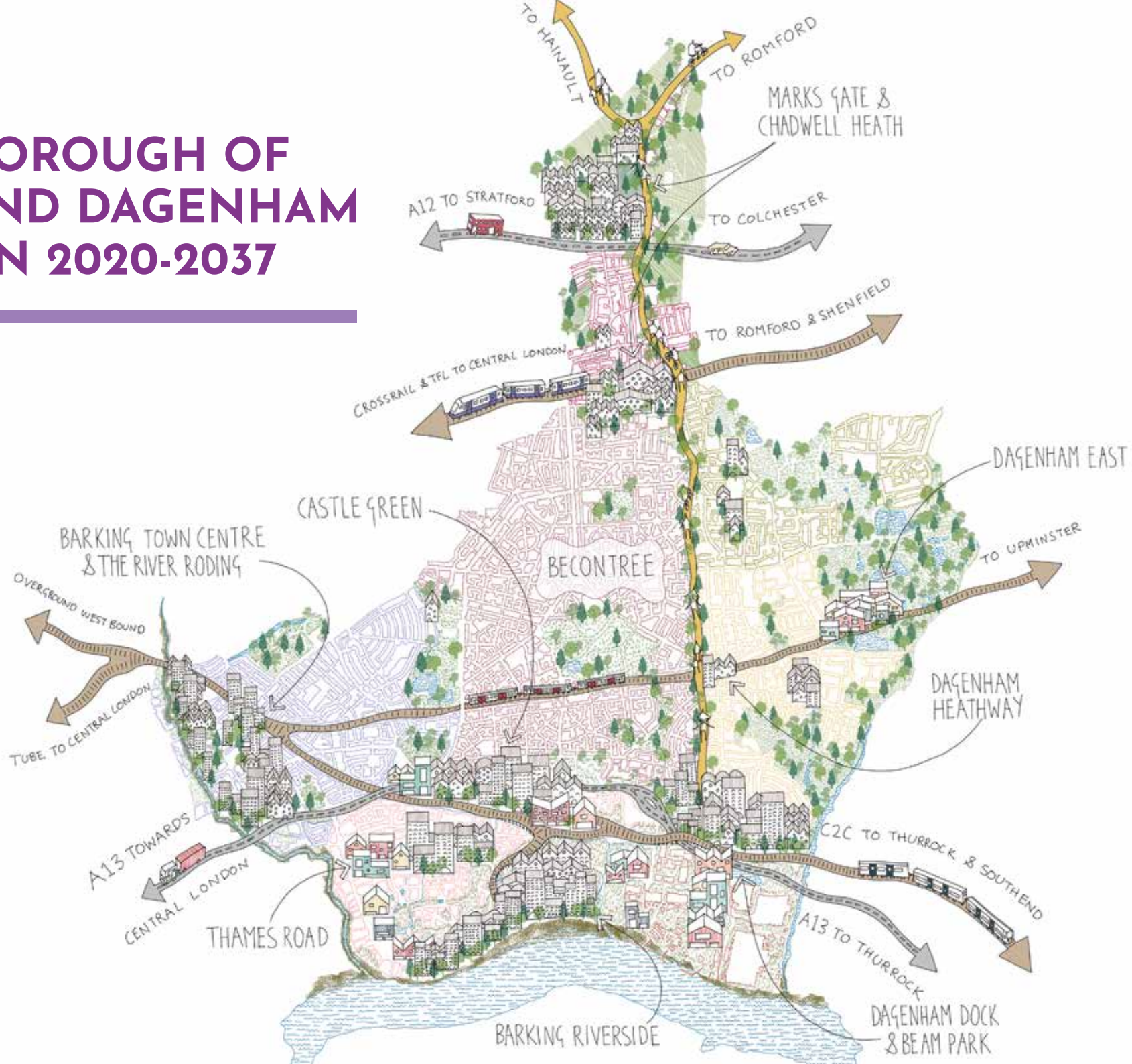


LONDON BOROUGH OF BARKING AND DAGENHAM LOCAL PLAN 2020-2037

September 2024



**Barking &
Dagenham**

Foreword

I'm pleased to introduce the final version of our 2037 Local Plan to you.

We've strengthened this plan very significantly since the previous drafts, in response to your comments and suggestions. So, I must thank everybody that responded to the various consultations.

You'll see many improvements in the document as a result of consultation, in response to changing government guidance and the adopted London Plan 2021, and as a result of the examination hearings. But, also because Barking and Dagenham continues to evolve. In fact, the extent to which the borough has grown as we've been preparing this blueprint is remarkable, and it's been quite a feat to keep up. Examples include:

- the relocation of the capital's major wholesale markets – Billingsgate, New Spitalfields, and Smithfield – to Dagenham
- the development of the film studios by Hackman MBC – now driving ahead with their TV and media complex – and the acquisition of a further site at Barking Creekside
- the accelerated growth of Barking Town Centre, with hundreds of new homes coming on stream rapidly, particularly along the River Roding
- the announcement of the Thames Freeport, with Dagenham Dock at the heart
- the huge strides forward at Barking Riverside, with better rail and river connections now palpably evident.

Over and above this, of course, has been the impact of global events, particularly the coronavirus pandemic which forced everybody to reconsider the way we work, socialise and travel. We have responded successfully to this by accelerating our School Streets programme and other ways to encourage people to walk and cycle more.



Cameron Geddes
Cabinet Member of Regeneration and Social Housing

All of the above underlines the importance of the document. It will provide not just a robust framework for determining the scale, pace and quality of development that takes place in the borough but it also sets out the principles and mechanisms that will ensure that local people really feel the benefit over the next 20 years, in alignment with the ambitions of our Borough Manifesto and Corporate Plan.

I once again thank you for your contributions in getting us to this point. Our ambition remains to deliver growth in a way that leaves no one behind.

Please take a look and let me have your comments.

Cameron Geddes
Cabinet Member of Regeneration and Social Housing



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CHAPTER 1

A vision for Barking and Dagenham 2037

Chapter 1: Our vision and objectives

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



Over
40,000

High-quality new homes that meet the needs of our residents and working Londoners – in the Plan period – in safe and ‘liveable’ neighbourhoods, which are well supported by optimum health, education and community facilities. (Latest Housing Trajectory)



Around
20,000

Jobs in diverse enterprises, from media to biotech to food-based industries; re-asserting our role as a key part of London’s industrial engine and an important economic centre in our own right.



Around
85

Additional hectares of beautiful parks and natural open spaces in combination with development of energy-efficient homes and a decarbonised energy system to make our borough the ‘Green Capital of the Capital’.



7

Areas characterised by distinctive neighbourhoods that are well-connected to each other and where residents and businesses are connected to the opportunity development and growth brings.



0

People left behind

Objective	Related Strategic Policies
Over 40,000 High Quality new homes that meet the needs of our residents and working Londoners – in the Plan period – in safe and ‘liveable’ neighbourhoods, which are well supported by optimum health, education and community facilities. (Latest Housing Trajectory)	SPDG I SP2 SP4 SP3 SP9 SPP1-SPP7
Around 20,000 jobs in diverse enterprises	SPDG I SP5 SP9 SPP1-SPP7
Delivery of around 85 additional hectares of beautiful parks and natural open spaces in combination with development of energy-efficient homes	SP6 SP9 SPP1-SPP7
7 Areas characterised by distinctive neighbourhoods	SPDG I SP2-SP9 SPP1-SPP7
0 People left behind	SPDG I SP3 SP4 SP5 SP8 SP9 SPP1-SPP7



CHAPTER 2

Introduction

Chapter 2: Introduction

2.1.

This Local Plan sets out our strategy for delivering our vision and objectives by 2037. It is made up of this document, which contains planning policies, and Appendix 2: Site Allocation Proformas (which contains more detailed requirements for the allocated sites). As such, Appendix 2: Proposed Site Allocations should be read in conjunction with this document. It sets out a framework for new development in the borough, shaped by engaging with our delivery partners and communities. The Local Plan distils development-related aspects of our emerging Inclusive Growth Strategy¹ and covers a range of issues, from our commitment to building new homes, creating new jobs and taking climate change action, to our desire to embed healthy new town principles across the borough².

2.2.

The Local Plan has the status of a Development Plan Document (DPD) under planning legislation. This means that, together with the London Plan³, it will be used to assess and decide on whether planning applications for development in the borough should be granted permission. It should be the starting point for, and set the brief for, developers who wish to submit planning applications in the borough.

2.3.

The policies in this Plan set priorities for different types of development in different parts of our borough. The Plan is accompanied by a Policies Map, which shows the areas where specific policy requirements apply, and also identifies those development sites that have 'site allocations' to define the way they should be used.

2.4.

Our Local Development Scheme (LDS), published on our website and regularly updated, can help you identify any other DPDs and related policies set out in Supplementary Planning Documents (SPDs) that are relevant to development in the borough and that should be taken into account when developing planning applications. The LDS identifies all DPDs that have already been adopted or are currently being prepared. It also identifies any adopted and forthcoming SPDs.

2.5.

We consulted on a draft Local Plan (Regulation 19 stage) from October 2020 to November 2020. Notwithstanding the positive response to the Plan, we have made amendments to reflect the recently adopted London Plan 2021 and have provided more details on site allocations (Chapter 3 and Appendix 2), and an updated industrial land strategy reflected in Chapter 7 (Economy).

2.6.

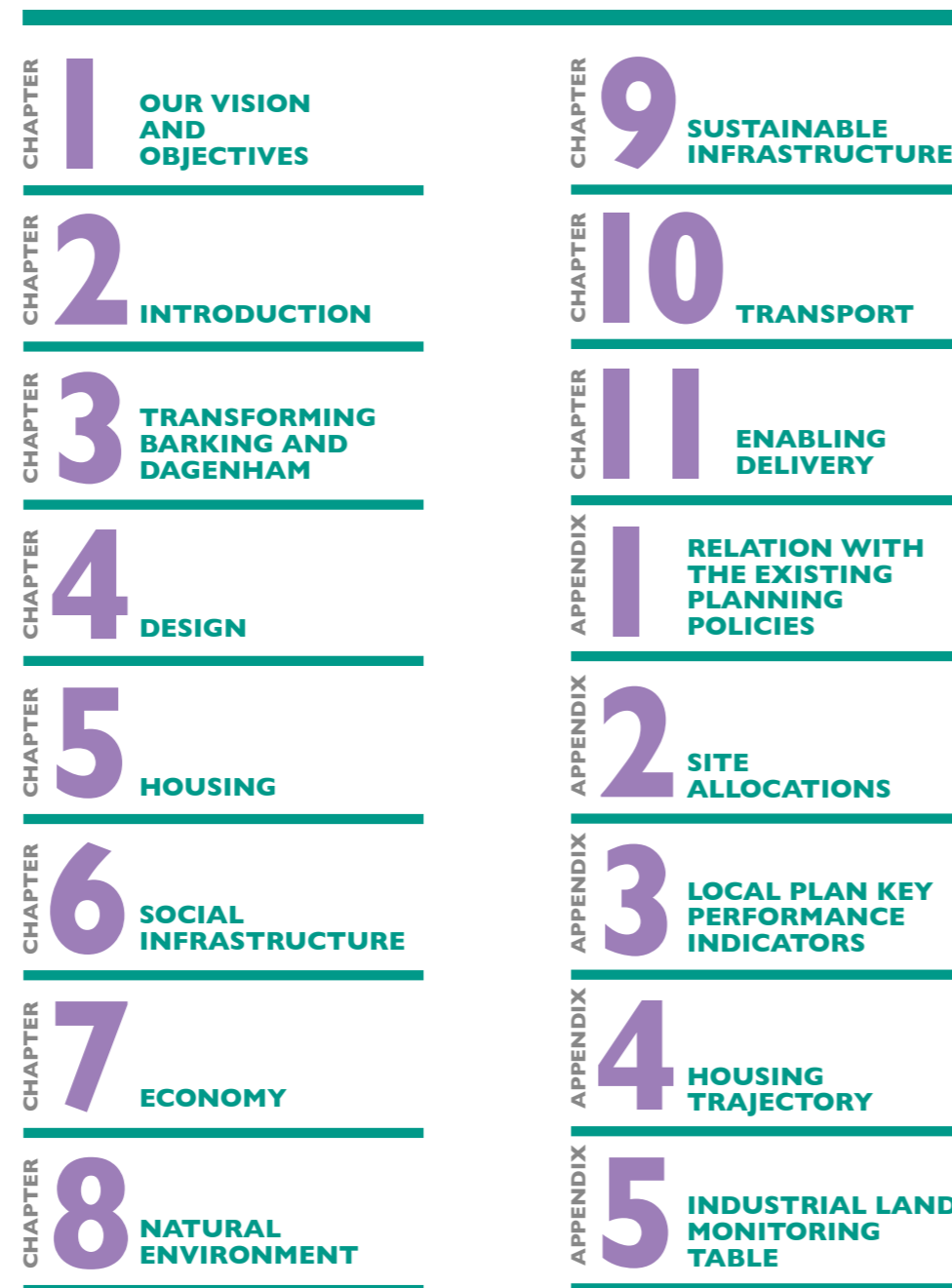
The other key section is Transport (Chapter 10). This is supported by our new borough-wide Transport Strategy, new Cycling and Walking plans and the A13 Transport Study prepared jointly with TfL and the City of London. The work presents a greater emphasis on how we connect and strengthen links between new and existing communities with an emphasis on active travel and improved public transport. While the car still forms an essential part of Barking and Dagenham's economy and day-to-day life, a shift to sustainable modes is needed to support the objectives of this plan.

