safeguarded waste sites (Schedule 1) developed for non-waste uses	Local Output Indicator	Target = 0	W2	C, D, F
Number of planning permissions with a proportion of reuse or recycling of construction, demolition and excavation waste on site	Local Output Indicator	Progressive year on year increase as policies are applied	W1	A, E, F, H
Amount of construction, demolition and excavation waste disposed of at inert landfill sites	Local Output Indicator	Progressive year on year decrease in amount of waste landfilled	W4	A, C, E, F
Percentage of household waste sent for reuse, recycling and composting	National Indicator 192	Barking & Dagenham: 23.5% 2008/09; 25.5% 2009/10; 28% 2010/11 Havering: 27% 2008/09; 30% 2009/10; 33% 2010/11 Newham: 20% 2008/09; 22% 2009/10; 27% 2010/11 Redbridge 25% 2008/09; 27.5% 2009/10; 30% 2010/11	W1	A, B, H
Percentage of household waste recycled and composted at ELWA RRC sites	Local Output Indicator	n/a	W2	
Residual household waste generated per household	National Indicator 191	Havering: 832tpa 2008/09; 809tpa 2009/10; 776tpa 2010/11	W1	A, B, H

Delivery organisations

6.8 It is anticipated that a number of organisations will work in partnership to implement the policies in the Joint Waste DPD. The schedule below outlines how each policy will be implemented. The organisations listed have contributed to preparation of the DPD and the actions required stem from Strategies and Plans they already have in place. All bodies therefore recognise their contribution to achieving delivery of the Joint Waste DPD.

Policy	Mechanisms	Lead Actors	Support Roles
W1	Encourage waste prevention and minimisation	Defra (WRAP); GLA; Borough Cleansing Services	Commerce and industry sectors
W1	Increase recycling and composting	ELWA; Borough Cleansing Services	
W1	Ensure planning applications for new developments have suitable recycling/composting facilities	Borough Planning Services; Borough Cleansing Services; development industry	
W1	Encourage re-use of construction, excavation and demolition waste in new development	Borough Planning Services; development industry	ODA, LTGDC
W2	Work in partnership to bring forward sites identified for new waste facilities	Borough planning services, waste management industry	GLA
W3	Encourage the co-location of facilities	Borough planning services, waste management industry	GLA
W4	Encourage use of recycled construction, excavation and demolition material in new development	Borough planning services, construction industry	GLA WRAP
W5	Apply sustainable design and construction principles to new waste development	Borough planning services, waste management industry	

Schedule 1

Ref	Facility name	Borough	Facility type	Annual Permitted Tonnage
RECYCLING				
80090	Gerpins Lane Reuse & Recycling Centre	Havering	A13 - Household Waste Amenity Site	115,500
80679	Jenkins Lane Waste Management Facility	Newham	A13 - Household Waste Amenity Site	110,000
80106	Chigwell Road Reuse & Recycling Centre	Redbridge	A13 - Household Waste Amenity Site	28,600
80105	Frizlands Lane Reuse & Recycling Centre Bywaters	Barking & Dagenham Newham	A13 - Household Waste Amenity Site A15 - Material Recycling Treatment Facility	80,000 500,000
80126	Ilford Recycling Centre	Redbridge	A15 - Material Recycling Treatment Facility	7,500
80518*	Rainham Recycling & Reclamation Centre	Havering	A15 - Material Recycling Treatment Facility	50,000
80734	Express Recycling & Plastics Limited	Havering	A15 - Material Recycling Treatment Facility	30,000
	White Mountain Roadstone Ltd	Barking & Dagenham	A15 - Material Recycling Treatment Facility	12,000
80704*	Rainham Waste Recycling & Reclamation Centre	Havering	A15 - Material Recycling Treatment Facility	131,000
BT 9364	Jenkins Lane MRF	Newham	A15 - Material Recycling Treatment Facility	50,000
BT 9372	Frog Island MRF	Havering	A15 - Material Recycling Treatment Facility	70,000
80759	Closed Loop Recycling	Barking & Dagenham	A15 - Material Recycling Treatment Facility	25,000
80120	Reuse Collections Limited	Barking & Dagenham	A14 – Transfer Station taking Non-Biodegradable Wastes	260,000
80091	Jewometals (UK) Ltd	Barking & Dagenham	A20 – Metal Recycling (mixed MRSs)	24,000
80115	The Remet Company Ltd	Newham	A20 – Metal Recycling (mixed MRSs)	41,600
80125	Mayer Parry Recycling Ltd (EMR)	Newham	A20 – Metal Recycling (mixed MRSs)	150,000
COMPOSTING				
80704*	Rainham Waste Recycling & Reclamation Centre	Havering	A22 - Composting Facility (in-vessel)	49,000
80704*	Rainham Waste Recycling & Reclamation Centre	Havering	A22 - Composting Facility (windrow/wood processing)	153,000
RECOVERY				
80704*	Rainham Waste Recycling & Reclamation Centre	Havering	A16 - Physical Treatment Facility (lamp processing)	24,000
80620	Hunts Wharf	Barking & Dagenham	A16 - Physical Treatment Facility	150,000
	Clinical Waste Ltd (Goodmayes Hospital)	Redbridge	A18 – Incinerator (Clinical Waste)	7,000
Potential	Novera Gasification (Frog Island)	Havering	A17 - Physico-Chemical Treatment Facility (gasification)	90,000
80662	Frog Island Bio-MRF	Havering	A23 - Biological Treatment	180,000

BT 9364	Jenkins Lane Bio-MRF	Newham	Facility A23 - Biological Treatment Facility	192,000
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* Please note that the Rainham Waste Recycling and Reclamation Centre Facilities are only safeguarded until 2018 when their existing planning permissions expire

Schedule 2

Area	Borough	Approx ha	Scale of facility
Ferry Lane North	Havering	0.5 - 1.5ha	2 small scale facilities
Chequers Lane	Barking & Dagenham	0.5 - 1.5ha	Small scale facility
Dagenham Dock Sustainable Industry Park	Barking & Dagenham	2.5 - 5ha	Medium scale facility
Thames Gateway Park	Barking & Dagenham	1.5 - 5ha	Medium scale facility
Gerpins Lane - adjacent to Gerpins Lane RRC	Havering	1.5 - 5ha	Medium scale facility (composting only)
Beckton Riverside (Preferred Industrial Location)	Newham	7ha	Medium to large scale facility
Hall Farm former landfill site	Havering	19ha	Large scale facility (composting only)

Acronyms and terms

Aerobic	In the presence of oxygen
Anaerobic	In the absence of oxygen
Anaerobic Digestion (AD)	A process in which biodegradable material is encouraged to break down in the absence of oxygen. Waste is broken down in an enclosed vessel under controlled conditions, resulting in the production of digestate and biogas
Biodegradable	Capable of being degraded by plants and animals. Biodegradable municipal waste includes paper and card, food and garden waste, and a proportion of other wastes, such as textiles
Biogas	Gas resulting from the fermentation of waste in the absence of air (methane/carbon dioxide)
Biological Material Recovery Facility (Bio-MRF)	Bio-MRFs dry and stabilise waste before sorting out further materials for recycling, energy recovery (production of a renewable fuel) and disposal
Biological treatment	A treatment technology that uses bacteria to consume organic waste
C&I	Commercial and industrial
Combined Heat and Power (CHP)/ Combined Cooling, Heat and Power (CCHP)	The combined production of electricity and usable heat. Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process cooling or heating
Commercial waste	Waste from premises used wholly or mainly for the purposes of a trade or business, or for the purpose of sport, recreation, education or entertainment. Excludes household, agricultural or industrial waste
Composting	The biological decomposition of organic material by micro-organisms under controlled, aerobic conditions
Construction, excavation & demolition waste (C,E&D)	Waste building materials, packaging, rubble from construction and remodelling, repair and demolition operations on roads, houses, commercial buildings and other structures and excavation waste
DCLG	Department of Communities and Local Government
DEFRA	Department for Environment Food and Rural Affairs
Development Plan Document (DPD)	Spatial Planning documents within the portfolio of Local Development Documents in a Local Development Framework.
Digestate	Solid and liquid product resulting from anaerobic digestion
Disposal	Final placement or destruction of toxic, radioactive, or other wastes. Disposal may be accomplished through use of approved secure landfills, surface impoundments, land farming, deep-well injection, ocean dumping, or incineration

Dry recyclables	Dry recyclable household waste includes: papers (newsprint, pamphlets, envelopes, books), food tins (steel), drink cans (aluminium), milk and juice cartons & plastic bottles
EA	Environment Agency
ELWA	East London Waste Authority
Energy recovery	Obtaining energy from waste through a variety of processes (e.g. combustion)
Gasification	The process whereby carbon based wastes are heated in the presence of air or steam to produce fuel-rich gases. The technology is based on the reforming process used to produce town gas from coal
GLA	Greater London Authority
Green belt	The fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open; the most important attributes of green belts is their openness
ha	hectare
Hazardous Waste	Waste which because of its characteristics poses a present or potential hazard to human health or the environment
Incineration	The controlled thermal treatment of waste by burning, either to reduce its volume or toxicity. Energy recovery from incineration can be made to produce heat and/or power
Inert waste	Waste that does not normally undergo any significant physical, chemical or biological change when deposited at a landfill site. It may include materials such as rock, concrete, brick, sand, soil or other material arising from construction, excavation or demolition
In-vessel composting (IVC)	The aerobic decomposition of shredded and mixed organic waste within an enclosed container, where the control systems for material degradation are fully automated. Moisture, temperature and odour can be regulated, and stable compost can be produced much more quickly than open windrow composting
Industrial Waste	Waste arising from the provision of public services and industrial activities. Excludes construction and demolition material
JWDPD	Joint Waste Development Plan Document
JWMS	Joint Waste Management Strategy
ktpa	kilo-tonnes per annum
Landfill	Disposal sites for non-hazardous solid wastes spread in layers, compacted to the smallest practical volume, and covered by material applied at the end of each operating day
Local Development Framework (LDF)	A portfolio of Local Development Documents providing the spatial planning framework for an area
London Plan	Refers to the current iteration of the London Plan, "The London Plan (consolidated with Alterations since 2004)", the strategic spatial planning document for London.

