

THE EXECUTIVE

8 JULY 2003

REPORT FROM THE DIRECTOR OF LEISURE AND ENVIRONMENTAL SERVICES

LONDON RIVERSIDE URBAN STRATEGY: INTERIM PLANNING GUIDANCE	FOR DECISION	
<p><i>This report is submitted to the Executive as it concerns a matter of strategic importance.</i></p> <p><u>Summary</u></p> <p>On 23 July 2002, the Executive agreed that public consultation should be undertaken with a view to adopting the London Riverside Urban Strategy in the form of Interim Planning Guidance. As with the development of the London Riverside Urban Strategy the consultation was a joint exercise with the London Borough of Havering (LBH). 26 representations were received during a six-week public consultation period, which lasted until 17 January 2003. These are summarised in Appendix 1 along with both Councils' recommended responses. In light of these representations it is considered that no changes to the London Riverside Urban Strategy are needed and, therefore, that it should be adopted as Interim Planning Guidance. LBH staff will make the same recommendation to their Cabinet.</p> <p><u>Recommendation</u></p> <p>That the London Riverside Urban Strategy, which is attached as Appendix 2, be adopted as a basis for Development Control.</p> <p><u>Reason</u></p> <p>The strategy will assist the Council in achieving its Community Priorities of "Regenerating the Local Economy", "Improving Health, Housing and Social Care", and "Making Barking and Dagenham Cleaner, Greener and Safer".</p>		
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1. Background

- 1.1 The text of the London Riverside Urban Strategy is attached as Appendix 2. The Urban Strategy has already been supported by the Heart of Thames Gateway Board, the London Development Agency Board, and the Mayor of London. The Executive have already agreed that public consultation should be undertaken with a view to adopting the London Riverside Urban Strategy in the form of Interim Planning Guidance.

- 1.2 London Riverside extends on the north side of the Thames from Wennington Marshes in the east through to Barking Creek in the west - the southern parts of the two London Boroughs of Havering, and Barking and Dagenham. The aim of the strategy is to define the future role of all the land in the London Riverside and to make the most of its potential to provide new employment and housing in a high quality environment with good transport services.
- 1.3 In general the strategy builds on the existing Unitary Development Plan (UDP) policies of the two local authorities, but seeks to be more ambitious in relation to the quantity and quality of development that could be achieved because of the commitment of regional organisations to support regeneration of the area. It proposes redevelopment and improvement of existing industrial areas, and eliminating unused and under-used sites.
- 1.4 The 23 July 2002 Executive report provides more detail on the objectives of the strategy and the development scenarios for each of the seventeen sites within London Riverside.

2. Consultation Process

- 2.1. Consultation was undertaken on the London Riverside Urban Strategy from 22 November 2002 to 17 January 2003. This was a joint consultation exercise with the London Borough of Havering (LBH). A leaflet was produced to accompany the exercise which explained the background to the strategy, the status it would have in the development control process, and what the strategy sought to achieve. This leaflet highlighted the different ways people could obtain a full copy of the strategy, either by post, email, phone, or website, it also offered translations in seven languages. The text of this leaflet is attached as Appendix 3. The leaflet was sent out to all consultees on both boroughs consultation and made available for inspection the libraries, Barking Town Hall and the Civic Centre. A press release was also published and coverage appeared in the local press.

3. Consultation Response

- 3.1 This was a joint consultation exercise so both boroughs received responses. Twenty-six responses were received in total. Full copies of all the responses are available in the Planning Offices. It was made clear in the consultation leaflet that comments would be fed into the development of the four area frameworks which will be developed to take forward the proposals in the London Riverside Urban Strategy in more detail. Five London Riverside theme groups have also been established which will feed specialist input into the development of these frameworks and were appropriate these groups will also address the issues raised by respondents. These theme groups cover the following issues, Business and Economy, Skills and Employment, Housing and Social Infrastructure, Transport, and Community Development. The area groups and theme groups are attended as appropriate by representatives from the London Boroughs of Barking and Dagenham, and Havering, the London Development Agency, Transport for London, the GLAs Architecture and Urbanism Unit, the Heart of Thames Gateway Partnership, the Primary Care Trusts etc; and meet once a month.

- 3.2. It is intended that there will be consultation on the area frameworks as and when these are brought forward. These four frameworks will cover:
- Rainham Conservation Park. This covers the RSPB Nature Reserve, Rainham Marshes and the proposed Country Park on the existing landfill site at Coldharbour Point.
 - South Dagenham, A1306 and Rainham. This covers an area stretching from the Goresbrook junction of the A13/A1306 (ASDA's) in South Dagenham through to and including Rainham Town Centre bounded to the south by the C2C railway and to the north by the A1306 including development along its north side.
 - Employment Core Area. This covers an area stretching from Ferry Lane through to Dagenham Dock including CEME, Beam Reach Business Park and the Ford Estate.
 - Barking Reach and Creekmouth. This includes the Barking Reach residential development site and the Creekmouth industrial area bounded to the west by the River Roding.
- 3.3. Whilst many important issues were raised by respondents, it is not considered necessary to make any changes to the London Riverside Urban Strategy are necessary to accommodate these. Nevertheless staff have highlighted in Appendix 1 how these issues will be addressed in the development of the area frameworks and through the theme groups. A summary of the comments received and both Councils's recommended responses are provided at Appendix 1.

4. Consultation

Internal

The following people have seen this report and are happy with it as it stands:

Jeremy Grint: Head of Regeneration

Peter Wright: Interim Head of Development

External (see Appendix 1)

Local Residents

Local Businesses

Greater London Authority

Thames Gateway London Partnership

Heart of Thames Gateway

Environment Agency

Railtrack/Network Rail

Thames Water

Background Papers

- Executive Minute 323, 27 November 2001 re: Heart of Thames Gateway and Related Matters.
- Executive Minute 63, 23 July 2003 re: London Riverside Urban Strategy

London Riverside Urban Strategy		
Consultee	Comment	Council's recommended response
Adam Hiley Havering resident	Better and more bus routes are needed to the area. Area could be transformed into a major Essex town. The Rainham side of the Estuary could be turned into a Southend on Sea style place, a shopping centre, and entertainment leisure area. If the proposed airport at Cliffe fails, airport could be on our doorstep instead. Local companies in Havering and companies across the East coast and UK in general could sponsor the project. The Council could move there once building is completed. Romford is too domineering, Council could build a new town hall in Riverside area.	Comments welcomed and will be fed to the area groups drawing up the four area frameworks.
Adrian Vooden Barking and Dagenham resident	Is involved in employment opportunities and has a general interest in area, happy to be involved in participation processes.	Response noted will be added to both boroughs consultation databases
Andrew Martin Associates on behalf of DG Patel	Expresses support for London Riverside Urban Strategy, and the 17 future development scenarios. Recognises that draft Interim Guidance on Housing Density will not apply to London Riverside, and welcomes the vision of higher density development along this part of London Riverside, than the matrix would set for this area.	Support welcomed.
Andrew Martin Associates on behalf of DG Patel	The application of UDP amenity and car parking standards would not meet the aims and objectives of the strategy in creating a compact city. Car parking standards must be reviewed on the basis of the good public transport links that already exist in the area as well as the significant investments envisaged.	These comments will be forwarded to the four area groups charged with developing area frameworks.
Andrew Martin Associates on behalf of DG Patel	Supports the environmental improvement scheme along the A1306	Noted.

Andrew Martin Associates on behalf of DG Patel	Supports creation of green links.	Noted.
Barbara Stanley Hunt Havering resident	Needs to be an identity established which includes social interaction in public places including community notice boards and youth friendly sculptures. Wants to see native trees in car parks, village type of fountain and youth friendly area perhaps with a skateboard park.	These comments will be forwarded to the area groups. The urban strategy states that London Riverside will be a place with a clear and celebrated identity where people have the chance to shape their own future, where eliminating advantage has top priority and where diversity is valued.
Barbara Stanley Hunt Havering resident	New development should add to not contrast with character of Rainham Village.	Rainham Village is in a conservation area. Existing development plan policies for both boroughs set out that new development must preserve and enhance the character and appearance of conservation areas.
Barbara Stanley Hunt Havering resident	Hopefully there will be roads and bridges not subways and a further link is needed to CEME.	Both councils are actively pursuing improvements to public transport provision to and within London Riverside, improving accessibility to CEME is recognised as a core component of this.
Barbara Stanley Hunt Havering resident	Supports Barking Reach	Support welcomed
Barbara Stanley Hunt Havering resident	Cites potential for green industry in this area.	Draft Interim Planning Guidance for Dagenham Dock aims to establish a Sustainable Industrial Park and promote the potential for green industries in this area.
Barking and District Allotment Holders Society Ltd	There is no reference whatever to any provision for allotments even though the local authorities have a legal obligation to provide them for any residents who wants one. Barking and Dagenham Council have just terminated this societies lease of the only allotment site (Long Reach) in the Barking Reach area, and have so far failed to provide a replacement site. This bodes ill for any of the 700,000 potential new residents who may be looking to enjoy an allotment as a leisure activity. Appreciates that this is a strategic plan, but wants to be reassured that sites for allotments will be identified as the plan progress.	Comments welcomed and will be fed to the area groups drawing up the four area frameworks.

