

LOCAL PLAN EXAMINATION HEARING

Thursday, 21 July 2022 - 9:00 am - 1:00 pm
Council Chamber, Barking Town Hall

Contact Officer: Ela King, Programme Officer
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- 1. Matter 4 – Strategic Approach to Minimising Flood Risk (Pages 1 - 2)**
 - 2. Matter 5 – Strategic Transport Considerations (Pages 3 - 4)**

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The Planning Inspectorate

Barking and Dagenham Local Plan 2037 Examination

Inspectors:

L Fleming BSc (Hons) MRTPI & G Davies BSc (Hons) DipTP MRTPI

Programme Officer:

E King programmeofficer@befirst.london

Examination Webpage:

<https://www.lbbd.gov.uk/local-plan-review>

**STAGE 1 HEARINGS AGENDA
DAY 3 THURSDAY 21 JULY 2022**

Morning session 09:30 to 13:00

Matter 4 – Strategic Approach to Minimising Flood Risk

Matter 4, Issue 1 – Whether the Local Plan has been subject to a sequential test aimed at steering new development to areas with the lowest risk of flooding from any source.

- Q1. Has the Plan been prepared in accordance with national policy in the NPPF relating to planning and flood risk?
- The Council's response to the MIQs on flood risk appears to differ from that given earlier in its reply to our preliminary letters. Can the Council explain why?
 - Is the additional evidence likely to be completed by September 2022? How do the Council expect this evidence to feed into the Local Plan examination? What does the Council propose to do with any consultation responses on that evidence?
- Q2. Can the Council show that the Plan takes a sequential, risk-based approach to the location of development, so as to avoid where possible flood risk to people and property?
- What evidence is there to show that a sequential approach was taken to the selection of the allocated sites within the Plan, rather than the sites being selected and then being assessed for flood risk?
- Q3. Have the actions in paragraph 161 of the NPPF been addressed by applying a sequential test to development sites, safeguarding land required for flood management, using opportunities provided by new development to reduce

flood risk, and demonstrating how changes to flood risk arising from climate change have been taken into account?

- Is any land intended to be safeguarded for flood management?

- Q4. If further work is required, what impact will it have on other aspects of the Plan, including site selection, sustainability appraisal and mitigation of and adaptation to climate change?
- Q5. Have all reasonably available sites appropriate for the types of development proposed in the Plan been considered in terms of their flood risk? How do they compare sequentially with those chosen for inclusion in the Plan?

Matter 4, Issue 2 – Whether allocated sites in the Local Plan meet the exception test, where appropriate.

- Q1. Where allocated sites that meet the sequential test are at medium or high risk of flooding has an exception test been applied in appropriate cases?
- Exception testing is a requirement of site allocation (in a Plan) as well as at application stage. Has this been done for those sites where an exception test is required?
- Q2. Do those allocated sites requiring an exception test meet the criteria set out in paragraph 164 of the NPPF? How can it be demonstrated that development on those sites would provide wider sustainability benefits and that the developments are safe for their lifetime, do not increase flood risk elsewhere, and where possible reduce flood risk overall?
- What sustainability benefits are there to justify development on land at risk of flooding? What evidence is there to demonstrate that site at risk of flooding can be suitably mitigated?
- Q3. Is Policy DMSI 6 consistent with national policy on flood risk, including the requirements in paragraph 167 of the NPPF?
- Q4. Are there any outstanding concerns on flood risk from the Environment Agency and other relevant flood risk management authorities?



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**STAGE 1 HEARINGS AGENDA
DAY 3 THURSDAY 21 JULY 2022****Morning session 09:30 to 13:00****Matter 5 – Strategic Transport Considerations****Whether the potential impacts of development on transport networks have been addressed and whether proposed transport infrastructure would be effective in supporting planned growth**

- Q1. Has the impact of development in the Local Plan on transport networks been modelled, taking account of demand from existing sources and planned growth?
- How does the draft Local Plan growth modelled compare to the growth proposed in the submitted Local Plan? Are there any implications associated with the Council's proposed modifications to the proposed site allocations?
- Q2. In strategic terms, what transport issues have been identified that would require mitigation to enable the scale of planned growth to be realised?
- Q3. What transport infrastructure schemes have been identified that would help address these transport issues?
- Q4. Has the package of transport infrastructure schemes identified to address demand on the transport networks been modelled to demonstrate if they would achieve their intended outcomes?
- What modelling work has been done? Is this comprehensive, covering all parts of the borough, or partial focusing on particular sites or parts of the transport network?
 - What further work is planned on improving bus capacity and associated infrastructure? What effect would this have on road capacity?

- Q5. Are all of the identified transport infrastructure schemes critical to support the planned growth in the Local Plan?
- Q6. For each identified transport infrastructure scheme, can the Council clarify whether it would need planning permission, how it would be funded, and over what timescale it would be delivered? What would happen if one or more the identified transport infrastructure schemes did not progress as planned?
- [Is the study by Homes England/LBBD/TfL on course to complete by September? What timescale is there for response by Government?](#)
- Q7. Are there any outstanding concerns on strategic transport matters from Transport for London, National Highways or any other relevant transport authorities?
- [What exactly has been agreed with National Highways? Is there a commitment to modelling work by LBBD alone or in partnership with other bodies to address the issues raised by National Highways?](#)
 - [Have LBBD and TfL different approaches to parking constraints? Is there now an agreed approach, and if so what is it?](#)