¹For details, please visit the Council's website at: <https://www.lbbd.gov.uk/inclusive-growth>

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

³The London Plan 2021 has been adopted and is available at: <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/london-plan-2021>

Figure 1. Barking and Dagenham Local Plan Structure



2.7. The structure of the Local Plan is illustrated in Figure 1. Our long-term and strategic approach to growth is contained within the Strategic Area Policies in Chapter 3 and the strategic policies that open each subsequent chapter.

2.8. Our policy approach in each case is: (a) justified by local evidence; and (b) will still deliver the outcomes sought by regional and national policies. Once adopted, this Local Plan will supersede our current adopted planning policies as set out in Appendix 1.

2.9. The remainder of this Local Plan sets the framework for the kind of development we want to see. It also aligns with relevant government policy, and the Mayor of London’s planning policies⁴. It articulates how these national and regional policies should apply locally, taking account of our specific environmental and socio-economic context.

⁴This Local Plan conforms with the National Planning Policy Framework (2019) and is largely in general conformity with the London Plan.

The opportunity

2.10. Barking and Dagenham is located between the City of London, the UK’s financial centre, and the M25 motorway which circles the capital (see Figure 2, page 14). It is London’s single biggest growth opportunity with some of the best-value land for development, including many of the capital’s largest stretches of undeveloped riverside frontage, and the most affordable premises for large and small businesses in London.

2.11. Central London is just 20 minutes by rail. London City Airport, offering international connections, is within 30 minutes by train and the borough is well-connected to the Eurostar at London St Pancras and Ebbsfleet International. The now completed Elizabeth Line (Crossrail 1) railway link serving Chadwell Heath will slash journey times to Heathrow International Airport by 20 minutes. Important regional economic centres at Stratford, Canary Wharf and Tilbury Docks can all be reached in 30 minutes.

2.12. Our natural landscapes and heritage assets add value to the future development of the borough – providing a rich and interesting setting for high-quality new developments. The River Thames forms the southern boundary of the borough and the River Roding and Beam River are to the west and east. A massive third of the borough, some 463 hectares, is green open space and Epping Forest and the Essex countryside are just a few miles away. Furthermore, through the borough’s planned regeneration programmes, approximately 85.46 hectares of public space will be added over the next twenty years (as identified in the 2017 Parks and Open Spaces Strategy).

⁵LBBD Townscape and Socioeconomic Characterisation Study, 2017
⁶2018 Mid-Year Population Estimates
⁷A cohesion and integration strategy for Barking and Dagenham, 2019 Accessed: https://www.lbld.gov.uk/sites/default/files/attachments/LBBD8687_Cohesion%26Integration2019_A4_32pp_AUG19_digital.pdf

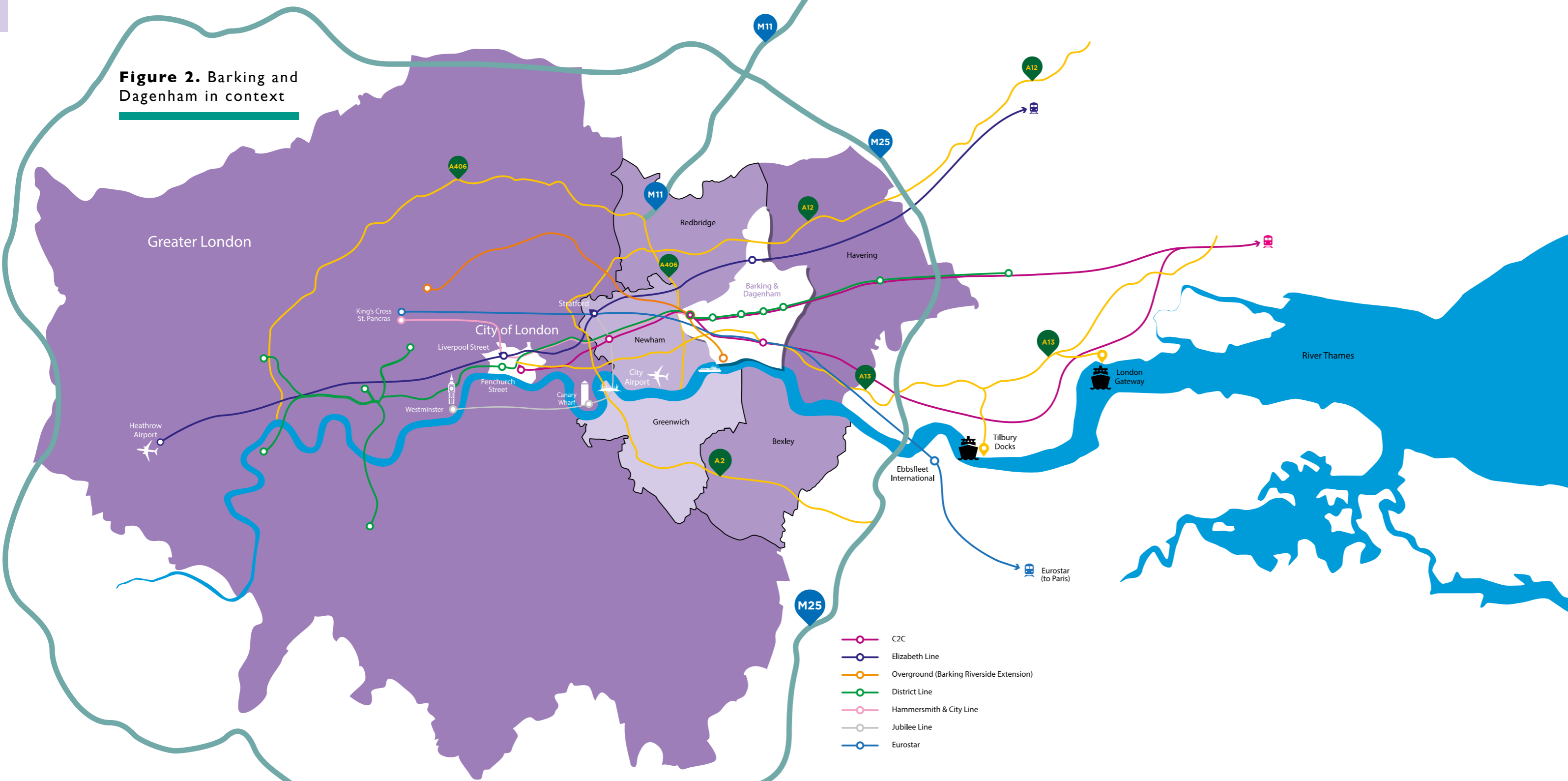
2.13. The borough grew from an ancient settlement; evidence of habitation has been found dating back to the Neolithic or early Bronze age, and Barking is mentioned in the Domesday Book of 1066. By the 14th century, saltwater fishing was Barking’s main trade and a thriving fishing port supplied London Market’s by the 17th Century, reaching its peak in the mid-19th century before railway enabled delivery from East Coast Ports⁵.

2.14. There are 45 statutory listed buildings, 123 locally listed buildings, 1 scheduled monument and four conservation areas – these buildings and areas of architectural and historic importance provide a sense of place and distinctiveness. There are a myriad of features of the historic built and natural environment and the character and ‘feel’ of our neighbourhoods, of which our 211,998 residents are rightly proud⁶.

2.15. Our population is diverse; over 40% of our residents were born abroad, and as many as 72 different non-English languages are spoken in households across the borough. We celebrate this through a range of programmes that build and reinforce a strong community spirit⁷. Coventry University in London and the award-winning Barking and Dagenham College, along with other educational institutions, are raising skill levels in our population, which is younger than most other parts of London⁸. These institutions are already acting to connect their learning, research and innovation activities with the local economy and we will continue to capitalise and expand on this over the period that this Local Plan covers.

⁸Barking and Dagenham (2020) Infrastructure Delivery Plan.

Figure 2. Barking and Dagenham in context

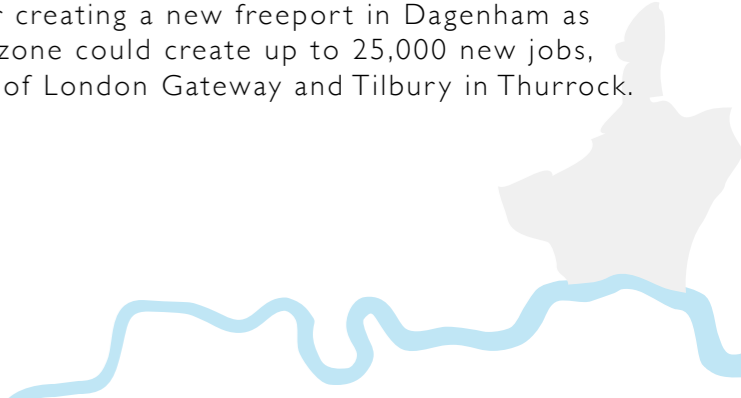


2.16.

We are driving a range of interventions to diversify and strengthen the local economy with the GLA and other partners. The planned consolidation and relocation of London's three historic wholesale markets in our borough – Billingsgate, Smithfield and New Spitalfields – will also bring thousands of new jobs and create opportunities in food-based employment. Development of the Eastbrook Studios at Dagenham East is envisaged as part of a wider digital, science and tech cluster in the borough. The beginnings of an expanded creative sector and cultural offering are also in evidence. Icehouse Quarter Studios on the Roding River are the first steps in a set of longer-term ambitions for Barking Town Centre to become a location and destination for creative businesses and entrepreneurs.

2.17.