<p>Barking, Havering and Redbridge NHS Hospitals Trust</p>	<p>Clearly as urban development happens along the A13 corridor there are potentially significant impacts in terms of population increase on the demands on hospital services. Notes that the North-east London Workforce Development Confederation, through their Director of Regeneration-Mike Wilson are already working with the Thames Gateway Community to identify the significance of these changes. Does not have any major observations to make at this stage though highlights that clearly the planning of acute hospitals in integral to the development of large tracts of urban land.</p>	<p>These issues will be tackled by the Housing and Social Infrastructure Theme Group which will feed into the development of the four area frameworks within London Riverside. This theme group has been charged with addressing principally socio-demographic, housing mix and utilities, health and education issues and is attended by representatives of local health service providers.</p>
<p>Barton Willmore on behalf of Bellway Homes</p>	<p>It is unclear how the strategy relates to the existing and merging policy framework for the Thames Gateway area. No reference is made to the existing developments for the area, or other strategic documents such as Regional Planning Guidance (RPG3 and RPG9a).</p>	<p>London Riverside is identified as one of the Key Action Zones in the Thames Gateway by TGSP and TGLP (Thames Gateway Strategic Partnership and Thames Gateway London Partnership) as a Strategic Priority Area for the London Development Agency (LDA) and as a key opportunity in the Mayor's Spatial Development Strategy – the draft London Plan.</p>
<p>Barton Willmore on behalf of Bellway Homes</p>	<p>There has been no consultation with landowners or the private sector or the local community.</p>	<p>All consultees on both Boroughs consultation databases where notified of this consultation exercise and where sent a copy of the consultation leaflet. This database includes consultees across the private, public and voluntary sectors.</p>
<p>Barton Willmore on behalf of Bellway Homes</p>	<p>Concern over reference to 'threats' and the statement that the 'partners will need to maintain a tight grip on change'. This section of the document should be reworded to state that the partners positively welcome new development in the Thames Gateway and London Riverside area and that they will seek to work positively with the private sector in delivering the urban agenda.</p>	<p>This reflects the 'ambition' London Riverside partners have for the area, a step change is needed in the type and quality of development which is attracted if the area's cycle of degradation and decline is to be reserved. The CEME development is a good example of this. As has been proved in the past in the London Riverside area this will not happen without the leadership of a strong partnership which includes public, private and voluntary organisations.</p>

Barton Willmore on behalf of Bellway Homes	The approach to identifying the different parcels of land that make up the London Riverside area is helpful in setting out the different circumstances of each site but the document should also demonstrate some form of linkage or connection between the sites, if they are to be considered as a whole. Agree that Barking Reach is one of London's largest housing sites and will become a new community by the Thames with a mixture of housing types and tenure, with good local services and served by good public transport.	Area groups have been established overseen by the strategic London Riverside Action Group to ensure that the development of London Riverside happens in a co-ordinated and cohesive manner.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	Focuses on Dagenham Dock part of strategy, which is being promoted by Innogy Plc for redevelopment to promote circa 100,000 sqm of commercial space. Concerned that the strategy will not aid the regeneration of the site they have applied for planning permission for.	The London Riverside Urban Strategy provides a strategic grounding for the draft Dagenham Dock Interim Planning Guidance. Please see more detailed comments that follow.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	The strategy is not consistent with existing policy, is not capable of delivery, does not define the mechanisms for changes, set clear timetable for action and implementation and its status is not clear. Neither does it establish a strategic policy framework for the area.	The strategy seeks to change existing planning policy in line with local, regional and national aspirations for the London Riverside area, including the Draft London Plan and the Sustainable Communities Plan published by the Office of the Deputy Prime Minister. Both Boroughs intend to adopt the strategy as Interim Planning Guidance which will form the framework for more detailed area strategies which will address many of the issues raised by the respondent.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	The strategy does not recognise the role of the private sector in identifying physical and social infrastructure opportunities and schemes which is essential to achieving the positive regeneration of Dagenham Dock.	The strategy states that regeneration should be based on a strong partnership including public, private and voluntary organisations and communities. More specifically it is recognised that particularly in the development of the Environmental Technology Resource Centre for London (ETRCL) that the private sector and Higher Education institutions are important partners. Innogy presents itself as a leading edge environmental company and we would be keen to work with them on any proposals in line with the Dagenham Dock Supplementary Planning Guidance.

Barton Willmore on behalf of Innogy Plc (formerly National Power)	Vision should be underpinned by strategic policies and objectives that are viable and deliverable within a defined time period. It is too thin to be meaningful and questions whether the strategy is 'ambitious'.	The strategy is underpinned by the commitment at a national level from the Office of the Deputy Prime Minister as expressed in the Sustainable Communities Plan, in addition a key partner in London Riverside is the OPDMs Thames Gateway Strategic Partnership. Commitment is also demonstrated at a regional level from the Greater London Authority 'family' through Transport for London, the London Development Agency and the Architecture and Urbanism Unit who are also key London Riverside partners. With regard to delivery the strategy will be delivered by four more focused area frameworks which will produce an action plan with target outputs and a programme to achieve them. Progress will be monitored on a fortnightly/monthly basis through a checklist of action.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	No reference made to draft London Plan, no details provided on how figures for new jobs and homes are derived.	The strategy makes clear that London Riverside is a priority area for the Mayor of London. Figures for jobs and homes based on capacity of development sites within London Riverside. Capacity for housing was only partly covered by Boroughs Housing Capacity Studies in 2000.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	Strategy does not clarify what constitutes the 'right conditions' when it says that under 'the right conditions' the number of homes and jobs could rise. Isn't the purpose of the Strategy to achieve the right conditions for achieving regeneration. Clients proposals have been unnecessarily frustrated at Dagenham Dock.	The Urban Strategy sets the framework for the four area groups which aim to expedite sustainable development through assessing and then setting the right conditions for development, through the development of area frameworks.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	The Strategy fails to recognise the importance and potential of Dagenham Dock in the context of the London Riverside and should seek to encourage and enable the delivery of redevelopment.	Dagenham Dock is at the heart of the 'Employment Core Area', for which an area framework will be developed. The London Riverside Strategy provides a strategic grounding for the draft Dagenham Dock Interim Planning Guidance (DDIPG). The DDIPG and Dagenham Dock Vision Implementation Strategy aim to encourage and enable development with specific action plans produced to tackle barriers to regeneration (such as poor infrastructure).

Barton Willmore on behalf of Innogy Plc (formerly National Power)	Supports principle of design led approach and new and improved public transport, but expresses concern that the documents lacks solutions and commitment. Lacks the depth of understanding required to bring forward sites on the basis of a viable and deliverable plan for the area. An aspirational vision needs to be rooted in reality.	Strategy has commitment of national government as set out in Sustainable Communities Plan. Consultants have been appointed to develop an Integrated Transport Strategy for London Riverside and to produce a realistic business case for the ETRCL. Again this will be the focus of the area frameworks.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	No reference to critical issue of funding in particular to provide improved public transport for the area, its timing and delivery. Lead in times for new procurement of new public transport means this must form part of the earliest delivery element to facilitate greater accessibility. Commitment needs to be given by the Government and other stakeholder organisations including the two Councils to a long term funding programme to ensure continuous momentum to the improvement of basic infrastructure.	Consultants have already been appointed to deliver an Integrated Transport Strategy for London Riverside. Transport for London are part of the London Riverside Action Group. National Government's commitment is confirmed in the Communities Plan. This proposes £4.7 billion for housing in London and the South East; £446 million to support land assembly and development in the Thames Gateway; an action plan for major transport improvements; and establishing a 'Partnership' Development Corporation in London to deliver regeneration in three designated areas – one of them London Riverside. The DDIPG recognises the need to upgrade basic infrastructure in Dagenham Dock and gives LBBD's commitment to work with partners to secure funding.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	The section of the document which seeks to set out or describe the current status of the London Riverside is extremely limited and fails to reflect the range of depth of issues experienced by the area. If contamination and other obstacles to development are to be overcome,, the strategy in its application needs to be more finely directed to enabling development and delivering the necessary enabling infrastructure.	London Riverside partners are well aware of the 'obstacles' that need to be overcome in realising the successful regeneration of the area and are addressing these in the development of the area frameworks.

