

## Notice of Meeting

### CABINET

**Tuesday, 22 September 2020 - 5:00 pm**  
**Council Chamber, Town Hall, Barking**

**Members:** Cllr Darren Rodwell (Chair); Cllr Saima Ashraf (Deputy Chair) and Cllr Dominic Twomey (Deputy Chair); Cllr Sade Bright, Cllr Evelyn Carpenter, Cllr Cameron Geddes, Cllr Syed Ghani, Cllr Margaret Mullane, Cllr Lynda Rice and Cllr Maureen Worby

Date of publication: 14 September 2020

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Acting Chief Executive

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### AGENDA

- 1. Apologies for Absence**
- 2. Declaration of Members' Interests**

In accordance with the Council's Constitution, Members are asked to declare any interest they may have in any matter which is to be considered at this meeting.
- 3. Minutes - To confirm as correct the minutes of the meeting held on 14 July 2020 (Pages 3 - 5)**
- 4. Update on COVID-19 Issues (Page 7)**
- 5. Revenue Budget Monitoring (Period 4, July 2020) and Capital Programme Update (Pages 9 - 33)**
- 6. Review of School Places and Capital Investment - Update (Pages 35 - 44)**
- 7. Barking and Dagenham Local Plan 2037 - Regulation 19 Consultation (Pages 45 - 308)**

8. **Introduction of the Single Performance Framework and Key Performance Indicator 2019/20 Summary of Performance (Pages 309 - 314)**
9. **Debt Management Performance and Write-Offs 2020/21 (Quarter 1) (Pages 315 - 325)**
10. **Any other public items which the Chair decides are urgent**
11. **To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted.**

#### **Private Business**

The public and press have a legal right to attend Council meetings such as the Cabinet, except where business is confidential or certain other sensitive information is to be discussed. The list below shows why items are in the private part of the agenda, with reference to the relevant paragraph of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended). ***There are no such items at the time of preparing this agenda.***

12. **Any other confidential or exempt items which the Chair decides are urgent**

## Our Vision for Barking and Dagenham

# **ONE BOROUGH; ONE COMMUNITY; NO-ONE LEFT BEHIND**

## Our Priorities

### **Participation and Engagement**

- To collaboratively build the foundations, platforms and networks that enable greater participation by:
  - Building capacity in and with the social sector to improve cross-sector collaboration
  - Developing opportunities to meaningfully participate across the Borough to improve individual agency and social networks
  - Facilitating democratic participation to create a more engaged, trusted and responsive democracy
- To design relational practices into the Council's activity and to focus that activity on the root causes of poverty and deprivation by:
  - Embedding our participatory principles across the Council's activity
  - Focusing our participatory activity on some of the root causes of poverty

### **Prevention, Independence and Resilience**

- Working together with partners to deliver improved outcomes for children, families and adults
- Providing safe, innovative, strength-based and sustainable practice in all preventative and statutory services
- Every child gets the best start in life
- All children can attend and achieve in inclusive, good quality local schools
- More young people are supported to achieve success in adulthood through higher, further education and access to employment
- More children and young people in care find permanent, safe and stable homes
- All care leavers can access a good, enhanced local offer that meets their health, education, housing and employment needs
- Young people and vulnerable adults are safeguarded in the context of their families, peers, schools and communities

- Our children, young people, and their communities' benefit from a whole systems approach to tackling the impact of knife crime
- Zero tolerance to domestic abuse drives local action that tackles underlying causes, challenges perpetrators and empowers survivors
- All residents with a disability can access from birth, transition to, and in adulthood support that is seamless, personalised and enables them to thrive and contribute to their communities. Families with children who have Special Educational Needs or Disabilities (SEND) can access a good local offer in their communities that enables them independence and to live their lives to the full
- Children, young people and adults can better access social, emotional and mental wellbeing support - including loneliness reduction - in their communities
- All vulnerable adults are supported to access good quality, sustainable care that enables safety, independence, choice and control
- All vulnerable older people can access timely, purposeful integrated care in their communities that helps keep them safe and independent for longer, and in their own homes
- Effective use of public health interventions to reduce health inequalities

## **Inclusive Growth**

- Homes: For local people and other working Londoners
- Jobs: A thriving and inclusive local economy
- Places: Aspirational and resilient places
- Environment: Becoming the green capital of the capital

## **Well Run Organisation**

- Delivers value for money for the taxpayer
- Employs capable and values-driven staff, demonstrating excellent people management
- Enables democratic participation, works relationally and is transparent
- Puts the customer at the heart of what it does
- Is equipped and has the capability to deliver its vision

## MINUTES OF CABINET

Tuesday, 14 July 2020  
(5:03 - 5:39 pm)

**Present:** Cllr Darren Rodwell (Chair), Cllr Saima Ashraf (Deputy Chair), Cllr Dominic Twomey (Deputy Chair), Cllr Sade Bright, Cllr Evelyn Carpenter, Cllr Cameron Geddes, Cllr Syed Ghani, Cllr Margaret Mullane, Cllr Lynda Rice and Cllr Maureen Worby

### **16. Declaration of Members' Interests**

There were no declarations of interest.

### **17. Minutes (16 June 2020)**

The minutes of the meeting held on 16 June 2020 were confirmed as correct.

### **18. Medium Term Financial Strategy and Reserves Policy 2020/21 to 2024/25**

Further to Minute 55(ii) of the Assembly meeting on 26 February 2020, the Cabinet Member for Finance, Performance and Core Services presented a report on updates to the Council's Medium Term Financial Strategy (MTFS) and Reserves Policy for 2020/21 to 2024/25 which reflected the latest financial issues relating to the COVID-19 pandemic and other factors impacting on the Council's budgets.

The Cabinet Member explained that the Council had developed very robust financial and investment strategies over the past few years aimed at holding the Council in good stead for the years ahead. However, the unprecedented situation presented by COVID-19 and the failures of the Government to properly address public sector funding after years of austerity meant that the Council found itself in an extremely challenging financial position. The Cabinet Member also criticised the Secretary of State for Housing, Communities and Local Government for seemingly back-tracking on the initial promise by the Government to fully fund any necessary expenditure incurred by local authorities in responding to COVID-19, as well as delaying the implementation of the Fair Funding Policy and Business Rates retention reforms until 2022/23 at the earliest.

The current cost to the Council of its response to COVID-19 was estimated at £41.3m, which covered additional costs, income loss and agreed savings at risk. So far, the Council had been allocated only £12.1m of emergency grant funding from the Government. Further funding of approximately £2m was expected to be received from the latest emergency grant support allocation but the Cabinet Member pointed out that even after other measures announced by Government to allow local authorities to spread the burden were taken into account, the projected budget gap for the Council up to 2024/25 had increased from £12.431m to £39.653m.

The Cabinet Member alluded to the key assumptions and risks set out in the report that underpinned to updated MTFS projections, such as the impact of Brexit, the capacity to deliver approved savings and the impact of COVID-19 on local

residents and businesses. It was noted that in order to bridge that gap, a range of new savings proposals would be presented to the Cabinet later in the year while the Council continued to lobby the Government for a full reimbursement of COVID-19 expenditure.

With regard to the Council's usable reserves, it was proposed to utilise £2m of General Fund reserves in the current financial year, reducing that reserve from £17m to £15m while still keeping it above the target minimum level of £12m. The Cabinet Member also referred to the potential use of other reserves that had been set aside for specific purposes, although he stressed that any funding taken from those reserves would need to be replenished in the future.

Cabinet colleagues conveyed their appreciation to the Cabinet Member for Finance, Performance and Core Services and Council officers for their role in helping the Council to continue to deliver much needed services and support to the local community during the current pandemic, despite the Government's apparent failure to properly fund that response. Reference was also made to other emerging Government policies such as restrictions on under-18 travel passes which would add further pressures on families' daily lives and budgets at a time when many were already being impacted by the pandemic.

Cabinet **resolved** to approve the Medium Term Financial Strategy and Reserves Policy 2020/21 to 2024/25 as set out in Appendices A and C to the report and the approach proposed to ensure the financial health of the Council over the medium term.

#### **19. Contract for the Provision of Personal Protective Equipment (PPE), Corporate Uniform and Equipment**

The Cabinet Member for Public Realm presented a report on the proposal to procure a new term contract for the provision of Personal Protective Equipment (PPE), Corporate Uniform and Equipment for a three-year term commencing 1 April 2021, with an option to extend for a further year subject to satisfactory performance.

The Cabinet Member advised that the proposed procurement would enable the Council to continue to fulfil its statutory responsibilities under the Health and Safety at Work Act 1974, as well as its own commitments to staff safety and wellbeing. The Cabinet Member referred to the options that had been considered and advised that the intention was to procure via an open tender split into six lots.

The Cabinet Member also confirmed that the procurement would not cover COVID-19 related preventative products and these had been, and would continue to be, procured under separate, specific arrangements.

Cabinet **resolved** to:

- (i) Agree that the Council proceeds with the procurement of contracts for Personal Protective Equipment (PPE), Corporate Uniform and Equipment in accordance with the strategy set out in the report; and
- (ii) Delegate authority to the Director of My Place, in consultation with the

Cabinet Member for Public Realm, the Finance Director and the Director of Law and Governance, to conduct the procurement and enter into the contracts and all other necessary or ancillary agreements and periods of extension with the successful supplier(s) in accordance with the strategy set out in the report.

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**CABINET****22 September 2020**

<b>Title:</b> Update on COVID-19 Issues	
<b>Report of the Cabinet Member for Social Care and Health Integration</b>	
<b>Open Report</b>	<b>For Information</b>
<b>Wards Affected:</b> All	<b>Key Decision:</b> No
<b>Report Author:</b> Matthew Cole, Director of Public Health	<b>Contact Details:</b> E-mail: matthew.cole@lbbd.gov.uk
<b>Accountable Director:</b> Matthew Cole, Director of Public Health	
<b>Accountable Strategic Leadership Director:</b> Elaine Allegretti, Director of People and resilience Growth	
<b>Summary:</b>  The Cabinet will be provided with an update at the meeting on the latest COVID-19 pandemic issues relating to the Borough, which will include the current Weekly Situation Report Summary from the Director of Public Health.	
<b>Recommendation(s)</b>  The Cabinet is recommended to:  (i) Note the update on the latest COVID-19 pandemic issues relating to the Borough and the Director of Public Health's Weekly Situation Report Summary; and  (ii) Comment on the latest issues and other matters pertaining to the Council's response to the pandemic.	
<b>Reason(s)</b>  The ensure the Cabinet is kept informed of the latest Borough issues relating to the COVID-19 pandemic.	

**Public Background Papers Used in the Preparation of the Report:** None**List of appendices:** None

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## CABINET

22 September 2020

<b>Title:</b> Revenue Budget Monitoring (Period 4, July 2020) and Capital Programme Update	
<b>Open Report</b>	<b>For Decision</b> Yes
<b>Wards Affected:</b> All	<b>Key Decision:</b> Yes
<b>Report Author:</b> Katherine Heffernan, Head of Service Finance	<b>Contact Details:</b> E-mail: <a href="mailto:katherine.heffernan@lbbd.gov.uk">katherine.heffernan@lbbd.gov.uk</a>
<b>Accountable Director:</b> Philip Gregory, Finance Director	
<b>Summary</b>	
<p>This report sets out at a high level the Council's budget monitoring position and the likely challenges this year.</p> <p>The Council's General Fund budget for 2020-21 is £155.796m. As a result of underlying financial pressures including increased costs, demographic and other demand growth, savings not yet delivered and other risks there is an underlying budget variance of £8.533m. In addition, as a result of the COVID-19 epidemic, the lockdown, and subsequent economic impacts the Council has experienced a high level of additional costs and pressures including loss of service income from fees and charges. The minimum impact from this is assessed to be at least £22.440m – although £4.137m relates to delayed or reversed savings which are also in the main forecast. As a result, the Council's final net expenditure for the year is expected to be at least £186.772m. This would be an overall expenditure variance of £26.837m.</p> <p>Additional grant funding in the region of £21.430m has been provided to support Local Government in its response to the challenges of COVID-19. This reduces the variance to £5.408m which would need to be funded from reserves.</p> <p>However, this assumes a fairly swift return to normal levels of income and demand. Under more pessimistic but still realistic scenarios where the reduction in income persists beyond the end of formal lockdown and demand for services continues to grow, it is estimated there are further potential financial pressures of £15.684m from COVID-19, of which it is estimated a further £2.112m funding could be claimed under the Government's income guarantee. If all of this risk transpires then the total call on reserves would be in the region of £18.979m.</p> <p>The potential range of outturn variance therefore is between £5.42m at the most optimistic end to £18.9m at the more pessimistic (although still entirely possible) end. In practice it is likely to fall between those extremes with a likely overall variance of £12m. This would be funded from reserves but would bring reserves to the minimum level. It is therefore important that all possible action should be taken to reduce the overspend by identification and implementation of efficiency savings, short term cost reductions (such as delaying recruitment or non-urgent projects) or maximisation of income where possible given anti COVID-19 constraints.</p>	

In February, a Capital Programme of £381.239m was approved for 2020/21 – however at least some of this spend is now not expected to be delivered until the later years of the Council’s Medium Term Financial Strategy (MTFS). The overall capital programme for 2020/21 has been reviewed and Cabinet is recommended to approve a reprofiled budget of £288.571m, of which £46.867m is General Fund, £190.071m is Investment Strategy, £48.856m is HRA and £2.777m is Transformation. The actual capital spend at the end of quarter one was £26.188m, with most of the spend in residential and commercial investments. It is forecast that spend will accelerate towards the end of the year but there is uncertainty as to what extent the impact of Covid-19 will have on the spend profile. It is likely that there will be a high level of underspend and slippage in some areas. This will be reviewed at Q2 once it is expected more normal activity levels have resumed and it is likely that the programme will need to be reprofiled again in light of the unusual situation.

### **Recommendation(s)**

Cabinet is recommended to:

- (i) Note the overall financial risks and issues outlined in the report, including both the underlying issues and those arising from the COVID-19 pandemic and lockdown;
- (ii) Note the projected revenue outturn forecast for the 2020/21 financial year as set out in sections 2 to 4 and Appendix A of the report and the potential impact on the reserves position as set out in section 7 of the report;
- (iii) Note the update on key savings programmes, as set out in section 5 of the report;
- (iv) Note the update on the impact of COVID-19 and the lockdown, as set out in section 6 of the report; and
- (v) Agree the revised Capital Programme for 2020/21 and note the Quarter 1 expenditure position, as set out in section 9 and Appendix B to the report.

### **Reason(s)**

As a matter of good financial practice, the Cabinet should be informed about the Council’s financial risks, spending performance and budgetary position. This will assist them to hold officers to account and inform further financial decisions.

## **1. Introduction and Background**

- 1.1 This is the first budget monitoring report of the 2020/21 Financial Year. At this stage of the year regular monitoring has only recently begun and there is only a limited amount of data available and so this is a high-level report setting out only the main confirmed risks. In addition, this year there are complications arising from the COVID-19 pandemic and the response which creates further uncertainty.
- 1.2 It is however clear that this will be a difficult financial year. The final outturn for 2019/20 was an overall overspend of £4.930m with £11m of overspent expenditure being offset by additional income. Most of this overspend was driven by long term budgetary pressures including demographic/demand pressures in Social Care and

other frontline services. Considerable growth funding was provided in the MTFS including the use of additional government grant, but this was not sufficient to cover the level of pressure.

## 2. The 2020-21 Budget Monitoring Position - Summary

2.1. The 2020-21 budget was approved by the Cabinet in February and is £155.796m – a net increase of £6.976m from last year. Growth funding was supplied for Care and Support (to meet demographic and cost pressures), ComSol (for Temporary Accommodation), Public Realm (to cover additional work from housing growth), Legal and Policy and Participation (for the Community Engagement Strategy.) It also includes £12.696m of new savings plans.

2.2. As shown in the table below there is an underlying pressure of £8.533m which includes £4.1m of savings not delivered or delayed as a result of COVID-19. In addition, there are £22m of COVID-19 costs or income losses that have already been incurred or seem unavoidable at this stage. This is offset by £21.43m of specific and general COVID-19 funding. This results in a net variance of £5.407m. However, it should be noted that there are further risks that are discussed further down in this report. A fuller table can be found in Appendix A showing the underlying pre COVID variances, the additional costs that are clearly attributable to COVID and the further level of COVID cost risk that the Council is facing.

DEPARTMENT	ADJUSTED BUDGET	VARIANCE	COVID-19 Costs	FINAL VARIANCE
SDI COMMISSIONING	9,077,640	73,000	2,063,738	2,136,738
CORE	10,237,084	1,827,460	1,533,136	3,360,596
CENTRAL MINUS F30080	34,654,721	(3,508,034)	547,499	(2,960,535)
EDUCATION, YOUTH & CHILDCARE	4,056,906	390,000	341,500	731,500
LAW, GOVERNANCE & HR	(1,404,166)	(323,000)	2,980,647	2,657,647
POLICY & PARTICIPATION	1,168,234	798,983	3,354,860	4,153,843
CARE & SUPPORT	83,084,634	5,630,000	3,518,000	9,148,000
INCLUSIVE GROWTH	1,000,743	0		0
COMMUNITY SOLUTIONS	8,464,424	1,094,417	1,172,135	2,266,552
MY PLACE	6,229,542	2,551,000	491,463	3,042,463
CONTRACTED SERVICES	(773,282)	0	715,006	715,006
SAVINGS NOT ACHIEVED		(4,137,000)	5,723,000	1,586,000
COMMERCIAL INCOME/RENTS	0	0		0
<b>TOTAL GENERAL FUND BUDGET</b>	<b>155,796,480</b>	<b>4,396,826</b>	<b>22,440,984</b>	<b>26,837,810</b>
<b>CORPORATE FUNDING</b>	<b>(155,796,480)</b>	<b>0</b>	<b>(21,430,000)</b>	<b>(21,430,000)</b>
<b>TOTAL GENERAL FUND</b>	<b>0</b>	<b>4,396,826</b>	<b>1,010,984</b>	<b>5,407,810</b>

## 3. Budget Monitoring

3.1 This section sets out the main service variances in this financial year. In some areas there are underlying pressures and also there are known COVID-19 costs or income losses. As far as possible we have tried to distinguish between these but in some areas the relationship is complicated.

### 3.2 Care and Support

3.2.1 The total expenditure forecast for 2020/21 is £98.34m which would result in an overall budget pressure of £5.7m.

3.2.2 The table below summarises the overall position for each service.

People & Resilience Group	20/21 Budget £000	20/21 Forecast £000	Variance £000	Period Movement £000	Change since 2019/20 £000
Adults Care & Support	22,336	21,349	-987	579	(1,164)
Adults Commissioning	5,331	5,331	0	0	469
Disabilities Service	24,248	27,243	2,995	0	2,618
Children's Care & Support	36,967	40,588	3,622	0	1,489
Children's Commissioning	4,287	4,287	0	0	524
Public Health	(537)	(464)	73	0	73
<b>Group Total</b>	<b>92,632</b>	<b>98,334</b>	<b>5,702</b>	<b>0</b>	<b>4,009</b>

### 3.3 Adults' Care & Support

3.3.1 Adults' Care and Support (ACS) detailed summary table below;

Service Area	20/21 Budget £'000	20/21 Forecast £'000	Variance £'000	Period Movement £'000
Adult packages	8,044	5,774	-2,270	751
Adult teams	3,557	3,558	1	0
Adult homes and centres	2,119	2,269	150	0
Mental Health	7,256	8,388	1,132	-172
Adults Other (Support Service)	1,360	1,360	0	0
<b>Directorate Total</b>	<b>22,336</b>	<b>21,349</b>	<b>-987</b>	<b>579</b>

3.3.2 The net forecast for ACS is £21.35m, which has resulted in a budget underspend of £987k. Included in this position is approx. £1m of net additional spend due to COVID-19. (There is some further spend we expect to be funded by the NHS and specific grants.)

3.3.3 Significant work has been undertaken by finance to re-align budgets to reflect a more realistic and current picture of our spend and income, the result is a much clearer picture of where our pressures or underspends are. However, there may be further realignments required this year in line with some changes in responsibility as set out in the Adults, Disabilities and MH PIDs.

3.3.4 It can be seen from the table above that Packages budgets are underspending by £2.27m this is attributable to,

- £1.35m underspend on Adults Packages, there seems to be a shift in expenditure with far more being spent on homecare packages and a significant dip in Residential and Nursing costs, this could be down to COVID-19 and clients not wishing to admit themselves into care homes and opting for homecare treatments for the meantime.
- The unallocated winter pressures money, which is now part of the iBCF, this equates to £913k

- The remainder of the growth pot which has not yet been allocated to budgets which was approx. £789k has effectively been swallowed up by the additional costs from COVID-19.

3.3.5 Mental Health (MH) is reporting a total overspend of £1.13m, this is broken down below;

- £1.035m overspend on Home Care because of increases in Dementia cases
- £180k overspend on Supported Living due to lack of Housing options for young people with MH and transitional cases.
- £233k overspend on Direct Payments
- £327k underspend on Residential and Nursing due to lower demand since COVID

3.3.6 Finally there is an estimated £150k pressure in the Adults Homes and Centres budget for Relish Café which unfortunately remains closed due to the COVID-19 pandemic.

3.3.7 There are some additional costs and pressures that we believe are most likely due to the COVID-19 pandemic as there has been a very sharp increase in numbers of residents requiring both medical/NHS and social care support for Mental Health issues.

3.3.8 There has been a significant rise in demand within mental health, this is a culmination of increasing numbers but also the full year impact of the dementia cases that moved over to MH in the last financial year. Due to this unforeseen pressure, our contingencies for COVID-19 have been swallowed up leading to the movement in the position mentioned above.

### 3.4 Disabilities Care and Support

3.4.1 The Disabilities service detailed summary table is below:

Service Area	20/21 Budget £000	Forecast £000	Variance £000	Period Movement £'000
Adults Care Packages	13,733	15,581	1,848	54
Children's Care Costs	1,946	2,137	191	38
SEND transport	2,892	3,230	338	(124)
Centres and Care Provision	1,960	2,158	198	(18)
Staffing/Management	3,717	4,136	419	49
<b>Directorate Total</b>	<b>24,248</b>	<b>27,243</b>	<b>2,995</b>	<b>0</b>

3.4.2 The Disability Service forecast spend at period 4 is £27.243m against a budget of £24.248m. Included in this forecast is the estimated spend of £330k incurred due to placements because of COVID-19.

3.4.3 There is a Packages and Placements total overspend of £2.377m, the breakdown of this is reported below: -

- £1.848m overspend on Learning Disabilities Adults – the current forecast is based on clients recorded on Controcc as at end of July. The forecast

includes £1m estimated for transition cases which are expected to enter the system this financial year.

- £338k Out of Borough School Transport pressures- The outturn forecast has been reviewed and there has been a favourable variance of £124k from the position at period 3. The impact of the pandemic on the school routes will be established before the start of the new academic year.
- £191k budget pressure on the Children with Disabilities social care provision. There has been an increase of £38k from the previous month. This is due to externally commissioned contact and additional packages put in place to support the children.

3.4.4 Teams and Centres total overspend is forecast at £610k. The reason for the overspend is based on the risk that income streams will be impacted by the COVID19 pandemic. The areas of significant variances are highlighted below:

- **£245k** Overspend on School Psychological Services –There is a risk to the team being able to generate the income from School Buy back. The Service however is still providing the statutory work to Schools which is unfunded.
- **£189k** overspend on 80 Gascoigne Rd – £106k of the overspend is due to staff salaries as the staff work long hours to cover the 24-hour shifts. £44k shortfall on income from residential care, £20k unbudgeted cost of the cleaning contract and a reduction of £19 for the print savings.
- **£162k** overspend against the Teams budget. This is due to the use of agency staff (partly due to COVID restrictions), staff pay awards and unbudgeted employers liability insurance.

3.4.5 SEND Transport overspend at month 4 is estimated at £338k. This service is currently paying taxi companies to retain their Services for when special schools open fully. COVID-19 will also impact on the number of children that can be transported in one vehicle. The impact of this has not been fully assessed but will be reviewed ahead of the new academic year (September 2020).

### 3.5 Children's Care & Support

3.5.1 Children's Care and Support detailed summary table below;

Service Area	20/21 Budget	Forecast	Variance	Period Movement
	£'000	£'000	£'000	£'000
Corporate Parenting & Permanence	22,054	25,783	3,729	496
Family Support & Safeguarding	5,655	5,735	80	-241
Assessment & Intervention Team	4,004	4,038	34	-202
Senior Leadership Team & Service Dev.	2,193	2,144	-49	-17
Specialist Intervention Service	2,143	2,174	31	31
Adolescence & YOS	1,713	1,510	-203	-67
<b>Directorate Total</b>	<b>36,967</b>	<b>40,588</b>	<b>3,622</b>	<b>0</b>



- 3.5.2 Children's Care and Support is forecast to spend £40.588m which would result in a budget overspend of £3.622m. Included in the actual to date is the sum of £118k incurred as a direct result of the COVID-19 pandemic.
- 3.5.3 The most significant variance is in Corporate Parenting & Permanence, which is down to the placement costs for Looked After Children service. The overspend projected of £3.729m is on packages are:
- £2.4m overspend on Residential Homes
  - £682k overspend in the Leaving Care Service
  - £220k overspend in Asylum Seekers
  - £327k overspend on Adoption Placements
  - £238k overspend on Specialist Agency Fostering
  - £151k overspend Family Assessment Units
- 3.5.4 The Adolescence and Youth Offending Service is forecast to underspend by £203k. The improvement is due to the receipt of the Mayors Grant for out of court disposals work. The remaining £136k current underspend is a result of vacant posts on the establishment.
- 3.5.5 Family Support & Safeguarding Team is reporting an overspend of £80k which is mainly attributable to the legal spend. The service has seen a reduction in staffing cost due to the on boarding of permanent staff and less reliance on agency social workers.
- 3.5.6 There have however been some changes in the pattern of demand within the service including an increase in the numbers of children on Child Protection plans. This is likely to lead to further costs in order to meet the demand on the service. It should also be noted that the number of Looked After Children is lower than average currently which may indicate that there is further unmet demand. If referrals to Children's Social Care increase following the return to schools then costs could rise in the second half of the year.

### 3.6 My Place

3.6.1 The My Place service detailed summary table is below:

	Budget £'000	Forecast £'000	Variance £'000	Change £'000
Business Development	1,694	1,405	(288)	(111)
Contracts Management	3,130	3,157	27	(3)
Landlord Services	4,529	4,669	140	(257)
Management/Central	(10,466)	(9,088)	1,378	0
Property & Asset Mngmnt	9,655	9,942	287	401
Public Realm Operations	7,856	8,956	1,099	17
Parks and Environment	2,240	2,293	53	9
Fleet Management	(76)	(129)	(53)	(1)
Compliance	(688)	(781)	(93)	(32)
ELWA	(30)	(30)	0	0
	17,843	20,394	2,551	23

- 3.6.2 My Place are forecast to overspend by £2.5m. This consists of £1m on Public Realm and £1.5m across other My Place services.
- 3.6.3 Within Public Realm, there is an overspend of £1.3m in Domestic Waste Collection and £755k in Street Cleansing. This is offset by underspends of £610k in Recycling and £444k in Caretaking. The overspends are largely due to agency expenditure plus transport costs.
- 3.6.4 The management/central cost centre is reporting an overspend of £1.4m. This is due to unfunded employee liability insurance costs of £450k and pressures of £718k from core savings, mainly Adecco and Gainshare. These will need to be met by corresponding expenditure savings.
- 3.6.5 There is a £287k overspend within Property Management. This is partly attributable to the £329k savings target which has not been achieved. The Street Lighting budget was reduced by a further £126k to repay the LED replacement programme loan; this has not been met by a reduction in energy costs. Further analysis is required as to whether this is because there has been no reduction in usage or if the price of energy is offsetting it (in which case MTFs inflationary growth funding could be applied). Landlord Services are forecast to overspend by £140k on salaries and legal and compensation payments.

### 3.7 Policy and Participation

- 3.7.1 The Policy and Participation service detailed summary table is below:

	Budget £'000	Forecast £'000	Variance £'000	Change £'000
Policy	1,919	1,957	38	8
Culture	1,328	1,371	43	8
Heritage	607	1,019	412	15
Parks	(388)	422	810	663
Leisure	(1,109)	1,742	2,851	251
	2,357	6,511	4,154	946

- 3.7.2 Policy and Participation are forecast to overspend by £4.2m of which £3.4m is due to the impact of COVID-19 on income from the leisure centres concession and loss of income from museums and parks.
- 3.7.3 The Heritage service are forecast to overspend by £412k. This comprises an overspend of £231k on Valence House and £172k at Eastbury of which £158k is attributable to a loss of income whilst these attractions are closed.
- 3.7.4 Parks Commissioning are forecast to overspend by £810k, largely due to income under-achievement. The service has an income target of £600k which it is anticipated to meet from soil importation as part of the scheme to deliver improvements to Central Park. The above forecast is a worst-case as it assumes that none of the income will be forthcoming in 2020/21. However, planning approval was granted in July so it is feasible that some of the income will be received.

### 3.8 Contracted Services

3.8.1 Revenues and Benefits is the only remaining Contracted Service and is forecast to overspend by £715k. This is attributable to a loss of courts income as a result of COVID-19. The Court service has been suspended, and courts remain closed for all cases with the exception of those deemed priority. This means that it is not possible to obtain a liability order which allows further action by enforcement agents.

### 3.9 Core

3.9.1 The Core service detailed summary table is below:

	Budget £'000	Forecast £'000	Variance £'000	Change £'000
Finance	2,314	2,314	0	0
IT	4,754	5,326	572	139
Commercial	(277)	582	859	434
Investment Strategy	(4,673)	(4,674)	(1)	(1)
Customer Services	7,129	8,341	1,212	0
Strategic Leadership	63	231	167	167
Transformation	590	590	0	0
	9,900	12,709	2,809	739

3.9.2 Core Services are forecast to overspend by £2.8m, of which just under £1m is attributable to COVID-19. In addition, there are a further £0.551 of COVID costs for programme management, increased IT costs for home working and contributions to cross London GOLD working.

3.9.3 IT are forecast to overspend by £572k. This consists of a shortfall of £365k on the cost of services transferred from Elevate and approx. £100k each on Agilisys Digital and Azure. Further detailed work needs to be undertaken to reconcile actual and planned expenditure on IT contracts with all IT funding streams, including capital and the IT reserve.

3.9.4 Commercial Services are forecasting a pressure of £859k, which is largely due to the impact of COVID-19 on commercial income. This comprises £370k on the Film Unit, £227k on Pianoworks and £240k on the CR27 Travelodge investment.

3.9.5 Customer Services are forecast to overspend by £1.2m of which £122k is due to a shortfall in Registrars income due to COVID-19. The balance of £1.1m is due to the shortfall on the cost of services transferred from Elevate.

3.9.6 Strategic Leadership are forecasting a pressure of £167k which is the balance of Core Savings which were not deducted from service budgets.

### 3.10 Law and Governance and HR

3.10.1 The Law and Governance and HR service detailed summary table is below:

	Budget £'000	Forecast £'000	Variance £'000	Change £'000
Enforcement	(2,797)	(1,630)	1,167	(30)
Democratic Services	1,010	844	(166)	(23)
HR	38	143	105	16
Leader and Cabinet Office	(7)	(7)	(0)	(0)
Legal	619	605	(14)	(329)
	(1,137)	(45)	1,091	(366)

3.10.2 Law Governance and HR are forecast to overspend by £1m, which is an improvement of £366k on last period. The pressure attributed to COVID-19 is £1.4m, so the net position is an underspend of £300k.

3.10.3 Within Enforcement, Parking are forecasting an income shortfall of £1m and East Street Market are forecasting a loss of £400k, both due to COVID-19. Measures are being taken to improve this position and there are indications that it may improve but it is too soon to forecast this with certainty. The overspend is offset by savings across a range of service areas, which is due to vacant posts as a result of recent service restructures. It should be noted that this forecast has the potential to worsen considerably if further COVID restrictions are introduced or if resident behaviour changes.

3.10.4 HR have a pressure of £105k due to reduced income from schools and Legal Services are forecasting a small underspend.

### 3.11 Community Solutions

3.11.1 The Community Solutions service detailed summary table is below:

Service Area	20/21 Budget £000	Forecast £000	Variance £000	Period Movement £'000
Intervention Lifecycle	387,249	(802,642)	(1,189,891)	
Triage Lifecycle	2,191,970	5,053,037	2,861,067	
Support Lifecycle	4,109,937	2,274,457	-1,835,480	
Universal Lifecycle	4,558,092	4,559,417	1,325	
Service Dev. & Dir of Comsol	1,194,153	1,959,900	765,747	
Works & Skills Lifecyle	523,383	1,016,747	493,364	
<b>Directorate Total</b>	<b>12,964,784</b>	<b>14,060,916</b>	<b>1,096,132</b>	

3.11.2 Community Solutions is forecast to overspend by £1.09m. This is due to combination of factors including the loss of grant income for the Works and Skills lifecycle and the brought forward budget gap for staffing costs within the service. There are also risks to the savings plan for reducing the cost of homelessness. The service is working on budget realignment to ensure that the Oracle budget matches the respective budgets for each area. A management action plan is being developed to mitigate this overspend.

#### 4. Housing Revenue Account

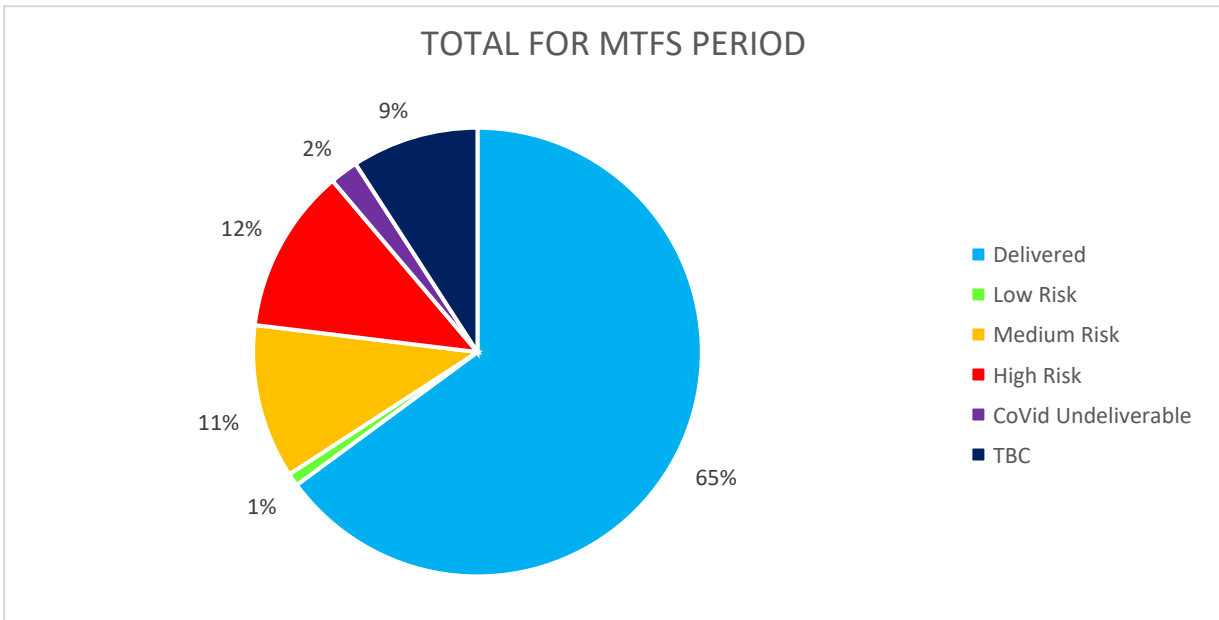
- 4.1 The HRA is forecast to overspend by £1.2m. This is made up of an overspend on Repairs and Maintenance of £0.319m and pressures on Supervision and Management as shown below. This is in part due to increased COVID costs (additional staff and equipment) but also some inherent pressures brought forward from the previous years' budget restrictions.

HRA COST CENTRE SUMMARY		PERIOD 4		PERIOD 3
DESCRIPTION	BUDGET	FORECAST	VARIANCE	VARIANCE
	£000	£000	£000	£000
<b>EXPENDITURE</b>				
Supervision & Management	43,137	44,016	879	893
Repairs & Maintenance	18,313	18,631	318	-10
Rents, Rates etc	120	121	1	0
Interest Payable	10,742	10,742	0	0
Depreciation	15,860	15,860	0	0
Bad Debt	3,309	3,309	0	0
CDC Recharge	685	685	0	0
<b>TOTAL EXPENDITURE</b>	<b>92,166</b>	<b>93,364</b>	<b>1,198</b>	<b>883</b>
<b>INCOME</b>				
Charges for Services & Facilities	-20,479	-20,516	-37	140
Dwelling Rents	-85,755	-85,725	30	-47
Interest & Investment Income	-50	-50	0	0
<b>TOTAL INCOME</b>	<b>-106,284</b>	<b>-106,291</b>	<b>-7</b>	<b>93</b>
Transfer to Major Repairs Reserve	14,118	14,118	0	0
<b>TOTAL</b>	<b>0</b>	<b>1,191</b>	<b>1,191</b>	<b>976</b>

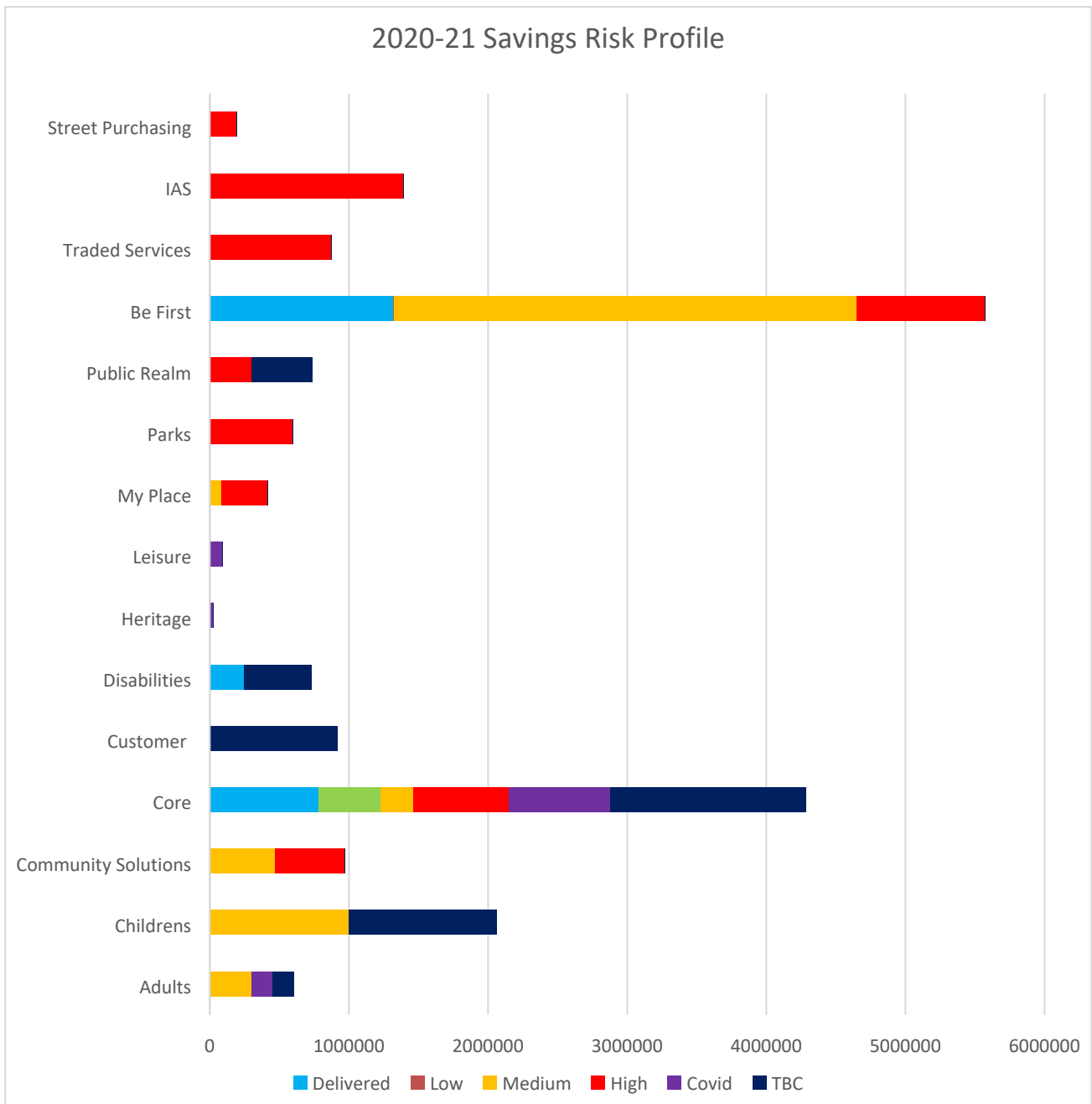
- 4.2 There is a further income risk of £4.6m as a result of COVID-19. Rent collection is running at around £2m down against expectations at the end of June and it is assumed that there will be further losses with £4.6m. If the current level of underpayment continues then this would extrapolate to around £8m deficit on residential rents and a further £1.5m on other income as a worst case.

#### 5. Key Savings Programmes

- 5.1 2020/21 is the fourth and final year of the original Ambition 2020 savings and transformation programme. The total savings for the target is £48.8m of which £36.129m was originally profiled as to be delivered by the end of 2019/20 and £12.696m is due in 2020/21. As at the end of 2019/20 the total delivered was £29.314m leaving £6.788m so far undelivered. This includes contributions from Be First (which would normally come a year in arrears following audit of accounts), and undelivered savings in Care and Support, My Place/Public Realm, Customer Services and the first tranche of income from the Central Park re-landscaping. The chart below shows performance to date against the total target for the MTFs.



- 5.2 The total savings yet to be delivered in 2020/21 however were already high risk even before the COVID-19 situation arose and the pandemic and the response has considerably worsened the situation. A small number of savings have been assessed as impossible to deliver in the current year but may be possible to reinstate in future years. These are the Leisure Concession Fee which will not be payable in 2020/21, increased Heritage income, a further change to the Adults Charging Policy and the Council Tax Support Scheme (part of the Core programme) where the impact of the epidemic has reversed the previous reduction in this scheme.
- 5.3 In addition there are a large number of savings where the original plans have been delayed (My Place restructure) or are much more difficult/high risk (Debt collection in Core, Homelessness reductions in COMSOL.)
- 5.4 The table below shows the risk breakdown of savings in the current financial year. £5.7m of non-delivered savings has been included as a COVID-19 cost on the MHCLG return (broadly those shown as COVID-19 or tbc below.)



## 5.5 Individual Savings Programmes

### Company Returns and Commercial

The New Homes Bonus for 2020/21 has been confirmed and is reflected as delivered. Returns and dividends from the companies are paid in arrears after the end of the financial year once the accounts have been audited. In principle the returns will be based on last year's performance and so were not affected by COVID-19 – but the companies will need to take into account their overall financial position before releasing any payments so this has been assessed as high risk at this stage.

### Adults and Disabilities

There are no 2020/21 savings for these service areas but there are still undelivered targets from previous years (relating to Relish, demand management, Accessible technology, Shared Lives and 80 Gascoigne – all shown as TBC as they are not being actively developed at this time) It is expected that there will be further

improvements in income collection this year (medium risk) although the implementation of Disability Related Expenditure in the charging policy has been formerly delayed until April 2021.

### **Children's**

Children's have a range of commissioning and placement savings. The latest assessment from the service and commissioners is that in the range of £0.75m to £1m may be delivered but further detail is needed before this can be confirmed.

### **Community Solutions**

These savings include changes in the use of buildings including Ripple Road Adult College and John Smith House and reductions in Temporary Accommodation costs from a range of measures including the new modular accommodation (which has been delayed.) Reductions in homelessness are high risk given the pandemic and the overall economic situation.

### **My Place and Public Realm**

There remains an undelivered saving in Public Realm from 2018/19 (Routes and rounds) and the My Place restructure has been delayed partly as a result of COVID-19.

### **Core**

The total target for the Core Programme is £5.286m of which £1.0m has already been delivered leaving £4.285m for 2020/21. This has been reported as high risk for a number of months. Since the original business case was proposed further costs have been identified of which the most significant is the TUPE costs for returning staff which has reduced the net saving. In addition, the increased income targets are not currently expected to be delivered in year, the CTSS saving has been reversed by the impact of COVID-19 and there has not been full achievement of the strategic management and admin/transactional savings.

## **6 COVID-19 Risks**

- 6.1 The pressures associated with COVID-19 have been shown separately based on the July return to MHCLG. The Council has experienced both cost increases and loss of income. Cost pressures are made up of additional demand for services including some new responsibilities such as Test and Trace and support for those shielding and additional costs of providing services including the costs of PPE for front line works and new IT equipment for those working from home.
- 6.2 Income losses have been incurred across the Council with the almost total suspension of a range of normal activities during the initial period of lockdown. Almost all services have experienced some degree of loss but Enforcement has been particularly affected from the reduction in parking, licensing and market income. In addition, the Council's leisure centres were closed and return to normal activity is expected to be slow resulting in the loss of the concession income from the managing partner company.
- 6.3 The level of costs that has been experienced already or that appear to be unavoidable at this stage is £22.440m. However, this assumes a swift return to previous levels of income, costs and demand and the recovery of commercial losses. If this is not possible then further costs and income losses will be



experienced – possibly as much as £15.7m making a total service pressure of £38.124m. This does not include losses to the HRA, the Council’s schools or the Collection Fund (Council tax and business rates.)

- 6.4 Central Government has announced three tranches of non-ringfenced grants to support Local Government in this situation. The LBBB allocation is £14.574m. In addition, there have been specific grants for Test and Trace, Infection Control, Welfare Support and Food Assistance and some NHS funding is available to support discharges from hospital to social care.
- 6.5 There is also a fees and charges loss scheme under which the Council must bear the first 5% of lost income with further losses being compensated by Government at 75p in the pound. Further detail of the scope and calculation methodology is awaited but this is estimated to be between £4m and £6m (depending on the extent of income lost.)
- 6.6 The table on the next page below shows the range of costs/losses experienced. Appendix A to this report shows how this relates to the main forecasts

<b>SERVICE</b>	<b>Definite Cost £000</b>	<b>Further Risk £000</b>	<b>TOTAL £000</b>	<b>Comments</b>
SDI COMMISSIONING	2,064	0	2,064	PPE costs (£1.9m), Public Health and Communications, Domestic Violence contracts
CORE	1,533	0	1,533	loss of income - commercial, film office, registrars, additional ICT costs and project support
CENTRAL MINUS F30080	547	0	547	Contribution to London wide mortality management
EDUCATION, YOUTH & CHILDCARE	342	3,853	4,195	Loss of income - Trewern, FPNS, Youth centres, £3.6m risk on Home to School Transport
LAW, GOVERNANCE & HR	2,981	1,532	4,513	£1.6m Test and Trace, £1.4m loss of parking and market income. Further risk from longer reduction of parking income and loss of legal trading
POLICY & PARTICIPATION	3,355		3,355	Loss of Leisure Concession fee and income at Heritage sites
CARE & SUPPORT	3,518	3,116	6,634	Fee increases, increased demand, additional staffing, income losses inc Relish. Further risk from further demand increases
COMMUNITY SOLUTIONS	1,172	1,291	2,463	Staffing, increased hostel voids, accommodation of rough sleepers, loss of library and nursery income, BD Can costs. Further risks from increased homelessness and continued income loss
MY PLACE	491	0	491	Slight income losses (pest control, trade waste), PPE, changes to parks, amenity sites

CONTRACTED SERVICES	715		715	Loss of court costs income, increased collection risk
Unachieved Savings	5,723	0	5,723	Risks or delays to Core, Children's, COMSOL, My Place and Public Realm savings
Rents, Dividends and Returns		5,896	5,896	Reduced planning fees (Be First), catering/cleaning income (BDTP), risks to IAS and Commercial rents
<b>TOTAL GENERAL FUND COVID PRESSURES</b>	<b>22,441</b>	<b>15,684</b>	<b>38,125</b>	
Income from Central Government				
NHS funding and specific grants	(2,903)		(2,903)	
General Grant Funding	(14,574)		(14,574)	
Income Loss underwritten	(3,953)	(2,112)	(6,065)	
<b>NET IMPACT</b>	<b>1,011</b>	<b>13,572</b>	<b>14,583</b>	<b>To be funded from reserves</b>

## 7 Impact on Reserves

- 7.1 The potential range of outturn variance therefore is between £5.42m at the most optimistic end to £18.9m at the more pessimistic (although still entirely possible) end. In practice it is likely to fall between those extremes with a likely overall variance of £12m
- 7.2 There are several reserves that would be available to meet this level of pressure. As at the end of 2019/20 there was £6.349m in the budget support reserve and £0.735 in the restructuring reserve. The most optimistic forecast would leave £1.7m in the budget support reserve.
- 7.3 The likely scenario of £12m would fully deplete both these reserves and reduce the General fund reserve from £17.031m to £12.12m which is just above the minimum level set in our reserves policy.
- 7.4 Alternatively if we wish to preserve this or if further call on reserves is required there are a number of reserves held for longer term investment such as the Capital Investment reserve and the Corporate Infrastructure reserve that could be used in the short term. They would require repayment in future years in order to deliver against the Council's longer-term plans and strategies.

## 8 Council Companies

- 8.1 The accounts for the 2019/20 are being finalised and will be subject to audit. Following this there will be a formal process to agree any returns or dividends to the Council. It must be remembered that although the dividends will be based on the previous financial year, the company boards will need to consider the current financial and trading position before agreeing release of funds and so the COVID-19 risks could result in a lower return than expected in 2021/22.

## 9 Capital Programme 2020/21

- 9.1 The overall capital programme for 2020/21 has been reviewed with the budget managers, with the aim to ensure a more achievable capital programme is agreed. While the full impact of Covid-19 is not yet fully known, the budgets have been adjusted to accommodate some of the delays that will inevitably

occur. The reprofiled overall capital programme for 2020/21 is £288.571m of which £46.867m is General Fund, £190.071m is Investments, £48.856m is HRA and £2.777m is Transformation. This is a reduction from the budget approved in February which was £381.239m. This means that £62.976m Investment Strategy, £25.873m General Fund and £3.718m Transformation spend has now moved into future years. Cabinet is asked to approve this reprofiled programme. A summary of the programme is provided in Table 1 below and a list of all the projects is included in Appendix B.

**Table: 2020/21 Capital Programme**

Department	2020/21 Budget	2020/21 Q1 Expenditure	2020/21 Budget Remaining
	£'000	£'000	£'000
Adults Care & Support	2,068	-1	2,069
Community Solutions	187	0	187
CIL / S106	2,416	0	2,416
Core	4,316	229	4,087
Culture, Heritage & Recreation	9,819	12	9,807
Enforcement	2,062	58	2,003
Transport for London schemes	387	91	296
My Place	4,256	246	4,010
Public Realm	3,179	0	3,179
Education, Youth and Childcare	17,993	2,305	15,688
Other	186	180	6
<b>General Fund</b>	<b>46,867</b>	<b>3,120</b>	<b>43,747</b>
<b>HRA</b>			
Stock Investment (My Place)	38,356	762	37,594
New Build Schemes (Be First)	2,500	108	2,392
Estate Renewal (Be First)	8,000	1,068	6,932
<b>HRA Total</b>	<b>48,856</b>	<b>1,937</b>	<b>46,919</b>
<b>Investments</b>			
Residential Developments	164,753	12,830	151,923
Temporary Accommodation	12,949	1,061	11,888
Commercial Investments	12,369	6,729	5,640
<b>Investments Total</b>	<b>190,071</b>	<b>20,620</b>	<b>169,451</b>
<b>Transformation</b>	<b>2,777</b>	<b>510</b>	<b>2,266</b>
<b>Total Overall Budget</b>	<b>288,571</b>	<b>26,188</b>	<b>262,383</b>

## 9.2 **2020/21 Q1 Spend**

- 9.2.1 The 2020/21 Q1 spend was £26.188m, with most of the spend in residential and commercial investments. It is forecast that spend will accelerate towards the end of the year but there is currently uncertainty as to what extent the impact of Covid-19 will have on the spend profile.
- 9.2.2 Officers are monitoring the impact of Covid-19 on the organisation's ability to deliver its capital programme in 20/21. A monthly highlight report is tracking delivery of the main areas of spend and risk. Be First have produced an action plan to bring the new build delivery programme back on track after some delays caused by the pandemic, to ensure they deliver the programme as planned this year. A decision was taken to restart decent homes work when the shielding guidance was relaxed, and contractors are being mobilised now to restart the programme. There remains a risk that residents will not want to allow contractors in their homes so this will need to be carefully managed. Work is ongoing to re-forecast spend and changes will be presented as part of future monitoring reports.
- 9.2.3 The council has recently appointed an Infrastructure Delivery Manager to oversee the spend and allocation of CIL and S106. This will allow us to take a more proactive approach to working with project managers to ensure this money is spent to programme. Currently, work is being conducted on identifying the current allocation of spend as well as the development and implementation of a new process which notifies Council teams when money is available and how to apply.

## 9.3 **Investments**

- 9.3.1 The capital budgets are loaded as gross spend, with grant and sales funding removed via funding to produce a net borrowing amount. Expenditure where the spend is incurred in a Special Purpose Vehicle, such as for Muller, have been removed as this is reflected as a loan rather than capital spend.
- 9.3.2 Work has been undertaken to improve the reporting and prevent a significant underspend being reported, as it was in 2019/20. However, in-year agreements and cost increases can mean that the final budget may differ significantly compared to the budget proposed.

## 9.4 **General Fund**

- 9.4.1 Adults Care & Support: Covid-19 has delayed spend in Q1. The Council has now agreed to allow works to commence. There is now a closer alignment between the budget and the actual grant funding available and both will be monitored and reported on in the Q1 Monitor. Adaptations reported under HRA as funded via HRA.
- 9.4.2 Community Infrastructure Levy Schemes: Several new schemes have come on stream including, Box-up Crime, Kingsley Hall, and the East End Women's Museum. There will be an impact on some of the spend as a result of Covid-19. Allocations agreed by developers and LBB in 2019/20 to fund community infrastructure and can be used to help fund parks and youth services. We are waiting on the 3<sup>rd</sup> parties to submit their claims so we can release the funds of £2.122m.

- 9.4.3 Community Solutions: Installation of security features in Barking Learning Centre to meet community and cohesion manifesto. Spend will commence in Q2.
- 9.4.4 Core: Some work is being carried out to realign the budgets for the Q1 report. This includes the capital profiling of Ward budgets. Historical Bids funding improvements of IT software/hardware and Service Recipients experience.
- 9.4.5 Culture, Heritage & Recreation: Work is being completed on confirming the grant available, includes CIL funding specific to the council rather than for a third party.
- 9.4.6 Education, Youth and Childcare: Work is being completed on reprofiling some of the budgets and confirming the grants. The Education programme is financed by DfE grant and work is being completed in ensuring sufficient grant is provided for all schemes.
- 9.4.7 Enforcement: Spend on CPZ and enforcement equipment will now continue in 2020/21, although there has been a delay in spend during Q1.
- 9.4.8 My Place: Work is being carried out to realign the budgets for the Q2 report.
- 9.4.9 Transport for London (TfL): TfL are in the process of confirming the grants available, which have been changed as a result of Covid-19.
- 9.4.10 Public Realm: Most of the budget for fleet replacement was spent in 2019/20 but £1.131m of net slippage is requested into 2020/21. Work on establishing budgets to cover the financing of the fleet replacement is being carried out.

## 9.5 HRA Capital

- 9.5.1 The HRA capital programme is self-financed by the HRA using a mixture of Government grants, capital receipts and HRA revenue funding. Therefore, they do not pose a pressure on the General Fund, in terms servicing the cost of borrowing.
- 9.5.2 Monitoring is split into stock investment, estate renewal and new build. The new build scheme has been reduced to £2.5m and the estate renewal is currently budgeted at £8m.

## 9.6 Transformation

- 9.61 The budget will largely be funded by capital receipts and work is being completed in identifying the level of capital receipt expected for 2020/21, which will predominantly be from the sale of Shared Ownership units for Becontree Heath and Kingsbridge.

## 10. **Financial Implications**

Implications completed by Katherine Heffernan, Head of Service Finance

- 10.1 This report details the financial position of the Council.

## 11. Legal Implications

Implications completed by Dr Paul Feild, Senior Governance Lawyer

- 11.1 Local authorities are required by law to set a balanced budget for each financial year. During the year, there is an ongoing responsibility to monitor spending and ensure the finances continue to be sound. This does mean as a legal requirement there must be frequent reviews of spending and obligation trends so that timely intervention can be made ensuring the annual budgeting targets are met.
- 11.2 In this current Covid 19 emergency, the general laws still apply unless there are special legislative measures to take account of the factors which may or will have an effect on the Council and its duties, powers, and obligations. The key provision at time of writing being the Coronavirus Act 2020 which addresses specific issues connected with the challenges that the pandemic presents rather than matters of finance and procurement.
- 11.3 Nevertheless, the unique situation presents the prospect of the need to purchase additional supplies and services with heavy competition. Value for money and best value duties still apply. There is also the issue of the Councils existing suppliers and service providers also facing issues of pressure on supply chains and staffing matters of availability. As a result, these pressures will inevitably create extra costs which will have to be paid to ensure statutory services and care standards for the vulnerable are maintained. Careful tracking of these cost will facilitate grounds for seeking Covid 19 support funds.

**Public Background Papers Used in the Preparation of the Report: None**

### **List of Appendices •**

- Appendix A – General Fund Revenue budgets and forecasts including breakdown of COVID impact.
- Appendix B – Capital Programme

APPENDIX A

	MAR-21	JUL-20						
DEPARTMENT	ADJUSTED BUDGET	ACTUAL	OUTTURN PRE COVID	VARIANCE	CONFIRMED COVID COSTS	VARIANCE AFTER COVID	FURTHER COVID RISKS	
SDI COMMISSIONING	9,077,640	(2,611,860)	9,150,640	73,000	2,063,738	2,136,738		
CORE	10,237,084	1,979,185	12,064,544	1,827,460	1,533,136	3,360,596		
CENTRAL MINUS F30080	34,654,721	16,099,482	31,146,687	(3,508,034)	547,499	(2,960,535)		
EDUCATION, YOUTH & CHILDCARE	4,056,906	4,816,102	4,446,906	390,000	341,500	731,500	3,853,400	
LAW, GOVERNANCE & HR	(1,404,166)	(5,637,607)	(1,727,166)	(323,000)	2,980,647	2,657,647	1,527,455	
POLICY & PARTICIPATION	1,168,234	971,501	1,967,217	798,983	3,354,860	4,153,843		
CARE & SUPPORT	83,084,634	29,595,185	88,714,634	5,630,000	3,518,000	9,148,000	3,116,439	
INCLUSIVE GROWTH	1,000,743	953,329	1,000,743	0		0		
COMMUNITY SOLUTIONS	8,464,424	179,664	9,558,841	1,094,417	1,172,135	2,266,552	1,290,727	
MY PLACE	6,229,542	(23,259,167)	8,780,542	2,551,000	491,463	3,042,463		
CONTRACTED SERVICES	(773,282)	(2,742,527)	(773,282)	0	715,006	715,006		
SAVINGS NOT ACHIEVED				(4,137,000)	5,723,000	1,586,000		
COMMERCIAL INCOME/RENTS	0	101,061	0	0		0	5,895,534	
<b>TOTAL GENERAL FUND BUDGET</b>	<b>155,796,480</b>	<b>20,444,350</b>	<b>164,330,306</b>	<b>4,396,826</b>	<b>22,440,984</b>	<b>26,837,810</b>	<b>15,683,555</b>	
<b>CORPORATE FUNDING</b>								
COUNCIL TAX	(65,787,000)	0	(65,787,000)	0		0		
BUSINESS RATES	(80,608,000)	0	(80,608,000)	0		0		
NON-RINGFENCED GRANTS	(7,656,480)	(63,256,333)	(7,656,480)	0	(14,574,000)	(14,574,000)		
SPECIFIC GRANTS - COVID					(6,856,000)	(6,856,000)	(2,112,000)	
C/F SURPLUS	(1,745,000)	0	(1,745,000)	0		0		
	(155,796,480)	(63,256,333)	(155,796,480)	0	(21,430,000)	(21,430,000)	(2,112,000)	
						0.00		
<b>NET GENERAL FUND POSITION</b>	<b>0</b>	<b>(42,811,983)</b>	<b>8,533,826</b>	<b>4,396,826</b>	<b>1,010,984</b>	<b>5,407,810</b>	<b>13,571,555</b>	<b>18,979,365</b>
						0		
DEDICATED SCHOOLS GRANT	0	27,585,065	0	0	0	0		
HRA MINUS F51020	(13,034,000)	5,842,357	(11,843,000)	1,191,000	4,600,000	5,791,000		
<b>OVERALL LBBB POSITION</b>	<b>(13,034,000)</b>	<b>(9,384,560)</b>	<b>(3,309,174)</b>	<b>5,587,826</b>	<b>5,610,984</b>	<b>11,198,810</b>	<b>13,571,555</b>	<b>24,770,365</b>

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Project	Name	20.21	Q1
		£'000	£'000
<b>Adults Care &amp; Support</b>			
FC00106	Disabled Facilities Grant	1,870	1
FC03061	Social Care IT Replacement System	199	-2
<b>Total for Adults Care &amp; Support</b>		<b>2,068</b>	<b>-1</b>
<b>Community Solutions</b>			
FC03060	Barking Learning Centre Works	182	0
FC04036	Upgrade & enhancement of Security & Threat Management System at BLC	5	0
<b>Total for Community Solutions</b>		<b>187</b>	<b>0</b>
<b>Core</b>			
FC02811	Ward Capital Spend	80	0
FC02877	Oracle R12 Joint Services	175	0
FC03052	Elevate ICT investment	3,482	124
FC03059	Customer Services Channel Shift	116	0
FC03068	ICT End User Computing	463	105
<b>Total for Core</b>		<b>4,316</b>	<b>229</b>
<b>CIL</b>			
FC05027	Kingsley Hall	150	0
FC05028	Box Up Crime	270	0
FC05029	East End Women's Museum	250	0
FC05030	Green Community Infrastructure	59	0
FC05031	Becontree Centenary - Create London	697	0
FC05062	Litter in Parks (CIL)	96	0
FC05063	BRL Thames Clipper (CIL)	600	0
<b>S106 Schemes</b>			
FC05032	Barking Town Centre Master Plan	294	0
<b>Total for CIL &amp; S106 Schemes</b>		<b>2,416</b>	<b>0</b>
<b>Culture, Heritage &amp; Recreation</b>			
FC03032	3G football pitches in Parsloes Park	6,880	-2
FC03067	Abbey Green Restoration/Works	112	0
FC03090	Lakes	208	0
FC04013	Park Infrastructure Enhancements	74	0
FC04017	Fixed play facilities	85	1
FC04018	Park Buildings – Response to 2014 Building Surveys	129	0
FC04031	Reimagining Eastbury	100	9
FC04033	Redressing Valence	500	3
FC04043	The Abbey: Unlocking Barking's past, securing its future	20	20
FC04080	Children's Play Spcs & Fac	164	0
FC04081	Parks & Open Spcs Strat 17	225	0
FC04082	Tantony Green Play Area	50	0
FC04084	Central Park Masterplan Implementation	1,023	0
FC04085	Valence Park Play Facility	5	0
FC05060	Safer Parks (CIL)	84	0
FC05061	B&D Local Football Facility (CIL)	160	1
	Projects Pending Closure/Review	0	-20
<b>Total for Culture, Heritage &amp; Recreation</b>		<b>9,819</b>	<b>12</b>
<b>Enforcement</b>			
FC02982	Consolidation & Expansion of CPZ	2,062	12
FC04015	Enforcement Equipment	0	47
<b>Total for Enforcement</b>		<b>2,062</b>	<b>58</b>
<b>Transport for London schemes</b>			
FC02898	Local Transport Plans	23	0
FC05052	Dagenham Heathway 'Healthy Streets' Corridor Improvements	13	0
FC05053	'Greening the Fiddlers' - Becontree Heath Low Emission Neighbourhood	111	0
FC05058	Minor Works (Various Locations)	236	0
	Projects Pending Closure/Review	4	91
<b>Total for TfL schemes</b>		<b>387</b>	<b>91</b>
<b>My Place</b>			
FC03065	HIP 2016-17 Footways & Carriageways	2,653	133
FC04064	Bridges and Structures	875	0
FC05018	Stock Condition Survey	265	30
FC05055	Road Safety Improvements Programme (Various Locations)	65	48
FC04063	Flood Risk and Drainage Grant (Formally Flood Risk Management)	200	0
FC04029	Engineering Works (Road Safety)	79	0
FC04019	Replacement of Winter Maintenance Equipment / Gully Motors	8	3
FC05048	Procuring in cab tech for waste vehicles and subsequent licences etc	110	0
	Projects Pending Closure/Review	0	31
<b>Total for My Place</b>		<b>4,256</b>	<b>246</b>
<b>Public Realm</b>			
FC04012	Bins Rationalisation	50	0
FC04070	Vehicle Fleet Replacement	3,129	0
<b>Total for Public Realm</b>		<b>3,179</b>	<b>0</b>

<b>Education Youth &amp; Childcare</b>			
FC02920	Warren / Furze Expansion	69	36
FC03042	Additional SEN Provision	4	1
FC03043	Pupil Intervention Project (PIP)	143	7
FC04052	SEND 2018-21	1,300	407
FC04053	School Conditions Allocation 2018-20	314	-20
FC04072	School Condition Alctns 18-19	1,400	328
FC04087	SCA 2019/20 (A)	526	125
FC04097	Trinity Special School Expansion	967	215
FC05033	New SCA from backlog	2,200	445
FC05034	Schools Expansion Programme 20/22	900	164
FC05040	Healthy School	332	0
	Projects Pending Closure/Review	0	15
	<b>Primary</b>		
FC03053	Gascoigne Primary 5forms to 4 forms	219	0
FC04058	Marks Gate Infants & Juniors 2018-20	650	10
FC04071	Roding Primary Classroom Reinstatement	84	0
FC04098	Ripple Suffolk Primary	750	1
	<b>Secondary</b>		
FC03018	Eastbury Secondary	232	21
FC03020	Dagenham Park	84	0
FC03022	New Gascoigne (Greatfields) Secondary School	7,108	150
FC03054	Lymington Fields New School	611	400
FC03078	Barking Abbey Expansion 2016-18	98	2
	<b>Total for Education Youth &amp; Childcare</b>	<b>17,993</b>	<b>2,305</b>
	<b>Other</b>		
FC03099	Abbey Green & Barking Town Centre Conservation Area Townscape HLF Project	65	-53
FC04086	Travelodge Isle of Dogs	110	-10
FC04056	Abbey Road Infrastructure	11	0
	Projects Pending Closure/Review	0	244
	<b>Total for Other</b>	<b>186</b>	<b>180</b>
	<b>General Fund Total</b>	<b>46,867</b>	<b>3,120</b>
	<b>HRA</b>		
	<b>Stock Investment (My Place)</b>		
FC00100	Aids and Adaptations	1,701	3
FC02933	Voids	2,000	0
FC04002	Lift Replacement Programme	1,700	0
FC04003	Domestic Heating Replacement	500	0
FC04004	Box-Bathroom Refurbs (Apprenticeships)	631	0
FC04006	Minor Works & Replacements	1,000	0
FC05002	Externals 1 - Houses & Blocks	10,058	13
FC05003	Externals 2 - Houses & Blocks	2,000	-4
FC05004	Door Entry Systems	1,200	-8
FC05005	Compliance	1,190	408
FC05006	Fire Safety Improvement Works	1,193	3
FC05007	Fire Doors	3,979	5
FC05008	De-Gassing of Blocks	106	56
FC05009	Lateral Mains	1,000	0
FC05011	Communal Boilers	512	8
FC05013	Estate Roads Resurfacing	2,000	0
FC05014	Energy Efficiency inc Green Street	1,500	0
FC05015	Other Works	1,142	127
FC03027a	ESCO	74	0
FC05000	DH Internal	4,872	152
	<b>Total for HRA Stock Investment (My Place)</b>	<b>38,356</b>	<b>762</b>
	<b>Estate Renewal</b>		
FC02820	Estate Renewal	8,000	1,068
	<b>Estate Renewal</b>	<b>8,000</b>	<b>1,068</b>
	<b>New Build Schemes</b>		
	New Build Schemes	530	0
FC03009	Leys Phase 2	4	4
FC03071	Mellish and Sugden	1,950	104
FC04090	Site London Rd/North Street	16	0
	Projects Pending Closure/Review	0	64
	<b>Total for HRA New Builds</b>	<b>2,500</b>	<b>108</b>
	<b>Total for HRA</b>	<b>48,856</b>	<b>1,937</b>

<b>Investment Strategy &amp; Be First</b>			
<b>Commercial Investments</b>			
FC04091	Welbeck Wharf	8,000	6,493
FC05024	Film Studios	3,400	229
FC04057	Travelodge Dagenham	969	7
<b>Total for Commercial</b>		<b>12,369</b>	<b>6,729</b>
<b>Residential Developments</b>			
FC04067	12 Thames Road	7,930	1,055
FC04065	200 Becontree	4,518	139
FC03089	Becontree Heath New Build	376	18
FC03072	Sacred Heart	4,968	183
FC04069	Crown House	29,922	1,435
FC04062	Gascoigne East Phase 2	21,336	2,125
FC05026	Gascoigne East Phase 3	2,833	119
FC02985	Gascoigne West (Housing Zone)	0	205
FC04099	Gascoigne West P1 Development (Phase 1)	36,648	4,198
FC05025	Gascoigne West Phase 2	12,992	579
FC03086	A House for Artists	2,581	421
FC04068	Oxlow Road	1,332	74
FC05035	Padnall Lake	4,652	421
FC04075	Rainham Road South	2,655	0
FC04066	Roxwell Road	1,376	90
FC03080	Royal British Legion	284	4
FC03084	Sebastian Court - Redevelop	16,681	1,431
FC05065	Chequers Lane	9,661	0
FC05020	Woodward Road	4,010	333
<b>Total for Residential</b>		<b>164,753</b>	<b>12,830</b>
<b>Temporary Accommodation</b>			
FC04077	Weighbridge	2,358	331
FC04078	Wivenhoe Containers	3,076	5
FC05021	Grays Court	5,036	725
FC04101	Margaret Bondfield	2,479	1
<b>Total for Temporary Accomodation</b>		<b>12,949</b>	<b>1,061</b>
<b>Total for Investment Strategy</b>		<b>190,071</b>	<b>20,620</b>
<b>Transformation Capital</b>			
FC04008	Customer Access Strategy (CAS)	620	20
FC04009	New Ways of Working (formerly Smarter Working) Programme	517	41
FC04049	Community Solutions	1,111	331
FC05019	Children's Improvement Programme	528	119
<b>Total for Transformation Capital</b>		<b>2,777</b>	<b>510</b>
<b>Total Overall Budget</b>		<b>288,571</b>	<b>26,188</b>

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**CABINET****22 September 2020**

<b>Title:</b> Review of School Places and Capital Investment - Update	
<b>Report of the Cabinet Member for Educational Attainment and School Improvement</b>	
<b>Open Report</b>	<b>For Decision</b>
<b>Wards Affected:</b> All Wards	<b>Key Decision:</b> Yes
<b>Report Author:</b> Andrew Carr Group Manager School Investment, Organisation and Admissions	<b>Contact Details:</b> Tel: 020 8227 2254 E-mail: andrew.carr@lbbd.gov.uk
<b>Accountable Commissioning Director:</b> Jane Hargreaves, Commissioning Director Education	
<b>Accountable Strategic Director:</b> Elaine Allegretti, Director of People and Resilience	
<p><b>Summary</b></p> <p>This report provides an update on the latest information regarding forecast demand for education places across the Borough's schools. It also provides an update on some specific projects which are necessary to respond to place demand and new capital grant from the Department for Education (DfE) for the financial years 2020/21 and 2021/22.</p> <p>Additional school places have been made available from September 2020 at the following school:</p> <ul style="list-style-type: none"> <li>○ Secondary – Robert Clack 120 additional places at year Yr7</li> </ul> <p>New DfE funding has been announced to secure investment in the Borough's schools for 2020/21 to support condition and suitability improvements which includes:</p> <ul style="list-style-type: none"> <li>○ £557,646 Devolved Formula Capital Allocation – maintained LA Schools</li> <li>○ £5,658,455 School Condition Capital Allocation – maintained LA Schools</li> </ul> <p>A further amount of funding to help create additional school places up to September 2022 of £443,356 in the financial year 2021/22 has also been awarded.</p>	
<p><b>Recommendation(s)</b></p> <p>The Cabinet is recommended to:</p> <ul style="list-style-type: none"> <li>(i) Note the actions being taken by officers to identify additional school places across the Borough to meet future demand pressures, including the need for a suitable site location to be urgently identified for additional primary school provision in the Abbey, Eastbury and Gascoigne areas of the Borough, as set out in section 2 of the report;</li> <li>(ii) Approve the inclusion in the Capital Programme of the DfE grant allocations for 2020/21 and 2021/22, as detailed in sections 3 and 4 of the report;</li> </ul>	

- (iii) Delegate authority to the Director of People and Resilience, acting on advice from the Procurement Board, to approve the final procurement strategies for projects noted in the report; and
- (iv) Delegate authority to the Director of People and Resilience, in consultation with the Cabinet Member for Education Attainment and School Improvement, the Chief Operating Officer and the Director of Law and Governance, to conduct the procurements and award the respective project contracts.