Mechanical Biological Treatment (MBT)	A generic term for mechanical sorting/separation technologies used in conjunction with biological treatment processes, such as composting
Materials Recycling Facility/Material Recovery Facility (MRF)	Dedicated facility for the sorting/separation of recyclable materials
Mixed waste	Mixed waste can refer to any combination of waste types with different properties
Municipal Solid Waste (MSW)	Waste collected by local authorities. Mainly composed of household waste but also includes street cleaning waste, waste from reuse and recycling centres and commercial and industrial waste collected by local authority
Planning & Compulsory Purchase Act 2004	Planning Act that came into force in 2004 and introduce reforms to the UK Town and Country Planning system
Planning Policy Statements (PPS)	Statement of national planning policy to replace PPG notes under the Planning & Compulsory Purchase Act 2004
Proximity principle	This principle seeks to minimise the negative impacts of waste by dealing with waste as near as practical to its place of production
Pyrolysis	During pyrolysis organic waste is heated in the absence of air to produce a mixture of gaseous and liquid fuels and a solid, inert residue (mainly carbon)
Recovery	To obtain value from waste through recycling, composting, energy recovery or other forms of material recovery, such as anaerobic digestion
Recycling	Involves the processing of wastes, into either the same product or a different one
Refuse derived fuel	A fuel produced from combustible waste that can be stored and transported, or used directly on site to produce heat and/or power
Re-use	Can be practiced by the commercial sector with the use of products designed to be used a number of times, such as reusable packaging
Sustainability Appraisal (SA)	A tool for assessing policies to ensure that they reflect sustainable development objectives, including environmental, social and economic factors. The Planning and Compulsory Purchase Act 2004 requires local planning authorities to undertake a sustainability appraisal of all local development documents
Thermal treatment	The general term used for waste management technologies designed to generate power, and often to recover heat, through the combustion of waste
tpa	tonnes per annum
Transfer	The handling and transport of waste

Transfer station	Facility where solid waste is transferred from collection vehicles to larger trucks or rail cars for longer distance transport
Treatment	Treatment is any process that changes the physical, chemical, or biological character of a waste to make it less of an environmental threat
Unitary Development Plan (UDP)	Statutory development plan prepared by Unitary Authorities. To be replaced by Local Development Framework under the Planning & Compulsory Purchase Act 2004
Waste hierarchy	The waste hierarchy acts as a guide when determining the most sustainable waste management options from the ideal of prevention and reduction to the last resort of disposal
Windrow composting	The aerobic decomposition of appropriate shredded biodegradable waste using long narrow piles, known as 'windrows'. The process involves mechanical turning and re-mixing of the material to enable effective degradation. This results in a bulk-reduced, stabilised residue known as compost. Windrow composting can take place outdoors or within buildings and the process takes around three months.

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Local Development Framework

London Borough of Barking & Dagenham

London Borough of Havering

London Borough of Newham

London Borough of Redbridge

**Joint Waste
Development Plan Document
for the East London Waste
Authority Boroughs**

Preferred Options

Report on Consultation

December 2008

v1.1

For further information please refer to your Councils website:

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www.havering.gov.uk

www.newham.gov.uk

www.redbridge.gov.uk

Alternatively, contact the Project Manager - Joint Waste DPD for East London on 0208 430 4588
or email ldf@newham.gov.uk.



1. Preferred Options Consultation

- 1.1 Consultation on the 'Preferred Options Consultation Document' took place from 7th April to 19th May 2008. The consultation was advertised locally and a copy of the advertisement is in Appendix 1.



A total of 23 stakeholders commented on the Preferred Options, making 135 representations on various elements. The responses received are listed in section 2 in the order that they were received, and full copies are included in Appendix 2. This document summarises the representations received and the amendment requested, together with a summary of the steering group response to the representation and details as to how the representation has influenced the Proposed Submission document.

- 1.2 This report is also available online at www.barking-dagenham.gov.uk; www.havering.gov.uk; www.newham.gov.uk or www.redbridge.gov.uk or by contacting your Council.


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ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
W0823	Metropolitan Police	JWDPD 1001					No comment to make		None
W0759	London Fire Brigade	JWDPD 1002		5.7	Support	Support higher reuse and recycling targets in JWDPD		Support welcomed.	None
		JWDPD 1003				Address discrepancy in CDE target – LP 95% by 2020 [Policy 4A.21]; JWDPD 95% from 2010 [Table 5]	2003 estimate of CDE recycling (85%, LP Table 4A.2) requires validation before setting targets for 2010/2020	The London Plan [Policy 4A.21 and Table 4A.4] refer to a London net self-sufficiency in managing CDE of 95% at 2010, 2015 and 2020. LP para 4.84 estimates reuse/recycling of 90% CDE already, with no additional permanent new site provision identified to 2020. This is consistent with JWDPD para 4.12 and 4.13.	None
		JWDPD 1004				Reconsider 2020 target for hazardous waste	Due to amount of asbestos present in existing building stock waste volumes containing asbestos materials are likely to continue at present levels for 5-10 years.	Comment noted. Changes to the list of Wastes (European Waste Catalogue) have impacted the hazardous waste arisings. It is noted that the volume of hazardous waste does not significantly change over the period to 2020.	Amend Chapter 4 (Hazardous Waste) to identify asbestos as hazardous waste
	Mrs Val Shaw	JWDPD 1005	5		Support		Business should take lead – particularly regarding packaging	Support welcomed. Policy W1 (i) supports working with the business community to promote waste minimisation, reuse, recycling and recovery of resources and help in the delivery of national and regional targets. <i>Making Waste Work in London - The Mayor's Draft Business Waste Management Strategy</i> (February 2008) urges London's businesses to manage their waste more efficiently http://www.london.gov.uk/mayor/environment/waste/business_waste.jsp See comment re national packaging initiatives in JWDPD1007 below.	Insert text in Policy 1 - Justification "Achieving these objectives will require a concerted effort to decouple waste growth from economic growth, which will need a change in producer and consumer behaviour and current patterns of the manufacture and consumption of goods. There is increasing pressure both nationally and regionally for business to take the lead, especially with regard to packaging waste."
	Mr Chris Gallehawk	JWDPD 1006		2.9	Support		Encourage local community recycling initiatives (awards etc) including community/individual composting of soft garden and kitchen wastes	Support welcomed. Policy W1 (ii) supports working in partnership with the local community to encourage the reuse, recycling and recovery of resources	None
		JWDPD 1007					Reduce waste through different packaging	Comment is noted. The Producer Responsibility Obligations (Packaging Waste) Regulations 2007 (the 'packaging Regulations') and Packaging (Essential Requirements) Regulations 2003 aim to minimise the amount of packaging used in the first place, and therefore reduce packaging waste. The Government is proposing higher targets for the period after 2008 [Packaging Directive targets of 60% recovery and 55% recycling of packaging waste in 2008]. Thirteen major retailers [92% of the UK grocery market] have signed up to the Courtauld Commitment to support the delivery of packaging waste targets. See http://www.defra.gov.uk/environment/waste/strategy/factsheets/packaging.htm for more information.	Insert text in Policy 1 - Justification "Achieving these objectives will require a concerted effort to decouple waste growth from economic growth, which will need a change in producer and consumer behaviour and current patterns of the manufacture and consumption of goods. There is increasing pressure both nationally and regionally for business to take the lead, especially with regard to packaging waste."

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
W0762	London Green Belt Council	JWDPD 1008 JWDPD 1009				Support Green Belt definition in Acronyms and terms Use planning application to determine suitability of any facility in the Green Belt (as per PPG2)	The effect on the 'openness' of the Green Belt should be the determining factor	Support welcomed. Applications for facilities within the green belt will be considered in accordance with PPG2. Policy W5 (xiii) requires assessment of adverse effects on open spaces. Comment noted. Recommend amendment to para 2.9	None
W0024	Government Office for London	JWDPD 1010	2	2.9		Amend 2.9 to reflect Core Strategy for each borough	JWDPD must conform with Core Strategy not SCS and will be tested as such (if problems with LBBB/LBN Core Strategy adoption of JWDPD may need to be based on conformity with LP only)	Amend Chapter 2 to delete reference to SCS and read: <i>The preparation of borough Core Strategies reflects the SCS. This JWDPD must be in conformity with the local borough Core Strategy [LBN – conformity with government guidance and London Plan]. Borough Core Strategy policies of specific relevance to the JWDPD are summarised below:</i> LB Redbridge – Core Strategy (Adopted March 2008) Strategic Policy 11: Waste LB Havering – Core Strategy (Adopted July 2008) CP11: Sustainable Waste Management LB Barking & Dagenham – Core Strategy (Pre-submission Report November 2008) CR3: Sustainable Waste Management	
		JWDPD 1011	Sch 2			Include approximate indicative site areas and tonnages for sites. Sch 2 sites will need to be shown on a Proposals Map.		Comment noted. Recommend amendment to Schedule 2 and proposal map.	Schedule 2 to include indicative site area/tonnage. Schedule 1 and Schedule 2 sites to be shown on JWDPD map.
		JWDPD 1012		4.14		Address potential for location of regional hazardous waste facilities (LP para 4.86-7) in ELWA area	Not clear if sites in Sch 2 are suitable for hazardous facilities. How would proposals for hazardous facilities be assessed?	Due to the variety and nature of hazardous wastes and the specialist management techniques and facilities required, it is not considered appropriate for the DPD to allocate specific sites as being suitable for 'hazardous waste facilities'. The LP does not define 'hazardous waste treatment plants'. The amended Policies (W1, W2, W3, W5) of the Joint Waste DPD do not preclude a facility that manages hazardous waste. For example, the Compact Power Thermal Treatment Plant (Bristol) manages 28ktpa 'special waste' and 32ktpa MSW. Such a facility would manage both LP apportioned waste and provide regional hazardous waste capacity. This approach will aid in the deliverability of the DPD [Effective soundness test].	Amend Chapter 4 (Hazardous Waste) to clarify JWDPD approach to hazardous waste. Insert new Indicator (Chapter 6) to monitor the type of waste managed at new facilities.
		JWDPD 1013	2			Include short statement re consideration of adjoining strategies/plans, including	Need to take account of relevant strategies and plans for adjoining areas (Soundness Test iv)	Comment noted. Recommend amendment to Chapter 2 'Regional Policy' to address adjoining	Insert new para in Chapter 2: <i>East of England Plan [RSS] - Policy WM3 [Imported Waste]</i>

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
						possible implications if any		strategies and plans.	"The East of England should plan for a progressive reduction in imported waste. After 2015 provision for the management of imported waste from London should be restricted to the landfill of residual waste that has been subject to the maximum practical level of recovery and treatment, for which landfill is the only practical option." <i>Essex County Council and Thurrock Unitary Authority</i> "Local authorities should provide for an apportionment of waste imported from London for landfill." <i>North London Waste Plan – Issues & Options</i> Question 4 asks whether we should identify just enough land to meet North London's apportionment or identify more land as good practice for contingency reasons and/or to achieve a greater level of self sufficiency within North London. NL identifying more land may reduce apportionment to East London boroughs if LP apportionment reviewed.
		JWDPD 1014	6			Supplement monitoring indicators with clear targets that can be measured	Soundness Test viii	Monitoring and implementation chapter of submission document to include targets (parallel SA indicators)	Amend Chapter 6 to include targets
		JWDPD 1015				Prior to examination consider potential changes in circumstances over the plan period and implications of these (flexibility)	Soundness Test ix	Submission document to include statement on potential changes eg: <ul style="list-style-type: none"> emerging technologies future London Plan amendments 	Amend Chapter 6 to include consideration of potential changes in circumstances over the plan period
	European Metal Recycling Limited	JWDPD 1016	4	Table 2		Concern that metal recycling is not included in figures for waste arisings allocated to each borough (LP)	Metal streams processed on EMR sites include CAA and incinerator scrap, ELVs, WEEE, packaging material, demolition scrap, cuttings/turnings from manufacturing	Table 2 states the borough apportionment from the London Plan. Further discussions held with GLA on this matter. Metal Recycling Sites (A20) count toward meeting LP apportionment for MSW and C&I. As such existing capacity of A20 facilities (including EMR) to be added to JWDPD Table 4. JWDPD to still not include Vehicle Dismantlers (A19) as these function in a 'transfer' capacity as opposed to reprocessing.	Amend Table 4 and para 4.7 to include existing capacity of Metal Recycling Sites (A20).
		JWDPD 1017	Sch 1			Extend safeguarding of existing facilities (Sch 1) to include scrap metal processing yards	Provide essential service to public and private sector - aids meeting recycling targets. Pressure on sites from development. Environmental benefits of metal recycling. Aid in achieving recycling targets	As above, A20 facilities will be added to Schedule 1.	Amend Schedule 1 to include Metal Recycling Sites (A20)
		JWDPD 1018	Sch 1			Recognise and protect transfer stations as an important part of recycling facilities		Disagree. The sites identified in Schedule 1 and 2 provide sufficient capacity to meet the London Plan apportionment, and as such 'appropriate compensatory	None