We also recognise the unique opportunities for developing modern freight and logistics hubs in the south of the borough at the Eurohub, Dagenham Dock and Ford sites. Barking and Dagenham has the only operational intermodal rail terminal in London (other than ports); the only location in the UK with freight access to HSI and a fast connection to the continent. The area has unique access to the River Thames, the M25 and road access to Central London. We want to work collaboratively with key stakeholders such as Network Rail, DB Cargo, Ford, Tesco, Unilever and the City of London to create an innovative, 21st century logistics hub. The opportunity for creating a new freeport in Dagenham as a special economic zone could create up to 25,000 new jobs, alongside the Ports of London Gateway and Tilbury in Thurrock.



The challenge

2.18.

The opportunity is huge, but we are also being realistic about the challenges we face. There is an urgent need to tackle climate change through reducing the amount of carbon emitted from homes, businesses, construction and the way we travel. We also need to strengthen the borough's resilience to the impacts of climate change, such as increased flood and heat risk. The urgency of this challenge led the Council to declare a climate emergency in January 2020. While carbon emissions in Barking and Dagenham are lower than other parts of London⁹, taking bold action to reduce them further is the only way we will meet our ambitious plans for the borough to become carbon neutral.

2.19.

The COVID-19 pandemic is another global challenge that had a profound impact on the way that we live and work. This challenge is likely to continue to affect the way our neighbourhoods are planned, with more emphasis on sustainability, active travel, place-making and access to open space. The economic implications of COVID-19 are still unfolding, but it is almost certain this will cause economic uncertainty in addition to that already anticipated from Brexit.

2.20.

These immediate problems all take place in the context of other longer-term changes arising from a decline in UK manufacturing, and a shift to a service and knowledge-based economy. Industry is already being transformed by technological change, including increased labour automation and the consequent reduced workforce demand. Online retail shopping grew from less than

5 per cent of total sales in 2008 to around 20 per cent by 2019¹⁰ and exploded under COVID-19 lock down. These challenges for the high street retail sector mean that town and district centres across the country are already in decline. Barking and Dagenham is not immune from this. Our centres need to develop a new identity as commercial and community centres beyond just shopping if they are to attract new investment and remain viable and vibrant.

2.21.

These wider economic shifts have meant that many of the major industrial employers in the area have declined from their peak and some have disappeared entirely. A question mark hangs over the future of the Ford Site, which manufactures diesel engines, the sale of which will be halted by 2035 at the latest under the government's carbon neutral plans.

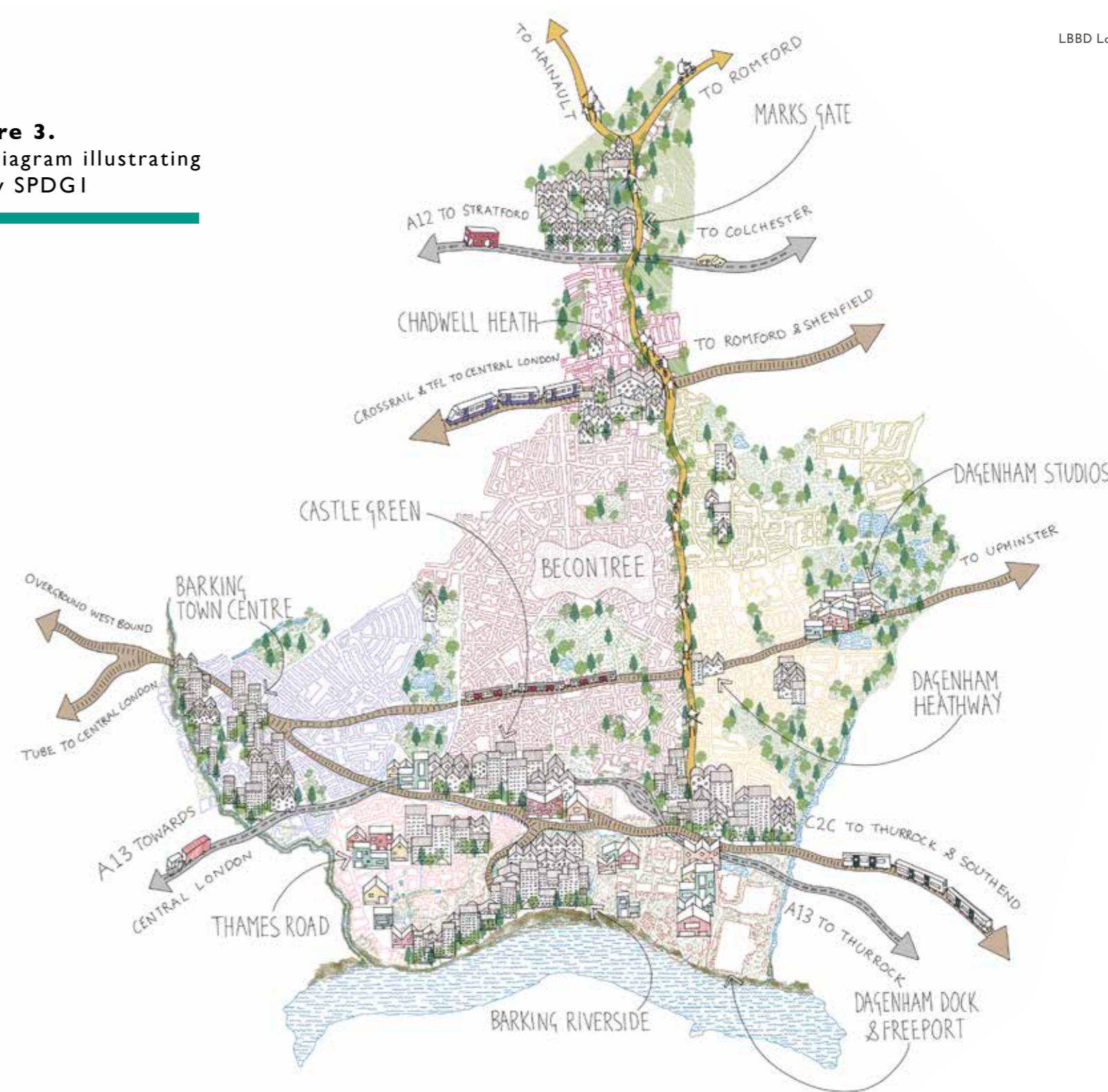
2.22.

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

2.23.

Our borough-wide vision for harnessing these opportunities is illustrated in Figure 3.

Figure 3.
Key diagram illustrating
Policy SPDGI



⁹Department for Business, Energy & Industrial Strategy (2019) 2005 to 2017 UK local and regional CO2 emissions – data tables. Available at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>

¹⁰Source: ONS Internet sales as a percentage of total retail sales.

The key drivers for Local Plan policies

2.24.

Even in the face of these challenges, we are aiming to seize the present opportunities to generate social and financial value in Barking and Dagenham, and we have established and invested our own funds in Be First – our own regeneration company. Be First is tasked with capitalising on the emergence of Barking and Dagenham as London's growth opportunity, through accelerating the pace and scale of transformation of the borough, and ensuring development is sustainable, high quality and benefits local people. It has responsibility for delivering our planning services, and for directing development, including the delivery of thousands of new, high quality, sustainable homes, many of which will be affordable, and the creation of new high-quality jobs and great places to live, work and play that build on the borough's amazing history and traditions. The profit that we make will be channelled into funding Council services, including for the most vulnerable in our communities. Existing residents will benefit from the opportunities that come from new investment and regeneration.

Industrial areas fit for future growth industries

2.25.

We want to support our local economy, and that of Greater London, by stepping up investment in our ageing industrial stock. Barking and Dagenham has around 446.3 hectares of strategic industrial land accommodating slightly more than 1.5 million square metres of commercial floorspace, with 70% of this floorspace being located within the Strategic Industrial Locations and 22% within the Locally Significant Industrial Sites¹¹. We want to transform these floorspaces into modern commercial stock capable of attracting modern businesses, and creating diverse new jobs at all levels, along with supply opportunities for our residents and businesses.

2.26.

While there is much uncertainty, we know the future is not in the heavier, and often more polluting, industries. Growth prospects lie within the rising care, creative, logistics, city markets, education, and construction sectors. Within these sectors there are opportunities to provide training and career progression in the borough. We also have ambitions to attract investment in the decarbonisation sector, bringing both economic and environmental benefits by creating space and opportunities for new industries as part of our Industrial Land Strategy and supporting Masterplans (See Chapter 3, Chapter 7, Chapter 9 and Appendix 2).

¹¹LBBB Borough Industrial Strategy (2021)

Stepping-up housing delivery

2.27.

The borough has a stepped-housing requirement as established in the London Plan 2021 and through our evidence base. In common with the rest of London, the need for affordable housing is high. In the past, the speed of housing delivery has been slow, however we are taking action to pick up the pace and increase the number of affordable homes for local residents. We are making every effort to work with developers and infrastructure providers to improve our rates of delivery, and to align growth with critical and necessary infrastructure. Our own development activity, driven by Be First, the Council's regeneration company, will increase housing supply significantly (See Chapter 5).

2.28.

Delivery is, of course, impacted by a range of other factors from site specific matters, such as infrastructure requirements, to global trends such as economic impacts arising from COVID-19¹².

¹²Greater London Authority's post crisis housing delivery recovery plan: https://www.london.gov.uk/sites/default/files/2020-07-21_housing_delivery_taskforce_recovery_plan_rev1_1.pdf

Unlocking growth through infrastructure investment

2.29.

Ensuring there is necessary social infrastructure – such as schools and health services – to meet the needs of new and existing communities is fundamental. While strategic transport access is good, connectivity and capacity issues at stations in Barking and Dagenham, on the Tube, C2C line and the A13 and other parts of the road network must be addressed to avoid 'holding the borough back' from attracting investment¹³. Following COVID-19, improving walking and cycling infrastructure has been essential to pandemic recovery in London¹⁴. There are other local environmental infrastructure needs too. Areas of land within the south of the borough are at significant risk of tidal and coastal flooding¹⁵, and flood defences and flow control structures must be maintained (see Chapter 8 and 9).

¹³Metro Dynamics (2019) Growth Commission Stocktake Towards Inclusive Growth for Barking and Dagenham. Available at: <https://modgov.lbbd.gov.uk/internet/documents/s128726/Growth%20Commission%20Stocktake%20Report%20-%20App.%20A.pdf>

¹⁴Fraser Macdonald of Transport for London issued a letter to Londoners in September 2020 and pointed out the importance of giving people an alternative way to travel in order to reduce road congestions and ensure the efficient operation of emergency services, businesses and buses and taxis: https://consultations.tfl.gov.uk/general/f2826d1b/user_uploads/cs7-notable-issues-28-september.pdf

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

Becoming the green capital of the capital

2.30.

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

Promoting sustainable transport

2.31.

We recognise our ambitions for the scale of new housing and development will require a new emphasis, promoting a shift to sustainable modes of transport (walking, cycling and public transport) with less dependency on car use. We also need to address the borough's poor position in health and activity levels. To achieve this, we are promoting ambitious targets (see Policy SP8, Chapter 10) in line with the London Plan 2021. This will be achieved by a combination of behavioural change and education initiatives, prioritising new infrastructure all underpinned by policies surrounding new developments in this Plan.

Unlocking the London Riverside Opportunity Area and beyond

2.32.

The Council is focused on working with our neighbouring boroughs, TfL, GLA, Barking Riverside, Network Rail, C2C, City of London, Ford, London Freeport, other developers, and local people to unlock the huge economic and social opportunities which exist through development and investment in new infrastructure in the London Riverside area.

2.33.

These are already happening with the City Markets, the Thames Freeports and the massive redevelopment of Barking Riverside and the new rail extension. The potential for the borough and surrounds is enormous with the likelihood of creating a new town with over 40,000 homes in this area alone by 2050.

2.34.

Figure 4 shows the scale of this ambition and the next sections describe the policy framework which will enable this transformation.