**Reason(s)**

The decision will assist the Council in fulfilling its statutory obligations to provide a school place for every child and support the intention of the Council's Vision and Priorities, including encouraging civic pride, enabling social responsibility and growing the Borough, and delivering the ambition for excellence in education set out in our Education Strategy.

## **1. Introduction and Background**

- 1.1 It has been the practice since 2010 to report regularly to Cabinet on the issue of the forecast for pupil numbers. These reports have also covered a programme of proposed works necessary to ensure that children in the Borough have the opportunity to attend school and to have a safe suitable environment. The last report presented to Cabinet on this subject was on 21 January 2020, Minute 94 refers.
- 1.2 This report provides an update and sets out the most up to date information on the projected demand for education places for September 2020. Further, the report seeks approval to include capital funding grant in the Council's Capital Programme in order to progress projects to improve school provision.

## **2. Update on Pupil Numbers and Capacity for September 2020**

- 2.1 Cabinet has received regular reports about the continuing demand for school places and the need to develop additional high-quality provision. It is worth noting that providing sufficient school places is a national issue and, in particular, regional to London due to rising population which is now causing pressures in the secondary sector. For Barking and Dagenham it has been a major priority for investment since 2007.
- 2.2 When looking at the forecast in growth of the pupil population a number of factors are taken into consideration as follows:
  - Numbers of pupils currently in the borough;
  - Birth figures;
  - New housing proposals, as advised in the Local Plan Review;
  - Historical data e.g. pupils living in borough but choosing out borough schools;
  - Internal knowledge of recent population fluctuations in particular the impact of population movements into and out of the Borough;

- 2.3. The position for the reception year classes for September 2020 is that we are anticipating that there will be a surplus of places as with last year above the operating spare capacity we are aiming for. We aim to have 3% - 4% spare capacity for fluctuations across the Borough and for parents to express a preference. There is surplus above the operating spare capacity for September 2020 as a result of the fall in birth numbers in 2015/16. For information the birth data was as follows:

<b>Birth Year</b>	<b>Birth Numbers</b>	<b>Reception Year</b>
2012/13	3,841	2017/18
2013/14	3,754	2018/19
2014/15	3,698	2019/20
2015/16	3,900	2020/21

- 2.4 To manage this dip in place demand, the Admissions Team are in discussion with some schools to temporarily reduce the Pupil Admission Number at a few schools in the Borough and to manage a reduction aiming to minimise financial hardship to the schools affected. This practice has been used in the last 3 years. The figures show that these numbers are recovering and rise and we are anticipating a further rise in September 2021.
- 2.5 The Council needs to identify a further site in Barking suitable for a Primary School as indicated in the report to Cabinet in January 2019. The position in Barking around the Abbey, Eastbury, Gascoigne and Longbridge wards continues to forecast pressures on school places.
- 2.6 There have been a number of planning applications seeking development of new homes, others which have consent and are waiting for construction, and a number of sites in construction. The numbers of new homes in these Wards which have been made known to Education amount to 4,300 with further developments being considered. It is estimated from the forecast which the Council completed, based on data for May 2019, that the capacity for each year group was 1140. This will increase by 90 places when the new school, Greatfields Primary, is constructed and planned for opening in September 2023. Council Officers are working closely as part of the Local Plan review to identify a suitable future site for a school in the Barking area.
- 2.7 At the January 2019 meeting of Cabinet it was reported that there was a mounting issue about providing sufficient secondary school places across the Borough. A number of factors have changed that pressure including the support from Cabinet to create additional school places at Robert Clack and Barking Abbey Schools and the availability of land on the Gascoigne regeneration project that has allowed the start of construction of the new Greatfields Secondary School. However, by September 2023 with our planned capacity being at 3,710 Yr7 places, the forecast shows demand will have reached a peak which exceeds capacity at 3,901. We are currently examining this forecast to establish whether there are any changes in current house building proposals or population movements, and whether this will impact on demand. We will provide a further update to Cabinet in early 2021.

### **3. New DfE Grant Allocations 2020**

- 3.1. New advice has been received from the DfE about funding being made available to support capital projects for improvement or repair in 2020/21.

### **3.2 Devolved Formula Capital 2019/20 (DFC)**

- 3.2.1 This is a fund of money from the Government which has been allocated for a number of years (since 2006/7) and is designed to be passed to all maintained schools in the Borough. Academy and free schools receive a separate allocation direct through their own funding allocation by the DfE.
- 3.2.2 The fund of £557,646 for LA schools which has been advised needs to be passported directly through the School's Finance Team under the direction of the Council Financial Director to the Borough's schools. This sum of £557,646 would need to be shown in the Council's Capital Programme. In respect of Voluntary Aided Bodies, they are advised directly by the DfE of their share of DFC.

### **3.3 School Condition Capital 2020/21 (SCC)**

- 3.3.1 The DfE have released information about the capital allocations being made to local authorities for the maintenance, or to improve suitability, of existing maintained school buildings. The allocation for LBBD schools for 2020/21 is £5,658,455. A plan to utilise this funding will be assembled derived from technical advice, the content of the School Estate Asset Management Plan Database, and information collated from the DfE school condition survey data. The overall investment programme will be approved by the Commissioning Director Education.
- 3.3.2 Funding for Voluntary Aided Schools has, until last year, been allocated to Local Authorities, but this year Government has determined such funding will be allocated to Diocesan Boards. LBBD staff will work with the respective Diocesan representatives, should they so wish, to support programme development and share knowledge.

## **4 Capital for Basic Need 2021/22**

- 4.1 In the Cabinet meeting 16 July 2019 the report indicated that the Government would be making an allocation to support new school places later in the year. The allocation has now been determined and for Barking and Dagenham a sum of £443,356 is being made available to support additional school places up to September 2022. This sum will need to be included in the Council's Capital Programme.
- 4.2 As explained in section 2 of this report, that we have had a surplus of places in Reception year for the last three years and we are managing that. There are some issues in secondary schools where funding has been set aside to address such matters. For mainstream schools, the position is currently being managed. We are expecting some new Free School/Academies that have been approved by the DfE to help respond to a growing demand and respond to some of the proposed housebuilding. As a consequence of pipeline Academy and Free school projects the amount of funding received by LBBD to support provision of new places is lower than it might otherwise have been.



## 5. Available Capital for meeting Basic Need

5.1 At the Cabinet meeting on 21 January 2020 (Minute 94) a summary of the available capital budget to provide new school places from the Basic Need Grant provided from Central Government (DfE) was presented as follows:

Allocation of funding not set against specific projects (includes Basic Need Funding 2020/21 financial year)	£3,659,874
New Basic Need allocation 2021/22 (section 4 above)	£ 443,356
Balance to be retained for future provisions	<u>£4,103,230</u>

5.2 This sum of £4,103,230 should be held in reserve as there are a number of regeneration schemes which will put pressure on capital to provide new school places. As more information and certainly about timing becomes available this will be reported to Cabinet together with plans about how provision to provide new places will be addressed. The availability of these funds is through grant some of which will not be received until the financial year 2021/22.

5.3 There are ongoing discussion with colleagues in the Finance Team regarding a review of the funding available and a further report will be forthcoming when the next report is made available usually in January of each year.

## 6 Covid 19

6.1 This report would not be complete without a reference to the pandemic which has impacted upon how schools have found it necessary to use their buildings.

6.2 The DfE produced guidance for schools and Local Authorities in how best school sites should be reviewed as part of plans for full reopening in September. Council Officers, Public Health and partners including BDTogether have worked closely with Headteachers supporting them in their plans and Risk Assessments. Such arrangements put in place include staggered start and finish times, increased cleaning and Hygiene regimes, groups of pupils kept separated from other groups during the school day with separate and staggered break times including lunches. This has been a logistical challenge for schools who have worked tirelessly to make the school environment as safe as possible for staff and pupils.

6.3 The DfE have provided schools with the opportunity to claim for some additional funding to support the increase costs they would have occurred with their buildings and the pandemic. The criteria include;

- additional cleaning;
- improving hand washing facilities, and;
- general increased premises related costs.

Schools have been informed of the availability of this grant which they will be reimbursed for providing there is legitimate evidence of need.

## **7. SEND Provision**

- 7.1 At the Cabinet meeting in January 2020 a report was submitted explaining the process to be used to try and forecast potential demand for children requiring additional support (SEND) minute 94 refers.
- 7.2 Information has subsequently been made available which indicates the level of demand for both Special School provision and places in mainstream schools supported by Additional Resources Provisions (ARP's) have grown above the forecast for September 2020.
- 7.3 In order to respond to this demand discussion is ongoing with Schools to take additional pupils and possibly expanding ARP provision. There are also early discussions taking place about possible new ARP's. Once a detailed plan has been agreed there will be a follow up report to Cabinet, and any consultations will be reported also.
- 7.4 There is also ongoing discussions with DfE representatives to progress the permanent provision of Pathways school on the former Ford Polar Site. This is a school for pupils with Social Emotional and Mental Health needs.
- 7.5 A further, special school, approved in April 2017 for pupils with Profound and Multiple Learning Difficulties, Autism and Severe Learning Difficulties, sufficient for 176 pupils, is still in development. Demand has now reached critical, but we are in the hands of the DfE to secure an agreement about the site, build and costs. Every effort by officers is being made to progress this as a matter of urgency,

## **8. Greatfields Schools Complex**

- 8.1 Cabinet received a report at the January meeting about costs and the need to support the provision of the school due to issues regarding groundworks, clearing the site and managing underground services.
- 8.2 The discussion with the DfE has continued over the past 5 months as the school complex was only partially completed. Zone 1 and Zone 2a are now operational. The final phase of the Secondary School build was further delayed by the pandemic. In August the DfE signed the funding agreement with the Council to complete the final phase of the Secondary School Zone 2b. The building works will commence in the Autumn term.
- 8.3 Although this is excellent news the delay has impacted upon the school and the available spaces for September 2020 and subsequent year 2021 as the final phase of the build is approximately 18 months long. Discussions have taken place with Greatfields School and Partnership Learning Trust. It has been agreed that they may utilise the part of the former City Farm site to give some accommodation capacity while the final works take place. Part of the City Farm site is leased to Pathways School who are operating from there until the DfE construct their permanent school on the former Ford Polar site in Dagenham. The Trusts from each respective school have come together with Council Officers to work through arrangements for sharing the same site, which has been positive.

- 8.4 The second aspect of the Greatfields complex involves a new Primary School and the DfE, whilst giving approval to open the school, have not yet made the capital resources available. They are current working towards putting in place a funding agreement with the Council to deliver the project on their behalf. It is hoped that this will be concluded within the next four months and a further update will be provided in the next School Places and Capital Investment report.

## **9 Options Appraisal**

- 9.1 The agreed investment strategy (see Future Planning Programme to meet Basic Need [including SEN places] 2019 to 2027 Cabinet 21 January 2020) is firstly to expand provision on existing school sites as far as practicable to meet local demand on a forward looking basis (i.e. to seek value for money solutions which have longevity); secondly to seek and build on sites in areas of demand in Council or other public ownership that are suitable for development as a school and which also offer value for money and longevity; then subsequently to support those external providers that have access to further capital funding and are capable and willing to provide high quality inclusive education places that comply with the Council's Admissions Policies.
- 9.2 The variables that influence the delivery of this strategy are: demand fluctuations; the willingness of governing bodies to accede to expansion plans; funding limitations; cost variances – specific to sites and; timescales to achieve cost efficient / competitive prices often in short timescales.
- 9.3 Options exist for any specific scheme and are explored to ensure that the overall strategic outcomes sought are achieved in the most beneficial way being economic and appropriate for the school. Other overall strategies e.g. to rely on outside providers to meet the prospective short fall of school places would not be effective on their own: timescales and speed of reaction are too short.

## **10. Consultation**

- 10.1 These proposals are not Ward specific. There has been consultation with a range of officers throughout the Council in order that appropriate matters are considered including financial, legal, risk management and others mentioned in section 12 of this report.

## **11. Procurement Implications**

Implications completed by: Euan Beales – Head of Procurement and Accounts Payable

- 11.1 The spend detailed in the report will be procured in line with legislation at the time of the procurement and with the Council's Contract Rules.

## **12. Financial Implications**

Implications completed by: Alison Gebbett – Capital Accountant, Corporate Finance

- 12.1 This report provides an update on projected pupil numbers and planned place provision for the 2020/21 academic year. There is a need for an additional primary

school in areas where there have been a large number of new homes built and although the pressure on secondary places has been eased for current years by the previous new places created through capital schemes, there is forecast to be a shortage of secondary places by 2023. The report also highlights the demand for special educational needs and sets out the options that are being reviewed.

- 12.2 There is currently £3.660m of unallocated Basic Need grant approved at Cabinet in January 2020, along with a further allocation from DfE in 2021/22 of £0.443m, giving a total of £4.103m that will be set aside to address the ongoing demand for primary, secondary and SEND places.
- 12.3 A review of prior year grant funding has been taking place to establish if there are further unallocated resources that can be used to allocate to capital schemes to increase the number of pupil places. This has been further complicated by the fact that the DfE are yet to provide funding for Zone 2a of the Greatfields Free School project as set out in section 8 of this report.
- 12.4 This report also sets out capital programme funding allocations for 2020/21 of £557,646 Devolved Formula Capital which will be passported directly to schools and £5,658,455 Schools Condition Capital. Cabinet approval is requested to add this to the capital programme.
- 12.5 These allocations are fully grant funded and will have no additional financial implications for the Council. Any major risks, issues or overspending that becomes apparent will be monitored, managed and reported on as part of the Council's normal quarterly capital monitoring process.

### **13. Legal Implications**

Implications completed by: Ian Chisnell - Major Projects Solicitor

- 13.1 The Council as an education authority has a duty to promote high standards of education and fair access to education. It also has a general duty to secure sufficient schools in their area, and to consider the need to secure provision for children with SEN (sections 13 and 14 of the Education Act 1996).
- 13.2 Where the Council carries out any procurements it must do so in accordance with the Council's Contract Rules and where the contract has a value which is in excess of the EU thresholds then the procurement must be carried out in accordance with the Public Contracts Regulations 2015 (PCR).
- 13.3 In line with Contract Rule 50.15, Cabinet can indicate whether it is content for a Chief Officer to award contracts following a procurement process in accordance with the Contract Rules, PCR and with the approval of Corporate Finance.

### **14. Other Implications**

#### **14.1 Risk Management**

- 14.1.1 Risk that funding levels will not be sufficient to meet demand to create new education places needed.

This risk is high impact (4) and medium (3) probability = 12 red. This risk is being managed by purchasing the most affordable accommodation which is system build where possible. Post control the risk is high impact (4) and low (2) probability = 8 amber.

14.1.2 Risk that funding levels will not be sufficient to create suitable new school places. This risk is high impact (4) and high (4) probability = 16 red. This risk is being managed by purchasing the most affordable accommodation which is system build, and blending it with site specific proposals. Post control the risk is high impact (4) and low (2) probability = 8 amber.

14.1.3 Primary and Secondary schools: risk that site availability would prevent delivery of school places in the areas where demand is highest. This risk is high impact (4) and medium (3) probability = 12 red. This risk is being mitigated, as far as practicable, by expanding all available sites in high demand areas, and reviewing other buildings for potential school use. Post control the risk is still high impact (4) and medium (3) probability = 12 red.

14.1.4 Risk that the cost of the rate of deterioration of the school estate will outrun the funding available to maintain it. This risk is high impact (4) and high (4) probability = 16 red. This risk is being mitigated as far as practicable by lobbying DfE for improvements in funding. Post control the risk is high impact (4) and medium (3) probability = 12 red.

14.1.5 The provision of school places is a matter which is directly identified in the Corporate Risk Register and listed at Corporate Risks 31 – Provision of School Places.

14.1.6 Risk that final costs will be higher than estimate costs. This risk is high impact (4) and high (4) probability = 16 red. This risk is managed through monthly finance meetings and initial planning figures that architects and schools are asked to work within being set below the highest estimate to allow for unforeseen challenges.

14.2 **Contractual and Procurement Issues** - It is anticipated that projects will be procured through options related either to the Local Education Partnership or through the Council's Framework of Contractors or other national or local frameworks which are accessible to the Council to secure value for money.

14.2.1 Legal, procurement and other professional advice will be sought regarding the appropriate procurement routes and contractual agreements to procure and secure the individual projects. All procurement activity will be conducted in compliance with the Council's Contract Rules and EU Legislation. The procurement routes will be approved at Procurement Board which will consider a report from Education Commissioning about a procurement strategy based on a project basis. This will ensure that Value for Money is tested.

14.2.2 Projects will be subject to the Capital Appraisal Process and the agreement of the Procurement Board to progress schemes.

- 14.3 **Staffing Issues** - There are no specific staffing issues although the growing demand for school places will create additional opportunities in schools for both teaching and non-teaching staff.
- 14.4 **Corporate Policy and Equality Impact** - The decision will assist the Council in fulfilling its statutory obligations to provide a school place for every child and support the intention of the Council's Vision and Priorities, including encouraging civic pride, enabling social responsibility and growing the Borough. It is part of the mitigation of Corporate Risk 31 – Inability to Provide School Places.
- The short-term impact of the recommendations for the coming year would be positive for customers on all counts of: race, equality, gender, disability, sexuality, faith, age and community cohesion. The longer-term outlook is unlikely to be positive on the proposed funding levels as it will be difficult to address need on current budget levels.
- 14.5 **Safeguarding Adults and Children** - Adoption of the recommendations in the short term would contribute to the Council's objectives to improve the wellbeing of children in the borough, reduce inequalities and ensure children's facilities are provided in an integrated manner, having regard to guidance issued under the Childcare Act 2006 in relation to the provision of services to children, parents, prospective parents and young people.
- 14.6 **Health Issues** - The health and wellbeing board and JSNA highlight the importance of investing in early intervention and education to support children's and young people's long-term wellbeing. The evidence and analysis set out in Fair Society, Healthy Lives (Marmot Review) has been developed and strengthened by the report of the Independent Review on Poverty and Life Chances. The reports draw attention to the impact of family background, parental education, good parenting and school-based education, as what matters most in preventing poor children becoming poor adults. The relationship between health and educational attainment is an integral part of our Health and Wellbeing Strategy. At this point there is no need to change the focus of the Health and Wellbeing Strategy as a result of this report. Healthy Schools funding is to be welcomed.
- 14.7 **Crime and Disorder Issues** - Appropriate consideration of the development of individual projects will take into account the need to design out potential crime problems and to protect users of the building facilities.
- 14.8 **Property / Asset Issues** - This proposed decision would facilitate the improvement and renewal of Council assets.

**Public Background Papers Used in the Preparation of the Report:** None

**List of Appendices:** None

## CABINET

22 September 2020

<b>Title:</b> Barking and Dagenham Local Plan 2037 - Regulation 19 Consultation	
<b>Report of the Cabinet Member for Regeneration and Social Housing</b>	
<b>Open Report</b>	<b>For Decision</b>
<b>Wards Affected:</b> All	<b>Key Decision:</b> Yes
<b>Report Author:</b> Tim Thomas, Head of Transport, Infrastructure and Policy Planning	<b>Contact Details:</b> Tel: 0783 4014334 E-mail: Tim.Thomas@BeFirst.London
<b>Accountable Director:</b> Caroline Harper – Chief Planning Director, Be First	
<b>Accountable Strategic Leadership Director:</b> Graeme Cooke, Director of Inclusive Growth	
<b>Summary</b>	
<p>This report seeks approval to publish the proposed submission version of the Local Plan under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with associated Sustainability Appraisal, Habitats Regulation Assessments and supporting evidence base documents; and undertake a statutory public consultation on those documents over eight-week period this autumn. The proposed timeline is set out in the table below.</p> <p>The key change in this Regulation 19 Local Plan, compared to the previous draft, is that the Local Plan contents align more closely with LBBDD's wider strategic vision and policies etc.</p>	
	<b>DATE</b>
CSG	20 August 2020
Cabinet	22 September 2020
Regulation 19 consultation (8 weeks)	Anticipated 5 <sup>th</sup> October - 29 <sup>th</sup> November 2020
Processing representations and finalising the publication version of the Local Plan (Regulation 19 stage)	Anticipated December 2020 – January 2021
CSG	Anticipated early 2021
LAG	Anticipated early 2021
Cabinet (subject to delegation of authority)	Anticipated early 2021
Submit to Planning Inspectorate	Anticipated Spring 2021
Independent to be confirmed by the Planning Inspectorate	Anticipated to begin Spring/Summer 2021
CSG	Anticipated to begin Summer/Autumn 2021
LAG	Anticipated Summer/Autumn 2021
Cabinet	Anticipated Autumn 2021
Full Council Approval for adoption	Anticipated Autumn 2021

**Recommendation(s)**

The Cabinet is recommended to:

- (i) Approve the request for publication of the submission version of the Barking and Dagenham Local Plan 2037, along with supporting information include a Sustainability Appraisal, Habitats Regulation Assessment, evidence base studies and other supplementary information for eight-week statutory public consultation as per the proposed timetable;
- (ii) Agree that, following the Regulation 19 consultation, the plan should be submitted to the Secretary of State for an independent examination;
- (iii) Authorise the Director of Inclusive Growth, after consultation with the Council's Leader and the Cabinet Member for Regeneration and Social Housing, to make any appropriate and proposed modifications to the submission version of the Local Plan and amendments to supporting documents prior to the commencement of the consultation period (Regulation 19);
- (iv) Authorise the Director of Inclusive Growth, after consultation with the Council's Leader and the Cabinet Member for Regeneration and Social Housing, to make any appropriate and necessary minor amendments to the proposed submission version of the Local Plan and supporting documents following consultation and prior to submission to the Secretary of State;
- (v) Note amendments to the Local Development Scheme (2020) to reflect an updated Local Plan timetable; and
- (vi) Note publication of the updated Statement of Community Involvement Refresh (2020).

**Reason(s)**

The new Local Plan sets a spatial vision and framework for future development in the borough. It will allow the borough to meet local needs and opportunities and reflect national priorities, particularly in relation to housing, the economy, identification and delivery of infrastructure, and protection of the environment.

Local planning authorities are required by the government to review their Local Plan in response to changing circumstances, in whole or in part, every five years to make sure that all the policies and supporting evidence is up to date and in line with the National Planning Policy Framework (NPPF).

The Council's current adopted Local Plan is over five-years old. As such, it is appropriate for the Council to bring forward a new Local Plan to manage increased growth and respond to emerging trends.



## **1. Introduction and Background**

- 1.1 The Local Plan is the borough's key planning document and establishing an up-to-date Local Plan is a statutory requirement on the Council. The Local Plan sets out a development vision, strategic priorities, and the planning policy framework which will guide future growth and investment in the borough. It also establishes a framework for securing benefits from new developments, such as transport improvements and affordable housing.
- 1.2 The Local Plan aims to realise our vision for inclusive growth to "harness the growth opportunity that arises from our people, our land and our location, while ensuring it is sustainable and improves prosperity, wellbeing and participation for all" – seeking to deliver 50,000 new homes that meet the needs of our residents and working Londoners and 20,000 high quality new jobs in diverse enterprises from media to biotech to food based industries in the plan period.
- 1.3 The Local Plan must be prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. This requires the Local Plan to be (amongst other things):
- Subject to public consultation;
  - Submitted to the Secretary of State to undergo an independent examination; and
  - Subject to a Sustainability Assessment /Habitats Regulation Assessment to test the impacts of the plan throughout its preparation.
- 1.4 On 6 August the Government published the 'Planning for the Future' White Paper for consultation. The Government also published a shorter consultation paper outlining changes to the current planning system. This includes changes to the Local Plan process, but these proposed changes do not apply to this Local Plan. Furthermore, the proposals include transitional arrangements that set out new style plans will not need to be in place until 42 months following the adoption of the new Local Plan. Be First are currently working with LBBD on developing a response to these proposed changes to the planning system.

### **Draft Local Plan Consultation (Regulation 18) Overview**

- 1.5 On behalf of the Council, Be First consulted on the draft Local Plan (Regulation 18) document between 29 November 2019 and 29 February 2020. The Regulation 18 Local Plan draft provided an update and a 'direction of travel' for local planning policies since the last public consultation in 2016. The draft was based on an emerging evidence base and was set against an evolving regional planning framework in the emerging Draft New London Plan. A range of consultation mechanisms were applied to allow people to share their views through their preferred method, this included:
- Printed materials
  - Online resources
  - Direct e-mail correspondence
  - Press and social media
  - Consultation events and meetings

1.6 The consultation generated a total of 1,400 visitors recorded as having visited the Local Plan webpages during the consultation period. Be First received written representations from 75 individuals or organisations, these generated 368 individual comments in relation to the Local Plan. Figure 1 below illustrates type of respondents participated in the consultation.

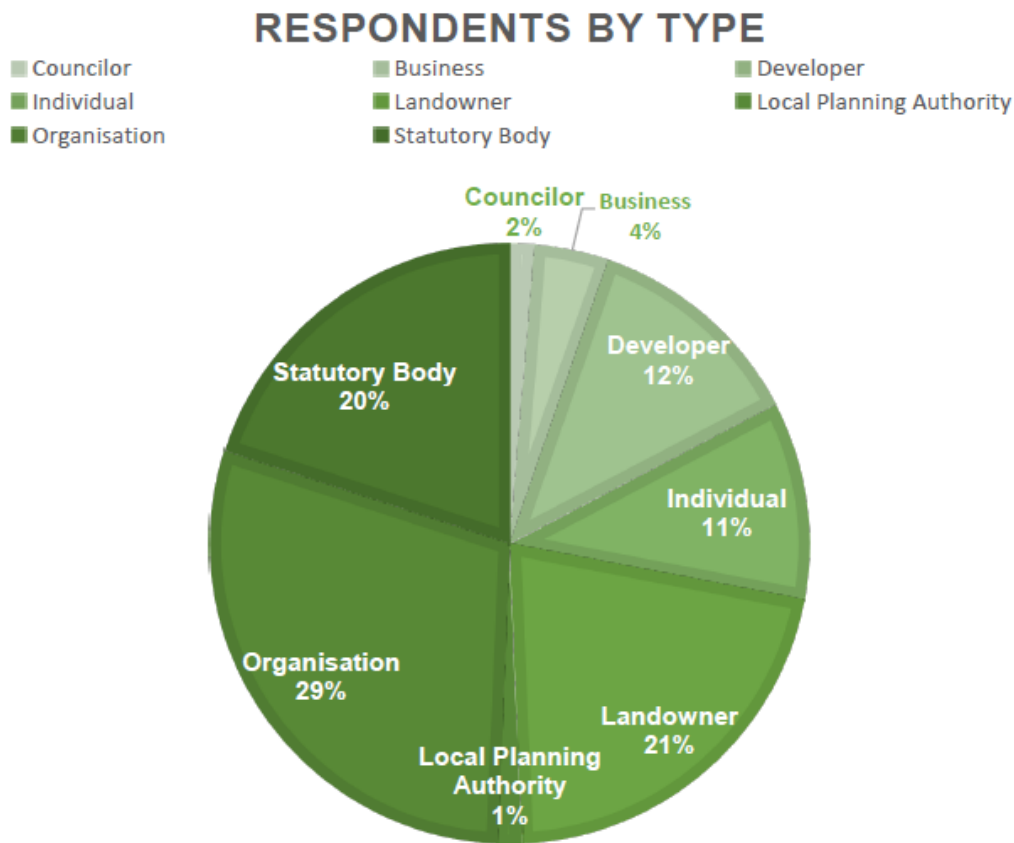


Figure 1 Respondents by type

1.7 A relatively high number of comments (56%) are considered 'general', with 32% in support, and 12% objections to the draft plan. Some issues were location or issue specific, while others related to the 'soundness' of the plan. The main issues related to the soundness of the plan include:

- Consistency with national policy and the draft New London Plan;
- An appropriate strategy underpinning by up to date evidence to justify the quantity and distribution of housing and employment floorspace across the borough;
- Need to align infrastructure needs with anticipated growth; and
- Need to publish draft policies map or individual maps for specific areas

1.8 The sections attracted most comments were the 'Borough Places and Site Allocations', followed by the 'Economy' and 'Housing' policies. Further information about the main issues raised during the consultation are set out in the Regulation 18 Consultation Summary Report, which will be published alongside the Regulation 19 Local Plan.

## 2. Proposal and Issues

### **Barking and Dagenham Local Plan 2037 (Regulation 19 Publication Stage)**

- 2.1 Be First present a proposed submission version of the draft Local Plan for Regulation 19 consultation to the Cabinet for approval for a public consultation starting from 5 October to 29 November 2020 (eight weeks), in line with the Council's Statement of Community Involvement (SCI) Refresh 2019 (updated in August 2020). Details of the SCI Refresh are provided in paragraphs 2.23, 2.24 and 2.25. All representations made in response to the public consultation on the draft Local Plan will be considered and summarised and collated within a consultation statement to support the Local Plan examination in the future.
- 2.2 This Draft Local Plan is the version that the Council wish to publish on under Regulation 19 of the *Town and Country Planning) Local Planning) (England) Regulation 2012* for comment and submission to the Planning Inspectorate for an Independent Examination
- 2.3 The Draft Local Plan has been prepared in line with the relevant legislation, government policy, and guidance. To keep the document as succinct as possible it does not repeat policies already published elsewhere, including within the latest Draft London Plan.

### **Local Plan Content**

- 2.4 The structure and content of the Regulation 19 Local Plan (see Appendix A) has been largely updated in response to both internal and external consultation between March and August. All the comments received have been considered and where appropriate addressed them in developing the Regulation 19 Local Plan. In addition, other updates have been made in response to changes in national and regional planning policy, our evolving evidence base, and through engagement with LBBDO officers and external bodies/organisations such as the GLA, TfL, Environment Agency, neighbouring boroughs and development industry. We have also taken account of the impacts caused by COVID-19, particularly on housing delivery and town centre development.
- 2.5 On 15 June, Be First hosted a Local Plan updates session with all members. The session covered the following agenda items:
- What is a Local Plan?
  - How is the Local Plan being developed?
  - What happens next?
  - Member's questions/discussions
- 2.6 Officers received positive feedback on the overall presentation alongside issue specific questions including consultation and engagement, schools, places of worship and waste etc. Following the session, officer prepared a list of Frequently Asked Questions (FAQ) and circulated the FAQ with members on 6 July. The list is enclosed in Appendix B.
- 2.7 Since May, planning policy team has been working closely with the relevant council department, including My Place and Education. Through ongoing discussions and

engagement, we have been able to further develop the evidence around gypsy and traveller needs and school sites.

2.8 The new version of the draft Plan still contains two types of policy and they are:

- **Strategic Policies** which dovetail with the Council's strategic priorities and outline how the borough will be transformed over the 15-year lifetime of the plan (the plan period). The Strategic Policies establish the framework for fulfilling the Council's spatial vision for the future of Barking and Dagenham; and
- **Development Management Policies** which provide specific policy requirements to guide future development and Supplementary Planning documents.

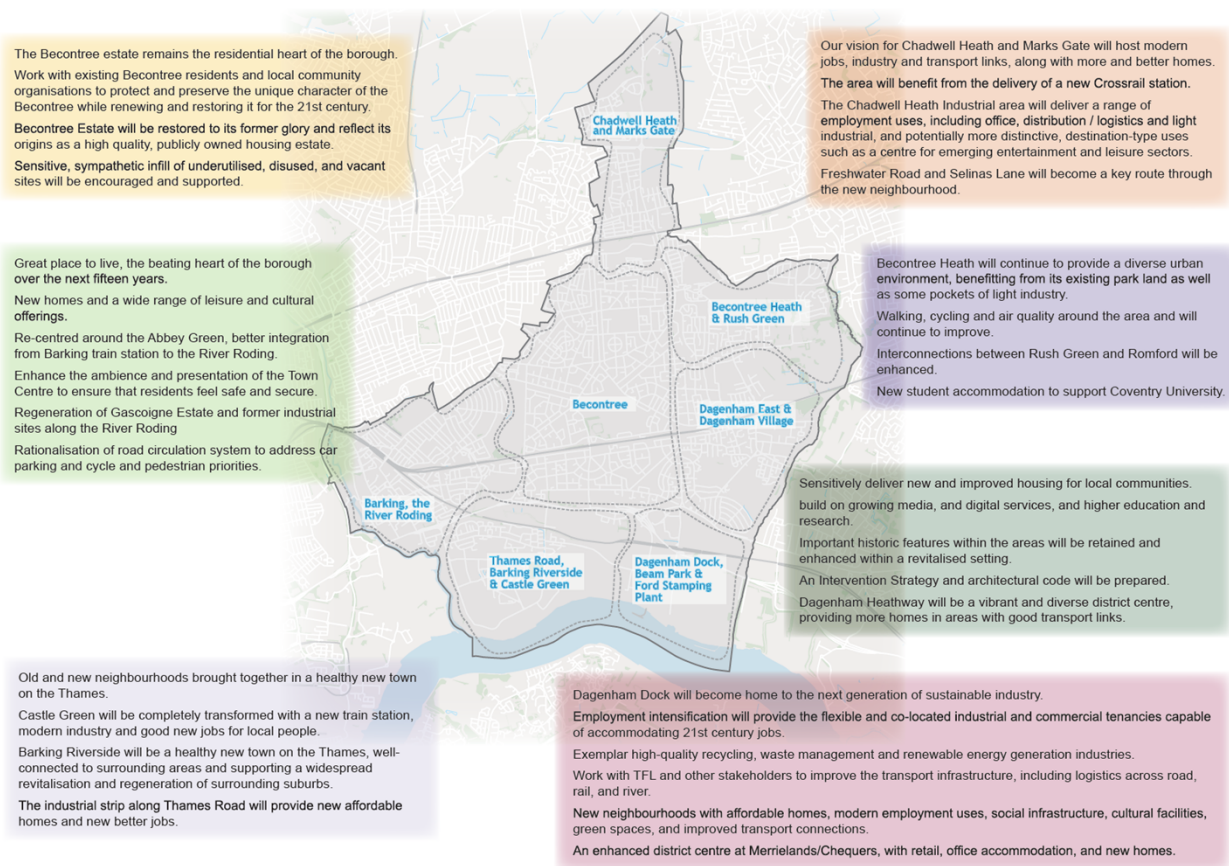
2.9 A summary of the Local Plan chapter contents is provided below:

- **Chapter 1:** set out the spatial vision and provides background information of the plan making process, details on consultation information, and the current state/future trends of borough's population, economy, infrastructure, and environment etc.
- **Chapter 2:** Sets the scene highlighting key social, environmental, and economic characteristics of the borough.
- **Chapter 3** focuses on visions and priorities for seven sub-areas. It acknowledges the importance of the borough's neighbourhoods in respect of the character and identity and provides strategic thinking around how future growth will take place at a sub-area level (illustrated in Figure 1 below).

This section sets out high level development principles for each sub-area and highlights where masterplan supplementary planning documents (SPDs) or other relevant planning guidance will be prepared to provide more detailed guidance as to how LBBDD expects master planned areas to develop.

- **Chapters 4 - 10** comprises a range of strategic and development management policies, including related to the delivery of new affordable housing, as well as additional jobs and workspaces, improvements to public transport and walking and cycling infrastructure to meet the needs of both existing and new communities; design, heritage and environment sustainability which are essential to the creation of sustainable and liveable places, of which all our residents will be proud.
- **Chapter 11** sets out a general approach to the Local Plan monitoring and implementation.
- **Appendix 1** identifies existing adopted plan policies that will be replaced by the new local Plan (this is a requirement of the Local Plan Regulations 2010).
- **Appendix 2** identifies 'Site Allocations' which are the key development sites.
- **Appendix 3** set out a monitoring framework against which we will assess the degree to which the plan achieves policy objectives.

- **Glossary** provide explanation of terminologies related to the Local Plan policies.
- **Proposed Policies Map** provides an overview of all the proposed policy designations.



**Figure 2 Borough Places: Seven Sub-Areas**

2.10 The key change in this Regulation 19 Local Plan, compared to the previous draft, is that **Chapters 1, 2 and 3** have been restructured and redrafted to focus on:

- opening with the development vision and objectives to ensure an exciting and bold statement on the outcomes the Council wants to deliver as well as details of the local plan process and legislative framework
- largely following the same visions provided in the Council’s emerging Inclusive Growth Strategy that arose from Borough and Me Campaign held in 2019
- providing clearer development principles by introducing **place policies for seven sub-areas** (as shown in figure 2 above).

2.11 Other changes to remainder of the Local Plan are primarily to ensure consistency with the national policies and new London Plan policies including in relation to:

- Design: tall buildings and heritage/archaeological remains
- Housing: affordable housing, housing mix, HMOs, gypsy and traveller needs
- Sustainable Infrastructure: air quality, flood, and waste
- Transport: sustainable transport infrastructure, parking, and electric vehicles
- Delivery and the role of Section 106 in addressing local priorities.

2.12 The **Site Allocations and the associated Site Proforma** have been updated. These now detail the proposed land use (including critical infrastructure requirements) and delivery considerations. The new draft of the Plan has reduced the number of strategic site allocation based on a set of criteria as follows:

- Have a total site area or remaining developable area (where applicable), of 0.25ha or more; and
- deliver 150 homes or more, or 500 sqm or more of commercial floorspace over the plan period (excluding sites with implemented full planning consents); or
- Can deliver a critical/essential piece of identified infrastructure for the area over the plan period; or
- Where, existing site-specific characteristics, mean establishing the acceptability of uses / quantum development on the site is especially necessary to enable delivery; and
- Small sites (less than 0.25ha) which contribute to meeting the overall housing target.

2.13 The key sites have been selected as Site Allocations due to their significance in meeting our housing target, infrastructure delivery onsite and/or in cases where greater certainty is needed on the acceptability of a use (e.g. SEN schools/ masterplan areas in existing designated industrial locations). Including just key sites in a Local Plan is a more usual approach and common to most other Local Plans for urban areas. This does not preclude development coming forward on other sites; it does allow for a focused list of critical sites going into the examination in the future. Site capacity, shown in the Site Allocations, has been informed by a detailed site assessment and engagement with developers and Be First Development Management and Planning Consultancy Teams. This is not an automatic cap, but it provides a starting point for the consideration of any future planning application subject to design and other detailed matters. It also informs the housing delivery number we reflect in this version of the draft Local Plan.

2.14 The Site Allocations identifies, at this stage, two potential locations for traveller sites. The Gypsy and Traveller Accommodation Assessment 2020 which is nearing conclusion, will be published alongside the Regulation 19 consultation of the Local Plan. We will complete further sites assessments to ensure their suitability for meeting identified needs. We will then initiate discussions with Council's housing officers to understand how these sites will be brought forward and delivered over the plan period.

### **Relationship with Draft New London Plan**

2.15 There is a requirement for the Regulation 19 Local Plan to be in conformity with the London Plan. The Council supports the 'good growth' agenda set out in the Draft New London Plan Intend to Publish version (DNLP) (December 2019). Despite this, there are certain areas where a locally distinctive approach to that set out in DNLP policies is justified. The Council have raised these matters with the Greater London

Authority (GLA) during the preparation of this Local Plan. Specifically, these matters relate to:

- the policy approach to industrial land within the borough; and
- the established housing need, particularly related to small sites.

2.16 On 13 March 2020, the Secretary of State for Housing Communities and Local Government issued a letter to the Mayor of London in relation to the ‘Intend to Publish’ version of the DNLP. Within the letter, the Secretary of State exercised powers under *section 337 of the Greater London Authority Act 1999* to direct that the DNLP cannot be published until after a number of Directions have been incorporated. The Directions made within the letter, which are relevant to this Local Plan are outlined in Table 1 below.

**Table 1 SoS's Directions to the NDLP that is relevant to LBBB Local Plan**

<b>Industrial Land</b>
<p>Add new supporting text 6.4.8</p> <p><i>Where industrial land vacancy rates are currently well above the London average, Boroughs are encouraged to assess whether the release of industrial land for alternative uses is more appropriate if demand cannot support industrial uses in these locations. Where possible, a substitution approach to alternative locations with higher demand for industrial uses is encouraged.</i></p>
<p>Modify E5 Strategic Industrial Land (SIL) as follows:</p> <p><i>B. Boroughs, in their Development Plans, should: ... 4) Strategically coordinate Development Plans to identify opportunities to substitute Strategic Industrial Land where evidence that alternative, more suitable, locations exist. This release must be carried out through a planning framework or Development Plan Document review process and adopted as policy in a Development Plan or as part of a coordinated masterplanning process in collaboration with the GLA and relevant borough. All Boroughs are encouraged to evaluate viable opportunities to provide additional industrial land in new locations to support this process. This policy should be applied in the context of Policy E7.</i></p>
<p><i>Deletion of a requirement for: the industrial uses within the SIL or LSIS are intensified to deliver an increase (or at least no overall net loss) of capacity in terms of industrial, storage and warehousing floorspace with appropriate provision of yard space for servicing.</i></p>
<p><i>Modification to 6.7.2 to clarify that SIL and LSISs can be modified or appropriately substituted through a carefully coordinated and plan-led approach.</i></p>
<b>Gypsy and traveller</b>
<p>A change to the definition of gypsy and traveller sites was required. There was also a requirement to adopt a standard needs assessment quantum for areas that have not undertaken a needs assessment since 2008.</p>
<b>Parking standard</b>
<p>A change in relation parking standard has also been introduced to ensure that the DNLP complies with national policy in this area.</p>

- 2.17 The Mayor of London issued a reply to the Secretary of State on 24 April 2020 to outline that 'alternative policy changes' may be proposed subject to ongoing constructive communication between the Greater London Assembly (GLA) and the Ministry of Housing Communities and Local Government (MHCLG).
- 2.18 The Regulation 19 version Local Plan, including on the matters highlighted above, is in 'general conformity' with the DNLP. It therefore assumes that, notwithstanding the indication that 'alternative policy changes' may be proposed, the policy intent of the Secretary of State's direction will be adopted within the new London Plan in the future.

### **Supporting Evidence Base**

- 2.19 The Local Plan identifies 'key evidence' on which each policy theme is based. A list of key evidence documents are provided in the introduction of each chapter of the draft Local Plan.
- 2.20 The Sustainability Appraisal is a key evidence base document, which not only fulfils the statutory requirements for *Sustainability Appraisal (SA) and Strategic Environmental Assessment Directive (SEA) 2001/42/EU* and associated UK Regulations, but also provides an audit trail to demonstrate how the Local Plan has evolved over time.
- 2.21 A critical issue for the Local Plan is the level of housing to be accommodated over the plan period (2019 -2037) in the borough. At this stage, the SA work has identified three reasonable alternative spatial strategy options as set out below:
- **Option 1:** No further release of industrial land and significantly increased densities (approx. 80%) at well-connected brownfield sites – could deliver the minimum housing target of 40,808 dwellings plus around a 5% buffer during the plan period and does not include any sites that would deliver growth post plan period.
  - **Option 2:** Limited release of industrial land (approx. 30ha) in line with the draft New London Plan and increased densities (approx. 30%) at well-connected brownfield sites– could deliver 40,808 dwellings plus around a 5% buffer during the plan period and does not include any sites that would deliver growth post plan period.
  - **Option 3:** Significant release of industrial land (approx. 108 ha) in line with the borough's Industrial Land Strategy and housing trajectory and standard density approach for brownfield sites within the borough – could deliver 40,808 dwellings plus around a 5% buffer during the plan period and includes the delivery of a further 12,001 dwellings post plan period.
- 2.21.1 The preferred option is Option 3. The emerging SA findings are provided in Appendix E. As the Local Plan is still evolving, work on SA is still ongoing. An updated SA will be published alongside the Regulation 19 consultation of the Local Plan.
- 2.22 Barking and Dagenham falls partially within the zone of influence surrounding the Epping Forest Special Area of Conservation. A Habitats Regulation Assessments



screening has been undertaken to support the Local Plan to meet the legal requirements set out within *Article 6 of the EC Habitats Directive 1992* and interpreted into UK law by the *Conservation of Habitats & Species Regulations 2017*. An updated version of the HRA will be published alongside the Regulation 19 consultation of the Local Plan.

- 2.23 As the Local Plan is still evolving, work on Sustainability Appraisal, Habitats Regulation Assessments, Infrastructure Delivery Plan and Viability Assessment has also been undertaken in tandem. Additional evidence such as gypsy and traveller need assessment has been produced to support the Local Plan on issues arising from the consultation. A full Equality Impact Assessment has also been prepared in discussion with the Council. It is intended that these key evidence studies and supporting documents will be published alongside the Local Plan in October.

### **Duty to Co-operate and Statement of Common Ground**

- 2.24 The Localism Act 2011 requires local planning authorities to engage constructively, actively, and on an ongoing basis, with other planning authorities and prescribed bodies and persons in respect of cross-boundary planning matters. This is a legal requirement to help maximise the effectiveness of Local Plan preparation.
- 2.25 The Duty to Cooperate Statement sets out details on the Council's engagement with other organisations as prescribed in Planning Policy Guidance and in the Town and Country Planning (Local Planning) (England) Regulations 2012) (as amended). Together with any Statements of Common Ground setting documenting cooperation on strategic cross boundary issues will be published alongside the Local Plan Regulation consultation.

### **Local Development Scheme (LDS)**

- 2.26 The LDS sets out the timescales for preparing the new Local Plan. It ensures local communities and interested parties can monitor the progress of Local Plan documents. It also highlights other Supplementary Planning Documents being prepared by the Council including for example, the Thames Road Masterplan Supplementary Planning Document.
- 2.27 The LDS published in 2019 needs to be updated to reflect the new timetable for preparation of the new Local Plan, which was slightly delayed a consequence of changes to the London Plan and the impacts of COVID-19 for consultation. The dates for preparation of other Supplementary Planning Documents have also been updated.
- 2.28 These updates are set out in the Local Development Scheme (LDS) (2020) (see Appendix C). This will be published as soon as practical. An updated version is required to sure we are legally compliant with requirement for it to be up to date statement of the timeline for preparation of our Local Plan as set out in Section 15 of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011).

## **Statement of Community Involvement**

- 2.29 The Statement of Community Involvement Refresh (2020) (see Appendix D), sets out how the Council will engage with local and statutory stakeholders on planning matters in the borough. This follows consultation on the document in Autumn 2019 (as approved by Cabinet on 18 June 2019) and incorporates updates, where appropriate, in response to the matters raised set out in the [SCI Summary of Consultation Responses Report, September 2019](#). This will also be published alongside the Regulation 19 Local Plan.
- 2.30 The updates include modification in response to the impacts of the ongoing Coronavirus (COVID -19) pandemic including more of a focus on digital methods of engagement and more limited display of 'hard copy' planning documents. These also respond to the temporary changes to the Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020 which change the way local planning authorities are required to consult with local communities until 31 December 2020. These amendments to the regulations are to take into account the Government's required social distancing measures when consulting on planning matters including enabling publication of documents without corresponding legal requirements to have hard copies on display.
- 2.31 A set out the Cabinet Report 18 June 2019, a further review of this the Statement of Community Involvement is proposed to take place following the submission of the Local Plan by which stage impact of the Governments recently published planning reforms may also be clearer. The Local Development Scheme will be updated with any timeline for any the preparation of the SCI in due course.

### **Next Steps**

- 2.32 It is vital that the timetable set out in the summary of this report, including the for consultation as in Section 4 below, is met so that the new Barking and Dagenham Local Plan can be adopted as quickly as possible to guide future development and help secure community benefits. The progress of the Local Plan and associated risks is closely monitored through a risk register, which is kept under review.
- 2.33 Following the publication of the Regulation 19 Local Plan and prior to the submission to the Secretary of State for the examination, the Council can prepare an addendum to the Regulation 19 Local Plan with proposed changes to modify the Local Plan for consideration by the Planning Inspector. If the Planning Inspector considers the proposed changes are appropriate, any major modifications suggested by the Council, along with any other major modifications that may arise during the course of the Independent Examination, will need to be the subject public consultation and a Sustainability Appraisal prior to adoption of the Local Plan. This consultation is limited to the major modifications and not the whole plan. If no major modifications are proposed, this stage does not apply.
- 2.34 The Planning Inspector will recommend whether the Regulation 19 Plan, as amended by the proposed modifications (if there are any) can be adopted at a meeting of Full Council.

### **3. Options Appraisal**

3.1 The options considered were:

- Do not revise the Local Plan and rely instead on the adopted version
- Do a partial review of the Local Plan

3.2 These options were not considered viable as Local Planning Authorities are required to prepare an up to date Local Plan to guide development and shape the area in light of the latest policy requirements at national and regional level.

### **4. Consultation**

4.1 The consultation on the Local Plan (Regulation 19 stage) is anticipated to start on 5 October 2020 and run for eight weeks until 29 November 2020. The start date for the consultation takes into account the 'call-in' period following the Cabinet. The consultation period exceeds statutory requirements and meets the standards set in the Statement of Community Involvement Refresh (2020).

4.2 In light of the current COVID -19 pandemic, we have revised SCI commitments. This complies with recent changes to regulations allow the Local Plan to be consulted on virtually until the end of this year as noted above.

4.3 The Addendum to the SCI Refresh (2020) outlines temporary changes in response to Covid-19 until 31 December 2020. The Addendum identified policies in the SCI which are inconsistent with government guidance to stay at home and socially distance from others, and sets out where necessary temporary amendments have been made so that we can continue to engage effectively with our local communities during the Local Plan (Regulation 19 Stage) consultation.

4.4 Due to the current closure of libraries and Council offices to the public, we will adopt alternative approaches to effectively engage with our communities by focusing on digital platforms, which may include:

- notifying interested parties by email and letter and receiving comments by email or by letter;
- advertising consultation materials on social media (e.g. Facebook, Twitter) and local press;
- making phone calls to interested parties (e.g. active community groups) to promote the Local Plan consultation; and
- using information hubs to present our consultation documents, for example, interactive story maps for showing proposed Site Allocations and planning policies.

4.5 The Local Plan will be published on the Council's website. Residents and stakeholders will be able to make comments on the document online, by email or by post. The website will also contain details of the Local Plan consultation which will also be publicised in the local press well in advance of the event.

## **5. Financial Implications**

Implications completed by: Katherine Heffernan, Head of Service Finance

- 5.1 Financial implication comments have been provided prior to Cabinet meeting in July 2020. Given the nature of the documents, it is noted there is unlikely to be any significant financial risks.

## **6. Legal Implications**

Implications completed by Dr Paul Field, Senior Governance Lawyer

- 6.1 The Planning and Compulsory Purchase Act 2004 sets out specific matters to which the local planning authority must have regard when preparing a Local Plan. The Town and Country Planning (Local Planning) (England) Regulations 2012 prescribe the general form and content of Local Plans and adopted policies map, and states what additional matters local planning authorities must have regard to when drafting their plans.
- 6.2 It is essential that the Council can show with an evidenced audit trail in that developing the draft local plan it has observed the procedural steps and requirements set out in the relevant regulations. These include not only the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended by Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017, but also the Environmental Assessment of Plans and Programme Regulations 2004 and taking into account the riverside location also the Conservation of Habitats and Species Regulations 2010 (as amended) which requires a Habitats Regulation Assessment, if it is considered likely to have significant effects on European habitats or species, located in the local planning authority's area or in its vicinity.
- 6.3 The Council must show it has had due regard to the current NPPF and the NPPG, as well as creating and maintaining an up to date and proportionate evidence base to inform its policy decisions. The evidence base includes the documents that show objectively assessed need within the borough.
- 6.4 A Local Development Scheme is required under section 15 of the Planning and Compulsory Purchase Act (as amended). This must specify (among other matters) the development plan documents (i.e. local plans) which, when prepared, will comprise part of the development plan for the area. Local planning authorities are encouraged to include details of other documents which form (or will form) part of the development plan for the area, such as Neighbourhood Plans. The Local Development Scheme must be made available publicly and kept up to date. It is important that local communities and interested parties can keep track of progress. Local planning authorities should publish their Local Development Scheme on their website.
- 6.5 Every Local Plan must be informed and accompanied by a Sustainability Appraisal. This allows the potential environmental, economic, and social impacts of the proposals to be systematically taken into account and should play a key role throughout the plan-making process. The Sustainability Appraisal plays an important part in demonstrating that the Local Plan reflects sustainability objectives

and has considered reasonable alternatives. The Sustainability Appraisal should incorporate a Strategic Environmental Assessment to meet the statutory requirement for certain plans and programmes to be subject to a process of 'environmental assessment'.

- 6.6 Local planning authorities will need to identify and engage at an early stage with all those that may be interested in the development or content of the Local Plan, including those groups who may be affected by its proposals but who do not play an active part in most consultations. Those communities contemplating or pursuing a Neighbourhood plan will have a particular interest in the emerging strategy, which will provide the strategic framework for the neighbourhood plan policies.
- 6.7 Section 18 of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017 requires local planning authorities to produce a Statement of Community Involvement, which should explain how they will engage local communities and other interested parties in producing their Local Plan and determining planning applications. The Statement of Community Involvement should be published on the local planning authority's website
- 6.8 Until we have adopted a revised Local Plan, Saved Policies from the current Local Plan will carry diminishing weight, as it will be increasingly out of date. There is also a risk that in the interim those applications not fitting with the revised plan could be refused and allowed on appeal by Inspectors would apply the presumption in favour of sustainable development set out in the NPPF unless there are significant adverse impacts as provided in the NPPF.
- 6.9 If the Cabinet agrees to this proposal officers will then consider the various options. There is a duty to cooperate requires local planning authorities and certain other public bodies to cooperate with each other in preparing a Local Plan, where there are matters that would have a significant impact on the areas of two or more authorities which could include working with other authorities including the GLA and for example Havering Council. There is a minimum prescribe list of specific bodies or persons that a local planning authority must notify and invite representations from in developing its Local Plan. The local planning authority must take into account any representation made and will need to set out how the main issues raised have been taken into account. It must also consult the Strategic Environmental Assessment consultation bodies on the information and level of detail to include in the sustainability appraisal report.
- 6.10 While the process proceeds the Council should publish documents that form part of the evidence base as they are completed, rather than waiting until options are published or a Local Plan is published for representations. This will help local communities and other interests consider the issues and engage with the authority at an early stage in developing the Local Plan.

## **7. Other Implications**

- 7.1 **Risk Management** - The Council is required to prepare an LDS under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011). It is also required to prepare an updated Statement of Community Involvement (SCI) and to review the SCI within five years of the adoption of the last

statement (Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017).

The updated LDS and SCI will help ensure that the Council's emerging Local Plan is legally compliant. The publication of the revised LDS and SCI will ensure there is a realistic and achievable programme for the preparation of the Council's planning policy documents and that the community and stakeholders are fully consulted.

- 7.2 **Corporate Policy and Equality Impact** - The planning policy team is undertaking a full Equality Impact Assessment for the new Local Plan Regulation 19 document.

**Public Background Papers Used in the Preparation of the Report:** None

**List of appendices:**

- Appendix A: LBBD Draft Local Plan (Regulation 19 Consultation Version)
- Appendix B: LBBD Local Plan Member FAQs (July 2020)
- Appendix C: LBBD Local Development Scheme (2020)
- Appendix D: LBBD Statement of Community Involvement Refresh (2020)
- Appendix E: LBBD Local Plan Sustainability Appraisal (SA): Note on Reasonable Alternatives as part of the SA for the Local Plan (September 2020)

# London Borough of Barking and Dagenham Draft Local Plan 2037

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Regulation 19 Consultation Version (September 2020)

Prepared by Be First Planning Policy

# Foreword

I'm pleased to introduce this version of our Local Plan to you.

As I've said previously, it is a technical document, but it will be hugely influential in determining the scale, pace and quality of development that takes place in the borough over the next 20 years.

Our recent consultation revealed an interest in, and level of engagement with, inclusive growth that we've rarely experienced and I'm pleased to see it reflected in this draft. And, I'd like to thank everyone who contributed.

The world continues to change, of course, and even since we concluded the regulation 18 public consultation, international, national and local events have started to influence our thinking. For example:

- the lockdown resulting from the Covid-19 pandemic, is resulting in dramatic changes in the way people work, travel and socialise;
- new legislation, heralded in the government's recent white paper on planning, will affect a range of our priorities; and
- planning permission has been granted for the Dagenham Film Studios, potentially a huge job generator and catalyst for major new industrial growth.

We've started to reflect on how these issues impact our community and to respond to them in this version of the Local Plan. And, we ask you to do the same as you consider this, the final draft before submission.

This is the last opportunity for any final thoughts or suggestions that you may have, and I encourage you to contribute. It's vitally important that we have all the policy levers we need to deliver the type of development that we aspire to in this borough. Our ambition remains high. We want to deliver growth in a way that will benefit not just local residents, but the population of the capital overall.

Please take a look and let me have your comments.

**Caroline Harper**  
**Chief Planning Director, Be First**



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# Chapter 1: A Vision for Barking and Dagenham 2037

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## Chapter 1: Our vision and objectives

By 2037, we want to realise our vision for *inclusive growth*, to “harness the growth opportunity that arises from our people, our land and our location, while ensuring it is sustainable and improves prosperity, wellbeing and participation for all” why is this in quotes, who is being quoted?. This will mean achieving our objective to deliver:

<b>50,000</b>	<b>High-quality new homes that meet the needs of our residents and working Londoners – in the plan period – in safe and ‘liveable’ neighbourhoods, which are well supported by optimum health, education and community facilities.</b>
<b>20,000</b>	<b>Jobs in diverse enterprises, from media to biotech to food-based industries; re-asserting our role as a key part of London’s industrial engine and an important economic centre in our own right.</b>
<b>463</b>	<b>Hectares of beautiful parks and natural open spaces in combination with development of energy-efficient homes and a decarbonised energy system to make our borough the ‘Green Capital of the Capital’.</b>
<b>7</b>	<b>Areas characterised by distinctive neighbourhoods that are well-connected to each other and where residents and businesses are connected to the opportunity development and growth brings.</b>

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People left behind.

We are not planning by numbers. We want to create great places, and our vision for these places is reflected in our emerging growth strategy.

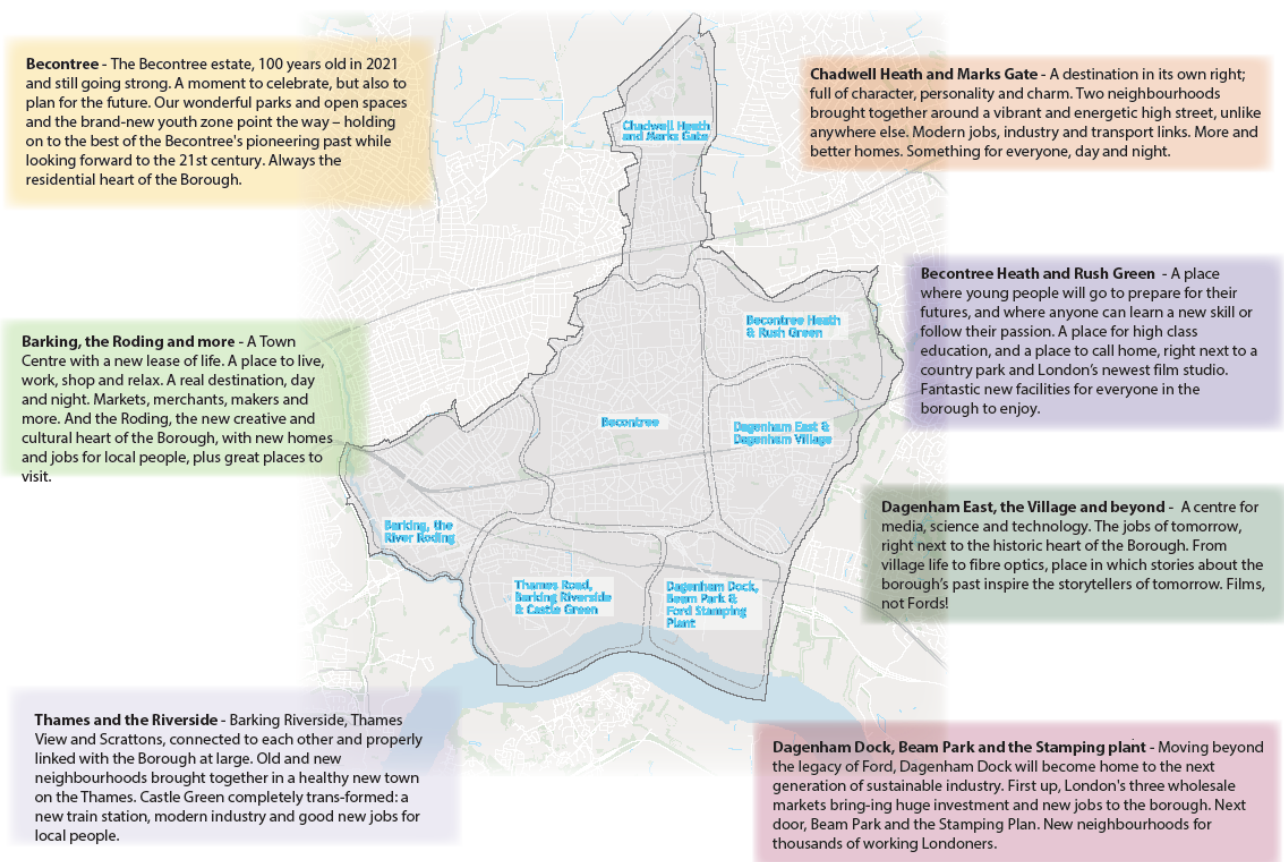


Figure 1 Our vision for seven sub-areas

## Chapter 2: Introduction

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## Chapter 2: Introduction

- 2.1. This Local Plan sets out our strategy for delivering our development cut? vision and objectives by 2037. It sets out a framework for new development in the borough, shaped by engaging with our delivery partners and communities. The Local Plan distils development-related aspects of our emerging Inclusive Growth Strategy<sup>1</sup> and covers a range of issues, from our commitment to building new homes, creating new jobs and taking climate change actions, to our desire to embed healthy new town principles across the borough<sup>2</sup>.
- 2.2. The Local Plan has the status of a Development Plan Document (DPD) under planning legislation. This means that, together with the New London Plan<sup>3</sup>, it will be used to assess and decide on whether planning applications for development in the borough should be granted permission. It should be the starting point for, and set the brief for, developers who wish to submit planning applications in LBBB.
- 2.3. The policies in this plan set priorities for different types of development in different parts of our borough. It's accompanied by a Policies Map, which shows the areas where specific policy requirements apply and also identifies development sites having 'site allocations' which define the way they should be used.
- 2.4. Our Local Development Scheme (LDS), published on our website and regularly updated, can help you identify any other DPDs and related policies set out in Supplementary Planning Documents (SPDs) that are relevant to development in the borough and that should be taken account of in developing planning applications. The LDS identifies all DPDs that have already been adopted or are currently being prepared. It also identifies any adopted and forthcoming SPDs.
- 2.5. We consulted on a draft Local Plan from November 2019 to March 2020<sup>4</sup>. This version of the Local Plan is now being published for comment before it is submitted to the Planning Inspectorate, along with any comments received, for an independent examination. This independent examination will consider whether the plan is 'sound' when considered against the criteria in national planning policy before it can be formally adopted by the Council as planning policy<sup>5</sup>.
- 2.6. Details of how to make comments on this document, including when and where these should be sent, and more details about the examination process are set out in the

---

<sup>1</sup>This document is anticipated for publication in October 2020.