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
								provision' has been made. The GLA response to Issues & Options stated that "transfer stations do not support recycling" and as such there is no justified rationale for safeguarding the site. In addition, safeguarding all existing sites and/or their capacity coupled with the development of new facilities that do provide recycling, composting, recovery or treatment would result in an over-provision of facilities in east London, contrary to DPD Objectives F and G.	
		JWDPD 1019	Sch 2		Support	Support LB Newham location in Sch 2	Potential site relocation for regeneration purposes (Thames Wharf)	Support noted.	None
		JWDPD 1020	5	W1	Support	Support recognition that recycling needs to be further encouraged in the construction industry		Support noted.	None
W0018	Environment Agency	JWDPD 1021	5	W1	Support	Support (i) and strongly support (iv)	Need to support (iv) with provision of facilities to recycle contaminated soils [JWDPD 1022]	Support noted.	None
		JWDPD 1022		4.12	Object	Provision for 'fixed' soil treatment centres should be made in the JWDPD	It is not always possible to treat contaminated soils on site (where time/space constraints make it impractical). Alternative to landfill is treatment either at a 'fixed' soil treatment centre or mobile plant on temporary cluster sites. EVIDENCE: TG regeneration report (EA unpublished, 2007)	Comment re limitations for onsite treatment of contaminated soil and potential need for additional treatment infrastructure in the Thames Gateway. LP para 4.84 estimates reuse/recycling of 90% C,E&D already, with no additional permanent new site provision identified to 2020. While it is not deemed appropriate for the JWDPD to allocate specific sites for soil treatment facilities, applications for such facilities will be considered in accordance with the DPD policies.	Amend Chapter 4 (C,E&D waste) to address contaminated soil treatment facilities.
		JWDPD 1023	5	W1		W1 should advocate that wastes should be managed at the highest point in the hierarchy	Eg the collection, transport and storage of bulky items should not render them incapable of being reused	Preferred Policy W1 states that "...boroughs will promote waste minimisation, reuse, recycling and recovery of resources..." Recommend amendment to Policy W1 (iv)	Amend Policy W1 to: "The boroughs will aim to drive waste up the waste hierarchy by promoting..." Delete reference to the waste hierarchy from W1(iv).
		JWDPD 1024	5	W2	Support	Extend W2 (thermal treatment facilities) to require schemes to recover energy using CCHP		London Plan and PPS22 promotes the use of all forms of renewable energy where appropriate London Plan Policy 4A.21 <i>Where waste cannot be recycled, the Mayor will encourage the production of energy from waste using new and emerging technologies, especially where the products of waste treatment could be used as fuels</i>	Amend Policy W2 (para 4) to reflect London plan renewable energy policy.
	East of England Regional Assembly	JWDPD 1026	3	3.2	Support		Agree with provision of facilities to allow for net self-sufficiency in ELWA boroughs	Support noted.	None
		JWDPD 1027					East of England Plan provides for decreasing quantity of waste from London to be disposed of in the East of England and it will be necessary for	Comment noted. Preferred Objective D – provision of facilities to allow for net self-sufficiency in the ELWA boroughs.	Insert new para in Chapter 2: <i>East of England Plan [RSS] - Policy WM3 [Imported Waste]</i> "The East of England should plan for a

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
							London to progress towards increasing self-sufficiency to deliver this	Chapter 4 – JWDPD MSW and C&I figures are as per London Plan apportionment, including London-wide self-sufficiency targets of 75% by 2010, 80% by 2015 and 85% by 2020. Recommend amendment to Chapter 2 'Regional Policy' to address adjoining strategies and plans.	progressive reduction in imported waste. After 2015 provision for the management of imported waste from London should be restricted to the landfill of residual waste that has been subject to the maximum practical level of recovery and treatment, for which landfill is the only practical option."
		JWDPD 1028	Sch 3			Extend Implementation Plan to include more detail of how "continuously improving performance" will be achieved. Include waste prevention as an additional activity.		Monitoring and implementation chapter of submission document to include additional detail	Amend Chapter 6 to provide further detail
	Mrs Gloria Walling	JWDPD 1029	3	3.2	Support		Preferred Objective G	Support noted.	None
		JWDPD 1030	5		Support		Preferred Options acceptable provided restraints and safeguards for the wellbeing of residents (as described in DPD) are observed	Support noted. This is addressed by Preferred Objectives E and F.	None
	London Thames Gateway Development Corporation	JWDPD 1031	5	W1(iv)	Support			Support noted.	None
		JWDPD 1032	5	W1(ii)		Include reference to business and to the reduction in business waste (packaging, use of resources, non-recyclable outputs, premises maintenance/management		Policy W1 (i) supports working with the business community to promote waste minimisation, reuse, recycling and recovery of resources and help in the delivery of national and regional targets. Making Waste Work in London - The Mayor's Draft Business Waste Management Strategy (February 2008) urges London's businesses to manage their waste more efficiently http://www.london.gov.uk/mayor/environment/waste/business_waste.jsp	Insert reference in Policy Justification of Submission Document to <i>Making Waste Work in London - The Mayor's Draft Business Waste Management Strategy (February 2008)</i>
		JWDPD 1033	4	4.2		The London Plan driven need for the ELWA boroughs to manage substantial levels of cross-border waste should not outweigh other planning considerations or the need to improve general environmental quality and amenity and to encourage high quality regeneration		Comment noted. This matter is addressed in Objective F (integrate waste planning with other spatial concerns, including regeneration). In addition, The JWDPD Policies seek to manage waste in a manner that protects the local environment.	None
		JWDPD 1034	4 Sch 2	4.15 – 4.21		Proposals for new facilities should further the work of LTGDC to improve relationship between business and waste utilisation/energy capture (including proximity principle and waste hierarchy)		The JWDPD supports such initiatives.	Insert new Policy W3: Energy Recovery Facilities to support such initiatives
		JWDPD 1035	Sch 2			New showcased technology in waste management could have particular affinity with Sustainable Industries Park (Dagenham Dock)		Comment noted. The Site Assessment to inform Preferred Options (July 2007) Dagenham Dock Sustainable Industry Park highlighted the compatibility of a	None

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
								modern waste management facility in this location.	
		JWDPD 1036	SA/SEA	Obj 4	Support		Recognise economic opportunity arising from development of the environmental technologies sector	Sustainability Objective 4 (Sustainability Appraisal of Preferred Options, April 2008) recognises local employment opportunities.	None
	Veolia Environmental Services	JWDPD 1037			Omission	JWDPD does not identify the quantity and types of waste that will ultimately require disposal, nor does it explain where or how it will be disposed of.	London Plan Policy 4A.23 states DPDs to identify sites and allocate sufficient land for waste management and disposal.	Response from the GLA: London Plan Policy 4A.23 does not refer to apportionment. Policy 4A.25 deals with borough level apportionment of MSW and C&I waste to be managed as stated below: "Boroughs in their DPD should identify sufficient land to provide capacity to manage the apportioned tonnages of waste set out in Table 4A.6. Borough preparing joint waste DPDs may wish to collaborate by pooling their apportionment requirements."	None
		JWDPD 1038			Omission	JWDPD acknowledges production of residues but makes no attempt to quantify them or make provision for them	Residues are frequently 5-15% and require disposal, typically to landfill. PPS10 requires Regional Planning bodies to take into account the need for disposal of residues – this should therefore be considered at borough level.	LP para 4.71 states that waste is deemed to be managed in London if: 1) it is used for energy recovery in London (e.g. through anaerobic digestion, pyrolysis/gasification or through existing incinerators), or 2) it is compost or recycle sorted or bulked in London material recycling facilities for reprocessing either in London or elsewhere.	None
		JWDPD 1039	4 Sch 1	Table 4	Object	Rainham Waste Recycling and Reclamation Centre actual volume recycled at facilities mentioned is 137,500tpa		The annual permitted tonnage stated for Rainham RRC [WML80518] in Schedule 2 of the Preferred Options is incorrect. The Rainham RRC licensed capacity is 50,000 [WML80518] and 131,000 [WML80704]. The estimated throughput at Rainham RRC is therefore 135,750t (75% of licensed capacity).	Amend Schedule 1 and Technical Report to accurately reflect licensed capacity at Rainham RRC.
		JWDPD 1040	4 Sch 1	Table 5	Object	Surplus/deficit calculations do not take into account that Rainham facility has planning permission only until the end of 2018	Figures for additional capacity at 2020 are greatly underestimated	Comment noted. Amend Technical Report to reflect this. It is noted that Schedule 1 does highlight that capacity of the Rainham facilities are only safeguarded until 2018 when their existing planning permissions expire.	Amend Technical Report (Calculation of existing capacity v apportionment) to exclude existing Rainham capacity from 2020 calculations. Amend Submission Document as required to reflect this.
		JWDPD 1041	4	4.12		Statement that C,E&D waste is currently recycled on site or exported needs revision. Provision for C,E&D facilities may be required.	Rainham facility currently provides at least 400,000tpa C,E&D recycling (landfill restoration) – 200,000tpa expires in 2008, remainder in 2018.	Table 4 does not include any existing capacity at Rainham in the calculations for Landfill taking non biodegradable waste (A05). As such the diminishing capacity of this site does not impact on	Amend Chapter 4 (C,E&D waste) and Policy W1 regarding on-site reuse and recycling