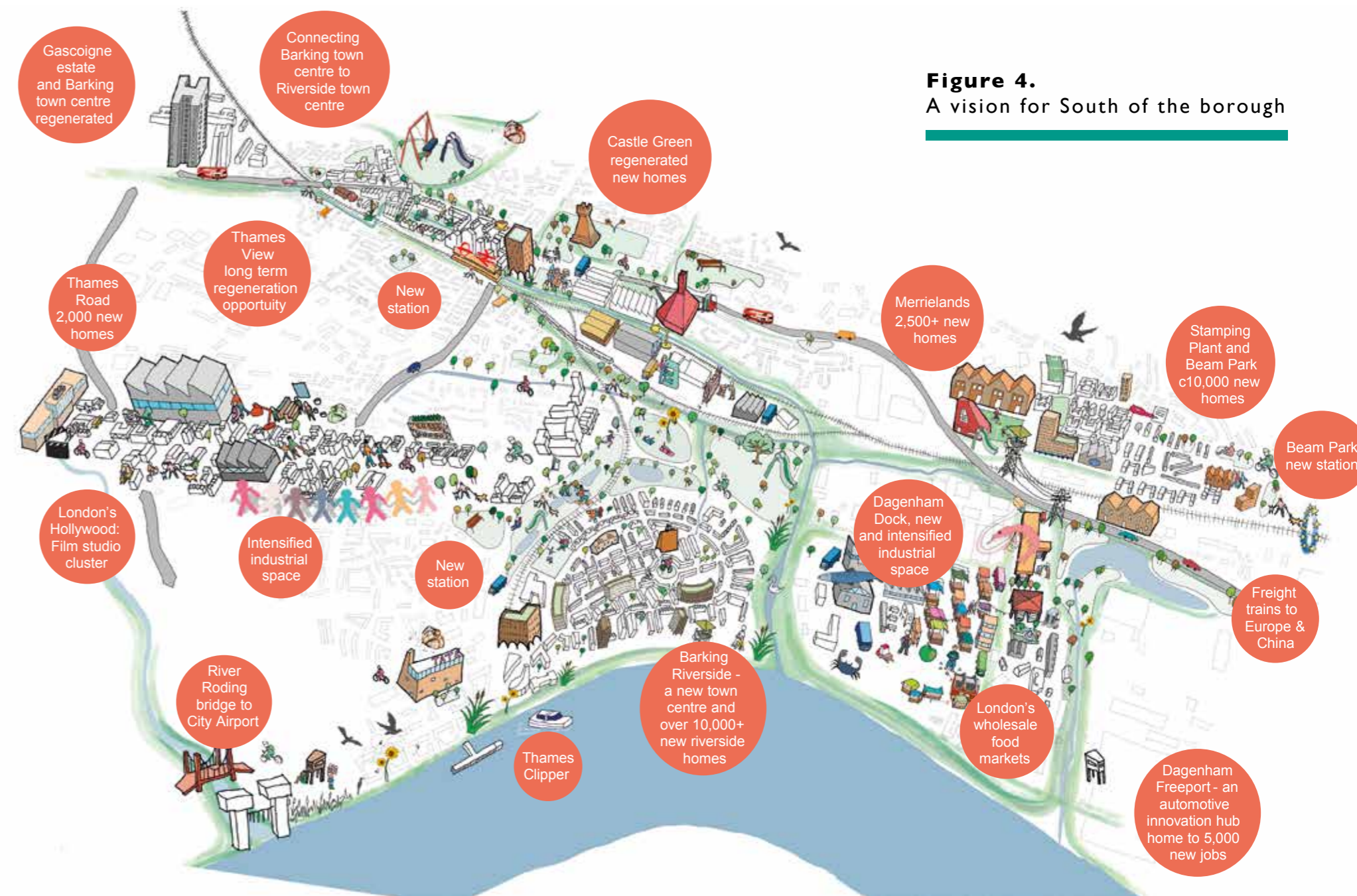


Figure 4.
A vision for South of the borough

CHAPTER 3

Transforming Barking and Dagenham



Chapter 3: Transforming Barking and Dagenham

LBB Strategic Development Strategy

3.1.

This chapter sets out our growth and development strategy, which reflects the borough's significant potential to deliver new homes, jobs and supporting ancillary uses alongside key infrastructure interventions.

3.2.

This chapter contains the following policies:

STRATEGIC POLICY SPDG1:	Delivering growth in Barking and Dagenham
STRATEGIC AREA POLICY SPP1:	Barking and the River Roding
STRATEGIC AREA POLICY SPP2:	Thames Riverside
STRATEGIC AREA POLICY SPP3:	Dagenham Dock and Freeport
STRATEGIC AREA POLICY SPP4:	Chadwell Heath and Marks Gate
STRATEGIC AREA POLICY SPP5:	Dagenham East
STRATEGIC AREA POLICY SPP6:	Dagenham Heathway and Becontree
STRATEGIC AREA POLICY SPP7:	Becontree Heath and Rush Green

3.3.

The key evidence documents that this section relies on include:

Key evidence documents	Date produced
LBB Local Plan Sustainability Appraisal	2021
Be First Industrial Land Strategy	2021
LBB Local Plan Viability Assessment	2020
LBB Infrastructure Delivery Plan	2020
LBB Green Infrastructure & Biodiversity Strategy	2019
LBB Townscape and Socioeconomic Characterisation Study	2017
Characterisation Study Barking Riverside Gateways Housing Zone	2015

Figure 5. Our vision for seven sub-areas

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



Barking and the River Roding

A town centre reborn with an improved station as its gateway: The potential to be a great place to live, work, shop and relax with aspiration to attract markets, merchants, makers and more. Homes, arts and culture that will better connect the Roding Riverside and Abbey grounds with the new town centre community.

Thames Riverside

A new riverside community offering a great place to live, work and play, with thousands of new homes, new urban centres, two new rail stations and clipper boats to the heart of London and a second film studio. Intensified and improved industrial space will deliver more and better jobs, delivering modern space for future industries and also bringing vibrant communities together through co-location and growth of space for creative workspace.

Dagenham Dock and Freeport

A home to the next generation of London’s sustainable industries. Anchored by London’s iconic wholesale markets and the Thames Freeport, interwoven with unique international rail accessibility. An unrivalled opportunity for intensification, investment and international rail freight offering potential for thousands more green jobs. North of the railway stations a new community with new green streets and schools close to the River Thames.

Dagenham Heathway and Becontree

The heart of the borough, the Becontree estate, will be revitalised with a new design code, and enhanced parks which retain its 100 year-old character. The centre of Dagenham, the Heathway will complement Barking town centre as a second gateway to London.

Chadwell Heath and Marks Gate

The Elizabeth Line and a comprehensively redeveloped industrial estate will deliver homes for thousands of the borough’s residents. Creating a community with the knowledge, skills, and passion to drive the borough’s future through science, technology and the arts. Marks Gate will be sensitively improved and better connected to the borough.

Becontree Heath and Rush Green

A place where young and old alike can learn and train or simply follow their passion. Enhanced urban spaces to green places. Transitioning from learning to living, the suburban character of homes and streets will be strengthened, with small scale delivery of new homes to reinforce the strength of the community.

Dagenham East

A centre for film, science and technology close to the historic heart of Dagenham. A reopened rail station will bring Hollywood to Eastbrook. At its heart, the character of the village will be reborn, sensitively creating places for people to call home, with the look, feel, and richness of an Essex market town.

Justification

Sustainable growth that is deliverable

3.4. The development approach outlined in this chapter has been informed by a sustainability assessment of the impacts of several growth options¹⁶. It focuses more extensive development within those areas of the borough where there is existing or planned sustainable transport provision to meet demand, and in locations where social infrastructure is already accessible or can be delivered to serve the community.

3.5. By adopting this planned distribution of growth, we hope to minimise carbon emissions arising from vehicular transport, which in turn will help to address local air quality impacts. It also limits encroachment on the natural environment, which plays an important role in addressing the impact of climate change.

3.6. While sustainability has driven our approach, we have also considered the viability implications of the development strategy set out in this chapter and the specified policy 'asks' of development set out in the remainder of the Local Plan. We have tested the individual and cumulative effects of our policies on development viability¹⁷, and our assessment demonstrates that our approach is deliverable.

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

3.7. Central to our development strategy is the adoption of a more intelligent use of our extensive industrial land in accordance with Policy E4 and E7 of the London Plan 2021. We recognise that industrial occupiers and activities require a wide range of operational needs, including yard space, and that we need to facilitate this provision, having regard to which parts of the borough are most suitable for specific industrial activities and/or other land uses including residential.

3.8. Adopting a comprehensive approach to our industrial land has enabled us to identify which parts of the borough are most suitable for encouraging continued industrial activity, which are suitable for the intensification of industrial floorspace and greater job densities on less land, and which parts can be released to enable the co-location of industrial activities with other uses, such as residential, and/or new residential-led neighbourhoods.

3.9. Our proposed approach will therefore ensure that the borough continues to meet current and future demands for industrial and related functions through the intensification and modernisation of industrial stock within Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS). This will provide a significant opportunity for the provision of additional residential dwellings and mixed-use developments with supporting social infrastructure alongside new intensified industrial uses or on former industrial land.

3.10. This approach is backed by a robust evidence base which demonstrates that we will continue to provide a significant amount of additional industrial space to meet future demand whilst also delivering an ambitious housing target. There is also sufficient capacity across the borough to manage any short-term displacement of industrial uses through the loss or intensification of existing industrial space.

3.11. It is anticipated that the Plan's approach to industrial land could deliver between 9,160 and 20,000 new jobs over the Plan period. This figure uses the additional 10,777 jobs in Barking and Dagenham (in 2040 in comparison to 2020) modelled in the Industrial Land Strategy (ILS) as a starting point, with 3,730 of these expected to come forward in the industrial sector. At an average of 538 jobs per year, this estimates an additional 9,160 jobs over the Plan period. Recent planning applications suggest this figure is already being met through the planning pipeline and so the ambition of 20,000 jobs remains an important target for the borough.

3.12. The ILS also calculated that ~200,000 sqm of floorspace and ~50ha of employment land is required to deliver the projected 3,730 industrial sector jobs.

3.13. Further detail on how the borough's employment land and job growth requirements have been calculated is set out in Chapter 9.

3.14. However, it is our view that through the significant industrial intensification proposed in areas such as Dagenham Dock and Freeport, and at recently delivered sites such as Industria, alongside other key employment generating opportunities such as Eastbrook Film Studios and the relocation and colocation of the London Wholesale Markets, our ambition for the creation of 20,000 jobs is deliverable. There are already proposals for 1,800 jobs at Dagenham Film Studios and 11,308 identified through planning applications, showing we are already expected to exceed our 2020-2040 job creation figures through the current planning application pipeline.

3.15. Designated industrial areas are shown in Policy SP5 (see illustrative Figure 16), and shown in detail on the Site Allocations (Appendix 2) and on the Policies Map. The borough's key industrial locations containing SIL and LSIS are also set out in Table 3 in Policy DME 1.

¹⁶Detailed assessment of growth options is set out in the Local Plan Sustainability Appraisal.

¹⁷See the LBBD Local Plan Viability Report (2020) published on the Council's website.



Strategic Area policies and Transformation Areas

3.16.

Policy SPDG 1 explains our overall strategy for delivering growth. The seven 'area policies' that follow explain how this overall growth strategy will be implemented across the borough.

3.17.

Transformation Areas are locations that are likely to be subject to more extensive growth and development. These areas are shown on the Policies Map and include our most significant allocated development sites and build on existing and planned public transport hubs. Allocations are included on the basis that they:

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

3.18.