<sup>2</sup> Healthy New Town Principles in a LBBB doc: <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>

<sup>3</sup> The New London Plan is currently scheduled for adoption this year. Further details are provided here: <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/examination-public-draft-new-london-plan/news-about-london-plan-and-associated-london-plan-guidance>

<sup>4</sup> The Regulation 18 Consultation Summary Report, 2020 is anticipated for publication in October 2020.

<sup>5</sup> This is in line with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012)



Statement of Representations Document, which has been published and circulated alongside this document.

- 2.7. The structure of the Local Plan is illustrated in Figure 2. Our long-term and strategic approach to growth is contained within the Strategic Area Policies in Chapter 3 and the strategic policies that open subsequent chapters.
- 2.8. Where policies contain a locally distinctive and alternative approach to that set out in the London Plan or National Planning Policy Framework (NPPF), this is highlighted in the ‘supporting text’ in each section of this Local Plan. However, this is limited to our policy approaches to industrial land release and housing. Our policy approach in each case is (a) justified by local evidence; and (b) will still deliver the outcomes sought by regional and national policies. Once adopted, this Local Plan will supersede our current adopted planning policies as set out in Appendix 1.
- 2.9. The remainder of this Local Plan sets the framework for the kind of development we want to see. It also aligns with relevant government policy, and the Mayor of London’s planning policies<sup>6</sup>. It articulates *how* these national and regional policies should apply locally, taking account of our specific environmental and socio-economic context.

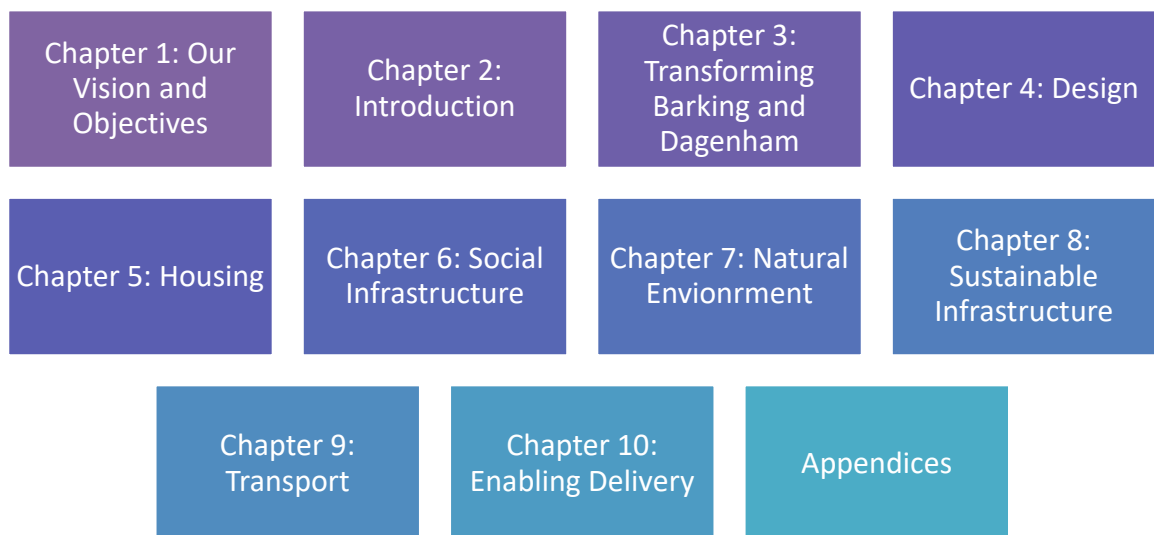


Figure 2 LBBB Local Plan Structure

<sup>6</sup> This Local Plan conforms with the National Planning Policy Framework (2019) and is largely in general conformity with the emerging London Plan

## The opportunity

- 2.10. LBBB is halfway between the City of London, the UK's financial centre, and the M25 motorway which circles the capital (see Figure 3). It is London's single biggest growth opportunity with some of the best-value land for development, including many of capital's largest stretches of undeveloped riverside frontage, and most affordable premises for businesses, large and small in London.
- 2.11. Central London is just 20 minutes by rail. London City Airport, offering international connections, is within 30 minutes by train and the borough is well-connected to the Eurostar at London St Pancras and Ebbsfleet International. The Elizabeth Line (Crossrail 1) railway link is nearing completion and will, once operational, will serve Chadwell Heath. This will slash current journey times to Heathrow International Airport. Important regional economic centres at Stratford, Canary Wharf and Tilbury Docks can all be reached in 30 minutes.

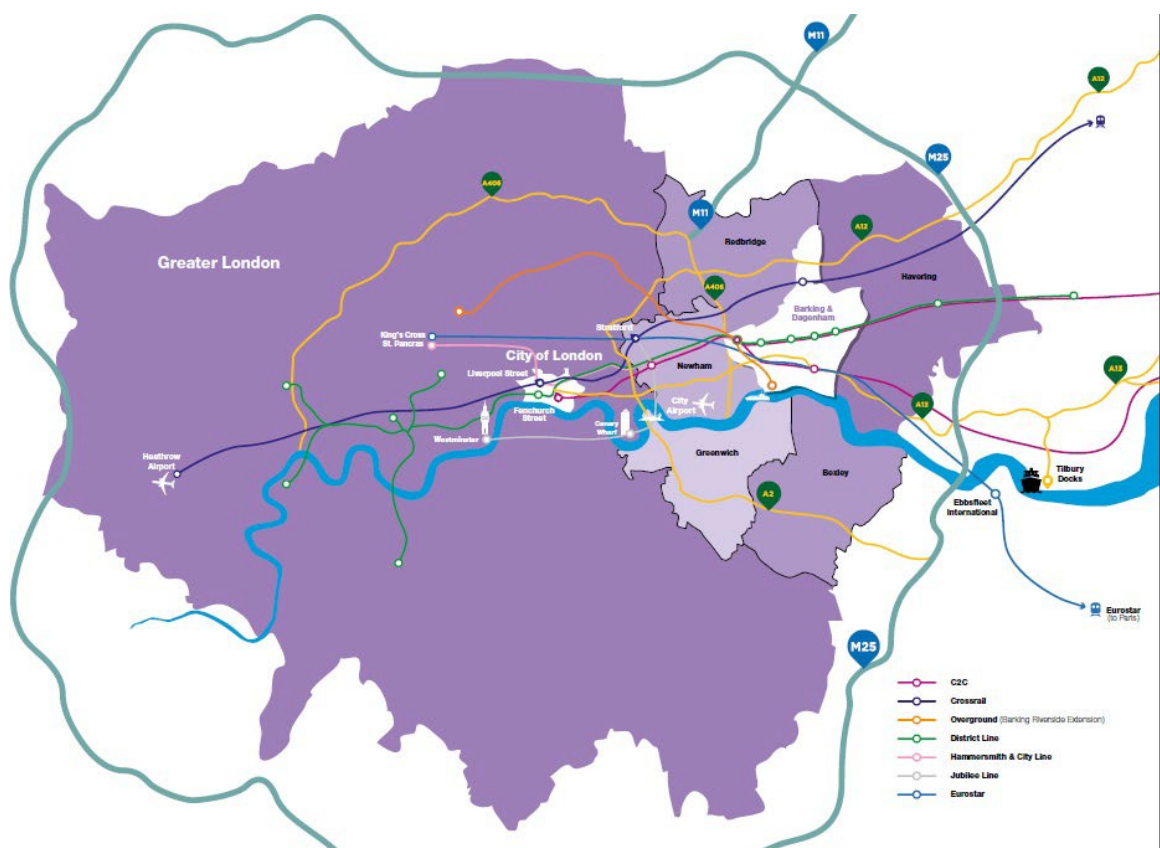


Figure 3 LBBB in Context

- 2.12. Our natural landscapes and heritage assets add value to the future development of the borough – providing a rich and interesting setting for high-quality new development. The River Thames forms the southern boundary of the borough and the River Roding and Beam River are to the west and east. A massive third of the borough, some 463 hectares, is green open space and Epping Forest and the Essex countryside are just a few miles away.
- 2.13. The borough grew from an ancient settlement; evidence of habitation has been found dating back to the Neolithic or early Bronze age, and Barking is mentioned in the Domesday Book of 1066. By the 14<sup>th</sup> century Saltwater fishing was Barking’s main trade and a thriving fishing port supplied London Market’s by the 17<sup>th</sup> Century, reaching its peak in the mid-19<sup>th</sup> century before railway enabled delivery from East Coast Ports<sup>7</sup>.
- 2.14. There are 45 statutory listed buildings, 123 locally listed buildings, 1 scheduled ancient monument and four conservation areas – these buildings and areas of architectural and historic important give a sense of place and distinctiveness. There are myriad features of the historic built, natural environment and the character and ‘feel’ of our neighbourhoods, of which our 211,998 residents are rightly proud<sup>8</sup>.
- 2.15. Our population is diverse; nearly 40% of our residents were born abroad, and as many as 72 different non-English languages are spoken in households across the borough. We celebrate this through a range of programmes that build and reinforce a strong community spirit<sup>9</sup>. Coventry University in London and the award-winning Barking and Dagenham College, along with other educational institutions, are raising skills levels in our population. Our population is younger than most other parts of London<sup>10</sup>. These institutions are already acting to connect their learning, research and innovation activities with the local economy and we will continue to capitalise and expand on this over the period this Local Plan covers.
- 2.16. We are driving a range of interventions to diversify and strengthen the local economy with the GLA and other partners. The planned consolidation and relocation of London’s three historic wholesale markets in our borough – Billingsgate, Smithfield and New Spitalfields – will also bring thousands of new jobs and create opportunities in food-based employment. Development of the name of studios here? film studios at Dagenham East is envisaged as part of a wider digital, science and tech cluster in the borough. The beginnings of an expanded creative sector and cultural offering are also in evidence. Icehouse Quarter Studios on the Roding River are the first steps in a set of longer-term ambitions for Barking town centre to become a location and destination

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<sup>7</sup> LBBB Townscape and Socioeconomic Characterisation Study, 2017

<sup>8</sup> 2018 Mid-Year Population Estimates

<sup>9</sup> A cohesion and integration strategy for Barking and Dagenham, 2019 Accessed:

[https://www.lbbd.gov.uk/sites/default/files/attachments/LBBB8687\\_Cohesion%26Integration2019\\_A4\\_32pp\\_AUG19\\_digital.pdf](https://www.lbbd.gov.uk/sites/default/files/attachments/LBBB8687_Cohesion%26Integration2019_A4_32pp_AUG19_digital.pdf)

<sup>10</sup> Barking and Dagenham (2019) Draft Infrastructure Delivery Plan. Available at:

<https://www.lbbd.gov.uk/sites/default/files/attachments/LBBB-Infrastructure-Delivery-Plan-draft-27-Nov-2019.pdf>

for creative businesses and entrepreneurs.

- 2.17. We also recognise the unique opportunities for developing modern freight and logistics hubs in the south of the borough at the Eurohub, Dagenham Dock and Ford sites. LBBB has the only operational intermodal rail terminal in London (other than ports); the only location in the UK with freight access to HS1 and fast connection to the continent. The area has unique access to the River Thames, the M25 and road access to Central London. We want to work collaboratively with key stakeholders such as Network Rail, DB Cargo, Ford, Tesco, Unilever and the City of London to create a major new logistics hotspot.

## The challenge

- 2.18. The opportunity is real, but we are also being realistic about the challenges we face. There is an urgent need to tackle climate change through reducing the amount of carbon emitted from homes, businesses, constructions and the way we travel. Globally the impacts of a 1°C increase in temperature are already being felt today. The urgency of this challenge led us to declare a climate emergency in January 2020. While carbon emissions in LBBB are lower than other parts of London<sup>11</sup>, taking action to reduce them further is the only way we will meet our ambitious plans for our borough to become net carbon zero before London's 2050 target.
- 2.19. The COVID-19 pandemic is another global challenge that has had a profound impact on way that we live and work. This challenge is likely to continue to affect the way our neighbourhoods are planned, with more emphasis on sustainability, active travel and place-making and access to open space. The economic implications of COVID-19 are still unfolding, but it is almost certain this will cause economic uncertainty in addition to that already anticipated from Brexit.
- 2.20. These immediate problems all take place in the context of other longer-term changes arising from a decline in UK manufacturing, and shift to a service and knowledge-based economy. Industry is already being transformed by technological change, including increased labour automation and the consequent reduced workforce demand. Online retail shopping grew from less than 5% of total sales in 2008 to around 20% by 2019<sup>12</sup> and has exploded under COVID-19 lock down. These challenges for the high street retail sector mean that town and district centres across the country are already in decline. LBBB is not immune from this. Our centres need to develop a new identity as commercial and community centres beyond just shopping if they are to attract new investment and remain viable and vibrant.
- 2.21. These wider economic shifts have meant that many of the major industrial employers

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<sup>11</sup> Department for Business, Energy & Industrial Strategy (2019) 2005 to 2017 UK local and regional CO2 emissions – data tables. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national>

<sup>12</sup> Source: ONS Internet sales as a percentage of total retail sales.

in the area have declined from their peak and some have disappeared entirely. A question mark hangs over the future for the Former Ford Stamping Plant, which manufactures diesel engines, the sale of which will be halted by 2035 at the latest under the government's carbon neutral plans.

- 2.22. There are other local challenges to overcome, too. Longstanding issues of deprivation linked to lower local economic opportunity that have resulted from these local economic shifts, cannot and must not be ignored. The health of our residents is worse than in other parts of London, with lower life expectancy and higher levels of child obesity. Educational attainment continues to be an area of underperformance and this results in a skills deficit – and workforce supply challenges.

### **The key drivers for Local Plan policies**

- 2.23. Even in the face of these challenges, we are aiming to seize the present opportunities to generate social and financial value in LBBB and we have established and invested our own funds in Be First – our own regeneration company. Be First is tasked with capitalising on the emergence of LBBB as London's growth opportunity, through accelerating the pace and scale transformation of the borough. It has responsibility for not just delivering our planning services, but also for development, including the delivery of thousands of new homes, many of which will be affordable, and new high-quality jobs as well as creating great places to live, work and play that build on the borough's amazing history and traditions. Profit that we make will be channelled into funding Council services, including for the most vulnerable in our communities. Existing residents will benefit from the opportunities that come from new investment and regeneration.

### **Industrial areas fit for future growth industries**

- 2.24. We want to support our local economy, and that of Greater London, by stepping up investment in our ageing industrial stock. LBBB has around 446.3 hectares of strategic industrial land accommodating slightly more than 1.5 million square metres of commercial floorspace, with 70% of this floorspace being located within the Strategic Industrial Locations and 22% within the Locally Significant Industrial Sites<sup>13</sup>. We want to transform these floorspaces into modern commercial stock capable of attracting modern businesses, and creating diverse new jobs at all levels, along with supply opportunities for our residents and businesses.
- 2.25. While there is much uncertainty, we know the future is not in the heavier, and often more polluting, industries. Growth prospects lie within the rising care, creative, logistics, city markets, education, and construction sectors. Within these sectors there are opportunities to provide training and career progression in the borough<sup>17</sup>. We also

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<sup>13</sup> LBBB Borough Industrial Strategy (2020)

have ambitions to attract investment in the decarbonisation sector, bringing both economic and environmental benefits and linked to our aspiration to become London's Green Capital within London, could spearhead this aspiration.

- 2.26. In parallel with this, action to upskill the borough workforce and improve digital infrastructure will need to continue.

## Stepping-up housing delivery

- 2.27. Our housing target since December 2019 is 1,944 new homes each year until 2029, as set out in the draft New London Plan. In common with the rest of London, the need for affordable housing is particularly high. Most of our current housing stock was built between 1919 and 1944. Development in more recent years has been slower so we are taking action to pick up the pace. We are making every effort to not only identify these sites but also to work with developers and infrastructure providers to improve our rates of delivery, and to align growth with critical and necessary infrastructure. Our own development activity, driven by Be First, the Council's Regeneration Company, will increase housing supply significantly and allowing us to meet and exceed our total supply target.
- 2.28. Delivery is, of course, impacted by a range of other factors from site specific matters to such as infrastructure requirements to global trends such as economic impacts arising from COVID-19. We anticipate delivery will be slower in the earlier years, but it is expected to step up later in the Local Plan period.

## Unlocking growth through infrastructure investment

- 2.29. Ensuring there is necessary social infrastructure – schools and health services – to meet the needs of new and existing communities is a must. While strategic transport access is good, connectivity and capacity issues at stations in Barking and Dagenham, on the Tube, C2C line and the A13 and other parts of the road network must be addressed to avoid 'holding the borough back' from attracting investment<sup>14</sup>. In the wake of COVID-19, improving walking and cycling infrastructure has also been upgraded from important to essential. There are other local environmental infrastructure needs, too. Areas of land within the south of the borough are at significant risk of tidal and coastal flooding<sup>15</sup>, and flood defences and flow control structures must be maintained.

<sup>14</sup> Metro Dynamics (2019) Growth Commission Stocktake Towards Inclusive Growth for Barking and Dagenham. Available at: <https://modgov.lbbd.gov.uk/internet/documents/s128726/Growth%20Commission%20Stocktake%20Report%20-%20App.%20A.pdf>

<sup>15</sup> WSP Parsons Brinckerhoff (2017) London Borough of Barking and Dagenham Local Flood Risk Management Strategy. Available at: <https://www.lbbd.gov.uk/sites/default/files/attachments/Local-Flood-Risk-Management-Strategy.pdf>

## Becoming the Green Capital of the capital

- 2.30. We are committed to creating a clean, green and sustainable borough, reinforced by our climate change emergency declaration, and our targets to becoming a carbon neutral council by 2030 and a carbon-neutral borough by 2050. To help achieve these targets, we are promoting the development of sustainable infrastructure and the protection and enhancement of our natural environment through our policies. In particular, there is a strong emphasis on high standards of: energy efficiency; sustainable design and construction; utilising innovative renewable energy technologies; vastly improving air quality; conserving our water and natural resources and reducing our waste.

## Promoting sustainable transport

- 2.31. We recognise our ambitions for the scale of new housing and development will require a new emphasis, promoting a shift to sustainable modes of transport (walking, cycling and public transport) with less dependency on car use. To achieve this, we are promoting ambitious targets in line with the Mayor's Transport Strategy, Vision Zero and our Climate Emergency of 10% traffic reduction and 20% increase in public transport supporting more walking and cycling toward the London Plan sustainable mode share target of 75% for Outer London.

# Chapter 3: Transforming Barking and Dagenham

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## Chapter 3: Transforming Barking and Dagenham

### LBBB Strategic Development Strategy

- 3.1. This chapter sets out our growth and development strategy, which reflects the borough's significant potential to deliver new homes, jobs and supporting ancillary uses. It identifies the quantum of new homes together with other economic uses including industrial and commercial development and the development principles that will shape within the next 17 years. Key infrastructure interventions needed to deliver growth are also outlined. This chapter contains the following policies:

STRATEGIC POLICY SPDG1:	Delivering growth in Barking and Dagenham
AREA POLICY SPP1:	Barking and the River Roding area
AREA POLICY SPP2:	Thames Road, Barking Riverside and Castle Green
AREA POLICY SPP3:	Dagenham Dock, Beam Park and Stamping Plant
AREA POLICY SPP4:	Chadwell Heath and Marks Gate
AREA POLICY SPP5:	Dagenham East and Dagenham Village
AREA POLICY SPP6:	Becontree
AREA POLICY SPP7:	Becontree Heath and Rush Green

### Sustainable growth that is deliverable

- 3.2. The development approach outlined in this chapter has been defined through a sustainability assessment of the impacts of a number of growth options<sup>16</sup>. It focuses more on extensive development in those areas of the borough where there is existing or planned sustainable transport provision to meet demand, and in locations where social infrastructure is already accessible or can be delivered to serve the community. By adopting this planned distribution of growth, we hope to minimise carbon emissions arising from transport as well as addressing local air quality impacts.

- 3.3. Allowing for significantly increased development densities, in identified

<sup>16</sup> Detailed assessment of growth options is set out in the Local Plan Sustainability Appraisal, which will be published in October 2020.

Transformation Areas and other appropriate locations with good transport access, helps to deliver much needed housing and spaces for businesses to grow. It also limits encroachment on the natural environment, which has an important role in addressing climate change impacts.

- 3.4. While sustainability has driven our approach, we have also considered the viability implications of the development strategy set out in this chapter and the specified policy 'asks' of development set out in the remainder of the Local Plan. We have tested the individual and cumulative effects of our policies on development viability, and our assessment demonstrates that our approach is deliverable.

### Intelligent use of industrial land to deliver more homes and more business space

- 3.5. Central to our development strategy is the adoption of a more intelligent use of our industrial lands, particularly those benefiting from new public transport infrastructure, enabling the provision of more floorspace and greater job densities on less land, and enabling the provision of new homes to meet needs. We have identified as many housing sites, in our housing trajectory, as we are sustainably able to, in order to maximise delivery of housing and affordable housing in particular, over the Local Plan period to 2037.
- 3.6. Renewal and intensification of our best performing and best located industrial areas, in particular Dagenham Dock, is also planned. Introducing a mix of commercial uses, including office, light industrial and studio commercial floorspace, is key to attracting new industries. These sectors require different types of workspace, more oriented towards office, light industrial and storage space. Many such businesses are capable of being located near residential areas – and even as part of mixed-use residential development.
- 3.7. Providing this flexibility in industrial areas will help to create separation between heavier industrial uses and residential uses. More 'residential neighbour-friendly' mixed-use employment zones in strategic locations also have a role in providing better connections between existing and planned new residential neighbourhoods. It will also enable delivery of social infrastructure, shops and services in the right locations, delivering not just more homes, but places people enjoy visiting and living in.

### Strategic Area policies and Transformation Areas

- 3.8. **Policy SPDG 1** explains our overall strategy for delivering growth. The seven 'area policies' that follow explain *how* this overall growth strategy will be implemented in different areas across the borough. These areas relate to the

places identified in the vision at the beginning of the Local Plan, which, in turn, reflect our emerging Inclusive Growth Strategy. These area policies take account of the existing character and contexts of the distinctive neighbourhoods within each of these areas, and their future potential for development and improvement.

3.9. **Transformation Areas** are also highlighted within these Strategic Area Policies. Transformation Areas are locations that are likely to be subject to more extensive growth and development. They include our most significant development sites, which have been identified as site allocations or masterplan frameworks. Site allocations that have been identified in Appendix 2 are key to the delivery of the Local Plan and London Plan ambitions. Allocations are included on the basis that they:

- have a total site area or remaining developable area (where applicable), of greater than 0.25hectare; and
- deliver 150 homes or more or 500 sqm or more of commercial floorspace over the Local Plan period (excluding sites with implemented planning consents); or
- can deliver a critical and essential piece of identified infrastructure for the area over the Local Plan plan period; or
- where existing site-specific characteristics mean establishing the acceptability of uses and quantum development on the site is especially necessary to enable delivery; and
- small sites (less than 0.25 hectare) that contribute to meeting the overall housing target.

3.10. The level of detail across these area policies is not standardised. For example, the policy for the Barking and River Roding contains more detail than that for Becontree Heath and Rush Green. This is intentional. More detailed policies reflect the scale of development and complexities involved in unlocking growth in that area. However, policies still set high-level development for these neighbourhoods and highlight some key infrastructure needs in these locations. This is to ensure that the impact of neighbouring development does not adversely impact provision for these communities – and that they benefit from opportunities in Transformation Areas.

3.11. We may produce further Supplementary Planning Documents (SPDs) in the form of masterplans or local design guides for these Transformation Areas, or for key sites within them to supplement the policies in this section. We have already started preparing masterplans for Chadwell Heath, Castle Green and Thames Road and River Road, Barking town centre and Town

Quay area. Design guidance may also be prepared for existing neighbourhoods focusing on smaller scale and householder development; such guidance for Becontree Estate is currently being prepared.

3.12. The key evidence documents that this section relies on includes:

<b>Key evidence documents</b>	<b>Date produced</b>
LBBB Local Plan Sustainability Appraisal	2020
LBBB Local Plan Viability Assessment	2020
LBBB Borough Industrial Strategy	2020
LBBB Infrastructure Delivery Plan	2020
LBBB Green Grid & Biodiversity Strategy	2019
LBBB Townscape and Socioeconomic Characterisation Study	2017
Barking Riverside Gateways Housing Zone	2015

## STRATEGIC POLICY SPDG 1: Delivering growth in Barking and Dagenham

1. The Council will take a positive approach to development and will work with the local community, landowners, developers and other key stakeholders to proactively deliver the borough's development vision and objectives.

### Intelligent use of our industrial land

2. The Council will support the development of 50,000 new homes and 20,000 new jobs across the borough. This will be largely achieved through intensification and redistribution of borough's industrial floorspace and complementary commercial uses, particularly focusing on the existing sites south of the A13 including Castle Green and Box Lane, River Road and Creekmouth and Dagenham Dock; Chadwell Heath Industrial Estate; and Dagenham East.

### Transformation Areas

3. Extensive and larger scale development will be focused primarily in Transformation Areas. These are:

- a) Barking town centre and surrounds
- b) Barking Riverside
- c) Thames Road and River Road
- d) Castle Green
- e) Chadwell Heath
- f) Dagenham Dock
- g) Dagenham East

4. These Transformation Areas offer the potential for higher density and taller development, particularly near the existing or planned transport hubs. Existing residential neighbourhoods, including Becontree Estate and Dagenham Village, will be the focus of smaller-scale developments and improvements to connectivity, local environmental and design quality, as well as new services and opportunities.

### Town centres

5. Barking's major town centre and district centres of Chadwell Heath, Dagenham Heathway and Green Lane, together with proposed new District Centres at Barking Riverside and Merriellands Crescent, will remain as our

focus for retail development and also for complementary commercial, cultural and community uses. At a neighbourhood level, existing neighbourhood centres will also continue to have an important role in providing for convenience shopping.

### Key transport improvements

6. Delivery of key transport improvements, which support strategic links into London, regionally and internationally will be promoted through providing greater access to the rail network, new and enhanced local public transport and walking and cycling connections, which address the north-south severance across the borough and the barrier created by the A13 road.
7. We will support schemes that prioritise pedestrians over cars, improve the cycling environment and increase access to stations. These will be prioritised as follows:

- a) Barking town centre and surrounds
- b) Barking Riverside
- c) Thames Road and River Road
- d) Castle Green
- e) Chadwell Heath
- f) Dagenham Dock
- g) Dagenham East

8. We will plan and seek future funding to deliver more liveable and low-emission neighbourhoods, which promote good streetscape, healthy streets, and road safety. This will provide benefits in terms of air quality and health, and with new infrastructure, it will encourage cycling and walking and reduce reliance on car use.

### Social and sustainable infrastructure

9. We will seek the delivery of other social and sustainable infrastructure, identified in the Council's most up-to-date Infrastructure Delivery Plan, which will be prioritised as follows:

- a) expanded education provision
- b) primary health care facilities
- c) parks and open spaces
- d) new or improved community and cultural facilities

- e) energy infrastructure including District Heat networks
- f) improved digital infrastructure



Figure 4 Key Diagram Illustrating Policy SPDG1

## STRATEGIC POLICY SPP1: Barking and the River Roding Area

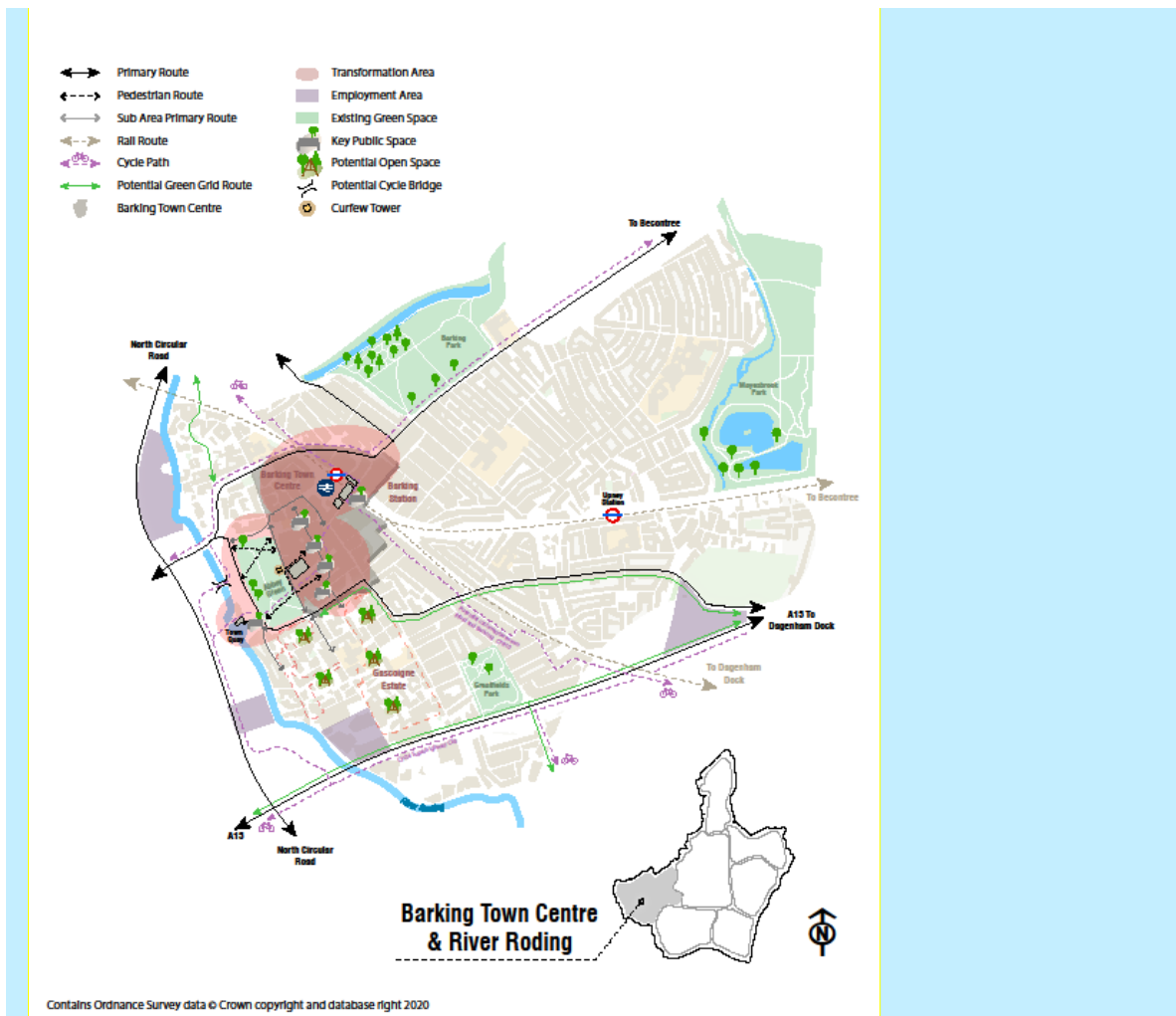


Figure 5 Key Diagram Illustrating Policy SPP1

### Development potential

1. In this area there is indicative capacity for 15,000 new homes in the plan period. The key site allocations are illustrated in Figure 6 below.



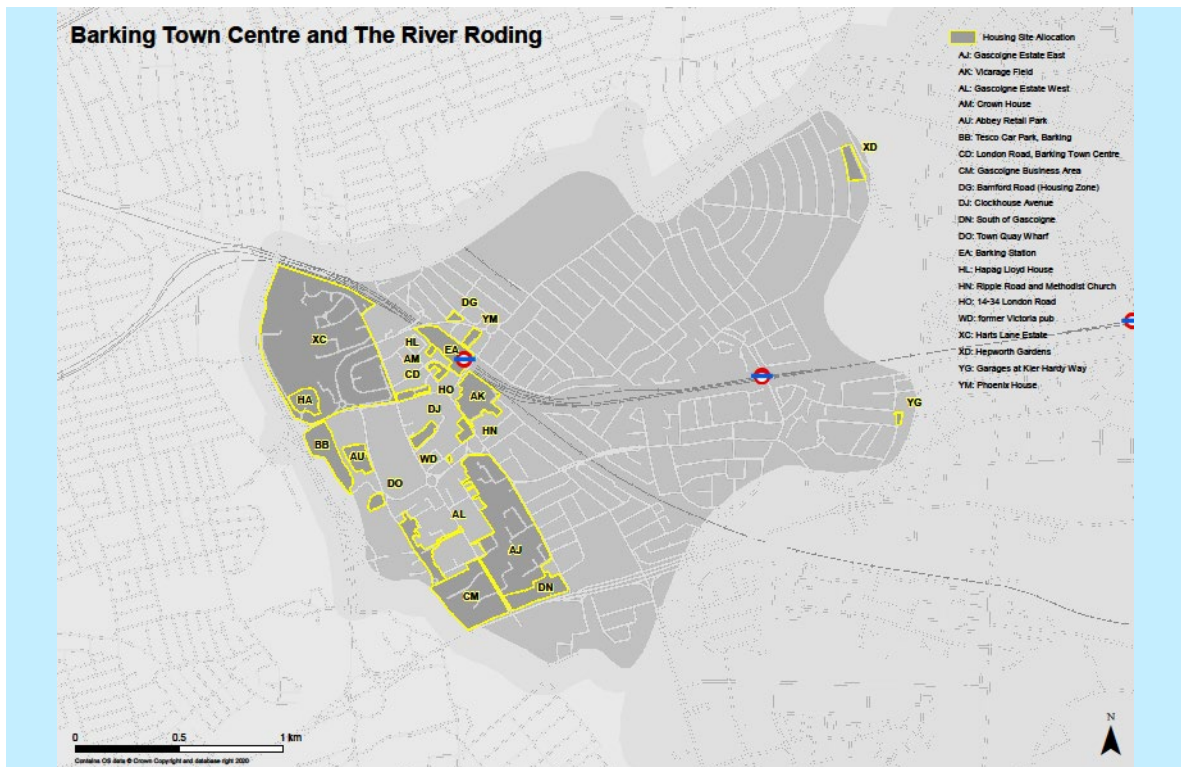


Figure 6 SPP1 Site Allocations

### Barking town centre and surrounds Transformation Area

2. Development in Barking town centre should contribute to creating a thriving 21<sup>st</sup>-century town centre, with an intensified range of activities and uses to support existing and new communities. It should be informed by its rich history and heritage; revealing, restoring and telling Barking's story. The Council will support development that contributes to the delivery of:

- a) varied retail, cultural and community offer alongside office and residential development
- b) Renewal of the Barking Station building and public realm and redevelopment of the surrounding area to include buildings taller than prevailing heights, where this recognises its historic quality and realises the potential to increase its capacity and provide a fitting gateway to the town centre and LBBB as a whole
- c) comprehensive redevelopment of Vicarage Fields Shopping Centre as a high-quality and high-density mixed-use development, which responds to the existing built form and contributes to the vitality of the centre and which reinstates it as a natural part of the pedestrian network with new routes connecting with existing streets and movement patterns

d) broad range of social infrastructure, including schools, childcare facilities, health services, place of worship, libraries, youth facilities, sport and leisure facilities, all of which contribute to the quality of life and well-being of the population

e) continued improvements to public realm between key buildings, and introduction of urban greening and the creation of a lively street culture and safe environment in East Street – reinforcing the role of this area as an important social asset for the borough

f) Retaining and developing Barking Market's role in the commercial and community offer area, working with and accommodating existing operators in their current location

g) Working with the rail industry to upgrade access and capacity at Barking Station in line with Network Rail's increased passenger projections.

h) Continued improvements to the public realm around the station, including making Station Parade pedestrian and bus only, with greater public transport and cycle access to the town centre, and promoting car-free developments near the station

3. Reduce separation between the town centre, High Street and the River Roding – reposition Town Quay and Abbey Green as a focal point of the town centre and strengthening pedestrian and cycle routes and way-finding in the entire area, opening up access to and attracting visitors to the River Roding. Key measures could include:

a) improved access to St. Margaret's Church and the Abbey while avoiding damage or detracting from its historic setting, including improved landscaping, pedestrian paths and amenity provision across Abbey Green, including play, seating and lighting

b) sensitive development that enables river views and appropriate response to listed granary building, with lower scale development at the quayside increasing to northern and southern edges

c) greater townscape legibility, including taller buildings, as part of development on the River Roding at varied heights to avoid any canyoning effect.

4. Redevelopment of the Gascoigne Estate should deliver homes and a new liveable neighbourhood through contributing to:

- a) locating community buildings in strategic places to create points of attraction and more active street frontages
- b) restoring the historic grid pattern in Gascoigne Estate through more legible connections and fine grain permeability that allows ease of movement and creates a more walkable environment
- c) a clearly defined hierarchy of public, private and semi-private outdoor spaces, which are tailored to fit well in the context of the fine grain permeability and promotes activity and play.
- d) the enhancement of the particular biodiversity value throughout the area, including tree planning in appropriate locations and retention of the existing London Plane trees that line and characterise Abbey Road.

**Access and connectivity**

5. Promote further measures to improve access across the town centre including:

- a) creation of new pedestrian links and crossing points over the railway tracks at Barking Station to improve permeability and ease of movement and connectivity to existing and future housing sites
- b) strengthening the existing pedestrian and cycle path at Gascoigne Estate and creating new cycle routes throughout the town centre and connecting to the station, with provision of cycle parking in accessible locations that do not obstruct pedestrian movement, including a more legible green route from the Barking Station to East Street
- c) prioritising pedestrian and cycle movement and safety around Town Quay, including restricting Highbridge Road to a minimum of one-way for vehicular traffic, including a new cycle bridge over the River Roding
- d) coordinated approaches to servicing access to the town centre through applying the “last mile delivery” and locating parking associated with servicing in locations which prioritise pedestrian safety and experience

e) establishing a clear hierarchy of routes for pedestrian and cyclists throughout the estate through landscaping features and selection

f) examining potential to close Broadway to general traffic and enhancing walking routes to Abbey Green

g) downgrading traffic and widening pavements along St Pauls Road in order to improve connections to Gascoigne

6. Masterplan Supplementary Planning Documents or development briefs may be prepared to support the development of key sites in Barking town centre and Surrounds. The preparation of Masterplan Supplementary Planning Documents for Barking Station, East Street and the River Roding are anticipated. The emerging Gascoigne 'Big Picture Neighbourhood Strategy' is also under development and will include design principles to support implementation of this policy where it relates to the Gascoigne Estate.

7. A town centre Movement Strategy is currently in preparation and will be available on the Council's website later in 2020.

**STRATEGIC POLICY SPP2: Thames and the Riverside**

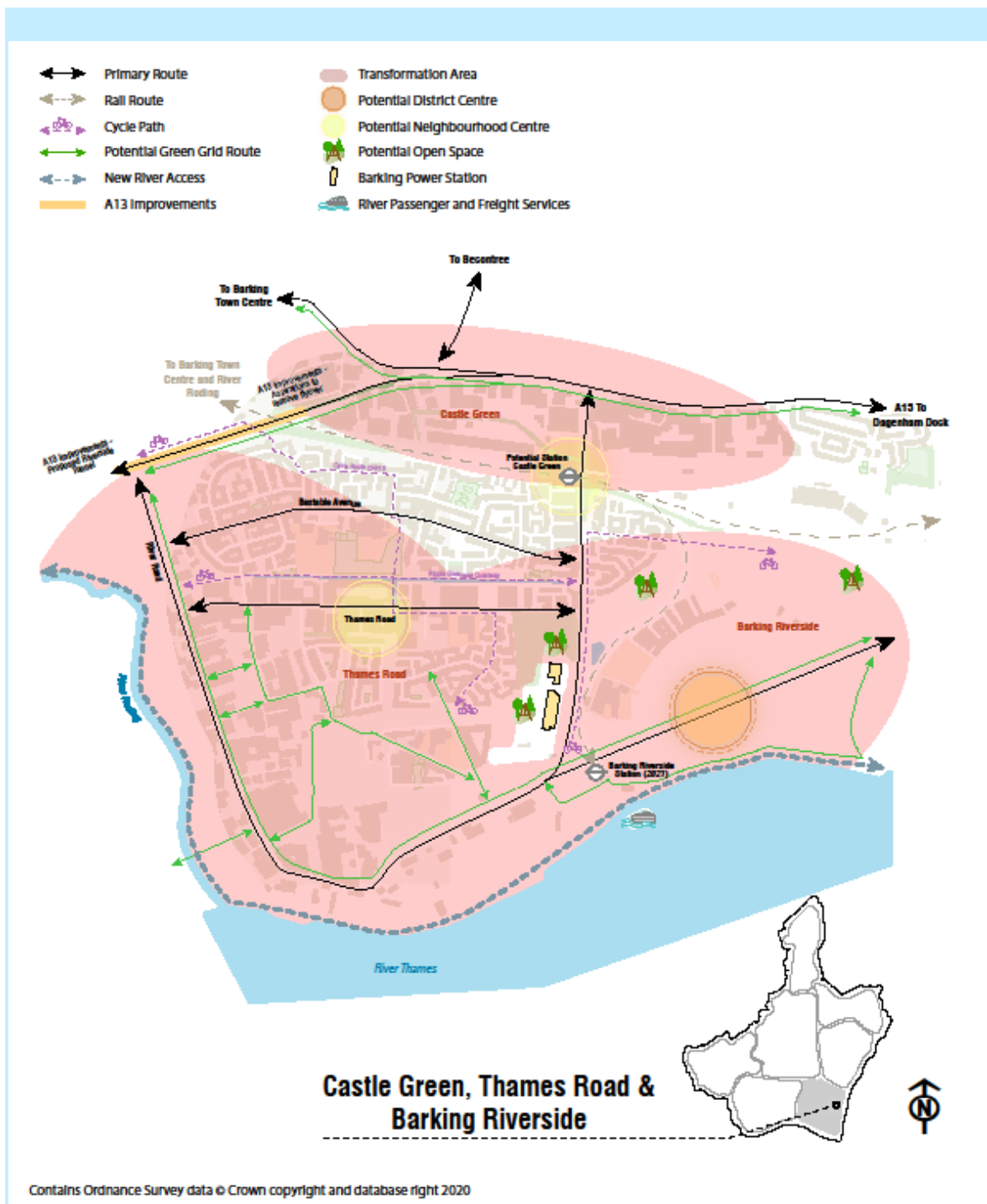


Figure 7 Key Diagram Illustrating Policy SPP2

**Development potential**

1. In this area there is indicative capacity for 13,000 new homes in the plan period. The key site allocations are illustrated in Figure 8 below.

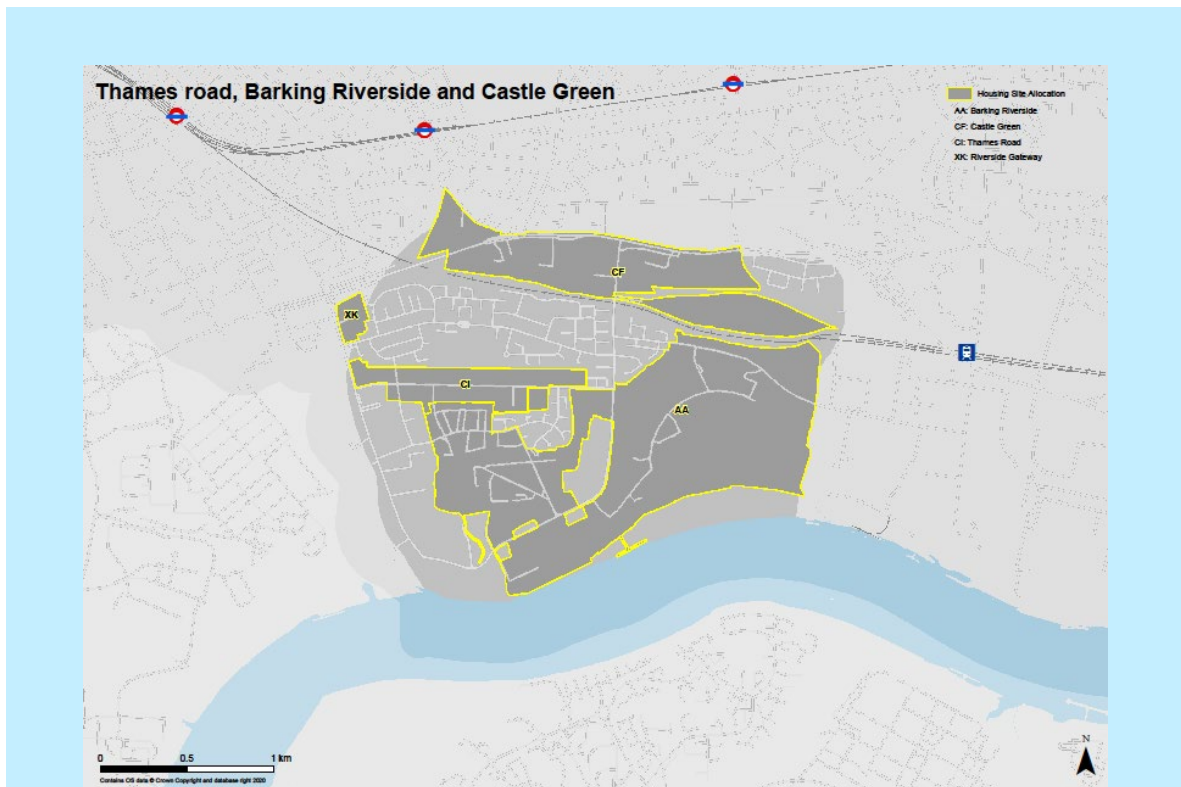


Figure 8 SPP2 Site Allocations

### Barking Riverside Transformation Area

2. The Council will support the comprehensive residential-led redevelopment of Barking Riverside, the largest development in East London, by working collaboratively with the strategic developer, Barking Riverside Limited, and stakeholders. This will optimise the development potential of the site in line with existing and planned transport, including the Barking Riverside Overground Station and the expanded Thames Clipper Service. The Council will support development that contributes to:

a) strengthening the relationship with the adjacent Transformation Areas. Robust consideration of the long-term relationship with Creekmouth site, and potential for a more integrated development approach, including this location, particularly for infrastructure provision such as school provision.

b) intensifying residential development and commercial and leisure development in the new District Centre, adopting more innovative delivery models

c) on-site social infrastructure projects that create capacity for additional new homes and accelerate delivery, enabling new primary school provision in addition to projects already planned for the area

d) sustainable places that create new local identity and distinctive character within the area, each defined by location, density, form and materiality, providing a sensitive design response to the riverside and focus on higher density development and taller building forms within the new district centre.

e) a central boulevard to create a central spine through the area with a dedicated bus-only route

f) high-quality new open space across the entire site, divided between the natural landscape and public parks

g) East-west green links connecting existing green infrastructure assets and link Barking Riverside to River Road and removing physical and perceptual barriers between Barking Riverside and Thames View Estate and prioritising access to the Riverside by opening up 2km of riverfront to walkways and cycle ways

h) a new cycle link CFR10 linking Barking Riverside to Ilford and also prioritising the needs of bus passengers

i) high-quality design that reflects the 10 'Healthy New Town Principles' in development and dissemination of learning to inform other developments within LBBB

### Castle Green Transformation Area

3. The Council will support development that creates a new, thriving community and employment hub that assists the socio-economic development of LBBB. The Council will support development that contributes to the delivery of:

a) high-quality and cohesive residential, employment and industrial zones including:

- new residential development and a new neighbourhood around the new railway station at Castle Green

- A primary school linked to a secondary school with shared sites, subject to feasibility

- Units suitable for heavier industries and new commercial hubs containing a hybrid of employment uses that provide high-quality workspaces, suitable for a range of occupier sizes

- More efficient and intensified use of the freight sites in Box Lane

b) a fundable and affordable solution for the A13 improvements:

- exploring a new tunnel or sustainable treatment of the A13 by burying or innovatively covering the road to reduce air pollution and releasing development land;

- enabling new transport and cycle links to improve existing vehicular and pedestrian routes and connections through the site and reducing severance by connections across the A13

c) digital infrastructure enhancements, including telecommunications and internet such as superfast broadband

d) improvements to the Green infrastructure network, in particular:

- I. Longbridge Road and the junction of Longbridge Road with the A124 Roding Valley and Abbey Road
- II. links between Mayesbrook Park, Barking Park and Goodmayes
- III. works to de-culvert the Gores Brook in Parsloes Park
- IV. Choats Road north and the interface with Pylon Park.

4. A Masterplan Supplementary Planning Document will provide further details and policy guidance on this Transformation Area to support design and expedite delivery.

### Thames Road and River Road Transformation Area

5. The Council will support delivery of the station to unlock the creation of a thriving mixed-use neighbourhood characterised by a rich mix of industrial and commercial space alongside new homes, community uses and open



space. The Council will support development that contributes positively to the delivery of:

a) a mixed-use neighbourhood accommodating housing, industrial and commercial space, focusing on industrial uses to the west of the area, adjacent to the River Roding – potentially through stacking of uses, supported by sufficient yard space and delivery access

b) new residential development, especially to the east of the area, linking the residential areas to the north and south of Thames Road, and creating greater separation of these area from heavy industrial uses

c) new community uses and smaller scale retail provision to support new residential communities

d) expanded education provision

e) connections with district heat network at Barking Riverside

f) a clear network of streets that prioritise pedestrian and cycle movements to encourage active travel and improving pedestrian and cycle routes to the new station at Castle Green and to Barking Riverside

g) flood defences investment focusing on improved river frontage along the River Roding, realignment and landscaping along the River Thames

Improved pedestrian and connectivity within and between the Transformation Areas through:

- establishing north-south green links connecting Thames Road with the Ripple Greenway, Thames View and Barking Riverside Phase 1 development
- creation of a riverside walk along River Roding, with pedestrian crossing at Mayesbrook and A13 underpass

enhancements

- enhancements to pedestrian and cycle links between Thames Road, River Road and Barking Riverside to River Roding and Barking centre

- a new green link along the Roding via Newham into Redbridge and to Wanstead flats.

**STRATEGIC POLICY SPP3: Dagenham Dock, Beam Park and Stamping Plant**

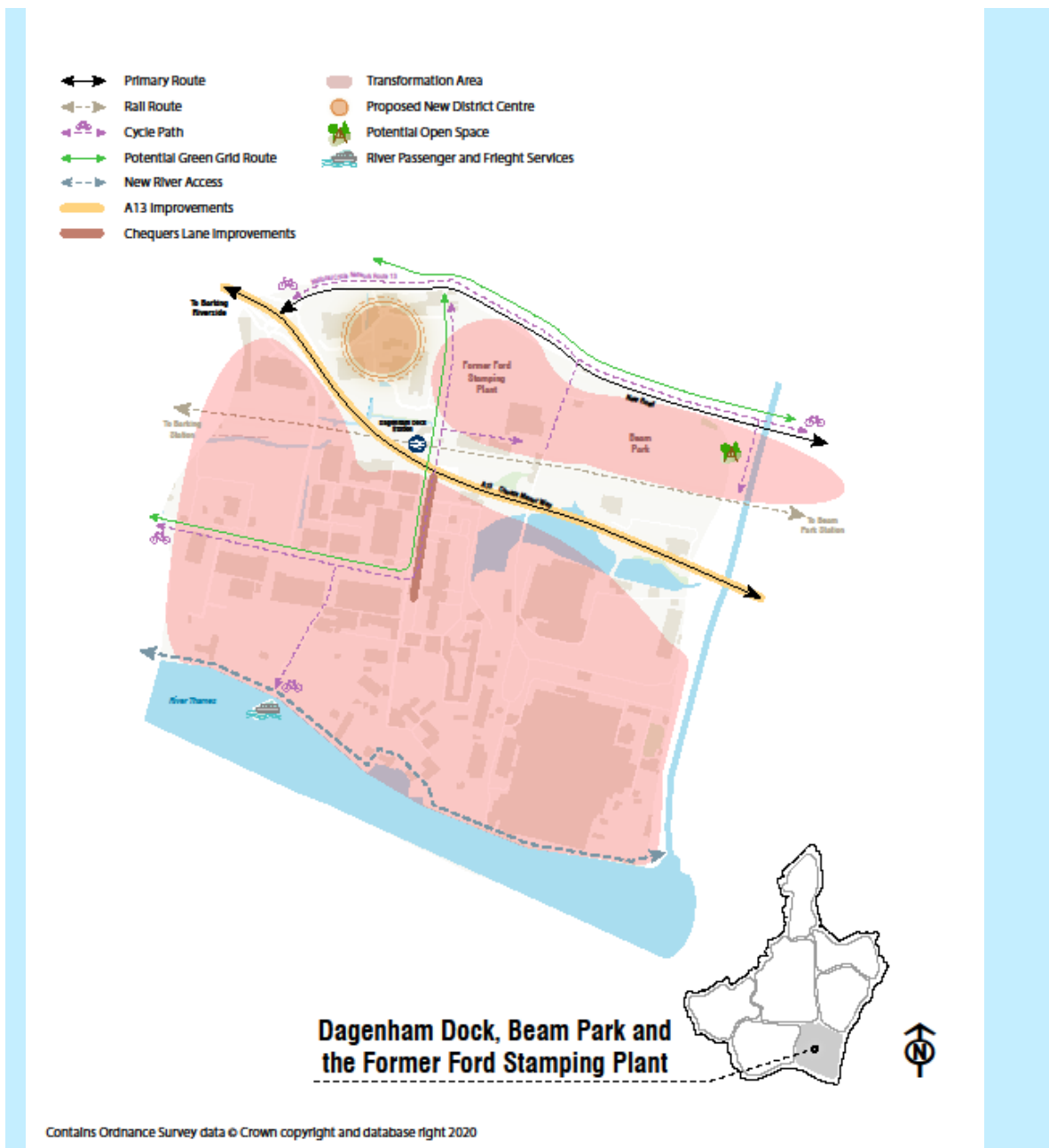


Figure 9 Key Diagram Illustrating Policy SPP3

**Development potential**

1. In this area there is indicative capacity for 6,300 new homes in the plan period. The key site allocations are illustrated in Figure 10 below.

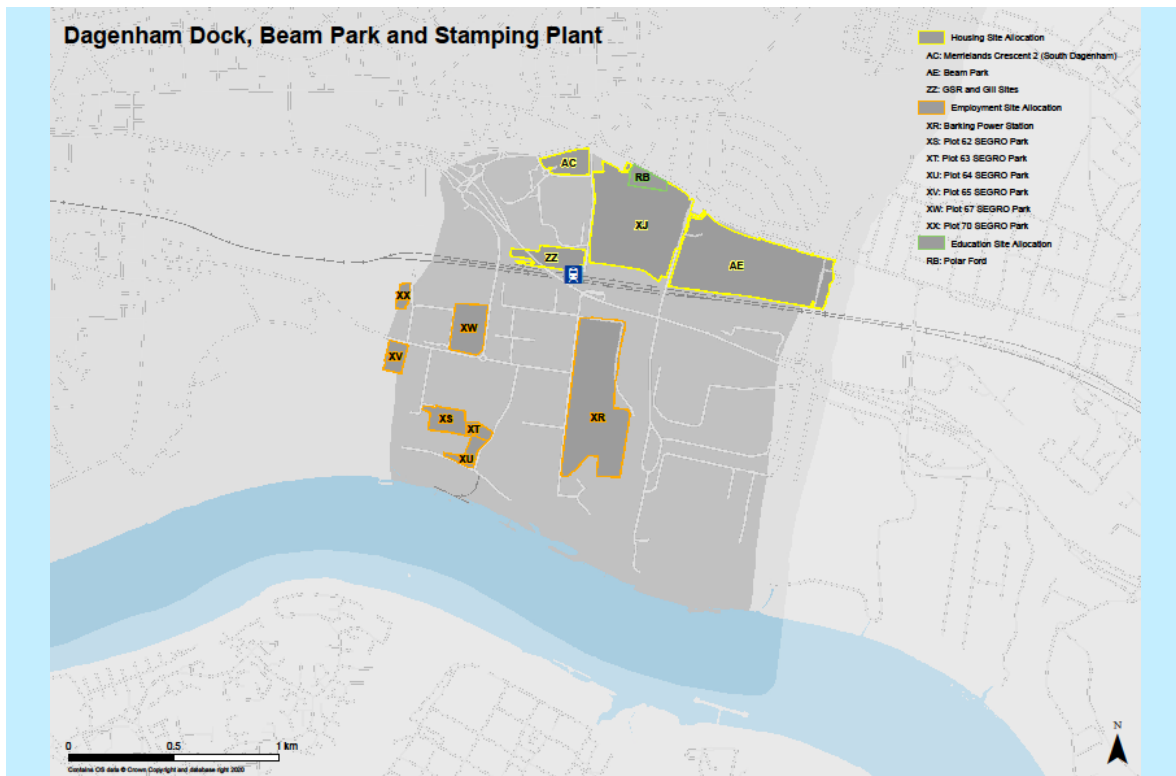


Figure 10 SPP3 Site Allocations

## Dagenham Dock Transformation Area

2. Dagenham Dock is already one of London’s key industrial and commercial areas, home to the Ford Motor Company, and many other leading food, logistics industry and energy sector businesses. It is the new location for London’s three main wholesale food markets and will be the focus of innovative forms of industrial design, including stacked industrial buildings. The Council are working with partners, including the Thames Estuary Commission, Department of Education, as well as existing main landowners including SEGRO, Network Rail, Peabody and the Ford Motor Company Development to regenerate the area and unlock regeneration in the wider Thames Estuary. The Council will support development that contributes positively to the delivery of:
  - a) comprehensive redevelopment of this area as London’s premier Sustainable Industrial Business Park – incorporating a sustainable and green industries hub and building on its location’s logistics, food and energy operations, capitalising on the extensive road, rail and river infrastructure connections, which provide national and international connections
  - b) the successful relocation and consolidation of London’s three wholesale city markets – Billingsgate, Smithfield and New Spitalfields, enabling development that will support its operation within the borough.

c) expansion and intensification of employment floorspace across and complementary commercial uses across the area

d) supporting and developing opportunities to use waste as energy, and to consolidate current waste operations to minimise any detrimental impacts to the wider area

e) supporting the development of existing rail, maritime and river transport infrastructure to be utilised within the wider area and the Thames Estuary as a whole

f) a new secondary school to the north of the area

g) strengthening links to Dagenham Dock Station with a clear hierarchy of movement routes through the site up to New Road. There will be a strong focus on improved visual connections, including cycling and walking paths and green infrastructure

h) creating an active frontage to northern boundary of site.

3. The Council will support development that celebrates the unique industrial heritage value of the site through design and architectural features, as well as introducing new cultural facilities such as museums and art galleries.

4. The scale and massing of development in this area should contribute to the creation of a new coherent townscape and, taking as its starting point, the appearance and materiality of existing spaces and built form to create a organised, unified character.

5. The areas along the A1306 and the railway line, which are primarily higher density plots and frame vistas from this transport infrastructure into the site and areas in this location are particularly appropriate to building significantly taller than prevailing heights, subject to design quality. Development sites close to and adjacent the River Thames could also accommodate taller buildings; however, a variety of heights should be along the river to avoid the homogeneous canyoning effect.

#### Beam Park Transformation Area

6. The Council will continue to support the comprehensive redevelopment of Beam Park by working collaboratively with the Greater London Authority, London Borough of Havering and other stakeholders to support development that contributes to the delivery of a thriving, mixed-use

residential neighbourhood supported by health, education and other community infrastructure. The Council will support development that contributes to the delivery of:

a) new affordable family homes with low rise housing terraces

b) two new primary schools, a new medical centre

c) a station square to provide a new retail and commercial focus to the area, integrated with the planned new transport interchange – Beam Park Station

d) new park and community meeting spaces in an open space and parkland setting to form a natural meeting place for the neighbourhood

e) new hierarchy of routes for safe connections within and between neighbourhoods; a street pattern provides wide shared footpaths and cycle routes

f) a landscape identity that creates clear wayfinding links to and from the park; visible verdant environments that can double for amenity and ecological value

g) a green corridor providing a pedestrian connection to the station and enhancements to the pedestrian and cycle network and experience across the area.

## STRATEGIC POLICY SPP4: Chadwell Heath and Mark's Gate

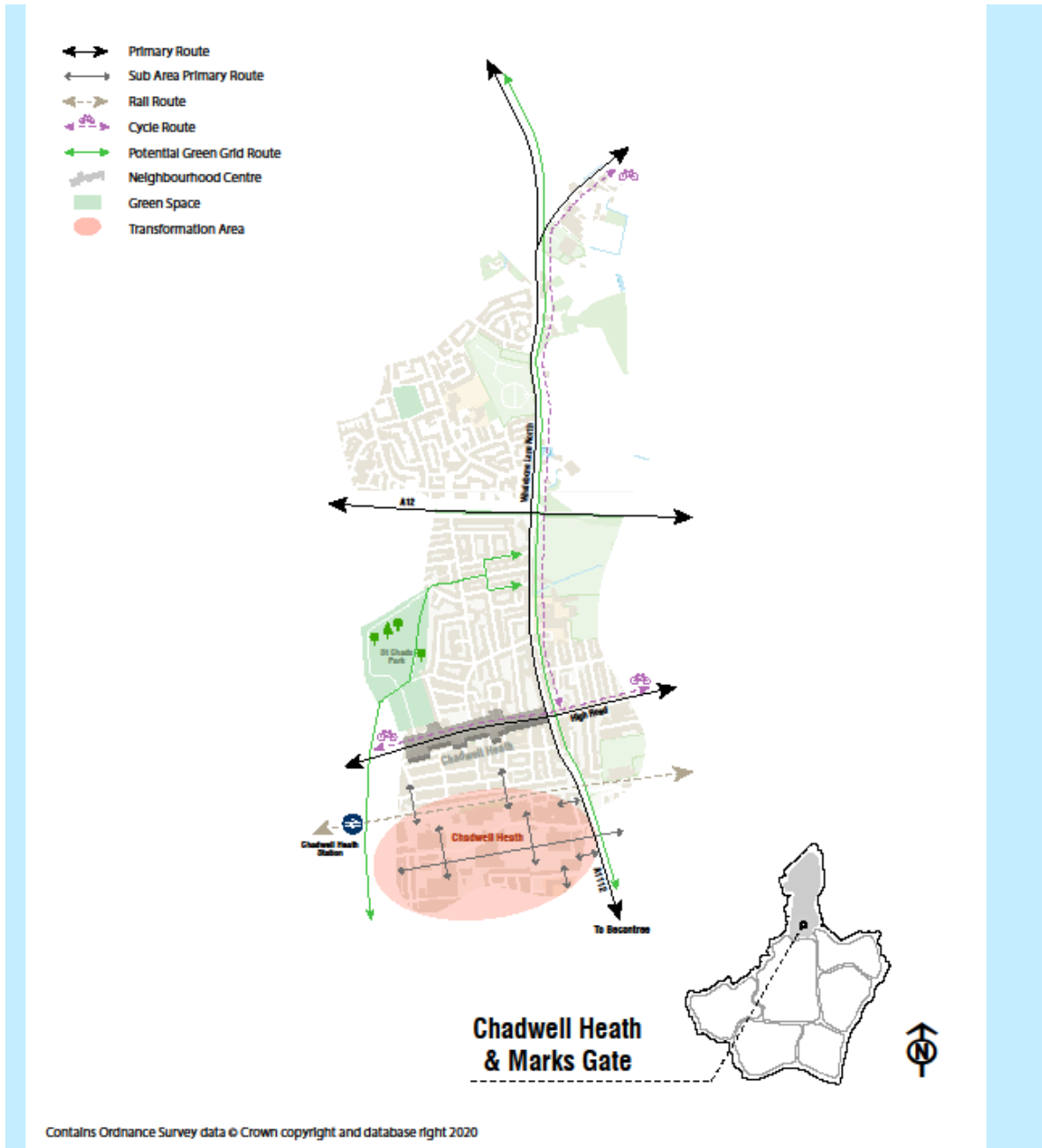


Figure 11 Key Diagram Illustrating Policy SPP4

### Development potential

1. In this area there is indicative capacity for 3,800 new homes in the plan period. The key site allocations are illustrated in Figure 12 below.