Barton Willmore on behalf of Innogy Plc (formerly National Power)	The strategy presents an over-simplified review of the characteristics, issues and challenges faced by the area. The subsequent review of the scale and scope of opportunities offered by the area is similarly simplistic. Little will be achieved by the adoption of unrealistic policy, masterplans and development briefs, such as the consultation draft proposals of LBBB for Dagenham Dock and a 'green collar' Sustainable Industrial Park. The responsibility for producing the 'development framework' is not defined, nor a timescale and how it will relate to the urban strategy.	<p>The urban strategy will be delivered by more focused area frameworks. The area groups charged with delivering these comprise officers from London Borough of Barking and Dagenham, London Borough of Havering, London Development Agency, Heart of Thames Gateway, Gateway to London, and the Greater London Authority. An action plan will be produced for each with target outputs and a programme to achieve them. Progress will be monitored on a fortnightly/monthly basis through a checklist of action.</p> <p>The Mayor of London's response to consultation on the draft Dagenham Dock IPG (including comments by the GLA, Architecture and Urbanism Unit, Transport for London and the London Development Agency) concludes that it is consistent with the objectives of the Draft London Plan and therefore is generally supported in strategic planning terms.</p>
Barton Willmore on behalf of Innogy Plc (formerly National Power)	Following comments made on each of the five aspirations in the strategy:	
Barton Willmore on behalf of Innogy Plc (formerly National Power)	1. how will it ensure that this area is London's leading centre for excellence in innovation and high tech manufacturing	It will use CEME and existing employers such as Ford to deliver world class expertise, promote research and provide exceptional opportunities for new investment and economic growth, for businesses of all sizes.

Barton Willmore on behalf of Innogy Plc (formerly National Power)	2. the statement that London Riverside will provide an accessible and sustainable homes for industries that serve London and for the growth sector of environmental technology is not supported by any explanation of how this will be achieved. Firm commitments to the funding and implementation of improvements to public transport is required to achieve this.	The draft Dagenham Dock Interim Planning Guidance highlights that LBBD will work with its partners to improve highways and infrastructure. It states that the guidance forms part of a package of regeneration tools for Dagenham Dock and that the barriers, unlawful uses and general enforcement issues are highlighted in the text of the guidance. The IPG makes reference to the importance of strategic transport initiatives. It supports the East London Transit and Docklands Light Railway proposals as well as cyclist/pedestrian links. The potential of Dagenham Dock station is also highlighted.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	3. Aspiration for new urban communities and commercial and community facilities fails to recognise extensive difficulties that have been faced to date in seeking to bring forward sites for development and the realities of market demand.	All actors in the regeneration of London Riverside recognise the inherent difficulties in bringing sites forward for development, which is why four dedicated area teams have been set up to give this issue the focus it deserves.
Barton Willmore on behalf of Innogy Plc (formerly National Power)	4. Strategy fails to consider how development will relate to green corridors and open spaces in particular treatment of boundary edges. There is a need for all stakeholders to be realistic about the net developable area of sites, development potential should not be limited	Will be an important issue addressed by Area Groups.

<p>Barton Willmore on behalf of Innogy Plc (formerly National Power)</p>	<p>5. Supports objectives that London Riverside will be a place with a clear and celebrated identity, but in the absence of firm financial commitment to investment in the infrastructure of the area and a comprehensive and deliverable strategy based on agreed policy it is difficult to see how this will be achieved.</p>	<p>An important aim of the strategy is to raise the profile of the area to those who hold the purse strings in regional and national government, and highlight the potential for delivering homes, jobs and tourist attractions that the area offers. National Government's commitment is confirmed in the Communities Plan. This proposes £4.7 billion for housing in London and the South East; £446 million to support land assembly and development in the Thames Gateway; an action plan for major transport improvements; and establishing a 'Partnership' Development Corporation in London to deliver regeneration in three designated areas – one of them London Riverside. Transport for London and the London Development Agency are key partners who will be critical in bringing sites forward for development and providing public transport infrastructure improvements.</p>
<p>Barton Willmore on behalf of Innogy Plc (formerly National Power)</p>	<p>Concern over reference to 'threats' and the statement that the 'partners will need to maintain a tight grip on change'. Objects to the express desire to restrain change if such restraint resulting from the 'tight grip' leads to delay, failure for the stakeholders to agree and ultimately failure of sites to come forward. Role of private sector does not seem to have been recognised.</p>	<p>This reflects the 'ambition' London Riverside partners have for the area, a step change is needed in the type and quality of development which is attracted if the area's cycle of degradation and decline is to be reversed. As has been proved in the past in the London Riverside area this will not happen without the leadership of a strong partnership which includes the public, private and voluntary sectors. The CEME development is a good example of this.</p>
<p>Barton Willmore on behalf of Innogy Plc (formerly National Power)</p>	<p>All transport schemes are at different stages, on different timescales and no commitment is given by partners to assist or support in their delivery financial or otherwise. Document should recognise impact that failure to deliver these scheme will have on amount and density of development that can be achieved in London Riverside area. Role of Local Implementation Plans in delivering transport improvements is neither recognised or explored.</p>	<p>Consultants have been appointed to deliver an integrated transport strategy for London Riverside. Dedicated transport theme group has been set up to address issues such as these, and to feed into the development of area frameworks. Borough Spending Plan funding has been bid for in recent years for improvements to transport infrastructure in London Riverside area.</p>

<p>Barton Willmore on behalf of Innogy Plc (formerly National Power)</p>	<p>Object to development of 'focused area-based strategies', especially Dagenham Dock, where a review of masterplan is on-going. What will they achieve, who is responsible for producing them, what format will they take and when will they be produced? Should not be a mechanism for frustrating current development proposals. There is a grave danger that energies and resources will continually be put into producing strategies and masterplans for the area rather than implementing schemes and ensuring delivery 'on the ground'. If prepared, area based strategies for east-west links through the industrial core areas and the Thames and riverfront areas will overlap with strategies for other areas.</p>	<p>The focused area based strategies will address many of the issues raised here by this response. For example the proposed area strategies will address the green framework which the respondent wanted more clarification on as to how this related to development. The frameworks will be produced either by or under the leadership of the appropriate LRAG partners which includes the Heart of Thames Gateway, LDA, TfL, AUU, and London Boroughs of Barking and Dagenham, and Havering and will draw in other actors in the regeneration of the area from the public, private and voluntary sectors as appropriate. With regard to consultation on the draft Dagenham Dock IPG the Mayor of London's response (including comments by the GLA, Architecture and Urbanism Unit, Transport for London and the London Development Agency) concludes that it is consistent with the objectives of the Draft London Plan and therefore is generally supported in strategic planning terms.</p>
<p>Barton Willmore on behalf of Innogy Plc (formerly National Power)</p>	<p>Concerned at validity of ever-expanding policy and guidance in SPG which is not subject to detailed scrutiny and testing through the review of UDPs/SDS.</p>	<p>It is recognised that Interim Planning Policy does not carry the same weight as UDP Planning Policy for the reasons given. However the process of consultation has been undertaken in accordance with Planning Policy Guidance Note 12 (Development Plans).</p>