The level of detail across these area policies are not standardised. This is intentional. More detailed policies reflect the scale of development and complexities involved in unlocking growth in that area. All policies set high-level development principles and highlight some key infrastructure needs in these locations. This is to ensure that the impact of new development is mitigated, and existing communities also benefit from opportunities in the identified Transformation Areas.

3.19.

Where needed, we will produce further Supplementary Planning Documents (SPDs) and guidance for Transformation Areas, for key sites within them, or for existing neighbourhoods and smaller scale householder development, to supplement the policies in this chapter. We have already started preparing Masterplans for Thames Road and Chadwell Heath, as well as design guidance for the Becontree Estate. We also have ambitions for Masterplans at Castle Green, Marks Gate and Dagenham Heathway.

Housing Requirement

3.20.

The borough's housing requirement is 38,864 new homes over the Plan period (2020/21 to 2036/37). Our housing requirement calculation is based on Policy H1(a) of the London Plan 2021 which sets a 10-year housing requirement for Barking and Dagenham of 19,440 homes between 2019/20 and 2028/29. This equates to 1,944 dwellings per annum (DPA). The London Plan 2021 is also clear that if a target is needed beyond the 10-year period to 2028/29, boroughs should draw upon the 2017 SHLAA and any local evidence of identified capacity, in consultation with the GLA, and should take into account any additional capacity that could be delivered as a result of any committed transport infrastructure improvements.

3.21.

The London Plan 2021 and the GLA SHLAA 2017 set out the following for Barking and Dagenham:

- 19,440 (or 1,944 per annum) for 2019/20-2028/29
- London Plan 2021*
- 13,499 (or 2,699 per annum) for 2029/30-2033/34
- as established for 'phase 4' in the 2017 GLA SHLAA, and
- 13,359 (or 1,908 per annum) 2034/35-2040/41
- as established for 'phase 5' in the 2017 GLA SHLAA

*The 38,864 requirement includes the full 19,440 figure from the London Plan 2021 covering years 2019/20-2028/29. Whilst this falls slightly prior to the Plan period, Barking and Dagenham Council is projected to meet the entirety of the 2021 London Plan 2019-2029 housing target by the end of 2028/29.

Addressing Undersupply

3.22.

Our housing completion data since 2021 (London Plan adoption year) shows that the borough underdelivered by 2,483 homes over the 2020/21-2022/23 period. This averages out as 497 per year over the first five-year period, or 177 per year if spread over the remaining Plan period (2023/24-2036/37). The shortfall will be spread over the remainder of the Plan period as the trajectory shows key targets will still be met (i.e., the 2021 London Plan's targets for the borough between 2019/20 and 2028/29) and significant delivery is expected in the medium-long term through the borough's Transformation Areas. This would result in a target of 2,121 per annum for years 1-5 of the Plan period. The borough is expecting significant delivery of our Transformation Areas in the medium-term Plan period and it is expected that yearly delivery will increase in this period.



Stepped Requirements

3.23. The 2017 GLA SHLAA shows capacity for 2029/30-2033/34 as 2,699 per annum, and for 2034/35-2040/41 as 1,908 per annum. The Council's housing supply evidence (as set out in the Strategic Housing Land Assessment 2021 and recently updated trajectory) shows broadly that the London Plan 2021 stepped requirements can be met in the borough over the Plan period and these requirements reasonably reflect the Council's evidence (with higher delivery being expected in the medium-term). Whilst the Council's

supply evidence shows the GLA SHLAA capacity figures could be exceeded towards the later years of the Plan period, this relies on large sites in multiple ownership which will require delivery support through masterplans, infrastructure, and in some cases assembly. Delivery plans for several of these sites are currently high level for these reasons. The Stepped Requirement figures provide an appropriate basis for the borough's housing requirements as set out below:

Plan Period	London Plan 2021/GLA SHLAA based target	New requirement (London Plan 2021/GLA SHLAA target + undersupply spread across Plan period)
2020/21-2028/29 (with first 5 year post adoption period starting 23/24)	1,944	2,121
2029/30-2033/34	2,699	2,876
2034/35-2036/37	1,908	2,085

Housing Supply over the Plan Period

3.24. Our Strategic Area policies each set out the development potential for their respective areas. This includes the indicative housing capacity expected to come forward over the Plan period. Combined, these show that the borough has an anticipated housing supply of over 40,000 homes up to 2037. This exceeds our housing requirement of 38,864 new homes. Our projected housing supply of 40,000+ provides flexibility, and our trajectory shows it can realistically be achieved assuming the allocated sites come forward as anticipated.

Small Sites

3.25. The London Plan 2021 sets out a minimum housing target for Barking and Dagenham of 1,990 up to 2028/29. It is anticipated that 472 homes could be delivered in this period on the Plan's allocated small sites, with 381 homes expected/delivered through windfall (from 2019/20 when the London Plan 2021 target initiated, to 2028/29). This leaves a shortfall of 1,137 homes for the 10-year period (or 114 a year when averaged). Be First intends to try and address some of this shortfall through its Innovative Sites programme (which it launched in early 2024). Sites within this programme will be advertised via the GLA as part of the Small Sites, Small Builders Programme. This programme does contain some of the sites allocated in the Plan, but also contains smaller unallocated sites. Currently there are 29 small sites which we anticipate to be delivered in a number of ways (some through disposal, some through community led-housing, and the remainder through Be First/Council delivery). In addition, policies SPDG 1 and SP3 intend to encourage greater small site delivery.



STRATEGIC POLICY SPDG 1: Delivering growth in Barking and Dagenham

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

2. Policies from the main body of the Plan should be read in conjunction with the specific policy requirements for each site as set out in the individual proformas in Appendix 2.

Housing Requirement

3. The Plan establishes a housing requirement of 38,864 over the Plan period (2020/21-2036/37). This is intended to be met (and exceeded) through the sites allocated within the Plan which indicate a supply of over 40,000 new homes.

Intelligent use of our industrial land

4. The Council will support the development of a minimum of 38,864 new homes across the Plan period, with ambitions to exceed this where possible, together with some 20,000 new jobs across the borough. This will be largely achieved through:

- a) concentrating the existing industrial floor space capacity and jobs to the south of the borough as employment land and floor space
- b) focus on intensifying existing sites south of the A13 and Dagenham Dock (including the Thames Freeport in Dagenham) plus other locations such as Dagenham East and Chadwell Heath
- c) releasing some industrial sites as set out in SP5, balanced by re-provision and intensification of the borough's industrial floor space capacity elsewhere
- d) where appropriate, co-location of industrial activities with other uses, including residential and other commercial activities.
- e) seeking to develop the under-used rail lands for increased industrial and rail freight opportunities and the borough's unique access to the rest of the UK and Europe.

5. There is an estimated requirement of ~200,000 sqm of floorspace and ~50ha of land to provide for the projected job growth in the borough's industrial sector, with Policies SP5 and DME 1 setting out greater detail on how this will be achieved.

Transformation areas

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

- a) Barking Town Centre and the River Roding
- b) Barking Riverside
- c) Thames Road
- d) Castle Green
- e) Chadwell Heath
- f) Marks Gate
- g) Dagenham Dock and Freeport
- h) Beam Park
- i) Dagenham East
- j) Dagenham Heathway.

7. These Transformation Areas (as shown on the Policies Map) offer the potential for higher density and (with the exception of Dagenham East and Marks Gate) taller development (see Policy DMD 2: Tall Buildings and the relevant SPP Area Policy), particularly near existing and planned transport hubs. Existing residential neighbourhoods, including Becontree Estate and Dagenham Village, will be the focus of smaller-scale development and improvements.

8. Our overarching policy on tall buildings is set out in Policy DMD 2, however, individual tall building zone heights are set out within each SPP Strategic Area Policy. Any development proposals exceeding these heights will require strong justification as part of their design and access statement as to why their proposal will not be detrimental to the area.

9. Alongside increased densification in the Transformation Areas shown on the Policies Map, the Plan also encourages incremental intensification of existing residential areas within PTALs 3-6 or within 800m distance of a station or town centre boundary. This is to help bring forward smaller sites which also make an important contribution to the borough's housing supply.

10. Masterplan Supplementary Planning Documents (SPDs), Area Action Plans (AAPs) and other guidance may be prepared to support the achievement of cohesive communities across the Transformation Areas and adjoining areas.



Town centres

11. Barking's major town centre and the district centres of Chadwell Heath, Dagenham Heathway and Green Lane, together with a proposed new district centre at Barking Riverside, will remain as our focus for retail development and complementary commercial, cultural and community uses. At a neighbourhood level, existing neighbourhood centres will also continue to have an important role in providing for convenience shopping. The Town Centre hierarchy is set out in Policy DME 3.

Key transport improvements

12. Delivery of key transport improvements, which support strategic links into London, regionally and internationally will be promoted through providing greater access to the rail network, new and enhanced local public transport and walking and cycling connections, which address the north-south severance across the borough and the barrier created by the A13.

13. We will plan and seek funding to deliver more sustainable travel programmes including Liveable Neighbourhoods, and continuing our School Streets Programme, which promotes good streetscape, healthy streets, and road safety through more 20mph zones. This will provide benefits in terms of air quality and health, and with new infrastructure it will encourage cycling and walking and reduce reliance on car use.

14. Our vision, proposals and delivery plans are set out in our borough-wide Transport Strategy and Chapter 10.

Social and sustainable infrastructure

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

- a) expanded education provision;
- b) primary health care facilities;
- c) parks and open spaces;
- d) new or improved community and cultural facilities;
- e) energy infrastructure including District Heat Networks; and,
- f) improved digital infrastructure.