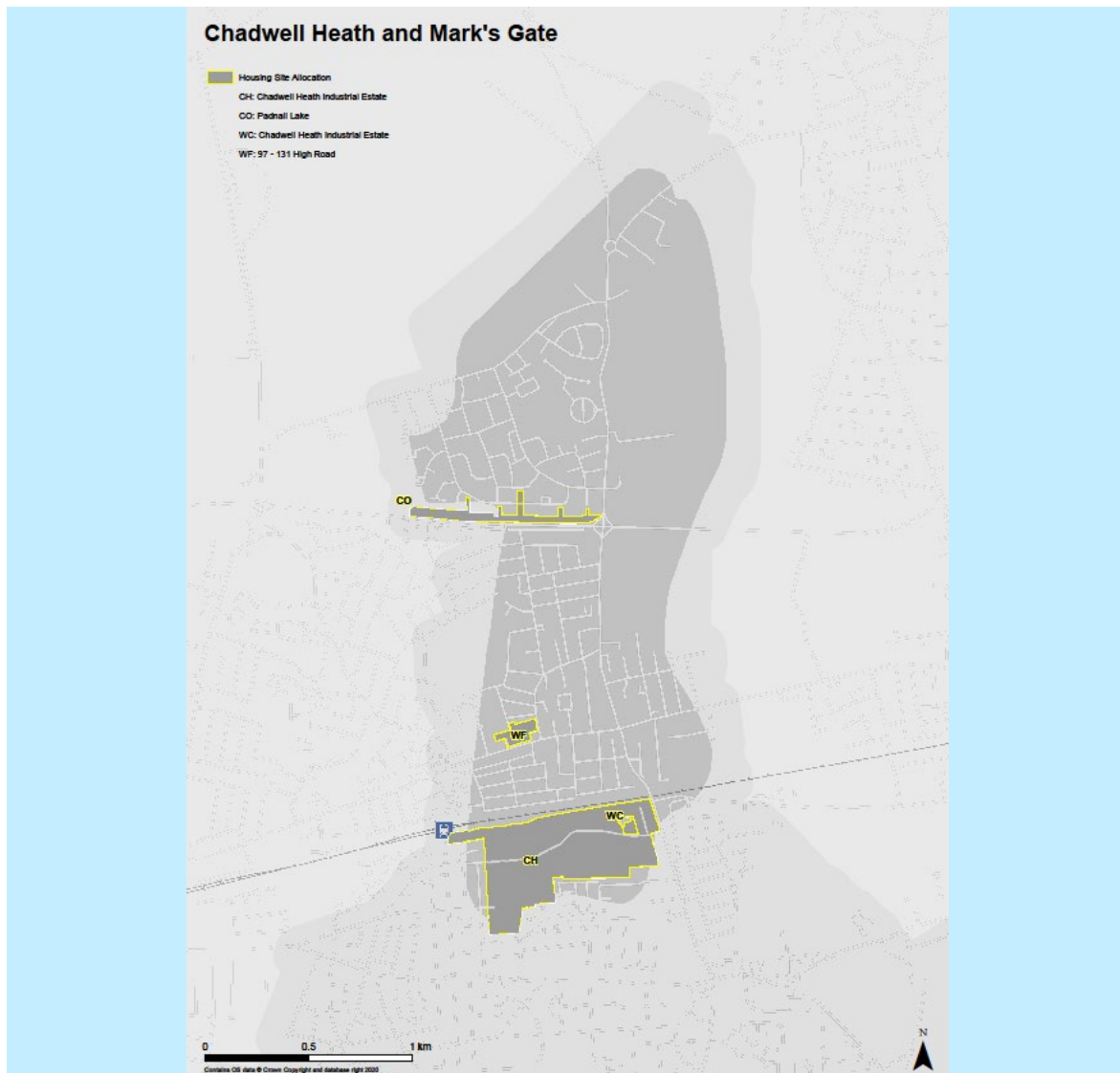


Figure 12 SPP4 Site Allocations

## Chadwell Heath Transformation Area

2. A new liveable mixed-use neighbourhood is planned – optimising the development potential arising from Crossrail – to deliver new homes and jobs that are ‘stitched’ together with existing neighbourhoods. The Council will support development that contributes to the delivery of:

a) intensification and modernisation of industrial uses and integration of these new uses as part of a mixed-use neighbourhood, including through innovative new typologies that enable co-location of industrial and residential uses

b) new homes supported by expanded social infrastructure, such as health facilities, schools, community and faith spaces, and cultural



facilities

c) development that is seamlessly woven into the surrounding context with an appropriate massing strategy that responds to the existing context and urban grain focusing

i. larger-scale development, including buildings significantly taller than prevailing heights in the heart of the area centred on Chadwell Heath Crossrail Station and Chadwell areas along the Freshwater Road and Selinas Lane

ii. smaller, lower-scale buildings on the perimeter to respond to the existing terraced housing

a) a 'sense of place' and local identity through the creation of distinctive character areas across the neighbourhood within the Transformation Area, each defined by location, density, form and materiality

b) improvements to Freshwater Road and Selinas Lane for vehicular access and public transport

c) improvements to the pedestrian environment and connections throughout the area, including markers for intuitive wayfinding

d) improvements to the green infrastructure network, including a green spine, through the area connected to a variety of public realm spaces including parks and squares which are pedestrian and cycle friendly and integrated with existing street and movement patterns

e) enhancement and refurbishment of buildings with local heritage value.

3. A Masterplan Supplementary Planning Document is being prepared for Chadwell Heath Transformation Area to provide further policy guidance to support design and expedite delivery.

#### Other locations

4. The Council will work in partnership with the London Borough of Redbridge, and in consultation with existing residential communities, to achieve more efficient use of land adjacent to Padnall Lake and redevelopment at Mark's Gate.

5. Padnall Lake site will be a significant focus on placemaking activity to create a more liveable residential area that development in this location must contribute to:

a) enabling delivery of more homes set in an improved public realm

b) reconfigured and better located open space that improves quality, access and function

c) provide small-scale community use

d) enhancing areas for wildlife and biodiversity around Padnall Lake as part of any future development masterplans.

6. Mark's Gate site will be a focus of estate renewal through proactive consultation and engagement with existing community in terms of design principles and community infrastructure, particularly where appropriate, sharing of community infrastructure such as schools and library facilities. Further area specific guidance will be set out in a planning brief or a masterplan.

## STRATEGIC POLICY SPP5: Dagenham East and Dagenham Village

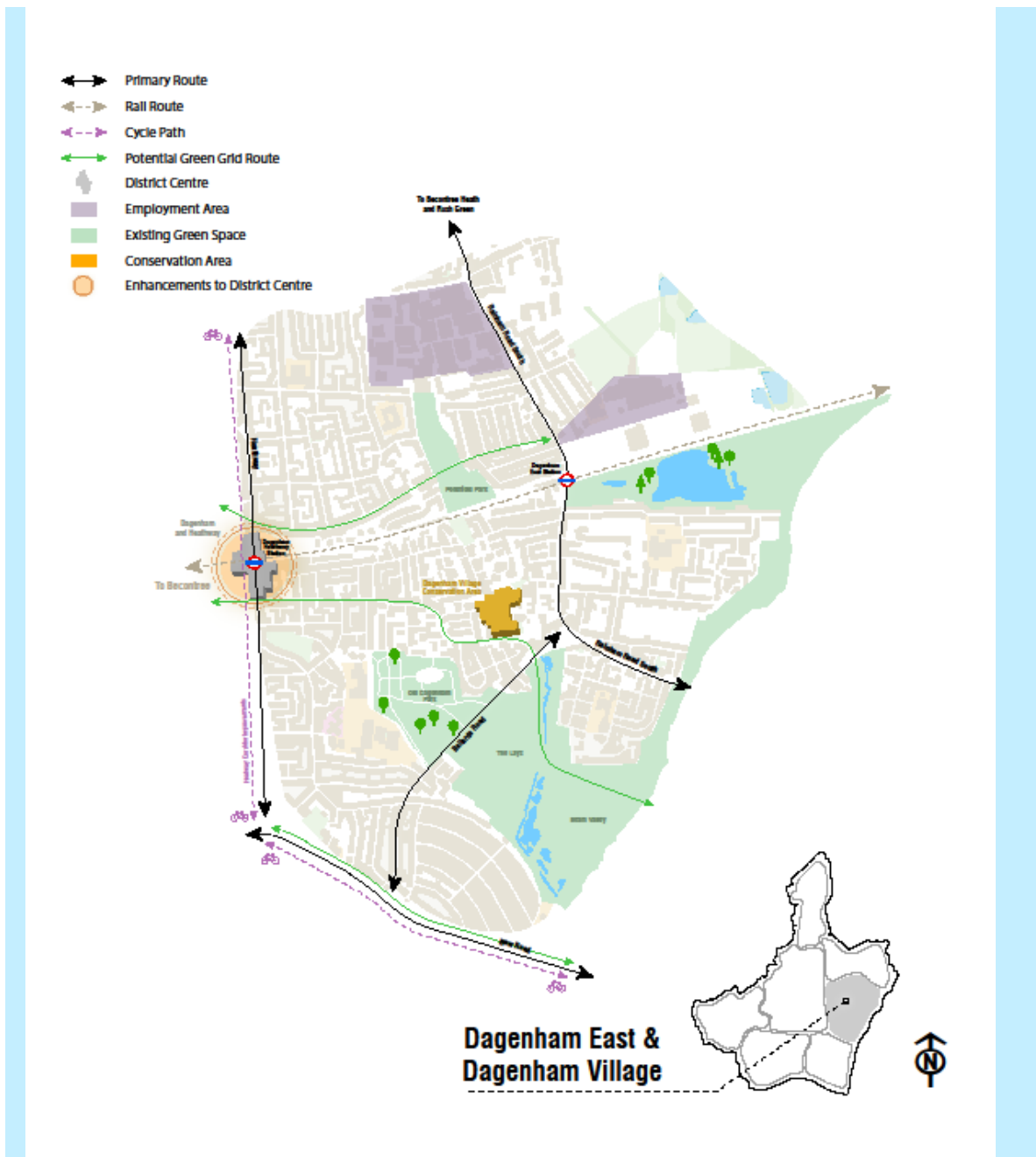


Figure 13 Key Diagram Illustrating Policy SPP5

### Development potential

1. In this area there is indicative capacity for 1,200 new homes in the plan period. The key site allocations are illustrated in Figure 12 below.

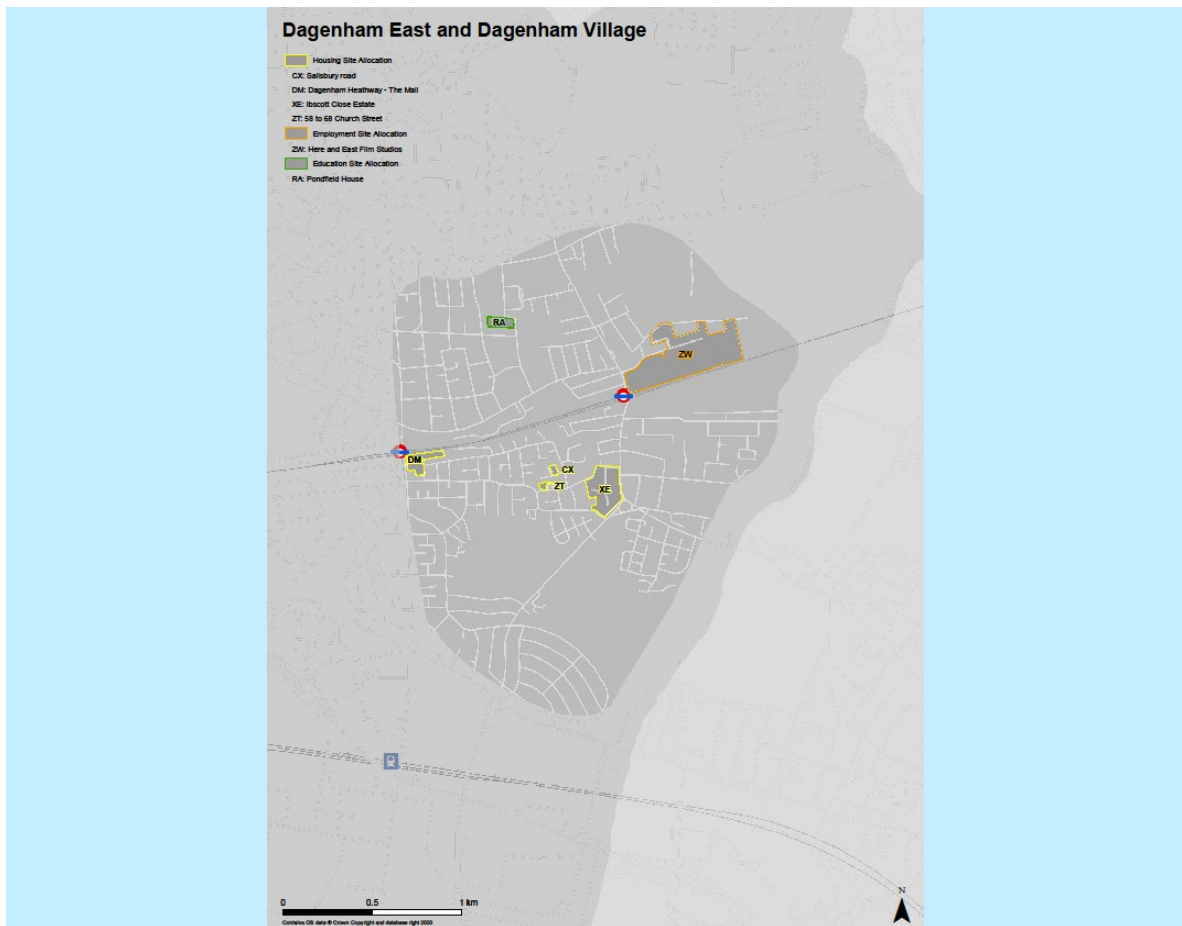


Figure 14 SPP5 Site Allocations

### Dagenham East Transformation Area

2. A new media, science and technology cluster is planned alongside the expanded development of new homes that are well integrated with existing residential neighbourhoods. The Council will support development that contributes to the delivery of:

- a) London’s newest and largest film studios on the former May and Baker site
- b) enhancements to the Dagenham Heathway District Centre in Dagenham Village to create a mixed-use development and create a heart of the residential community
- c) special education needs school provision
- d) improvements to the environmental quality and public realm in the

district centre

e) improvements to the Green infrastructure network including:

I. new Green Infrastructure grid route – Wood Lane and Rainham Road North

II. Reed Road, Rainham Road and Foxlands Crescent

III. linkages to Thames Chase Community Forest

IV. new Green Infrastructure grid route – Wood Lane and Rainham Road North

V. Reed Road, Rainham Road and Foxlands Crescent

VI. linkages to Thames Chase Community Forest

### Dagenham Village

3. Dagenham Village is the historic heart of the borough, and the design will need to respond to this unique and sensitive development context. Development proposals must comply with the local plan policies and the Dagenham Village Conservation Area Character Appraisal (or its updated equivalent) to preserve and where possible enhance the borough's historic environment.

### Supporting infrastructure

4. The Council will support and enable the delivery of infrastructure to support communities in Dagenham East and Village to ensure development is sustainable. Key infrastructure interventions and projects planned include:

a) flood defences including measures to reduce flood risk at Dagenham East Station and numerous defence structures along the Wantz Stream

b) transport and connectivity improvements, including the new C2C station at Dagenham East and Dagenham East Station Accessibility Scheme

c) digital infrastructure enhancements including telecommunications and

fast broadband

d) healthcare facilities (e.g. new primary care hub)

e) early years facilities

f) parks and open spaces

g) community centres and faith spaces

h) children's play and youth facilities

## STRATEGIC POLICY SPP6: Becontree

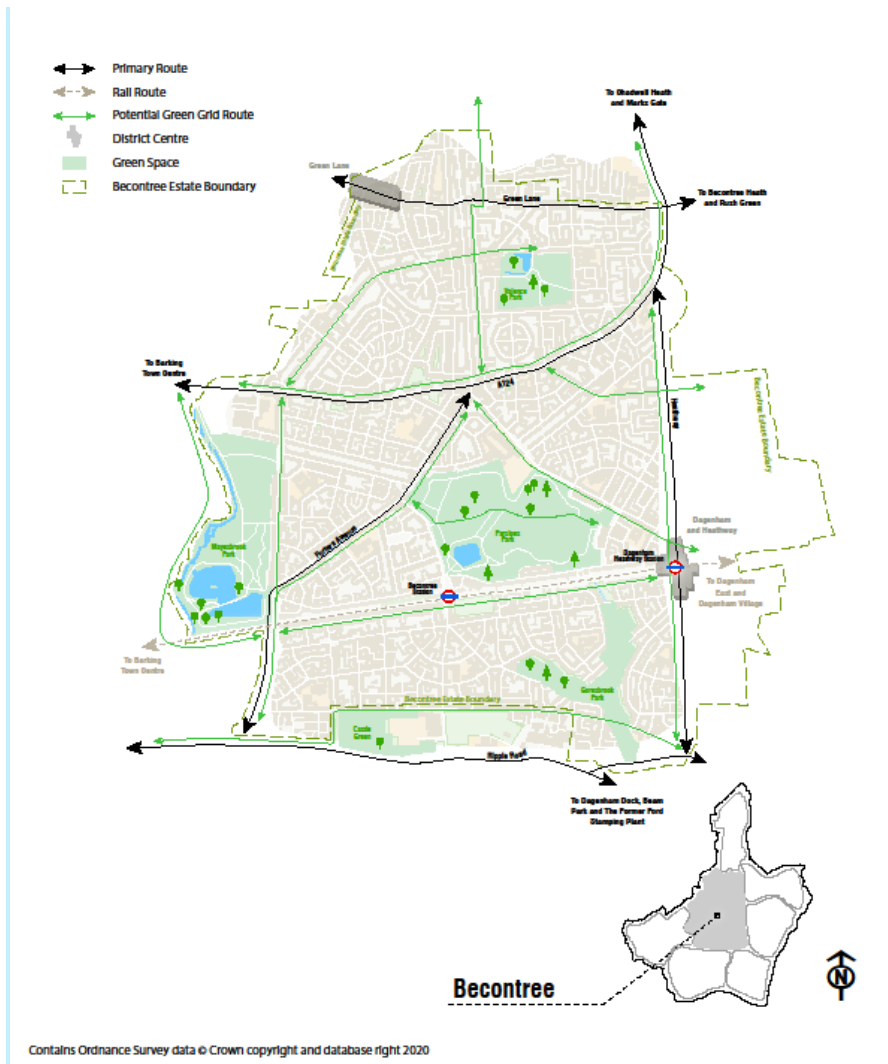


Figure 15 Key Diagram Illustrating Policy SPP6

### Development potential

1. In this area there is indicative capacity for 1,300 new homes in the plan period. The key site allocations are illustrated in Figure 16 below.



Figure 16 SPP6 Site Allocations

2. Development of new homes that integrate with the existing character of the area and enable preservation and restoration of the historic fabric of the estate. The Council will support development that contributes to the delivery of:

- a) inclusion of the urban 'set pieces' and street types that are unique to the area
- b) Improvements to the public realm, including greening and tree planting, renewing or improving surface treatments, street furniture, signage and lighting

- c) improvements to Parsloes Park, including the expansion of sports facilities.
- d) rationalised car-parking and improved cycle links to Crossrail Station at Chadwell Heath

- e) retention of small shops and services where they meet community needs
- f) improvements to shopfronts and reintroducing awnings

- g) improvement to the Green infrastructure network, including the east-



west green grid route (Porters Avenue and Parsloes Avenue).

3. The Council will support and enable delivery of infrastructure to ensure development is sustainable including:

- a) transport and connectivity improvements, including Becontree Station access improvements
- b) creation of liveable or low-traffic neighbourhoods set out in the Mayor's Transport Strategy, with measures to improve safety, health and air quality including measures to reduce speeding and rat-running

c) digital Infrastructure improvements e.g. fast broadband

d) early years facilities, primary and secondary school places

e) special education needs school provision

f) parks and open spaces

g) indoor and outdoor sports facilities

h) community centres and faith spaces

i) children's play and youth facilities.

## STRATEGIC POLICY SPP7: Becontree Heath and Rush Green

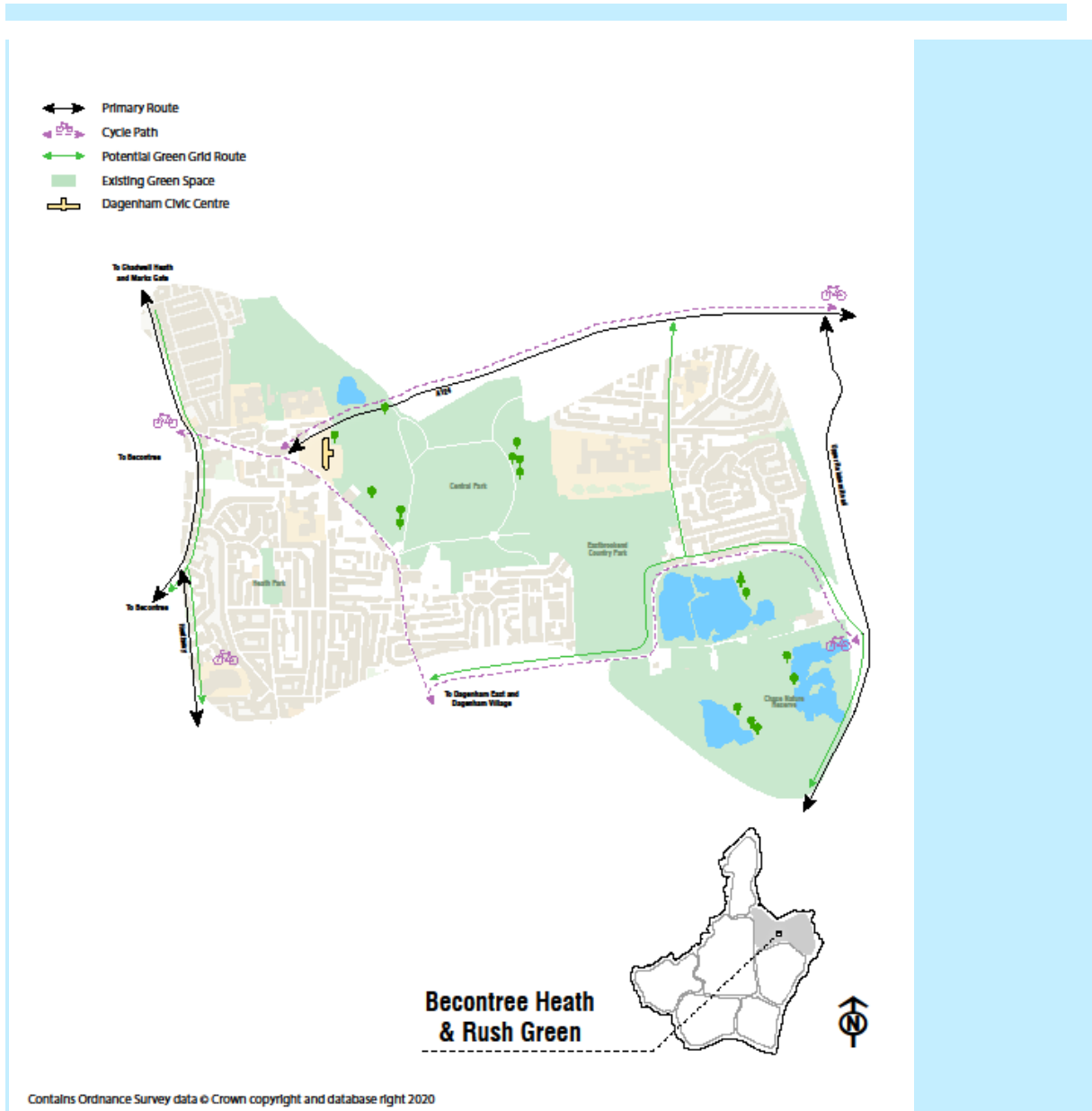


Figure 17 Key Diagram Illustrating Policy SPP7

## Development potential

1. In this area there is indicative capacity for development of 570 new homes. The key site allocations are illustrated in Figure 17 below.



Figure 18 SPP7 Site Allocations

2. The Council will support environmental and connectivity improvements across the area and build on the successful integration of Coventry University's new campus by expanding education and other social infrastructure. The Council will also support development that contributes to:

- a) smaller-scale development of new homes that are well-integrated with the existing area
- b) improvements to pedestrian routes through the area including strengthening east-west walking and cycle links
- c) a continuous walking or cycling route, running through the green belt edge and waterways that follow the eastern edge of through to Hainaut Country Park
- d) restoration and improvements that preserve or reinstate original features in existing 1930's suburban homes that are characteristic of the northern part of Rush Green

- e) active ground floors in development that comes forward on Dagenham Road public realm improvements throughout the area, in particular Rainham Road High and the area of Dagenham Civic Centre and other key points of interest in this area

- f) improvements to the Green infrastructure network, including a new Green Infrastructure grid route at Wood Lane and Rainham Road North and improved linkages to Thames Chase Community Forest.

### Supporting infrastructure

Infrastructure that is required to support sustainable development, identified in the Infrastructure Delivery Plan will be supported, including:

- a) transport and connectivity improvements, for example, Wood Lane roundabout
- b) improvements to bus services and connections to ensure good public transport access
- c) digital infrastructure improvements
- d) fire and rescue service
- e) early years facilities, primary and secondary schools
- f) parks and open space
- g) community centres and faith spaces
- h) children's play and youth facilities.

# Chapter 4: Design

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## Chapter 4: Design

### Introduction

4.1. The purpose of this chapter is to set out clear design policies. The following defines our approach.

- We promote good design as an essential part of the transformation of our town centres and transport stations, and at our development sites in the south of the borough.
- We require new developments to respect and enhance the existing urban fabric (including the existing cultural and heritage assets), strengthen and reinforce local identity, and foster a sense of place based on the Council’s characterisation study.
- We will sustainably manage the historic environment within the borough such as Eastbury Manor House, Valence House Museum, the Abbey Ruins and Dagenham Village. This includes conservation areas, designated and non- designated heritage assets and local views.
- We are committed to improving our residents’ health and well-being by creating safe, convenient, accessible and well-designed built environments, interesting public spaces, and social and green infrastructure that encourage community participation and social inclusion in line with Healthy New Town Principles.
- We help applicants provide high-quality design developments by using local design guidelines and detailed masterplans, along with pre-application advice and the Barking & Dagenham Quality Review Panel (QRP).

4.2. This chapter outlines the following policies:

<b>Policy SP 2:</b>	Delivering a well-designed, high-quality and resilient built environment
<b>Policy DMD 1:</b>	Securing high-quality design
<b>Policy DMD 2:</b>	Tall buildings
<b>Policy DMD 3:</b>	Development in town centres
<b>Policy DMD 4:</b>	Heritage assets and archaeological remains
<b>Policy DMD 5:</b>	Managing the borough’s local views
<b>Policy DMD 6:</b>	Householder extensions and alterations
<b>Policy DMD 7:</b>	Advertisements and signage

4.3. The policies are mainly supported by the key evidence set out in the table below.

<b>Key evidence documents</b>	<b>Date Produced</b>
<b>Borough Characterisation Study</b>	2017
<b>Barking Town Centre Conservation Area Appraisal and Management Plan</b>	2020
<b>Historic England: Tall Buildings Advice Note 4 (Consultation Draft)</b>	2020
<b>Heritage Strategy 2016-2020</b>	2016
<b>Historic England’s Independent Heritage Review of the Industrial Land to the South of the Borough</b>	2016
<b>Historic England’s Independent Archaeological Review of the Borough</b>	2016
<b>Conservation Area Appraisals</b>	2009

**STRATEGIC POLICY SP 2: Delivering a well-designed, high-quality and resilient built environment**

1. The Council will promote high-quality design, providing a safe, convenient, accessible and inclusive built environment and interesting public spaces and social infrastructure for all through:
  - a) recognising and celebrating local character and the borough’s heritage, adopting a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context
  - b) encouraging development to use local context and, where applicable, to inform detail, materials and landscape. Local character should be incorporated and interpreted with developments
  - c) protecting important identified views and vistas, conservation areas and historic assets within the borough as shown in the Policies Map
  - d) championing sustainable design and construction principles; including water and waste management, resource efficiency and emission control, and by encouraging the efficient use of existing buildings and previously developed land and seek to mitigate and adapt to climate change

- e) supporting development that improves and facilitates active lifestyles, and improves the wellbeing of new and existing communities, taking inspiration from Barking Riverside, London's first healthy new town; and Active Design Principles and guidance<sup>17</sup> (or its updated equivalent)
- f) encouraging the adoption of appropriate technology within the built environment, and futureproof for new technology and innovation that improves health outcomes across a range of areas both at an individual level and also within the public realm
- g) encouraging community participation and social inclusion for all population groups including older people, vulnerable adults, low income groups and children to identify an appropriate strategy

### **POLICY DMD 1: Securing high-quality design**

1. The Council will support development proposals that make a positive contribution to the character of the surrounding area, have regard to the ten design characteristics, as prescribed by the National Design Guide and or its equivalent, local policies and guidance including the Council's Design Principles, Conservation Area Guidance, Construction Guidelines and Public Realm Guidelines.
2. All development proposals should:
  - a) where appropriate, commit to using mechanisms such as Section 106 agreements and planning conditions, to ensure that design quality is carried through into the detailed design and construction of the development; amendments to the design of major applications may be subject to a Section 106 monitoring contribution if the original architects or landscape architects are not retained for the detailed design stage
  - b) where appropriate, demonstrate high-quality design as a result of early engagement with planners and the Barking & Dagenham Quality Review Panel (QRP) in accordance with its Terms of Reference
  - c) enable active lifestyle by designing for walkable neighbourhoods with attractive public realm and supporting infrastructure for cycling

<sup>17</sup> <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>



- d) be creative and innovative, recognising that existing local character and accommodating change is not mutually exclusive, architecture should be responsive, authentic, engaging, and have an enduring appeal
- e) seek to maximise opportunities for urban greening and biodiversity, and demonstrate that appropriate measures have been taken to protect or enhance the natural environment
- f) consider the impact on the amenity of neighbouring properties with regard to significant overlooking (loss of privacy and immediate outlook) and overshadowing (unacceptable loss of daylight and sunlight), wind and microclimate
- g) mitigate the impact of air, noise and environmental pollution
- h) adopt the Agent of Change principle
- i) have regard to the Council's Archaeological Priority Areas Appraisal<sup>18</sup> (or its updated equivalent), and best practice guidance to assess how development may affect a site's archaeology; for sites falling within tier 1, 2 or 3 APAs
- j) Demonstrate how avoidance or minimisation of harm has been achieved through design and and or mitigation; and agree appropriate mitigation with the Council, subject to early engagement and consultation with Historic England

3. Major and strategic development proposals should:

- a) be accompanied by a Design and Access Statement and a Health Impact Assessment (HIA)
- b) be subject to independent design scrutiny by the QRP
- c) clearly demonstrate how different options for site development have been considered as part of the pre-application process

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<sup>18</sup> London Borough of Barking and Dagenham Archaeological Priority Areas Appraisal (July 2016), Historic England is available at: <https://historicengland.org.uk/content/docs/planning/apa-barking-and-dagenham-pdf/>

- d) clearly demonstrate consideration of the individual and cumulative impact on amenity, neighbouring buildings, skyline, infrastructure and the natural and historic environments, provision of public realm, amenity space (private, communal and child play space)
- e) provide a range and mix of publicly accessible open space that promote biodiversity, safety, health and well-being
- f) seek to achieve the highest standards of sustainable design, by considering a fabric-first approach in relation to site layout and orientation, construction and materials, energy efficiency, and use of renewable energy sources
- g) undertake proactive meaningful engagement with the local community and potential end users to inform design in line with the Council's Statement of Community Involvement and other relevant guidance.

## **POLICY DMD 2: Tall buildings**

1. Tall buildings are defined as buildings that significantly taller than the prevailing building height, or have a significant impact on the skyline.
2. The Council will prepare a localised planning framework to identify sites, form and density of locations suitable for tall buildings as proposed within the Transformation Areas in Chapter 3.
3. Tall buildings will be assessed using the design criteria set out in policy DMD1, Securing High-quality Design and against the following criteria alongside the London Plan Policy and the Historic England Advice note 4<sup>19</sup> on tall buildings.
  - a) The Council will support tall buildings where they:
    - I. contemplate local design guidance and, where relevant, be fully justified in respect of the Council's place policy for the area
    - II. where applicable, are subject to independent design scrutiny by the QRP by referring to appropriate best practice design guidance

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<sup>19</sup> Historic England's Tall Building note is available at: <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note>.

- III. individually, or as part of a group, reinforce the spatial hierarchy of the local and wider context and improve legibility and wayfinding
- IV. avoid and mitigate against any adverse micro-climatic effects such as sun, reflection, wind and overshadowing of public spaces, especially public open spaces or watercourses
- V. contribute positively to the quality of the public realm
- VI. preserve or enhance the borough's heritage assets, their significance, and their settings in line with policies DMD4 Preserving and Enhancing Heritage Assets and Archaeology and DMD5 Managing the Borough's Local Views
- VII. do not constrain development potential on adjoining sites including sites within adjoining boroughs.

b) Development proposals for tall buildings should be supported by:

- I. a detailed townscape analysis carried out as part of the application process, including long and short view
- II. a compatible modelling tool in agreement with the Council, which provides an accurate visual representation of what the change will look like, and the cumulative effect for the borough and surrounding areas.

### **POLICY DMD 3: Development in town centres**

1. Proposals for development within town centres (as defined in Part 4 of Policy SP5 and identified on the Policies Map) should, where relevant and appropriate:
  - a) respect the building lines of the existing urban environment and build up to the edge of the curtilage
  - b) co-ordinate and consolidate elements of street furniture, such as seating, bins, bollards, cycle stands and lighting, to streamline the appearance of the public realm and avoid visual clutter
  - c) avoid the creation of inactive frontages and contribute positively to the street scene and public realm to coordinate the design of development around town centres consider street widths, crossings

locations; integration of bus stands along with other public realm elements (as mentioned in b) above) and focus on reducing vehicle dominance along with promoting safe walking and cycling environment

- d) provide clearly defined public and private space, placing servicing away from street frontages, for example at the rear of building
- e) provide level access and ensure new development is fully accessible.

2. New or replacement shop fronts are required to be robust and well-designed. Proposals must ensure that:

- a) they retain or restore traditional shop fronts and existing architectural and heritage features
- b) active shop fronts are maintained at all times in order to contribute positively to the building, street-scene and public realm
- c) a sensitive relationship is maintained between the shop front and the upper floors, with neighbouring shop fronts and surrounding buildings
- d) the use of materials is appropriate to and enhances the local character and value of existing architectural and historic features
- e) the use of external mounted shutters or solid roller shutters are avoided
- f) traditional and historic shop fronts are retained and refurbished, where reasonably practicable restoring existing architectural and heritage features
- g) signage location and design are sensitive (see Policy DMD 7), and not overly dominant to the shop fronts and the surrounding area

- h) out of hours lighting is incorporated to enhance a well-lit, safe and secure streetscape.

#### **POLICY DMD 4: Heritage assets and archaeological remains**

1. The borough's designated and non-designated heritage assets<sup>20</sup>, conservation areas and Archaeological Priority Area (APA) are identified on the Policies Map.
2. Other heritage assets and the wider historic environment, aside from the four conservation areas and other areas that are locally distinctive and historically important (e.g. Becontree Estate) will be identified, celebrated and promoted where relevant through the Council's heritage strategy (or its updated equivalent).

##### **Designated heritage assets**

3. The Council will give great weight to the preservation or enhancement of the significance of designated heritage assets, including their settings, in accordance with Paragraph 195 and 916 of the NPPF (or its updated equivalent).
4. Applicants must undertake a Heritage Impact Assessment that sets out:
  - a) a description of the significance of any affected heritage assets and their settings
  - b) how the application accords with the latest relevant national guidance and London Plan policies
  - c) how the application justifies any harm to the significance of designated heritage assets
  - d) how the application positively responds to the relevant heritage themes (as set out in the Council's latest heritage strategy) in their design.

##### **Non-designated heritage assets**

5. When assessing the impact of a proposal (individually and cumulatively) on a non-designated heritage asset, applicants must:

<sup>20</sup> London Borough of Barking and Dagenham's conservation areas and listed buildings are available at: <https://www.lbbd.gov.uk/conservation-areas-and-listed-buildings>

- a) demonstrate that the proposed use is the optimum viable use, which causes the least harm to the significance of the building and its setting and secures its long-term viability
- b) demonstrate that the development is appropriate in terms of height, scale and massing, form, materiality and detailing and its relationship to the surrounding context
- c) submit detailed plans to an appropriate level as part of design and access statements and heritage impact assessments to clearly demonstrate how heritage assets, including their setting, will be impacted and to ensure that significance is protected and enhanced
- d) agree an appropriate strategy for conserving, where appropriate, enhancing in a manner appropriate to their significance as key and distinctive elements of the areas' character having regard to the relevant Conservation Area Appraisal and Management Plan, as well as the Townscape and Socioeconomic Study (2017) (or its updated equivalent).

#### **Other heritage assets**

6. Development within or affecting any heritage feature should respect its local context and avoid materially detracting from its significance, including its archaeological, architectural, historic, landscape or biodiversity interest, or harming its setting.

#### **Conservation areas**

7. Development proposals affecting conservation areas or their settings will be supported where they preserve or enhance the character and appearance of the area including, the established local character of individual buildings and groups of buildings in accordance with the relevant Conservation Area Appraisal and Management Plan, as well as the Townscape and Socioeconomic Study (2017) (or its updated equivalent).
8. Demolition of buildings or structures that are considered to make a positive contribution to a conservation area will not generally be permitted. In exceptional circumstances, where this is permitted, replacement buildings or structures must demonstrably preserve or enhance the conservation area's distinct character.

#### **Archaeological heritage**

9. All new development must protect, or enhance, and promote archaeological heritage (both above and below ground) within the borough. Proposals that would adversely affect or have the potential to affect archaeological heritage assets or their setting will be not supported.

10. Where development is proposed on sites of archaeological significance or potential significance, the Council will require desk-based assessments and appropriate level of investigation and recording within an Archaeology Impact Statement before development proposals are determined.

**Scheduled monuments (designated heritage assets)**

11. The site of Barking Abbey is Barking and Dagenham's only scheduled ancient monument. It includes the ruins of the Abbey and most of Abbey Green. Works affecting the scheduled ancient monument (including repair works) are subject to a statutory consent regime administered by Historic England on behalf of the Secretary of State<sup>21</sup>.

**POLICY DMD 5: Local views**

1. The Council will protect the borough's local views identified on the policies map and set out as follows:
  - a) View 1: The main view of the Malthouse south from the Mill Pool
  - b) View 2: 360-degree views from junction of Station Parade, London Road and Ripple Road, north along Station Parade, east along Ripple Road and west along Linton Road
  - c) View 3: From Town Quay across Abbey Green towards St Margaret's Church and Barking Town Hall
  - d) View 4: From the front of the Curfew Tower along East Street
  - e) View 5: From the Ripple Road entrance of Vicarage Field shopping centre, Ripple Road, to 2 Town Square
  - f) View 6: From in front of 32 East Street (currently the National Westminster Bank) towards the Curfew Tower, this gives a glimpse of the Abbey Green area and a hint of the Abbey beyond
  - g) View 7: From the A406 across Town Quay towards St Margaret's Church and Barking Town Hall

<sup>21</sup> The relevant information about Scheduled Monument Consent is available at: <https://historicengland.org.uk/advice/planning/consents/smc/>

- h) View 8: From the Mill Pool west towards Canary Wharf and south east towards Shooters Hill
- i) View 9: From the bridge on the A13 which crosses the River Roding towards the town centre and the Clock Tower.

2. Development must seek to positively contribute to the characteristics and composition of identified local views of significant landmarks relevant to the development proposal within Barking and Dagenham.
3. Development that affects the borough's local views (its updated equivalent) should provide Accurate Visual Representations (AVRs) to demonstrate the impact of the proposal upon them.

#### **POLICY DMD 6: Householder extensions and alterations**

1. Householder extensions and alterations will need to be designed in a sensitive and appropriate manner, in line with the latest government guidance such as permitted development right (PD) and the latest Council's Supplementary Planning Document and any local design guidelines that apply to the surrounding area.
2. Proposals must not significantly impact on quality of life for surrounding residents. Development proposals must respect the character of the area. This will be achieved through:
  - a) being sympathetic to the design of the original dwelling with regards to scale, form, materials and detailing
  - b) considering the impact on the amenity of neighbouring properties, avoiding significant overlooking (loss of privacy and immediate outlook) and overshadowing (loss of daylight and sunlight).



## **POLICY DMD 7: Advertisements and signage**

1. The Town and Country Planning (Control of Advertisements) (England) Regulations 2017 (as amended) sets out the different classes of advertisements and groups according to whether they require consent. Advertisements that do not fall into one of the classes in Schedule 1 or Schedule 3 of the regulations will need to be subject to an application for consent from the Council.
2. An excessive amount of signage can lead to visual clutter in the street scene and negatively impact on amenity and public safety. The amount of signage must therefore be appropriate to the character of the area and must consider proximity to conservation areas and listed buildings.
3. Proposals for advertisements and signage are required (individually and cumulatively) to:
  - a) avoid adverse impacts on amenity, including its visual and aural impact and impact on trees or other aspects of the natural and historic environment
  - b) design fascias and projecting signs of an appropriate size and depth in relation to the building and respect its architectural features and be designed for public safety relevant to the safe use and operation of any form of traffic or transport for all users.
4. For illumination of hoardings (a billboard or large outdoor signboard), the illumination levels of advertisements should be in accordance with the guidance set by the Institute of Lighting Engineers PLG05 The Brightness of Illuminated Advertisements. The Council will resist the illumination of hoardings where it is a nuisance or out of character with the area.
5. All outdoor advertisements are expected to comply with the standard conditions outlined in the DCLG's Outdoor Advertisements and Signs: A Guide of Advertisers (2007)<sup>22</sup>, or its updated equivalent.

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<sup>22</sup> The guide is available at: <https://www.gov.uk/government/publications/outdoor-advertisements-and-signs-a-guide-for-advertisers>.

# Chapter 5: Housing

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## Chapter 5: Housing

### Introduction

5.1. The purpose of this chapter is to set out clear housing policies. The following defines our approach to these policies.

- We are committed to delivering new homes to meet the needs of residents and working Londoners. The Local Plan sets out a strategy to meet London Plan housing requirements to deliver 19,440 new homes (minimum 1,944 units per year) between 2019 and 2029. Beyond 2029, the requirements are rolled forward to 2037 in line with the GLA's Strategic Housing Land Assessment (2017), delivering 19,424 new homes between 2030 and 2037.
- Some of these new homes will be on small sites. The latest New Draft London Plan sets us a small sites target of 199 units per year. In LBBB, we are seeking new ways of achieving this target, nevertheless the proportion of housing from small sites fluctuates over the Local Plan period and remains much lower than the GLA's requirement at the moment. We are closely monitoring the borough's small sites delivery and the progress of programmes to stimulate small site development and build capacity for local and community-led housing development.
- We have identified the size, type and tenure of housing needed for different groups, including older people, householders with disabled members (including wheelchair users); vulnerable groups, LBGT community, students, families and private rented sectors (PRS) etc. We are focusing on two groups:
  - 1) local people in housing need on the Council's housing register
  - 2) local working people who struggle to afford private rents or to access home ownership.
- Our Strategic Housing Market Assessment (SHMA) estimates we need 1,557 affordable homes a year justifying our approach to securing affordable housing as set out in this chapter.
- In the past we lost much needed existing family housing through the conversion to houses in multiple occupation (HMO). To reverse this trend, we have established an Article 4 Direction<sup>23</sup> since May 2012, which withdraws permitted development rights for small HMOs across the borough and means we can manage, and where appropriate, limit conversions through the planning process .
- We have considered the need for Gypsy and Traveller accommodation in line with the Planning Policy for Traveller Sites (PPTS)<sup>24</sup>. A topic paper has been prepared alongside the Local Plan explains our policy approach.

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<sup>23</sup> The Article 4 for HMOs is available at: <https://www.lbbd.gov.uk/sites/default/files/attachments/Article4-Direction-HMO.pdf>

<sup>24</sup> We are updating the relevant sections within the 2017 Gypsy and Traveller Accommodation Need Assessment to support this Local Plan.

- The Housing Evidence Paper has been prepared alongside the Local Plan explains how our approach to housing policies informed by our Strategic Housing Land Availability Assessment (SLAA)<sup>25</sup> and reflecting identified housing need based on the LBBB Strategic Housing Market Assessment, which takes the ‘standard method’ for calculating housing need in national planning guidance as its starting point.

4.1. This section contains the following policies:

<b>Strategic Policy 3:</b>	Delivering homes that meet peoples’ needs
<b>Policy DMH 1:</b>	Affordable housing
<b>Policy DMH 2:</b>	Housing mix
<b>Policy DMH 3:</b>	Specialist housing
<b>Policy DMH 4:</b>	Houses in multiple occupation (HMO)
<b>Policy DMH 5:</b>	Gypsy and Traveller accommodation

4.1. The policies are mainly supported by key evidence set out in the table below.

<b>Key evidence documents</b>	<b>Date produced</b>
<b>LBBB Strategic Housing Market Assessment and Update</b>	2020
<b>LBBB Strategic Land Availability Assessment</b>	2020
<b>Housing Evidence Paper</b>	2020
<b>LBBB Towards a Better Housing Pathway for Older People (Draft)</b>	2019
<b>LBBB Gypsy and Traveller Accommodation Assessment and its update</b>	2020
<b>LBBB Local Plan Viability Study</b>	2020

### **STRATEGIC POLICY SP 3: Delivering homes that meet peoples’ needs**

1. The Council will support the delivery of the ten-year net housing target for the borough, as set out in the most up-to-date London Plan. This will be

<sup>25</sup> Insert a weblink.

achieved through:

- a) supporting proposals that contribute to building new homes that seek to meet and exceed the draft New London Plan target (1,944 per annum) in general accordance with the 'delivery phases' outlined below (table 2)
- b) delivering a minimum of 40,000 homes on Site Allocations (including development of small sites), supporting the achievement of the housing targets identified in accordance with the Place policies (see Chapter 2: Transforming Barking and Dagenham)
- c) seeking the maximum reasonable amount of affordable housing on all private sector housing schemes, subject to viability and site context
- d) building council homes by developing residential-led schemes on council-owned land, and ensuring that this estate regeneration delivers improved social facilities and environmental amenity
- e) supporting planning applications for self-build and custom-build, as well as purpose built shared housing through innovative approaches, subject to proposals adhering to meeting other development plan policies

2. In order to address borough's housing need, the Council will:

- a) seek to ensure development does not undermine the supply of self-contained housing, in particular family homes
- b) seek to meet wheelchair accessible accommodation and require it across all tenures where possible
- c) support planning applications that seek to meet the needs of specific communities, including older people, disabled and vulnerable people, students and Gypsies and Travellers
- d) encourage community groups and local organisations to develop their capacity to lead on the delivery of new homes through the

Council’s programme of housing innovation<sup>26</sup>, taking the opportunity to test and trial innovations around sustainability and construction

e) deliver quality new homes to high design and build quality standards in accordance with the Mayoral supplementary planning guidance, the Council’s latest design guides, and the Building Regulations and emerging guidance regarding building safety

f) work proactively with the local community, landowners, developers and other key stakeholders to ensure that, wherever possible, homes are marketed to, and occupied by, people who live and work primarily in Barking and Dagenham, or within the surrounding areas of London.

Delivery period	Years	Indicative delivery target	Indicative annual delivery target
<b>Overall housing target</b>	2019-20 – 2036/37	42,737	
<b>Short term</b>	2019/20 – 2023/24	10,817	2,163
<b>Medium term</b>	2024/25 – 2028/29	18,470	3,694
<b>Long term</b>	2029/30 – 2037/38	13,450	1,681
<b>Small and windfall sites</b>			
<b>Long term</b>	2019/20 – 2036/37	1,242	69

Figure 19 Stepped Trajectory for Housing Delivery to 2037 (Source: Barking and Dagenham Housing Trajectory August 2020)

## POLICY DMH 1: Affordable housing

1. All development with the capacity to provide 10 or more self-contained units, or have a gross internal residential floorspace of more than 1,000 sqm will be required to provide affordable housing as follows:
  - a) Seek to meet an overarching 50% of on-site affordable housing target, by applying the threshold and viability approach set out in the Mayor of London’s policy guidance and include early and advanced stage review

<sup>26</sup> The Council is undertaking further review of wider potential sites for housing development and also agreeing on the approaches in which homes will be delivered un the programme.

mechanisms in line with Policy DMM1 'Planning Obligations'.

- b) Where affordable housing is provided on site, applicants will be expected to demonstrate that their proposal distributes the affordable housing throughout a new development, wherever appropriate, and ensure that all new dwellings contribute to the delivery of a range of housing tenures in accordance with the following tenure split (or in any subsequent updates on affordable housing products:
    - I. 50% mix of social housing including London Affordable Rent (LAR) or Social Rent
    - II. 50% mix of intermediate housing including London Living Rent (LLR), Affordable Rent (AR) or London Shared Ownership (LSO).
  - c) As set out in Figure 20, below, affordable housing should be genuinely affordable for the people they are intended for. Applicants will be required to include homes that are affordable to households on a range of incomes, including local average income levels in the borough. Applicants will also be required to demonstrate, through their Affordable Housing Statement, how the affordability of the proposed tenure mix compares to local average income levels in the borough.
2. Off-site affordable housing or payments in-lieu will only be acceptable in the following circumstances:
- a. Where other sites may be more appropriate to provide affordable housing than the site of the proposed development to better deliver mixed and inclusive communities. The applicant will need to clearly demonstrate that:
    - i. it is not practical to deliver affordable housing on-site;
    - ii. it will not result in an over-concentration of one type of housing in any one local area;
    - iii. it can provide a minimum of 50% affordable housing overall; and
    - iv. it can provide a better outcome for all of the sites, including a higher level of affordable rented family homes and housing.

b. If a suitable site cannot be found in accordance with Part 3a), a financial contribution towards the off-site provision of affordable housing may be accepted in accordance with policy DMM1 Planning Obligations.

London Affordable Rent	Social rent	Affordable rent	London living rent	London shared ownership
Capped Target Rents set in accordance with government guidance	Capped rent level based on the formulas in the government guidance	Capped target rents at 65% to 80% below the market rate.	Benchmark Rents set in accordance with GLA guidance.	Household purchases at least 25% stake and pays rent on the retained equity.
Affordable to most households but limited to eligible households who have been assessed and accepted onto the Housing Register by the Council.	Affordable to most households but limited to eligible households who have been assessed and accepted onto the Housing Register by the Council.	Affordable to households who are in employment, but can't afford to buy or rent privately and have limited access to social housing.	Affordable to households on medium incomes who are renting privately and wish to save for a deposit and who can afford to spend one third of their gross income on rent. Maximum income of £60,000 subject to annual review under the London Plan.	Maximum income cap of £90,000 applies subject to review in the London Plan.

Figure 20 Forms of affordable housing

## POLICY DMH 2: Housing mix

1. Development proposals will be required to provide a range of unit sizes (including larger family homes) in accordance with the Council's preferred dwelling size mix table below, or in any subsequent affordable housing needs evidence in light of future circumstances. Where a different housing size mix is proposed, the Council will have regard to up-to-date evidence of housing need and all of the issues such as the housing type, site characteristics, viability, location and other constraints in accordance with the latest London Plan to determine whether the housing size mix is acceptable.

Bedrooms/Dwelling size	Private	Intermediate	Social
1 bed	39%	17%	10%
2 bed	26%	44%	40%
3 bed	25%	19%	40%
4+ bed	10%	19%	10%

Source: LBBB SHMA March 2020 and information provided by Reside.



### POLICY DMH 3: Specialist housing

1. Existing specialist housing will be protected where it is considered suitable for its use and it meets relevant standards for this form of accommodation. Loss of existing supported and specialist housing will be resisted unless re-provided elsewhere in the borough with at least the equivalent number of bed spaces and would result in improved standards and quality of accommodation, or where it can be demonstrated that there is no local need for its retention in current or refurbished format.
2. Development for specialist housing will be supported where can be demonstrated that:
  - a) it meets the relevant Mayoral policy requirements, including the Mayor's annual indicative benchmarks for specialist older persons housing for the borough (Policy H13) and criteria for new accessible or adapted housing (Policy D7 Accessible Housing)
  - b) It meets an identified need within the borough based on up-to-date evidence base<sup>27</sup>
  - c) it is located in, or close to, designated town centres with good access to local services and public transport links. Alternatively, these services will need to be provided to serve the development (see chapter 5: Social Infrastructure)
  - d) the design satisfies user requirements, and that the need for new or expanded specialist accommodation will be balanced against the need to preserve the amenity standards of existing residents and the various operational requirements of adjacent activities
  - e) it is supported by agreement for occupation by a relevant operator.
3. New dwellings for older person's specialist housing should be delivered through a diverse range of tenures, such as sheltered and Extra Care provision including two-bedroom plus provision, to meet varying needs, including opportunities to rent and buy, as well as schemes with varying levels of support and care (e.g. specialist support for mental health needs in Extra Care provision).
4. The Council will expect developments to provide high-quality, future-proofed design, with the capacity for adaptations and care technology that can satisfy the requirements of the specific use or group it is intended for in terms of facilities, design of buildings, density, parking, internal space, and amenity space.

<sup>27</sup> It is estimated that the borough needs 180 units of Extra Care between 2019 and 2029, via three 60 bedded units (LBBB, 2018).

## **POLICY DMH 4: Purpose-built shared housing and houses in multiple occupations (HMOs)**

1. The Council will support new purpose-built shared housing schemes (including student accommodation) where they:
  - a) meet the relevant Mayoral policy requirements (Policy H15 and H16)
  - b) meet an identified need within the borough based on up-to-date evidence base
  - c) are located within preferred areas in accordance with Place Policies (see chapter 2: Transforming Barking and Dagenham).
2. The Council is seeking to preserve and increase the stock of family housing in the borough. Proposals for conversions or loss of existing family housing with three bedrooms or more will be resisted. Other proposals for flat conversions of homes in multiple occupation (HMOs) will only be considered acceptable provided that:
  - a) the number of houses that have been converted to flats or HMOs in any road (including unimplemented but still valid planning permissions) does not exceed 10% of the total number of houses in the road. No two adjacent properties apart from dwellings that are separated by a road should be converted
  - b) no significant loss of character or amenity occurs to the area as a result of increased traffic, noise or general disturbance
  - c) Regard is had to the appropriate design, transport, and internal and external amenity space standards policies.
3. Planning permission is required for all new HMOs due to an Article 4 Direction, which withdraws permitted development rights for small HMOs across the borough. A licence is also required for a large HMOs within the borough and is assessed independently of any planning application<sup>28</sup>.

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<sup>28</sup> For details, please visit: <https://www.gov.uk/house-in-multiple-occupation-licence>.

## POLICY DMH 5: Gypsy and Traveller Accommodation

1. The Council will safeguard the existing Gypsy and Traveller site at Eastbrookend Country Park. All the Gypsy, Traveller and Travelling Showpeople sites considered to meet the identified accommodation needs for 2019 – 2024 as outlined in Table 2 below. Proposed broad locations are identified on the policies map and set out as follows:
  - Choats Lane
  - Lane at Collier Row Road
2. The Council will consider granting temporary planning permission for proposals that come forward in advance of the allocated sites being developed and will be addressed against the criteria set out below.
3. Future need in the latter periods of this Local Plan period (2034 – 2037) as a result of new household formation will be addressed against the criteria set out below and through any subsequent monitoring and review of the Local Plan.
4. Development of a site to provide additional short-stay /or permanent Gypsy and Traveller accommodation to meet the long-term needs of these communities will be supported where:
  - a) the site is able to accommodate the number of pitches identified in an up to date and robust needs assessment;
  - b) the site is accessible to public transport, safe, convenient walking and cycling environment, essential services and facilities (e.g. water, power, sewerage and waste disposal) and be capable of supporting by local social infrastructure and does not place undue pressure on local infrastructure and services (such as healthcare, schools and shops);
  - c) it provides safe access to and from the public road network;
  - d) the site is a safe location (e.g. not located in an inappropriate area of high flood risk as defined by national planning policy and guidance);
  - e) the proposal would not result in significant adverse impacts on the amenity of other site occupants and the occupiers of neighbouring sites;
  - f) the proposal supports the health and wellbeing of the occupiers of the site by providing appropriate facilities, layout and design quality;and

g) Arrangements can be put in place to ensure the proper management of the site in line with the policy requirements above.

Table 1 New pitches needed for Gypsy and Traveller households that meet the PPTS (2015) definition

2020 – 2024	2025 – 2029	2030 - 2034	Total
19	2	3	24

Source: LBBB GTAA, 2020

# Chapter 6: Social Infrastructure

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## Chapter 6: Social infrastructure

### Introduction

6.1. The purpose of this chapter is to set clear social infrastructure policies. The following outlines our commitment to these policies.

- We are ensuring that planned growth will be supported by a range of social infrastructure, particularly plans for new primary and secondary school places in the long-term to support the borough’s expanding educational needs.
- We are committed to protecting existing facilities from inappropriate new development while guiding new developments to provide the right social and cultural facilities such as health provision, emergency services, community (including recreation and sports facilities) and cultural, play, recreation and sports and leisure facilities, places of worship etc. in the right location.
- We aim to improve people’s health and wellbeing and enable skills development and lifelong learning.

6.2. This section contains the following policies:

<b>Strategic Policy 4:</b>	Delivering social infrastructure, in the right location
<b>DMS 1:</b>	Protecting and enhancing existing facilities
<b>DMS 2:</b>	Planning for new facilities
<b>DMS 3:</b>	Public houses

6.3. The policies are mainly supported by the key evidence set out in the table below.

<b>Key evidence documents</b>	<b>Date produced</b>
<b>LBBB Infrastructure Delivery Plan</b>	2020
<b>LBBB Playing Pitch Strategy</b>	2016
<b>LBBB Playing Pitch Strategy Update<sup>29</sup></b>	
<b>LBBB Parks and Open Spaces Strategy</b>	2017
<b>Strategic Assessment of Need – Artificial Grass Pitch (AGP) Provision in London 2017-41 (Sport England)</b>	2017

<b>Key evidence documents</b>	<b>Date produced</b>
<b>Strategic Assessment of Need – Swimming Pools Provision in London 2017-41 (Sport England)</b>	2017
<b>Strategic Assessment of Need – Sports Hall Provision in London 2017-41 (Sport England)</b>	2017
<b>Strategic Estates Plan (East London Health &amp; Care Partnership)</b>	2018
<b>GLA School Place Demand Projections</b>	2018
<b>LBBB Faith groups and meeting places: Evidence base study</b>	2017
<b>GLA London Cultural Infrastructure Plan</b>	2019
<b>An Audit of London Burial Provision – A report for the Greater London Authority</b>	2011

#### **STRATEGIC POLICY SP 4: Delivering social and cultural infrastructure facilities in the right locations**

1. The Council will seek to ensure that a range of high-quality social and cultural infrastructure facilities for existing and new residents and workers are provided in appropriate locations throughout the borough by:
2.
  - a. protecting existing social and cultural infrastructure facilities in accordance with policy DMS1 Protecting and Enhancing Existing Facilities
  - b. securing the delivery of, or contributions towards enhanced or new social and cultural infrastructure facilities to meet the needs arising from development, in accordance with policy DMM1 Planning Obligations
  - c. working with service providers and other stakeholders to identify funding sources for the long-term management and maintenance of social and cultural infrastructure and where necessary and viable, securing contributions towards this from development
  - d. supporting proposals for new and enhanced social and cultural infrastructure facilities where they:

- I. meet an identified need in line with the Council's Infrastructure Delivery Plan, taking account of the needs of the future local community
- II. contribute to the capacity, quality, usability and accessibility of existing facilities and services, particularly where development will increase demand
- III. can be delivered at an appropriate time to support new development, i.e. in advance of substantial need arising
- IV. promote the growth and expansion of educational facilities that meet the borough's requirements for all stages of life, and including special schools
- V. include connectivity through walking, cycling and public transport
- VI. work in partnership with health authorities and other key stakeholders to improve healthcare access and support people's overall health and well-being
- VII. undertake innovative approaches to the delivery and operation of social infrastructure; for example, creating the multi-functional use of spaces (including multi-use places of worships) and maximising use of existing community facilities (i.e. community use of educational facilities).

### **POLICY DMS 1: Protecting and enhancing existing facilities**

1. In accordance with policy SP4, development proposals involving the net loss of existing facilities (excluding sports facilities, playing fields, and recreational buildings and land) or viable cultural facilities will be resisted, unless:
  - a) the existing facility is being re-provided on-site and of a similar nature that would better meet (in quantum and quality) the needs of existing users or forms part of a strategy agreed by the Council and the relevant service provider to to serve local needs



- b) there is no longer an identified need or demand for the existing use of the facility. In such circumstances, the applicant must provide robust evidence to demonstrate:
  - a) active marketing over a continuous 24-month period of time for alternative forms of social and cultural infrastructure on the site, taking into account the needs of the future local community, including if the facility was refurbished and multi-functional
  - b) demonstrate that the loss of the facility would not lead to a shortfall in provision for the specified use for the population that it serves.
- 2. The Council will expect applicants to submit competitive marketing evidence in accordance with Part 1 b), which should:
  - a) outline where and how marketing has been undertaken, with details also provided to demonstrate that the asking rent has been at a realistic rate for the type, size and condition of the property or unit<sup>30</sup>
  - b) submit a report detailing the level of interest in the property over the agreed marketing period, details of any viewings and offers and details of why any interest had not been taken forward.
- 3. Notwithstanding the provisions of Part 1 of this policy, development proposals that would result in the net loss of sports and recreational buildings and land, including playing fields will not be considered acceptable. This is unless they can meet one of the criteria set out in the paragraph 97 of the NPPF and the exceptions in Sport England Playing Field Policy, or their updated equivalent.
- 4. Extensions to existing schools should demonstrate that the current level of child play space will be enhanced and increased.
- 5. The Council will allow six months for bidding to buy a community or cultural facility that is listed on the Assets of Community Value (ACV) register<sup>31</sup>. The marketing statement could be reduced to 12 months in accordance with part 1 and 2 above (from a continuous period of six months that the community has to prepare a bid to buy it).

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<sup>30</sup> The Council would be expected that the property or site has been actively marketed, including appearing on local and national commercial property websites and visible display boards being displayed at the site.

## POLICY DMS 2: Planning for new facilities

1. Development that is within, or part of, a site allocation is expected to accommodate infrastructure requirements alongside the identified land uses and other development principles, or where appropriate contribute to provision or expansion off site (as part of an agreed strategy) in accordance with Policy DMM1 Planning Obligations.
2. In accordance with policy SP4, new social and cultural infrastructure facilities will be located across the borough, to support growth in each place (see Chapter 3: Transforming Barking and Dagenham); and the Council's latest IDP.
3. Development proposals for social infrastructure should accord with the relevant policies set out in the New London Plan.
4. Development proposals for residential and mixed-use development including provision of community facilities will need to submit a community needs strategy to accompany the planning application demonstrating how the community space needs generated by the development, including faith space, have been met.
5. Development proposals will be expected to deliver high-quality design that:
  - a) is accessible and inclusive to all sections of the community
  - b) adheres to the latest national, regional and local design guidelines
  - c) provides opportunities to co-locate or integrate a range of community uses and functions, such as community halls, sport facilities and shared worship space, by taking account of the principles of active and inclusive design and making relevant provision outside of core hours where appropriate.
6. Development proposals for faith facilities in employment and industrial areas will only be permitted in accordance with other policies of the Local Plan and where conflicts between employment and industrial use and faith use can be avoided (i.e. with regards to increased traffic and parking issues, congregations of people, and noise; and the safety of users or workers will not be compromised). Applicants will be expected to consult on the proposal with the Council.
7. Development proposals for improved leisure and sports facilities (including any essential ancillary facilities<sup>32</sup>) to support the endeavours of the sports organisations to use these facilities will be acceptable subject to discussions with Sport England.

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<sup>32</sup> These facilities could include uses such as changing rooms, clubhouses<sup>5b</sup>, public toilets and nature education facilities.

### **POLICY DMS 3: Public houses**

1. The Council will protect public houses within the borough in accordance with the relevant policies set out in the New London Plan. Development proposals resulting in the loss of a public house will be strongly resisted unless justified by robust and up-to-date planning and marketing evidence in accordance with policy DMS1 Protecting and Enhancing Existing Facilities.
2. Development proposals which would make a public house unviable (e.g. loss of the cellar etc.) will not be considered acceptable.
3. Where a public house is replaced or re-provided, the new development:
  - a) must provide adequate floorspace to ensure the continued viability of the public house, demonstrate that all reasonable efforts have been taken to preserve the facility as a public house, including evidence of appropriate maintenance and upkeep and efforts to diversify the business. A full detailed marketing report demonstrating that the public house has been continuously marketed for at least 24 months as a public house at a reasonable market rent and free of tie and restrictive covenant
  - b) should make an equal or greater contribution to the street scene and community benefit. For example, buildings considered to be heritage assets (statutorily listed buildings, locally listed buildings) or making a strong contribution to local character are expected to be retained
  - c) where appropriate, incorporates a community use in the redevelopment or contribute towards enhancing community facilities in the local area.
4. Where the public house is considered to be a heritage asset (see policy DMD4 'Heritage Assets and Archaeology Remains') or to make a valued contribution to the borough's history, the applicant will be required to send important components of the building for archiving or public display to the Council, in line with Historic England's guidance.

# Chapter 7: Economy

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## Chapter 7: Economy

### Introduction

7.1. The purpose of this chapter is to set out clear employment land and town centre policies. The following defines our approach to these policies.

- We aim to set out a clear economic vision involving a borough-wide industrial strategy, which positively and proactively encourages sustainable economic growth through promoting intelligent use of under-utilised industrial land within the borough.
- Through setting out criteria-based policies and identifying strategic sites for mixed-use development, we seek to attract local and inward investment to match the strategy and to meet anticipated needs over the Local Plan period.
- In response to the latest government planning reform, our policy defines a network and hierarchy of town centres and promote their long-term vitality and viability, while recognising the importance of being flexible in setting policies to respond to future needs and supporting a diverse and mixed economy providing at least 20,000 new jobs by 2037, focusing on supporting growing sectors and SMEs.

7.2. This chapter includes the following policies:

<b>Strategic Policy 5</b>	Promoting inclusive economic growth
<b>Policy DME 1:</b>	Utilising the borough's employment land more efficiently
<b>Policy DME 2:</b>	Providing flexible, affordable workspace
<b>Policy DME 3:</b>	Encouraging vibrant, resilient and characterful town centres
<b>Policy DME 4:</b>	Visitor accommodation
<b>Policy DME 5:</b>	Evening economy

7.3. The policies are mainly supported by the key evidence set out in the table below.

<b>Key evidence documents</b>	<b>Date produced</b>
<b>Borough Industrial Strategy</b>	2020
<b>Barking and Dagenham Retail and Town centre Study Update and Addendum Report</b>	2019 2020
<b>Industrial Land Evidence Paper</b>	2020

<b>Key evidence documents</b>	<b>Date produced</b>
<b>LBBB Economic and Temporary Use Strategy</b>	2018
<b>GLA Safeguarded Wharves Review</b>	2020
<b>GLA Hot Food Takeaways Topic Paper</b>	2018
<b>London Industrial Land Review</b>	2017
<b>Projections of Demand and Supply for Visitor Accommodation in London</b>	2017
<b>The Value of Workspace (Institute of Public Policy Research)</b>	2016

### **STRATEGIC POLICY SP 5: Promoting inclusive economic growth**

1. The Council will focus on growing a thriving and productive enterprise and small business economy, alongside new business investment, and ensuring the delivery of at least 20,000 new jobs and a wider employment base.
2. The Council will promote:
  - a) efficient use of employment land to support economic growth sectors
  - b) retention of suitable locations and capacity
  - c) intensification with innovative approaches to building design
  - d) plan-led managed release of land as set out in the Borough's Industrial Strategy.
3. Proposed LBBB Strategic Industrial Land (SIL) and Locally Significant Industrial Locations (LSIS) as shown on the Policies Map. They are designated as intelligent SIL and LSIL for protection, managed intensification in accordance with Policy DME1 Utilising the Borough's Employment Land More Efficiently. They are suitable for industrial type activities as identified in the New London Plan (Policy E4 and E5) and the Borough Industrial Strategy.
4. All safeguarded wharves and maritime infrastructure will be protected and retained in line with Mayoral policy and the marine management Organisation. The locations are defined in the Policies Map and in Table 3 below. Opportunities for intensification of wharf use, or rationalisation of wharves and infrastructure, will require discussions with the Port of London Authority and the Marine Management Organisation at an early stage.
5. The Council will support a new town centre hierarchy for the borough, in line with the latest town centre strategies and guidance; major office development will be directed to Barking town centre with secondary provision directed to District Centres as set out in the town centre hierarchy as show on the Policies Map.