<p>Barton Willmore on behalf of Innogy Plc (formerly National Power)</p>	<p>When the document refers to the need to secure public and private investment who requires it and from whom will it be required. With regards to monies from developers, planning obligations can only be sought in accordance with circular 1/97 which states that any financial contributions sought must be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects. For example seeking investment from developers for promotional activities for the area is not reasonable. As regards the skills and competitiveness of the local workforce, it is not clear who will be responsible for delivering this objective.</p>	<p>These issues will be addressed by the area frameworks. A Skills and Employment theme group has been set up which will feed into the development of the area frameworks.</p>
<p>Barton Willmore on behalf of Innogy Plc (formerly National Power)</p>	<p>Supports need for new delivery partnership. Does not believe that the strategy 'sets an agenda for action of such partnership' as is claimed. As typified by Innogy's proposals the private sector is prepared to bring forward high quality, viable schemes, which will secure the position of regeneration of Dagenham Dock. However the delivery of the schemes has been unnecessarily frustrated by a myriad of ever-changing positions from the relevant decision makers. A clear line needs to be given so that regeneration can proceed successfully and expeditiously.</p>	<p>The London Riverside Urban Strategy sets out for the first time a clear vision for the regeneration of the riverside areas of the London Boroughs of Barking and Dagenham, and Havering. It is being taken forward by the London Riverside Action Group which as well as representatives from both Boroughs includes key delivery agents such as the London Development Agency, Transport for London, Heart of Thames Gateway, Greater London Authority, Architecture and Urbanism Unit and Thames Gateway Strategic Partnership. The London Riverside Urban Strategy provides the strategic grounding for the draft Dagenham Dock IPG.</p>

<p>Barton Willmore on behalf of Innogy Plc (formerly National Power)</p>	<p>Do not consider that 'green collar industries', and 'sustainable industrial' areas are capable of practical delivery in Dagenham Dock. Emphasis should be placed in enabling redevelopment of the existing area to provide for a range of commercially viable uses, which will actually deliver new jobs and regeneration.</p>	<p>The draft Dagenham Dock IPG lays out a strong case for why Dagenham Dock should resist any further B8 development in favour of B1b&c and B2 manufacturing uses. Dagenham Dock has numerous B8 uses which will remain. The threat to a mix of employment types comes from a crowding out of other uses by B8 not by restricting further B8 development. Furthermore the aim of securing a good supply and mix of employment land for development is in accordance with National Planning Policy as set out in Planning Policy Guidance Note 4. A number of studies on the demand for land/employment prospects for the environmental business sector are currently underway, the 'drivers of change' referred to in the guidance. It is important to ensure at this stage that further storage and distribution development does not prevent environmental businesses or other industrial/manufacturing/R&D uses occurring thereby squandering the vision.</p>
		<p>However the London Borough of Barking and Dagenham will take on board the Mayor of London's recommendation to monitor the situation. If the outcome of the studies, the market situation and in particular the impact of the Environmental Technology Resource Centre for London development result in lack of regeneration over the coming years due to poor demand then a review will consider whether some further B8 development can be permitted.</p>
		<p>Developers and landowners will also have to show clear evidence that sites have been marketed for B2 uses at appropriate rental levels. This conforms to Planning Policy Guidance Note 12 (paragraph 4.12) which stresses that local authorities should aim to ensure that proposals for economic development, and the allocation of land for that purpose, are realistic. The monitoring will take account of public transport improvements to ensure Transport for London's concerns over density increases are included.</p>

Barton Willmore on behalf of Innogy Plc (formerly National Power)	Innogy PLC as a landowner within the London Riverside has not been consulted on the preparation of this document to date.	National Power (the previous name of Innogy) Property Manager (South) was consulted at Senator House, Queen Victoria Street, London EC4V 4D
British Marine Federation	A strategy for dealing with flooding will be a top priority and will involve major flood defences against sea level rise and tidal surges while the fluvial flooding will require additional capacity. In both cases the potential for utilising flood defence works to provide large bodies of water inland and areas of controlled water suitable for mooring and with access to the tidal Thames should be investigated-this putting what may be ugly and intrusive works to good use. The provision of bodies of usable water both inland and on the banks of the river are ways in which this flat and rather featureless landscape can be given visual interest. Besides providing opportunities for water use, whether by sailing or other water sports, bodies of water provide wildlife interests for birds and waterside vegetation and fishing. All of these tie in with a wide variety of recreational needs which are appreciated by different sectors of the population.	<p>Both the Environment Agency and Thames Water have provided detailed comments regarding flooding, water supply and waste water issues, which will be given the serious attention they deserve by those drawing up the four area strategies for London Riverside.</p> <p>The London Boroughs of Havering, and Barking and Dagenham have funded and are committed to adopting the Thames Strategy East as local planning guidance. The Strategy builds upon the statutory requirement for a coherent and consistent approach to strategic planning as detailed in RPG 9b/3b and in the Blue Ribbon Annex of the draft London Plan. This strategy recognises the nature of the flood risk in the London Riverside area and develops appropriate policy response. The Environment Agency have been involved in its development. This strategy will be an important reference document for each of the four area groups in drawing up their area frameworks.</p>

British Marine Federation	The provision of a marina close to London should be explored. It has further advantages for the creation of high quality residential environments.	These comments will be forwarded to the four area groups who are charged with developing the four area frameworks which comprise London Riverside
British Marine Federation	The potential for water based transport should feature more prominently within the strategy and needs to be identified (which currently it is not) within this interim guidance. There appears to be needs both for cross river ferries as well as high speed links to upstream destinations, as provided in Sydney and New York.	These comments will be forwarded to the four area groups who are charged with developing the four area frameworks which comprise London Riverside
British Marine Federation	These ideas should be the basis for a major study in developing a strategy for London Riverside at this stage. This study should form an integral part of both the infrastructure for dealing with the full range of water issues and throughout the Thames Riverside area and also fully integrated into the urban design and landscape framework which is to be developed.	The Thames and its tributaries along with Dagenham Breach are recognised by both Councils for the visual amenity they offer to London Riverside. They are an integral part of the framework of green corridors, water features and open space that exist and includes Rainham/Wennington Marshes, Dagenham Breach and Beam Reach and will be enhanced within London Riverside. These offer in their own way visual amenity, recreation and ecological interest and are crucial components of the regeneration of London Riverside.
C.J. and E.D. Roper Havering residents	Strategy sounds fine in theory, but expresses concern that development and presumably flood defences along the Riverside may well cause flood problems for areas further away. If flood water from the Roding, Beam, Ravensbourne, Rom and Ingrebourne Rivers cannot get to the Thames, then many existing housing areas may well experience flooding.	Both the Environment Agency and Thames Water have provided detailed comments regarding flooding, water supply and waste water issues, which will be given the serious attention they deserve by those drawing up the four area frameworks for London Riverside.
C.J. and E.D. Roper Havering residents	Environment Agency appears to have not been included in list of those who have devised this strategy. The whole idea of 20,000 further dwellings and the roads serving them sealing any existing open drainage ground with concrete, and with their extra waste water flowing into the Thames very worrying. They will all be downstream of the Thames Barrier, so if that has to be closed where will the water at this end of the river flood?	

English Nature	Broadly approves the strategy and is especially pleased that the strategy acknowledges that the ecological assets of the area are an integral part of the regeneration opportunity. The aspirations expressed in point 4 of the section London Riverside 2016 are particularly welcome.	Support welcomed
English Nature	Supports demand for the highest standards of sustainable architecture and urban design. Believes there are significant opportunities for achieving biodiversity gains through innovative solutions to building design and construction. Draws attention to policies 4B.6 and 3D.12 in the draft London Plan which call for such an approach. Also commends the 'Design for Biodiversity' best practice guidance, which will be published later 2003 by English Nature and the LDA.	Support welcomed. The draft London Plan and 'Design for Biodiversity' will be key reference documents for the area groups in developing their area frameworks. Moreover officers from the LDA and the GLA are represented on the area groups.
English Nature	Acknowledges need for public transport improvements but recommends that the environmental impact of proposals that involve bridges over Barking Creek and the Thames are thoroughly examined, to avoid loss of important ecological resources at these locations, particularly intertidal habitats. The Thames foreshore especially at the mouth of Barking Creek and at Barking Reach is of particular important (in a London context) for wildfowl and waders. The foreshore of Barking Creek supports one of the largest areas of reedbed in London. English Nature is also concerned about the potential effect of a Thames Gateway Bridge on Oxleas Wood SSSI on the south side of the river.	Both bridges would be subject to a full Environmental Assessment.