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		JWDPD 1042	Sch 1		Object	Double-counting of recycling facility capacity	Closed Loop Recycling and Novera gasification are 'secondary' recycling – they take materials substantially, if not entirely, from outputs of other recycling facilities	the C,E&D calculations. LP para 4.84 estimates reuse/recycling of 90% C,E&D already, with no additional permanent new site provision identified to 2020. Policy W3 addresses landfilling of inert C,E&D waste. Comment noted. However, the specifics of waste management flows within and out of London are not reported on which makes the identification of actual or potential double-counting of capacity impossible.	None
		JWDPD 1043	5	W4(i) (ii)(v) (viii)	Object	Delete clauses (i) (ii) (v) and (viii) as contrary to para 27 of PPS10	PPS10 states 'waste planning authorities should not concern themselves...with the control of processes which are a matter of concern for the pollution control authorities. Release of polluting substances (i); greenhouse gases (ii); contamination of water (v); groundwater conditions (viii) are the direct remit of the Environment Agency and hence are contradictory to PPS10	Disagree. EIA for a waste facility would include these elements. As such we would expect the "information supporting the planning application" to address these matters. It is noted that no objection on the inclusion of these clauses raised by GOL or Environment Agency.	None
		JWDPD 1044	5	W4	Omission	Policy W4 to include requirement for waste facility planning application to provide information on the safe process and access of hazardous waste transferred through each site, on a site by site basis, and the safe storage of hazardous waste material to ensure it does not pose a threat of a fire hazard.		Policy W5(i) addresses the pollution risk associated with the storage of hazardous material on site.	None
		JWDPD 1045	5	W4	Omission	Policy W4 to require planning applications to show consideration to access to the site for adequate access in case of emergency, including adequate water supply for dealing with an emergency	Support fire-fighting tactics and fire safety provision	Comment is noted. Site access will be addressed through the planning application process and will be included in borough DC policies. Policy W5(xii) includes reference to site access. As this issue is not specific to only waste facilities it is not deemed necessary to include in the JWDPD.	None
W0072	Thames Water Utilities	JWDPD 1046	4		Omission	JWDPD should make reference to the need for wastewater and sewage sludge	Clear role in providing policy context for wastewater and sludge. PPS10 Companion Guide (Section 8 Box 32) includes 'sewage treatment plant' as waste development. Waste Strategy 2007 contains specific reference to sewage sludge disposal.	PPS10 provides no clear steer regarding the management of sewage sludge in waste DPDs. Para 16 states "CS of WPA (or JWDPD) should set out policies and proposals for waste management in line with the RSS..." The only PPS10 reference to 'sewage' is PPS10 companion guide "guidance as to whether a proposal is 'waste development'". Ch 7 (LDDs) makes no reference to sewage sludge management. There is no London Plan requirement for waste plans to include wastewater and	Insert new section in Chapter 2 to clearly state scope of JWDPD.

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								sewage sludge management facilities. No reference to 'sludge' in part 8 'Planning for Waste' of Ch4. No reference in Policy 4A.18 (Water and sewerage infrastructure) to JWDPD requirement.	
		JWDPD 1047	Sch 1		Omission	Identify existing STW sites in the list of existing waste facilities	JWDPD to acknowledge the key strategic role played by existing waste water infrastructure	Key infrastructure provision will be addressed by boroughs through other DPDs, notably the Core Strategy. It is outside the scope of the JWDPD to safeguard existing wastewater and sewage sludge facilities. As stated above, safeguarding of key infrastructure sites will be addressed by boroughs through other DPDs, notably the Core Strategy.	Insert new section in Chapter 2 to clearly state scope of JWDPD.
		JWDPD 1048			Omission	Identify potential synergies between treatment of municipal waste and sewage sludge (eg co-digestion)		Consultation on Thames Water's Draft Strategic Proposals for Sludge Management (June 2008) http://www.thameswater.co.uk/en_gb/Do wnloads/PDFs/draft-strategic-proposals-for-sludge-management-full-report-2mb-190608.pdf <i>Recommended strategy [East London]</i> (b) 25 year • In the longer term consideration should also be given to co-digestion followed by thermal destruction in order to try to maximise the potential for energy recovery. However this would involve bringing additional material on site and the impact of this activity would need to be fully assessed. Further discussions with Thames Water on this matter are welcomed, especially in consideration of emerging technologies.	
		JWDPD 1049	3 5		Omission	Amend objectives and policies to recognise particular characteristics of planning for sludge management and wastewater treatment, explicitly safeguarding existing facilities and support development of and/or allocate land for new facilities in line with TW emerging sludge strategy	Drivers listed: • need to develop new sludge treatment facilities (emerging sludge strategy) • development pressures on land surrounding TW existing sites • PPS10 Companion Guide – sewage treatment plants as 'waste development' • Planning applications for new facilities will be determined in accordance with PPS10 and DPDs (inc JWDPD) • Sewage sludge treatment and disposal routes differ from municipal • Capacity of existing and future sewage and sludge treatment facilities (population growth and development) is a matter of concern	As stated above, it is outside the scope of the JWDPD to safeguard existing wastewater and sewage sludge facilities. London Plan Policy 4A.18 states that <i>the Mayor will work in partnership with the boroughs to ensure timely provision of appropriate new facilities at existing sewage treatment works.</i> The allocation of sites for sewage treatment facilities is outside the scope of the JWDPD.	Insert new section in Chapter 2 to clearly state scope of JWDPD.
		JWDPD 1050	5	W2	Object	Amend Policy W2 to allow sufficient flexibility for waste	Sludge treatment by way of thermal destruction with energy recovery is	Comment noted. Proposed amendments to Policy W2 and new Policy W3 do not	Amend Policy W2 to remove energy recovery reference

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						management of sewage sludge and not just types of waste that the DPD currently focuses on	one option being considered in TW emerging sludge strategy and falls within JWDPD definition of 'thermal treatment'.	preclude future opportunity for co-digestion thermal treatment facilities on Thames Water sites where the waste to be treated cannot practically be reused, recycled or processed to recover materials and that provision is made for energy recovery.	Insert new Policy W3: Energy Recovery Facilities
		JWDPD 1051	Sch 2		Omission	Beckton Meadows should be identified as a site where future developments associated with the sewage treatment process will be considered favourably	Site is subject to imminent application by TW for a major extension to the existing STW and proposed Lee Tunnel. Part of the site lies outside the application area, although this is unlikely to be of sufficient size to accommodate a waste management facility of medium to large scale	Beckton Meadows (site 1443) was included in the select list of sites, however was determined to be unlikely to become available during the lifetime of the JWDPD (due to Thames Water ownership and proposed expansion of operations at this site). Any application for an advanced thermal treatment facility would be considered against the policies of the JWDPD. As stated above it is outside the scope of the JWDPD to identify sites suitable for sewage sludge treatment facilities.	None
		JWDPD 1052	Sch 2		Omission	Beckton STW should be identified as an important existing sewage treatment site where future developments associated with the sewage treatment process will be considered favourably	Preferred Options excludes STW from site consideration (presented at Issues and Options consultation)	It is outside the scope of the JWDPD to identify sites suitable for sewage sludge treatment facilities or to safeguard existing wastewater and sewage facilities. New Policy W3 does not preclude future opportunity for co-digestion thermal treatment facilities on Thames Water sites where the waste to be treated cannot practically be reused, recycled or processed to recover materials and that provision is made for energy recovery.	Amend Policy W2 to remove energy recovery reference Insert new Policy W3: Energy Recovery Facilities
W0028	Highways Agency	JWDPD 1053	SA/SEA	Obj 9	Omission	Amend text of SA Obj 9 to include reference to the capacity of existing infrastructure (SRN)	Para 21(i) point 4 of PPS10 states that WPA should consider the capacity of existing infrastructure in addition to seeking to shift transportation of waste to non road-based methods. This would help ensure the impact of waste transportation on the SRN is minimised. PPS12 para 4.24 and Test of Soundness 4.	Impact on the road network was considered in the site assessment. 'Secondary Opportunities' included: within 1km of primary road network; adjacent to protected wharfs; within 1km of existing freight rail heads; proximity to waste reprocessing facilities. This is consistent with the London Waste Apportionment Study (GLA, 2006) criteria to determine suitability for waste management facilities. Reference to infrastructure capacity in PPS10 is noted, however the SA is limited by availability of data for SA assessment and monitoring. Sustainable transport matters are addressed in Policy W5(xii) and by each borough LDF. LB Redbridge – Core Strategy (Adopted March 2008) SP6: Movement and Transport LB Havering – Core Strategy (Adopted July 2008) CP10: Sustainable Transport LB Barking & Dagenham – Borough wide development policies (Pre-submission Report November 2008)	None

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		JWDPD 1054	SA/SEA	2.2	Omission	No information supplied to show either existing capacity of the SRN or that the implications of the DPD proposals have been appraised. Require an Evaluation of the Transport Impact of the DPD proposals.	The transport evidence base should identify the likely impact on the SRN following the implementation of the DPD. Recommend that the number, size and distribution of facilities be informed by this evidence base. Spatial distribution options which are likely to have a significant impact on the SRN would not be deemed appropriate. PPS12 para 4.24 and Test of Soundness 7.	BR10: Sustainable Transport As stated above, impact on the road network was considered in the <i>Site Assessment to inform Preferred Options</i> (LUC and ERM, June 2007) This level of detail would be considered at the planning application stage, as the scale and type of facility will determine the transport impact of the specific proposal for the site. This requirement is addressed in Policy W5(xii) and in borough LDF policies (as above).	None.
		JWDPD 1055	5	W1(iv)	Omission	Amend Preferred Policy W1 (iv) to: "...with on-site recycling wherever possible and sustainable transport modes such as rail and water encouraged where movement of waste is necessary..."	In order to minimise the potential impact on the SRN from residual transportation of such waste streams, the HA suggest amended text to reflect the importance of encouraging sustainable transport modes (PPS10 para 21(i) point 4; PPS12 para 4.24; Test of Soundness 4)	Comment noted. Recommend amendment to Policy W1 (iv).	Amend Policy W1(iv) to: "...with on-site recycling wherever possible and sustainable transport modes encouraged where movement of waste is necessary."
		JWDPD 1056	5	W4	Omission	Include the following consideration in Preferred Policy W4: " Demonstration that sustainable transport options – such as rail or water – have been considered in place of road transport and where practical adopted for transport of waste materials to or from the development "	HA welcomes the inclusion of criteria (xii), wish to see an additional consideration included reflecting the importance of promoting sustainable transport options (PPS10 para 21(i) point 4)	Comment noted. Recommend amendment to Policy W5(xii) to promote sustainable transport.	Amend Policy W5(xii) to: "transport impact of all movements, including opportunities for use of sustainable transport modes, traffic generation, access and the suitability of the highway network in the vicinity, access to and from the primary route network"
		JWDPD 1057	5	W4	Omission	Amend Preferred Policy W4(xii) to: " Traffic generation, access and the suitability of the highway network in the vicinity, including access to and from the primary road network; proposal of appropriate Travel Plan in line with local guidance "	HA understand that each LDF will include a DC policy that requires all applications (including for waste facilities) to be accompanied by a Transport Assessment and appropriate Travel Plan. HA recommends that Travel Plans be used as a mechanism through which to implement site specific targets for reducing the proportion of waste transported by road. PPS12 para 4.24; Test of Soundness 4	It is not deemed necessary for each DPD to repeat Core Strategy or Borough Wide policy [PPS12, para 5.1] LB Redbridge – Core Strategy (Adopted March 2008) SP6: Movement and Transport (c) (iv) Assessing the impact of development proposals on the transport network and requiring the preparation of Green Travel Plans on all major developments. LB Havering – Core Strategy (Adopted July 2008) CP10 - SUSTAINABLE TRANSPORT <ul style="list-style-type: none"> requiring the submission of a travel plan and transport assessment for proposals with material transport implications LB Barking and Dagenham – Borough wide development policies (Pre-submission report November 2008) BR10 - SUSTAINABLE TRANSPORT In accordance with Policy 3C.2 of the London Plan, developers will be required to submit a transport assessment and a	Insert new section in Chapter 2 to clearly state scope of JWDPD.