6. The Council will encourage the provision of affordable workspace within developments for new employment in accordance with Policy DME2 ‘Providing Flexible, Affordable Workspace’ alongside the relevant policies as set out in the New London Plan.
7. The Council will support businesses who seek to evolve, diversify, and contribute to a more thriving and more inclusive local economy through:
  - a) supporting a range of appropriate town centres uses, not limited to traditional retail, which could include residential above existing commercial, social infrastructure and transport infrastructure uses, temporary or ‘meanwhile’ uses<sup>33</sup> of vacant properties, affordable workspace and educational facilities
  - b) supporting new development and redevelopment that stimulates the evening economy; contributing to the vitality of district centres and supporting a balanced and socially inclusive evening and night-time economy
  - c) supporting the provision of flexible, affordable, modern employment spaces in suitable locations; ensuring the design of employment space is flexible and adaptable to the changing needs of different types of potential user
  - d) avoiding vacant or under-utilised buildings and spaces by encouraging better utilisation of industrial sites, and where appropriate support the re-use of surplus industrial land and floorspace for other uses
  - e) providing new high-quality employment and training opportunities for local people, and procurement opportunities for local businesses, focusing on investment in physical improvement, but also in the long-term social infrastructure and education required for producing talented, entrepreneurial individuals locally.

**Table 2 LBBB Safeguarded wharves and maritime infrastructure (Source: GLA and PLA 2019)**

<b>Located in Barking</b>	<b>Located in Dagenham</b>
Alexander Wharf	Dagenham Wharf
Steel Wharf	Pinnacle Terminal
Docklands Wharf	De Pass Wharf
Victoria Stone	Fords Dagenham Terminal
Pinns Wharf	Amey’s Jetty
Rippleway Wharf	No.1 Western Extension
No.8 Jetty	East Jetty
	No.4 Jetty

<sup>33</sup> In London, meanwhile use sector ranges from property guardianship, housing (e.g. manufactured homes) small community gardens to large workspaces (Centre for London, 2018).

## **POLICY DME1: Utilising the borough's employment land more efficiently**

### **Employment within the designated SIL and LSIS boundary**

1. The Council will support development proposals where they can deliver employment floorspace that:
  - a) contributes to meeting the strategic target of a minimum 20,000 new jobs, focusing on enabling skills development and lifelong learning
  - b) accords with the site allocations and the Council's most up to date area specific guidance
  - c) comprises uses that are suitable for broad industrial-type activities as identified in the New London Plan
  - d) provides a mix of unit sizes to meet the needs of small and medium enterprises (SMEs).
2. The Council will prepare localised planning framework, such as supplementary planning documents to provide strategic guidance on intensification and more intelligent use of the borough's designated industrial land within the identified Transformation Areas (see chapter 2: Transforming Barking and Dagenham). These documents will include details on industrial intensification and redistribution including the relocation of existing businesses that cannot be incorporated within a redevelopment. They will also make reasonable endeavours to ensure such uses have a suitable alternative site secured and address transitional arrangements that are cognisant of their local and regional economic role.
3. Development proposals must ensure neighbourly development is achieved (in line with Policy DMSI 2 Energy, Heat and Carbon Emissions and DMSI 8 'Waste Sites' and must not jeopardise the functioning of any remaining employment uses, including those incorporated within the redevelopment.
4. Where the site is suitable for industrial intensification the applicant is expected to demonstrate that the proposal is a genuine intensification and will increase or maintain employment numbers on less space than the existing use, subject to development viability.



5. Applicants must demonstrate that new employment floorspace within the redevelopment is designed to respond to market demand and occupier requirements to secure viable occupation.

#### **Employment sites outside of SIL and LSIL**

6. The Council will resist development proposals that would result in the net loss of viable employment floorspace, particularly affordable and low-cost workspace. The Council may consider proposals in exceptional circumstance where the applicant can:
  - a) clearly demonstrate that the site is genuinely unsuitable for continued employment use due to its history, condition and reasonable alternatives for restoring the site to employment use have been considered (including temporary employment use)
  - b) provide robust evidence of unsuccessful active marketing of the existing use over a continuous period of at least 24 months at a reasonable market rent, which accords with indicative figures.

### **POLICY DME 2: Providing flexible, affordable workspace**

1. Development of a minimum 1,000 sqm office and workspace will be required to incorporate an appropriate provision of affordable workspace on-site, offered at below market rate, for shared workspace or small business units through Section 106 agreement, subject to development viability. This must meet the needs of local start-ups, small-to-medium enterprises and creative industries. The applicant should establish robust management links with registered workspace providers agreed by the Council and be able to:
  - a) demonstrate that there is sufficient critical mass to ensure the sustainability of any provision
  - b) provide units in turnkey form which are accepted by the Council or the registered workspace following completion.
2. In circumstances where it is not feasible to meet Part 1 of the policy, a payment in lieu may be accepted to support delivery of affordable workspace in other parts of the borough, focusing primarily in identified Transformation Areas (see Chapter 2: Area Development Strategy).
3. The Council will expect developments to go beyond “shell and core” provision of affordable workspace. To be considered as acceptable turnkey spaces, upon the

completion of the development, the Council will expect the workspace units to be secure, vacant, and fully glazed, with smooth sealed concrete finishes to ceiling and walls, functional lighting, running water, sanitary facilities, and having capped essential services such as electricity and gas, as well as access provision of wired and wireless broadband technologies delivering the highest speeds to provide a wide range of services. These works will avoid substantial fit out costs for potential occupiers and enable the workspace to be more affordable for smaller businesses.

### **POLICY DME 3: Encouraging vibrant, resilient, and characterful town centres**

1. The extent of town, district and neighbourhood centres are defined on the Policies Map. The boundaries will clearly relate to the application of the sequential and impact tests, which seek to direct retail and other key town centre uses to town centres, and requires proposed retail development in edge, or out of town centre sites to be considered against the sequential approach below:
  - a) Development proposals for commercial, businesses and service uses will be permitted within the town centre boundaries
  - b) Development proposals for retail and leisure uses will be supported on the edge of or outside of designated town centre location where the sequential approach to site identification has been applied in accordance with the NPPF
  - c) Preference would be given to accessible sites which are well connected to the town centre
  - d) Applicants should demonstrate flexibility on issues such as format and scale of the proposal, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored in accordance with paragraph 87 of the NPPF.
2. Out-of-centre retail developments that include new local facilities should only be exempt from compliance with the sequential test where the proposed main town centre uses serve the local needs, generated by the development, or serve an area of deficiency, and where that need cannot be met by existing facilities within nearby centres.
3. When considering applications for town centre uses the Council will recognise the need for flexibility to meet changing needs in terms of what contribution the new development will make to the success of our town centres. This could include the potential need for temporary or 'meanwhile or interim' space to support the

creative industries or serve needs in the early phases of a business.

4. Development proposals will be required to deliver and maintain active ground floor frontages generating high footfall (proportionate to the scale and nature of the centre). This includes, but is not limited to, shops, markets, community, cultural and civic uses<sup>34</sup>.
5. Outside the designated town centres, development proposals for retail and leisure development exceeding 500sq.m<sup>35</sup> gross (or its updated equivalent) will be required to submit an impact assessment in accordance with the NPPF and NPPG.
6. In addition to compliance with the impact criterion above (part 6) development proposals for a new local shopping centre must seek to meet the needs of local residents based on up to date evidence<sup>36</sup>. The applicant should submit information which considers factors including:
  - I. the relative size of a local parade and the range of shops and services each centre can offer
  - II. the proximity of other town centres, local centres and 'standalone' shops, which may mean that local need may be met at an alternative location within walking distance and local needs are therefore still being met
  - III. the quality of the shopping centre or parade, in terms of its environment, type and range of retailers, affecting how it is perceived and used by local residents
  - IV. the relative accessibility of each centre since this is an important factor in how local people use the local shops and services. The reasonable and maximum walking distances as prescribed in GLA's Town Centre SPG and its equivalent update should be considered in the statement or assessment.
7. 'Meanwhile' uses of buildings in designated town centres must not have an unacceptable impact on residential amenity or prevent development sites from

<sup>34</sup>Uses which offer a service to the general public.

<sup>35</sup> The Council will apply a 500 sqm gross threshold for impact assessments, which is consistent with the retail floorspace projections within the borough. The Town Centre Topic Paper sets out the rationale behind this policy approach. The revised floorspace capacity projections in this Addendum are lower than the 2019 Update and the need for a lower impact threshold (500 sqm gross) is reinforced. The Council will keep the retail impact analysis threshold under review in light of future circumstances.

<sup>36</sup> The local needs index provides a useful indicator of whether a local centre or important local parade is meeting some or all the needs of local residents.

being brought forward for development in a timely fashion. Meanwhile use of sites for housing uses should be consistent with other Local Plan policies in relation to the residential amenity.

8. Development proposals for new hot food takeaways (sui generis), new betting shops and pay day loan shops (sui generis) within the designated town centres must submit:
  - a) a cumulative impact assessment of other existing uses of hot food takeaway, or betting shop or pay day loan shop (including extant but unimplemented planning permissions)
  - b) a health impact assessment (HIA) and discuss proposals at the pre-application stage with the Council.

#### **POLICY DME 4: Visitor accommodation**

1. Proposals for new visitor accommodation (C1) will be supported within the borough's designated town centre, along primary routes adjacent to transport interchanges, and in locations where they will support the function of employment and strategic industrial land, where:
  - a) it accords with principal land uses and does not compromise regeneration visions
  - b) the size, scale and nature of the proposal is proportionate to its location
  - c) it does not create an over-concentration of such accommodation, taking account of other proposals and unimplemented consents in the local area
  - d) it does not have significant adverse impact on surrounding amenity or local character.
2. Applications for serviced apartments must demonstrate that they meet the criteria stated in Part (1) of this policy and will be managed appropriately as short-term accommodation (i.e. accommodation for up to 90 days).

## **POLICY DME 5: Evening Economy**

1. The Council will support development that contributes to the vitality of Barking town centre, and supports a balanced and socially inclusive evening and night-time economy, subject to the following considerations:
  - a) cumulative impact – in areas where a concentration of night-time uses may be detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities. For example, the existing number of similar establishments in the immediate area and their proximity to each other; the potential impacts of the proposal on the wider community
  - b) residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance. For example, the type and characteristics of other uses, such as housing, shops and public houses; any known unresolved amenity, traffic or safety issues arising from existing uses in the area
  - c) balance – new uses in centres should support both the day-time and evening and night-time economies whilst not undermining the role and function of the designated town centres in accordance with DME3 Encouraging Vibrant, Resilient, and Characterful Town Centres.

# Chapter 8: Natural Environment

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## Chapter 8: Natural environment

### Introduction

8.1. The purpose of this chapter is to set out clear policies related to the borough's natural environment. The following defines our approach to these policies.

- We aim to protect and enhance parks, open spaces, Green Belt, Metropolitan Open Land (MOL), allotments, ponds, rivers and waterways, and the natural environment
- We are making sure that the borough's public open space, and its green and blue infrastructure, is of high-quality and able to fulfil a number of functions, including providing play opportunities, improving health, mitigating climate change, and increasing biodiversity
- We seize opportunities for creating green infrastructure and improving access to existing open spaces and nature are strongly supported in this Local Plan
- We want to make the most of its blue infrastructure, including the River Roding, the River Thames and the River Beam. And maintain clean, green environments.

8.2. This section contains the following policies:

<b>Strategic Policy SP6</b>	<b>Green and Blue Infrastructure</b>
<b>Policy DMNE 1</b>	Parks, open spaces and play space
<b>Policy DMNE 2</b>	Urban greening
<b>Policy DMNE 3</b>	Nature conservation and biodiversity
<b>Policy DMNE 4</b>	Water environment
<b>Policy DMNE 5</b>	Trees
<b>Policy DMNE 6</b>	Local food growing, including allotments

8.3. The policies are mainly supported by the key evidence base set out in the table below.

<b>Key evidence documents</b>	<b>Date produced</b>
<b>LBBB Habitats Regulations Assessment</b>	2020
<b>LBBB Infrastructure Delivery Plan</b>	2020
<b>LBBB Inclusive Growth Strategy</b>	2020
<b>LBBB Green Infrastructure and Biodiversity Strategy</b>	2019
<b>London Environment Strategy</b>	2018
<b>LBBB Parks and Open Spaces Strategy</b>	2017
<b>LBBB Playing Pitch Strategy</b>	2016
<b>LBBB Green Belt Review</b>	2016
<b>LBBB Biodiversity Survey</b>	2016
<b>LBBB SINC's Citation</b>	2016
<b>All London Green Grid SPG</b>	2012

## **POLICY SP6: Green and blue infrastructure**

1. The Council will protect and enhance the quality of the natural environment (including the borough's parks, public open spaces and playing pitches) and will work with a range of stakeholders to maximise the creation of new green and blue infrastructure and address deficiencies<sup>37</sup> in quantity, quality and access. This will be achieved through:
  - a) protecting and enhancing the borough's Green Belt and Metropolitan Open Land (MOL) to maintain its function, quality and openness
  - b) ensuring development protects and enhances significant ecological features, achieves biodiversity net gain, and maximises opportunities for urban greening through appropriate landscaping schemes and the planting of street trees;

<sup>37</sup> The borough's open space provision requirement is 2.4 hectares per 1,000 head of population. The Council will keep this standard under review.



- c) working with local partners, the Environment Agency, Natural England and other key stakeholders including the local community to resurvey and review SINCs and areas of biodiversity deficiency every 5 to 10 years, to ensure development contributes as appropriate to the borough's overall biodiversity and environmental quality
- d) improving the quality, character, value and accessibility of existing publicly accessible open space across the borough, in line with the Council's Parks and Open Spaces Strategy, Green Infrastructure and Biodiversity Strategy and Sport England's Active Design Guidance (or updated equivalent)
- e) maximising the opportunity to deliver an improved network of green grid links to enhance access through walking, cycling and public transport to key destination points such as town centres, community facilities and publicly accessible open spaces, and along rivers and waterways
- f) protecting, improving and enhancing blue spaces, to create a blue network, improving walking and cycling accessibility to the water environment and improving the relationship with the river (including public realm, habitats and waste heat energy sources). Where possible, opportunities should be sought to 'naturalise' the riverbank by removing hard engineered walls and introducing new habitats to the river corridor
- g) protecting and enhancing the existing residential moorings located on the River Roding and explore opportunities for part of the River Roding in the borough, north of the existing safeguarded wharves as a potential residential mooring opportunity zone in line with local and regional planning policies
- h) maximising opportunities to create and increase publicly accessible open space (including playing pitches and ancillary sporting facilities) with a range of sizes and for a range of users, particularly in locations which experience the highest level of open space deficiency within the borough
- i) protecting and enhancing the borough's habitat and wildlife resources, including linking green spaces with identified wildlife corridors, protecting species and habitats identified in the London Biodiversity Action Plan or updated equivalent, and creating new nesting and roosting sites

- j) supporting community food growing through development and building partnerships with social enterprise and voluntary organisations that have already started working in the borough; and supporting communities that aspire to designate important local open spaces as local green spaces
  
- k) working with strategic partners, developers and the community to position the natural environment at the heart of estate regeneration and development, having regard to the Council's latest park masterplans.

### **POLICY DMNE 1: Parks, open spaces and play space**

1. The Council will protect and enhance the borough's parks, public open spaces and playing pitches, working closely with a range of stakeholders to address deficiencies in quantity, quality and access. Public open spaces should be safe and easily accessible through walking, cycling, and public transport for all users, and supportive infrastructure such as crossings, cycle parking, bus stops and clear signage should be provided appropriately near the entrance of open spaces. To reduce car dominance, these should be provided in proximity to residential, commercial and social infrastructure.
  
2. The Council will prevent inappropriate development within the Green Belt and on Metropolitan Open Land (MOL), except in very special circumstances, in line with the NPPF and Policy G3 of the Draft New London Plan Intend to Publish version.
  
3. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
  - a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirement
  
  - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and in a suitable location
  
  - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

4. Development on non-designated open space, including amenity greens and amenity spaces with limited public access, will be resisted, except where proposals accord with an agreed Council regeneration strategy, include replacement space of at least equivalent quality as close as possible to the open space that would be lost.
5. Development should not rely upon existing publicly accessible open space to contribute towards on-site communal amenity space and child play space. All major and strategic development should contribute to the delivery of sufficient new publicly accessible open space on-site which should:
  - a) meet the needs of current and any future residents
  - b) be of a high-quality that is accessible to all
  - c) provide multiple benefits, including recreation, food growing, SuDS, improvements to biodiversity and links to green infrastructure, as well as any blue infrastructure, on and adjacent to the development site
  - d) consider taking the form of new parks (including pocket parks), allotments or play space in accordance with the Council's guidance as set out in the Parks and Open Spaces Strategy, the Green Infrastructure and Biodiversity Strategy and park masterplans and their updated equivalents
  - e) comply with Policy G4 of the Draft New London Plan Intend to Publish version and the Council's guidance in the design of new open space. In exceptional circumstances, where on-site provision cannot be adequately accommodated, the Council may agree a financial contribution towards improvements to existing or new open spaces within the borough via planning obligations.
6. Large major development proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation in line with Policy S4 of the draft New London Plan Intend to Publish version.
7. Proposals for new playing pitches should be developed in accordance with Policy DMS1, the Council's Playing Pitch Strategy (or updated equivalent) and in consultation with Sport England.

## **POLICY DMNE 2: Urban greening**

1. Development proposals will be supported where they:
  - a) maximise opportunities for urban greening, including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens and nature-based sustainable drainage etc
  - b) contribute to the All London Green Grid, the Council's Green Infrastructure and Biodiversity Strategy and the Council's Parks and Open Spaces Strategy.
2. The applicant is expected to calculate the site's Urban Greening Factor (UGF) in accordance with the Council's guidance. In line with Policy G5 of the draft New London Plan Intend to Publish version, a target score of 0.4 should be achieved for developments that are predominately residential, and a target score of 0.3 should be achieved for commercial development (excluding B2 and B8 uses).

## **POLICY DMNE 3: Nature conservation and biodiversity**

1. Development should not lead to loss or degradation of Sites of Importance for Nature Conservation (SINCs), including local nature reserves and Epping Forest's Special Area of Conservation (SAC). All existing SINC boundaries are defined on the Policies Map.
2. All development proposals are required to:
  - a) minimise the impacts of development on biodiversity and nature in accordance with the mitigation hierarchy set out in Policy G6 of the draft New London Plan Intend to Publish version
  - b) demonstrate a minimum of 10% biodiversity net gain using the DEFRA metric (or agreed equivalent). Applications where loss or degradation of habitat would be negligible, such as material change of use applications, alterations to buildings, and house extensions, are excluded from this requirement
  - c) prepare a long-term monitoring and management plan of biodiversity net gain sites for a period of 30 years, whether within the development area or off-site

d) provide wider, off-site, environmental net gain where possible.

3. The Council's Green Infrastructure and Biodiversity Strategy identifies opportunities for habitat creation, wildlife corridors and Green Design Codes for different parts of the borough, which should be used to inform net gain proposals.

4. Major development proposals are required to:

a) contribute to the strategic network of green and blue spaces, as identified in the Council's Green Infrastructure and Biodiversity Strategy (or updated equivalent) and in accordance with Policy G1 of the Draft New London Plan Intend to Publish version

b) contribute to increasing local access to nature, in accordance with national and London Plan requirements and taking account of Natural England's latest Accessible Natural Greenspace Standards

c) submit an ecology assessment demonstrating biodiversity enhancements that contribute to the objectives of the latest Council's strategies, as well as guidance and best practice for habitat creation

d) submit a habitat management plan setting out the long-term maintenance and monitoring of all biodiversity protection and enhancement measures

e) use only native species of local provenance in soft landscaping schemes within 250m of Sites of Importance for Nature Conservation, waterways, and wildlife corridors, and on green and brown roofs and roof gardens. On all other sites, the use of native plants of local provenance should be at least 75% by area of the soft landscaping scheme

f) incorporate soft landscaping that minimises the risk of new plant diseases and avoids introducing invasive species by sourcing plants from stock grown in the UK and avoiding the use of plants listed in Schedule 9 of the Wildlife and Countryside Act (1981). Landscaping and planting around developments must control potentially invasive non-native species and eradicate these where possible as part of redevelopment

- g) create new nesting and roosting sites for wildlife (for example through integrated nesting and roosting bricks, towers and boxes together with street trees, green walls and green roofs).

#### **POLICY DMNE 4: Water environment**

##### **Rivers, waterways and watercourses**

1. Development proposals within and adjacent to rivers and waterways will be required to:

- a. contribute to achieving the objectives of the Thames River Basin Management Plan, Water Framework Directive or updated equivalent and catchment partnership local measures
- b. protect and enhance biodiversity and geomorphology in and along watercourses, banks and waterways, adjacent terrestrial habitats, the foreshore and the floodplain
- c. improve water quality, including reducing or minimising pollution from adjacent land and roads (e.g. by using oil interceptors in car parks) and improve the ecological status of waterbodies (e.g. by investigating and rectifying misconnections, retrofitting sustainable urban drainage systems, fitting hydrocarbon interceptors and creating wetlands)
- d. conserve the waterways' heritage and improve public understanding of this
- e. avoid harm or negative impacts on navigation and use of existing waterways
- f. conserve and enhance the existing character of the waterway and its setting
- g. provide open space for recreation, habitat provision and increasing the blue space network, which can also be used to store excess floodwater, where appropriate
- h. provide a naturalised buffer zone between the proposed development and the top of bank of any nearby watercourse or body of water as follows:

- i. at least 16m for tidal watercourses
  - ii. at least 8m for fluvial main watercourses
  - iii. at least 8m for an ordinary watercourse
  - iv. at least 5m buffer around ponds or other standing water bodies
  - v. buffer zones should not include development, hard standing, paths or lighting, underground structures (including tie rods and anchors), or be used for storage of materials. Land adjacent to flood defences should also be protected in line with Policy DMSI 5. Buffer zones should be designed to be dark (less than 1.0 lux) to protect their function as wildlife corridors; open up river corridors, making space for water through the creation of natural buffer zones adjacent to water courses, and increasing floodplain connectivity;
- 
- i. improve safe, public access to waterways and provide opportunities for enjoyment and understanding of the waterways; development will be expected to provide appropriate riparian lifesaving equipment (e.g. grab chains, access ladders and life buoys) alongside the riverside areas to a standard recommended in the 1991 Hayes Report on the Inquiry into River Safety
  - j. encourage active travel (walking and cycling) through the provision of cycle and foot paths adjacent to the waterway (but outside of the buffer zone)
  - k. have regard to the HM Government's UK Marine Policy Statement (2011) or updated equivalent and the emerging South East Marine Plan, which applies to the River Thames and the River Roding
  - l. identify and deliver natural flood management opportunities to help alleviate fluvial and surface water flooding, as well as measures to prevent litter entering waterways. On sites with culverted watercourses, proposals for new development will be expected to investigate and secure the implementation of measures to restore sections of the watercourse, with clear and robust justification provided, if considered unachievable
  - m. maximise the use of the river for freight, including for the transportation of construction materials to, and waste from a development site either directly to and from the site or through the supply chain.

### Thames Policy Area

2. The Thames Policy Area, including the River Roding, is designated on the Policies Map. Within this area, development will be supported where it meets the requirements above and it:
  - a) improves public access to and along the River Thames
  - b) protects and enhances views towards and along the River Thames
  - c) facilitates and acts on the recommendations of the Thames Estuary 2100 Plan (or updated equivalent) for Action Zone 4, within which the borough lies
  - d) protects safeguarded wharves and jetties from any development that would prejudice their future use for river transport.

### POLICY DMNE 5: Trees

1. Development proposals should retain existing trees, shrubs and 'vegetation of value' where possible unless it can be demonstrated that their removal would provide substantial public benefit or if they are damaged or deceased. This value should be assessed by an appropriate valuation system, as agreed with the Council.
2. Trees, shrubs or vegetation must be retained where one or more of the criteria below are met:
  - a) it is considered to be of significant value, including ecological value, as per an agreed appropriate arboriculture valuation system (such as i-tree or CAVAT) and subject to consultation with the Council
  - b) it makes a significant contribution to amenity or local character
  - c) it is of special character, age, or has scope for screening other properties or features.
3. If existing trees and vegetation of value cannot be retained, they should be replaced by species of at least equivalent value with a preference for on-site planting.



4. Where it is not possible to provide adequate replacement trees as part of a development, the applicant will be required to make a financial contribution to the Council's tree planting programme dependent on the specific development and the value of the trees.
5. Major development is expected to incorporate planting including trees, shrubs and vegetation over and above any existing provision. Planting should use trees, shrubs and vegetation that are appropriate to the context and location of the development site.
6. Applicants will be expected to demonstrate how a development has been designed to allow trees and other vegetation to grow and thrive, including during construction. This includes ensuring that urban planting allows tree roots to grow, allows water filtration and avoids soil compaction around street planting.
7. When identifying locations for new trees, it is vital that eventual root and branch growth of a tree are taken into account when determining how much space will be needed in the future. This is to ensure the tree survives and thrives, and to prevent damage to existing properties and structures.
8. All trees and vegetation planted in close proximity to flood defences and within the 'buffer zone' must have appropriate root containment systems installed, to prevent future tree root growth negatively affecting flood defence structures.

## **POLICY DMNE 6: Local food growing, including allotments**

### **Existing allotments**

Redevelopment of existing allotments will only be permitted in exceptional circumstances where it can be demonstrated that they are no longer needed by the community or existing allotment users are relocated to an alternative allotment that is within reasonable proximity to their homes.

### **Creation of new food growing opportunities**

1. Proposals for community food growing and gardening will be encouraged in line with Policy G8 of the Draft New London Plan Intend to Publish version, particularly where this forms part of the overall landscaping and open space strategy for residential development or as part of a school, playground or recreational area. Innovative food growing solutions, such as edible landscaping, rooftop growing, vertical and hydroponic growing and indoor growing will be strongly encouraged.
2. Major residential-led developments are expected to provide community food growing opportunities and to provide a strategy for the ongoing management of this.

3. Proposals for new allotments will be supported where there is a demonstrable local need through appropriate engagement with key stakeholders and the local community, and where this does not prejudice alternative land uses from coming forward, including residential use.
4. All new community food growing areas should include access for disabled residents, access to water and irrigation and access to composting facilities.

Food growing is also encouraged as a meanwhile use on vacant or under-utilised sites.

# Chapter 9: Sustainable Infrastructure

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## Chapter 9: Sustainable infrastructure

### Introduction

9.1. The purpose of this chapter is to set out clear policies on sustainable infrastructure. The following are the reasons for our approach to policies in this chapter.

- We will promote sustainable infrastructure and transform the borough to become the 'green capital of the capital', allowing for the rapidly changing regional policies surrounding energy and sustainability.
- We are committed to creating a clean, green and sustainable borough with low emission neighbourhoods, reinforced by the Council's climate change emergency declaration, and targets to becoming a carbon neutral council by 2030 and a carbon neutral borough by 2050. This will be achieved through:
  - reducing energy use
  - utilising low-carbon heat
  - using low-carbon electricity
  - ensuring affordable energy
  - delivering co-benefits.
- The promotion of sustainable transport, including walking and cycling, and reduced car use, will also be critical in meeting the borough's carbon neutral targets, as well as improving air quality.
- We believe that the creation of a sustainable future for residents and for businesses is central to the success of this Local Plan, through good planning and managing our resources (including land, energy, water and materials) in a sustainable manner.
- We are committed to reducing carbon emissions, improving air quality to meet World Health Organisation limits, conserving water, reducing waste, and mitigating flood risk. New development will be required to be greener and more sustainable with increased energy efficiency and renewable energy technologies such as photovoltaics and heat pumps. This will be supported by the borough's growing District Energy Networks (DENs), retrofitting programmes and decarbonisation initiatives.
- A topic paper published as supporting information alongside the draft Local Plan, will explain the draft policy position (DMSI 2) by linking with the available

evidence base, including the Council’s Cost of Carbon Report<sup>38</sup>.

- We support the targets set out in Policy SI 8 of the draft New London Plan Intend to Publish version in order to manage London’s waste sustainably and self-sufficiently and deliver the Mayor’s ambition for London to manage 100% of its own waste by 2026. This includes the borough-level apportionment of 6.1% for the London Borough of Barking and Dagenham (LBBB) for all household, commercial and industrial waste between 2021 and 2041 (505,000 tonnes by 2021 and 537,000 tonnes by 2041).

9.2. This section contains the following policies:

<b>Strategic Policy SP7</b>	Securing a clean, green and sustainable Borough
<b>Policy DMSI 1</b>	Sustainable design and construction
<b>Policy DMSI 2</b>	Energy, heat and carbon emissions
<b>Policy DMSI 3</b>	Nuisance
<b>Policy DMSI 4</b>	Air quality
<b>Policy DMSI 5</b>	Land contamination
<b>Policy DMSI 6</b>	Flood risk and defences
<b>Policy DMSI 7</b>	Water management
<b>Policy DMSI 8</b>	Waste sites
<b>Policy DMSI 9</b>	Demolition, construction and operational Waste
<b>Policy DMSI 10</b>	Smart utilities

9.3. The policies are mainly supported by the key evidence base set out in the table below.

<b>Key evidence documents</b>	<b>Date produced</b>
<b>LBBB Air Quality Action Plan 2020-2025</b>	2020
<b>LBBB Infrastructure Delivery Plan</b>	2020
<b>Towards Net Zero Carbon (draft)</b>	2020

<sup>38</sup> The LBBB commissioned the study jointly with some other London boroughs to inform the zero-carbon target. Further discussions are required with the LBBB officers on next steps.

<b>LBBB Inclusive Growth Strategy (draft)</b>	2020
<b>LBBB Planning Advice Note: Waste and Recycling Provisions in New and Refurbished Residential Developments</b>	TBC
<b>Planning briefing paper – Connection Opportunities to B&amp;D Energy Limited: Low Carbon Energy for East London</b>	2019
<b>London Environment Strategy</b>	2018
<b>London Waste Planning Forum: Monitoring Report</b>	2018
<b>London Plan Topic Paper: Waste</b>	2018
<b>GLA Energy Assessment Guidance</b>	2018
<b>LBBB Strategic Flood Risk Assessment L1 &amp; L2</b>	2017
<b>LBBB Local Flood Risk Management Strategy</b>	2017
<b>East London Waste Authority (ELWA) Joint Waste Development Plan</b>	2012

## STRATEGIC POLICY SP7: Securing a clean, green and sustainable borough

### 1. The Council will:

- a) encourage innovative approaches to tackling climate change, reducing air pollution, managing flood risk and nuisance, and promoting sustainable infrastructure
- b) expect major development to be net zero carbon and employ low carbon technologies in line with the Council's agenda, and work with developers, landowners and other key stakeholders to ensure, where appropriate, development supports and connects into the borough's strategic District Energy Networks and associated infrastructure, utilising low or zero carbon fuel sources
- c) expect all development to minimise the risk of overheating through the prioritisation of passive design measures
- d) phase-out gas heating and encourage as much as renewable energy as possible
- e) ensure all development manages nuisance (such as noise, vibration, artificial light, odour, fumes and dust pollution) during both construction and operation through appropriate mitigation
- f) improve the borough's air quality in line with the Council's Air Quality Action Plan; requiring new development to be air quality neutral; and promoting sustainable transport and green infrastructure
- g) expect development and large-scale regeneration to facilitate the remediation of land affected by contamination
- h) work with developers and key stakeholders to reduce flood risk (including through the use of Sustainable Drainage Systems), improve wastewater infrastructure in line with the Council's Infrastructure Delivery Plan, and reduce mains water consumption
- i) co-operate with other boroughs to jointly address cross-boundary flood risk issues.

- j) safeguard all waste sites within the borough and review the approach until the new Joint Waste Plan<sup>39</sup> is adopted
- k) minimise waste production by promoting sustainable waste management, the principles of circular economy and the use of sustainable materials
- l) seek to deliver secure, affordable and low carbon utilities and physical infrastructure.

### **POLICY DMSI 1: Sustainable design and construction**

1. All development will be required to incorporate sustainable design and construction, relating to the scale, nature and form of the proposal.
2. Major development proposals must demonstrate, in a supporting sustainability statement, how sustainable standards, and materials and low carbon technologies are integral to the design, construction and operation of the development; and be accompanied by a pre-assessment, demonstrating how the following standards, or any future replacement standards, will be met.
  - a) all new non-residential development over 500 sqm floorspace (gross) must be designed and built to meet or exceed a BREEAM 'Excellent' rating (or updated equivalent)
  - b) all non-residential refurbishment of existing buildings and conversions over 500sqm floorspace (gross) must be designed and built to meet or exceed a BREEAM non-domestic refurbishment 'Excellent' rating (or updated equivalent), and;
  - c) all residential refurbishment development of 10 dwellings or more must be designed and built to meet or exceed a BREEAM Domestic Refurbishment 'Excellent' rating (or updated equivalent).
3. All new residential development should meet a Home Quality Mark 3 star rating (or updated equivalent).

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<sup>39</sup> The constituent East London Waste Authority (ELWA) boroughs are currently developing a new Joint Waste Plan, alongside their respective Local Plan work. The programme for this is still to be finalised, however waste sites will need to be protected until the joint strategy is completed, at which point it will form part of LBBB's development plan and will set out the strategic approach for the sustainable management of waste over the Local Plan period in accordance with Policy SI 9 of the draft New London Plan Intend to Publish version.



## **POLICY DMSI 2: Energy, heat and carbon emissions**

### **Carbon dioxide emissions**

1. The Council will expect major development to contribute and where possible exceed the borough's target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon homes and buildings, in line with the Council's latest guidance.
2. Development proposals are required to submit a detailed Energy Assessment, following the most recent guidance from the GLA, demonstrating how the development has been designed in accordance with the energy hierarchy and relevant policies set out in Policy SI 2 of the draft New London Plan Intend to Publish version.
3. Where it is clearly demonstrated that the zero-carbon target cannot be achieved on-site and there is a well-justified shortfall, applicants will be expected to make a financial contribution in agreement with the Council, either through a cash in lieu contribution to the Council's Carbon Offset Fund, or agreement of sufficient alternative offsetting arrangements within the borough via planning obligations.

### **Connection to district energy networks**

4. Development proposals will be expected to address an area's energy infrastructure requirements, as identified in the Council's Infrastructure Delivery Plan, with major development expected to adhere to the London Plan's heating hierarchy (Policy SI 3 of the Draft New London Plan Intend to Publish version). Decentralised energy will need to be prioritised in accordance with the London Plan's energy hierarchy and connect to any existing or planned low carbon District Energy Network (DEN) in the local area and be delivered with an on-site DEN serving the entire development site.
5. Where there is no existing local DEN, developments should be designed to incorporate decentralised energy in accordance with the hierarchy outlined in the London Plan and subsequently connect to any future off-site DEN without modification. All new large-scale development (over 500 dwellings) should liaise with the Council about the creation of a new DEN.

### **Low carbon and renewable energy technologies**

6. Development proposals will be expected to incorporate as much as low carbon and renewable energy technologies as possible with minimal impact on the environment, amenity and human health. They must demonstrate that the most appropriate and well-performing technologies are incorporated into new development and that any adverse effects on human

health or the environment are avoided, or otherwise appropriately mitigated, including in respect of managing overheating risk.

### **Overheating risk**

7. All major development will be expected to mitigate overheating risk (for example through solar shading, building orientation, solar-controlled glazing and efficient mechanical ventilation) and submit an Overheating Assessment in accordance with the requirements of Policy SI 4 the New London Plan and the cooling hierarchy. This assessment must have regard to the Noise and Vibration Assessment in terms of managing both overheating risk and acoustics.

## **POLICY DMSI 3: Nuisance**

1. Development proposals are required to:

- a) submit a noise and vibration assessment for all major applications to reduce any adverse impacts to an acceptable level using the most appropriate layout, orientation, design and use of buildings. This assessment must have regard to the overheating assessment in terms of managing both overheating risk and acoustics
- b) have regard to the Agent of Change principle (Policy D13 of the draft New London Plan Intend to Publish version)
- c) avoid, minimise and mitigate significant adverse demolition, construction and operational impacts (such as noise, vibration, artificial light, odour, fumes and dust pollution) on people and the built and natural environment through the development of a construction management plan
- d) manage nuisance resulting from development in areas where industrial and residential land uses are co-located; the emphasis should be on the developer of the sensitive use to provide accommodation that provides an acceptable level of amenity, particularly where this sensitive use will be located nearby an established industrial area
- e) ensure noise-sensitive and air quality-sensitive development is directed to appropriate locations, and protect these against any existing and proposed sources of noise and air pollution through careful design, layout and use of materials and adequate insulation

- f) where appropriate, work with the Council to manage noise by identifying and protecting areas of tranquillity that have remained relatively undisturbed by noise and are valued for their recreational and amenity value for this reason.
2. Development proposals which generate unacceptable levels of nuisance, either individually or cumulatively, will generally be resisted.

#### **POLICY DMSI 4: Air quality**

1. The whole borough is designated as an Air Quality Management Area (AQMA) for both nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>). LBBB also have three designated Air Quality Focus Areas (see Policies map) – A13 Ripple Road, Barking town centre and Whalebone Lane North) where the EU annual mean limit value for NO<sub>2</sub> has been exceeded.
2. Major development proposals must achieve or exceed the ‘air quality neutral’ benchmark (in line with Policy SI 1 of the draft New London Plan Intend to Publish version and LBBB's latest Air Quality Action Plan) by avoiding people’s exposure to poor air quality. This should be achieved through:
  - a) effective design solutions
  - b) appropriate plant, machinery and technology
  - c) facilitating the use of low or zero emission transport and reducing the reliance on private motor vehicles, while promoting walking and cycling
  - d) improving traffic management
  - e) providing new green infrastructure in line with the Council's Infrastructure Delivery Plan and Green Infrastructure & Biodiversity Strategy (or updated equivalents).
3. All major development will be required to demonstrate this in an air quality impact assessment as part of the planning application. If avoidance is not possible, exposure should be appropriately minimised and mitigated in accordance with the London Plan requirements. Developments proposing biomass boilers will be required to forecast pollutant concentrations and permission will only be granted if no adverse air quality impacts are identified.
4. Development located within the borough’s designated Air Quality Focus areas will be closely scrutinised as to the approach to air quality and will be expected to

help reduce air pollution in the area.

5. Where proposals do not achieve the air quality neutral benchmark, applicants will be expected to make a financial contribution in agreement with the Council, either through the Air Quality Fund, or through off-site measures within the borough, agreed via planning obligations. During demolition and construction, all developments must adhere to the requirements of the GLA's Control of Dust and Emissions during Construction and Demolition SPG 2014 (or updated equivalent) including the emissions standards set for all Non-Road Mobile Machinery (NRMM) used on-site.

## **POLICY DMSI 5: Land contamination**

1. Development proposals on, or adjacent to land potentially affected by previous contaminative land use will be required to be accompanied by a preliminary risk assessment (desk study), site investigations and risk assessments in line with the current guidance, and to prepare remediation proposals to deal with any contamination. Remediation proposals must be agreed with the Council prior to the commencement of any works.
2. Development proposals will:
  - a) ensure safe transportation, storage, and use of hazardous substances
  - b) protect neighbouring occupiers and the natural environment from remediation impacts  
consult the Health and Safety Executive (HSE) and the Environment Agency (EA) on proposals involving hazardous substances where required.
3. Hazardous substances are to be located where they would not cause potential health and safety risks to neighbouring uses or to the environment. Other uses should be prevented from being located near potentially polluting substances where future users could be at risk.

## **POLICY DMSI 6: Flood risk and defences**

### **Flood risk**

1. Development should seek to deliver a neutral or positive reduction in flood risk, on and off-site, by demonstrably giving sufficient consideration from the outset of the design, and during pre-application discussions with the Environment Agency (EA) and Thames Water.
2. Development is required to undertake Flood Risk Assessments for schemes meeting the thresholds set out in DEFRA and EA guidance:

- a) adapt to climate change by planning for future flood risk. If a site is not currently shown to be within Flood Zone 2 or 3, but detailed modelling shows it is expected to be impacted when climate change is assessed, then the same design considerations should be applied as if it was within the present-day Flood Zone.
  - b) consult the Environment Agency to obtain these models and any other updates to modelling that contribute to the SFRA<sup>40</sup>.
3. Development proposals for vulnerable uses and sleeping accommodation must be located away from areas of high flood risk, and above the tidal breach level or fluvial 1 in 100 plus climate change flood level.
  4. All development within sites at risk of flooding should be guided towards areas of lowest risk within the site and development should be designed in strict accordance with the Development Control recommendations set out in Section 7 of the Strategic Flood Risk Assessment (SFRA) Level 1 Report.
  5. Basements, and any development not classified as water compatible, are not considered appropriate in Flood Zone 3b, and there are restrictions on their use and design within Flood Zones 2 and 3a with the Development Control recommendations set out in Section 7 of the SFRA Level 1 Report.

#### **Flood defences**

6. Development proposals along the Thames will be expected to:
  - a) maintain, repair, enhance or replace flood defence walls, banks and flood control structures to provide adequate protection for the lifetime of the development
  - b) protect land adjacent to, and set buildings back from, flood defences to allow future replacement of defences and provision of public amenity and biodiversity, in accordance with the Thames Estuary 2100 Plan
  - c) seek opportunities to raise existing tidal flood defences to the required levels in line with the Thames Estuary 2100 Plan (or updated equivalent) in preparation for future climate change impacts, or demonstrate how defences can be raised to the required levels in the

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<sup>40</sup> Since the Council's SFRA was completed, the Environment Agency has updated the hydraulic model of the Lower Roding and Loxford Water and intends to carry out further breach modelling downstream of the Thames Barrier.

future through submission of plans and cross-sections of the proposed raising

- d) demonstrate the provision of improved access to existing defences, or where opportunities exist to realign or set back defences
- e) provide landscape, amenity and habitat improvements, where appropriate, in line with the riverside strategy approach;
- f) safeguard land for future defence raising
- g) secure financial contributions from partners in order to enable flood defence works.

7. Where appropriate the Council will require proposals to include a condition survey of existing flood defences and watercourse infrastructure to demonstrate that it will adequately function for the lifetime of the development, and if necessary, make provision for repairs or improvements or replacement.

## **POLICY DMSI 7: Water management**

### **Surface water management**

1. As a minimum all development must:
  - a) utilise permeable surfaces (including on areas of public realm and on small surfaces such as front gardens and driveways) unless they can be shown to be unfeasible
  - b) seek advice from the Council as the Lead Local Flood Authority (LLFA) as to their preference on Sustainable Drainage Systems (SuDs).
2. Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with Policy SI 13 of the draft New London Plan Intend to Publish version and the drainage hierarchy. All major development must incorporate SuDS into proposals, where appropriate, having regard to the government's latest Non-Statutory Technical Standards for Sustainable Drainage Systems and the Council's latest Strategic Flood Risk Assessment (SFRA).
3. Minor developments are also expected to incorporate SuDS, where feasible. SuDS should be green, provide multiple benefits and integrate with the

Council's Green infrastructure network.

4. Proposals for SuDS will also need to include a long-term SuDS Management and Maintenance Plan, including details of who is responsible for maintenance.

#### **Wastewater**

5. Major development is required to demonstrate that the local water supply and public sewerage networks have adequate capacity, both on and off-site, to serve the development, taking into consideration the cumulative impacts of current and proposed development.

#### **Reducing water consumption**

6. All new development is required to reduce water consumption. New residential development must achieve a maximum internal water use target of 105 litres per person, per day, and non-residential development must achieve at least the BREEAM 'Excellent' standard for the Wat 01 water category (or updated equivalent) in line with Policy SI 5 of the draft New London Plan Intend to Publish version. The use of rainwater and grey water to minimise the use of mains water will be encouraged.

7. The Council will support development proposals where they:

- a) consider the net increase in water and wastewater demand to serve their developments and also any impact the development may have off-site further down the network, if no or low water pressure and internal or external sewage flooding of property is to be avoided
- b) engage with Thames Water and use their free pre-planning service at an early stage if there will be capacity in the Thames water or wastewater networks to serve their development, or what they will do if there is not. The outputs of the communication can be included as evidence to support a planning application.

### **POLICY DMSI 8: Waste sites**

#### **Waste sites**

1. Development proposals will be supported where they:
  - a) comply with the policies set out in the latest East London Waste Authority Plan and consult with the council on the emerging plans currently being updated
  - b) safeguard the existing permitted capacity at the waste sites within the borough to meet the Council's apportionment requirements set out in

Policy SI 8 of the draft New London Plan Intend to Publish version

- c) seek to maximise the efficiency and capacity of waste facilities within the borough.
2. Proposals for non-waste uses on safeguarded sites will only be considered acceptable where it is clearly demonstrated that a compensatory site provision, or compensatory capacity, will be delivered on a suitable replacement site within the borough in the first instance or another part of London that provides equivalent to, or greater than, the maximum annual throughput than the existing site could achieve.
3. Compensatory capacity will be sought which is equivalent to or greater than the maximum annual throughput over the last five years, as per the Environment Agency tonnage data for the site such as the waste data interrogator or waste returns data. Compensatory provision should be provided locally. The area of search for a replacement site, or increased capacity within an existing facility, should be within the borough in the first instance, or failing that, elsewhere in London. Compensatory provision will usually be secured through conditions or a legal agreement at the planning permission stage.
4. Additional waste site allocations could be made by means of a specific review as part of the development of the new waste plan.

**New or enhanced waste facilities**

1. New waste management facilities will be directed towards existing safeguarded sites and areas of search in accordance with the latest ELWA strategy. Proposals for new waste facilities, or to replace or extend an existing waste facility, will be support where they:
  - a) are appropriately located within a safeguarded waste site, or area of search, or integrated into a suitable new development
  - b) help to move waste up the waste hierarchy with a focus on reuse, repair and remanufacture
  - c) ensure that the scale and nature are compatible with adjacent existing and proposed land uses
  - d) do not conflict with the vision for the area (see Chapter 2 and Chapter 3) in which they are located



- e) propose technology which is suitable for the location and nature of the site, including future-proofed renewable energy generation opportunities (in line with Policy SI 8 of the New London Plan)
- f) are fully enclosed, unless it can be demonstrated that environmental and amenity impacts, including in respect of nuisance and traffic, can be mitigated both during and after operations
- g) it provides effective on-site measures to ensure safety and security.

## **POLICY DMSI 9: Demolition, construction and operational waste**

### **Demolition and construction waste**

1. Prior to demolition and construction, major development proposals will be expected to:
  - a) develop an appropriate construction waste management plan in order to reduce, reuse and recover waste and to mitigate environmental impact in accordance with the targets set out in Policy SI 7 of the draft New London Plan Intend to Publish version
  - b) adopt the principles of circular economy in the design of the development, using sustainable materials and aiming to achieve net zero-waste. A circular economy statement should be submitted with all major planning applications, in line with requirements of Policy SI 7 of the draft New London Plan Intend to Publish version and associated guidance
  - c) consider the use of the river for freight, including for the transportation of waste, from a development site either directly to and from the site or through the supply chain in line with Policy DMNE 4 Water Environment.
2. The Council supports sustainable waste management, however there are instances where it is not appropriate to re-use materials on site and the principles defined in CL:AIRE:The Definition of Waste: Development Industry Code of Practice (DoWCoP) should be applied. If a proposed material reuse scenario cannot meet these principals, it is likely that material is waste, and its reuse will need to be managed in line with the requirements of the Environmental Permitting (England and Wales) Regulations 2010.

### **Operational waste**

3. All new and refurbishment development proposals must submit a strategy for the minimisation and collection of waste and recycling and include sufficient and accessible space in their design and layout for waste storage and collection within developments, in accordance with the London Waste Recycling Board's (LWARB) latest guidance on recycling and storage. As a minimum, appropriate facilities must be provided, both within individual units and for the building as a whole, in order to separate and store dry recyclables (card, paper, mixed plastics, metals, glass), organic and residual waste.
4. Major residential developments are required to incorporate high-quality, on-site waste collection systems that are based on current best practice and do not include traditional methods of storage and collection, such as kerbside collections and wheeled bin methods. The type of systems could include compactors, underground storage containers, vacuum systems and automated or pneumatic waste collection systems. These systems require land to be set aside to store bulky waste materials, with the size and footprint of the space varying from system to system. Applicants should discuss options with the Council regarding waste collection prior to the submission of an application.
5. Non-residential proposals involving the use or disposal of hazardous substances will be supported where can demonstrate that the risks to public safety and the environment are appropriately managed in line with Policy DMSI 3 Nuisance.

#### **POLICY DMSI 10: Smart utilities**

1. Development proposals will be supported where they directly provide, and demonstrate in their design the flexibility and adaptability to:
  - a) incorporate smart technologies and approaches that enable resources, space, systems and materials to be monitored and managed efficiently, as well as support the balancing of the grid
  - b) adopt protocols and systems that are compatible with others used in the borough and London, such as the local planning authorities, statutory undertakers, independent distribution network operators, social infrastructure providers and other organisations that are responsible for managing the public realm and supply vital services to the area, in order to allow for the safe sharing of information and efficient service provision
  - c) ensure open access provision of wired and wireless broadband technologies delivering the highest speeds to provide a wide range of services

- d) work proactively with the Council to plan, deliver and manage development
  - e) give access to place makers and service providers to provide joined-up and efficient services that respond to customer needs.
2. Development should prioritise connecting to strategic area wide telecommunications networks when and where they are available.
3. Telecommunications development should be sited and designed in such a way that it does not adversely affect the appearance of the surrounding area. The Council will only support such development where:
- a) the siting is not intrusive in the street scene
  - b) the design is of a scale, height and appearance which does not disrupt the character of an area
  - c) the equipment has been designed to keep the size of the installation to the technical minimum and sited, so far as practicable, to minimise the impact on the environment
  - d) screening of equipment housing and other visually intrusive development associated with the proposal is provided
  - e) applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators
  - f) the applicant has certified that the development will operate within the latest (ICNIRP) guidelines for public exposure.

# Chapter 10: Transport

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## Chapter 10: Transport

### Introduction

10.1. The purpose of this chapter is to set out clear transport policies. The following defines our approach to these policies.

- Our Transport Impact Assessment (TIA) 2020 identifies a local and strategic road network which is currently near capacity. The A13, a key economic artery for the borough and the region, must also be addressed in terms of access and its negative impact on severance, placemaking and air quality.
- To support the levels of growth identified in this Local Plan and ensure it is sustainable, we will enable and encourage walking and cycling as primary modes of travel and improve access to public transport.
- We are therefore committed to enabling a mode shift towards healthy, active and sustainable travel targeting 75% of all trips in the borough being made on foot, by cycle or using public transport by 2041, as identified in the Draft New London Plan and Mayor's Transport Strategy.
- In line with this, we will develop and promote cycling as a key mode of transport in the borough by expanding local cycling infrastructure. We will work with Transport for London (TfL) to develop more cycle routes, increase cycle parking and cycle training to encourage mode shift away from the car.
- We want to improve access to public transport across the borough through our programme of bus and rail improvements identified below.
- We are also committed to exceeding London's 2050 carbon neutral target by introducing new sustainable transport initiatives outlined in our Infrastructure Delivery Plan (IDP), and promoting car-lite developments.
- In parallel, working in conjunction with TfL, our aim is to deliver a programme of new charging points for electric vehicles.
- We support the use of alternative delivery and servicing practices, such as freight consolidation, and re-timing of deliveries away from peak and the use of electric and low or zero-emission vehicles.
- We also support a sustainable approach to freight transport, including greater use of the river, cargo bikes as advocated in the Mayor's Transport Strategy and the draft New London Plan.

10.2. The section contains the following policies:

<b>Strategic Policy 8</b>	Planning for integrated and sustainable transport
<b>Policy DMT 1:</b>	Making better connected neighbourhoods
<b>Policy DMT 2:</b>	Car parking
<b>Policy DMT 3:</b>	Cycle parking
<b>Policy DMT 4:</b>	Deliveries, servicing and construction

10.3. The policies are mainly supported by the key evidence below:

<b>Key evidence documents</b>	<b>Date Produced</b>
<b>LBBB Infrastructure Delivery Plan</b>	2020
<b>Local Implementation Plan 3</b>	2019
<b>Local Implementation Plan 3 updated (COVID 19 Response Measures)</b>	2020 (emerging due July 2020)
<b>LBBB Transport Impact Assessment</b>	2020
<b>LBBB Barking town centre Movement Strategy</b>	2020 (emerging due October 2020)
<b>A13 Strategic Study (by Jacob's Consulting) with TfL and City of London.</b>	2020 (emerging, due September 2020)

### **STRATEGIC POLICY SP8: Planning for integrated and sustainable transport**

1. The Council will work proactively with the GLA, TfL and other network operators to develop strategic transport plans which enhance growth by improving local connectivity across the borough and the wider London area. The Council will promote sustainable active travel by extending current schemes including Liveable & Low Emission Neighbourhoods. The borough's overall transport vision is outlined in Figure 22 below and is continually evolving.
2. The borough will continue to follow the Mayor's Transport Strategy through delivery of its Local Implementation Plan (LIP) and supporting programmes. This will be achieved by:
  - a) seeking improvements to and, where necessary, safeguarding existing land and buildings used for active travel (walking and

cycling), public transport or related support functions critical for delivering the borough's strategy for improving the transport network and services, as set out in the Local Implementation Plan

- b) identifying and safeguarding new sites and space and route alignments, as well as supporting infrastructure and sites which allow for modal shift of freight from road to rail or river
  - c) seeking to adopt a multifaceted approach which recognises the inter-relationship with successful placemaking, health and wellbeing and the environment in developing an integrated, joined-up system that allows people to travel easily both within the borough and between other inner and outer London boroughs
  - d) seeking to further explore the feasibility and business case of wider strategic schemes to improve the A13, improve public transport access across the borough and into the town centres
  - e) Work with rail operators and TfL to improve Barking Station, which projections show will require increased capacity over the next decade.
3. The Council will work with key stakeholders and partners to support the delivery of the Mayor's two strategic target by 2041 to achieve improved air quality and the health and quality of life of borough residents:  
1) 75% of all trips in London to be made by walking, cycling or public transport; and 2) the adoption of the Mayor's Vision Zero ambition to eliminate all deaths and serious injuries on the roads.
4. In order to support the borough's growth, the Council will seek as standard, schemes which are car-free or offer a low level of parking provision. This will be supported by further development of local public transport networks and sustainable modes of travel such as wider footpaths, good cycling infrastructure and well-designed public realm walking and cycling routes.
5. We will also encourage developments which prioritise the installation of electric vehicle charging points, in line with London Plan targets.
6. The Council will support new and planned schemes such as Cycle Route CFR10, the National Cycle Route NCN13 extension and the Barking to Chadwell Heath cycle route, which will reduce severance and improve connectivity across the borough.
7. The Council will seek a more sustainable approach to freight transport by working with developers, local businesses, freight operators and other partners to reduce traffic congestion and environmental impacts, whilst

recognising the role of businesses in the local economy.

8. Wharves can play an important role in supporting non-road-based freight and the Council will seek to maximise their use by the Council's partners.
9. Mixed-use development proposals should be located where employment, housing and supporting facilities and services are within easy reach of each other and ensure they are connected by high-quality, safe and attractive cycling and walking routes.

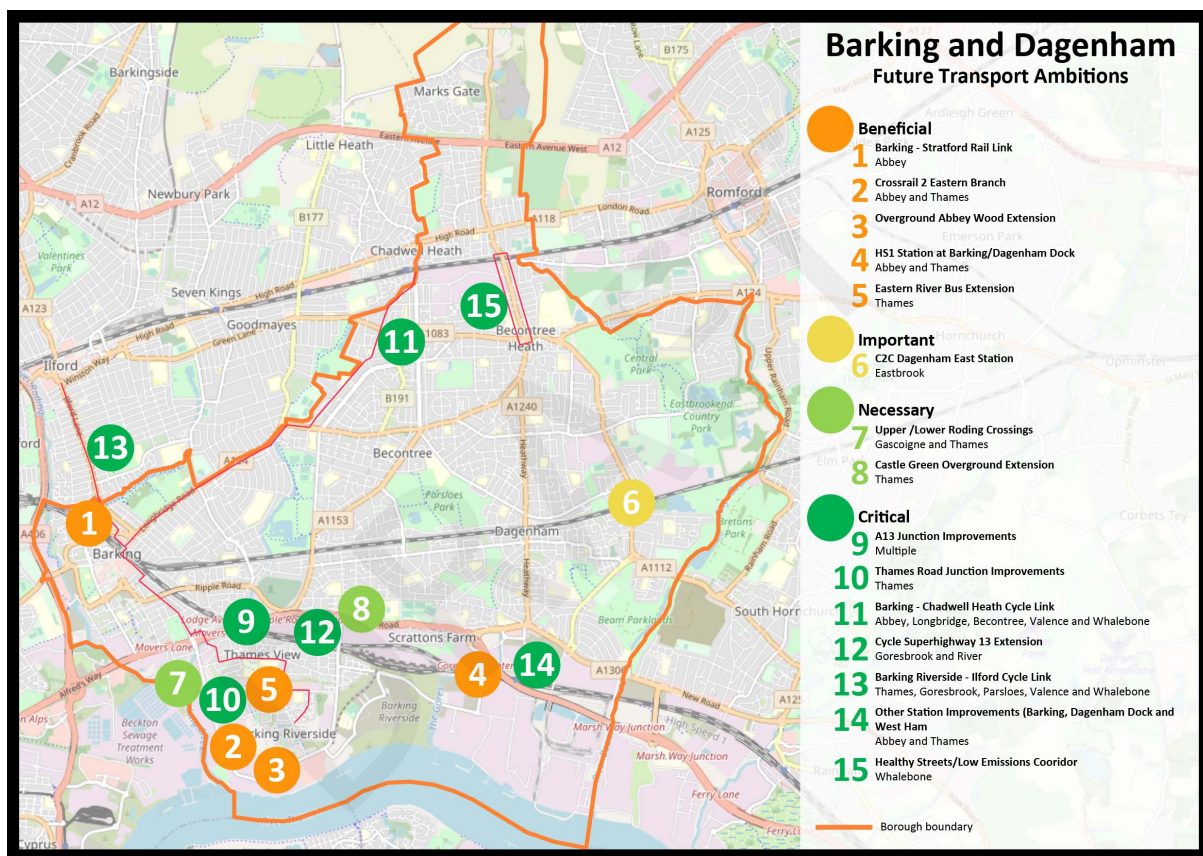


Figure 21 Transport infrastructure required (LBBB IDP, 2020)

### POLICY DMT 1: Making better connected neighbourhoods

1. Strategic and major development proposals should be located where employment, housing and supporting facilities and services are within easy reach of each other and connected by high-quality, safe and attractive cycling and walking routes.
2. Active travel routes, which support walking and cycling, should connect to areas of Green Infrastructure around the borough. Walking routes must be suitable for wheelchairs, pushchairs and other users with limited mobility



and must include places to stop and rest.

3. Cycle routes should, where possible, be segregated from road transport and pedestrian walkways, following the best current design guidance. Infrastructure proposals should also demonstrate how they meet the Mayor's Healthy Streets approach in line with TfL's guidance<sup>41</sup>.
4. Development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving, in line with the Mayor's Transport Strategy.
5. Any development which is likely to have a significant impact on the borough's transport network will be required to submit a robust transport assessment and a travel plan<sup>42</sup>, in accordance with Policy T4 of the draft New London Plan Intend to Publish version.
  - a) A travel plan should be prepared as part of a planning application so that it can be considered in parallel to development proposals and readily integrated into the design and occupation of the new site, rather than retrofitted after occupation
  - b) Applicants should also ensure they engage early with relevant stakeholders, including the borough, in order to establish the likely transport impacts and agree appropriate mitigation measures
  - c) All developments will be required to demonstrate how they contribute to promoting sustainable modes of travel and limiting car use.
6. Development that will have an adverse impact on the highway network (in terms of congestion, safety, air quality and noise) as well as the operation of public transport (including crowding levels and journey times) will be required to contribute and deliver appropriate transport infrastructure or effective mitigation measures, including a reduction of vehicular parking spaces. Where appropriate, conditions will be imposed or planning obligations secured through a Section 106 Agreement and in accordance with Policy DMM1 Planning Obligations.

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<sup>41</sup> TfL has developed cycle route quality criteria to improve the standard of London's cycle network. These criteria are designed to be consistent with recommendations in the London Cycling Design Standards and - working alongside other guidance and tools - should be used to shape the design of new cycling infrastructure. The criteria and tools are provided at <https://tfl.gov.uk/corporate/publications-and-reports/cycling>.

<sup>42</sup> Please refer to guidance available on TfL's website: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>.

7. Strategic developments should provide bus access and the land required for bus standing which is vital for making new services operable. Development should also design and implement new junctions and road connections to allow buses to travel through the site. The borough will seek cycle facilities and local cycle routes to be provided within individual development sites to form a series of routes which would integrate locally into the National Cycle Network (NCN).

## **POLICY DMT 2: Car parking**

1. Car-free or car-lite development should be the starting point for all development proposals on sites that are (or are planned to be) well-connected by public transport (designated by an appropriate PTAL 5 or 6 rating), with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development will have no general parking but should still provide disabled persons parking in line with London Plan policy.
2. Development will be resisted where anticipated car parking and vehicle use will impact on the delivery and design of liveable neighbourhoods or increase congestion and parking stress. Developments must comply with the following standards:
  - a) New residential development should comply with DMT2 (1), with 'car-free' or 'car-lite' development as standard. For developments which exceed this, developers must provide a robust justification through Transport Assessments and Travel Plans as to why this level of parking provision is necessary and prove that it would not have negative impacts in terms of congestion and air quality or the development of sustainable transport networks
  - b) New office development should comply with the parking standards as set out in Table 10.4 (Maximum office parking standards) and policy T6.2 of the New London Plan Intend to Publish version
  - c) New retail development should comply with the parking standards as set out in Table 10.5 (Maximum retail parking standards) and policy T6.3 of the draft New London Plan Intend to Publish version
  - d) For redeveloped sites vehicle parking provision should be based on a transport assessment as per policy DMT1 (4), reflecting the current approach and not being re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport

- e) Disabled parking is provided for all development, including car-free proposals in line with standards set out in the Draft London Plan

3. Where parking is provided in a development is will be expected to:

- a) Provide a parking design and management plan, which follows the guidance provided by TfL's Parking Design and Management Guidelines, detailing mechanisms for leasing spaces, providing disabled parking to meet future demand and activating passive electric charge points
- b) All car parking spaces must be allocated to occupants, and strategies to convert car parking spaces to appropriate non-car parking uses (such as pocket gardens, parklets, public realm etc.) over time are encouraged, provided this does not have significant detrimental impacts on street parking, traffic and highways
- c) Include a car-free agreement within s106 agreements, restricting new residents from accessing parking permits within controlled parking zones
- d) Where existing residents' parking would be significantly impacted by the additional cars from a development, and this cannot be appropriately mitigated, developments will be expected to fund the costs of implementing a Controlled Parking Zone (CPZ), including permits for existing residents for the first year
- e) Car Clubs should be proposed for all developments which are 'car-free' or 'car-lite'. In these cases, or if an existing Car Club is located within a reasonable distance of the development, free membership for residents will be required for at least the first two years after first occupation.

4. Development is required to ensure that provision of on-street parking does not obstruct cycleways and pedestrian lines; all car parking spaces should be allocated with no potential for providing more spaces than planned for. Parking spaces should be designed in accordance with the draft New London Plan Intend to Publish version and London Cycle Design Standards, having regarded to best practice guidance.

### **POLICY DMT 3: Cycle parking**

1. Cycle parking guidelines must be guided by New London Plan Policy T5, with Table 10.2 providing the minimum cycle parking requirements for developments. Any developments proposing a more generous provision of cycle parking will be supported.
2. The design and layout of cycle parking should be in accordance with the guidance contained in the London Cycling Design Standards, supported by appropriate on-site security measures.
3. Where it is considered that proposed developments cannot accommodate sufficient cycle parking provision, borough officers must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure on-street parking facilities such as bicycle hangers.

### **POLICY DMT 4: Deliveries, servicing and construction**

4. Development proposals must explore the use of alternative delivery and servicing practices and emerging technologies, including freight consolidation and re-timing of deliveries, freight movements by water (see DMNE 4), the use of electric and low or zero-emission vehicles, cycle freight, and the use of lockers in residential developments.
5. All major new development proposals must be supported by an Outline Construction Logistics Plan and a Delivery and Servicing Plan in accordance with relevant TfL guidance.
6. All developments should maximise the use of the river for freight, where appropriate, including for the transportation of construction materials to, and waste from a development site either directly to and from the site or through the supply chain and follow TfL guidance on Construction Logistics Plans and Delivery and Servicing Plans.

# Chapter 10: Enabling Delivery

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## Chapter 10: Enabling delivery

### Introduction

10.1 The purpose of this chapter is to set our approach to enabling the delivery of the Local Plan. The following defines our approach.

- We want to ensure that individual and cumulative impacts of development are managed. Ensuring that infrastructure investment and delivery keep pace with growth is central to the delivery of our vision for inclusive growth. Our infrastructure delivery plan will be kept up to date and Infrastructure Funding Statements, setting out our priorities for the spend of developer contributions, will be published annually.
- We will undertake regular monitoring of permission and developments to allow us to understand the effectiveness of the Local Plan and whether it is leading to the expected outcomes and remains appropriate strategy. The annual Authority Monitoring Report will track progress of the Local Plan aims.
- Engagement with our existing communities will continue through consultation on masterplans and other guidance and individual planning applications. Further detail on our approach to engagement is provided in our latest Statement of Community Involvement published on our website.
- We will use the planning tools available to us including developer contributions secure through Planning Obligations (Section 106) and Community Infrastructure Levy to achieve our development vision, which has been shaped by consultation with our communities. These, along with, the Mayor of London's Community Infrastructure Levy (CIL) and help fund infrastructure to support the development envisaged in this Local Plan.
- We have assessed the impact of these charges, along with other policy requirements, to ensure development is viable. Further information and guidance will be set out in a Planning obligations supplementary planning document.

This chapter sets out and contains the following policies:

<b>SP 9</b>	Managing and monitoring development
<b>DMM 1</b>	Planning obligations (Section 106)

The key evidence documents that this section relies on includes:

<b>LBBB Whole Plan Viability Assessment</b>	2020
<b>LBBB Infrastructure Delivery Plan</b>	2019

## **STRATEGIC POLICY SP 9: Managing development**

1. The Council encourages development proposals to come forward as early as possible to support the regeneration of the borough and will secure:
  - a) a phased approach to place-making, where appropriate, to ensure coordinated and comprehensive development
  - b) delivery of key infrastructure to ensure development is sustainable.
2. The Council will work with private sector and public sector partners including Homes England, Registered providers and, on cross boundary issues, neighbouring authorities, to front-load infrastructure investment and delivery and unlock development especially in the Transformation Areas identified in Chapter 2: Transforming Barking and Dagenham.
3. The Council's Infrastructure Delivery Plan (IDP), which will be periodically reviewed, identifies the infrastructure necessary to support development and to connect it to its surroundings and integrate new and existing communities.
4. The Council and developers will be expected to proactively engage with residents and local businesses, using communications that best suit the communities to ensure continued opportunity to inform and shape development.
5. The Council will use planning tools, including preparation of masterplans and design codes to support the delivery of the Local Plan and secure delivery of key community priorities.
6. The Council may also use compulsory purchase powers to facilitate land assembly and the acquisition of all necessary rights to carry out development to enable the delivery of the growth strategy, including key infrastructure, as set out in this Local Plan and detailed in the latest IDP.
7. The Council will monitor implementation of this Local Plan to assess whether growth targets and development outcomes are aligned. A framework identifying the key indicators that will be monitored is included in Appendix 4.
8. The Council will undertake a full or partial update of this Local Plan if our assessment indicates that changes to policy would better support delivery or if our monitoring indicates an amended development strategy would be more effective.