English Nature	<p>Welcomes intention to develop area based design strategies. Draws attention to duty of public bodies under S28G of the Wildlife and Countryside Act 1981 to take reasonable steps consistent with the proper exercise of their functions, to further the conservation and enhancement of the special features of a SSSI. Advises that the partnership (LRAG) be regarded as public body as described in the Act. Consequently in preparing the area-based design strategies for Rainham Conservation Park, Ferry Lane, area around Rainham Station and East-West links (including the green framework) the working groups should be made aware of the requirement to ensure the conservation and enhancement of the Inner Thames Marshes SSSI. In preparing the area-based strategies for the other development areas the working groups should be aware of the need to have regard to nature conservation issues (especially in respect of protected species) and identify how the green network can provide a range of environmental services (flood management)</p>	<p>Both Councils recognise that one of London Riversides greatest assets is its existing ecological assets, containing some of the capital's last wild spaces and valued habitats. This is specifically recognised by aim 4 of the strategy which states that London Riverside will: capitalise on the opportunities offered by the River Thames, open spaces and nature conservation in wild space like Rainham Wennington and Aveley Marshes, and will set development in a framework of green corridors and routes to the river. This will create a place that is attractive for Londoners and investors alike, and a landscape and environmental quality unlike any other part of London.</p>
English Nature	<p>It is important that the green framework is regarded as the minimum basic provision to ensure an ecologically functioning, accessible greenspace network. A more intimate network of greenspace/wildlife corridors should permeate London Riverside.</p>	
English Nature	<p>Endorses the view that the 'great ecological value' in Thames Gateway London is 'one of the factors that makes the region more attractive now and in the future' (Heroic Change TGLP 2001). The conservation of existing ecological assets combined with appropriate environmental enhancements, will help to achieve the dramatic change in image that will assist in securing the necessary regeneration investment.</p>	<p>Support welcomed and comments noted.</p>

Environment Agency	Further thought needs to be given as to how green areas link up, perhaps green areas could be extended to the Rainham Conservation Park and the existing housing areas on the east side of the development.	These comments will be passed to and considered by all Area Groups including the Rainham Conservation Park area group.
Environment Agency	The indicative flood plain (although given a high level of protection) must be considered as an area of flood risk and development types and access routes may need to be designed accordingly. The type and condition of flood defences must be considered at an early stage of the redevelopment of riverside sites. The redevelopment of the site provides an opportunity to plan sustainably for the future by incorporating future flood defence along the entire waterfront. Sustainable options such as set back flood defences in combination with green zones would provide more flood storage volume and may be the considered option in the future.	The London Boroughs of Havering, and Barking and Dagenham have funded and are committed to adopting the Thames Strategy East as local planning guidance. The Strategy builds upon the statutory requirement for a coherent and consistent approach to strategic planning as detailed in RPG 9b/3b and in the Blue Ribbon Annex of the draft London Plan. This strategy recognises the nature of the flood risk in the London Riverside area and develops appropriate policy responses. The Environment Agency has been involved in its development. This strategy will be an important reference document for each of the four area groups in drawing up their area frameworks.
Environment Agency	The proposed site layout needs to provide adequate access to and along the Thames and Roding River waterfronts for the Agency to undertake its functions in regards to future maintenance or improvement of the flood defences. Developers will need to consult with the Environment Agency in order to ensure that appropriate access to these areas is provided, otherwise it is likely to object at the planning stage.	Both Councils will continue to involve the Environment Agency as early as is practicable in the planning application process
Environment Agency	A possible future supply/demand deficit has recently been recognised for the London area. It is important that any future developments take account, and make use of any appropriate water conservation measures. A list of examples are then included including, grey water and rainwater recycling, water conservation in gardens and landscape maintenance and non household use water conservation.	This issue has been highlighted in Thames Water's response, and will be at the forefront of the Area Groups planning of new housing in the London Riverside area. The Urban Strategy states that the highest standards of sustainable architecture and urban design will be sought in the regeneration of the area, and this should include the encouragement of these water conservation measures which are included in Havering's recently adopted Interim Planning Guidance on Sustainability Issues

Environment Agency	Before any redevelopment is commenced the Agency would request that detailed site investigations shall be carried out to establish if individual sites are contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The procedure the planning authority should follow is then given. The EA then go on list the relevant planning informatives relating to the Water Resources Act 1991 and the Land Drainage Bylaws 1981.	Noted, these comments will be passed to the development control teams of both boroughs and the four London Riverside area groups. Policy ENV8 of Havering's UDP states that if proposals for development on sites which are known or strongly suspected to be contaminated the Council will not grant planning permission unless developers have provided full technical evidence or otherwise satisfied the Council that the development can be constructed or occupied safely.
Epping Forest District Council	While the strategy is interesting and should help sustainability, we have no comments to make.	Comments noted.
Health and Safety Executive Hazardous Installations Directorate	There may be a conflict between the development policies and the presence of any dangerous substance establishments of major accident hazard pipelines within the plan area. As the Hazardous Substance Authority under the Planning (Hazardous Substances) Act 1990 and the Planning (Control of Major-Accident Hazards) Regulations 1999 and previous legislation, the Councils should be aware of the location of these. Any proposed development should take their location into account.	These comments will be passed on to both Councils development control departments, and will be forwarded to the four area groups where these issues can be given the appropriate attention.
Health and Safety Executive Hazardous Installations Directorate	Strongly advises the Councils to consult the hazardous pipeline operators, to confirm the exact location and routes of their pipelines in the area covered by the plan and to ensure that the Councils records are kept up to date.	
Health and Safety Executive Hazardous Installations Directorate	In view of the possible presence of dangerous substance establishments in the area covered by the plan, it would be helpful to potential developers if the constraints likely to be imposed by their presence were indicated in a policy statement in the plan. If such a policy statement is not included in the plan, the paragraphs provided in the attached Annex could form the basis of such a statement, which may avoid the submission of planning applications containing inappropriate proposals.	see response in previous response

Health and Safety Executive Hazardous Installations Directorate	In addition suggests that the proposals maps be marked to show the locations of the dangerous substance establishments and hazardous pipelines consistently with paragraph 6.21 of PPG12.	
Health and Safety Executive Hazardous Installations Directorate	Are pleased to consider cases where significant development proposals conflict with the general policy mentioned above individually.	
Health and Safety Executive Hazardous Installations Directorate	List of hazardous installations, pipelines and relevant consultation distances for the two boroughs included.	
Health and Safety Executive Hazardous Installations Directorate	Annex to letter provides general statement on dangerous substance establishments.	
J F Beard Barking and Dagenham resident	Has a few ideas after consulting people active locally.	
J F Beard Barking and Dagenham resident	1. Nearest theatres are in Ilford and Stratford, therefore a purpose built theatre preferably like the festival hall would be most valuable	These comments will be forwarded to the four area groups who are charged with developing the four area frameworks which comprise London Riverside
J F Beard Barking and Dagenham resident	2. Maximising the river amenity for affordable housing but avoiding millionaire dwellings	This comment will be forwarded to the Housing Theme Group which is charged with addressing the types and tenures of housing that should be planned for in the London Riverside area.
J F Beard Barking and Dagenham resident	3. Walking areas and garden areas, so people can walk for long distances along the river bank, with good planting. Should be able to walk from one side of London to the other through varied areas such as wildlife zones	The strategy recognises that a well design network of cycle and pedestrian routes (including access to the riverfront) is a key part of an integrated transport strategy for London Riverside.

J F Beard Barking and Dagenham resident	4. industry should be appropriately sited and should be architecturally pleasing	The strategy seeks the highest standards of sustainable architecture and urban design
Kevin Hudson Barking and Dagenham resident	Is very interested in being involved in discussions regarding the development of London Riverside. Especially pleased to read comment about the insistence on a 'design led' approach. There is a fantastic opportunity along this part of London's shoreline to show what can be achieved by innovative and sympathetic design which reflects the special nature of the Thames Estuary, it's character and its nature conservation value.	Support welcomed
Metropolitan Police Service Crime Prevention Office	Fully supports and endorses the strategy	Support welcomed
Metropolitan Police Service Crime Prevention Office	Creating and maintaining a safe environment is a matter of paramount importance as it will have a major impact on and significance for the potential regeneration of this area. If it is not given due consideration from the outset it could lead to this area becoming blighted, fracturing the sense of community and inhibiting its regeneration. Asks that following amendments be made this interim planning guidance.	Both Councils recognise the important of creating and maintaining a safe environment and consider that they will be able best to give this issue the careful consideration it deserves in the development of the area frameworks by the area groups. The urban strategy states that the highest standards of sustainable architecture and urban design will be sought in the regeneration of London Riverside and it is felt that creating a safer environment is an integral part of this, Therefore no amendments are considered necessary to the Urban Strategy.