AREA POLICY SPP1: Barking and the River Roding

Justification

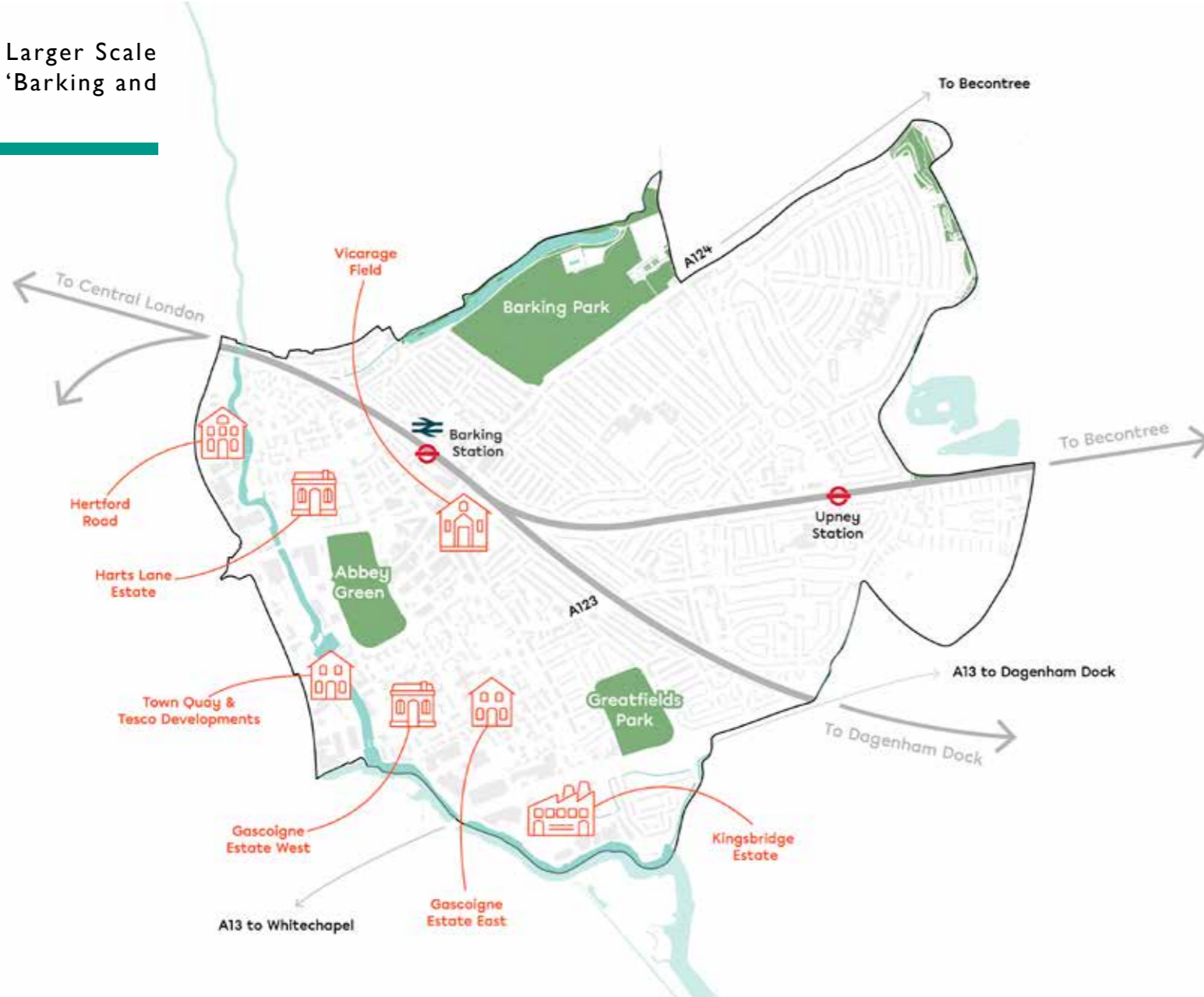
- 1.** Within the Barking and the River Roding Policy Area as identified on the Policies Map, we are committed to the transformation of Barking Town Centre into a great place for people. Its historic past will be rediscovered and strengthened as part of its evolution into a 21st century town centre. This will mean new homes and reinvigorated shopping, leisure and workspace facilities, the rediscovery and animation of its historic buildings and the opening of the Roding Riverside to achieve the borough's new creative and cultural centre.
- 2.** Barking Station will be strengthened by delivering new homes, offices and a hotel. The heritage listed concourse will be brought back to its former glory and become a gateway fit for the future. East Street will form a spine connecting life from the station to Abbey Green. A new riverside walk from Town Quay to the River Thames will animate the Roding with residential and commercial development, cafes and creative workspaces. We will also be bringing forward a comprehensive delivery plan for Gascoigne East and West to provide more and better homes for local people.

- 3.** A Barking Town Centre Strategy¹⁸ has been prepared and developments within Barking Town Centre should have regard to it. The Gascoigne 'Big Picture Neighbourhood Strategy' includes design principles to support the implementation policy relating to the Gascoigne Estate (see section on Gascoigne Estate within SPP1 Policy).
- 4.** A Tall Building height for the Tall Building Zone in SPP1 (as shown on the Policies Map) is set out in policy as 95m. This reflects the heights of some newer developments in the area. In some places within the Tall Building Zone shown in SPP1, heights of up to 50m may be more appropriate (for example, where taller buildings would be of detriment to the enjoyment of Barking Abbey, or where building density is lower and mainly formed of terraced housing).
- 5.** Figures 6, 7, 8, 9, 10 & 11 provide illustrations of the larger scale development expected to come forward during the Plan period within each of the sub-areas. The site boundaries for the development sites can be seen on the Barking and Dagenham Policies Map, and further detail on the scale and expected use of the development can be found in Appendix 2: Proposed Site Allocations. No illustration has been provided for the Becentree Heath and Rush Green area as the development in that area is proposed at a smaller scale.

Barking Town Square

¹⁸Barking Town Centre Regeneration Strategy 2020-2030: <https://yourcall.befirst.london/13753/widgets/39553/documents/21209>

Figure 6.
Illustrative Locations of Larger Scale Development within the 'Barking and River Roding' Sub-Area



POLICY SPPI

Barking Town Centre and the River Roding Transformation Area (as shown on the Policies Map)

6.
In this area there is indicative capacity for 15,609 new homes in the Plan period. Buildings that are up to 95 metres in height could be appropriate in the Tall Building Location, as shown on the Policies Map. Outside of the Tall Building Location, buildings in this area taller than 18m are not generally appropriate.

7.
This policy allocates the following sites as identified on the Policies Map (with further details and requirements for individual sites available in the site proformas in Appendix 2 and in the Housing Trajectory in Appendix 4):

Site Ref	Site Name	Indicative Net Minimum Capacity
Housing and Housing-Led Mixed Use Allocations		
AO	Mellish Close Garages	6
AJ	Gascoigne Estate East	1,943
AK	Vicarage Field	900
AL	Gascoigne Estate West	850
AM	Crown House and Linton Road Car Park	396
AV	Abbey Sports Centre	170
BB	Tesco Car Park	1,500
BO	Elim Pentecostal Church 194	9
BZ	174-176 Ripple Road	8

Site Ref	Site Name	Indicative Net Minimum Capacity
CD	Former site of White Horse Public House and Omnibus Park, North Street	196
CM	Gascoigne Industrial Area	2,296
CP	Sebastian Court	30
CY	Artist Housing, Linton Road	12
DG	Bamford Road	98
DJ	Clockhouse Avenue	250
DO	Town Quay	138
DP	Former Abbey Retail Park	1,089
EA	Barking Station	1,193
HA	Wickes (Hertford Road)	899
HL	Hapag-Lloyd House at 48A Cambridge Road in Barking Town Centre	75
HM	Old Granary	6
HN	Ripple Road and Methodist Church	252
HO	14-34 London Road	29
HQ	Town Quay Wharf	147
HY	Street Record Margaret Bondfield Avenue	15
HZ	Hertford Road Industrial Estate	957
WD	Former Victoria Public House, Axe Street, Barking	26
XC	Harts Lane Estate	1,301
XD	38-64 (Even) Southwold Drive	108
XQ	Former Volunteer Public House, Alfred's Way	112
YA	IBIS Barking, Highbridge Road, Barking	136
YG	Garages at Kier Hardy Way	23
YM	Phoenix House, 12-14 Wakering Road, Barking	188
YO	Barking Foyer	134
ZO	Cambridge House	117
Economic Sites		
E022	Kingsbridge Estate	63,071 sq.m (floorspace)



Barking Town Square

8.

To deliver our vision, development proposals should be consistent with the principles listed below.

- a) Planning for a comprehensive mixed-use development of retail, cultural and community uses alongside office and residential development. This will be supported by a broad range of social infrastructure, including schools, childcare facilities, health services, places of worship, libraries, youth facilities, sport and leisure facilities, all of which contribute to the quality of life and well-being of the population.
- b) Renewal of Barking Station by working with the rail industry to upgrade access and capacity in line with Network Rail's increased passenger projections¹⁹.

¹⁹Essex Thameside Study: Railway investment choices (July 2020) <https://www.networkrail.co.uk/wp-content/uploads/2021/02/Essex-Thameside-Study.pdf>

- c) Any proposed buildings taller than prevailing heights must recognise the historic quality of the existing environment and local character and respond appropriately to realise the potential to increase its capacity and provide a fitting gateway to the town centre and the borough as a whole.
- d) Conserving and enhancing heritage and cultural assets, having regard to the Council's latest guidance on Barking Town Centre and Abbey Conservation Area. Development proposals must conserve or enhance the significance, including any contribution to that significance by its setting, of Barking Abbey, a scheduled monument.
- e) Working with existing operators to retain and develop Barking's street markets role as a commercial and community offer area in their current location.
- f) Continued improvements to the public realm between key buildings, the introduction of urban greening and the creation of a lively street culture and safe environment in East Street, reinforcing the role of this area as an important social asset for the borough.
- g) Continued improvements to the public realm around Barking Station, addressing anti-social behaviour, including trials to make the Station Parade area safer with pedestrian, taxi and bus only. Improving public transport and cycle access to the town centre, and promoting car-free developments near the station.
- h) Reducing the perceived separation between the High Street, Abbey Green and the River Roding, repositioning

Town Quay and Abbey Green as a focal point of the Town Centre and strengthening pedestrian and cycle routes and way-finding in the entire area, opening up access to and attracting visitors to the River Roding.

- i) Promoting further measures to improve access across the Town Centre, in line with the Barking Town Centre Movement Strategy.

Gascoigne Estate**9.**

The Gascoigne 'Big Picture Neighbourhood Strategy'²⁰ includes design principles to support implementation of this policy in a co-ordinated and comprehensive fashion. Development proposals should be consistent with the principles listed below.

- a) Locating community buildings in strategic places to create points of attraction and more active street frontages.
- b) Restoring the historic grid pattern in Gascoigne Estate through more legible connections and fine grain permeability that allows ease of movement and creates a more walkable environment.
- c) Establishing a clearly defined hierarchy of public, private and semi-private outdoor spaces, which are tailored to fit well in the context of the fine grain permeability and promotes activity and play.
- d) Enhancing biodiversity value throughout the area, including tree planting in appropriate locations and

²⁰<https://yourcall.befirst.london/2351/widgets/7850/documents/8191#:~:text=The%20strategy%20has%20been%20developed,socially%20and%20environmentally%20sustainable%20neighbourhood.>

retention of the existing London Plane trees that line and characterise Abbey Road.

- e) Deliver an integrated nature-based blue and green strategy, providing flood mitigation and adaptation measures to comply with Policies DMNE4 and DMSI 6.
- f) Creation of new high-quality places through a clearly defined hierarchy of spaces, homes and articulated architecture to strengthen the identity of the place; the massing and typology should be varied across the site to allow for a different silhouette and scale depending on view.

Harts Lane Estate, Hertford Road Industrial Estate and Wickes**10.**

Development proposals should be consistent with the principles listed below.

- a) Planning for a comprehensive mixed-use development of commercial and community uses alongside residential development. This will be supported by a broad range of social infrastructure, including schools, open spaces, community centre, health care facilities, places of worship and a new river crossing.
- b) Deliver high quality design, amenity space and improvements to the public realm by working collaboratively with other developers and landowners from adjacent sites to form a north-south link along the river path.

- c) The scale and massing of development should contribute to the creation of a new coherent townscape which responds positively to its existing and emerging context.
- d) Provide riverside towers and gateway blocks facing the Northern Relief Road (A124).
- e) Create a green link at the heart of Harts Lane to link the River Roding to Barking Park with new civic space on the river front.
- f) Create a new legible hierarchy of pedestrian, vehicular and cycle routes into the existing fabric to connect the neighbourhood with an additional access from the Northern Relief Road (A124).
- g) Create a new pedestrian bridge across the River Roding to link the sites together and improve accessibility.
- h) Enhancement of existing social infrastructure including an opportunity to expand existing schools.

Vicarage Field Shopping Centre

11.

Development proposals should be consistent with the principles listed below.

- a) Work collaboratively with key stakeholders to improve and transform the site as an important gateway opposite Barking Station, enhancing the immediate environment and creating new housing and employment opportunities.

- b) Deliver co-ordinated and comprehensive redevelopment of the Shopping Centre as a high-quality and high-density mixed-use development, which responds to the existing built form.
- c) Contribute to the vitality of the centre and reinstate it as a natural part of the pedestrian network with new routes connecting with existing streets and movement patterns.

12.

Proposals will be expected to demonstrate how they deliver comprehensive and co-ordinated redevelopment in accordance with Area Policy SPPI and have regard to any relevant supplementary planning document and Neighbourhood Strategies for the area. Development proposals should include a statement setting out how they align with the strategy for the area.