## POLICY DMM 1: Planning obligations (Section 106)

### Indicative planning obligations

1. The Council may use planning obligations to address a development's impacts and to ensure it aligns with the development plan for the borough. This may include the following planning obligations applied in line with the requirements set out in the rest of this Local Plan and the Planning Obligations SPD:

a) affordable housing on-site or, if acceptable, an off-site financial contribution in place of this

b) carbon offset payment, where policy requirements are not met on-site

c) air quality measures off-site or a financial contribution if development does not meet the 'air quality neutral' benchmark

d) measures or payment to increase biodiversity where net gain is not feasible on-site

e) contributions to new green infrastructure and ecological resilience

f) highways works or payments towards addressing any impacts as a result of the development

g) other transport (including public transport) requirements arising from transport assessments and travel plans

h) construction-phase employment and procurement targets

i) occupation-stage employment and procurement targets

j) delivery of on-site social or physical infrastructure or payments necessary to mitigate the specific impacts of the development

k) affordable workspace, where required, or a payment in lieu



- l) fees associated with the monitoring of any planning obligation secured which are separate and additional to any legal fees required to be paid to the Council for the preparation of the legal agreement or undertaking.

2. Other planning obligations may also be sought, where necessary, to mitigate the specific impacts of the development and where these cannot be secured by planning condition. Requirements for planning obligations will be assessed on a case-by-case basis and used where they meet the legal tests set out in Community Infrastructure Levy Regulations (2010) as amended.
3. Payments secured as planning obligations will normally be required prior to commencement of the development (or phase of development in the case of outline permissions) unless a financial appraisal demonstrates that later payment is acceptable. Where delivery of specific infrastructure or other works are required to enable development, the Council will use planning obligations to define the timing of development in relation to delivery of this.

#### **Financial appraisals and viability review mechanisms**

4. Developments which cannot meet the Local Plan requirements because of viability impacts will be expected to provide evidence of this in a financial appraisal submitted as part of their planning application. If a financial appraisal demonstrates that planning obligations cannot viably be afforded, the Council will prioritise affordable housing, sustainability, public transport improvements and employment.
5. The Council may include a planning obligation requiring a viability review of a development including up-to-date values and costs. Payments up to the level required by policy will be necessary if the viability review indicates these can be supported when the review is undertaken.
6. Viability reviews will be required to comply with the GLA's Homes for Londoners, Affordable Housing and Viability Supplementary Planning Guidance 2017 <sup>43</sup>(or its updated equivalent) and will typically be undertaken when:

- a) substantial implementation, as agreed and defined in the legal agreement, of the scheme has not occurred within 24 months of planning permission

- b) 75 per cent of units are have been sold or rented

- c) prior to implementation of the second or defined phase of the development or on an annual basis for phased development.

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<sup>43</sup> This is available at: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/affordable-housing-and-viability-supplementary-planning-guidance-spg>

### **Vacant Building Credit**

7. Where a Vacant Building Credit is sought to reduce the affordable housing contribution, a Vacant Building Credit Statement must be submitted alongside a planning application and such schemes are not eligible for a Fast Track assessment. The statement should demonstrate that:
  - a) No part of the building has been in continuous use for any six months during the last five years up to the date of the planning application is submitted;
  - b) the building has not been vacated solely for the purpose of redevelopment; or
  - c) the building has been marketed for at least 24 months prior to the point of application.
  
8. The Vacant Building Credit must define the existing gross internal floor area and the proposed gross internal floor area. Where the total proposed floorspace is unclear at the time of application, such as may be the case for outline applications, the final calculation of any Vacant Building Credit will be deferred to a later phase of the development when details are available. This approach will be secured through a Section 106 agreement.

# Appendices

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## Appendices

### Appendix 1: Relation with the existing planning policies

Adopted local development framework policies	Draft Local Plan
<b>Core strategy (DPD) (2010)</b>	
<b>CM1: General principles for development</b>	SPDG1: Delivering growth; SPP1 – SPP7 Place policies
<b>CM2: Managing housing growth</b>	SP4: Delivering homes that meet peoples’ needs  DME 1: Utilising the borough’s employment land more efficiently
<b>CM3: Green Belt and public open space</b>	SP6: Green and blue infrastructure  DMNE 1: Parks, Open spaces and play Space
<b>CM4: Transport links</b>	SP8: Planning for integrated and sustainable transport  DMT 1: Making better-connected neighbourhoods
<b>CE1: Vibrant and prosperous town centres CM5: town centre hierarchy</b>	SPDG1: Delivering growth  SP5: Promoting inclusive economic growth  DME 3: Encouraging vibrant, resilient, and characterful town centres  DME 4: Over-concentration of hot food takeaways, betting shops and pay day loan shops  DME 5: Visitor accommodation  DME 6: Evening economy
<b>CR1: Climate change and environmental management</b>	SP2: Delivering a well-designed, high-quality and resilient built environment  SP7: Securing a clean, green and sustainable borough  DMSI 1: Sustainable design and construction

	<p>DMSI 2: Energy, heat and carbon emissions</p> <p>DMSI 4: Air quality</p> <p>DMSI 6: Flood risk and defences</p> <p>DMSI 7: Water management</p> <p>DMSI 8: Waste sites</p> <p>DMSI 9: Demolition, construction and operational waste</p> <p>DMSI 10: Smart utilities</p>
<b>CR2: Preserving and enhancing the natural environment</b>	<p>SP6: Green and blue infrastructure</p> <p>DMNE 3: Nature conservation and biodiversity</p>
<b>CR3: Sustainable waste management</b>	<p>SP7: Securing a clean, green and sustainable borough</p> <p>DMSI8: Waste sites</p> <p>DMSI9: Demolition, construction and operational waste</p>
<b>CR4: Flood management</b>	<p>SP7: Securing a clean, green and sustainable Borough</p> <p>DMSI 6: Flood risk and defences</p>
<b>CC1: Family housing</b>	<p>SP3: Delivering homes that meet peoples' needs</p> <p>SP2: Delivering a well-designed, high-quality and resilient built environment</p> <p>DMH 2: Housing size mix</p> <p>DMH 4: Purpose-built shared housing and houses in multiple occupations (HMOs)</p>
<b>CC2: Social infrastructure to meet community needs</b>	<p>SP4: Delivering social infrastructure, in the right location</p> <p>DMS 1: Protecting and enhancing existing facilities</p> <p>DMS 2: Planning for new facilities</p> <p>DMS 3: Public houses</p>
<b>CC3: Achieving community benefits through developer contributions</b>	<p>DMM 1: Managing and monitoring</p>

	DMM 2: Planning obligations (section 106)
	DME 3: Encouraging vibrant, resilient, and characterful town centres
<b>CE2: Location of office development</b>	SP 5: Promoting inclusive economic growth DME 2: Providing flexible, affordable workspace
<b>CE3: Safeguarding and release of employment land</b>	SP5: Promoting inclusive economic growth
<b>CE4: Mix and balance of uses within designated employment areas</b>	DME 1: Utilising the borough's employment land more efficiently
<b>CP1: Vibrant culture and tourism</b>	DME 4: Visitor accommodation
<b>CP2: Protecting and promoting our historic environment</b>	SP2: Delivering a well-designed, high-quality and resilient built DMD 4: Heritage assets and archaeological remains DMD 5: Local Views
<b>CP3: High-quality-built environment</b>	SP 4: Delivering quality design in the Borough DMD1: Securing high-quality design DMD2: Tall buildings DMD3: Development in town centres
<b>Borough-wide development policies DPD (2011)</b>	
<b>BR1: Environmental building standards</b>	DMD 1: Securing high-quality design DMSI 1: Sustainable design and construction DMT 4: Deliveries, servicing and construction
<b>BR2: Energy and on-site renewables</b>	DMSI 2: Energy, heat and carbon emissions
<b>BR3: Greening the urban environment</b>	DMNE 1: Parks, open spaces and play space DMNE 2: Urban greening

	DMNE 3: Nature conservation and biodiversity DMNE 4: Water environment DMNE 5: Trees DMNE 6: Local food growing, including allotments
<b>BR4: Water resource management</b>	DMNE 4: Water environment DMSI 6: Flood risk and defences
<b>BR5: Contaminated land</b>	DMSI 5: Land contamination
<b>BR6: Minerals</b>	N/A
<b>BR7: Open space (quality and quantity)</b>	DMNE 1: Parks, open spaces and play space
<b>BR8: Allotments</b>	DMNE 6: Local food growing including allotments
<b>BR9: Parking</b>	DMT 2: Car parking DMT 3: Cycle parking
<b>BR10: Sustainable transport</b>	DMT 1: Making better connected neighbourhoods
<b>BR11: Walking and cycling</b>	DMT 1: Making better connected neighbourhoods
<b>BR12: Hazardous development</b>	DMSI 5: Land contamination
<b>BR13: Noise mitigation</b>	DMSI 3: Nuisance
<b>BR14: Air quality</b>	DMSI 4: Air quality
<b>BR15: Sustainable waste management</b>	SP7: Securing a clean, green and sustainable Borough DMSI 7: Waste
<b>BC1: Delivering affordable housing accommodation</b>	DMH 1: Affordable housing DMH 2: Housing size mix DMM 2: Planning obligations (section 106)
<b>BC2: Accessible and adaptable housing</b>	DMH 3: Specialist housing
<b>BC3: Gypsies and Travellers</b>	DMH 5: Gypsy and Traveller accommodation

<b>BC4: Residential conversions and houses in multiple occupation</b>	DMH 4: Purpose-built shared housing and houses in multiple occupations (HMOs)  DMD 6: Householder extensions and alterations
<b>BC5: Sports standards</b>	DMS 1: Protecting and enhancing existing facilities  DMS 2: Planning for new facilities  DMNE 1: Parks, open spaces and play space
<b>BC6: Loss of community facilities</b>	DMS 1: Protecting and enhancing existing facilities
<b>BC7: Crime prevention</b>	DMD 1: Securing high-quality design  DMD 2: Tall buildings
<b>BC8: Mixed use development</b>	All Local Plan development management policies
<b>BC9: Live-work units</b>	N/A
<b>BC10: The health impacts of development</b>	DMD 1: Securing high-quality design
<b>BC11: Utilities</b>	Chapter 2: Area development strategy (linking with the Council's latest Infrastructure delivery plan)  DMSI 2: Energy, heat and carbon emissions  DMSI 10: Smart utilities
<b>BC12: Telecommunications</b>	DMSI 10: Smart utilities
<b>BE1: Protection of retail uses</b> <b>BE2: Development in town centres</b> <b>BE3: Retail outside of town centres</b>	DME 3: Encouraging vibrant, resilient, and characterful town centres  DME 4: Over-concentration of hot food takeaways, betting shops and Pay Day
<b>BE4: Managing the evening economy</b>	DME 6: Evening economy
<b>BE5: Offices – design and change of use</b>	DMD 1: Securing high-quality design  DME 2: Providing flexible, affordable workspace
<b>BP1: Culture and tourism</b>	DME 5: Visitor accommodation  DME 6: Evening economy



<b>BP2: Conservation areas and listed buildings</b>	DMD 4: Heritage assets and archaeological remains DMD 5: Local views
<b>BP3: Archaeology</b>	DMD 4: Heritage assets and archaeological remains
<b>BP4: Tall buildings</b>	DMD 2: Tall buildings
<b>BP5: External amenity space</b>	DMD 1: Securing high-quality design DMNE 1: Parks, open spaces and play space
<b>BP6: Internal space standards</b>	N/A (This is covered in the London Plan)
<b>BP7: Advertisement control</b>	DMD 7: Advertisements and signage
<b>BP8: Protecting residential amenity</b>	DMD 1: Securing high-quality design DMD 6: Householder extensions and alterations DMSI 3: Nuisance
<b>BP9: Riverside development</b>	SP4: Delivering quality design in the Borough DMNE 4: Water environment
<b>BP10: Housing density</b>	N/A (This is covered in the London Plan).
<b>BP11: Urban design</b>	Chapter 3: Design
<b>Barking town centre area action plan (DPD) (2011)</b>	
<b>Site specific allocations (DPD) (2010)</b>	
	Chapter 2: Transforming Barking and Dagenham and Appendix 2: Site Allocations

## **Appendix 2 Site allocations**

The purpose of this section is to identify and allocate key strategic development sites and small housing sites in LBBB, as well as the identified broad locations for Gypsy and Traveller sites.

This section should be read in conjunction with Chapter 3: Transforming Barking and Dagenham and the rest of the Local Plan policies.

The site proformas are enclosed in a separate document and are available to view online.

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	<b>Site reference</b>	<b>Site name</b>	<b>Ward</b>
1	AA	Barking Riverside	Thames
2	AC	Marrieland's Crescent Two	Thames
3	AD	Dagenham Leisure Park	Goresbrook
4	AE	Beam Park (South Dagenham East)	River
5	AJ	Gascoigne East Estate (3 phases)	Gascoigne
6	AK	Vicarage Field	Abbey
7	AL	Gascoigne Estate West (phased development)	Gascoigne
8	AM	Crown House & Linton Road car park	Abbey
9	AU	Abbey Retail Park (South)	Gascoigne
9	BB	Tesco car park	Gascoigne
10	CD	Land at the Corner of London Road and North Street (Former Site of White Horse PH and Omnibus Park)	Abbey
11	CF	Castle Green	Thames and Eastbury
12	CH	Chadwell Heath Industrial Estate	Whalebone and Valence
13	CI	Thames Road	Thames
14	CM	Gascoigne Industrial Area (phased development)	Gascoigne
15	CO	Padnall Lake	Chadwell Heath
16	CW	90 Stour Road	Heath
17	DJ	Clockhouse Avenue	Abbey
18	DM	Dagenham Heathway Mall	Village
19	DN	Gascoigne South (phased development)	Gascoigne
20	DO	Town Quay	Gascoigne
21	EA	Barking Station	Abbey
22	HA	Wickes (Hertford Road)	Abbey
23	HN	Ripple Road and Methodist Church	Abbey
24	RC	Barking Rugby Club	Thames
25	WF	Sainsburys 97-131 High Road	Chadwell Heath
26	XC	Harts Lane Estate	Abbey
27	XD	41-59 (Odd) Hepworth Gardens 38-64 (Even) Southwold Drive 1-32 Hepworth Court Hepworth Gardens	Longbridge
28	XE	Ibescott Close Estate and highways land at Rainham Road South and Ballards Road	Village

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29	XJ	Former Ford Stamping Plant	River
30	XK	Riverside Gateway	Thames
31	YM	Phoenix House, 12-14 Wakering Road, Barking	Abbey
32	ZZ	GSR and Gill Sites Land on the West side of Chequers Lane, Dagenham	Thames
33	CV – Small Housing Site Allocations	North Becontree Station	Becontree
34	CX – Small Housing Site Allocations	Salisbury Road Car Park	Village
35	DZ– Small Housing Site Allocations	Dagenham Labour Hall	Whalebone
36	HL– Small Housing Site Allocations	Hapag Lloyd House	Abbey
37	HO– Small Housing Site Allocations	14-34 London Road	Abbey
38	WD– Small Housing Site Allocations	Former Victoria Public House	Abbey
39	YG– Small Housing Site Allocations	Garages at Keir Hardie Way	Eastbury
40	ZT– Small Housing Site Allocations	58-62 Church Street	Village
41	RA – School Allocation	New Pondfield School (special school)	Alibon
42	RB – School Allocation	Ford Polar (special school)	Thames
43	XR – Employment Allocations	Barking Power Station	River

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44	XW -- Employment Allocations	Plot 67 SEGRO Park	River
45	XX-- Employment Allocations	Plot 70 SEGRO Park	River
46	XV-- Employment Allocations	Plot 65 SEGRO Park	River
47	XS-- Employment Allocations	Plot 62 SEGRO Park	River
48	XT-- Employment Allocations	Plot 63 SEGRO Park	River
49	XU-- Employment Allocations	Plot 64 SEGRO Park	River
50	ZW-- Employment Allocations	Here East and Film Studios	Eastbrook
51	Proposed Traveller Broad Location 1	Choats Road	Thames
52	Proposed Traveller Broad Location 2	Collier Row Road	Chadwell Heath

### Appendix 3 Local Plan key performance indicators

The following key indicators will be monitored along with commentary on other key social, economic and environmental changes that impact on plan delivery and the delivery context as part of the authorities. Informed by the strategy in the local plan they are grouped into five themes

- Design, heritage and conservation
- Housing
- Employment
- Infrastructure
- Environment

Number	Key performance indicator	Strategic policies	development management policies	Target (if applicable)	Source of monitoring information
	<b>design, heritage conservation</b>				
1	% of planning appeals allowed on design grounds.	SP2: Delivering quality design in the Borough	DMD1: Securing high-quality design	N/A	Appeals Record from the Quality Review Panel Local, national and international design awards
2	Number of designated or non-designated heritage assets:	SP2: Delivering quality design in the Borough	DMD6: Heritage assets and archaeological remains	N/A	Planning database and Heritage Risk Register

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Number	Key performance indicator	Strategic policies	development management policies	Target (if applicable)	Source of monitoring information
	-Lost; -Subject to harm;				
	<b>Housing</b>				
3	Net and gross number of new homes completed, started and permitted within monitoring period	SPDG1: Delivering growth; SP3: Delivering homes that meet peoples' needs	N/A	19,440 between 2019-2029, including 1,990 small sites target	Planning database and on-site monitoring
4	Capacity for additional housing from developable sites for years 0-5, 5-10 and 10+ of the borough's housing trajectory (including small sites below 0.25ha).	SPDG1: Delivering growth; SP3: Delivering homes that meet peoples' needs	N/A	To demonstrate a five-year supply for housing (on a rolling basis) and a fifteen-year housing trajectory.	GLA SHLAA and LBBB Housing Land Assessment
5	Total number of completed, started and permitted within the monitoring period classified as affordable by unit size for including breakdown by: - Low cost rent (social rent or affordable rent); - Intermediate (London Living Rent or shared ownership). - Market.	SP3: Delivering homes that meet peoples' needs	DMH1: Affordable housing	Borough wide strategic target 50%	Planning database and Affordable Housing Team
6	Percentage of units approved and completed which are: M4(2) : accessible	SP3: Delivering homes that meet peoples' needs	DMH3: Specialist housing	N/A	Planning database

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Number	Key performance indicator	Strategic policies	development management policies	Target (if applicable)	Source of monitoring information
	and adaptable dwellings complaint and M4(3) wheelchair user dwellings compliant				
7	Number of beds provided as part of specialist housing schemes completed and permitted within the monitoring period, categorised by type and sub-area.	SP3: Delivering homes that meet peoples' needs	DMH3: Specialist housing	GLA Target for specialist older persons housing:70 units per annum between 20-17-2029	Planning database and LBBB housing manager
8	Total number of Build-to-Rent units completed and permitted within the monitoring period.	SP3: Delivering homes that meet peoples' needs	N/A	N/A	Planning database
9	Number of student beds completed and permitted within the monitoring period, categorised by place, and the proportion of which are considered affordable.	SP3: Delivering homes that meet peoples' needs	DMH4: Purpose-built share house and HMOs	N/A	Planning database
Employment					
10	Net gain and loss (sq.) SIL and LSIS within the borough (approved and completed).	SP1: Delivering growth; SP5: Promoting inclusive economic growth	DME1: Utilising the borough's employment land more efficiently	N/A	Planning database and VOA database and on-site
11	Total affordable employment floorspace proposed in permitted and the proportion of overall employment space.	SP1: Delivering growth; SP5: Promoting inclusive economic growth	DME2: Providing flexible, affordable workspace	N/A	Planning database
12	Number of new hotel rooms and floorspace granted planning permission and completed within the monitoring period and by sub-area.	SP1: Delivering growth; SP5: Promoting inclusive economic growth	DME5: Visitor accommodation	N/A	Planning database



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Number	Key performance indicator	Strategic policies	development management policies	Target (if applicable)	Source of monitoring information
Environment					
13	Total amount of new publicly accessible open space, new parks (part of a large-scale development) and play space by sub-area	SP6: Green and Blue Infrastructure	DMNE1: Parks, open spaces and play space;	N/A	LBBB Parks Team
14	Net area of designated SINC's through permitted schemes.	SP6: Green and blue infrastructure	DMNE1: Parks, open spaces and play space DMNE 3: Nature conservation and biodiversity	N/A	Planning database
15	Percentage of permitted schemes achieving at least 10% Biodiversity Net Gain.	SP6: Green and blue infrastructure	DMNE 3: Nature conservation and biodiversity	N/A	Planning database
Sustainable Infrastructure					
16	Number of permitted and completed major development schemes designed to achieve the net zero carbon target	SP7: Securing a clean, green and sustainable Borough	DMSI2: Energy, heat and carbon emissions	N/A	Planning database and on-site monitoring
17	Total sum of Carbon Offset Funds secured and received through Section 106 Agreements	SP7: Securing a clean, green and sustainable Borough	DMSI2: Energy, heat and carbon emissions	N/A	Section 106 Monitoring database
18	Number of new and expanded waste management facilities permitted, including their capacity to deal with apportioned waste.	SP7: Securing a clean, green and sustainable Borough	DMSI7: Waste	N/A	Environment Agency
Transport					

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Number	Key performance indicator	Strategic policies	development management policies	Target (if applicable)	Source of monitoring information
19	Net loss and gain of depots and wharves	SP8: Planning for integrated and sustainable transport	DMT:3 Deliveries, servicing and construction		Planning database
20	Number of car-free developments permitted	SP8: Planning for integrated and sustainable transport	DMT1: Making better connected neighbourhoods		Planning database

## Glossary

Term	Definition
Adoption	The final confirmation of a Local Development Document as having statutory status by a Local Planning Authority.
Affordable housing	<p>Housing for households whose needs cannot be met by the market, either for rent or sale. Affordable housing should be genuinely affordable for the people the units are intended for and below market prices.</p> <p>Affordable housing comprises Social rented, affordable rented and intermediate housing.</p>
Affordable workspace	<p>Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.</p> <p>The definition of affordable workspaces varies across London. In Barking and Dagenham, the Council-owned B-Use Class floorspaces are charged at subsidised rents up to 80% of market rent for the occupiers or to the workspace provider (who must pass onto occupier) that use the spaces for charitable purpose and in return for delivering significant community benefits in line with LBBDD's Social Value policy priorities. The Council has also been securing affordable workspace at the current market rate for cultural or creative purposes.</p>
Agent of Change Principle	The principle places the responsibility of mitigating the impact of nuisances from existing nuisance-generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.
Air quality focus areas	Areas in the borough where the EU annual mean limit value for NO <sub>2</sub> has been exceeded.
Air Quality Action Plan	A plan which sets out the Council's policy, approach and commitments to key issues affecting air quality, including clean transport, parking enforcement, green spaces and tree planting.
Air Quality Management Area (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Air quality neutral development	An air quality neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the GLA. The benchmarks set out the maximum allowable emissions of NO <sub>x</sub> and Particulate Matter based on the size and use class of the proposed development. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.
Amenity	Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.
Archaeological Priority Area (APA)	An area where there is significant known archaeological interest or potential for new discoveries. APAs are used to help highlight where development might affect heritage assets.
Article 4 Direction	A Direction under Article 4 of the Town and Country Planning (General Permitted Development) Order 1995, which may be made by a local authority (subject to notifying the Secretary of State) to remove specified permitted development rights from a particular site or for a particular type of development across a locality.
Assets of community value	Land determined to be of community value because it furthers the social wellbeing or social interests of the local community (which include cultural, sporting or recreational interests). Local groups can nominate land and buildings for listing, and can bid to buy listed assets when they are to be sold. Information of Community Right to Bid is available at: <a href="https://www.lbbd.gov.uk/community-right-to-bid">https://www.lbbd.gov.uk/community-right-to-bid</a>
Authority Monitoring Report (AMR)	A statutory requirement of the Council is to monitor the implementation of the Local Plan, monitors the effectiveness of the policies in delivering the vision and objectives for the, and identify alterations if necessary.
B&D Energy	B&D Energy Ltd is the provider of district energy in the Barking and Dagenham area and is wholly owned by Barking and Dagenham Council.
Biodiversity	A variety of plants and animals and other living things in a area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society (London Plan 2016).

<b>Biodiversity Net Gain (BNG)</b>	Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Where biodiversity is lost as a result of a development, the compensation provided should be of an overall greater biodiversity value than that which is lost. This approach does not change the fact that losses should be avoided, and biodiversity offsetting is the option of last resort.
<b>Blue infrastructure</b>	Blue infrastructure refers to water elements such as rivers, canals, ponds, wetlands, floodplains and water treatment facilities.
<b>Blue Ribbon network</b>	The strategic network of London’s waterways and waterspaces, including the River Thames; the canal network; tributaries, rivers and streams within London; and London’s open water spaces such as docks, reservoirs and lakes. It includes culverted (or covered over) parts of rivers, canals or streams.
<b>Borough-wide Development Policies (2011)</b>	A Development Plan Document within the Local Development Framework, which contains detailed development policies focused on the implementation of the 2010 Core Strategy. This document has been replaced by the new Local Plan (2019)
<b>BREEAM</b>	The Building Research Establishment Environmental Assessment Method (BREEAM) is the UK’s most widely recognised industry standard for assessing environmental performance in non-residential buildings. The aims of BREEAM are to mitigate the life cycle impacts of buildings on the environment; enable buildings to be recognised according to their environmental benefits; provide a credible, environmental label for buildings; and stimulate demand for sustainable buildings, building products and supply chains.
<b>Car Clubs</b>	<p>A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.</p> <p>The London Plan states that car clubs count towards the maximum parking permitted because they share many of the negative impacts of privately-owned cars. However, in some areas, car club spaces can help support lower parking provision and car -lite lifestyles by enabling multiple households to make infrequent trips by car.</p>

Car-free development	<p>Car-free properties are homes which have been built without car parking spaces. The idea is to reduce traffic congestion, reduce air pollution and better manage the limited amount of space available for on-street parking.</p> <p>Details about permits for commuters and residents in car-free developments can be found here:  <a href="https://www.lbbd.gov.uk/permits-for-commuters-and-residents-in-car-free-developments">https://www.lbbd.gov.uk/permits-for-commuters-and-residents-in-car-free-developments</a></p>
Carbon offsetting	Where the zero-carbon target cannot be achieved on-site, applicants will be expected to make a financial contribution either through a cash in lieu contribution to the Council's Carbon Offset Fund, or agreement of sufficient alternative offsetting arrangements within the borough via planning obligations.
Change of use	A change in the way that land or buildings are used. Planning permission is usually necessary in order to change from one 'land use class' to another
Circular economy	An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.
Climate change	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate attributed largely to the increased levels of atmospheric carbon dioxide produced using fossil fuels.
Community facilities	Refers to (but not limited to) health provision, early years provision, education facilities, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities, burial spaces. May also be referred to as "Social Infrastructure".
Community infrastructure levy (CIL)	A planning charge introduced by the Planning Act 2008 as a tool for local authorities to help deliver infrastructure to support the development of their area. It came into force through the Community Infrastructure Levy Regulations 2010.
Conservation area	Areas of special architectural or historic interest, the character, appearance or setting of which is desirable to preserve or enhance.
Contaminated land	Land that has been polluted or harmed in some way, making it unfit for safe development and usage without first being cleaned up.

Core strategy (2010)	The Local Development Framework document which set out the long-term spatial vision for the local authority and the spatial objectives and strategic policies to deliver that vision. Replaced by the new 2019 Local Plan.
Cultural infrastructure	Cultural infrastructure includes a wide variety of premises and places that reflect the interests and needs of our community. Premises for cultural production and consumption such as performing and visual arts studios, creative industries workspace, museums, theatres, cinemas, libraries, music, spectator sports, and other entertainment or performance venues, including public houses and night clubs etc.
District energy networks (DENs)	The Council supports DENs and the Council's energy company (B&D Energy) has undertaken extensive heat mapping and energy master-planning of the entire borough. They have identified district energy opportunity areas where there is significant potential to create area-wide heat networks, the largest of which will be in Barking town centre, with Phase 1 already under construction.
Design access statement	A design access statement is a short report accompanying and supporting a planning application. It provides a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.
Deliverable	To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable (PPG, 2014).
Developable	To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged (NPPG, 2014).
Development plan	A type of planning policy document which sets out policies and site allocations. The preparation of the document should accord with the procedures set out in the Town and Development Plan Document (DPD)
District centre	A large suburban centre with a broad range of facilities and services, which fulfils a function as a focus for the community and public transport.
District Energy Network (DEN)	A District Energy Network provides an area with a low carbon energy source that is generated in a central location, which is then converted to hot water and pumped through a network of underground pipes and delivered to a heat exchanger within buildings.

Diversity	The difference in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.
Drainage hierarchy	A London Plan policy hierarchy helping to reduce the rate and volume of surface water runoff: <ol style="list-style-type: none"> <li>1) rainwater-use as a resource</li> <li>2) rainwater infiltration to ground at or close to source</li> <li>3) rainwater attenuation in green infrastructure features for gradual release</li> <li>4) rainwater discharge direct to a watercourse</li> <li>5) controlled rainwater discharge to a surface water sewer or drain</li> <li>6) controlled rainwater discharge to a combined sewer.</li> </ol>
Employment land	Land defined by the Council for employment uses (usually B class uses) and appropriate sui generis uses.
Energy efficiency	Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience.
Energy hierarchy	The Mayor of London’s tiered approach to reducing carbon dioxide emissions in the built environment: <ol style="list-style-type: none"> <li>1) Be lean: use less energy and manage demand during operation</li> <li>2) Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly</li> <li>3) Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site</li> <li>4) Be seen: monitor, verify and report on energy performance.</li> </ol>
Evening economy	Evening economy is defined as uses and activities including bars, cafés, nightclubs, restaurants and leisure activities which provide opportunities for people to enjoy and socialise in the evening and night-time.
Evidence base	The information and data gathered by local authorities and used to inform policy development. It includes a wide range of numerical data and other information, including, surveys, studies, discussions and consultations.



Fast track assessment	The Mayor of London introduced this approach through its Affordable Housing and Viability SPG in 2017. It enables applicants to avoid protracted debates on viability, speeds up the grant of permission. For further details, please visit:  <a href="http://www.london.gov.uk/sites/default/files/intend_to_publish_clean.pdf">www.london.gov.uk/sites/default/files/intend_to_publish_clean.pdf</a>
Financial viability	An objective financial viability test of the ability of a development project to meet its costs including the cost of planning obligations, while ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer in delivering that project (RICS, 2012).
Flood risk assessment	An assessment of the likelihood of flooding in an area so that the location and design of development and mitigation measures can be carefully considered.
Flood Zone	Flood zones have been created by the Environment Agency to determine how likely an area is to flood from rivers or the sea. Flood Zone 1 areas are least likely to flood and Flood Zone 3 areas more likely to flood.
Floorspace	The floor area (on all floors) of a building or set of buildings. Gross floorspace includes areas ancillary to the main use. Net Floorspace excludes ancillary areas.
Freight	A general term to refer to trips made for the purposes of delivering goods, enabling servicing activity or supporting construction.
Greater London Authority (GLA)	The strategic authority for London, which assumed its main responsibilities in July 2000
Green Belt	A national policy designation (NPPF) that helps to contain development, protect the countryside, promote brownfield development and assist in urban renaissance. There is a general presumption against inappropriate development on the Green Belt.
Green Grid	A policy framework to promote the design and delivery of 'green infrastructure' across London.
Green infrastructure	A network of parks and green spaces – and features such as street trees and green roofs – that is planned, designed and managed to provide a range of benefits, including: recreation and amenity, healthy living, reducing flooding, improving air quality, cooling the urban environment, encouraging walking and cycling, and enhancing biodiversity and ecological resilience.

Green space	All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health
Habitat	An area or type of natural area within which certain species or groupings of species can exist naturally. They should not be considered in isolation but instead they are linked, overlapping and take many forms.
Health impact assessment	A Health Impact Assessment helps ensure that health and wellbeing are being properly considered in planning application process.
Healthy streets approach	The TfL's approach to improving air quality, reducing congestion and making London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
Heritage assets	The valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and those identified by the Local Authority during process of decision-making or plan making process.
Home Quality Mark (HQM)	The Home Quality Mark (HQM) is BRE's certification scheme for new homes. Similar to BREEAM, new buildings are assessed against a set environmental performance standard by an independent Assessor. The HQM assessment is focused on the needs and expectations of people living in the home and every home with an HQM certificate meets standards that are significantly higher than minimum standards such as Building Regulations.
Houses in Multiple Occupation (HMO)	Larger shared houses occupied by more than six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. Classified in the Use Class Order as sui generis.
Housing need	The future housing needs of a borough in terms of size, type and affordability of dwellings.
Housing trajectory	A forecast, usually across ten years, of how many new homes are likely to be built in the borough taking into account development opportunities and existing planning permissions.

Inclusive design	Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.
Independent examination	The process by which a Local Authority submits a final draft of the Local Plan to the Secretary of State, who appoints an Inspector to carry out an independent examination to assess whether the Local Plan has been prepared in accordance with legal and procedural requirements and if it is sound.
Independent inspector	Independent Planning Inspector will publicly examine a Development Plan Document to ensure that it is 'sound' in terms of factors such as the evidence on which it is based, national policy and consultations undertaken.
Infill development	Development of a vacant piece of land in an established urban area.
infrastructure	Basic services necessary for development to take place such as roads, electricity, sewage, water, education and health facilities.
Infrastructure Delivery Plan (IDP)	A live document setting out the key infrastructure and funding streams and identifying funding gaps essential for the successful implementation of the Local Plan.
Intermediate Housing	Housing whose rent or costs is above social rent housing but below normal open-market levels.
Last mile delivery	The principle of last mile delivery is to consolidate delivery points and small logistics points at the edge of a site to which vans can access, with the final delivery to take place on foot or using small electric-assisted vehicles.
Listed building	A building of special architectural or historic interest included on the statutory list. Listed buildings are graded I, II* or II with grade I being the most important. Listing provides protection for the exterior as well as the interior of a building, and any buildings or permanent structures pre-1948 (e.g. walls) within its curtilage).
Liveable and low-emission neighbourhoods	This is a new Liveable Neighbourhoods programme of local measures which will be essential to address pollution from transport at borough level in local air quality hotspots and at sensitive locations such as schools.
Local Development Scheme	A Local Development Scheme (LDS) is a 'live' project plan that sets out the timescales for preparing the new planning policy documents. Local planning authorities are required to prepare a LDS under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011).

<b>Local Implementation Plan (LIP)</b>	Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
<b>Local Lead Flood Authority (LLFA)</b>	LLFAs are responsible for managing the risk of flooding from surface water, groundwater and ordinary watercourses and lead on community recovery. They are responsible for maintaining a register of flood risk assets and surface water risk.
<b>Local Plan</b>	The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with other stakeholders. Under the Town and Country Planning Regulations 2012 and the National Planning Policy Framework.
<b>Local design guidelines</b>	
<b>Locally Significant Industrial Sites (LSIS)</b>	Boroughs may designate as Locally Significant those industrial sites that lie outside the SIL framework which robust demand assessments show to warrant protection because of their particular importance for local industrial type functions.
<b>London Plan (The)</b>	The London Plan is the name given to the Mayor's spatial development strategy which replaces the previous strategic planning guidance for London.
<b>Major development</b>	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m <sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015 ; and waste development.
<b>Masterplan</b>	Depiction of how an area could be developed through a design-led planning document.
<b>Metropolitan Open Land (MOL)</b>	Strategic open land within the urban area that contributes to the structure of London (London Plan 2016). The London Plan affords Metropolitan Open Land the same level of protection as the greenbelt.
<b>Minor development</b>	For housing, development where less than 10 homes will be provided, or the site has an area of less than 0.5 hectares. For non-residential development it means additional floorspace of less than 1,000m <sup>2</sup> , or a site of less than 1 hectare.
<b>Mixed-use development</b>	Development for a variety of activities on single sites or across wider areas such as town centres (London Plan 2016).
<b>National Policy Planning Framework (NPPF)</b>	A government planning document that sets out policies for England and how they are expected to be applied.

National Design Guide	The government introduced National Design Guide on 1 <sup>st</sup> October 2019. The guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.
Nuisance	Examples of nuisance include noise, vibration, dust, odour and light.
Open space	Open space includes all land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. It also includes areas of water such as rivers, canals, lakes and reservoirs. The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
Opportunity Area	Areas designated in the London Plan as the principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
Permitted Development Rights (PDR)	Permitted development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impact and to protect local amenity (NPPG, 2014).
Planning Obligations (Section 106 Agreements)	These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.  (London Plan 2016)
Proposals map	The adopted Proposals Map illustrates on a base map all the policies contained in the Development Plan Documents. The Proposal Map will be revised each time a new Development Plan Document is prepared which has site specific policies or proposals. It will always reflect the up-to-date planning strategy for the area.
Public open space	Public Open Space includes areas defined by the London Plan Open Space Hierarchy (District Parks and Local Parks and Open Space, Small Open Spaces, Pocket Parks and Linear Open Spaces) in addition to allotments protected from development as detailed in the Site-Specific Allocations DPD.
Public realm	This is the space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL)	A measure of the relative extent and ease of access by public transport, or, where it can reasonably be used as a proxy, as the degree of access to the public transport network. Levels range from 1-6 with 6 being very accessible and 1 indicating poor public transport accessibility.
Recycling	Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment
Regeneration	The economic, social and environmental renewal and improvement of a rural or urban area
Renewable energy	Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy.
Safeguarded waste site	Existing waste sites should be protected and retained in waste management use.
Section 106 contributions	Section 106 of the Town and Country Planning Act 1990 allows a local authority to enter into an agreement which can mean that a developer must make a financial or nonfinancial contribution to mitigate the effect of a development and make it acceptable in planning terms. Also referred to as developer contributions or planning obligations.
Site allocation	The process of identifying land which can be used only for specific purposes. For example, land could be “allocated” (set aside) for employment uses, retail uses or open space or a mixture of these.
Sites of Importance for Nature Conservation (SINCS)	A series of non-statutory local sites designated to seek to ensure, in the public interest, the conservation, maintenance and enhancement of species and habitats of substantive nature conservation value. SINCS should include all areas of substantive value, including both the most important and the most distinctive species, habitats, geological and geomorphological features within a national, regional and local context
Site of Specific Scientific Interest (SSSI)	Areas of land with ecological or geological interest of national importance. They are designated by Natural England under the Wildlife and Countryside Act (1981 as amended) and have legal protection.
Smart infrastructure	Infrastructure, such as sensors, that produce, analyse and help to securely share data on the performance of the built and natural environment, as opposed to data purely on economic or social performance.

<p><b>Social infrastructure</b></p>	<p>Refers to (but not limited to) health provision, early years provision, education facilities, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people’s play and informal recreation facilities, burial spaces and community facilities (land uses typically falling within Calls D1, D2 and Sui Generis).</p>
<p><b>Special Area of Conservation (SAC)</b></p>	<p>Designated under the EC Habitats Directive (1992), areas identified as best representing the range and variety within the EU of habitats and (non-bird) species.</p>
<p><b>Specialist housing</b></p>	<p>For the purpose of this Plan, specialist housing is defined as homes for older people, households with specialist needs, supported housing, hostels and student accommodation. Examples of specialist housing include:</p> <ul style="list-style-type: none"> <li>▪ sheltered housing – commonly self-contained homes with limited on-site support ;</li> <li>▪ retirement homes (– including age restricted dwellings where no care is provided or small communities of older persons living together as a single household with some degree of support;</li> <li>▪ residential care homes – commonly bedsit rooms with shared lounges and eating arrangements ;</li> <li>▪ nursing homes – similar to residential care, but accommodating ill or frail elderly people, and staffed by qualified nursing staff ;</li> <li>▪ dual-registered care homes – residential care homes where nursing care is provided for those residents who need it;</li> <li>▪ extra-care homes – combinations of the above providing independent living alongside care and support, and sometimes also offering support for older people in the wider community;</li> <li>▪ staff accommodation ancillary to a relevant use; and</li> <li>▪ hostels - a form of shared accommodation .</li> </ul>
<p><b>Statement of Community Involvement (SCI)</b></p>	<p>A local development document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications.</p>

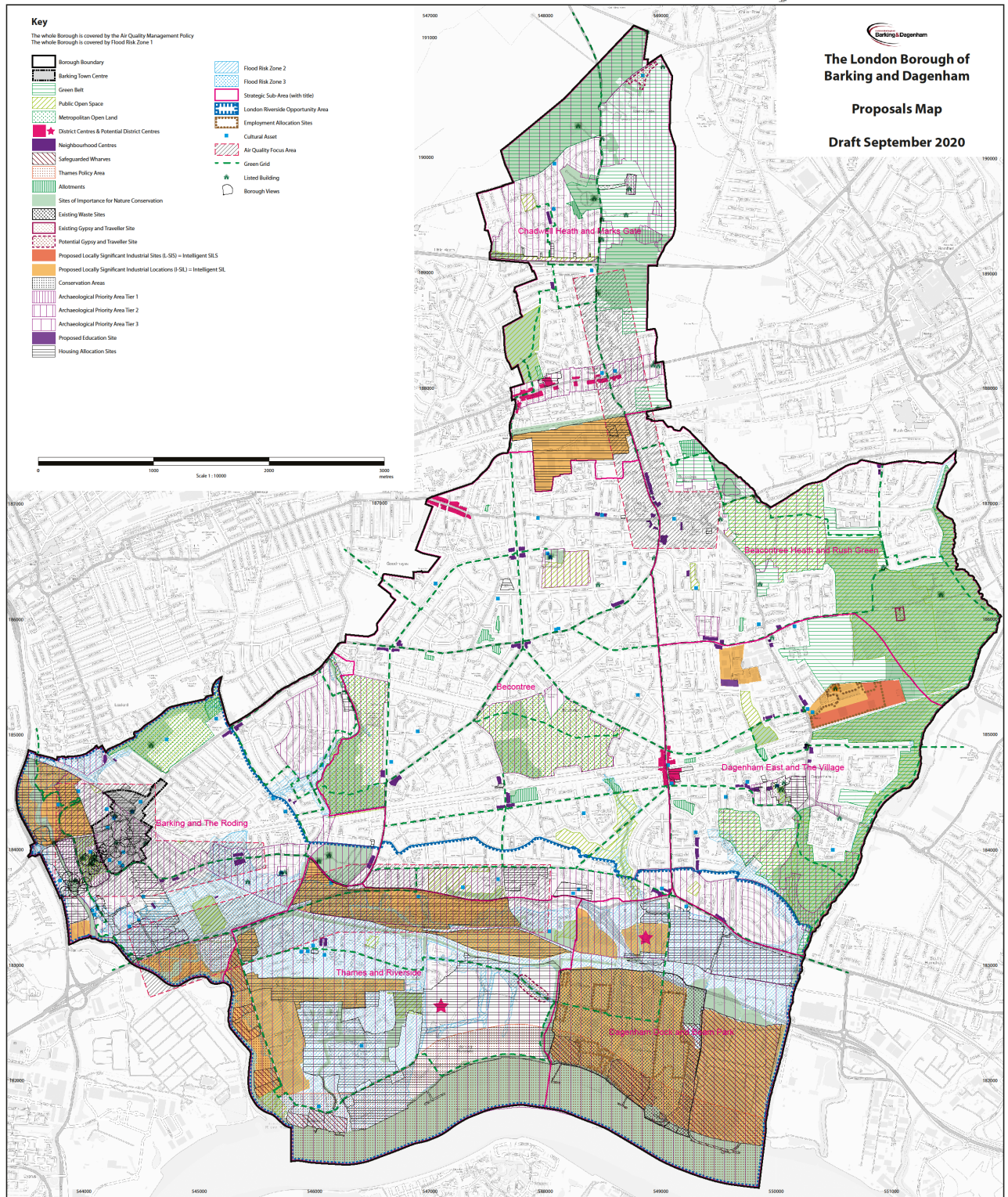
Strategic development	Developments referable to the Mayor in accordance with Parts 1 - 4 of the Town and Country Planning (Mayor of London) Order 2008. Examples include more than 150 dwellings, more than 15,000 sq. m of commercial space, buildings more than 25m high adjacent to the River Thames or buildings elsewhere which are more than 30m high and developments which would increase the height of a building in any location by more than 15m.
Strategic Flood Risk Assessment (SFRA)	A high-level assessment of flood risk carried out by or for planning authorities as part of the authority's evidence base.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of land availability for housing which informs the London Plan and borough local development documents.
Strategic Housing Market Assessment (SHMA)	An assessment of housing need and demand which informs the London Plan and borough local development documents
Strategic Industrial Land (SIL)	An employment area comprised of several large sites which enjoy good road access and opportunities for large employers.
Sui generis use	Use which does not fall within any use class, including scrap yards, petrol filling stations, nightclubs, taxi businesses and casinos, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
Supplementary Planning Document (SPD)	Elaborates on policies or proposals in development planning documents and gives additional guidance.
Sustainability Appraisal (SA)	A systematic process, required by the Planning and Compulsory Purchase Act 2004 and incorporating the requirements of SEA Directive, aimed at appraising the social, environmental and economic effects of the Local Plan strategies and policies and ensuring that they accord with the objectives of sustainable development.
Sustainable development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Drainage Systems (SuDS)	An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems



Sustainable industries park	A defined industrial location in which new employment opportunities embrace the following: research and development, sustainable industrial and business accommodation, recycling operations, energy efficiency, 'green links' between businesses, sustainable transportation, environmental technology and waste minimisation.
Sustainable infrastructure	The designing, building, and operating of structural elements in ways that do not diminish the social, economic and ecological processes required to maintain human equity, diversity, and the functionality of natural systems.
Tenure	Describes the type of ownership of a property e.g. privately rented, social rented, freehold etc.
Thames Gateway	A corridor of land on either side of the Thames extending from east London through to north Kent and south Essex. The London part of the area extends eastwards from Deptford Creek and the Royal Docks and includes parts of the lower end of the Lee Valley around Stratford. It includes Barking Riverside and Barking town centre.
Transport assessment	This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.
Transport for London (TfL)	One of the GLA Group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.
Travel plan	A long-term management strategy for integrating proposals for sustainable travel into the planning process.
Tree Preservation Order (TPO)	A mechanism for securing the preservation of single trees or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority. More information on TPOs and high hedges can be found on the Council's website: <a href="https://www.lbbd.gov.uk/tree-preservation-orders-and-high-hedges">https://www.lbbd.gov.uk/tree-preservation-orders-and-high-hedges</a>
Urban greening	The act of adding green infrastructure elements such as green roofs, street trees, and additional vegetation.
Urban Greening Factor (UGF)	A land-use planning tool to help determine the amount of greening required in new developments.

Urban heat island effect	The height of buildings and their arrangement means that while more heat is absorbed during the day, it takes longer to escape at night. As a result, the centre of London can be up to 10°C warmer than the rural areas around the city. The temperature difference is usually larger at night than during the day.
Vacant Building Credit (VBC)	The government introduced a VBC that reduces the requirement for affordable housing where a vacant building is brought back into any lawful use or its demolished to be replaced by a new building. This is to help encourage developers to bring forward sites containing vacant buildings that would not otherwise come forward for development.
Visitor accommodation	Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering aparthotels, caravans and camping.
Waste hierarchy	A hierarchy developed by the Waste Framework Directive which places the management of waste in a preferred order based on their environmental and quality of life impacts: <ol style="list-style-type: none"> <li>1) Prevention</li> <li>2) Preparing for re-use</li> <li>3) Recycling</li> <li>4) Other recovery</li> <li>5) Disposal</li> </ol>
Wayfinding	Better wayfinding can help improve people navigate to, from and within an interchange facility or zone.
Whole life cycle carbon	Whole life-cycle carbon emissions are the total greenhouse gas emissions arising from a development over its lifetime, from the emissions associated with raw material extraction, the manufacture and transport of building materials, to installation and construction, operation, maintenance and eventual material disposal.
Zero carbon	Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.
Zero emission	Activity that causes no release of air pollutants and carbon dioxide or other greenhouse gases.

Proposed Policies Map



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## London Borough of Barking and Dagenham Local Plan FAQs (Draft)

We have developed this Frequently Asked Questions (FAQ) summary based on feedback received from the Local Plan session with all members on 15<sup>th</sup> June 2020. This is a 'live' list, which will be updated from time to time.

### About the LBBD Local Plan

#### 1. What is a Local Plan?

As a local planning authority, the Council has statutory responsibility to produce a Local Plan for the borough boundary area.

The Local Plan sets the vision and framework for how the borough will change through development over time. Together with the London Plan, Joint Waste Plan, and any future Neighbourhood Plans, the Local Plan will form the overall 'development plan' for the borough area.

#### 2. How is the Local Plan being developed?

We carried out the public consultation on the '[Regulation 18' draft Local Plan](#) and its supporting evidence between November 2019 and February 2020. The responses to this consultation have informed the production of the new draft of the Local Plan, which will be consulted on in accordance with 'Regulation 19' of the relevant regulations. We have provided a summary of 'Reg.18' consultation responses and details about the consultation overview in a separate document.

Following the consultation, we had constructive meetings with a number of external and internal stakeholders. Their comments have helped to refine the draft policies and make sure that they are in conformity with the national, regional, and local guidance.

The meetings and workshops with internal stakeholders started in March and are still ongoing. The key sessions included developing the Infrastructure Delivery Plan (March), Infrastructure Delivery Board (April), and a Local Plan update to all members (June).

### Consultation

#### 3. Were there any trends in the consultation responses?

The consultation generated a total of 1,400 visitors recorded as having visited the Local Plan webpages during the consultation period. BeFirst received written representations from 75 individuals or organisations, these generated 368 individual comments in relation to the Local Plan. A relatively high number of comments (56%) are considered 'general', with 32% in support, and 12% objections to the draft plan. Some issues related to a specific location or issue, while others related to the 'soundness' of the plan. The main issues related to the soundness of the plan include:

- Consistency with national policy and the draft New London Plan;
- An appropriate strategy underpinning by up to date evidence to justify the quantity and distribution of housing and employment floorspace across the borough;
- Need to align infrastructure needs with anticipated growth; and
- Need to publish draft policies map or individual maps for specific areas.

A consultation response summary report will be published alongside the Regulation 19 Local Plan in the near future.

## Housing

### 4. How to define afford housing?

The Local Plan provides the definition of 'affordable housing' as 'housing for households whose needs cannot be met by the market, either for rent or sale'. Affordable housing should be genuinely affordable for the people the units are intended for at below market prices. Affordable housing comprises social rented housing, affordable rented housing, and intermediate housing. The difference between affordability products, including detail on the different definitions and information around individual costs, are set out in the Mayor's Homes for Londoners (2016)<sup>1</sup> and the relevant Council's strategies and guidance.

### 5. What are the housing targets in the borough?

Since December 2019, our housing target has been 1,944 new homes each year until 2029. This is set out in the draft New London Plan. Beyond 2029 the housing target is required to be based on a combination of the figures taken from the GLA's Strategic Housing Land Availability Assessment (SHLAA) 2017<sup>2</sup>, and any local up-to-date evidence of identified capacity and the small sites target, which should be rolled forward in accordance with the draft new London Plan Intend to Publish version.

### 6. Are larger houses going to be kept for residents?

Yes, the draft Local Plan includes the following policies that will support retain larger houses for residents.

- Draft policy '**SP3: Delivering homes that meet people's needs**', which states that: "*The Council will work proactively with the local community, landowners, developers and other key stakeholders to ensure that, wherever possible, homes are marketed to, and occupied by, people who live and work primarily in Barking and Dagenham, or within the surrounding areas of London.*"
- Draft policy '**DMH 4: New houses in multiple occupation (HMO)**', resists the loss of existing family housing and states that, "*Planning permission is required for all new HMOs due to an Article 4 Direction which withdraws permitted development rights for small HMOs across the borough...*".
- Draft policy '**DMH.2 Housing Mix**', requires development to provide a range of unit size, including larger family homes. See table below for details:

	Market	Intermediate	Affordable Rent
1 bed	8%	4%	3%
2 bed	33%	11%	19%
3 bed	26%	18%	3%
4+ bed	33%	15%	17%

Source: LBBB SHMA March 2020

<sup>1</sup> <https://www.london.gov.uk/sites/default/files/homesforlondoners-affordablehomesprogrammefundingguidance.pdf>

<sup>2</sup> [https://www.london.gov.uk/sites/default/files/2017\\_london\\_strategic\\_housing\\_land\\_availability\\_assessment.pdf](https://www.london.gov.uk/sites/default/files/2017_london_strategic_housing_land_availability_assessment.pdf)

## Infrastructure

### 7. How many schools are in the Borough and how many of these have places?

The following information is extracted from the latest Infrastructure Delivery Plan 2020 (IDP).

#### Primary education:

- 4 community Infant schools (4-7 years)
- 1 academy infant school
- 2 community junior schools
- 2 academy junior school (7-11 years)
- 1 voluntary aided (Church of England) junior school
- 27 community primary schools (4-11 years)
- 3 academy primary schools
- 2 voluntary aided (Church of England) primary schools
- 5 voluntary aided (Roman Catholic) primary schools
- 2 community all through schools with primary phase facilities
- 2 academy all through schools with primary phase facilities

The above list is detailed within the Council's internally published schools list, which is currently being redrafted to reflect changes from the start of the new academic year.

Primary school planning consideration is set out in the table below:

Year	Year Reception Capacity	Year Reception Demand Forecast	Planned Provision
September 2019	4137	3687	
September 2020	4137	3943	
September 2021	4317	4119	<ul style="list-style-type: none"> <li>• Lymington Fields (3FE) YrR</li> <li>• Greatfields Primary (3FE) YrR</li> </ul> Implications of the above: additional 180YrR places, total capacity=4317
September 2022	4497	4125	<ul style="list-style-type: none"> <li>• Ford View Primary</li> <li>• Beam Park (3FE)</li> <li>• Mallard Primary</li> </ul> Implications of the above: additional 180YrR places, total capacity=4497
September 2023	4497	4112	
September 2024	4587	4111	<ul style="list-style-type: none"> <li>• 3rd Barking Riverside (3FE) YrR</li> </ul> Implications of the above: additional 90YrR places, total capacity 4587
September 2025	4677	4144	<ul style="list-style-type: none"> <li>• Barking Central (3FE) YrR</li> </ul> Implications of the above: additional 90YrR places, total capacity 4677
September 2026	4677	4184	Requires clarification on housing figures
September 2027	4677	4270	Requires clarification on housing figures

Table 1.3: LB&D long-term basic need future planning programme

Secondary education:

3 are community-maintained schools

3 are academies

1 is Church of England and

1 is Roman Catholic

Additionally, there are 4 all-through schools with secondary departments, of which:

2 are community-maintained schools' and

2 are academy schools.

Secondary school planning consideration is set out in the table below:

Year	Year 7 Capacity	Year 7 Demand Forecast	Planned Provision
September 2019	3450	3360	- Greatfields Free School (3FE) Implications: additional 90 Yr7 places, total capacity 3450
September 2020	3450	3453	- Lymington Fields (4FE) Implications: additional 120 Yr7 places, total capacity 3570
September 2021	3570	3636	- Lymington Fields (2FE) Implications: additional 90 Yr7 places, total capacity 3660
September 2022	3660	3780	- Warren School (2FE) Implications: additional 90 Yr7 places, total capacity 3750
September 2023	3750	4005	- New Free School- Thames View (120 Yr7, 4FE places) - New Free School- East Dagenham (Beam High) (240 Yr7 places, 4FE, 120 places)
September 2024	3990	4064	- New Free School- Thames View (60 Yr7, 2FE places) - New Free School- East Dagenham (Beam High) (6FE)
September 2025	4173	4064	Requires clarification on housing figures
September 2026	4230	4064	Requires clarification on housing figures

Table 14: LBBD long-term basic need future planning programme

Special education needs and disabilities education (SEND)

There are 2 all-age special schools in the Borough, catering for children of 4 to 16 years' old and a further special school which covers age 4 to 25 years.

SEND school planning consideration is set out in the table below:

	Planned Provision
September 2019	Barking Riverside (30 places per year for the next 5 years) -year 5, 15 places Social, Emotional and Mental Health (SEMH) provision (phase 2)
September 2020	Barking Riverside - 15 places SEMH provision (phase 3)
September 2021	No planned growth
September 2022	New SEND school for up to 160 places to open gradually over the next 5 years

Table 15: LBBD short-term SEMH school and infrastructure provision

**8. Does the Borough plan to build anymore schools?**

Yes, the planning policy team is having ongoing conversation with the Council's education department to allocate sites where appropriate, for primary and secondary schools, as well as SEND schools.

**9. How many GP Surgeries/ Medical Centres are there in the area and does the plan include the addition of anymore?**

The following information is extracted from the latest Infrastructure Delivery Plan 2020 (IDP).

The current provision of healthcare facilities across the borough are shown in the map below:



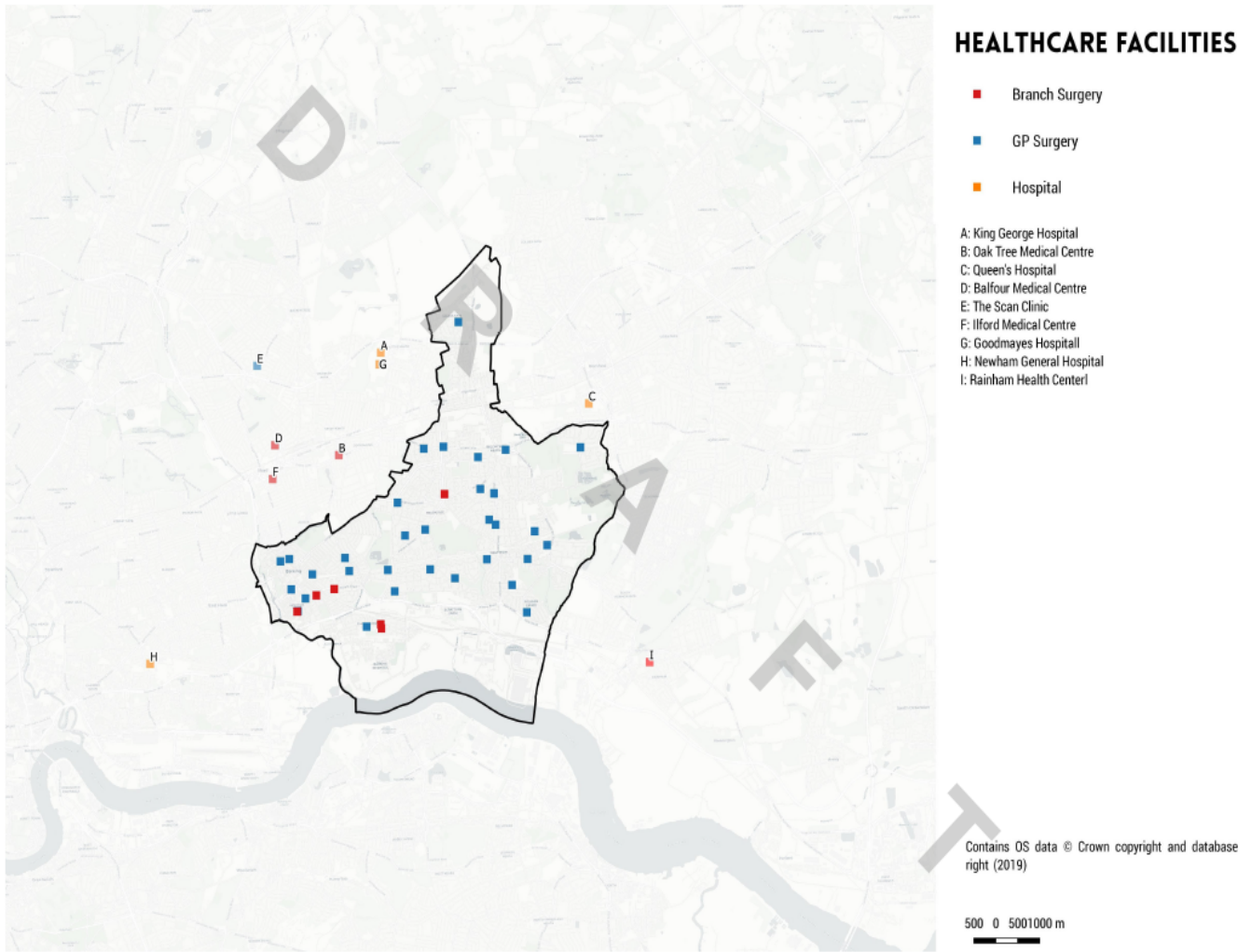


Figure 24: Healthcare facilities in Barking and Dagenham

Healthcare facilities planning consideration are set out in the table below:

Planned Provision	Where	When	Who	Delivery Partners and Stakeholders	Total Cost Estimate (Millions)	Funding Source	Total Funding Available	Funding Gap
Primary and community care hub 2,800sqm	Barking Riverside	2019-2024	BRL	BRL, LBBD	£7M Construction £5.6M Fit-out	Developer Contributions S106 or CIL/ NHS rentalised cost	£7M tbc	- £5.6M
Primary and community care hub 5,000sqm	Barking Town Centre	2019-2024	Developer	Developer, LBBD	£15.5 Construction £7.5 Fit-out	Developer S106 or CIL/ NHS rentalised cost	- -	- £7.5M
Primary and community care hub 2,600sqm	East Locality	2024-2029	NHS CCG	tbc, NHS, CCG	£11.7M	NHS	tbc	-
Primary care hub 3,700sqm	North Locality	2024-2029	NHS CCG	tbc, NHS, CCG	£16.7M	NHS	tbc	-
Primary care hub 1,750sqm	East Dagenham	2024-2029	LBBD	LBBD	£7.9M	LBBD	tbc	-
Primary and community care hub	Castle Green	2024-2029	Developer	Developer, LBBD	£15M	Developer Contribution	tbc	-

Table 17: Planned provision of new healthcare facilities

#### 10. How will waste be dealt with the borough?

The draft Local Plan support the targets set out in Policy SI 8 of the draft New London Plan Intend to Publish version (December 2019) in order to manage London's waste sustainably and self-sufficiently and deliver the Mayor's ambition for London to manage 100% of its own waste by 2026. This includes the borough-level apportionment of 6.1% for Barking and Dagenham for all household, commercial and industrial waste between 2021 and 2041 (505,000 tonnes by 2021 and 537,000 tonnes by 2041).

Draft Policies **DMSI 8: Waste sites** and **DMSI 9: Demolition, construction and operational waste** provide further guidance on development related to waste sites and waste facilities, as well as dealing with demolition, construction and operational waste within the borough.

The current Joint Waste Plan will remain active, and sites will be protected by the new Local Plan, until the new Joint Waste Plan is in place, at which point the Local Plan will be updated to reflect any changes if required.

#### 11. Has Barking and Dagenham considered an envac waste management development?

The draft Local Plan supports incorporation of sustainable waste infrastructure into new development.

#### 12. Do Barking plan on building any new cycle routes?

The following information is extracted from the latest Infrastructure Delivery Plan 2020 (IDP).

The Borough is predominantly flat - which is a positive attribute for encouraging walking and the use of cycling routes. LIP3 identifies that the Borough is served by a number of on and off-road cycle routes, as well as walking routes/facilities. In terms of cycling infrastructure this includes: 7km of 'Greenways' routes; local 'Quietways'; Cycle Superhighway 3; and cycle parking facilities. There is also a 16km Rights of Way network, the Thames Path, eight 'Just Walk' routes and a network of designated 'safe routes to schools'. Presently, some of the routes are fragmented and this provides an opportunity to provide a more comprehensive and linked network. A consultation on proposals to link Ilford and Barking Riverside closed in August 2019. If given the go-ahead, these proposals are likely to contribute to safer and more accessible cycling and walking networks<sup>25</sup>.

#### 13. Do Barking plan on building any new pedestrian routes?

Any improvements to pedestrian routes will be included in more detailed site-specific strategies/guidance.

#### 14. Do Barking have any plans to update road infrastructure?

The latest IDP 2020 has highlighted the major road infrastructure planning below.

##### *A13 Improvements*

In September 2019 TfL submitted a bid to the Department for Transport (DfT) for funding improvements to the major road network in London. The total bid for ten schemes was for £375M with the funding for each scheme would be between £20M and £50M. The bid included a bid for a major asset renewal of the A13 Lodge Avenue Flyover. If the bid were successful, this would enable the existing temporary steel flyover to be replaced with a longer-term solution.

TfL and the Council have investigated the option of replacing the section of the A13 between Lodge Avenue and Renwick Road with a 1.3km road tunnel. This project, known as the A13 Riverside Tunnel would address existing traffic congestion and would allow for the redevelopment of the Castle Green area. It is understood that TfL is supportive of the principle of the scheme, but the proposals are not part of the current TfL Business Plan.

**15. When will residents be updated about the A13 project?**

The A13 study is in progress. The residents will be consulted on once the evidence work is completed and approved for consultation by the Council.

**16. Will Barking invest in an electric car network?**

The draft Local Plan is supportive of development that provides electric car charging points. Officers will work closely with Transport for London, developers, and other service providers to promote use of electrical vehicles.

**17. Where is Barking planning on putting green infrastructure?**

The latest IDP 2020 has highlighted that the planned park improvements below.

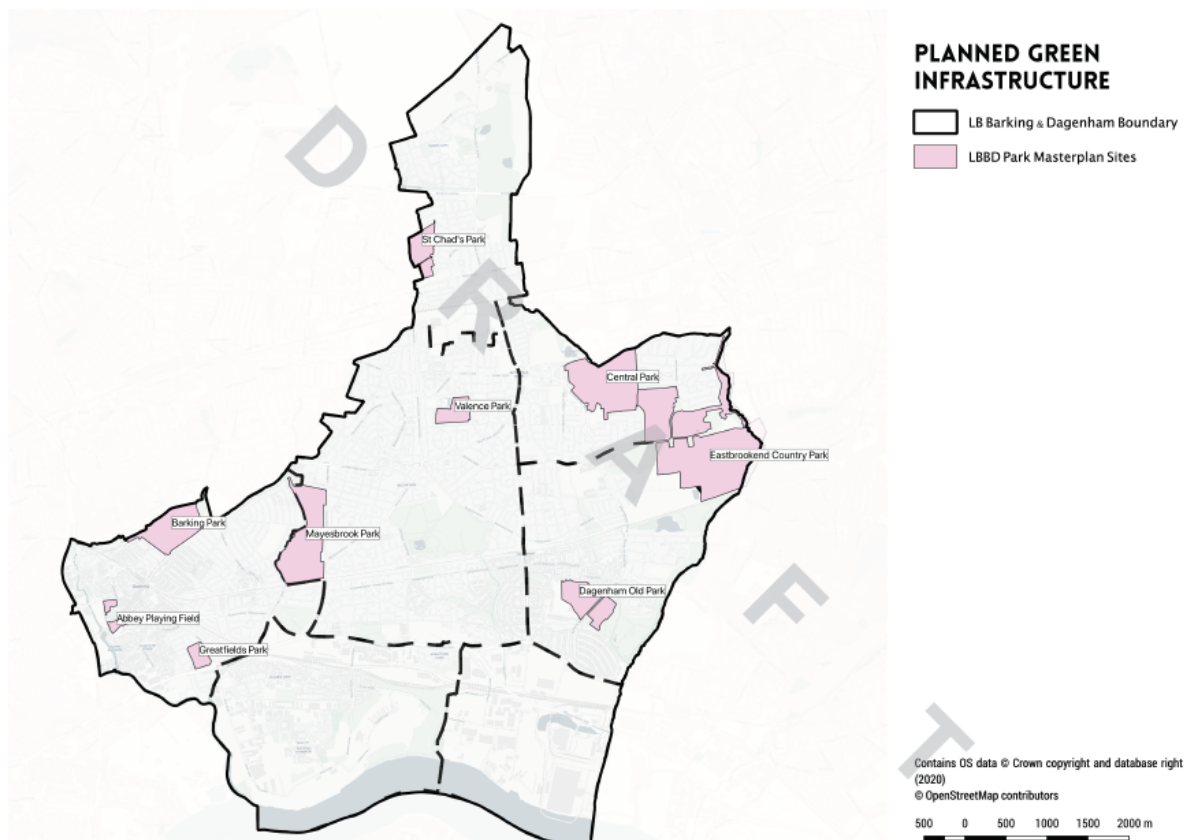


Figure 34: Proposed park improvement masterplan areas in Barking and Dagenham

For area-specific information, please refer to chapter 2: Area Development Strategy of the Local Plan, which is supported by the Council's Green Infrastructure and Biodiversity Strategy (2019)<sup>3</sup>.