Metropolitan Police Service Crime Prevention Office	The Police Borough Crime Prevention Design Advisor should be consulted at the earliest possible stage, to ensure a quality, safe, secure and sustainable environment, compliant with current guidance and standards, along with those that the London Riverside Urban Strategy seeks to achieve. Designing for Community Safety should be included in Sustainability Statements accompanying or requested as a result of a Planning Proposal. Justifies these additions with reference to PPG1, the fact that Crime is one of the Government's Headline Indicators of Sustainability, and Havering Council's Interim Planning Guidance on Designing out Crime which it adopted in March 2002.	Both Councils will endeavour to consult the Police Borough Crime Prevention Design Advisor at the earliest possible stage of development proposals.
Metropolitan Police Service Crime Prevention Office	Notes that this guidance implies that when the Council is dealing with a planning application, it must consider the implications for crime and disorder not just for the development itself but also in relation to the effect it might have on the wider area.	These comments will be passed to the relevant development control officers in both Councils and forwarded to the four area groups.
Metropolitan Police Service Crime Prevention Office	Also notes that Local Authorities now have statutory obligation under Section 17(1) of the Crime and Disorder Act 1998 to do all it can to prevent crime and disorder in its area.	Comments noted.
Places for People Group	Supports initiative shown by two boroughs in their intended joint adoption of the strategy as Interim Planning Guidance. Recognises that the delivery of the Thames Gateway vision is reliant on the various statutory agencies involved working outside normal comfort zones and congratulates partners on this approach.	Support welcomed.
Places for People Group	The Place for People Group as one of the largest housing groups in country deliver a range of housing solutions for private purchasers, key workers and customers requiring subsidised affordable housing, is very keen to play a key role in the delivery of this strategy.	

Railtrack (now Network rail)	Supports the production of an integrated strategy but would wish to see greater emphasis and support given to freight on rail.	Transport consultants have been appointed to develop an Integrated Transport Strategy for London Riverside. The brief sets out that the consultants should address freight transport and the needs of commercial development.
Railtrack (now Network rail)	There is currently a large amount of industrial usage in the area and the strategy expects this to be retained, improved and expanded. Currently there are a number of sites through the area: Ripple Lane West Yard (a predominantly EWS staging point); a siding connection to Enso Stora Warehousing and an adjacent facility that was used by Associated Steel and Wire until their recent demise; a siding connection to the Hayes distribution site at Dagenham (currently unused); Freightliner Barking Intermodal Terminal; connections at Dagenham Dock to both Fords (quite extensive internal sidings) and an aggregates site, also a site used by Freightliner Heavy Haul. There are also one or two proposals in the area for additional freight developments.	These comments will be forwarded to the consultants and to the Transport Theme Group which has been set up to catch and steer transport issues across London Riverside, and to inform the development of the four area frameworks.
Railtrack (now Network rail)	Ideally the document should support increased railfreight usage/connections and identify new sites where a railfreight facility would be acceptable.	
Ramblers Association	Sites being redeveloped for even higher density residential uses and other areas to have businesses installed means more traffic into an already congested part of Essex. The M25 locally is not adequate to take hundreds more vehicles. Also the vandals recently reported there would put many people off. Considerations must be given to reducing local traffic.	The strategy aims to create sustainable communities where reliance on the private motor car is reduced in favour of public transport. To this end consultants have been appointed to develop an integrated transport strategy for the area.
Ramblers Association	If unfortunate Rainham is to be another area for higher density population, then the recent floods at Dovers Corner should be considered.	Both the Environment Agency and Thames Water have provided detailed comments regarding flooding, water supply and waste water issues, which will be given the serious attention they deserve by those drawing up the four area strategies for London Riverside

<p>Ramblers Association</p>	<p>We need to keep our green lanes and fields not be building on more open country.</p>	<p>The development of London Riverside is exclusively brownfield, this will reduced pressure on the Boroughs precious open spaces and countryside.</p>
<p>RMC</p>	<p>In light of flooding and other constraints considers that there will be insufficient brownfield land available to meet demand for 20000 homes and 25000 jobs, and inevitably there will be a need for greenfield releases to achieve growth development targets. In line with PPG3 the riverside strategy will need to include an urban capacity study. If there are no suitable brownfield sites available, greenfield sites which are well related to existing settlements, on transport corridors and are otherwise sustainable, should be identified as suitable for development.</p>	<p>Both Councils have already undertaken a housing capacity study the results of this have informed the housing allocations in the draft London Plan. The capacity identified in London Riverside has not been wholly considered within the original housing capacity studies of both Boroughs. Therefore if the 20000 homes identified in London Riverside are realised then the minimum housing targets in the draft London Plan will be surpassed. However, the Urban Strategy recognises that an integrated transport strategy is crucial in opening up inaccessible sites and making the most of the opportunities in London Riverside and the area groups will need to consider all development constraints including flooding which will be encountered in bringing forward development sites in the area. In line with the draft London Plan and the recently published Sustainable Communities report by the ODPM both Councils consider that the successful redevelopment of London Riverside will reduce pressure on the Green Belt.</p>
<p>RMC</p>	<p>RMC acknowledge that Rainham Village is identified as an area for selective high density redevelopment and controlled growth to the south. The area is considered to be easily accessible by public transport, and has existing infrastructure. RMC have significant (and readily available) land holdings abutting Rainham Village, which the company believe should be considered as part of the riverside strategy. I would be more than happy to discuss these landholdings in greater detail with you.</p>	

Robert Brett and Sons Limited	Brett Aggregates Ltd and Havering Aggregates Ltd both own or control land within study area 15. The strategy at the moment does not appear to be detailed or prescriptive about what (if any) policies (beyond environmental improvements) in future will eventually apply to these companies' lands. Supports the strategy but reserves their position in the event that it changes or evolves further.	Number 15 on the London Riverside plan only refers to the A13 and A1306 and the opportunities that exist for environmental improvements. It does not refer to land to the east of the built up area of Rainham within the Green Belt. Support welcomed.
Romany Guild	Asks that the need for Gypsy sites is not forgotten. This is particularly important as Havering has no site and Barking are considering closing theirs. Cites new government proposals, which will mean Councils not only providing residential sites and facilitating private residential sites but also setting up transit and emergency caravan sites.	Comments will be forwarded to area groups. Both Councils will consider Government proposals in due course.
Sally Tillet Havering resident	Expresses major concerns about flooding. Wants reassurance that the extra volume of water used and needed to be disposed of has been seriously considered particularly during times of heavy rain.	Both the Environment Agency and Thames Water have provided detailed comments regarding flooding, water supply and waste water issues, which will be given the serious attention they deserve by those drawing up the four area strategies for London Riverside.
Sally Tillet Havering resident	Notes that Environment Agency has not been included in the planning stages and that they should be included from the outset not only in an advisory capacity when planning applications are submitted.	
Sally Tillet Havering resident	Wants a guarantee that if Environment Agency says that the project is foolhardy it will be abandoned.	
Sally Tillet Havering resident	Includes newspaper cutting from Romford Recorder 8/01/03 regarding flooding in Rainham and Rush Green caused by Heavy rain at the turn of the year.	
Thames Water	Strategy does not adequately acknowledge the burden on all infrastructure, water supply, and wastewater included, the proposed 20,00 homes and 25,000 jobs by 2016 will have.	Both Councils recognise that London Riverside partners will need to work in close partnership with Thames Water to address the issues highlighted in their response. The respective Area groups and Theme Groups will need to tackle these issues as they are fundamental to the successful regeneration of the area.