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		JWDPD 1058	4	4.19	Object	Concern regarding approach adopted for site selection. Locations within 1km of the primary road network were considered on an equal basis to sites offering potential for sustainable transport modes.	Easy access to the SRN and other key routes is likely to encourage transportation of waste by road-based modes, rather than more sustainable alternatives. Contrary to PPS10 para 21(i) point 4 and PPG13 para 47 (Test of Soundness 4)	travel plan where there are significant transport implications The site selection criteria (including access to the primary road network and sustainable transport modes) was used to reduce the long list of sites to a short list of potentially suitable sites. This is consistent with PPS10 Annexe E (f).	None
		JWDPD 1059	5	W3 (iii)	Object	Whalebone Lane North should only be utilised following appropriate provision of sustainable infrastructure and a Travel Plan	Whalebone Lane North has poor access to sustainable transport opportunities	Whalebone Lane North currently operates as a quarry. Any planning permission for a waste facility on this site will be determined in accordance with LB Havering planning policy – including the Core Strategy, DC Policies and JWDPD.	None
		JWDPD 1060	Sch 2		Object	Gerpins Lane should only be utilised following appropriate provision of sustainable infrastructure and a Travel Plan	Gerpins Lane has poor access to sustainable transport opportunities	This site is adjacent to Gerpins Lane Civic Amenity Centre where people bring waste that is sorted on site. A composting operation on this site may provide co-location opportunities, thus reducing the need for traffic movements. In addition, any planning permission for a waste facility on this site will be determined in accordance with LB Havering planning policy – including the Core Strategy, DC Policies and JWDPD.	None
		JWDPD 1061	SA/SEA	6.2	Omission	Establish a suitable monitoring scheme identifying appropriate benchmarks including, for example, modal shift of waste transport, distance waste travelled, proportion of waste exported from ELWA area.	Query SA/SEA para 6.2 stating 'no monitoring' being contradicted by JWDPD para 6.3 stating 'monitoring will be undertaken on an annual basis'. PPS12 recommends proposals for monitoring should form part of the full SA report to be produced alongside the DPD (PPS12 para 4.24; Test of Soundness 8)	Comment noted. SA/SEA para 6.2 refers specifically to SA monitoring in response to identified significant adverse effects (none identified). JWDPD Preferred Options para 6.3 refers to monitoring of the DPD indicators and targets presented in Chapter 6.	Amend Chapter 6 (JWDPD) to provide further details on monitoring.
		JWDPD 1062	SA/SEA	App1	Object	Amend 'Possible targets' for Objective 9 to include targets to be achieved during plan period (to 2020). Revised targets to be established relevant to Preferred Policy W4 – modal split target beyond 2008 and additional to 'reduce waste-related traffic on key strategic road routes'	SA/SEA Appendix 1 includes modal shift targets for road, rail and water transport of waste only up to 2008. 'SA of RSS and LDD' (DCLG, para 3.2.14) states SA objectives should be expressed in the form of targets where practicable. PPS12 para 4.24; Test of Soundness 8	Comment noted.	Amend SA/SEA Appendix 1 to include: From 2001 – 2011: 5% increase in river freight traffic Amend Chapter 6 (JWDPD) to provide further details on monitoring.
W0022	Greater London Authority	JWDPD 1063				Update all references to the London Plan to London Plan (Consolidated with Alterations since 2004)	London Plan (Consolidated with Alterations since 2004) published in February 2008.	Comment noted. Procedure for Council approval of the JWDPD Preferred Options for consultation was underway prior to the London Plan (Consolidated with Alterations since 2004) being published.	Amend all JWDPD references to the London Plan to reflect the London Plan (Consolidated with Alterations since 2004).
		JWDPD 1064	3	3.4	Omission	Amend bullet list in para 3.4 to include locational criteria for new waste facilities	JWDPD para 3.4 refers to the strategic waste policy to be inserted in each borough Core Strategy to set the framework for the JWDPD. Bullet point 6 of this para states that the JWDPD will identify "... suitable locations for facilities".	Amend para 3.4 to include specific reference to adopted strategic waste policies (Core Strategy)	

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		JWDPD 1065	4	Table 3	Support	Adoption of the waste apportionment figures set out in London Plan Table 4A.6 is welcomed		Support noted	None
		JWDPD 1066	5	W1(iv)	Object	Delete text after 'wherever possible' in Preferred Policy W1(iv)	It is unclear what is meant by 'to take consideration of the waste hierarchy' – the aim should be to move up the waste hierarchy	Comment noted. Recommend amendment to Policy W1	Amend Policy W1 to: "The boroughs will aim to drive waste up the waste hierarchy by promoting..." Delete reference to the waste hierarchy from W1(iv).
		JWDPD 1067	5	W2	Object	Amend W2 to include criteria for site selection (LP Policy 4A.23)	The key in ensuring apportionment is achieved is that the identification of sites should be based on Policy 4A.23	The site selection criteria (Site Assessment to inform Preferred Options, July007) included the criteria as stated in London Plan Policy 4A.23. As such, the locations listed in Schedule 2 meet these criteria. It is not deemed necessary for each DPD to repeat Core Strategy or Borough Wide policy [PPS12, para 5.1]	None
		JWDPD 1068	5	W2	Object	Integrate requirements of LP Policy 4A.5	Sites selected for energy from waste technologies should have heat networks that can realise the possibility to utilise CCHP	Comment noted. The discussion re 'Advanced Thermal Treatment' states "opportunities to include provision for CHP/CCHP will be supported". Recommend amendment to DPD policy for consideration of CHP/CCHP opportunities.	Amend Policy W2 to remove energy recovery reference Insert new Policy W3: Energy Recovery Facilities to provide for CHP/CCHP opportunities
		JWDPD 1069	5	W2(ii)		Criteria of Policy W2(ii) needs to demonstrate that it 'identifies sufficient land' (LP Policy 4A.25)	Site Assessment identifies suitable sites within Industrial Estates which are already allocated for Industrial or Employment uses (UDP or LDF). Sites or areas identified for waste development should be updated on proposals maps	Due to the relatively frequent turnover of sites within Industrial Sites, the preferred approach was to identify the areas (Industrial Estate) with potentially available and suitable sites. These areas will be identified on a map, and the site area (as linked to potential scale of facility) will be added to Schedule 2.	Insert a JWDPD Map detailing location of sites and outlining mix of suitable uses (including waste) on such sites. Amend Schedule 2 to include site area (ha).
		JWDPD 1070	5	5.20	Object	JWDPD policies should incorporate LP Policy 4A.22 (consideration of transport alternatives)	Site suitability should consider transport issues. Compliance with LP Policies 4A.21 – 4A.23 will ensure sustainable transport is encouraged	The site selection criteria (including access to the primary road network and sustainable transport modes) was used to reduce the long list of sites to the list of potentially suitable sites identified in Schedule 2. Recommend amendment to Policy W5(xii) to increase emphasis on sustainable transport.	Amend Policy W5(xii) to: "transport impact of all movements, including opportunities for use of sustainable transport modes, traffic generation, access and the suitability of the highway network in the vicinity, access to and from the primary route network"
		JWDPD 1071	Sch 2		Object	Schedule 2 relies heavily on in-vessel composting/anaerobic digestion. Sites suitable for in-vessel composting/anaerobic digestion are also suitable for advanced thermal treatment/MBT		The site assessment included consideration of the scale and type of facility potentially suitable on the site. This was based on <i>Planning for Waste Management Facilities – A Research Study</i> (2004) and <i>Recycling and recovery facilities – Sites investigation in London</i> (2005).	Amend Schedule 2 to delete 'Type of facility' column.
		JWDPD 1072	5	5.24		Include sites in greenbelt (Havering and Redbridge) in site assessment	Composting discussion (p24) states open windrow composting could be suitable in the green belt in which case significant areas of green belt in Havering and Redbridge could be potential sites	General areas of the greenbelt (Redbridge and Havering) were not identified during the site assessment work as being 'available'. The greenbelt sites included in the JWDPD are ELWA owned and provide	None

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		JWDPD 1073	5		Object	Amend wording for gasification/pyrolysis	JWDPD is overly negative and wording could be used to refuse such facilities. This would conflict with LP aspiration for a mix of technologies	sufficient composting capacity to meet the apportionment. Any application for a composting facility in the green belt would be considered in accordance with the JWDPD policies, PPG2 and London Plan, Core Strategy and Borough wide development green belt policies. Comment noted. Recommend amendment to 'Advanced Thermal Treatment' description (p24).	Amend 'Advanced Thermal Treatment' (Chapter 4) to: "...Within the ELWA area, a proposal for thermal treatment (excluding conventional incineration) will be considered where the development will recover energy and where it can be demonstrated that waste to be treated cannot practically and reasonably be reused, recycled or reprocessed to recover materials..." None
		JWDPD 1074	5	W2	Object	Amend criteria 2 of policy to reflect locations in LP table 4A.8	Policy fails to support facilities locating in industrial areas set out in LP table 4A.8. No explanation as to why these areas are now unsuitable for waste facilities.	The site assessment details the methodology (and criteria) for identifying suitable and potentially suitable site. This approach is consistent with PPS10 (paras 20 and 21). Details of the six broad locations identified in Table 4A.8 are below: Dagenham Dock PIL: Sustainable Industry park included in Schedule 2 Harold Hill Industrial Estate [sites 40, 41, 50, 63 65]: Constrained (housing) British Gas Site: Constrained (housing) Thameside East PIL: Constrained Thameside West PIL: Constrained Southend Road PIL [site 1801]: Constrained (housing; hospital; flood risk) Policy W2 provides for consideration of facilities on designated industrial areas (including those listed above). Recommend amendment to DPD policy to better reflect opportunities for co-location and CHP/CCHP	None
		JWDPD 1075	5	W2	Object	Include 'encourage co-location with manufacturing or linkage to CHP/CCHP'.		Policy W2 provides for consideration of facilities on designated industrial areas (including those listed above). Recommend amendment to DPD policy to better reflect opportunities for co-location and CHP/CCHP	Amend Policy W2 to remove energy recovery reference Insert new Policy W3: Energy Recovery Facilities to provide for CHP/CCHP opportunities None
		JWDPD 1076	5	W3	Object	Delete reference to Mark Warrens Farm [criteria (iii)]. Policy to reflect LP Policy 4A.28		Disagree. Policy W3 refers to the disposal of inert waste to landfill and duly identifies a suitable site for this. London Plan Policy 4A.28 refers to C,D&E waste management facilities. Policy W1(iv) reflects Policy 4A.28.	None
		JWDPD 1077	4	4.14	Object	Approach to hazardous waste does not reflect advice of LP Policy 4A.29		Disagree that DPD approach to hazardous waste is inconsistent with LP Policy 4A.29.	Amend Chapter 4 (Hazardous Waste) to clarify JWDPD approach to hazardous waste.