**18. Does the plan support place of worship? Do Barking plan on building any more places of worship?**

Please refer to draft policies 'SP4: Delivering social and cultural infrastructure in the right locations, and DMS2: Planning for new facilities', which both support creation of multi-functional use of space including multi-use places of worship. In addition, draft policy DMS2 clearly states that: " *Development proposals for faith facilities in employment and industrial the Local Plan will only support development proposals for faith facilities in employment and industrial areas will only be permitted in accordance with other policies of the Local Plan and where conflicts between employment/industrial use and faith use can be avoided (i.e. with regards to increased traffic and parking issues, congregations of people, and noise; and safety of users or workers will not be compromised). Applicants will be required to consult on the proposal with the Council's Participation and Engagement Team*".

<sup>3</sup> Insert a link.

## Economy

### 19. How is Barking supporting local jobs?

The way in which industrial land functions is changing and our borough needs to change with it. We currently have approximately 446 Ha of industrial land within the borough, much of which is under-utilised or vacant and does not meet the market demand. Be First is refocussing our industrial land to provide appropriate locations for 21<sup>st</sup> century industry and employment. This will support local jobs by providing existing employers with new and multi-functional work spaces that suit their operational needs, and by attracting new employers to the borough to provide more new jobs for existing and future residents.

The draft Local Plan sets out clear employment and town centre policies which aim to deliver the Council's economic vision and strategy by encouraging sustainable economic growth, having regard to the Barking and Dagenham Industrial Strategy and other local policies for economic development and regeneration.

The draft policies in **chapter 6: Economy** of the Plan seek to attract local and inward investment through criteria-based policies or identifying strategic economic sites; and define a network and hierarchy of town centres and promote their long-term vitality and viability.

### 20. Does the plan support any training for local residents?

The Plan aims to deliver approximately 20,000 new jobs and seeks to provide high-quality employment and training opportunities for local people, and procurement opportunities for local businesses.

### 21. Does the plan support the regeneration of the town centre?

**Yes.** Draft Policy '**DME 3: Encouraging vibrant, resilient and characterful town centres**' provides details regarding how the plan aims to support development within the town centres. In addition, '**Chapter 2: Area Development Strategy**', provides more area-specific information on development within "Transformation Areas" which focuses on town centres. The Local Plan will provide the framework within which future masterplans will shape the regeneration of the town centre.

### 22. Does the plan support local shops?

Yes. The draft Local Plan identifies future requirements and locations for new retail development having regard to the town centre policies set out in '**Chapter 6: Economy**' based on local evidence. The Plan sets out policies and site allocations to secure an appropriate mix of shops (including both local shops and chain stores) and other commercial units of different sizes, informed by local evidence and emerging town centre strategies.

## Climate Change

### 23. What Local Plan evidence is available regarding to climate change?

See the relevant documents below and they are available on request at this stage.

Key Evidence Documents	Date Produced
LBBD Air Quality Action Plan 2020-2025	2020
LBBD Infrastructure Delivery Plan	2020
Towards Net Zero Carbon (draft)	2020
LBBD Inclusive Growth Strategy (draft)	2020
Planning briefing paper – Connection Opportunities to B&D Energy Limited: Low Carbon Energy for East London	2019
London Environment Strategy	2018
London Waste Planning Forum: Monitoring Report	2018
London Plan Topic Paper: Waste	2018
GLA Energy Assessment Guidance	2018
LBBD Strategic Flood Risk Assessment L1 & L2	2017
LBBD Local Flood Risk Management Strategy	2017
East London Waste Authority (ELWA) Joint Waste Development Plan	2012

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# Local Development Scheme 2018/2019

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August 2020

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## 1. Introduction

- 1.1 A Local Development Scheme (LDS) is a 'live' project plan that sets out the timescales for preparing the new planning policy documents. Local planning authorities are required to prepare a LDS under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011)<sup>1</sup>. The LDS sets out the documents that will be prepared by London Borough of Barking and Dagenham as part of the Development Plan for the borough.
- 1.2 The current Development Plan for the borough is comprised of the London Plan, the adopted Local Development Framework (see Table 1 below) and the Joint Waste Development Plan. The council also has its own Community Infrastructure Levy (CIL) Charging Schedule, in addition to the Mayor of London's CIL.
- 1.3 A review of the LDS was undertaken in 2019 in order to amend the timetable for the preparation of the new Local Plan. It replaced the LDS adopted in 2015 and will be kept up to date as frequently as is necessary so that local communities and interested parties can keep track of progress of the documents which, when prepared, will comprise the Local Plan for the borough.
- 1.4 A further update in July 2020 has been undertaken, to bring up to date the schedule of Masterplan documents (see Appendix 2) as well as the Local Plan timetable (See Appendix 1).

## 2. The Current Development Plan

- 2.1 Along with the London Plan, the statutory Development Plan for the borough is currently made up of the following documents for the purposes of the Town and Country Planning (Local Planning) (England) Regulations 2012. All planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

**Table 1 The statutory Development Plan and Supplementary Planning Documents**

	<b>Adopted Development Plan Documents:</b>	<b>Adoption Date:</b>
1	Core Strategy	July 2010
2	Site Specific Allocations	December 2010
3	Barking Town Centre Area Action Plan	February 2011
4	Borough Wide Development Policies	March 2011
5	Proposals Map	February 2012
6	Joint Waste Development Plan*	February 2012

<sup>1</sup> <https://www.legislation.gov.uk/ukpga/2011/20/section/111/enacted>

### Adopted Supplementary Planning Documents:

1	Hot Food Takeaways	July 2010
2	Biodiversity: How biodiversity can be protected and enhanced in the development process	February 2012
3	Trees and Development	February 2012
4	Residential Extensions and Alterations	February 2012
5	Barking Station Masterplan	February 2012
6	Last Orders? Preserving public houses	September 2014

\* A new Joint Waste Development Plan will be prepared in conjunction with neighbouring boroughs; timescales to be confirmed.

- 2.2 The existing Local Plan (formally the Local Development Framework) will continue to form the Development Plan alongside the London Plan and the Joint Waste Plan until the new Local Plan is adopted by the council. Once it is adopted the Development Plan will consist of the new Local Plan, the London Plan and the Joint Waste Development Plan.
- 2.3 It will incorporate guidance currently set out in most of the supplementary planning documents. The guidance set within some of these documents will be incorporated into the Local Plan as listed in Table 2 below:

**Table 2 Status of adopted Supplementary Planning Documents**

<b>Biodiversity SPD</b>	To be replaced by forthcoming Local Plan
<b>Trees and Development SPD</b>	To be replaced by forthcoming Local Plan
<b>Hot Food Takeaways SPD</b>	To be replaced by forthcoming Local Plan
<b>Residential Extensions and Alterations SPD 2012</b>	To be replaced by forthcoming Local Plan
<b>Barking Station Masterplan SPD 2012</b>	To be replaced by forthcoming Local Plan
<b>Last Orders? Preserving Public Houses SPD 2014</b>	To be replaced by forthcoming Local Plan

## 3. The Emerging Local Plan

- 3.1 Barking and Dagenham is preparing its emerging Local Plan to focus on delivering the council's Vision "One borough; One community; London's growth opportunity" over the next 15 years.
- 3.2 The council previously consulted on the Issues and Options document between October 2015 and January 2016. The consultation document can be found [here](#).

- 3.3 Since the consultation concluded, the council has established a new regeneration company – Be First, on 1st October 2017. Be First<sup>2</sup> is engaged by the council, to undertake, inter alia, the preparation of planning policy documentation. The council continues to exercise its statutory duties and powers as a Local Planning Authority (LPA), including the approval of all planning policy documentation. There have been changes to the Local Plan production timetable (**See Appendix 1**). Another Local Plan consultation was carried out between November 2019 and February 2020. Details can be found [here](#).
- 3.4 Following the previous consultation, the plan period has also been updated from “2015-2030” to “2019-2037” in order to be consistent with the draft new London Plan that was examined by May 2019 and adhere to paragraph 22 of the NPPF requiring strategic plans to look ahead over a minimum of 15 years from adoption. The updates and news on the Examination for the draft new London Plan can be found on the GLA’s website.
- 3.5 The Local Plan will be mainly supported by the following documents:
- **Evidence Base Documents** – The Local Plan will need to be based on a sound and reasonable evidence base including the Authority Monitoring Reports (AMR).
  - **Statement of Community Involvement (SCI)** - This document, which has been refreshed by LBBDD in July 2020, demonstrates how the council is engaging with the community and other stakeholders in preparing its plan making and planning application process.
  - **Sustainability Appraisal (SA) and Habitats Regulation Assessment** - This appraises the environmental, economic, and social aspects of the Local Plan.
  - **Infrastructure Delivery Plan** - Sets out the infrastructure requirements required to support the Local Plan.
- 3.6 The emerging Local Plan will be a single document, including a strategic vision and a number of planning policies<sup>3</sup>. Once published for pre-submission consultation (Regulation 19<sup>4</sup>), it will be given increasing weight<sup>5</sup> as a material planning consideration as it progresses to submission and adoption. Material weight to emerging policies will be applied in accordance with the National Planning Policy Framework and its Guidance. Evidence Base

## 4. Evidence Base

- 4.1 All planning policy documents should be underpinned by a strong and robust evidence base. For the Local Plan, the council has produced a number of studies inhouse and through working jointly with external consultants. These will be published alongside the publication of the emerging Local Plan. A list of evidence produced by topics is found [here](#).

<sup>2</sup> Further details about Be First can be found via the web link: <http://befirst.london/about-us/>

<sup>3</sup> The Local Plan will also include site allocations. A new round of ‘Call for Sites’ public consultation ran for four weeks between 12 April and 17 May 2019

<sup>4</sup> Regulation 19 stage is the publication of a Local Plan before submitting to the Secretary of State under section 20 of the Localism Act.

<sup>5</sup> The National Planning Policy Framework sets out that decision makers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.

4.2 A SPD will be prepared as soon as possible following the submission of the Local Plan, in respect of planning obligations and developer contributions. The council is also committed to preparing several masterplans as supplementary planning documents. These documents have been, and are being, prepared in accordance with the council’s regeneration visions. A list of the emerging SPDs can be found in **Appendix 2**<sup>6</sup>.

## 5. Statement of Community Involvement

5.1 The council will publish an updated Statement of Community Involvement (SCI) to replace the existing SCI that was adopted in 2017. The document sets out the council’s approach to involving local communities and stakeholders in the production of planning documents and on taking decisions on planning applications.

5.2 The table below provides key milestones for the SCI refresh. A further update to the SCI will be conducted following submission of the Local Plan.

Key milestones	Timetable
Preparation of the document	March – April 2019
Be First/council approval	May 2019
Public consultation	July – September 2019
Further SCI refresh following public consultation	September 2020

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## 6. Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA)

6.1 In accordance with European Union and national legislation and policy, Development Plan Documents will be subjected to a Sustainability Appraisal (SA). This entails assessing the potential social, environmental, and economic effects of policies and proposals at key stages in the plan making process and informing their development.

6.2 The Local Plan has been subject to a Habitats Regulation Assessment to understand whether an appropriate assessment is required.

6.3 The relevant SA and HRA documents will be published alongside the publication of the emerging Local Plan.

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<sup>6</sup> 6 The council may decide to prepare additional planning guidance to support the Local Plan and the LDS will be updated to accommodate and reflect this.

## 7. Community Infrastructure Levy

- 7.1 The council adopted its Community Infrastructure Levy (CIL) Charging Schedule on 25th November 2014. The CIL came into force on 3<sup>rd</sup> April 2015. Further details can be found [here](#).

## 8. Project Management Resources

- 8.1 The main resource for the preparation of the Local Plan and supplementary planning documents will be the Planning Policy team along with specialist officers within Be First and across the council's Directorate, as well as consultancy and legal advice as required. The team's top priority is the new Local Plan.

# Appendices

## Appendix 1 Local Plan Timetable

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		2018/19	2019/20				2020/21				2021/22		
Stage		Q4 Jan – Mar 2019	Q1 Apr – Jun 2019	Q2 July – Sep 2019	Q3 Oct – Dec 2019	Q4 Jan – Mar 2020	Q1 Apr – Jun 2020	Q2 July – Sep 2020	Q3 Oct – Dec 2020	Q4 Jan – Mar 2021	Q1 Apr- Jun 2021	Q2 Jul – Sep 2021	Q3 Oct – Dec 2021
1	Draft Local Plan Regulation 18 public consultation												
2	Refine existing evidence base and prepare additional evidence base where required. Engage with Duty to co-Operate Partners												
3	Prepare Proposed Submission Local Plan (Reg.19)												
4	Cabinet approval for consulting on the Draft Local Plan (Reg.19)												
5	Publication of the Proposed Submission Local Plan (Reg.19)												
6	Request opinion from the Mayor of London (Reg. 21)												
7	Cabinet approval/delegated authority for approval for submission												
8	Submission to the Secretary of State (Reg. 22)												
9	Examination (TBC)												
10	Receipt of Inspector's Report (TBC)												
11	Adoption (TBC)												

## Appendix 2 Programme of Supplementary Planning Documents (SPD)

Emerging SPDs	Target for statutory public consultation	Comments
Castle Green Masterplan	Q4 2020/21	<p>Individual programmes for each masterplan will be published on LBBD's website.</p> <p>Local communities and key stakeholders will be invited to shape and participate in the masterplans in advance of formal statutory public consultation.</p> <p>Statutory public consultation for all masterplan SPDs listed for <b>2020/21</b> anticipated to be underway by <b>31st March 2021</b>.</p>
Marks Gate Masterplan	Q3 2021/22	
Thames Road Masterplan	Q4 2020/21	
River Roding Masterplan	Q4 2020/21	
Barking Town Centre Masterplan	Q3 2021/22	
East Street Masterplan	Q4 2020/21	
Chadwell Heath Masterplan	Q4 2020/21	
Dagenham Village Masterplan	Q1 2021/22	
Dagenham Heathway Masterplan	Q3 2021/22	
Dagenham Dock Masterplan	Q3 2021/22	
Planning Obligations SPD	<b>TBC</b>	
Residential Extensions and Alterations SPD 2012 update		





# Statement of Community Involvement Refresh

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**August 2020**

# Executive Summary

## What is the Statement of Community Involvement?

The Statement of Community Involvement (SCI) is a statutory document that explains how and when we will consult and engage the community in the planning of the local area. This applies to the preparation of the Local Plan and other associated planning policy documents, as well as assessing planning applications and making decisions on new developments in your neighbourhood.

## Who is the 'community'?

Community refers to residents, resident associations, businesses, community and interest groups, neighbourhood planning forums, landowners, developers, Councillors, neighbouring local planning authorities, government agencies and any other individuals, groups and organisations interested in, and affected by development and use of land in London Borough of Barking and Dagenham.

## Our principles of consultation and engagement

We are committed to continuous and meaningful engagement. Our principles of consultation and engagement focus on being clear about what we are consulting on, how it affects you, and how we will involve you to participate through various consultation methods.

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## 1. Purpose of the Statement of Community Involvement

- 1.1 This Statement of Community Involvement (SCI) explains how the council will involve the community in the planning of the local area. This includes the preparation of the Local Plan and other associated planning policy documents<sup>1</sup>, as well as assessing planning applications and making decisions on new developments. Through the SCI it will ensure that the planning processes of the council are clearly set out and enable more people to get involved in shaping plans and planning decisions.
- 1.2 The SCI sets out:
- What the council will consult and engage the community on;
  - When the council will consult and engage the community;
  - How the council will consult and engage the community; and
  - Who within the community the council will consult and engage with.
- 1.3 In July 2015, the council adopted its SCI. Be First<sup>2</sup>, the council's regeneration company has prepared this SCI Refresh and undertaken public consultation as part of the Local Plan preparation in Autumn 2019 (as approved by Cabinet on 18 June 2019). Details of the consultation responses are available to view on the LBBB website: [https://www.lbbd.gov.uk/sites/default/files/attachments/SCI-Refresh-Summary-of-Consultation-Responses-report-2019\\_0.pdf](https://www.lbbd.gov.uk/sites/default/files/attachments/SCI-Refresh-Summary-of-Consultation-Responses-report-2019_0.pdf) The SCI Refresh 2019 takes account of a few matters, which relate to changes to the planning legislation and regulations.
- 1.4 In early 2020, we also include modifications in response to the ongoing Coronavirus (COVID-19) pandemic by focusing more on digital methods of engagement and limiting the display of 'hard copy' planning documents. These also respond to the temporary changes to the Town and Country Planning (Local Planning) (England)(Coronavirus) (Amendment) Regulations 2020 which change the way local planning authorities are required to consult with local communities until 31 December 2020. These amendments to the regulations take into account the Government's required social distancing measures when consulting on planning matters including enabling publication of documents without corresponding legal requirements to have hard copies on display. **Addendum to the London Borough of Barking & Dagenham SCI Refresh** (at end), provides further details on our approaches.
- 1.5 A full review of the SCI will be undertaken following the submission of the Local Plan, by which stage the impact of the Government's recently published planning reforms may also be clearer.

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<sup>1</sup> The council publish a Local Development Scheme, which sets out the documents that will be prepared by London Borough of Barking and Dagenham as part of the Development Plan for the borough.

<sup>2</sup> Since the consultation concluded, the council has established a new regeneration company – Be First, on 1<sup>st</sup> October 2017. Be First is engaged by the council, to undertake, inter alia, the preparation of planning policy documentation. The council continues to exercise its statutory duties and powers as a Local Planning Authority (LPA), including the approval of all planning policy documentation.

## 2. Our Principle

- 2.1 The council is committed to continuous and meaningful engagement throughout the development lifecycle and continuous feedback mechanisms in respect of consultation type/size linking to the scale of proposed development, transparency of planning process, and decision making.
- 2.2 Our principles of consultation and engagement are set out below:
- Being clear on what each consultation is about, how it affects you, and how you can get involved
  - Making it as easy as possible for you to respond to consultations by thinking about what method is best for you, not what is most convenient for the council, for example, public engagement sessions for a planning policy document. All relevant information will be published on the council's website
  - Giving you enough time to respond to both planning applications and planning policy consultation
  - Keeping the process as simple as possible and writing in plain English. If technical words are required, we will make sure these are explained

## 3. Policy and legislative context

- 3.1 The SCI update has been prepared under the following legislation:
- The Town and Country Planning (Local Planning) (England) Regulations 2012
  - The Town and Country Planning (Development Management) (Procedure)(England) Order 2015
  - Equality Act 2010
  - The Localism Act 2011
  - The Amendments to the General Permitted Development Order 2015
  - The Community Infrastructure Regulations 2010 (as Amended)
- 3.2 To find out more information about the above legislation, please visit: <https://www.planningportal.co.uk>
- 3.3 The government has published a guide "Plain English guide to the planning system", which provides an explanation of how the planning system in England works. To access the guide, please visit: <https://www.gov.uk/government/publications/plain-english-guide-to-the-planning-system>

## 4. The Barking and Dagenham Community

### ***The Barking and Dagenham Community***

- 4.1 Barking and Dagenham has seen rapid population growth since 2001 by 13.4 per cent overall compared to 7 per cent for England according to the 2011 Census. There has been

a large increase in the number of younger people (particularly children aged 0-4 years) living in the borough due to high birth rates.

- 4.2 Barking and Dagenham is an ethnically diverse borough. Of local authorities in England and Wales, the borough had the fifth largest growth in residents born outside the United Kingdom and Ireland between the 2001 and 2011 censuses. This has brought up social and cultural diversity, for instance, 72 different non-English languages were recorded in the 2011 census as the main language in the household.
- 4.3 The borough has also experienced a shift in ethnic group proportions with a larger decrease in the White British ethnic group and a large increase in the Black African ethnic group. The White British group are almost 10 per cent lower in Barking and Dagenham than the rest of London, whilst the Black African ethnic group is substantially higher than the rest of London.
- 4.4 Barking is the home for an extraordinary range of businesses, shops, and restaurants. The current trends show that new businesses are growing at a rate substantially faster than both eastern London and London in general, but they tend to be less successful in the long run.
- 4.5 The council recognises the challenges and opportunities to engage with the planning system due to various reasons such as language barriers, cultural perceptions, traditions, or social expectations. To overcome these barriers, we will continue to explore interactive ways of involving community, apply more modern consultation tools, select accessible venues and facilities, and provide documents in accessible formats on request. We also recognise that some individuals, groups, and businesses may have a greater capacity to get involved in planning matters than others and so, where appropriate, we will support those who find it difficult to get involved with planning issues.

#### ***Specific and General Consultation Bodies***

- 4.6 The council has a legal requirement to make information available to residents and organisations, and it also has a legal duty to consult Specific and General consultation bodies. Moreover, the council is committed to involving existing residents and workers in shaping planning policies. The Duty to Co-operate set out in the Planning and Compulsory Purchase Act 2004 (as Amended) and by the Localism Act 2011 establishes legal principles of co-operation with neighbouring boroughs, the Mayor of London and other authorities, public bodies and agencies when reviewing planning policies. See **Appendix A** for a list of these bodies.
- 4.7 In addition to Specific and General Consultees, the council maintains a Local Plan consultation database which contains information of individuals, landowners, developers, and businesses that have taken part in past consultations or wish to be involved in future planning policy consultation events. The consultation database is kept under review.

### **Monitoring**

- 4.8 Equalities monitoring forms will accompany all planning policy consultations. This will enable us to analyse data collected and identify specific issues relating to any individual groups should this arise.
- 4.9 Consultation methods will reflect the council's most up to date Participation and Engagement strategy<sup>3</sup>, and will be assessed for effectiveness through ongoing feedback and monitoring.

## **5. How we will consult and engage**

### **Channels of communication**

- 5.1 One of the council's consultation principles is that it will make it as easy as possible for the community to engage with and respond to consultations. Therefore, where appropriate, the council will apply different methods and learn from other good practice (including translation services, short summary documents of the consultation material etc.) to make sure that we engage with as many people and organisations when required in both plan making and assessing planning applications:

#### Digital platform

- Emails – Where we have email addresses of consultees, we will email them details regarding planning consultations
- Social media - We will use popular social media sites to promote consultation events before, during and after the consultation
- Surveys and information gathering exercise via the council's online consultation portal e.g. Engagement HQ
- Planning application search facility – Information of planning applications can be found via the planning search facility on the council's website
- Website – We will keep the relevant webpages up to date, publishing all consultation material, forthcoming consultation events on the council's Local Plan website and strategic development projects on the council's regeneration company – Be First's website.

#### Non-digital platform

- Consultation letters – We will post consultation letters to neighbouring and nearby properties to inform regarding nearby development proposals
- Press notices – We will post press notices in the local newspaper for key development proposals and Local Plan consultation events
- Site notices – We will display notices near and around the development site
- Public consultation events – We work with applicants to make sure that appropriate public consultation events are undertaken for major development schemes

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<sup>3</sup> The council is preparing a Participation and Engagement Strategy, anticipated for public consultation in autumn 2019.

- Hard copies – We will make hard copies of consultation materials available to read at Barking Town Hall and other community buildings as necessary
- Group meetings – We will engage with communities (particularly seldom heard groups) by attending community meetings where appropriate to discuss what we are consulting on and listen to feedback
- Public exhibitions –We will present the information in accessible locations and show a summary of consultation material which outlines what we are consulting on; the council officers will also listen to feedback from individuals who come to the event.



## 6. Development Management

### What is development management?

- 6.1 Development Management is the implementation of plans, policies, and legislation to achieve sustainable development. This incorporates the process and determination of planning applications.
- 6.2 The council is responsible for determining all the planning applications made in the borough. Obtaining feedback from those affected by the development proposal is regarded as an important part of the process of deciding whether to approve or refuse a planning application. In the case of a residential extension this can be a neighbour, and for larger developments, this can be people who live further away.
- 6.3 One of the council's consultation principles is that it will make it as easy as possible for the community to respond to planning notifications. Therefore, the council will use the following methods to make sure the community and other interested parties can respond to planning applications:
- We will continue to put all planning applications and supporting information on the council's website and encourage people to respond online
  - We will continue to seek electronic submission of all applications, to improve the quality of online submissions
  - In nearly all circumstances where there is a planning application next to your property, we will write to you to ask for your comments
  - Where necessary we will put up site notices to make sure that people are aware of major and strategic applications in their neighbourhood
  - Where required we will put newspaper notices up to make sure that people are aware of certain applications
  - As well as making planning applications available online members of the public will be able to view them at Be First, 9<sup>th</sup> Floor, Maritime House, 1 Linton Road, Barking IG11 8HG if they make an appointment.

### Stages of Development Chart

#### i) Pre-application Stage

6.4 **Pre-Application Consultation**

Although not a legal requirement, developers are strongly encouraged to arrange for some form of engagement with residents, local stakeholders and relevant statutory bodies during the pre-application stage. During this stage, various consultations methods can be utilised depending on the size of the scheme. For example, for larger schemes, drop-in events with the local community generally should take place whereas for smaller schemes leaflets can be distributed. In addition, residents and local stakeholders can also discuss their concerns with local councillors. Early community involvement can help improve the efficiency and effectiveness of the planning application once submitted because local concerns can be resolved earlier on.

### **Pre-Application Advice**

- 6.5 The council also encourages developers to discuss their development proposals with planning officers during the pre-application stage. There is a schedule of charges for pre-application guidance on [the council's website](#). Fees are generally set depending on the size and type of development.

### **ii) Application Stage**

- 6.6 In the application stage, the council organises a formal notification where residents can make comments on the submitted planning application. During this stage comments made by residents and local stakeholders will be taken into consideration and help inform the planning decision. Therefore, residents and local stakeholders are encouraged to read proposal documents and submit specific comments regarding whether the development should be approved.
- 6.7 Table 4 shows how the council will publicise different types of planning applications. Many of these are requirements set by law. The Statutory Period for consultation on planning applications is 21 days. This is clearly stated on all advertisements, site notices, and notification letters.
- 6.8 The easiest way to comment on a planning application is through the council's website<sup>4</sup>. Alternatively, you can submit your comments by email or failing that in writing to Planning Service via email: [planning@befirst.london](mailto:planning@befirst.london) or postal address: 9<sup>th</sup> Floor, Maritime House, 1 Linton Road, Barking IG11 8HG.

### **iii) Decision Making Stage**

- 6.9 Around 95% of planning applications are decided by officers. The remaining 5% of planning applications are decided at the council's planning committee. This includes any planning applications recommended for approval where five or more people have objected to in writing. If you object to a planning application which goes to the Planning Committee for a decision, the council will send you the details of how to register to speak at the council's Planning Committee if you wish.
- 6.10 The council has also held monthly's briefing sessions, including officer and developer presentations. These sessions seek to inform the Planning Committee and relevant Ward Members about planning applications which are likely to be determined at a future Planning Committee. Developers can get views from members early on, however, no pre-determination of planning applications prior to the Planning Committee and that all councillors must declare any interests.
- 6.11 Once the council has decided whether to approve or refuse a planning application under delegated authority it confirms this by publishing a decision notice on the council's website.

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<sup>4</sup> <https://www.lbdd.gov.uk/search-for-or-comment-on-a-planning-application>

- 6.12 Where the council has refused planning permission an applicant has the right to appeal the decision. Where an appeal is lodged an inspector from the Planning Inspectorate is appointed. If you have objected to a planning application that is subsequently appealed against, the council will write to you via email or letter to explain the next steps. In some circumstances, the Inspector will instruct the council to begin a consultation with the public at the appeal stage. At this point, the Inspector will consider these comments alongside any comments which were submitted at the planning application stage.
- 6.13 Planning Aid for London is a registered charity, which can provide free and independent town planning related advice to individuals and groups unable to afford professional consultants. Planning Aid can assist people with their own planning applications or can help them to comment on planning applications or planning policy consultation documents. It can also advise groups on fundraising strategies, community development and consultation methods.

**Planning Aid for London, Planning Aid Resource Centre  
Unit 3.01 Whitechapel Technology Centre  
65/75 Whitechapel Road  
London, E1 1DU  
Tel: 020 7247 4900**

Table 4: Consultation/ Publicity for Planning Applications

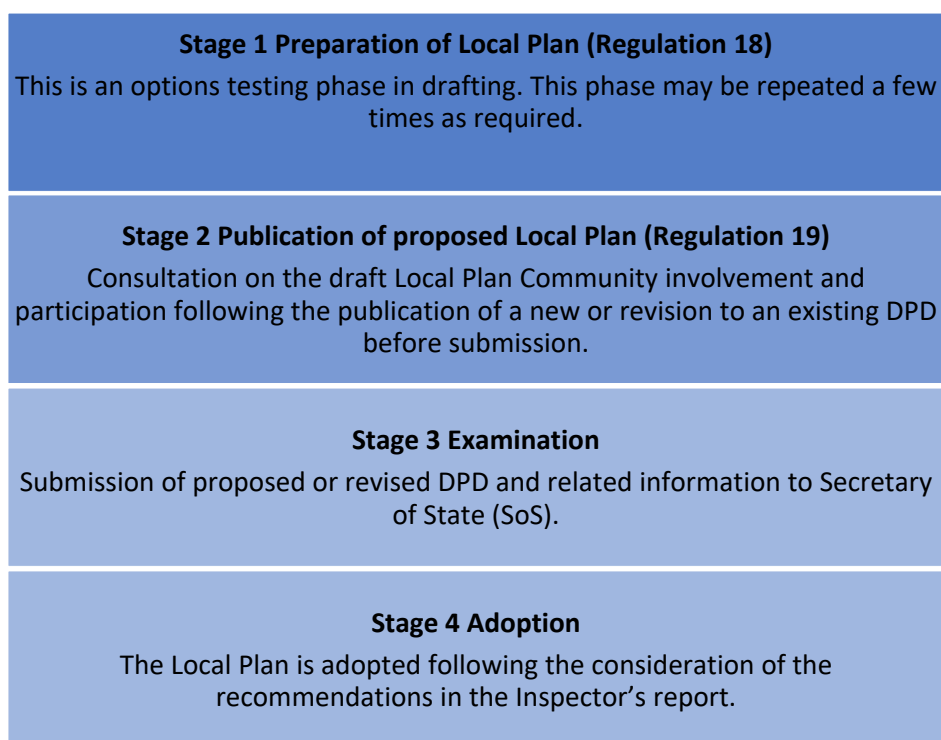
Type of Application	Publicity Normally undertaken for each type of application.			Notes
	Site Notice	Press Notice	Neighbour Notification Letters	
<b>Major Planning Applications</b>	Yes	Yes	Yes	Letters will be sent to properties adjoining the application site, where they can be identified, or/ and a site notice will be placed on or near the application site. The council may consult more widely if the application is likely to be controversial.
<b>Other Applications Including Minor and Household</b>	No	No	Yes	Letters will be sent to properties adjoining the application site, where they can be identified, or/ and a site notice will be placed on or near the application site. The council may consult more widely if the application is likely to be controversial.
<b>Applications for Listed Building Consent and Conservation Area Consent</b>	Yes	Yes	Yes	Site notices are not normally required if the proposed works only affect the interior of a Grade II listed building.
<b>Application for Certificates of Lawfulness of Proposed Use or Development</b>	No	No	No	There is no need to carry out publicity on applications for Certificated of Lawfulness of an existing use or development because the decision is a legal judgement.
<b>Applications Required by a Condition Attached to a Grant of Planning Permission</b>	No	No	No	No publicity is undertaken with regards to these types of application.
<b>Prior Approval Applications – Telecommunications</b>	No	No	No	In some very specific circumstances, a press notice is required by law.
<b>Prior Approval Applications Demolition</b>	Yes	No	No	Publicity is undertaken by the applicant. The applicant shall display a site notice on or near the land on which the building to be demolished is sited. The notice should be in place for not less than 21 days in the period of 28 days beginning with the date on which the

				application was submitted by the LPA. Publicity is for information purposes only.
<b>Application Accompanied by an Environmental Statement</b>	See notes	See notes	See notes	Advertisement in the local newspaper and a site notice or neighbour notification.
<b>Proposals departing from the Development Plan</b>	See notes	See notes	See notes	Advertisement in the local newspaper and a site notice or neighbour notification.
<b>Proposals affecting Public Right of Way</b>	See notes	See notes	See notes	Advertisement in the local newspaper and a site notice or neighbour notification.

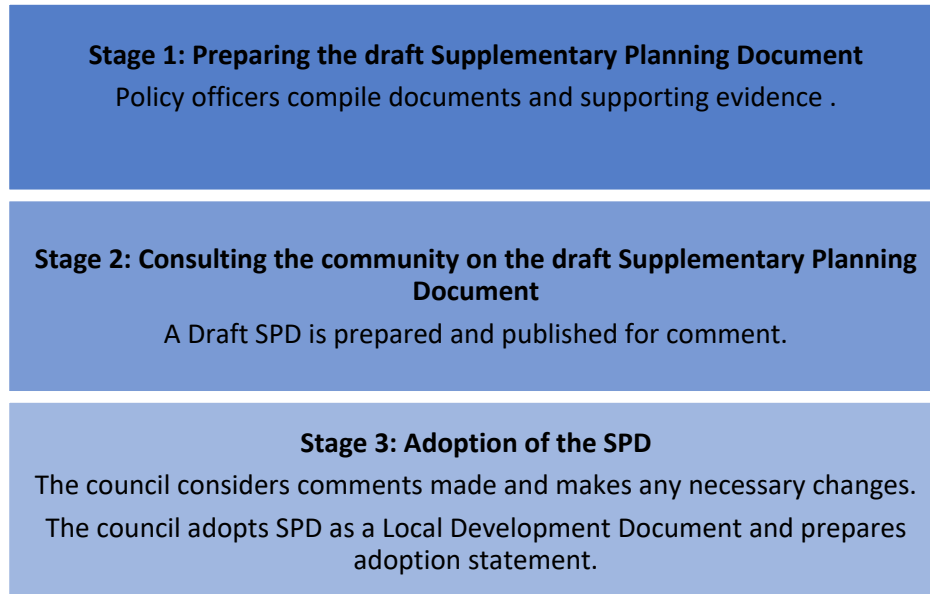
## 7. Consultation of Supporting Documents

- 7.1 The planning policy documents will be mainly supported by several documents listed below. Details about the emerging Local Plan and supplementary planning documents can be found in the latest Local Development Scheme published on the council's website.
- 7.2 Figure 1 and 2 illustrate the consultation processes for both the Local Plan and Supplementary Planning Documents. Table 1 and 2 explain how the council will undertake the consultation and engagement at different stages of the process.

**Figure 1: Local Plan Process**



**Figure 2: Supplementary Planning Document Process**



### **Sustainability Appraisal**

- 7.3 As part of the preparation of the Local Plan Review, the council must assess the social, environmental, and economic impacts of Local Plan policies. The Sustainability Appraisal needs to be prepared alongside the development of the Local Plan. This is the purpose of a Sustainability Appraisal. To begin with, the council must consult on a draft Scoping Report, but this only involves Natural England, Historic England, and the Environment Agency. Its purpose is to make sure the council has identified the right sustainability issues and indicators to assess draft policies and allocations against. When the draft Local Plan is consulted on a Sustainability Appraisal report will be published alongside it.

### **Equalities Impact Assessment (EIA)**

- 7.4 An Equality Impact Assessment (EIA) is an essential tool that demonstrates whether planning policies have negative impacts on equality target groups and ensures that any adverse impacts identified are appropriately mitigated and where possible equalities are promoted. All Planning documents are subject to an initial EIA screening stage. This screening takes place during the initial stage of development of a policy or strategy and is designed to look at positive and negative/adverse impacts. A Full Impact Assessment is undertaken for all policies, projects and strategies that have identified an adverse/negative impact during the Initial Screening stage. Further information relating to EIA can be found on the [council's website](#).

### **Conservation Area Appraisal (CAA)**

- 7.5 CAAs identify the important characteristics of an area as well as provide residents with an idea of what alterations could be made. This document is used as a material consideration in planning application decisions. The preparation of CAAs includes a public consultation where properties within the conservation area are notified of the consultation event by letter, notice or in the local press. Other relevant parties such as

Historic England, amenity societies and local area heritage associations and societies will also be consulted on the draft CAA. Comments made during the consultation period will be considered when finalising the CAA. The council will notify key consultation participants of the adoption of the CAA.

#### **Article 4 (1) Directions**

- 7.6 Article 4 (1) Directions can be used by an LPA to remove permitted development (PD) rights. More information can be found in the [Town and Country Planning \(General Permitted Development\) Order 2015](#). PD rights allow certain building works and changes of use to occur without the submission of a planning application.
- 7.7 Following the creation of a draft Article 4 (1) Direction the council will:
- publish a notice of direction in the local press
  - display site notices in at least two locations for at least six weeks
  - notify landowners and occupiers of affected properties and land
  - publish a notice of Article 4 (1) Direction on the council's website
  - sent a copy of Article 4 (1) Direction to the Secretary of State
- 7.8 The council will accept representations regarding Article 4 (1) Direction for at least 21 days. Once the Secretary of State gives approval the direction is then confirmed. Once Article 4 (1) is confirmed, the council will inform affected landowners and occupiers through local press and websites.

#### **Tree preservation orders (TPOs)**

- 7.9 Local Planning Authorities (LPA) issue Tree Preservation Orders (TPOs) to protect specific trees or all trees within a defined area or woodland. A TPO makes the cutting down, topping, lopping, uprooting or wilful damage or destruction of a protected tree without the LPA's permission a criminal offence. The council will notify the landowner and any affected neighbours by letter about the placement of a provisional TPO. Where it is not possible to identify all landowners or occupiers, the council will post a site notice.
- 7.10 Owner / occupiers and affected neighbours have the right to object to the provisional TPO. The council will consider the objections to see if they can be resolved by making acceptable changes to the TPO. If this is achievable and the objector is satisfied with the changed TPO, the delegated officer will approve confirmation of the TPO. If this is not achievable, the Planning Committee needs to make the decision on whether the TPO should be confirmed (made permanent), within six months of the provisional TPO being made.
- 7.11 Trees in Conservation Areas that are not protected by a TPOs are protected by section 211 of the Town and Country Planning Act 1990 and the council must be given six weeks' notice of proposed works. Applications for Tree Works and Notices for works on trees in Conservation Areas can be viewed on the [council's website](#).

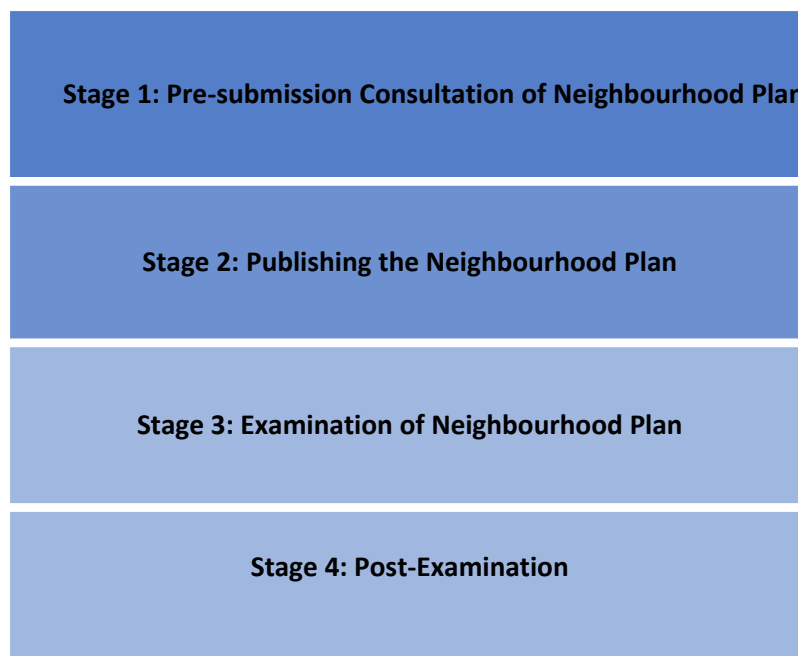


## 8. Consultation of neighbourhood development plans and Community Infrastructure Levy

### Neighbourhood Development Plan /Neighbourhood Development Orders

- 8.1 The Localism Act 2011 includes statutory policies that enable communities to create a Neighbourhood Plan<sup>5</sup> for their area. Neighbourhood Planning enables communities to shape the development and growth of their local area. Neighbourhood Planning can include the production of a Neighbourhood Plan or a Neighbourhood Development Order (NDO). The Neighbourhood Planning consultation process is illustrated in Figure 3 and the consultation requirements are outlined in Table 3 of this document as well in the Neighbourhood Planning (General) Regulations 2012<sup>6</sup>.

**Figure 3: Neighbourhood Plan Process**



### Community Infrastructure Levy (CIL)

- 8.2 The Community Infrastructure Levy (CIL) is a charge on most types of new developments over a certain size. Figure 4 illustrates the CIL consultation process. The consultation requirements for a CIL charging schedule are set out under the CIL Regulations 2010 (as amended) and are in accordance with the consultation process for the Development Plan Documents (as shown in Table 1 of this document).

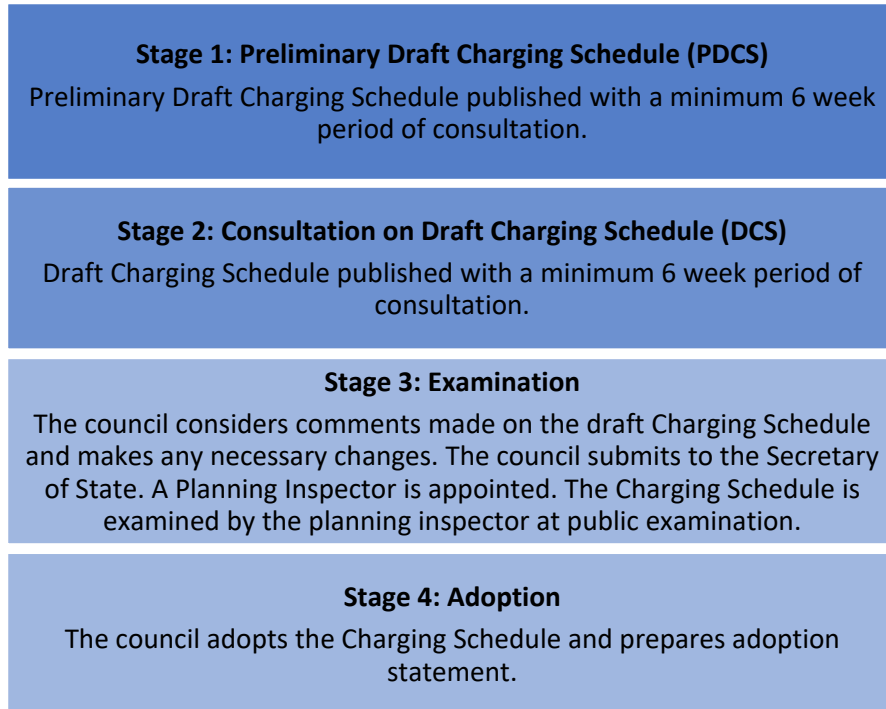
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<sup>5</sup> Communities can prepare Neighbourhood Development Plans, which set out policies for the development and use of the area concerned. Neighbourhood Plans must be consistent with national policies and Development Plans adopted by the Local Planning Authority including the London Plan and Local Plan. Once adopted the Neighbourhood Plan becomes part of the statutory development plan and will be used in determining planning applications in the area. Neighbourhood Development Orders grant planning permission without the need to submit a planning application.

<sup>6</sup> Neighbourhood Planning (General) Regulations: <http://www.legislation.gov.uk/ukxi/2012/637/contents/made>

- 8.3 The CIL money collected should be spent on infrastructure to support growth in the borough. There are opportunities for community groups to bid for Neighbourhood CIL funding (NCIL) to fund local neighbourhood schemes, such as community projects and environmental improvements, with projects being assessed against the themes of the Borough Manifesto<sup>7</sup>. This version of the SCI does not include the consultation approach to NCIL. For details of how to apply for the NCIL, please contact:[community@lbbd.gov.uk](mailto:community@lbbd.gov.uk).

**Figure 4: Community Infrastructure Levy Process**



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<sup>7</sup> <https://www.lbbd.gov.uk/sites/default/files/attachments/Barking-and-Dagenham-Together-Borough-Manifesto.pdf>

Table 1: Consultation on Development Plan Documents

Key Stages	What we will consult on	How we will inform you	Regulatory Requirements
<b>All DPD documents including the Local Plan and Area Action Plans as well as CIL</b>			
<b>Stage 1:</b>  <b>Issues and Options Stage</b>  <b>Preliminary Draft Charging Schedule (CIL)</b>	We will ask what you think are the most important planning issues facing the borough over the next 15 years and what you think of the options for addressing these.	We will inform you through: <ul style="list-style-type: none"> <li>• Publishing an Issues and Options report on the council’s website along with the Sustainability Appraisal Scoping Report for a minimum of six weeks<sup>8</sup></li> <li>• Notifying all those people on the council’s consultation database of the start of the consultation using their preferred method of contact.</li> <li>• Making hard copies of the Issue and Options report available in Barking Town Hall and Dagenham Library</li> <li>• Publicising the Issues and Options consultation on the council’s Facebook and twitter.</li> <li>• Attending relevant existing community group meetings.</li> <li>• Undertaking a number of consultation events in accessible locations across the borough.</li> </ul>	Before preparing a new DPD (Regulation 18), we will need to notify specific consultation bodies who have an interest in the subject of the proposed plan, appropriate general consultation bodies, residents, and businesses (from the Consultation Database) in the area which the LPA consider it appropriate to invite representations.

<sup>8</sup> A longer consultation period will be considered appropriate where the council is consulting on more than one document or where the majority of the supporting information (including evidence base studies) is published for the first time.

Key Stages	What we will consult on	How we will inform you	Regulatory Requirements
<p><b>Stage 2: Consulting the community on the draft Plan</b></p>	<p>We will ask you what you think of our draft Plan in accordance with a formal procedure. We will make it clear that members of the public have a right to comment at this stage. And if they comment they then have the right to be involved in the EIP.</p>	<p>We will consult on a draft Plan for a minimum of six weeks<sup>9</sup>. We will inform you through:</p> <ul style="list-style-type: none"> <li>• publishing the draft Plan on the council’s website along with: <ul style="list-style-type: none"> <li>a) A Sustainability Appraisal Report</li> <li>b) A statement of the representations procedure and a copy of the official representations form you must use to provide your comments</li> <li>c) A consultation statement summarising all the feedback received on the Issues and Options consultation and how comments have been considered and considered in preparing the draft Plan</li> <li>d) The supporting documents that have been used to inform the draft Plan</li> </ul> </li> <li>• notifying people on the council’s consultation database</li> <li>• making hard copies of the draft Plan and representation forms available in Barking Town Hall and Dagenham</li> </ul>	<p><b>Publication of a Local Plan (Regulation 19)</b></p> <ul style="list-style-type: none"> <li>• Before submitting a Plan to the Secretary of State under Section 20 of the Planning and Compulsory Purchase Act 2004 the LPA must (a) make a copy of each of the proposed submission document and a statement of representation procedures in accordance with Regulation 35 and (b) ensure that a statement of the representations procedure (including, where and when for inspection) is sent to each of the general consultation bodies and each of the specific consultation bodies and each of the specific consultation bodies invited to make representation under Regulation 19.</li> </ul> <p><b>Representations relating to a Local Plan (Regulation 20)</b></p> <ul style="list-style-type: none"> <li>• Any person may make representations to an LPA about a local plan which the LPA proposes to submit to the Secretary of State. Any such representations must be</li> </ul>

<sup>9</sup> A longer consultation period will be considered appropriate where the council is consulting on more than one document or where the majority of the supporting information (including evidence base studies) is published for the first time.

Key Stages	What we will consult on	How we will inform you	Regulatory Requirements
		Library. publicising the draft Plan consultation on the council's Facebook and Twitter	received by the LPA by the date specified in the statement of the representations procedure.
<b>Stage 3: Submission</b>	N/A	We will provide information through various media platforms where appropriate and notifying all the people registered on the council's consultation database. Please note that all your previous comments will be submitted to the Planning Inspectorate.	<p><b>Submission of documents and information to the Secretary of State (Regulation 22)</b></p> <p>Following submission of the proposed or revised DPD to the SoS, as soon as reasonably practicable we need to:</p> <ul style="list-style-type: none"> <li>• Make the DPD and all documents submitted to the SoS available at the places the DPD was made available during Stage 2.</li> <li>• Send to each of the specific consultation bodies mentioned in Stage 1 the DPD and other documents sent to the SoS, as well as a statement detailing where the DPD and information documents can be viewed.</li> <li>• Notify each of the general consultation bodies invited during Stage 1 details of where, when and how the DPD and other information can be viewed.</li> </ul>

Key Stages	What we will consult on	How we will inform you	Regulatory Requirements
			<ul style="list-style-type: none"> <li>• Advertise locally the submission of the DPD and details of where, when, and how the DPD can be viewed.</li> <li>• Notify anyone who requested to be notified of the submission of the DPD.</li> <li>• Publish on the website the DPD and all related documents sent to the SoS including details of where, when, and how the DPD and other information can be viewed. We will also publish a summary of the comments made in relation to the DPD on the website.</li> </ul>
<b>Stage 4: Examination of the Plan</b>	N/A	<p>We will provide examination information on various media platforms where appropriate.</p> <p>If you commented on the draft Plan, you will be invited to attend the examination to make representations.</p>	<p><b>Independent Examination (Regulation 24)</b></p> <p>At least six (6) weeks before the examination starts, we need to:</p> <ul style="list-style-type: none"> <li>• Make the DPD and all documents submitted to the SoS available at the places the DPD was made available during Stage 2.</li> <li>• Publish on our website as well as advertise the time and place of where the examination will be taking place and the name of the person carrying out the examination.</li> </ul>

Key Stages	What we will consult on	How we will inform you	Regulatory Requirements
			<ul style="list-style-type: none"> <li>• Notify anyone who has made comments under Stage 2 and has not withdrawn that comments of the time and date of the examination.</li> </ul>
<b>Stage 5: Adoption</b>	N/A	We will provide information on various media platforms where appropriate and notify all the people registered on the council's consultation database.	<p><b>Adoption of a Local Plan (Regulation 26)</b> Once the DPD has been adopted, as soon as practicable we need to:</p> <ul style="list-style-type: none"> <li>• Make the DPD and an adoption statement available for viewing in the places where the proposed DPD was provided in Stage 2.</li> <li>• Publish the adoption statement on our website.</li> <li>• Advertise details of where and when the DPD and the adoption statement is available to view.</li> <li>• Send the adoption statement to anyone who has asked to be notified of the adoption of the DPD.</li> <li>• Send a copy of the adoption statement to the SoS</li> </ul>

Table 2: Consultation on Supplementary Planning Documents

Key Stages	What we will consult on	How we will inform you	Regulations
<b>Stage 1: Preparing the draft Supplementary Planning Document</b>	Scope of the SPD, which could include high level discussions around what should be included in the document and what evidence base is required to support to formulate the document etc.	<p>We will inform you through:</p> <ul style="list-style-type: none"> <li>engaging interested parties in deciding the detail to be included in the SPD and we will identify key issues that need to be addressed.</li> <li>consulting Natural England, Historic England, and the Environment Agency during the Sustainability Appraisal process; and</li> <li>where it is deemed necessary carrying out consultation prior to the publication of draft SPDs</li> </ul>	N/A
<b>Stage 2: Consulting the community on the draft Supplementary Planning Document</b>	We will consult you on the draft SPD and if you have any comments to make, we will take your views into account.	<p>We will inform you through:</p> <ul style="list-style-type: none"> <li>publishing the draft SPD and supporting documents on the council's website for a minimum of six weeks</li> <li>notifying all those people on the council's consultation database of the start of the consultation using their preferred method of contact</li> <li>making hard copies of the draft SPD available in Barking Town Hall and Dagenham Library. Publicising the draft SPD on the council's Facebook and twitter</li> </ul>	<p><b>Public participation (Regulation 12)</b></p> <p>Before we can adopt an SPD we need to:</p> <ul style="list-style-type: none"> <li>Prepare a statement that outlines the persons we consulted when preparing the SPD; a summary of the main issues raised by those persons; and how the issues have been addressed in the SPD.</li> <li>Make copies of the statement and the SPD available with details regarding the date by</li> </ul>



Key Stages	What we will consult on	How we will inform you	Regulations
			<p>which representations must be submitted and the address to which they must be sent.</p>
<p><b>Stage 3: Adoption of the SPD</b></p>	<p>N/A</p>	<p>We will inform you through:</p> <ul style="list-style-type: none"> <li>• publishing the adopted SPD and evidence base documents on the council’s website. This will include a consultation statement summarising all the comments received from the previous stages and how the comments were considered and taken into account.</li> <li>• sending an adoption statement to those who commented on the draft and those who have asked to be notified of the adoption of the SPD. making hard copies of the draft Local Plan and representation forms available in Barking Town Hall and Dagenham Library.</li> </ul>	<p><b>Application and interpretation (Regulation 11)</b> Once the SPD is adopted, we must publish an adoption statement that specifies:</p> <ul style="list-style-type: none"> <li>• The date that the SPD was adopted.</li> <li>• Any modification made pursuant to section 23 (1) of the Act.</li> <li>• That any person with sufficient interest in the decision to adopt the SPD may seek permission from the High Court for judicial review of that decision, and</li> <li>• Such an application must be made no later than 3 months after the date on which the SPD was adopted.</li> </ul> <p><b>Adoption of supplementary planning documents (Regulation 14)</b> Once we adopt the SPD we must:</p> <ul style="list-style-type: none"> <li>• Make the SPD and an adoption statement available in accordance with regulation 35.</li> </ul>

Key Stages	What we will consult on	How we will inform you	Regulations
			<ul style="list-style-type: none"> <li>Send a copy of the adoption statement to any person that has asked to be notified of the adoption of the SPD.</li> </ul>

Table 3: Consultation on Neighbourhood Development Plan and Local Development Orders

Key Stages	What we will consult on	How we will inform you	The Neighbourhood Planning (2012) Regulatory Requirements
<b>Stage 1: Pre-submission Consultation<sup>10</sup></b>	We will consult on the Neighbourhood Development Plan/Local Development Orders and all supporting documents including evidence base studies.	The council will assist a designated Neighbourhood Forum to arrange for a formal consultation on the proposed document prior to submission. All the detailed information of the consultation will be published on the council's website.	<b>Pre-submission consultation and publicity (Regulation 14)</b> Prior to submitting a plan proposal to an LPA, a qualifying body must: <ul style="list-style-type: none"> <li>• Publicise the plan and bring it to the attention of the people who live, work, or carry on business in the neighbourhood area.</li> <li>• Provide details regarding:               <ul style="list-style-type: none"> <li>○ the proposals for an NDP</li> <li>○ where and when the proposals for an NDP may be inspected</li> <li>○ how to make representations</li> <li>○ the date by which representations must be received, not being less than 6 weeks from the date in which the draft proposal was first published</li> </ul> </li> </ul>

<sup>10</sup> Following consultation, the Neighbourhood Forum must assess and take into consideration all comments received and make changes to the document if necessary. The Neighbourhood Forum will then use its findings to create a document called the 'Consultation Statement'. The document can then be finalised and submitted to the council.

Key Stages	What we will consult on	How we will inform you	The Neighbourhood Planning (2012) Regulatory Requirements
			<ul style="list-style-type: none"> <li>• Consult any consultation body whose interests may be affected by the proposals for an NDP; and</li> <li>• Send a copy of the NDP proposal to the LPA</li> </ul>
<b>Stage 2: Publishing the document</b>	All proposed documents prepared by the Neighbourhood Forum.	Once submitted the council will assist a designated Neighbourhood Forum to consult on the draft document for a minimum of six weeks <sup>11</sup> .	<p><b>Plan proposals (Regulation 15)</b> When submitting a plan proposal to the LPA the qualifying body must include:</p> <ul style="list-style-type: none"> <li>• A map or statement that identifies the areas to which the proposed NDP relates</li> <li>• A consultation statement</li> <li>• The proposed NDP; and</li> <li>• A statement explaining how the proposed NDP meets the requirements of paragraph 8 of Schedule 4B to the 1990 Act</li> </ul> <p><b>Publicising a plan proposal (Regulation 16)</b> After receiving an NDP proposal, the LPA must:</p>

<sup>11</sup> A longer consultation period will be considered appropriate where the council is consulting on more than one document or where the majority of the supporting information (including evidence base studies) is published for the first time.

Key Stages	What we will consult on	How we will inform you	The Neighbourhood Planning (2012) Regulatory Requirements
			<ul style="list-style-type: none"> <li>• Publicise the plan proposal on their website</li> <li>• Provide details about the plan proposal</li> <li>• Provide details of where and when the plan proposal may be inspected</li> <li>• Provide details how to make representations</li> <li>• Issue a statement that any representations may include a request to be notified of the LPA's decision in relation to the NDP; and</li> <li>• the date by which representations must be received, not being less than 6 weeks from the date in which the draft proposal was first published.</li> </ul>
<b>Stage 3: Examination</b>	N/A	The council will arrange for an independent examination of the document and notify those who are interested in the proposed plan of the examination process. An independent examiner will review the proposed plan, additional documents and representations made by consultees.	<p><b>Submission of plan proposal to examination (Regulation 17)</b></p> <p>As soon as a person to carry out the examination is appointed, the LPA must send the following to the examiner:</p> <ul style="list-style-type: none"> <li>• the plan proposal</li> <li>• the documents referred to in regulation 15 and all other</li> </ul>

Key Stages	What we will consult on	How we will inform you	The Neighbourhood Planning (2012) Regulatory Requirements
			<p>documents submitted to the LPA by the qualifying body regarding the plan proposal</p> <ul style="list-style-type: none"> <li>• if the Conservation of Habitats and Species Regulations 2010 applies, the information submitted in accordance with regulation 102A of those Regulations</li> <li>• a copy of any representations that have been made in accordance with Regulation 16</li> </ul>
<b>Stage 4: Post Examination</b>	N/A	The council will publish a decision statement and notify those who work and live in the neighbourhood area.	<p><b>Publication of the examiner's report and plan proposals decisions (Regulation 18)</b></p> <p>Following examination of the plan, the examiner will write a report stating that:</p> <ul style="list-style-type: none"> <li>• further modifications are required before the plan can proceed to the referendum stage</li> <li>• the plan does not meet the basic conditions and therefore should not proceed to the referendum stage</li> </ul>

Key Stages	What we will consult on	How we will inform you	The Neighbourhood Planning (2012) Regulatory Requirements
			<ul style="list-style-type: none"> <li>• the plan can proceed to the referendum stage without any changes</li> </ul> <p><b>Decision on a plan proposal (Regulation 19)</b> Once a decision is made, the LPA must:</p> <ul style="list-style-type: none"> <li>• publish a statement outlining the decision and their reasons for making the decision on their website</li> <li>• provide details of where and when the decision statement may be inspected</li> <li>• A copy of the decision statement must also be sent to the qualifying body and any person who asked to be notified of the decision</li> </ul> <p><b>Publicising a neighbourhood development plan (Regulation 20)</b> Once the neighbourhood development plan is made the LPA must:</p>

Key Stages	What we will consult on	How we will inform you	The Neighbourhood Planning (2012) Regulatory Requirements
			<ul style="list-style-type: none"><li>• Publish the neighbourhood development plan on their website</li><li>• Provide details of where and when the NDP may be inspected</li><li>• Notify any person who asked to be notified of the making of the NDP that is has been made and where and when they can inspect it</li></ul>



## Addendum to the London Borough of Barking & Dagenham SCI Refresh

### Temporary Changes in Response to Covid-19 Until 31 December 2020

We have reviewed our SCI and identified policies which are inconsistent with government guidance to stay at home and socially distance from others. This addendum sets out where necessary temporary amendments to LBBD's SCI have been made so that we can continue to engage effectively with our local communities on plan-making processes and planning decisions while COVID-19 restrictions are in place. These changes are set out below:

#### Consultation on planning policy documents

Owing to the current closure of libraries and Council offices to the public, we are unable to hold public consultations in these locations, and physical copies of documents cannot be made available to view at the present time. We will adopt alternative approaches to engage with our communities and seldom heard groups by focusing on digital platforms, which may include:

- notifying interested parties by email and letter and receive comments by email or by letter;
- advertising consultation materials on social media (e.g. Facebook, Twitter) and local press;
- making phone calls to a number of interested parties (e.g. active community groups); and
- using information hubs to present our consultation documents, for example, interactive story maps for showing proposed site allocations and planning policies.

#### Responding to consultations

Anyone can respond to our consultation online, using the form supplied or by email to the relevant team. Paper response forms will not be available in our libraries and offices and we encourage you to respond online at this time. Any paper copies may not be received or acknowledged until this emergency period is over and normal office working is re-established.

#### Changes to publicity for planning applications

We may not be displaying a Site Notice for planning applications during the COVID-19 crisis. This will ensure officers are not increasing the risk of transmission by travelling out of their homes to protect the health of our staff and our residents.

**For any further enquiries, please contact: [info@befirst.london](mailto:info@befirst.london).**

## Appendix A: Statutory Consultees and General Consultees

### Statutory Consultees

- Canal & River Trust
- Civil Aviation Authority
- Coal Authority
- Department for Education
- Environment Agency (London)
- Essex County Council
- Historic England
- Highways England
- Homes England
- London Borough of Havering
- London Borough of Redbridge
- London Borough of Newham
- London Borough of Greenwich
- London Borough of Bexley
- London Legacy Development Corporation
- Mayor of London / GLA
- Marine Planning Authority
- Natural England
- National Grid
- Network Rail
- NHS Property Services (London)
- NHS Trust (London)
- Office of Rail Regulation
- Primary Care Trust
- Port of London Authority
- Sport England
- Thames Water
- Thurrock Council
- Transport for London

### General Consultees

- Ward councillors
- Resident associations
- Housing associations
- Police & emergency services
- Health trusts
- Other borough-wide groups and developers (where appropriate)
- Individuals and Organisations subscribed to the LBBB Consultation Mailing List

## Glossary

**Article 4 (1) Directions:** can be used by an LPA to remove permitted development (PD) rights.

**Community Infrastructure Levy (CIL):** is a new power which enables a charge to be levied on the net increase in gross internal area floorspace arising from development to fund infrastructure that is needed to support development in the area.

**Conservation Area Appraisal (CAA):** identifies the important characteristics of an area as well as provides residents with an idea of what alterations could be made. This document is used as a material consideration in planning application decisions.

**Development Plan:** a London local authority's development plan consists of the London Plan and the Development Plan Documents contained within its Local Plan and neighbourhood plans.

**Development Plan Documents (DPD):** are spatial planning documents that are subject to independent examination, and together with the London Plan, will form the development plan for the borough.

**Duty to co-operate:** a legal duty placed on all local authorities and several other public bodies which requires on-going, constructive, and effective engagement to develop strategic policies and consider joint approaches to plan making.

**Equalities Impact Assessment (EIA):** is an essential tool that demonstrates whether planning policies have negative impacts on equality target groups and ensures that any adverse impacts identified are appropriately mitigated and where possible equalities are promoted.

**Issues and Options:** produced during the initial stage of the preparation of Development Plan Documents.

**Localism Act 2011:** an act of parliament that changes the powers of local government in England. In terms of planning, the Act abolished regional strategies but introduced the duty to cooperate in the preparation of development plans. It also brought about changes to the way community infrastructure levies should operate.

**Local development document:** the collective term for Development Plan Documents and Supplementary Planning Documents.

**Local Development Scheme (LDS):** sets out the timetable for preparing the Local Plan.

**Local Plan:** consists of Development Plan Documents drawn up by the Local Planning Authority to guide the future development of the local area. It may also consist of Neighbourhood Plans for Neighbourhood Areas.

**London Plan:** The Spatial Development Strategy for London and provides the London wide context within which individual boroughs set their local planning policies as part of their Development Plan.

**Major Development:** refers to planning applications for residential development comprising 10 or more dwellings or if the site area is 0.5ha or more. Major development also includes any other use where the floor space proposed is 1,000 square metres or more or if the site area is one hectare or more.

**Material Consideration:** includes any planning matter which is relevant to a particular case.

**Neighbourhood Development Orders:** can grant permission for specific developments in a Neighbourhood Area. If there is an Order in place, there would be no need to apply to the council for planning permission for the development it covers.

**Neighbourhood Development Plan (NDP):** were introduced under the provisions of the Localism Act 2011 and enable neighbourhood forums to prepare statutory development plan documents which, once 'made' (adopted) form part of the council's Development Plan.

**Neighbourhood Planning:** a new tier of the planning system, introduced under the Localism Act 2011, to give communities more control over the future of their area.

**Permitted Development (PD) Rights:** allow certain building works and changes of use to occur without the submission of a planning application.

**Planning Inspectorate:** a government body whose main work involves processing planning and enforcement appeals and holding examination in public on local plans.

**Planning Portal:** a national website that offers a wide range of services and guidance on the planning system, advising on planning permission, online planning applications, planning appeals and how the planning system works (see <http://www.planningportal.gov.uk> ).

**Planning Obligations:** are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements or Planning Agreements.

**Representation:** a formal submission of comments on a plan during public consultation or on a planning application following notification and publicity.

**Stakeholder:** an individual or organisation that has specific knowledge and/or expertise of the subject matter.

**Supplementary Planning Documents:** provide supplementary information in respect of the policies in Development Plan Documents and may take the form of design guides, development briefs, master plans or issue-based documents that supplement the policies in a DPD. They do not form part of the Development Plan and are not subject to independent examination.

**Sustainability Appraisal:** a tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental, and economic factors).

**Tree preservation orders (TPOs):** are issued by Local Planning Authorities (LPAs) to protect specific trees or all trees within a defined area or woodland.