Vicarage Fields



Proposed CGI

Barking Riverside



AREA POLICY SPP2: Thames Riverside

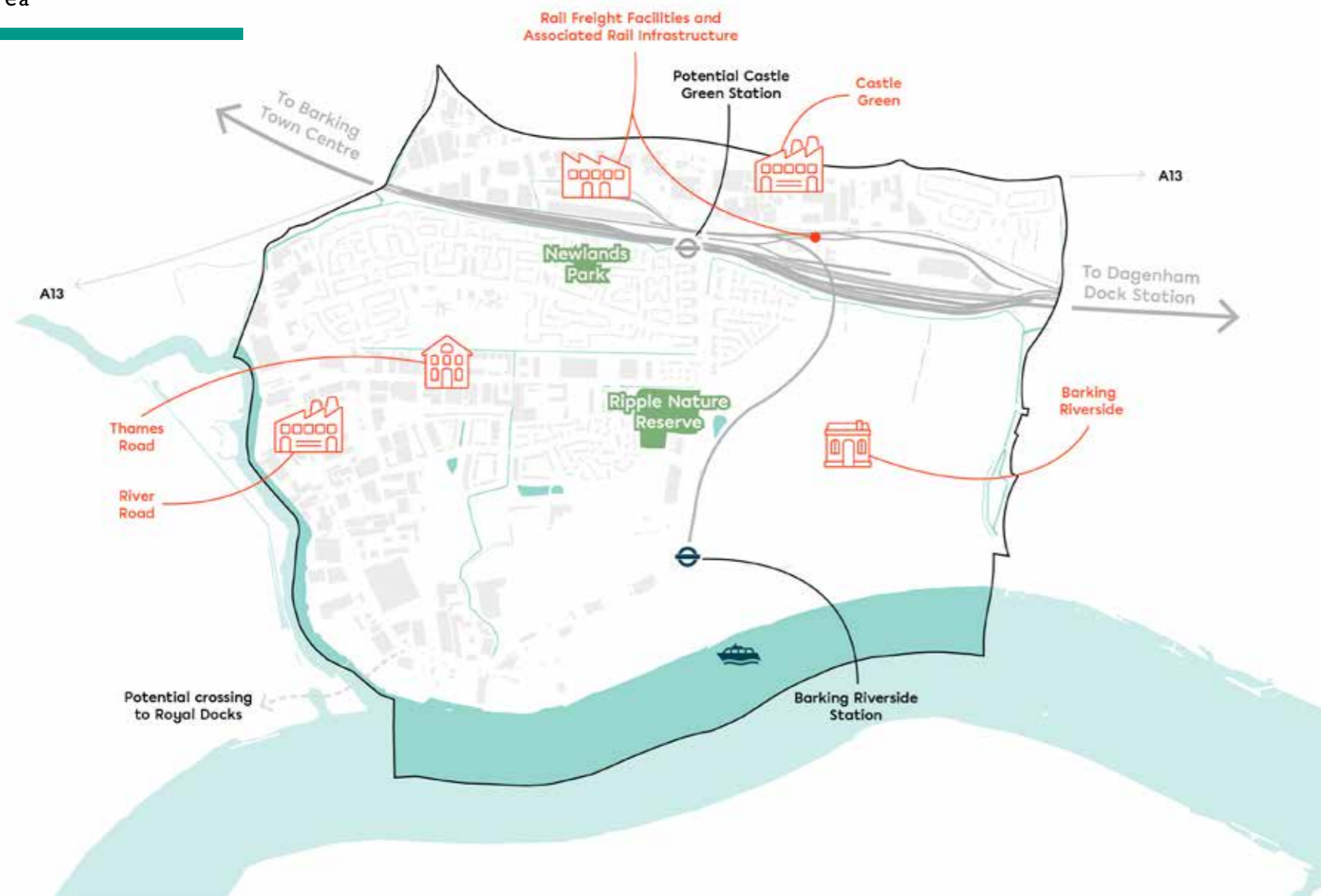
Justification

- 1.** Within the Thames Riverside Policy Area as identified on the Policies Map, our plan is to create a whole new Thames side district of London with more homes and better industry in improved, intensified space. Masterplan led growth will deliver new integrated sustainable communities. The new rail and river connections will join Thames Riverside to Barking Town Centre and the rest of London. The A13 will be improved and upgraded.
- 2.** Thames Road will be re-developed providing new homes alongside businesses and improving connectivity to Barking Riverside and other Transformation Areas. Castle Green will have its industrial uses reduced, intensified, improved and pushed to the periphery with new homes delivered as part of the overall area's regeneration. A new town centre will be born at the heart of Barking Riverside, anchored by culture, sustainability and life generating uses.
- 3.** A recent study conducted by Homes England²¹ indicated that around 7,000 homes could come forward at Castle Green once the flyover had been replaced. The Council is also looking at the Castle Green area as a broader location for a future Gypsy and Traveller site to meet the borough's remaining unmet Gypsy and Traveller pitch need for the Plan period. This is expected to come forward in the later part of the Plan period and will be identified in more detail in a subsequent review of the Plan and as part of future Masterplan work. Due to current land ownership, the Council is unable to bring forward a site here immediately, but is committed to doing so in the longer-term.

- 4.** The business case for A13 improvements and the Castle Green Masterplan will be brought forward over the next two years. This is supported by the evidence in the Industrial Land Strategy (ILS) which identifies scope for releasing some industrial floorspace at Castle Green in the longer term. However, the ILS makes clear that such consideration is subject to the delivery of new transport links, a new station, and supporting social and green infrastructure.
- 5.** The Masterplan SPDs for Castle Green and Thames Road Transformation Areas will provide further details and policy guidance on the implementation of an employment use intensification and co-location strategy in these Transformation Areas.
- 6.** This area falls within the London Riverside Opportunity Area where building heights of up to 50 metres may be appropriate.

²¹ A13 Study and South Barking Vision (August 2023): <https://yourcall.befirst.london/11324/widgets/38986/documents/46562>

Figure 7.
Illustrative Locations of Larger Scale Development within the 'Thames Riverside' Sub-Area



POLICY SPP2

7.
In this area there is indicative capacity for 14,294 new homes and approximately 288,866 sqm additional industrial floorspace in the Plan period. Buildings up to 50 metres in height could be appropriate in this area.

8.
This policy allocates the following sites as identified on the Policies Map (with further details and requirements for individual sites available in the site proformas in Appendix 2 and in the Housing Trajectory in Appendix 4):

Site Ref	Site Name	Indicative Net Minimum Capacity
Housing and Housing-Led Mixed Use Site Allocations		
AA	Barking Riverside	11,162
CE	Site of Old Thames View Clinic, Bastable Avenue	50
CI	Thames Road	2,000
CS	Sugden Way	13
CT	Former Wivenhoe Garages, Wivenhoe Road, Barking	7
DI	Roxwell Road (53-135)	46
DY	Chelmer Estate	28
XK	Riverside Gateway	538

Site Ref	Site Name	Indicative Net Minimum Capacity
Economic Site Allocations		
E027	Welbeck House/Welbeck Wharf	15,328 sq.m (floorspace)
E029	Thames Road Economic Use	38,461 sq.m (floorspace)
E058	River Road	Not specified, but <51,292 of the 121,477 sq.m wider River Road Area floorspace
E088	Unit A, Creek Road	11,362 sq.m (floorspace)
E089	72-76 Land to the Rear of River Road	433 sq.m (floorspace)
E090	Alfreds Way Industrial Estate	3,213 sq.m (floorspace)
CF	Castle Green (include Box Lane site for integrity)*	375,219 sq.m (floorspace)

*Subject to the right conditions coming forward (see policy SPP2), site CF-Castle Green would be suitable for new major housing development with capacity for around 7,000 homes. We estimate around 450 of these could come forward during the Plan being. Currently, the site is being retained as SIL, maintaining or increasing rail freight capacity across the rail sites within Castle Green.

9.
The Castle Green Masterplan will also provide further details on how we intend to bring forward a Gypsy and Traveller site within the Castle Green area, including a more specific location and principles for site design, in line with Policy DMH 6. The monitoring of industrial land and any re-provision required will be key considerations and will require ongoing engagement with the GLA.

Barking Riverside Transformation Area (as shown on the Policies Map)

10.

To deliver our vision development proposals should be consistent with the principles listed below.

- a) A comprehensive and co-ordinated residential-led redevelopment of Barking Riverside, by working collaboratively with Barking Riverside Limited and Transport for London to provide significant transport infrastructure including:
 - i. the extension of London Overground services;
 - ii. the extension of Thames Clipper services;
 - iii. significant investment in bus services;
 - iv. on-site walking and cycling infrastructure; and
 - v. potential river crossing with the London Borough of Bexley
- b) Intensifying residential, commercial and leisure development in the new District Centre.
- c) On-site social infrastructure projects that create capacity for additional new homes and accelerate delivery, enabling new primary school provision.
- d) Sustainable places that create a new local identity and distinctive character within the area, each defined by location, density, form and materiality. Provide a sensitive design response to the riverside and focus on higher density development and taller building forms within the new District Centre and elsewhere where appropriate.

- e) Strengthening the relationship with the adjacent Transformation Areas to ensure a comprehensive and joined-up delivery approach, particularly for infrastructure schemes such as school provision.
- f) A central boulevard to create a central spine through the area with a dedicated bus-only route.
- g) High-quality, new open space across the entire site, divided between public parks and a more natural landscape.
- h) East-west green links connecting existing green infrastructure assets and:
 - i. linking Barking Riverside to River Road;
 - ii. removing physical and perceptual barriers between Barking Riverside and Thames View Estate; and,
 - iii. prioritising access to the Riverside by opening up 2km of riverfront to walkways and cycle ways.
- i) High-quality design that reflects the 10 'Healthy New Town Principles' in development.

Castle Green Transformation Area (as shown on the Policies Map)

11.

Castle Green is an industrial area currently allocated as Strategic Industrial Land (SIL) but identified as a key Transformation Area to be developed during and beyond the Plan period to deliver new local and regional benefits. Castle Green has potential to

deliver a major new community with circa 7,000 new homes, new jobs, supported by community infrastructure and new green space. The eastern section contains the existing Euro-hub site with opportunities for enhanced rail/freight links from Europe and onward nationally across the UK by rail or road. Castle Green contains a substantial area of rail freight sites (Eurohub, Renwick Road Rail Terminal, Ripple Lane West Yard and Ripple Lane Storage sites), all with opportunities for intensification and future development building on their unique position with easy access to Europe and nationally.

12.

Development is currently blighted by the existing A13 Lodge Avenue flyover (see right) which severs the borough, dividing communities. The borough is working with key stakeholders (Government, TfL and Homes England) to examine options to replace the flyover, which is no longer fit-for-purpose and a safety hazard. Studies have considered a variety of options to address the physical severance caused by the A13 and improve transport links to the south of the borough as part of a comprehensive masterplan solution benefiting Castle Green and the wider London Riverside Opportunity area.

13.

The emerging conclusion from this work is that the most viable option is to proceed and replace the flyover with a new modern structure as part of new transport vision for the area, including a new improved junction at Lodge Avenue, new north-south green bridges to deal with the severance and the new Overground station at Renwick Road. This would form the centre of a new community built around sustainable housing, mixed industrial and rail freight logistics centres and new green space.



A13 Lodge Avenue flyover



A13 Castle Green - new station and green bridge over the A13

14.