Thames Water	<p>With regard to water and wastewater, significant investment will be required. Furthermore Thames Water will require sufficient time to plan, promote and implement such improvements, In order to allow for this investment all partners of LRAG will need to work in close partnership with Thames Water and other appropriate agencies to ensure development is appropriately phased to ensure sufficient water supply and treatment facilities are available. Includes receiving support for current and future proposals to upgrade the network, manage demand, and to develop new water resources. The strategy must recognise the need for all infrastructure improvements, not just transport facilities.</p>	See previous response
Thames Water	<p>Sewage from the Barking Reach development and those lying to the west will be treated at Thames Water's Beckton Sewage Works. Riverside Sewage Treatment Works will serve the remaining developments to the East. In general Thames Water does not maintain spare capacity at the works and under normal circumstances only limited growth could be accepted prior to the requirement of an upgrade.</p>	
Thames Water	<p>The sewerage infrastructure within the Beckton and Riverside catchment is generally operation at or near to capacity. Even small-scale development can have a significant impact on the sewerage infrastructure and, if necessary, developers will be required to fund associated studies and upgrading of the sewerage network. It may therefore be necessary to phase the new developments in accordance with the new infrastructure it requires.</p>	

Thames Water	Thames Water owns Riverside Sewage Treatment Works (35ha) and Becton Sewerage Works (107ha). Thames Water wishes to be kept closely informed of developments adjacent to them. In this regard it is noted that within Area (East A1306 Industrial Area) 10 it is stated that some of the area may offer the opportunity for an intensive mix of residential and employment uses. Whilst Thames Water do not object to such redevelopment proposals, it is considered that any detailed plans for the redevelopment of this area should recognise the function and close proximity of Riverside Sewage Treatment works.	
Thames Water	Regarding the DLR from Royal Docks over Barking Creek it is understood that one potential route crosses Beckton sewage treatment works. Thames Water has a significant investment proposed for this site and therefore will need to be closely involved with any such proposals.	
Union Railways	Both boroughs are subject to the CTRL safeguarding directions. Copy of the Directions and accompanying Guidance and Explanatory Notes enclosed with letter. Applications for planning permission for lands within safeguarding limits are required to be referred to URN for formal consultation prior to determination.	Comments will be forwarded to both Councils development control departments and to the Area Groups where these issues can be given the appropriate attention
	Notes that in the last year the number of referrals from LB Havering appear to have been fewer than might otherwise have been expected. Reiterates the value that consultation under the terms of the Directions offers in planning developments alongside the CTRL.	

An Urban Strategy for London Riverside Text

The vision for London Riverside

London Riverside will be a new mixed urban centre on the River Thames. It will make optimum use of land to accommodate leading-edge businesses and sustainable housing, new leisure and community facilities designed around new and existing public transport and integrated with existing communities. By 2016, London Riverside will be able to accommodate at least 20,000 new homes and jobs for an extra 25,000 people. With the right conditions in place, these numbers could rise.

The partners

This strategy has been adopted by Heart of Thames Gateway Limited, and was prepared in partnership with representatives of the following organisations:

Heart of Thames Gateway Ltd.	Thames Gateway London Partnership	Thames Gateway Strategic Partnership
London Borough of Barking and Dagenham	London Borough of Havering	Greater London Authority
London Development Agency	Transport for London	Thurrock Borough Council
Observer:	London Borough of Newham	

Foreword

The Thames Gateway is London's future, and a priority for national and regional government. London Riverside is one of the most important opportunities within the Gateway.

London is growing fast. Over the next fifteen years London will see at least 600,000 new jobs and 700,000 more residents, who will need houses, schools, health centres, shops and leisure facilities. London Riverside will make a crucial contribution to this growth. We need to use its momentum to create an urban renaissance in this important and previously neglected part of London, defined by its unique mix, landscape and connection to London's greatest physical asset, the River Thames. It is time to insist on quality, and to make the most of the opportunities before us.

This urban strategy sets out an ambitious vision for how London Riverside can promote and capitalise on change. London Riverside needs to become a compact, high density, mixed-use, well-designed part of our city. This means a design-led approach to new development and to enhancement to the existing mix of industry and open space, housing

areas and local facilities, that (together with The Thames) characterises the area and will be so important for its future.

New and improved public transport will unlock the area's full development potential to create a sustainable, compact, mixed and urban part of London. London Riverside presents many challenges and we must carefully manage change over the next twenty years, to integrate new development with existing activities, communities and spaces.

Ken Livingstone
Mayor of London

Richard Rogers
Chief Advisor to the Mayor on Architecture and Urbanism

London Riverside Now

London Riverside extends across six square kilometres on the north bank of the Thames from Barking Creek to the eastern edge of Greater London – the same distance that lies between the Houses of Parliament and Canary Wharf.

London Riverside is an area of contrasts, challenges and opportunities, containing some of the London's largest vacant sites, important industrial areas and some of the capital's last wild spaces and valued habitats. These give the area a unique mix of land uses (a 'big mix'), where grazing marshes sit side-by-side with busy river wharves, and where residential areas are near large engineering plants.

Positioned strategically on the Thames – a working river as well as a visual and environmental amenity – London Riverside has good road links both to central London and to the M25, and growth areas in Essex and Kent. At the same time, it has suffered from isolation and environmental degradation. Most land south of the A13 is accessible only by car (if at all), and much of the vacant land is contaminated, or blighted by previous neglect of design and environmental quality. Addressing these issues forms a key part of the urban strategy.

The scale and scope of opportunity offered in London Riverside is unique in London. As London's population grows, London Riverside will play a crucial role in meeting the demand for new housing, while retaining and strengthening its industrial base, creating new investment opportunities and preserving ecological assets.

London Riverside is a priority area for the Mayor of London and the London Development Agency, and a Zone of Change for the Government's Thames Gateway Strategic Partnership. The LDA has committed £32 million to Heart of Thames Gateway Partnership Ltd's (HoTG) regeneration programme, and is investing directly in developing the area. A London Riverside Action Group (comprising the organisations listed at the front of this document) has been established through HoTG to prepare this strategy.

London Riverside is already changing. The new Centre for Engineering and Manufacturing Excellence (CEME), housing proposals at Barking Reach and the release of Ford land at South Dagenham for new mixed use developments are just three of the major developments in the pipeline. The urban strategy will capitalise on the potential these and future developments offer, by ensuring that they form part of a sustainable, inclusive and coherent development framework.

London Riverside 2016

London Riverside will be a new mixed urban centre on the River Thames, which delivers real and lasting improvements for the economy, the environment and the people who live here now and in the future. London Riverside will:-

1. Welcome new urban communities, providing a mix of high quality housing and local commercial and community facilities in areas such as Barking Reach and South Dagenham, as well as finding opportunities to make better use of housing land in other areas easily accessible by public transport (such as Rainham Village). A range of types and tenures of housing will be developed to integrate with existing communities and provide for London's housing needs.
2. Be London's leading centre for excellence in innovation and high tech manufacturing. It will use CEME, and existing employers such as Ford to deliver world class expertise, promote research and provide exceptional opportunities for new investment and economic growth, for businesses of all sizes.
3. Provide an accessible and sustainable home for industries that serve London and for the growth sector of environmental technology.
4. Capitalise on the opportunities offered by the River Thames, open spaces and nature conservation in wild space like Rainham, Wennington and Aveley Marshes, and will set development in a framework of green corridors and routes to the river. This will create a place that is attractive for Londoners and investors alike, and a landscape and environmental quality unlike any other part of London.
5. Be a place with a clear and celebrated identity, where people have the chance to shape their own future, where eliminating disadvantage has top priority, where diversity is valued, and where regeneration is based on a strong partnership including public, private and voluntary organisations, and communities.

Agenda for action

The members of London Riverside Action Group are committed to working together to deliver this strategy. This will require a flexible and design-led approach to managing change, and specific actions on a number of fronts.

The overall approach

The approach taken to change will be both strategic and flexible. Long term investment in transport improvements will be the key to successful development. Land use will be linked closely to transport, to ensure sustainable development and optimum use of land. The strategy adopts a design-led approach to encourage intensification of both residential and industrial uses, improvements to the public realm and better relationships between these elements. The approach will therefore be one of 'inclusive change', which values and celebrates the sheer scale and diversity of land uses, is inclusive of existing communities and assets, and seeks the highest standards of sustainable architecture and urban design.

The partners will need to maintain a tight grip on change locally to ensure that opportunities are maximised (for local people and London as a whole), and that threats are tackled. This will involve 'catching and steering' developments at an early stage and insisting on the highest quality of architecture and urban design.

Transport

An integrated transport strategy is crucial in opening up inaccessible sites and making the most of the opportunities offered in London Riverside. This will need to link London Riverside into the centre of London, as well as providing local routes that link London Riverside with other Thames Gateway centres and Crossrail, and excellent interchange facilities between these. Transport for London is looking at a range of options including:

- Improved services along the current rail corridor, including new stations at Renwick Road and CEME
- A Docklands Light Railway extension from the Royal Docks via Gallions Reach over Barking Creek, through Barking Reach, to South Dagenham and on to CEME and Rainham.
- An East London Transit intermediate mode linking London Riverside with town centres and residential areas to the north
- A new river crossing at Gallions Reach (Thames Gateway Bridge)
- Early provision of a comprehensive bus network for London Riverside
- A well designed network of cycle and pedestrian routes (including access to the river front)

Delivering this strategy will require investment in regeneration and transport infrastructure, and new forms of delivery partnership to maximise the impact of these.