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# Sustainability Appraisal (SA) for the London Borough of Barking & Dagenham Local Plan

Note on Reasonable Alternatives as part of the Sustainability  
Appraisal for the Local Plan

London Borough of Barking and Dagenham

September 2020

## Quality information

<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
Alastair Peattie Associate Director	Steven Smith Technical Director	Nick Chisholm-Batten Associate Director	Nick Chisholm-Batten Associate Director

## Revision history

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Name</u>	<u>Position</u>
v1	22 May 2020	Draft for internal review	Alastair Peattie	Associate Director
v2	22 May 2020	Draft for verification and approval	Steve Smith	Technical Director
v3	22 May 2020	Draft for client review	Alastair Peattie	Associate Director
v4	28 August 2020	Revised Draft for client review	Alastair Peattie	Associate Director
v5	03 September 2020	Final for Cabinet	Alastair Peattie	Associate Director

**Prepared for:**

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# 1 Introduction

## 1.1 Background

- 1.1 AECOM is commissioned to provide support for the Sustainability Appraisal (SA) of the emerging London Borough of Barking & Dagenham Local Plan – henceforth referred to as ‘the Local Plan’. SA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating adverse effects and maximising the positives. SA of Local Plans is a legal requirement.<sup>1</sup>
- 1.2 Plan-making has been underway since 2015, with a wide range of evidence produced to inform the development of the draft plan. Prior to this current stage (Regulation 19<sup>2</sup>), a number of Local Plan and SA documents have been published. **Table 1.1** sets these documents out.

**Table 1.1: Key Local Plan/ SA documents published to date**

Local Plan Documents	SA Documents
	<b>SA Scoping Report</b> Consultation was undertaken from 23 March to 04 May 2015
<b>Issues and Options Document</b> Public consultation from 14 October 2015 to 16 January 2016	
<b>Draft Local Plan Regulation 18 Consultation version</b> Public consultation from 29 November 2019 to 24 January 2020	<b>Interim SA Report and Non-Technical Summary</b> Public consultation from 29 November 2019 to 24 January 2020 <sup>3</sup>

## 1.2 Purpose and structure of this note

- 1.3 This note sets out the reasonable alternatives identified through the SA process at this stage (Regulation 19) and also sets out the emerging findings of the assessment. Its purpose is to inform the Cabinet’s decision to approve the Regulation 19 Local Plan for public consultation in October 2020. In line with regulatory requirements, a full SA Report and Non-Technical Summary will be published alongside the Regulation 19 Local Plan for public consultation in due course.
- 1.4 Following this introductory chapter this note is structured as follows:
- **Chapter 2** - sets out the alternatives identified at this current stage of plan-making (Regulation 19).
  - **Chapter 3** - presents the emerging findings of the appraisal of alternatives.

<sup>1</sup> Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal alongside plan-making. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (2019). The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report must be published for consultation alongside the ‘Proposed Submission’ plan document.

<sup>2</sup> The Town and Country Planning (Local Planning) (England) Regulations 2012

<sup>3</sup> <https://www.lbbd.gov.uk/sites/default/files/attachments/Reg-18-Interim-Sustainability-Appraisal-Report-28-Nov-2019.pdf>

## 2 Establishing the reasonable alternatives

### 2.1 Introduction

- 2.1 It is important to note that SA is an iterative process, with alternatives and the emerging plan (policies and allocations) considered at each stage of plan-making. In this context, five spatial strategy options were previously identified and considered through the SA process at the last plan-making stage (Regulation 18). The focus in terms of the identification of reasonable spatial strategy alternatives at the previous Regulation 18 stage was around:
- No further release of Strategic Industrial Land (SIL) or Locally Significant Industrial Land (LSIS).
  - No further release of designated Public Open Space.
  - Increased densities at well-connected brownfield sites.
  - Increased densities across other brownfield sites.
- 2.2 Five spatial strategy options were identified and appraised at the Regulation 18 stage based on the evidence and policy context at that time:
- **Option 1** - No further release of SIL/ LSIS or Public Open Space and standard densities across brownfield sites
  - **Option 2** - No further release of SIL/ LSIS or Public Open Space and increased densities (15%) at well-connected brownfield sites
  - **Option 3** - Release of SIL/ LSIS and Public Open Space and standard densities across brownfield sites
  - **Option 4** - No further release of SIL/ LSIS or Public Open Space and increased densities at well-connected (33%) and other (20%) brownfield sites
  - **Option 5** - No further release of SIL/ LSIS or Public Open Space and increased densities (36%) at well-connected brownfield sites
- 2.3 The findings of this work were presented in an Interim SA Report<sup>4</sup> and separate Non-technical Summary<sup>5</sup> published alongside the Draft Local Plan Regulation 18 Consultation version in November 2019.
- 2.4 As the evidence base and policy context has continued to evolve, it is necessary to reevaluate alternatives through the SA process to inform the emerging Regulation 19 Local Plan. The sections below set out the policy context and evidence as it stands, and how they have informed the development of reasonable alternatives at this current (Regulation 19) stage in plan-making.

### 2.2 How much growth?

- 2.5 Barking and Dagenham's Local Plan must be in 'general conformity' with the London Plan. In this context, the Draft New London Plan (DNLP) is the starting point for the development of potential alternatives for the emerging Local Plan given its advanced stage of preparation. However, it is recognised that the DNLP policies are still in flux following the Secretary of State's (SoS) letter on 13<sup>th</sup> May 2020 to the Mayor of London in relation to the 'Intend to Publish' version of the DNLP.

<sup>4</sup> <https://www.lbbd.gov.uk/sites/default/files/attachments/Reg-18-Interim-Sustainability-Appraisal-Report-28-Nov-2019.pdf>

<sup>5</sup> <https://www.lbbd.gov.uk/sites/default/files/attachments/Reg-18-Interim-Sustainability-Appraisal-Report-Non-technical-Summary-2019.pdf>

- 2.6 A critical issue for the Local Plan – and therefore the SA – is the level of housing to be accommodated in the Borough. In terms of the level or quantum of growth to be delivered during the Local Plan period (2019 to 2037), Policy H1 in the ‘Intend to Publish’ London Plan identifies a ten-year housing target (2019 - 2029) of **19,440** dwellings for Barking and Dagenham. This equates to an annual target of 1,944 dwellings per annum (dpa).
- 2.7 The Government’s recently published Housing Delivery Test (February 2020) identifies that there has been significant under delivery of housing in the London Borough of Barking & Dagenham (LBBD) over the last three years. As a result, in line with the NPPF, a 20% buffer needs to be added to the housing requirement for the first five years of the Local Plan period.
- 2.8 The ‘Intend to Publish’ London Plan (December 2019) does not identify a specific housing target beyond 2029. It states that, *“If a target is needed beyond the 10 year period (2019/20 to 2028/29), boroughs should draw on the 2017 SHLAA findings (which cover the plan period to 2041) and any local evidence of identified capacity, in consultation with the GLA, and should take into account any additional capacity that could be delivered as a result of any committed transport infrastructure improvements, and roll forward the housing capacity assumptions applied in the London Plan for small sites.”*<sup>6</sup> As a result, LBBD has identified a housing target of **19,424** dwellings from 2029 to 2037, based on the 2017 GLA SHLAA Phases 4 and 5.
- 2.9 **Table 2.1** below sets out the evidence outlined above in relation to the quantum of housing growth.

**Table 2.1: Housing target for LBBD**

Source	Quantum of growth
‘Intend to Publish’ London Plan (Dec 2019) identifies ten-year housing target (2019 to 2029) for Barking & Dagenham	19,440 dwellings
NPPF and Housing Delivery Test (20% buffer to the first five-year housing target 2019 to 2024)	1,944 dwellings
2017 GLA SHLAA Phase 4 and 5 (2029 to 2037)	19,424 dwellings
<b>Total for the Local Plan period (2019 to 2037)</b>	<b>40,808 dwellings</b>

- 2.10 The total of 40,808 dwellings presents a minimum housing target to be delivered during the plan period in order to ensure that the Local Plan is in conformity with national planning policy and the DNLP.
- 2.11 Alongside the evidence set out above, there is also a need to consider LBBD’s aspirations and ambition to facilitate a transformational change in the Borough’s social and economic landscape through intelligent use of its industrial land. LBBD’s Industrial Land Strategy (2020) identifies sites where improvements might be made so that the industrial operations can function more effectively. The findings are intended to guide employment land policies and site allocations that are appropriate for the emerging LBBD Local Plan and other strategic development initiatives.
- 2.12 The ILS (2020) identifies that LBBD currently has 12 core employment areas with almost 450 ha of strategic industrial land. This includes 336 ha located within three Strategic Industrial Locations (SILs), 63 ha located within five Locally Significant Industrial Sites (LSIS), plus 48 ha of non-designated industrial sites (NDIS) contiguous with the Dagenham Dock SIL and Dagenham East LSIS. Together, these employment areas include slightly more than two million square metres of commercial floorspace, with 76% of this floorspace being located within the SILs and 16% within the LSIS. A review of these sites through the ILS (2020) identifies an under-supply of modern spaces and that the current stock is, generally, too old, the wrong specification and wrongly sized. The vast majority of existing floorspace is tertiary and/or secondary rather than modern or prime, which holds back LBBD’s employment and prosperity growth.

- 2.13 The central aim of the LBB Industrial Land Strategy is to create and support the delivery of modern commercial stock capable of attracting growing, modern business. This will include office, studio, light industrial and storage space, all within or in proximity to mixed-use developments. LBBD's ambition is to deliver **mixed use neighbourhoods and residential-led developments through co-location facilitated by industrial intensification**, along with supporting economic clusters.
- 2.14 The ILS (2020) estimates that to achieve this transformational change there is likely to be a reduction in the amount of industrial land and floorspace. However, despite the release of employment land within these core employment areas, the ILS (2020) states that there is the potential to deliver net additional job spaces within LBBD.
- 2.15 The 'Intend to Publish' London Plan (Dec 2019) identifies that the greatest scope for strategically coordinated plan-led consolidation of Strategic Industrial Locations (SIL) is in the Thames Gateway. LBBD is only one of three London boroughs identified for limited release of its industrial land. The DNLP encourages these boroughs to intensify industrial floorspace capacity, investigate the reasons for high levels of vacancy, take positive steps to bring vacant sites back into industrial use where there is demand and support the re-use of surplus industrial land and floorspace for other uses through a proactive plan-led approach. The GLA's London Industrial Land Demand Study (CAG Consultants, 2017) identifies the potential release of 30 ha in the Borough, and the GLA concurs that this is an appropriate benchmark for LBBD.
- 2.16 It is clear from the ILS (2020) and 'Intend to Publish' London Plan (2019), that LBBD's aspirations for the Borough are far more ambitious than those of the GLA in terms of industrial land release. LBBD's ambition for transformational change would result in a greater release of employment land (albeit resulting in a net increase in additional jobs) and an increased housing target than is required through the 'Intend to Publish' London Plan.
- 2.17 The SoS response (March 2020) to the 'Intend to Publish' London Plan suggests that the DNLP is not doing enough to deliver a step change in housing delivery and bring enough land into the system to build the homes needed. The SoS states that the DNLP takes an overly-restrictive stance on the release of industrial land, potentially hindering a boroughs' abilities to choose more optimal uses for industrial sites where housing is in high demand and directs the Mayor to take a more proportionate stance by removing the 'no net loss' requirement on existing industrial land sites whilst ensuring boroughs bring new industrial land into the supply. If left to the market, it should be expected that LBBD's obsolete industrial spaces would be redeveloped for more productive (with higher value) uses and a higher density of jobs to floorspace, for businesses that require more hybrid office/workspace accommodation. This is already happening elsewhere in London and is likely to shift further to the outer east of London, including to LBBD, where substantial growth in new housing is being planned.
- 2.18 LBBD's ILS (2020) and the SoS response to the 'Intend to Publish' London Plan demonstrate that there is a need for the SA process to explore options that would deliver enough growth to deliver a step change in housing delivery and bring about transformational change in the Borough.
- 2.19 LBBD's Housing Land Assessment (HLA) and housing trajectory identify available, suitable and deliverable sites that can potentially deliver 42,737 dwellings during the plan period. **Table 2.2** demonstrates how this is broken down.

**Table 2.2: Housing land supply through the emerging HLA**

Sources	Dwellings during plan period (2019 - 2037)
Strategic Sites <sup>7</sup> with planning permission (as at April 20)	20,093
Small Sites <sup>8</sup> with planning permission (as at April 2020)	121
Windfall sites (less than 10 dwellings)	1,012
Strategic site options without planning permission	21,402
Small site options without planning permission	109
<b>Total</b>	<b>42,737</b>

2.20 The HLA and housing trajectory also identify available, suitable and deliverable sites that can potentially deliver 12,001 dwellings post plan period. This is comprised of three strategic sites that will not be fully built out during the plan period:

- Castle Green (Site ID CF<sup>9</sup>) is designated as SIL and identified as having the potential to deliver 750 dwellings during the plan period and 11,250 dwellings post plan period.
- Chadwell Heath Industrial Estate (Site ID CH) is designated as LSIS and identified as having the potential to deliver 3,000 dwellings during the plan period and 685 dwellings post plan period.
- Harts Lane Estate (Site ID XC) is designated as LSIS and identified as having the potential to deliver 1,278 dwellings during the plan period and 66 dwellings post plan period.

2.21 The HLA and housing trajectory therefore identify the potential for the delivery of a total of 54,738 dwellings during the plan period and beyond.

2.22 The policy context and evidence set out above suggests that the SA process should explore spatial strategy options to deliver **40,808** dwellings (minimum housing target to be in conformity with national planning policy and the DNLP) during the plan period as well as the longer term aspirations of the Council and the ILS (2020) for transformational changes.

## 2.3 Where could growth be located?

2.23 As previously stated, LBB's Housing Land Assessment (HLA) and housing trajectory identify available, suitable and deliverable sites that can potentially deliver growth during the plan period and beyond. A number of these sites are already committed (i.e. have planning permission) as set out earlier in **Table 2.2**.

2.24 There are 48 site options identified through the HLA as not having planning permission but nevertheless available, suitable and deliverable during the plan period. Of the 48 site options without planning permission:

- The majority are predominantly brownfield land, with the exclusion of Padnall Lake ID CO<sup>10</sup>.
- None are located within the Green Belt.
- One (XO - Lodge Avenue) falls partially within Metropolitan Open Land (MOL) (Mayesbrook Park).

<sup>7</sup> Sites that can deliver more than 50 or more units in total. These sites have a total site area or remaining developable area (where applicable), of >0.25ha.

<sup>8</sup> Sites that can deliver less than 50 units, and those sites where the total site or remaining developable area is <0.25 ha or less.

<sup>9</sup> Please refer to the Regulation 19 Local Plan for the full list of site names and IDs.

<sup>10</sup> Ibid.

- Four contain areas designated as Public Open Space. Harts Lane Estate ID XC, Thames View/ Roxwell Road ID DI and Lodge Avenue Site ID XO contain small areas whereas Padnall Lake ID CO is almost entirely designated as Public Open Space. It is also noted that one site is a sports field (Barking Rugby Club ID RC).
- Seventeen fall within Flood Zones 2 and 3, with thirteen of these sites having over 50% of their area within Flood Zones 2 and 3.
- Four (Cambridge House ID ZO, Clockhouse Avenue ID DJ, Old Granary ID HM, Ripple Road ID HN) fall within the Abbey and Barking Town Centre Conservation Area.
- Two contain a Listed Building (Harts Lane Estate ID XC and Old Granary ID HM).
- Seven are either wholly or partially designated as SIL/ LSIS:
  - Chadwell Heath Industrial Estate Site ID CH (LSIS);
  - Castle Green Site ID CF (SIL);
  - Thames Road Site ID CI (SIL);
  - Riverside Gateway Zone Site ID XK (SIL).
  - Gascoigne Industrial Area Site ID CM (LSIS);
  - Harts Lane Estate Site ID XC (LSIS); and
  - Wickes (Hertford Road) Site ID HA (LSIS).
- 42 are well-connected in line with the Draft New London Plan, i.e. within 800m of a Major or District Town Centre, 800m of a railway station and/ or have a PTAL rating of 3-6. Please note this includes consideration of proposed new District Centres (Barking Riverside and Merriellands Crescent in the Draft New London Plan as well as the amalgamation of Merry Fiddlers, Whalebone Lane South and Althorne Way) as well as the new Barking Riverside Station and associated improvements to PTAL ratings.

## 2.4 What are the reasonable alternatives at this stage?

- 2.25 It is appropriate for the development of reasonable alternatives through the SA process to focus on the site options without planning permission. Amongst these sites there are likely to be choices in terms of delivering the minimum housing requirement (40,808 dwellings) and LBBD's aspiration for transformational change. The sites *with* planning permission and windfall should be considered a *constant* as part of any reasonable Borough-wide spatial strategy option, i.e. their future development is considered a given.
- 2.26 Taking the above into account along with the baseline information, policy context provided through the DNLP and Local Plan evidence base, it is considered appropriate that the focus in terms of the identification of reasonable alternatives through the SA process at this stage should focus initially on:
- **The amount of additional industrial capacity to be released/ intensified.** The DNLP proposes limited release of industrial land within the Borough and no net loss across London; however, the SoS response to the DNLP suggests that this approach is too restrictive, and more industrial capacity needs to be brought forward to deliver housing. The LBBD ILS (2020) sets out LBBD's strategic approach to facilitating a transformational change in the Borough's social and economic landscape through intelligent use of its industrial land.
- 2.27 The amount of industrial capacity released during the plan period will have an influence on:
- **Densities at well-connected brownfield sites.** No or a limited release of employment land would result in a shortfall in meeting the housing target, which would need to be made up through increased densities at well-connected brownfield sites. The DNLP identifies areas where the Council should seek to intensify uses and release land for

residential and mixed-use growth. These 'well-connected' areas include sites within 800m of a Major or District Centre, 800m of a train station and/ or have a PTAL rating of 3-6. It should be noted that proposed new District Centres (Barking Riverside and Merriellands Crescent in the Draft New London Plan as well as the amalgamation of Merry Fiddlers, Whalebone Lane South and Althorne Way) have also been taken into consideration as well as the new Barking Riverside Station and associated improvements to PTAL ratings.

- 2.28 Taking the above into account, three alternative spatial strategy options have been identified at this stage based on the evidence and realistic choices available. It is important to remember that a large proportion of development proposed under each of the options is comprised of committed development (sites with existing planning permission as well as windfall). The three spatial strategy options are described on the next page.
- 2.29 Each of the options could deliver around 42,737 dwellings during the plan period to meet identified needs, based on the sites and capacities identified through LBBD's HLA and housing trajectory.

### **Option 1: No further release of industrial land and significantly increased densities at well-connected brownfield sites**

- 2.30 This option does not propose the release of any additional industrial land outside of committed development (i.e. that has existing planning permission). Under this option there would be no redevelopment of the Gascoigne Industrial Area (ID CM<sup>11</sup>), Thames Road (ID CI), Chadwell Heath (ID CH), Castle Green (ID CF) and Riverside Gateway (ID XK) and there would only be partial redevelopment of the Harts Lane Estate (ID XC). Only an extremely small proportion of Wickes (Hertford Road) site (ID HA) is designated as LSIS, it is assumed the designated area could be avoided and the site is therefore included under this option.
- 2.31 With the removal of four strategic sites and reduced capacity at two strategic sites the Borough would not be able to meet the minimum housing requirement identified through national planning policy and the NDLP. The shortfall could only be met by significantly increasing densities (approx. 80%) at well-connected brownfield sites. This option would deliver around 42,737 dwellings during the plan period (2019 to 2037) and does not include any sites that would deliver growth post plan period.

### **Option 2: Limited release of industrial land and increased densities across brownfield sites**

- 2.32 This option proposes limited additional release of industrial land in line with the emerging DNLDP. Under this option there would be no redevelopment of Chadwell Heath (ID CH) or Castle Green (ID CF) and there would only be partial redevelopment of the Harts Lane Estate (ID XC) during the plan period. Only an extremely small proportion of Wickes (Hertford Road) site (ID HA) is designated as LSIS, it is assumed the designated area could be avoided and it is therefore included under this option. The limited release/ intensification of industrial capacity under this option would occur at the following sites:
- The Gascoigne Industrial Area (ID CM) is included as it forms part of a comprehensive estate renewal alongside a number of other committed sites.
  - The Thames Road (ID CI) site is included as it forms part of the comprehensive regeneration of the Thames and Riverside Transformational Area. There is an opportunity for the site to link in with the committed Barking Riverside development and deliver a district energy network.
  - The Riverside Gateway (ID XK) is included as it is in close proximity to the Thames Road site and would contribute to the transformational change in that area.
- 2.33 With the removal of two strategic sites, in particular Chadwell Heath (ID CH), and reduced capacity at one strategic site the Borough would not be able to meet the minimum housing requirement identified through national planning policy and the NDLP. The shortfall to meet the

<sup>11</sup> Please refer to the Regulation 19 Local Plan for the full list of site names and IDs.



minimum housing requirement for the plan period would need to be met by increasing densities (approx. 30%) at well-connected brownfield sites. This option would deliver around 42,737 dwellings during the plan period (2019 to 2037) and does not include any sites that would deliver growth post plan period.

### **Option 3: Significant release of industrial land in line and standard densities across brownfield sites**

2.34 This option proposes a significant additional release/ intensification of industrial land in line with the ILS (2020) and the housing trajectory. The release/ intensification of industrial capacity under this option would occur at the following sites:

- Gascoigne Industrial Area (ID CM) is designated as LSIS;
- Thames Road (ID CI) is designated as SIL;
- Riverside Gateway (ID XK); is designated as SIL
- Harts Lane Estate (ID XC) is partially designated as LSIS;
- Chadwell Heath (ID CH) is designated as LSIS; and
- Castle Green (ID CF) is designated as SIL.

2.35 This option would deliver around 42,737 dwellings during the plan period (2019 to 2037) using a standard density approach for brownfield sites and includes the delivery of a further 12,001 dwellings post plan period (11,250 dwellings at Castle Green ID CF, 685 dwellings at Chadwell Heath ID CH and 66 dwellings at Harts Lane Estate ID XC).

## 3 Emerging SA findings

3.1 The table below sets out some of the emerging findings from the appraisal of the three spatial strategy alternatives identified in Chapter 2.

**Table 3.1: Emerging findings for the SA of reasonable alternatives**

	<b>Option 1: No further release of employment land, significantly increased densities (80%) at well-connected sites</b>	<b>Option 2: Limited release of industrial land, increased densities (30%) at well-connected brownfield sites</b>	<b>Option 3: Significant release of industrial land, standard densities at brownfield sites</b>
<b>SA theme</b>	<b>Summary of emerging findings</b>		
<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>Increased densities on well-connected brownfield sites under Options 1 and 2, in particular Option 1, could reduce the ability of development to deliver new green infrastructure and support biodiversity enhancements.</li> <li>Option 3 offers the greatest potential to deliver biodiversity net gain within the borough through the regeneration of significant areas of industrial land.</li> <li>As a result of increased densities at well-connected brownfield sites (particularly within Barking Town Centre and the River Roding Transformation Area) Options 1 and 2 would deliver more growth within the 6.2km zone of recreational influence for Epping Forest SAC compared to Option 3.</li> <li>While Option 1 does not include any further growth post plan period and Option 2 proposes a reduced level compared to Option 3, it is not considered likely that this would result in any significant differences between the options in terms of the nature and significance of effects on biodiversity. Under all the options further growth would need to be identified and delivered in the future/ post plan period to meet identified needs.</li> <li>It is predicted that none of the options are likely to have a significant residual effect on biodiversity once mitigation is taken into account.</li> </ul>		
<b>Climate change</b>	<ul style="list-style-type: none"> <li>Increased densities at well-connected sites under Options 1 and 2 are likely to reduce the ability to deliver new green infrastructure and therefore less likely to support resilient ecological networks.</li> <li>Increased densities at well-connected sites under Options 1 and 2 could help to encourage the use of sustainable transport modes.</li> <li>Options 1 and 2 reduce the level of development that would be delivered in Flood Zones 2 and 3 but they also do not take advantage of the opportunity to improve drainage and increase flood resilience compared to Option 3.</li> <li>Option 3 would facilitate transformative change in an area of increasing strategic connectivity (Barking Riverside) and support growth with improved accessibility. It also provides greater potential to increase the viability of strategic energy infrastructure improvements, such as District Energy Networks, through the redevelopment of large scale brownfield sites.</li> <li>Option 3 is most likely to deliver a significant residual positive effect on climate change compared to Options 1 and 2 through the comprehensive regeneration of large scale brownfield sites, which will provide opportunities for District Energy Networks and provide opportunities to improve flood resilience.</li> </ul>		
<b>Economy and employment</b>	<ul style="list-style-type: none"> <li>Options 2 and 3 increase the level of industrial land released/ intensified to deliver residential and mixed-use development.</li> <li>The ILS identifies that there is an under-supply of modern employment spaces and the current stock is, generally, too old, the wrong specification and wrongly sized. Option 1 would not address this issue and Option 2 would only partially address it. In line with the ILS, Option 3 is the only one that directly addresses this issue and proposes the consolidation, intensification, substitution and change of uses on LBBDD's industrial land to bring about a positive economic transformation.</li> <li>Option 3 is predicted to have a significant long term positive effect on economy and employment. The potential for significant positive effects under Option 2 are more uncertain given the limited release of industrial land. Option 1 is not likely to have a significant positive effect on this theme.</li> </ul>		
<b>Environmental quality (air,</b>	<ul style="list-style-type: none"> <li>In terms of air quality, the entire Borough is designated as an AQMA making air quality a constraint for any development. All options seek to utilise brownfield development opportunities within the urban area and promote growth within accessible areas.</li> </ul>		

**Option 1: No further release of employment land, significantly increased densities (80%) at well-connected sites**

**Option 2: Limited release of industrial land, increased densities (30%) at well-connected brownfield sites**

**Option 3: Significant release of industrial land, standard densities at brownfield sites**

SA theme	Summary of emerging findings
<b>soil and water quality)</b>	<ul style="list-style-type: none"> <li>Increased densities at well-connected sites under Options 1 and 2 could help to encourage the use of sustainable transport modes, which could have indirect positive effects on air quality.</li> <li>Options 2 and 3 capitalise more on the improvements to public transport and services/ facilities through the delivery of committed development (Barking Riverside) in the South West of the Borough compared to Option 1.</li> <li>Option 3 is likely to bring about greater levels of land/ soil remediation.</li> <li>While Option 1 reduces development in the floodplain of the River Thames and reduces pressure on water quality in this respect, Options 2 and in particular 3 provide opportunities to improve drainage systems and the management of water within the floodplain through regeneration.</li> </ul>
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>The delivery of housing and associated infrastructure improvements under all options is likely to have benefits on health and wellbeing, particularly within areas of higher deprivation.</li> <li>Increased densities on well-connected sites under Options 1 and 2 are likely to reduce the ability to deliver new green infrastructure and open space on site but will increase development in highly accessible areas supported by active travel connections. Access to open space has become increasingly important during the Covid-19 pandemic. The significantly increased densities proposed through Option 1 would make it difficult to deliver accessible open space on site.</li> <li>Increased growth in the south of the borough under Options 2 and in particular 3 improves the viability of strategic energy infrastructure improvements, such as District Heating Networks, which support reduced fuel poverty.</li> <li>Option 3 is more likely to have a residual significant positive effect compared to the other options through the delivery of strategic open space/ green infrastructure as well as wider accessibility improvements to health services.</li> </ul>
<b>Historic environment</b>	<ul style="list-style-type: none"> <li>The options that proposed increased densities in well-connected areas (in particular Option 1) are likely to affect layout and height of buildings within and surrounding Barking Town Centre. This could have significant negative effects on the Abbey and Barking Town Centre Conservation Area, Barking Abbey Scheduled Monument and the listed buildings in the area. These options are also more likely to have negative effects on the Dagenham Village Conservation Area and listed buildings.</li> <li>The options that propose the regeneration of industrial land (in particular Option 3) are more likely to have significant effects on non-designated heritage, in particular the industrial heritage of the borough. Conversely, they also present an opportunity to regenerate vacant and under-utilised industrial sites that may currently detract from the historic environment and improve access and understanding to these areas.</li> <li>Option 1 is likely to have a significant negative effect on the historic environment given the significantly increased densities at non-industrial sites, mitigation is likely to be difficult/ costly. While Option 3 proposes a significant transformation of the borough's industrial land, it is considered that suitable mitigation will be available and that it offers greater potential for positive effects for the borough's historic environment. Option 2 is predicted to have an uncertain effect at this stage as it is less likely to have significant negative and positive effects compared to the other options.</li> </ul>
<b>Land, soil and water resources</b>	<ul style="list-style-type: none"> <li>All options maximise use of brownfield land and are likely to have significant positive effects on this theme.</li> <li>There are no significant differentiators between the options at this stage in relation to this theme, recognising that contaminated land is addressed under the Environmental Quality theme.</li> </ul>
<b>Landscape and townscape</b>	<ul style="list-style-type: none"> <li>Tall buildings are likely to be more prevalent under Options 1 and 2 given the need for increased densities - this has a greater potential for impacts in terms of key views and vistas - especially for example within the historic core of Barking Town Centre.</li> <li>Option 2 and in particular Option 3 are more likely to have positive effects on the townscapes of the borough through the regeneration of vacant and underused industrial buildings.</li> </ul>

**Option 1: No further release of employment land, significantly increased densities (80%) at well-connected sites**

**Option 2: Limited release of industrial land, increased densities (30%) at well-connected brownfield sites**

**Option 3: Significant release of industrial land, standard densities at brownfield sites**

**SA theme**

**Summary of emerging findings**

- Option 3 is likely to have a significant long term positive effect on the historic environment although there is some uncertainty as it will be dependent on design and layout. Option 1 is most likely to have significant negative effects given the major increase in densities at non-industrial sites. While the potential significant effects under Option 2 is less certain so are the benefits arising through only a limited regeneration of the boroughs industrial land.

**Population and communities**

- All options will meet minimum housing requirements and anticipated need over the plan period (and significant long term positive effects are anticipated in this respect).
- Increased densities at well-connected sites under Option 1 is likely to reduce the ability to deliver new green infrastructure and community benefits on site.
- Increased growth in the south under Options 2 and in particular 3 take advantage of the potential to facilitate transformative change in an area of increasing strategic connectivity (Barking Riverside) and support enhanced community access in this area.
- All of the options will have a significant long term positive effect through the delivery of enough homes to meet identified needs during the plan period. Option 3 is likely to have an enhanced positive effect compared to the other options through the comprehensive regeneration of underused and vacant industrial land new homes, employment and associated services/ facilities.

**Transport and movement**

- Increased densities at well-connected sites under Options 1 and 2 could help to encourage the use of sustainable transport modes.
- The development of Castle Green (ID CF) is closely linked to potential improvements to the A13 to address the current capacity issues.
- Increased growth in the south under Option 2 and in particular Option 3 takes advantage of the potential to facilitate transformative change and support strategic infrastructure enhancements (Barking Riverside) and improved connectivity in this area.
- Option 3 is the most likely to deliver significant transport infrastructure improvements across the borough.

## 4 Developing the Preferred Approach

- 4.1 The Council's preferred option is **Option 3** (Significant release of industrial land, standard densities at brownfield sites) because it reflects the Council's ambition to be London's growth opportunity by recognising the potential to:
- **Utilise industrial areas more intelligently** - enabling the Council to focus on transforming the existing underutilised industrial areas into modern commercial stock that is capable of attracting modern businesses, and creating diverse new jobs at all levels, along with supply opportunities for our residents and businesses; attracting investment in the decarbonisation sector, bringing both economic and environmental benefits.
  - **Step-up housing delivery** - by significantly increasing the number of new homes, particularly affordable homes to help meet both identified local need and London's strategic need.
  - **Unlock growth through infrastructure investment** - a significant increase in density in the right locations will ensure that growth is well supported by physical, social and green infrastructure. Providing strategic transport access, connectivity and capacity and improvements of the highway networks must be addressed to avoid 'holding the borough back' from attracting investment; enabling necessary schools and health services and other green and sustainable infrastructure to be delivered in a timely manner.
- 4.2 The emerging SA findings demonstrate that Option 3 performs more strongly against the majority of SA themes compared to the other options. It also takes advantage of opportunities for significant positive effects in relation to the population and communities, economy, landscape and historic environment of the borough through the regeneration of vacant and underused industrial buildings.
- 4.3 While **Option 1** would deliver approximately the same level of growth during the plan, it would not address the issues raised through the LBBDD ILS (the current stock is too old, the wrong specification and wrongly sized) and therefore would not deliver the growth aspirations of the Council. Furthermore, this option does not meet the aspirations of the Greater London Authority through taking opportunities to strengthening and intensifying the borough's extensive and underutilised industrial land.
- 4.4 The emerging SA findings demonstrate that the significantly increased housing densities (around 80%) proposed through Option 1 could have significant negative effects on the townscape and historic environment of the borough, particularly the Abbey and Barking Town Centre Conservation Area, Barking Abbey Scheduled Monument and the listed buildings in the area. The significantly increased densities would also reduce the potential for green infrastructure and open space to be delivered on site with indirect negative effects for SA themes relating to biodiversity, climate change, health and well being and population and communities.
- 4.5 While **Option 2** would deliver approximately the same level of growth during the plan, it would only partially address the issues raised through the LBBDD ILS and therefore would not deliver the growth aspirations of the Council. However, this option would meet the aspirations of the Greater London Authority by taking opportunities to strengthening and intensifying the borough's extensive and underutilised industrial land.
- 4.6 Option 2 would result in increased densities (approx 30%) at sites within well-connected areas to make up for the shortfall as a result of removing some strategic sites that are designated as SIL/ LSIS from consideration. The emerging SA findings demonstrate that while Option 1 is less likely to have significant negative effects on the landscape and historic environment themes compared to Option 1 - it is also less likely to take advantage of opportunities to deliver positive effects of significance for the wider borough in terms of the economy, landscape and historic environment compared to Option 3.



## CABINET

22 September 2020

<b>Title:</b> Introduction of the Single Performance Framework and Key Performance Indicator 2019/20 Summary of Performance	
<b>Report of the Cabinet Member for Finance, Performance and Core Services</b>	
<b>Open Report</b>	<b>For Information</b>
<b>Wards Affected:</b> All	<b>Key Decision:</b> No
<b>Report Author:</b> Laura Powell, Policy and Partnerships Officer	<b>Contact Details:</b> Tel: 020 227 2517 E-mail: <a href="mailto:laura.powell@lbbd.gov.uk">laura.powell@lbbd.gov.uk</a>
<b>Accountable Strategic Leadership Director:</b> Mark Tyson, Director of Policy and Participation	
<p><b>Summary</b></p> <p>The Corporate Plan is a key part of the Council's strategic planning, delivery, and accountability framework. The development of a Corporate Plan ensures the Council's contribution to achieving its vision and priorities is co-ordinated, and achievable.</p> <p>When the previous Corporate Plan was developed in 2018, following a period of significant change for the Council, clear medium and short-term targets were identified and established as the Council's Key Performance Indicators (KPIs).</p> <p>This report provides Cabinet with a final KPI summary of performance for 2019/20 (1<sup>st</sup> April 2019 – 31<sup>st</sup> March 2020).</p> <p>In May 2020, Assembly agreed the Corporate Plan 2020-2022 which re-aligned our strategic priorities against three key areas: Participation and Engagement; Prevention, Independence and Resilience; and Inclusive Growth. alongside a fourth priority of 'Well Run Organisation', which focuses on the efficient and effective operation of the Council itself.</p> <p>Delivery of these strategic priorities are underpinned by the new Single Performance Framework which sets out, in detail, the activity we intend to undertake and the objectives we aim to meet over the next two years.</p> <p>Since agreement in May, the new Single Performance Framework has been implemented along with a new performance process to support effective analysis and reporting of the framework.</p> <p>A report, titled 'Update to the Strategic Framework', will be brought to Cabinet in October 2020 outlining the review of the Single Performance Framework in light of the impact of COVID-19, and the implementation of the framework over the past few months. This report will also stipulate reporting arrangements to Cabinet of progress made towards delivering the Single Performance Framework.</p>	

<p>The purpose of this report is to close the historic performance framework, including a summary of last year’s corporate performance, and introduce the new performance framework.</p>
<p><b>Recommendation(s)</b></p> <p>The Cabinet is recommended to note the final performance position of the 2019/20 Key Performance Indicators, as detailed in the report.</p>
<p><b>Reason(s)</b></p> <p>To assist the Council in achieving its priority of a “Well Run Organisation”.</p>

## 1. Introduction and Background

- 1.1 Over the past few years, the Council has undergone a period of significant change, which has focused on establishing a new kind of council that transforms the way we deliver our services, as well as facilitate a change in the relationship we have with our residents.
- 1.2 In consultation with residents, we have shaped and defined the vision for Barking and Dagenham, with aspirations and outcomes clearly articulated through the production of the Borough Manifesto. These long-term outcomes provide a clear direction for the Council over the coming years.
- 1.3 Our approach to realising this long-term vision is translated into medium-term priorities and programmes of activity which is set out in the Council’s Corporate Plan.
- 1.4 The Corporate Plan is a key part of the Council’s strategic planning, delivery, and accountability framework. The development of a Corporate Plan ensures the Council’s contribution to achieving its vision and priorities is co-ordinated, and achievable and that it is resourced in line with the Medium-Term Financial Strategy. It allows both Members and residents to measure progress in the Council’s delivery of its vision and priorities.

## 2 Corporate Plan 2018-2020 Key Performance Indicators

- 2.1 Through the development of the Corporate Plan in 2018, clear medium and short-term targets were identified and established as the Council’s Key Performance Indicators (KPIs).
- 2.2 Throughout 2019/20, quarterly performance reporting allowed Cabinet to keep track of the council’s progress against the agreed performance targets, and ultimately, our progress against delivery of the vision and priorities.
- 2.3 In May 2020 Assembly agreed a new Corporate Plan and new Single Performance Framework, to run until May 2022. That Framework updates the work we are planning to do, the impact we expect it to have, and reorganises the way the council analyses performance around its four strategic priorities: inclusive growth; prevention, independence and resilience; participation and engagement; and well-run organisation. It will give a much wider range and comprehensive view of the



performance of the council and makes improvements to the way performance is monitored.

2.4 The purpose of this report is to ‘close off’ the historic performance framework with a brief summary of last year’s corporate performance, and introduce the new Single Performance Framework, ahead of a further report updating the strategic framework to come to Cabinet in October 2020.

2.5 Before focus is given to the newly aligned Strategic Priorities and Single Performance Framework, this report provides Cabinet with a final KPI summary of performance for 2019/20 (1<sup>st</sup> April 2019 – 31<sup>st</sup> March 2020).

### 3 2019/20 Performance Summary - Key Performance Indicators

3.1 The summary of performance is presented with a RAG rating, based on performance against the target set for 2019/20 and the direction of travel compared to the previous year’s performance (2018/19). This summarises the regular quarterly reports deliberated over by Cabinet through 2019/20, and which are publicly available on the Council’s website.

Symbol	Detail
↑	Performance has improved when compared to the previous quarter and against the same quarter last year.
↔	Performance has remained static when compared to the previous quarter and against the same quarter last year.
↓	Performance has deteriorated when compared to the previous quarter and against the same quarter last year.
G	Performance is expected to achieve or has exceeded the target.
A	Performance is within 10% of the target.
R	Performance is 10% or more off the target.

3.2 The table below provides a summary of performance for 2019/20 and direction of travel for all KPIs. Depending on the measure, direction of travel is determined by comparing performance with the same period last year (Quarter 4 2018/19), or performance from the previous reporting period (Quarter 3 2019/20). This should be considered in the context of significant budget reductions and our continuation to improve services. It is also important to note, that although performance has decreased for almost half of the KPIs, only 20% are RAG rated red. This demonstrates that while performance may have deteriorated, the end of year position for these measures is either close to or has exceeded the target.

Direction of travel			
↑	↔	↓	N/A
43%	4%	49%	4%

- 3.3 The following table provides a summary of the number and percentage of indicators with either a Red, Amber or Green rating, according to their performance against the 2019/20 target.

<b>RAG Rating against 2019/20 target</b>			
<b>G</b>	<b>A</b>	<b>R</b>	<b>N/A</b>
38%	30%	21%	11%

### **Key Performance Indicators – Rated Not Applicable (n/a)**

- 3.3 Some indicators have been allocated a Direction of Travel, or RAG Rating of 'Not Applicable'. The reasons for which are set out in the tables below.

<b>Reason for Not Applicable Direction of Travel</b>	<b>Number of indicators</b>
Data not yet published due to publication delays.	1
Good performance neither high or low – no target set	1

<b>Reason for Not Applicable RAG rating</b>	<b>Number of indicators</b>
Good performance neither high or low – no target set	2
Awaiting data / target	3

## **4 The Corporate Plan 2020-2022 – Re-aligning our Strategic Priorities**

- 4.1 In May 2020, Assembly agreed The Corporate Plan 2020-2022 which re-aligned our strategic priorities against three key areas: Participation and Engagement; Prevention, Independence and Resilience; and Inclusive Growth. Alongside a fourth priority of 'Well Run Organisation', which focuses on the efficient and effective operation of the Council itself.
- 4.2 This was a key step in strengthening our strategic framework, bridging the long-term vision of the Borough Manifesto to the work of each service block of the council. The new Corporate Plan responds to the lessons of the Council's transformation and seeks to embody the approach that has been developed over the past five years.

## **5 The Single Performance Framework**

- 5.1 The Corporate Plan explains the Council's overall approach to public service and translates this approach into tangible activity through the Single Performance Framework. The Single Performance Framework sets out, in detail, the activity we intend to undertake and the objectives we aim to meet over the next two years across the four key strategic priorities
- 5.2 The Single Performance Framework was developed to integrate separate performance processes and enable a systemic, cross-council view of performance

to better drive service development and improvement. This was driven by an understanding that, much as the council has sought to remove siloes from the way it works over the course of its transformation, it must also ensure it is not taking a siloed view of performance.

- 5.3 A new Single Performance Framework has also necessitated a new, integrated way of managing and analysing performance across the council. Since its agreement in May 2020 a new performance process has been implemented and established. This means both new, collaborative officer meetings to engage with performance, and a new way for Members to engage with and manage performance. From September 2020, Members will be regularly engaging with the new Single Performance Framework that incorporates both their portfolio areas and collective responsibilities. Further to this, analysis of performance and the action that has been taken as a result will be formally and publicly reported to Cabinet twice yearly. The creation and implementation of this framework and process has been the focus of dedicated work within the Core of the council since May.
- 5.4 When the Corporate Plan and Single Performance Framework were agreed in April and May 2020, it was understood that the extraordinary circumstances in which they were agreed would mean that a review of the framework was required, as the long-term implications of the pandemic became clearer. A report, titled 'Update to the Strategic Framework', will be brought to Cabinet in October 2020 to serve this purpose. The report will also stipulate how the council's progress towards delivering the Single Performance Framework will be reported to Cabinet moving forward.

## **6 Consultation**

- 6.1 This report was considered and endorsed by the Corporate Performance Group at its meeting on 27 August 2020.

## **7 Financial Implications**

Implications completed by: Sandra Pillinger Group Accountant

- 7.1 This report summaries performance in 2019/20 in terms of KPIs and RAG ratings. As such, there are no direct financial implications for consideration in this report.

## **8 Legal Implications**

Implications completed by: Dr Paul Feild Senior Governance Solicitor

- 8.1 This report is designed to bring to a close the performance operating parameters of the previous corporate plan summarising the final Key Performance Indicators for the municipal year 2019/ 2020. A new corporate plan has been agreed and it now being implemented. There is no specific statutory duty to produce a corporate plan, but it is a necessary element of good governance. The performance regime established by the Local Government Act 1999 as amended by the Local Audit and Accountability Act 2014 together with supporting legislation, requires the Council to work to achieve continuous improvement and best value. A corporate plan, its objectives and in time how the delivery measures up in terms of outcomes, are therefore one of the signifiers of a well-run local authority.

8.2 Furthermore, the Accounts and Audit (England) Regulations 2015 Regulations obliges the Council to produce an Annual Governance Statement for each accounting year evidencing how the Council has performed. This is to be done in accordance with proper practices. The CIPFA / Solace Delivering Good Governance in Local Government Framework 2016 guidance sets out the required practice and that includes a clear statement of the Council's purpose and intended outcomes. The Corporate Plan thus plays a vital role in the legal duty to ensure sound governance of the Council.

## **9 Other Implications**

9.1 **Risk Management** - There are no specific risks associated with this report. The corporate plan report and ongoing monitoring will enable the Council to identify risks early and initiate any mitigating action. The Council's business planning process describes how risks are mitigated by linking with the corporate risk register.

9.2 **Contractual Issues** - Any contractual issues relating to delivering activities to meet borough priorities will be identified and dealt with in individual project plans.

9.3 **Staffing Issues** – There are no specific staffing implications.

9.4 **Corporate Policy and Equality Impact** - The vision and priorities give a clear and consistent message to residents and partners in Barking and Dagenham about the Council's role in place shaping, community leadership and ensuring no-one is left behind. Successful monitoring of the Single Performance Framework will allow the Council to keep track of delivery ensuring resources and activity are effectively targeted to help achieve the vision and priorities.

9.5 **Safeguarding Adults and Children** – The Council monitor a number of indicators corporately which relate to Children's safeguarding and vulnerable adults. By doing so the Council can ensure it continues to discharge its duties.

9.6 **Health Issues** – The borough has a number of health challenges, with our residents having significantly worse health outcomes than national averages, including lower life expectancy, and higher rates of obesity, diabetes and smoking prevalence. Although delivery of health services is not the responsibility of the Council, together with health partners the Council is committed to tackling the health issues prevalent in the borough

9.7 **Crime and Disorder Issues** - Whilst high level indicators provide Cabinet with an overview of performance, more detailed indicators are monitored locally. Data for the borough shows that Barking and Dagenham is a relatively safe borough with low crime. There is some work for the Council and partners to do to tackle the perception of crime and safety.

**Public Background Papers Used in the Preparation of the Report:** None

**List of appendices:** None

**CABINET****22 September 2020**

<b>Title:</b> Debt Management Performance and Write-Offs 2020/21 (Quarter 1)	
<b>Report of the Cabinet Member for Finance, Performance and Core Services</b>	
<b>Open Report</b>	<b>For Information</b>
<b>Wards Affected:</b> None	<b>Key Decision:</b> No
<b>Report Author:</b> Stuart Kirby, Revenues Manager	<b>Contact Details:</b> E-mail: <a href="mailto:stuart.kirby@lbbd.gov.uk">stuart.kirby@lbbd.gov.uk</a>
<b>Accountable Strategic Leadership Director:</b> Claire Symonds, Chief Operating Officer	
<b>Summary</b>	
<p>This report sets out the performance of the Council's partner, Elevate East London, in carrying out the contractual debt management function on behalf of the Council. This report covers the first quarter of the financial year 2020/21. The report also includes summaries of debt written off in accordance with the write off policy that was approved by Cabinet on 18 October 2011. The report demonstrates that performance is stable and continuing to improve year on year in terms of overall cash collection, though continuing to be impacted by welfare reform measures.</p>	
<b>Recommendation(s)</b>	
<p>The Cabinet is recommended to:</p> <ul style="list-style-type: none"> <li>(i) Note the performance of the debt management function carried out by the Revenues and Benefits service, including the performance of enforcement agents;</li> <li>(ii) Note the emerging impact of Universal Credit on collection levels and particularly Council Tax and rents; and</li> <li>(iii) Note the effect of Covid-19 on collection levels across various revenue streams.</li> </ul>	
<b>Reason</b>	
<p>Assisting in the Council's Policy aim of ensuring an efficient organisation delivering its statutory duties in the most practical and cost-effective way. This ensures good financial practice and adherence to the Council's Financial Rules on the reporting of debt management performance and the total amounts of debt written-off each financial quarter.</p>	

**1. Introduction and Background**

- 1.1 The Council's Revenues, Benefits, General Income and Rents Service is operated by the Council's joint venture company, Elevate East London LLP (Elevate). The service is responsible for the management of the Council's debt falling due by way

of statutory levies and chargeable services. It also collects rent on behalf of Barking and Dagenham Reside. Council debts not collected by Elevate are not included in this report, for example parking and road traffic debt prior to warrants being granted and hostel and private sector leasing debt.

- 1.2 This report sets out performance for the first quarter of the 2020/21 municipal and financial year and covers the overall progress of each element of the service since April 2019. In addition, it summarises debts that have been agreed for write off in accordance with the Council's Financial Rules. All write offs are processed in accordance with the Council's debt management policy agreed on 18th October 2011.
- 1.3 The Revenues service is responsible for the collection of Council Tax, Business Rates, Housing Benefit Overpayments, General Income, Rents and for the monitoring of cases sent to Enforcement Agents for unpaid parking debts

## 2. Performance

- 2.1 The Key Performance indicators are shown below with details of collection rates. Further performance indicators are shown in table 12.

### Council Tax

- 2.2 The table below shows the Net Collectable Debit (NCD) for Council Tax including the percentage of tax collected within the year over the past two years.

<b>Table 1</b>	<b>2019/20</b>	<b>2020/21</b>
<b>NCD (000)</b>	£81,687	£85,058
<b>Paid</b>	£24,121	£23,465
<b>Percentage collected</b>	29.5%	27.6%

- 2.3 The amount being charged in Council tax this year has increased by £3.3m. Whilst the amount collected has reduced by £656k, when considering the increase in the charge, the actual loss in collection is £1.6m

Universal Credit (UC) remains one of the biggest challenges faced by the Revenues Service and delays in payment of UC are resulting in a knock-on delay in payment of Council Tax.

However, Covid-19 has now added to this challenge with 14k more residents claiming Universal Credit at the end of June compared with the end of February (*Insight Hub report 16/07/2020*).

Delays in processing these new claims and the usual 4 to 5 weeks wait for payment that claimants experience normally, means that this figure is likely to be much higher. Considering the increase in employment and general economic downturn, collection rates are not likely to recover in the short term.

- 2.4 The number of working age residents now claiming Council tax Support (CTS) has increased significantly since the beginning of the crisis.

Table 2	2020/21
November 2019	10,226
December 2019	10,224
January 2020	10,250
February 2020	10,297
March 2020	10,590
April 2020	10,961
May 2020	11,117
June 2020	11,346

- 2.5 Table 2 above shows the number of Council Taxpayers in receipt of CTS. Since November 2019, this number has increased by 11%. Given the number of residents now claiming Universal Credit this figure is likely to continue to rise at a similar rate. Although there is no conclusive data, it can be assumed that the increase includes those residents on low income that have now lost their jobs as well as those who have not claimed support before.
- 2.6 At the start of the lockdown period all recovery action was suspended. Since then 13,000 reminders have been sent to taxpayers. These reminders have both served to prompt payment and to urge contact from the taxpayer where they are unable to do so.
- 2.7 The Court service has been suspended and courts remain closed for all cases, with the exception of those deemed priority, i.e. defendants in or at risk of prison. This means that it is not possible to obtain a liability order which allows further action, i.e. Enforcement Agents. More recently the Court Service has started discussions about holding hearings via video link in Council buildings. The Magistrates' Courts are not equipped to deal with social distancing and so this is seen as potential solution. The feasibility of this proposal is being investigated.
- 2.8 Action by Enforcement Agents has been suspended since Lockdown. The financial effect of the pandemic coupled with the cessation of enforcement action has had a detrimental effect on arrears collection.

Table 3	2019/20	2020/21	Variation
<b>Council Tax arrears</b>	748,378	£422,239	£362,139

- 2.9 Since many residents with Council Tax arrears will also be struggling to pay their current year charge, now made worse in many cases due to the pandemic, it is estimated that 50% (£1m) of the expected income will be lost or significantly delayed.
- 2.10 The Government introduced a scheme at the start of the pandemic which reduces the Council Tax of any working age recipient of Council Tax Support (CTS) by £150. This has required an enhancement to the Council Tax system (Academy). This has taken the software provider a number of months to develop and the £150 will be applied to the accounts in early August and new bills will be issued.
- 2.11 The service has maintained a consistent approach to debt collection throughout this unique situation. Residents have been urged to pay if they can but, in many cases,

instalments have been recalculated to start later in the year. For many residents, payment of Council Tax is difficult and delaying payment further will undoubtedly create a situation where they will not be able to easily catch back up.

2.12 The Revenues services recognises that a new approach to debt collection is required and that enforcement action requires a more targeted approach. Work has begun to build a data led approach considering the payment history of each case and whether they have been in contact with the Council to seek support. Whilst this is a complex undertaking and a significant departure from the well-established approach to collection, its benefits are clear and will allow for a more proactive and intelligence led method of collection.

2.13 **Successes** – A consistent and supportive approach has been taken during the pandemic.

2.14 **Concerns** – The long terms effects of non-payment increasing arrears. The increase in unemployment or low pay during the financial crisis.

### 3. Rent Collection

3.1 The Covid-19 pandemic has had a detrimental effect upon rent collection. The table below shows the collection rates at the end of quarter 1 compared with 19/20. Whilst this shows a reduction of 0.94% it should be noted that comparisons at month end are difficult. This is because 2019/20 had 53 rent weeks and therefore 2020/21 collection started later than the previous year. Table 4 compares collection with last year and table 5 shows collection against the target.

Table 4	Rent collection			
	2019/20	2020/21	Variation	Loss
<b>Percentage collected</b>	23.46%	22.52%	-0.94%	£723,537

Table 5	Rent collection			
	2020/21	target	Variation	Loss
<b>Percentage collected</b>	22.52%	24.18%	-1.66%	£1,702,155

3.2 All enforcement action has stopped and a similar approach as Council Tax has been adopted. In June Capita Housing was upgraded to Open Housing and this has resulted in a delay in some reports. Therefore, exact figures regarding Universal Credit (UC) are not yet available. The table below shows numbers of tenants claiming Housing Benefits or Universal Credit at the end of May.

Table 6	Number	In arrears	Percentage in arrears
<b>Residents in receipt of Housing Benefit</b>	6,640	1,729	26.0%
<b>Residents in receipt of UC</b>	3,514	2,129	60.6%



Table 7	Value of arrears	Average arrears
<b>Residents in receipt of Housing Benefit</b>	£603,332	£348.95
<b>Residents in receipt of UC</b>	£2,411,558	£1,132.72

- 3.3 The number of tenants on legacy Housing Benefit has decreased by 1.5% (98) since the end of 19/20 and has been decreasing as expected since the introduction of UC. However, the number of those tenants in arrears has increased by 10% (250), with average arrears increasing by £23 per tenant.
- 3.4 The number of tenants claiming Universal Credit has increased by 17.6% (526) since the end of 19/20 with arrears increasing by £461k and average arrears increasing by £46.
- 3.5 The well documented problems related to UC continue to compound the financial problems faced by tenants. Since tenants still have to wait 5 weeks for a UC payment, arrears continue to increase, and tenants are often not a position to pay. Many tenants are unable to return to work and are finding it increasingly difficult to cope.
- 3.6 The Rents team continues to offer support to tenants who are clearly suffering from financial difficulties, whilst maintaining collection for those less effected. Continued close working with Community Solutions means that tenants are given the opportunity to discuss budgeting and to ensure that their entitlement to benefit is maximised.
- 3.7 The Government has offered no assistance to tenants in financial difficulty and whilst many will benefit from the £150 reduction in their Council Tax, it is a relatively small contribution given that average rent arrears for those claiming UC is over £1,100.
- 3.8 **Successes** – Swift action has been taken to support tenants.
- 3.9 **Concerns** – The recession will result in a downturn in employment and arrears will be beyond out tenant’s means to pay back.

#### 4. Leasehold collection

- 4.1 The table below shows the collection rate compared with the target for quarter 1. This target shows the position that collection should be at this point in the year.

Table 8	Leasehold – Quarter 1			
	2020/21	Target	Variation	Loss
<b>Percentage collected</b>	23.82%	30.20%	-6.38%	£289,953

- 4.2 Leaseholders are experiencing similar financial difficulties to Council Tax and Rent payers.

- 4.3 All enforcement action has been ceased and the team have been contacting customers to discuss their financial position.
- 4.4 Customer are being allowed more time to pay where they are affected by Covid.
- 4.5 **Successes** – Swift action has been taken to support leaseholders.
- 4.6 **Concerns** – The recession will result in a downturn in employment and arrears will be beyond out leaseholder means to pay back.

## 5. General Income collection

- 5.1 The table below shows the collection rate compared with the target for quarter 1. This target shows the position that collection should be at this point in the year.

Table 9	General Income – Quarter 1			
	2020/21	Target	Variation	Loss
<b>Percentage collected</b>	62.02%	84.20%	-22.18%	£6,033,852

- 5.2 As General income consists of 22 different lines of debt there can be fluctuations in collection rates. Therefore, collection can be affected by changes or challenges faced by the departments issuing the charges. Although collection is 22% behind target this is due to some delays in larger payments. These payments are expected to be made and so collection rates are actually closer to 6-7% below target.
- 5.3 **Successes** – Swift action has been taken to support payers and issuing departments.
- 5.4 **Concerns** – Collection rates will suffer in certain areas due to the pandemic.

## 6. Business Rates

- 6.1 The table below shows the collection rate compared with the target for quarter 1. This target shows the position that collection should be at this point in the year.

Table 10	Business Rates – Quarter 1			
	2020/21	Target	Variation	Loss
<b>Percentage collected</b>	27.1%	30.5%	-3.4%	£1,601,109

- 6.2 In line with the Government's new relief schemes, a total of £18m has been given in relief. A further £23.3m in cash grants have been given to Business Rates customers.
- 6.3 The relief and grant schemes are aimed primarily at retail, hospitality and leisure sectors and exclude the industrial sector. Therefore, companies supplying one of the aforementioned sectors will have seen a significant drop in business but have not received a reduction in their Business Rates or a grant.

- 6.4 Where it is clear that a business is unable to pay, their instalments are being changed to start later in the year. This in part will temporarily relieve some of the financial burden on the business, but obviously will have not affect upon rental costs or other running costs the business may need to pay.
- 6.5 It is uncertain how many businesses will return to trading or how long they will be able to continue. The Government had intended on a revaluation of all commercial properties in 2021 which has now been postponed to the following year. This will help to keep Business rates at their current level.
- 6.6 **Successes** – 1,900 grants issued.
- 6.7 **Concerns** – Business Rates collection steadily dropping. No sign of recovery.

## 7. Commercial Rent

7.1 The table below shows collection rate for quarter 1.

Table 11	Commercial rent – Quarter 1			
	2020/21	Target	Variation	Loss
<b>Percentage collected</b>	47.54%	90%	-42.46%	£747,534

- 7.2 Commercial Rent collection has reduced due to the pandemic. This is not unexpected and is in line with Business Rates.
- 7.3 Businesses that are making contact are being allowed more time to pay if they are in financial difficulty.
- 7.4 As with Business Rates, it is uncertain how many of these businesses will return to trading and if they do how long they will continue.

## 8. Performance

8.1 Performance against targets is shown below:

Table 12	Service level	Target	Variation from target
Council tax in year collection	27.6%	29.8%	-2.2%
General Income collection in year	62.02%	84.20%	-22.18%
Rents	22.52%	24.18%	-1.66%
Leasehold Income collection %	23.82%	30.20%	-6.38%
Fairer contribution (homecare in year)	33.68%	67.81%	-34.13%
NNDR in year collection %	27.1%	30.5%	-3.4%
Commercial Rent %	47.54%	90.00%	-42.46%
Council Tax arrears £	£422,239	£864,639	-£442,000
Former Tenant arrears	£24,758	£51,500	-£26,742
Road Traffic Enforcement %	12.3%	14.0%	-1.7%
HB overpayment %	102.8%	61.2%	41.65%
Reside	99.4%	99.5%	-0.08%

## 9. Arrears

- 9.1 The tables below show arrears for quarter 1. The definition of arrears is shown in the description. Whilst Council Tax, Business Rates and Leasehold show unpaid charges raised before the 31 March 2020, Housing Benefit Overpayments and Rent show unpaid debts up the end of quarter 1. This is because these debts are not annually charges.
- 9.2 The definition of arrears is different for each of the revenue streams. The table below shows the amount of unpaid debt at the end of the year compared with the same time in 2018/19.

Table 13	2019/20 Year end (000)	2020/21 Q1 (000)	Variation (000)	Description
<b>Council Tax</b>	£25,792	£25,114	-£678	Debts raised and unpaid which are not for the current year
<b>Housing Benefit overpayments</b>	£27,020	£25,692	-£1,328	Currently outstanding for all years
<b>General Income</b>	£8,156	£5,703	£2,453	
<b>NNDR</b>	£8,031	£8,276	£245	Debts raised and unpaid which are not for the current year
<b>Leasehold</b>	£570	£495	-£75	Debts raised and unpaid which are not for the current year
<b>Rent</b>	£3,757	£5,221	£1,464	Rent that has not been paid for 1 week or longer

## 10. Council Tax Arrears

- 10.1 Council Tax arrears are defined as any debt that remains unpaid after the end of the financial year in which it was raised.
- 10.2 The recovery of Council Tax continues after the year has ended in normal circumstances. However, all enforcement action has been suspended. Although Council Tax arrears have reduced by £678k in the first quarter this is approximately 50% less than expected.

## 11. Housing Benefit Overpayments Arrears

- 11.1 Where a housing benefit overpayment has been created the debt is immediately pursued. The table below shows the current debt recovery status of those overpayments.
- 11.2 Enforcement action has been suspended during the Covid-19 pandemic.
- 11.3 The creation of Housing Benefit Overpayment has been decreasing steadily since the introduction of Universal Credit. Creation has further been reduced since the

pandemic. Overpayments are often created due to a change in circumstances, i.e. increase in wages. Since wages are far less likely to be increased this year, overpayments have reduced. The table below shows overpayment creation over course of last year and quarter 1 this year.

**Table 14**

<b>Quarter</b>	<b>Raised (000)</b>
Quarter 1 19/20	£2,651
Quarter 2 19/20	£1,841
Quarter 3 19/20	£1,632
Quarter 4 19/20	£1,303
Quarter 1 20/21	£1,111

11.4 As many debtors have been or are still in receipt of benefit, the process of debt collection can be relatively slow with small payments being made towards often large debts.

## **12. NNDR**

12.1 Business Rates arrears can fluctuate considerably. Appeals against rateable values are sometimes made many years after the year of the charge. This means that debts can sometimes be increased or decreased by hundreds of thousands of pounds. Enforcement action has been suspended during the pandemic and so collection of arrears is significantly reduced.

## **13. General Income (including Homecare) arrears**

13.1 All General Income is recorded using Oracle which has no debt management system. It is therefore not possible to determine where each debt is within the debt recovery process.

## **14. Rent arrears**

14.1 The table below shows the breakdown of rent arrears. Rent arrears are designated as any tenancy that is one week or more in arrears.

**Table 15**

<b>Arrears range</b>	<b>2019/20</b>	<b>2020/21 (Q1)</b>	<b>Variation</b>
Less than £250	£287,049	£218,052	-£68,997
£250 to £500	£316,434	£322,886	£16,452
£500 to £1,000	£423,694	£607,562	£183,868
£1,000 to £3,000	£1,092,964	£1,704,051	£611,087
£3,000 to £5,000	£636,130	£942,990	£306,860
Over £5,000	£522,854	£665,052	£142,198
<b>Total</b>	<b>£3,279,125</b>	<b>£4,470,594</b>	<b>£1,191,469</b>

- 14.2 Rents arrears are classified any debt more than 1 week old. As can be seen in the table above, there is a worrying increase in arrears and most notably those above £1,000. On average a tenant will pay £1,200 per quarter, the increase in the £1,000 to £3,000 bracket suggests that some tenants will not have been able to pay their rent since the start of the year. Those already in arrears at the end of the year will also have seen an increase.
- 14.3 Assuming that there is no significant improvement in the economy and at the current rate of increase, it is not inconceivable that arrears will increase by a further £3m by the end of 20/21.
- 14.4 The team continue to contact tenants to discuss their financial situation and encourage payment where it is possible. Close working with Community Solutions to ensure sufficient support is available is also continuing.

## **15. Financial Implications**

Implications completed by Sandra Pillinger Group Accountant

- 15.1 Other than Housing Benefit overpayment recovery, all the indicators show that debt collection is below target. Covid is having an impact across all categories of debt as reduced incomes impact on ability to pay. More residents are in receipt of Universal Credit and are continuing to experience delays in processing of claims. The courts service has been suspended as has action by enforcement agents.
- 15.2 The Revenues team has been working closely with Community Solutions to identify residents in financial difficulty and to provide support to assist in tackling financial problems and managing debt. In addition, a new data led approach is being taken which is more targeted.
- 15.3 Collecting all debts due is critical to funding the Council and maintaining cashflow. Monthly performance monitoring meetings with Elevate focus on where the targets are not being achieved to improve prompt collection of Council revenues.
- 15.4 The Council maintains a bad debt provision which is periodically reviewed. Increases to the provision are met from the Council's revenue budget and reduce the funds available for other Council expenditure.

## **16. Legal Implications**

Implications completed by: Dr. Paul Feild, Senior Governance Lawyer

- 16.1 Monies owed to the Council in the form of debts are a form of asset that is the prospect of a payment sometime in the future. The decision not to pursue a debt carries a cost and so a decision not to pursue a debt is not taken lightly.
- 16.2 The Council holds a fiduciary duty to the ratepayers and the government to make sure money is spent wisely and to recover debts owed to it. If requests for payment are not complied with then the Council seeks to recover money owed to it by way of court action once all other options are exhausted. While a consistent message that the Council is not a soft touch is sent out with Court actions there can come a time

where a pragmatic approach should be taken with debts as on occasion they are uneconomical to recover in terms of the cost of process and the means of the debtor to pay. The maxim no good throwing good money after bad applies. In the case of rent arrears, the court proceedings will be for a possession and money judgement for arrears. However, a possession order and subsequent eviction order is a discretionary remedy and the courts will more often than not suspend the possession order on condition the tenant makes a contribution to their arrears.

- 16.3 Whilst the use of Introductory Tenancies as a form of trial tenancy may have some impact in terms promoting prompt payment of rent as only those tenants with a satisfactory rent payment history can expect to be offered a secure tenancy, people can fall behind and get into debt. The best approach to resolve their predicament is to maintain a dialogue with those in debt to the Council, to offer early advice and help in making repayments if they need it and to highlight the importance of payment of rent and Council tax. These payments ought to be considered as priority debts rather than other debts such as credit loans as without a roof over their heads it will be very difficult to access support and employment and escape from a downward spiral of debt. The decision to write off debts has been delegated to Chief Officers who must have regard to the Financial Rules.
- 16.4 As observed the Covid 19 pandemic is having a detrimental effect on debt management with a combination of severe pressures on households and businesses due to the sudden reduction of economic activity compounded by the future uncertainty of when an effective vaccine will become widely available. The picture is that it is unlikely to be before spring 2021 at the earliest that any recovery will begin.
- 16.5 Furthermore the Government has provided in the Coronavirus Act 2021 in schedule 29 that there will be protection from eviction for residential tenancies. This includes Housing Act 1985 public sector tenancies and introductory tenancies. Notice of possession will need to be given for three months ahead. The Secretary of State has the power to extend the requirement. In addition, a practice direction has been issued by which court action which will lead to possession has been stayed until the 23 August. At time of writing, we consider this is likely to be extended and the Covid 19 special regime for protection from eviction unlikely to change for residential tenancies going into the winter months.
- 16.6 The inevitable debt management implications are that with legal enforcement options limited because of the national Covid 19 crisis, the short term debts and more particular irrecoverable debts are anticipated to increase despite the very best efforts of all the teams involved.

**Public Background Papers Used in the Preparation of the Report: None**

**List of appendices: None**

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