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								The LP does not define 'hazardous waste treatment plants' and due to the variety and nature of hazardous wastes and the specialist management techniques and facilities required, it is not considered appropriate for the DPD to allocate specific sites as being suitable for 'hazardous waste facilities'. The amended Policies (W1, W2, W3, W5) of the Joint Waste DPD do not preclude a facility that manages hazardous waste. This approach will aid in the deliverability of the DPD [Effective soundness test].	
		JWDPD 1078	Sch 1		Object	Recalculate RRC capacity toward meeting waste apportionment as per reasons.	Only bulking of recyclables and compostables at RRCs and onward movement to treatment facilities acceptable within LP requirements for meeting MSW and C&I apportionment. RRCs otherwise act as 'transfer stations' for non-recyclable waste prior to onward disposal and therefore should not be included in capacity calculations	Clarification on operation of ELWA RRCs received from ELWA (email from Tony Jarvis, 14 Nov 2008) About half of all waste received at these A13 sites [Gerpins Lane, Jenkins Lane, Chigwell Road and Frizland RRCs] is currently recycled or composted. The separated recycle outputs from the RRC MRFs at these sites go to various locations for reprocessing. As such, 50% of the RRC facility capacity contribute toward meeting LP apportionment.	Amend Table 2 to reflect RRC capacity (A13) at 50% of annual permitted tonnage Amend Technical Report calculations for RRC capacity Amend Chapter 6 to include monitoring of recycling and composting at RRC sites
		JWDPD 1079	Sch 1			Ensure correct facility type included when identifying existing capacity to meet apportionment	Example: RRCs do not count as management for waste apportionment as per London Plan para 4.71 "Waste is deemed to be managed in London if: • it is used for energy recovery in London (e.g. through anaerobic digestion, pyrolysis/gasification or through existing incinerators), or • it is compost or recycle sorted or bulked in London material recycling facilities for reprocessing either in London or elsewhere."	As above. In accordance with London Plan definition of 'management' approximately 50% of capacity of the RRCs does count.	Amend Table 2 to reflect RRC capacity (A13) at 50% of annual permitted tonnage Amend Technical Report calculations for A13 capacity Amend Chapter 6 to include monitoring of recycling and composting at RRC sites
		JWDPD 1080	Sch 1		Object	Amend Rainham facility capacity calculations (646,650 tonnes capacity used in calculation for 2020 cannot be counted)	Planning permission for facilities identified at the Rainham site expires in 2018 and therefore cannot be counted as capacity for meeting MSW and C&I apportionment in 2020	Comment noted. Amend Technical Report to reflect this. It is noted that Schedule 1 does highlight that capacity of the Rainham facilities are only safeguarded until 2018 when their existing planning permissions expire. Comment noted.	Amend Technical Report (Calculation of existing capacity v apportionment) to exclude existing Rainham capacity in 2020 calculations.
		JWDPD 1081	Sch 1			Clarify waste type through Cemex facility	If C, D&E facility only capacity cannot be counted toward MSW and C&I apportionment for 2010, 2015 and 2020 LP Policy 4A.24	Comment noted. Recommend amendment to A15 (Material Recycling Treatment Facility) capacity to exclude Cemex 120,000.	Amend Table 2 to reflect A15 capacity excluding Cemex Amend Technical Report calculations for A15 capacity None
		JWDPD 1082	5	W2		All existing waste management sites and those granted planning consent should be safeguarded for waste use unless there is appropriate compensatory provision	Disagree. The sites identified in Schedule 1 and 2 provide sufficient capacity to meet the London Plan apportionment, and as such 'appropriate compensatory provision' has been made. The GLA response to Issues & Options		

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								stated that "transfer stations and landfill do not support recycling" and as such there is no justified rationale for safeguarding the site. The EIP for the LB Havering Core Strategy (Minerals and Waste) determined that the Joint Waste DPD was the most appropriate vehicle for a holistic approach to determining which facilities need safeguarding to ensure that sufficient facilities are in place to meet future waste management needs, and to identify appropriate compensatory provision where necessary. The safeguarding all existing sites and/or their capacity, coupled with the development of new facilities that do provide recycling, composting, recovery or treatment would result in an over-provision of facilities in east London, contrary to DPD Objectives F and G.	
		JWDPD 1083	Site Assess.	2.1		Reference to GLA design opportunities for advanced waste facilities http://www.london.gov.uk/mayor/environment/waste/spg_waste.isp	To ensure all waste developments accord to high standards of design, build and operation	Comment noted. Quality of design for waste facilities is addressed in Policy W2, W3, W5(ix) and W5(x).	Consider in revision of text supporting Policy W5(ix) and W5(x)
		JWDPD 1084	Site Assess.	2.9		Monitor LDA/English Partnerships/CLG study of brownfield sites in London	Study will include development of best practice guidance and database of small, medium and large brownfield sites	Comment noted. Emerging guidance has been considered in developing the submission DPD.	None
	Transport for London	JWDPD 1085	2	2.12	Support	Promotion of water and rail freight in SA objectives is welcomed	LP Policy 4A.22	Support noted.	None
		JWDPD 1086	SA/SEA	Obj 9		Additional considerations re road transport: <ul style="list-style-type: none"> • Multi-modal refuse collection vehicles • Hybrid engine technologies • Consolidation onto larger vehicles • Travel planning methodologies eg Delivery and Servicing Plans 		Comment noted.	Amend text supporting Policy W5(xii) to address these points (para 5.22)
		JWDPD 1087	SA/SEA	Obj 9		Future waste facilities explore all possible alternatives to road travel. New waste facilities with road travel as primary mode of accessing site requires full traffic impact assessment.	Location of facilities is paramount to achieving SA Obj 9. LP Policy 3C.17 and 4A.22	Sustainable transport matters are addressed in Policy W5(xii) and in borough LDF. LB Redbridge – Core Strategy (Adopted March 2008) SP6: Movement and Transport LB Havering – Core Strategy (Adopted July 2008) CP10: Sustainable Transport LB Barking & Dagenham – Borough wide development policies (Pre-submission Report November 2008) BR10: Sustainable Transport	Amend Policy W5(xii) to: "transport impact of all movements, including opportunities for use of sustainable transport modes, traffic generation, access and the suitability of the highway network in the vicinity, access to and from the primary route network"
		JWDPD 1088	4	4.19		Include renewable and low-carbon technologies at inter-modal sites as 'secondary	Contribute to a low carbon end-to-end supply chain	As above. Details of interchanges to be addressed within full traffic impact assessment as part of planning	Amend text supporting Policy W5(xii) to address these points (para 5.22)

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
						opportunities'		applications (Policy W5(xii) and borough Core Strategy or borough wide policy).	
		JWDPD 1089				Promote compactors	Reduce space required by refuse, reduce number of vehicles required for road transport, maximise efficiency	Comment noted. This is likely to be common practice within the waste industry. 'Efficiency' = 'lower operating cost'.	None
		JWDPD 1090	5	W3(iii)		Vehicles servicing the site (HGVs) to be coordinated to avoid travelling to/from site during peak travel periods	Minimise any potential adverse impacts on A1112 which is part of the LP Policy 3C.17	As above. Details of vehicle movements addressed within full traffic impact assessment as part of the planning applications (Policy W5(xii) and Core Strategy or borough wide policy). See comment JWDPD1057 for relevant LDF policy detail.	None
		JWDPD 1091	5	W4	Support	Policy W4 to include requirement for waste related planning applications to be supported by transport assessments, construction management plans and waste management plans	Transport impact of waste facilities are key consideration in location and nature of site to reduce road trips. LP Policy 3C.25	Details of vehicle movements addressed within full traffic impact assessment as part of the planning applications (Policy W4(xii) and Core Strategy or borough wide policy). See comment JWDPD1057 for relevant LDF policy detail.	Amend text supporting Policy W5(xii) to address these points (para 5.22)
		JWDPD 1092				JWDPD to take into account safeguarding appropriate land for transportation of waste, including wharves.	LP Policies 4A.22, 4C.9, 3B.10 and 3C.25	The JWDPD safeguards sufficient land for waste management to meet the LP apportionment. All industrial designations, including wharves, were included in Site Assessment to inform Preferred Options (long list of sites) and therefore wharf locations were assessed against the established criteria. Safeguarded wharves are protected for freight purposes by the London Plan and borough Core Strategies and it is deemed unnecessary to further protect these sites solely for waste management purposes. It is noted that such constraint on the use of wharves may negatively impact on opportunities for other environment industries (LP Policy 3B.10). The DPD policies do not prohibit opportunities for the use of safeguarded wharves for waste facilities or transport.	None
	London Development Agency	JWDPD 1093	5	5.19	Support	Waste facilities are an appropriate activity to be located on Strategic Industrial Locations (SILs) or Locally Significant Industrial Sites (LSISs)	Waste management facilities play a role in creating employment opportunities	Comment noted. Industrial/employment locations were identified in the long list of sites for the Site Assessment to inform Preferred Options.	None
		JWDPD 1094	SA/SEA	Obj 4		Site identification and selection process to consider active employment uses on identified sites		Comment noted. SA Objective 4 is "To increase employment opportunities for local people".	None.
		JWDPD 1095	Site Assess.			When identifying sites consider opportunity to co-locate facilities together with complementary activities		Comment noted. Opportunities for the co-location of facilities were identified in the site assessment process (refer to site information sheets). Specifically amend Policy W2 to address co-location for thermal facilities.	Amend Policy W2 to remove energy recovery reference Insert new Policy W3: Energy Recovery Facilities to provide for co-location opportunities
W0056	Olympic Delivery	JWDPD	Sch 2		Support	Submission version to include a	Alternatively, make it clear that these	Comment noted.	Schedule 1 and Schedule 2 sites to