Area-based design strategies

Focused area-based strategies (including proposals for land assembly, infrastructure, transport, property development and environmental improvements) will be developed for:

- Barking Reach,
- South Dagenham,
- Dagenham Dock,
- Ferry Lane,
- Rainham Conservation Park,
- areas around Dagenham Dock and Rainham Stations, and the new stations,
- the east-west links through the industrial core areas (including the green framework),
- the Thames and riverfront areas.

Regeneration investment

To secure the sustainable regeneration of London Riverside, public and private investment in the following will be required

- Assembling and improving the quality of industrial and other sites

- Tackling major constraints and the image of the area through environmental improvements
- Promoting the area to inward investors
- Promoting innovation, business development and retention
- Developing the skills and competitiveness of the local workforce

New delivery mechanisms

London Riverside partners can achieve much through working together through existing institutions. However, to achieve its full potential, London Riverside needs a new delivery partnership (such as an urban regeneration company) to maximise, focus and direct resources. This strategy sets an agenda for action for such a partnership.

Future development scenarios

In preparing this strategy, London Riverside partners considered the likely development scenarios for different sites and locations within the area. In many cases, the existing scenario was confirmed; in others change is anticipated. In one case (Creekmouth), there is still some uncertainty, which will be resolved through the planning process.

1. **Creekmouth** is an industrial area running down the River Roding to the Thames, with real potential for improvement and intensification. It is expected to remain in this use, though the long-term future of the southern end of the estate will be determined through the planning system.
2. **Barking Reach** is one of London's largest housing sites. It will become a new urban community by the Thames with a mixture of housing types and tenures, with good local services, and served by good public transport.
3. **Barking A13 Industrial Areas** are currently an important mix of industrial and warehousing primarily servicing London's needs. It is expected that while these areas will be improved environmentally, they will remain in their existing uses.
4. **South Dagenham** will deliver a mix of commercial, industrial and residential development on around 80 hectares of land between the main rail corridor and the A1306. It will provide a new heart for Dagenham and a transitional zone between the housing areas to the north, and the industrial areas of Dagenham Dock and the Ford Motor Company estate.
5. **Dagenham Dock** is currently an underused industrial area, with substandard infrastructure and a poor environmental quality. It will become a sustainable industrial area, with a special focus on green industries and a new environmental technology research centre, to capitalise on its position on the river, and the forecast growth in this sector.
6. **Ford Sites** will continue as a base for London's largest manufacturing employer, a global centre for diesel engine design and production, and continuation of the body panel manufacture and international distribution operations. Opportunities for more intensive use of some Ford land will be discussed with the company.

7. **Centre for Engineering and Manufacturing Excellence** will be a world class further and higher education facility, coupled with conference and hotel facilities, and a business innovation centre.
8. **Beam Reach Business Park** will provide 35 hectares for modern advanced manufacturing businesses, including strategic sites for inward investment, move-on accommodation from the business innovation centre, and a suppliers' park for diesel engine components.
9. **Fairview Estate** is a relatively modern industrial estate with some further development potential, where ongoing upgrading and adaptation to meet modern business requirements will be encouraged. In addition, the western end of Frog Island has been identified as the site for a sustainable waste management facility for the treatment of the two boroughs' household waste.
10. **East A1306 Industrial Areas.** To the east of South Dagenham, industrial and commercial buildings – some of them poor quality and underused – line both sides of the road, offering the opportunity to create a more intensive mix of residential as well as employment uses in a much improved environment.
11. **Rainham Village** will see substantial improvements to the environment and accessibility of the historic centre, and available sites redeveloped for higher density predominantly residential use, focused around a new transport interchange.
12. **Ferry Lane** north and south of the new A13 will see better road access and new public transport services, which will be the catalyst for the revitalisation of this degraded industrial area, and its progressive redevelopment for higher quality employment uses.
13. **Rainham Conservation Park** will bring together the SSSI designated marshes, most of which are already an RSPB nature reserve, and a new country park beside the Thames, which is being created from a current landfill site. This will provide a regionally important ecological and leisure asset for London Riverside, extending over an area of 640 hectares, with a new visitor centre and much improved access.
14. **Coldharbour Lane Estate** is currently used for waste recycling and for warehousing. It offers further potential to develop sustainable industries within London Riverside.
15. **A13 and A1306.** Both the A1306 and the A13 offer opportunities for environmental improvements, including better signing of London Riverside. HoTG has already begun a major programme of improvements to the A1306.
16. The green framework and riverside spaces **will form an accessible and environmentally sustainable framework for development, as well as a leisure amenity for residents and visitors.**
17. **Existing housing areas** with improving public transport accessibility will offer selective opportunities for redevelopment and integration into new developments to the south.

London Riverside Urban Strategy Consultation Leaflet Text

Interim Planning Guidance

It is the intention of the London Boroughs of Barking and Dagenham, and Havering jointly to adopt the London Riverside Urban Strategy as Interim Planning Guidance. This leaflet explains the background to the strategy and what it seeks to achieve, and outlines what status it has in the local development control process.

Background to the London Riverside Urban Strategy

The potential for the riverside areas of Barking and Dagenham and Havering to provide thousands of homes and jobs was recognised by Government when it published the Thames Gateway Planning Framework (RPG9a) in 1996, which covered an area stretching from London Bridge to the Medway towns. The Government has now decided to supplement this guidance through dedicated strategies for those areas with the most potential to provide new jobs and homes (the 'Zones of Change').

The London Riverside Action Group (LRAG) was formed to produce an urban strategy for the Barking/Havering riverside Zone of Change area. The group comprises staff from the London Borough of Barking & Dagenham, London Borough of Havering, Thames Gateway Strategic Executive (Office of the Deputy Prime Minister), Greater London Authority, Thames Gateway London Partnership, London Development Agency, Transport for London, Thurrock Council, London Borough of Newham and Heart of Thames Gateway Partnership.

Status of the London Riverside Urban Strategy in the local development control process

Both boroughs intend to adopt the London Riverside Urban Strategy as Interim Planning Policy Guidance. Havering's UDP was adopted in 1993 and Barking and Dagenham's in 1995. Whilst there are differences between the aspirations of the London Riverside Urban Strategy and existing UDP planning policy, both councils are keen to promote and support proposals that come forward where they align with the future development scenarios set out in the London Riverside Urban Strategy.

In particular, the strategy insists on a design led approach to new development and both councils will insist on the highest standards of sustainable architecture and urban design. Both boroughs are committed to realising the vision set out in the London Riverside Urban Strategy and want to work with landowners and developers to achieve this. Therefore applicants are encouraged to discuss their proposals at the earliest opportunity with the respective development control contacts provided.

What the Urban Strategy will achieve

The strategy suggests that London Riverside has the potential to accommodate 20,000 new homes and 25,000 jobs by 2016, and to be a regionally important ecological and leisure asset.

The strategy breaks down London Riverside into 17 areas and outlines future development scenarios. In some cases the scenarios anticipate consolidation of existing uses, but in many cases change is anticipated. To view and download the full strategy click the link on the previous internet page. Precise boundaries between different uses (for example between green space and new developments) will be defined in area strategies and UDPs as appropriate.

Delivering the strategy will require investment in regeneration and transport infrastructure, and new forms of delivery partnership to maximise the impact of these. Lrag is taking action to implement the strategy on these fronts.

What happens next

The proposals in the London Riverside Urban Strategy will be incorporated into both boroughs revised UDPs.

Both boroughs welcome comments during the period of consultation, which lasts from 22 November 2002 to 17 January 2003. Comments will be fed into the development of the area strategies on which there will be further consultation before they are adopted. There will also be an opportunity to respond to the London Riverside proposals formally when both boroughs consult on their revised UDPs.

To comment on the document and to request printed copies, please telephone or write to:

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Development control contacts

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In addition, for proposals in either borough which will be referable to the Mayor of London:

Planning Decisions Unit
Greater London Authority
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The Queen's Walk
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SE1 2AA

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