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
	Authority	1096				map or maps that identify the locations selected	locations will be identified in the LDF proposals map for each borough	Recommend inclusion of a proposal map.	be shown on a map
		JWDPD 1097	5	W2 W4		Submission version to be more explicit about acceptability of waste management proposals on sites not identified, provided they are capable of meeting requirements of Preferred Policy W4 and any other material planning considerations	Facilities may be necessary or desirable in areas where major regeneration and development progresses within the lifetime of the DPD in order to address sustainable development requirements	Comment noted. Recommended amendment to DPD policies to provide opportunities for energy recovery facilities at a local scale. All applications for waste management facilities will be determined in accordance with the DPD policies.	Amend Policy W2 to remove energy recovery reference Insert new Policy W3: Energy Recovery Facilities to provide for local energy recovery opportunities
W0091	Robert Brett & Sons Ltd	JWDPD 1098	5	W4 (xiv)	Object	Amend Preferred Policy W4(xiv) to read: "the significant loss or damage of biodiversity conservation interests at the site or adjoining land"	Preferred Policy W4(xiv) is not in accordance with PPS9. Not all flora and fauna is important or justify protection as per this policy. As worded, ALL flora and fauna, however common or undesirable, would have some protection.	Comment noted. Recommend amendment to Policy W5(xiv) accordingly.	Amend Policy W5(xiv) to: "the significant loss or damage of biodiversity conservation interests at the site or adjoining land"
		JWDPD 1099	5	5.28 – 5.34 W3	Support		Recognises that inert waste is essential for the restoration of sand and gravel quarries	Support welcomed	None
		JWDPD 1100	5	5.8 W1(iv)	Object	Amend Preferred Policy W1(iv) to read: "require the reuse of construction, excavation and demolition waste during new developments, such as the Thames Gateway, with on-site recycling wherever possible. Where this is not possible, such materials should be used for the restoration of mineral sites (in accordance with Policy W3)"	The statement "consideration of the waste hierarchy" contradicts the statement at the beginning of para 5.28 which acknowledges that landfilling of inert excavation wastes is acceptable and beneficial for the restoration of quarries. Landfill Directive states that inert waste does not need to be treated where treatment is not technically possible and that some inert waste may be landfilled without treatment.	Comment noted. Recommend amendment to Policy W1 (iv). It is not necessary to insert "Where this is not possible, such materials should be used for the restoration of mineral sites (in accordance with Policy W3)" as this is clearly addressed by Policy W3 and its supporting text.	Amend Policy W1 to: "The boroughs will aim to drive waste up the waste hierarchy by promoting..." Delete reference to the waste hierarchy from W1 (iv).
W0016	English Heritage	JWDPD 1101	SA/SEA	Table 2.1		Include the following: • PPG15 (Historic Environment) • PPG16 (Archaeology) • European Landscape Convention Consider full range of heritage assets to be considered in the SA		Omission of relevant guidance noted. Recommend amendment to SA/SEA Table 2.1	Amend SA/SEA Table 2.1 to include in 'General' list: "Consider relevant UK (including PPGs and PPSs) and EU guidance"
		JWDPD 1102	SA/SEA	Table 2.2			Detailed list of appropriate information sources attached	Table 2.2 is a summary of baseline information. Section 5.7 of the SA Scoping Report (December 2006) details the baseline information and source of this data. This is consistent with the representation received.	None
		JWDPD 1103	SA/SEA	Table 2.3		Identify the historic environment as a key sustainability issue	Pressure on historic environment is similar to that on the natural environment with respect to new development	Comment noted. Recommend amendment to Table 2.3 to include pressure on the historic environment as a sustainability issue.	Amend SA/SEA Table 2.3 to include: / Pressure on historic environment from competing land uses and pressure for development / English Heritage / Stable to improving /
		JWDPD 1104	SA/SEA	Obj 6	Support	Amend "historical environment" to "historic environment"		Comment noted	Amend SA/SEA text as required
		JWDPD 1105	SA/SEA	Table 4.2		Depending on implementation, JWDPD Objective F could have benefits for the historic environment if there is integration with other spatial plans/initiatives with a heritage component		Comment noted. Recommend amendment to SA/SEA Table 4.2 to address this point.	Amend SA/SEA Table 4.2 to include: / F / 6 / Depending on implementation there could be benefits to the historic environment if there is integration with other spatial plans/initiatives with a heritage component /

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
		JWDPD 1106	SA/SEA	App 2 (W1)		Consider effects of Policy W1 on the historic environment	Potential benefits eg encouraging reuse/adaptation of historic buildings instead of demolition. Potential impacts on character and appearance of historic buildings and settings, conservation areas, parks etc if not sensitively managed.	Comment noted. Recommend amendment to Appendix 2 (Policy W1) p38	Amend SA/SEA Appendix 2 (Policy W1) to: Objective 6 +? +? +? The reuse/adaptation of historic buildings instead of demolition would reduce the volume of C,D&E waste generated from the development
		JWDPD 1107	SA/SEA	App 2 (W2)		Amend comment re Objective 6 to give further consideration to effects on the historic environment	Current comment refers to effect on health	Amend type error in Appendix 2 (Policy W2) p43	Amend SA/SEA Appendix 2 (Policy W2) to: Objective 6 0 0 0 In accordance with W4 development will only go ahead where there are no adverse effects on the environment or human health
		JWDPD 1108	SA/SEA	App 2 (W3)		Consider effects of Policy W3 on the historic environment	Landfill can impact on archaeological remains, either directly through loss of material or indirectly through compaction	Comment noted. Recommend amendment to Appendix 2 (Policy W3) p47	Amend SA/SEA Appendix 2 (Policy W3) to: Objective 6 -? -? -? Landfill activity can impact on archaeological remains. In accordance with W4 development will only go ahead where there are no significant adverse effects on the environment, including archaeological resources
		JWDPD 1109	SA/SEA	App 3		Stress potential for unknown archaeological remains on all sites, and all sites fall within Borough Archaeology Priority Areas	Consider these in implementation	Comment noted. It is deemed that Policy W5(xv) sufficiently addresses this matter.	None
		JWDPD 1110	5	W1		DPD policies to encourage reuse and adaptation of historic buildings to reduce amount of waste generated through demolition.		Comment supported. Recommend amendment to Policy W1 to include materials reuse.	Amend Policy W1 to: "The boroughs will aim to drive waste up the waste hierarchy by promoting waste minimisation, materials reuse, recycling and recovery..."
		JWDPD 1111	5	W1		Encourage developers and contractors to mitigate impacts of local storage and handling of waste through good design principles and sensitive location of technology		Comment noted. Deem that issues raised are addressed in Policy W5 (with suggested amendments).	None
		JWDPD 1112	5	W2		DPD policies need to consider transportation of waste between source to facilities and the impact of the transport method on the historic environment	Consider impact of air quality, vibration, loss of tranquillity, impact on heritage assets, their setting and wider historic environment	Comment noted. Deem that issues raised are addressed in Policy W5 (with suggested amendments).	None
		JWDPD 1113	5	W3		Amend Policy W3 to require an assessment of the potential impact on historic environment as essential criterion for granting permission for landfilling	Criteria do not include consideration of archaeological remains that could potentially be lost or damaged. No definition of 'compatible with surrounding landscape'	Comment noted. It is deemed that any potential impact on archaeological sites as a result of inert landfill activity is address by Policy W5(xv). It is not deemed necessary to define 'compatible with surrounding landscape'.	None
		JWDPD 1114	5	W4	Support	Amend Policy W4(xv) to read: "Loss or damage to the historic environment , archaeological resources or historic landscapes and their setting "	EH welcome criteria (xv) however current wording does not capture the full breadth of the historic environment	Comment noted. Recommend amendment to Policy W5(xv).	Amend Policy W5(xv) to read: "Loss or damage to the historic environment , archaeological resources or historic landscapes and their setting "

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
		JWDPD 1115				Recommend involvement of borough conservation staff throughout preparation and implementation of the DPD		Comment noted. Internal consultation is an important element of the preparation of the JWDPD.	None.
	Phil Butler - Havering Friends of the Earth	JWDPD 1116	4	4.4		Proposals significantly underestimate the generally emerging trends of falling MSW per household and rising rates of separated waste collection and recycling		Public consultation on 'Building the Evidence Base and Identifying Issues and Options' (April 2007) debated how much waste, including MSW, we will need to manage in the period to 2020. Representations received from Government Office for London and Greater London Authority strongly recommended use of the borough level waste apportionment as in the London Plan (Consolidated with Alterations since 2004).	None
		JWDPD 1117	5	5.24	Object	ELWA commitment to carbon-based EfW and 'dirty' mixed waste treatment systems are restricting reduction, reuse and recycling opportunities for residents	Long-term contracts block the stated need for flexibility to introduce more environmentally-friendly technologies	Disagree. Policy W1 (with suggested amendments) focuses on moving up the waste hierarchy. The JWDPD is non technology-specific in order to allow flexibility in accommodating emerging technologies.	None
		JWDPD 1118	5	5.24		Recommend additional technology options: <ul style="list-style-type: none"> Modular 'clean' (separated food and other organic material) ambient temperature AD CCHP large and/or small scale plants in developments Convert open windrow composting to In-vessel systems. 	AD CCHP would assist LP initiatives – reduce waste miles, move waste treatment away from large facilities, aid local regeneration. Farm-based modular, computerised in-vessel systems have been in UK for a number of year yet are not considered	Comment noted. Recommended addition of new policy W3 (energy recovery facilities) acknowledges opportunities for energy recovery from waste management facilities. The JWDPD does not prescribe technologies to maintain flexibility and allow industry to bring forward appropriate development proposals.	Amend Policy W2 to remove energy recovery reference Insert new Policy W3: Energy Recovery Facilities to provide for local CHP/CCHP opportunities
		JWDPD 1119	5	W2 W4		Need for better integration of MSW and C&I waste management operations.		Policy W2 and Schedules 1 and 2 do not differentiate between facilities for MSW and C&I as treatment is deemed to be the same.	None
		JWDPD 1120	5	W3		Amend W3 to address: <ul style="list-style-type: none"> landraising for purpose of evading Landfill Tax Landraising on green belt mainly for profit Land raising on green belt agricultural land Landraising on uncontaminated green belt Landraising on green belt with landscape and/or ecological designations Disposal to landfill of recyclable construction waste. 	Address attempts to subvert EA 19A Landfill Exemption Regulations	Mitigation against such concerns are addressed in Policy W4.	None
		JWDPD 1121	5	W4		Amend W4 to include: " damage to agricultural land ".	Address attempts to subvert EA 19A Landfill Exemption Regulations	Recommend amendment to Policy W5(ix)	Amend Policy W5(ix) to read: " <i>the visual and landscape impact of the development on the site and surrounding land, including townscape and agricultural land</i> "
W0083	East London	JWDPD			Support	JWDPD Preferred Option is	Support welcomed.		None

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
	Waste Authority	1122				supported.			
		JWDPD 1123	5		Support	Methodology and conversion of London Plan tonnage requirements to site based options is supported.		Support welcomed.	None
		JWDPD 1124	4		Support	Robustness of the evidence base is supported.		Support welcomed.	None
		JWDPD 1125	3		Support	Preferred Strategic Objectives are supported.		Support welcomed.	None
		JWDPD 1126	5	W1 – W4	Support	Preferred Policies (W1 – W4) are supported.	The promotion and delivery of the national and regional targets for recycling and composting (W1) will require further consideration by the boroughs, particularly in respect of commercial waste.	Support welcomed.	None
W0061	Port of London Authority	JWDPD 1127			Object	Update all references to the London Plan to London Plan (Consolidated with Alterations since 2004)	London Plan (Consolidated with Alterations since 2004) published in February 2008.	Comment noted. Procedure for Council approval of the JWDPD Preferred Options for consultation was underway prior to the London Plan (Consolidated with Alterations since 2004) being published.	Amend all JWDPD references to the London Plan to reflect the London Plan (Consolidated with Alterations since 2004).
		JWDPD 1128	2	2.12	Object	Mitigation measures for Objective 7 (Table 1) should include reference to maximising the transport of waste by water where practicable.	This would be consistent with London Plan Policy 4A.23 which states a criteria for the selection of sites for waste management and disposal is <i>“the full transport impact of all collection, transfer and disposal movements, particularly maximising the potential use of rail and water transport”</i> .	Comment noted. Sustainable transport is addressed specifically in SA Objective 9 and as such mitigation measures for this objective include the transport of waste by water. The role of sustainable transport modes in reducing emissions (SA Objective 7) is acknowledged.	Amend Table 1 (Mitigation measures for Objective 7) to: <i>“Where possible, energy efficient technologies should be implemented, travel distances kept to a minimum, and efforts made to provide opportunities to utilise sustainable transport modes...”</i>
		JWDPD 1129	3	3.4	Object	Borough Core Strategy strategic waste management policy should include reference to safeguarding waste sites including wharves with future potential for waste management and encouraging the transport of waste by water.	This approach would accord with London Plan Policy 4A.22	Borough Core Strategies include a specific sustainable transport policy (see JWDPD1053 for policy detail). It is deemed appropriate that the ‘Strategic Waste Policy’ does not repeat issues already addressed in the Core Strategy (PPS12 para 5.1)	None
		JWDPD 1130	5	W2	Support/Omission	Expand Preferred Policy W1 to include reference to requiring waste to be removed from development sites by water wherever that is practicable.	This would accord with London Plan Policy 4A.28.	Comment noted. Recommend amendment to Policy W1 (iv).	Amend Policy W1(iv) to: <i>“...with on-site recycling wherever possible and sustainable transport modes where movement of waste is necessary.”</i>
		JWDPD 1131	5	5.13 5.21 5.22	Omission	References made to ‘safeguarding all existing waste management sites, unless compensatory provision is made’ should also recognise that planning policy also safeguards waste sites, including wharves with an existing or future potential for waste management.	As per London Plan Policy 4A.22 and 4C.9.	The JWDPD safeguards sufficient land for waste management to meet the LP apportionment. Safeguarded wharves are protected for freight purposes by the London Plan and borough Core Strategies and it is deemed unnecessary to further protect these sites solely for waste management purposes. It is noted that such constraint on the use of wharves may negatively impact on opportunities for other environment industries (LP Policy 3B.10). The DPD policies do not prohibit opportunities for the use of safeguarded wharves for waste facilities or transport.	None
		JWDPD	5	W2	Object	Preferred Policy W2(ii) should be	Ensure conformity with London Plan	All industrial designations, including	None

ID	ORGANISATION	REF	SECTION	PARA	REP	AMENDMENT REQUESTED	REASON/NOTES	STEERING GROUP RESPONSE	SUBMISSION AMENDMENT
		1132				expanded to include reference to approving waste management facilities on safeguarded wharves (other than just in locations listed in Schedule 2).	Policy 4A.23 which states that one criteria for the selection of sites for waste management and disposal is "the full transport impact of all collection, transfer and disposal movements, particularly maximising the potential use of rail and water transport".	wharves, were included in Site Assessment to inform Preferred Options (long list of sites) and therefore wharf locations were assessed against the established criteria (Schedule 2 sites). Safeguarded wharves are protected for freight purposes by the London Plan and borough Core Strategies and it is deemed unnecessary to further protect these sites solely for waste management purposes where there is not a clear evidence of 'existing or future potential for waste management'. Policy W2 does not prohibit opportunities for the use of safeguarded wharves for waste facilities or transport and Policy W5(xii) is consistent with LP Policy 4A.23.	
		JWDPD 1133	5	W4	Omission	Expand Preferred Policy W4(xii) to include reference to maximising the potential use of water transport.	London Plan Policy	Comment noted. Recommend amendment to Policy W5(xii) to increase emphasis on sustainable transport.	Amend Policy W5(xii) to: "traffic generation, access, the suitability of the highway network in the vicinity, including access to and from the primary route network, and consideration of sustainable transport options." None
		JWDPD 1134	Site Assess.	Table 2.1	Object	LBBD used safeguarded wharf policy when identifying potential sites. Question why LB Newham and Havering did not also use this policy approach. All safeguarded wharves should have been assessed for their suitability as a waste site.	London Plan identifies that safeguarded wharves should be protected for cargo handling uses, including the transport of waste (Policy 4C.9) and identifies potential use of water transport as a criteria for selecting sites for waste management and disposal (Policy 4A.23).	The safeguarded wharves within LB Newham and Havering fall within the stated policy designations in Table 2.1. As such all safeguarded wharf sites have been considered in the 'long list' of sites.	None
		JWDPD 1135	Site Assess.	2.13	Object	Support 'proximity to a wharf' being classified as a secondary opportunity, however raise concern regarding the application of this secondary opportunity – Table 2.3 restricts the opportunity to 'adjacent to protected wharfs' and potential to accommodate a facility (Table 2.7) is within 250m.	Question this methodology and variation between the primary road network and existing freight rail heads.	The criteria were developed by the consultants in consultation with the Steering Group. This criteria was deemed consistent with the Jacobs Babtie apportionment study for proximity to sustainable transport. It is not considered that the site assessment inadequately assessed wharf sites.	None
		JWDPD 1136	Site Assess.	Table 2.3	Object	London Plan Policy 4A.23 sets out criteria for the selection of sites for waste management and disposal. Conservation designations or proximity to sensitive receptors are not one of these criteria.	The approach taken seems to unnecessarily discount a number of wharves which whilst providing the opportunity for the sustainable transport of waste (Policy 4A.23) may not be taken forward due to their location on the River Thames.	The London Plan Policy 4A.23 criteria for site selection were included in the site assessment. In addition, PPS10 (Annexe E) states that testing the suitability of sites and areas for waste facilities should consider a range of factors, including nature conservation and the proximity of sensitive receptors. Details of the process are outlined in the Method section of the Site Assessment to Inform Preferred Options.	None

Appendix 1 Advertisement and article

LONDON BOROUGHS OF BARKING & DAGENHAM,
HAVERING, NEWHAM AND REDBRIDGE
LOCAL DEVELOPMENT FRAMEWORK
Planning & Compulsory Purchase Act 2004
Town & Country Planning (Local Development) (England)
Regulations 2004

**JOINT WASTE DEVELOPMENT PLAN DOCUMENT FOR THE EAST
LONDON WASTE AUTHORITY BOROUGHS - PREFERRED OPTIONS**

The four East London Waste Authority boroughs of LB Barking & Dagenham, Havering, Newham and Redbridge have prepared a Preferred Options Joint Waste Development Plan Document (JWDPD) for their area.

The Joint Waste DPD will set out a planning strategy to 2020 for sustainable waste management and will form part of each borough's Local Development Framework. It must deliver national and regional targets for waste recycling and provide sufficient capacity to manage the waste arisings (apportionment) identified in the London Plan to 2020. The Joint Waste DPD aims to use existing facilities so far as possible to meet the apportionment. However by 2020 it identifies the need for a modest level of new facilities within the East London Waste Authority area for composting and energy recovery and proposes locations for these.

Copies of the Preferred Options Report, Sustainability Appraisal and supporting documents are available at London Borough of Newham, Forward Planning & Transportation, Town Hall, High Street South, East Ham E6 2RP; on the Council's website www.newham.gov.uk/Services/LocalDevelopmentFramework and at all libraries and Local Service Centres in the Borough.

Responses must be received within the consultation period which lasts from 7 April 2008 to 19 May 2008 and should be sent to: Project Manager - Joint Waste DPD for East London, London Borough of Newham, Forward Planning & Transportation, High Street South, London E6 2RP.

If you require further information about the Joint Waste Development Plan Document please contact the Project Manager on 020 8430 4588 or email ldf@newham.gov.uk quoting reference LDF/JWDPD.

Once the consultation is over, the Council will produce a Consultation Report explaining how we have dealt with the feedback received and how it has been considered in producing the final Joint Waste Plan. The final policies and sites must then be sent for an Independent Examination, chaired by an Inspector appointed by the Government, prior to their adoption.

In responding to this consultation, residents are invited to let the Council know, at the address provided above, if they want to be notified when the final policies and sites are sent to Independent Examination and when they are subsequently adopted. They can do this by providing contact addresses and they will then be notified accordingly.

Date: 2nd April 2008

HELEN SIDWELL,
Head of Legal Services
Newham Town Hall
Barking Road
East Ham E6 2RP

Consultation on Draft Joint Waste Plan


The four East London Waste Authority boroughs of Havering, Barking & Dagenham, Newham and Redbridge want residents' views on their Draft Joint Waste Plan. The consultation takes place from 7 April to 19 May 2008.

The Draft Joint Waste Plan sets out a planning strategy to 2020 for sustainable waste management. It must deliver national and regional targets for waste recycling and provide sufficient capacity to manage future waste issues.

Copies of the Draft Joint Waste Plan and supporting documents are available at local libraries, the Council's Whitworth Centre, Mercury House and the Romford Public Advice and Service Centre. The documents are also available on the Council website, www.havering.gov.uk, or by emailing ldf@havering.gov.uk.

If you require further information about the Draft Joint Waste Plan, please contact the Project Manager on 020 8430 4588 or email ldf@newham.gov.uk quoting reference LDF/JWDPD.

Appendix 2 Response Form

Joint Waste Development Plan Document - Preferred Options Response Form	
Personal Details	Agents Details (if applicable)
Title <input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
First Name <input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Last Name <input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Job Title <input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Organisation <input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Address <input style="width: 100%; height: 40px;" type="text"/>	<input style="width: 100%; height: 40px;" type="text"/>
Post Code <input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Telephone <input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
E-mail Address (where relevant) <input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Nature of Response	
Please select one of the following:	
Are you either: <input type="checkbox"/>	Supporting part of the Joint Waste DPD
If so to which part of the Joint Waste Plan does your response relate:	
Section <input style="width: 100%;" type="text"/>	
Paragraph <input style="width: 100%;" type="text"/>	
or <input type="checkbox"/>	Objecting to part of the Joint Waste DPD
If so to which part of the Joint Waste Plan does your response relate:	
Section <input style="width: 100%;" type="text"/>	
Paragraph <input style="width: 100%;" type="text"/>	
or <input type="checkbox"/>	Objecting to the omission of a section or text
If so where should the new section or text go in the Joint Waste DPD (please be as precise as possible):	
<input style="width: 100%; height: 30px;" type="text"/>	
	

Changes to the Joint Waste DPD

Please state fully and clearly below the grounds of your objection and support.

(Continue on a separate sheet if necessary)

Signature:

Date:

All responses must be received by 19 May 2008.

Your response may not be accepted if it is received later than this date.

Once complete all forms can either be emailed to ldf@newham.gov.uk

Or sent to: Project Manager - Joint Waste DPD for East London
London Borough of Newham
Forward Planning & Transportation
High Street South
London
E6 2RP

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