The Masterplan SPD for Castle Green will also identify key infrastructure requirements and accommodate the delivery and phasing of A13 improvement works necessary to provide suitable environmental conditions for residential use. Any proposals for the release of SIL or change of use within the Transformation Area is only to come forward in accordance with Policy DME1 and London Plan 2021 Policy E7 and should have regard to the approved Masterplan SPD and comprehensive delivery strategy. There should be no loss of rail freight capacity within the Castle Green area. Any change of use or development of the rail lands therefore has to be agreed with Network Rail, relevant land-owners and the rail freight operator.

15.

Acknowledging that the Eastbrookend Country Park site cannot fully meet the needs of the LBBB 2020 Gypsy and Traveller Need Assessment, the Council has also identified Castle Green as a broader location for a Gypsy and Traveller site in the future, as directed by the Council's Cabinet in May 2023. This area has been identified as a broader suitable location as the plans for the delivery of Castle Green are at an early stage and it is considered that this would provide an opportunity to incorporate a future Traveller site into the area through the development of a Masterplan SPD. The scale of the site allows sufficient flexibility to ensure that a future traveller site has residential and acoustic privacy and does not impact on wider residential amenity. This will require further landowner engagement and feasibility work and will also require the release of SIL as part of a future Local Plan review.

16.

The Castle Green Masterplan will provide further details on how we intend to bring forward a Gypsy and Traveller site

within the Castle Green area, including a more specific location and principles for site design, in line with Policy DMH 6. The monitoring of industrial land and any re-provision required will be key considerations and will require ongoing engagement with the GLA.

Thames Road Transformation Area (as shown on the Policies Map)

17.

To bring forward significant regeneration in the area including 2,000 new homes, an improved public realm and new social infrastructure, the Council is de-designating 14ha of land on Thames Road from SIL to Locally Significant Industrial Land (LSIS), and releasing 7.6ha of SIL on Thames Road for residential use. The new designations are reflected on the Policies Map.

18.

To deliver our vision, development proposals should be consistent with the following principles:

- a) a thriving mixed-use neighbourhood characterised by a rich mix of industrial and commercial space alongside new homes, community uses, schools and open space, having regard to any relevant supplementary planning document for the area.
- b) incorporate innovative typologies that intensify land use and maximise site potential, including multistorey industrial and co-located industrial and residential uses
- c) provide high quality, mixed tenure housing for local people and working Londoners near to jobs, amenities and transport

- d) create an improved streetscape and active frontages
- e) deliver additional pocket squares and gardens high quality open spaces and green infrastructure to support new and existing communities, a new mixed-use centre, plant new trees and vertical greening to improve air quality and introduce new sustainable drainage systems
- f) create a new legible identity and sense of place for Thames Road whilst retaining its distinctive industrial character
- g) promote sustainable modes of transport including car lite and car free principles
- h) have full regard to the consented scheme at Barking Riverside and to engage with Barking Riverside Limited in the common interest of securing the benefits and comprehensive regeneration of the London Riverside and Strategic Opportunity Area (e.g., through attending the existing Barking Riverside Steering Group).
- i) flood defences investment should focus on improved river frontage along the River Roding, realignment and landscaping along the River Thames
- j) improved pedestrian and connectivity within and between the Transformation Areas through:
 - i. establishing north-south green links including pedestrian and cycle links connecting Thames Road with the Ripple Greenway, Thames View, Barking Riverside Phase 1 development and Barking Centre

- ii. creation of a riverside walk along River Roding, with a pedestrian crossing at Mayesbrook and A13 underpass enhancements
- iii. enhancements to pedestrian and cycle links between Thames Road, River Road and Barking Riverside to River Roding
- iv. establishing a new green link along the River Roding via Newham into Redbridge and to Wanstead flats
- v. in addition to the new station at Barking Riverside, which opened in 2022, the area needs the planned second station at Castle Green to provide more public transport links.

- k) The use of existing rail, maritime and river transport infrastructure should be maximised within the wider area and the Thames Estuary as a whole.

19.

The ILS identifies scope for areas of SIL in the Thames Road Transformation Area to become LSIS allowing for some further co-location development. However, any proposals for the release of SIL or change of use within the Transformation Area is only to come forward in accordance with Policy SPP2 (and having regard to any relevant supplementary planning document for the area). Policy DME1 and London Plan 2021 Policy E7.

20.

Development proposals will be expected to demonstrate how they deliver comprehensive and co-ordinated redevelopment and accord with Area Policy SPP2 (and have regard to any relevant supplementary planning document for the area). Development proposals should include a statement setting out how they align with the strategy for the area.



Dagenham Dock

AREA POLICY SPP3: Dagenham Dock and Freeport

Justification

1. Dagenham Dock is the borough's economic heart. A home to the next generation of sustainable industries, London's wholesale markets and the new Thames Freeport. International rail access provides unrivalled opportunity for investment and industrial intensification leading to more and better jobs. Ford's 20th century car production will be encouraged to evolve into the 21st century sustainable industry, creating jobs and opportunity for the future.
2. New housing at Beam Park and the former Stamping Plant will bring thousands of new homes, supported by an improved public realm, sustainable transport modes and social infrastructure to create a cohesive new community. These new residential districts will be anchored by a motoring heritage attractor of regional significance.
3. A new rail station is planned at Beam Park to serve the new community there. The station is proposed to be sited on the London to Grays line operated by C2C, adjacent to Marsh way and New Road (A1306).

4. Funding for the delivery of the project is in place, with the GLA having committed £42 million to the project. However, the delivery of the station cannot progress until the DfT supports its adoption onto the wider network with a business case fully agreed. Additional demand modelling is currently in progress and a firm decision to commit to the station is due later in 2024.

Alternatives to Beam Park Station

5. The Council strongly supports the new station. However, if Beam Park Station is not secured, the developer will need to apply to lift the Grampian condition which would include discussions about potential alternative public transport provision.
6. If Beam Park Station were not to come forward, alternatives could include improved walking and cycling infrastructure, new pedestrian/cyclist bridges, and the use of bus connections. There are currently two main proposals for bus connections to Beam Park:
 - A shuttle bus service between Beam Park and Rainham and Dagenham stations
 - Improvements to existing bus routes.

²²See 'Beam Park Station Topic Paper' for further background: <https://yourcall.befirst.london/11324/widgets/38986/documents/46560>

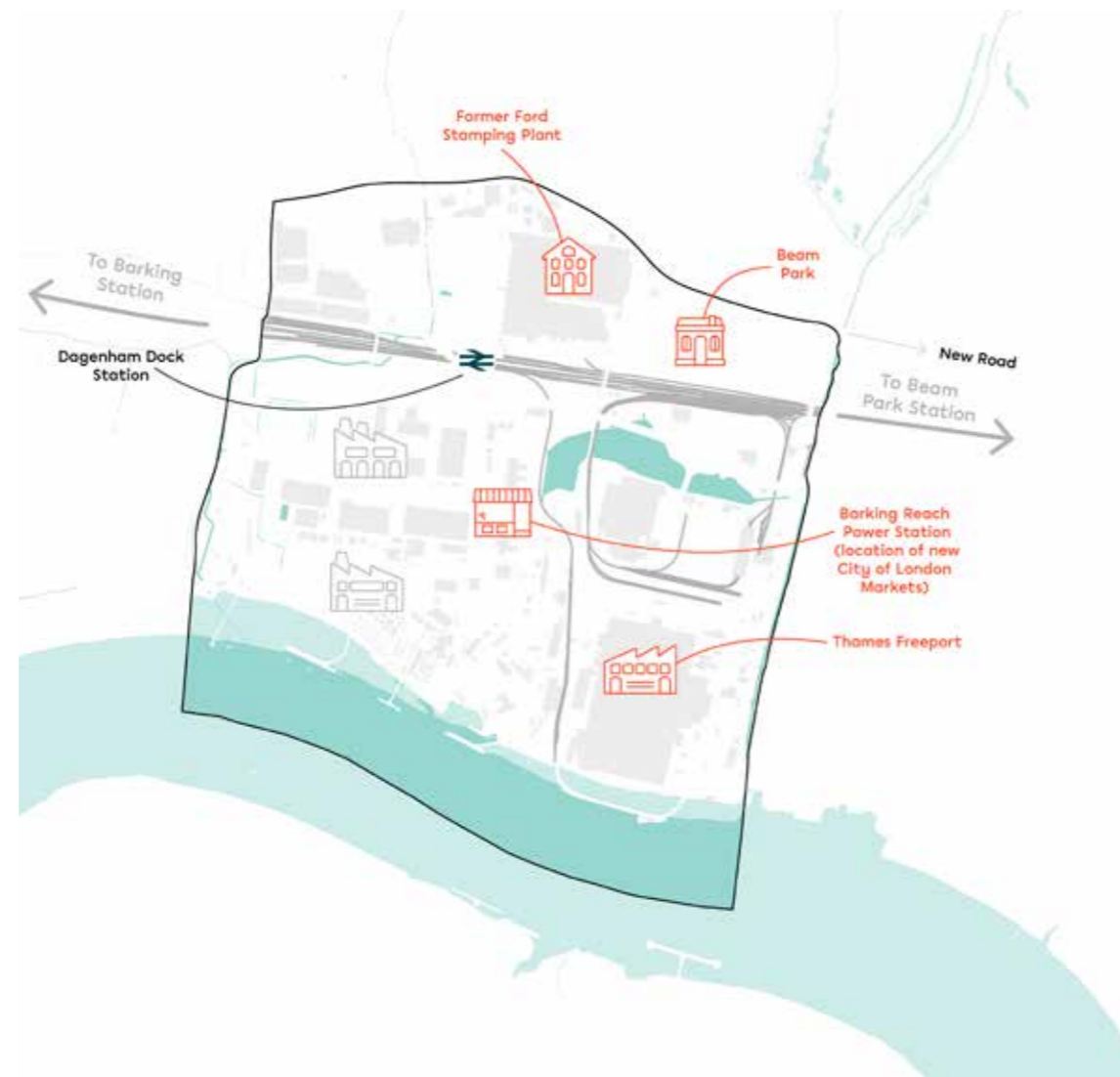
7. The Thames Freeport is an economic zone connecting Ford's Dagenham engine plant to the global ports at London Gateway and Tilbury, with an emphasis on introducing electric and autonomous vehicle technology. The Freeport will combine a customs zone with tax zone designed to incentivise and encourage new investment.

8. The Ford estate will diversify through reuse, redevelopment and intensification of industrial use with new businesses moving in. River connectivity will be improved and works undertaken to allow larger ships to access the wharves. The site also offers unrivalled international rail connectivity.

9. The Billingsgate & Smithfield markets are to relocate in 2028/29, with New Spitalfields to follow.

10. This area falls within the London Riverside Opportunity Area where building heights of up to 50 metres may be appropriate.

Figure 8.
Illustrative Locations of Larger Scale Development within the 'Dagenham Dock and Freeport' Sub-Area



POLICY SPP3

11. Within the Dagenham Dock and Freeport Policy Area as identified on the Policies Map, there is indicative capacity for 7,240 new homes and approximately 776,852 sq.m additional industrial floorspace in the Plan period. Buildings up to 50 metres in height could be appropriate in this area.

12. This policy allocates the following sites as identified on the Policies Map (with further details and requirements for individual sites available in the site proformas in Appendix 2 and in the Housing Trajectory in Appendix 4):

Site Ref	Site Name	Indicative Net Minimum Capacity
Housing and Housing-Led Allocation		
AC	Merriellands Crescent Two	324
AE	Beam Park (South Dagenham East)	3,119
WA	Former Dagenham Job Centre Chequers Lane	90
XJ	Former Ford Stamping Plant	3,000
ZZ	GSR and Gill Sites, Land on the West side of Chequers Lane, Dagenham	707

Site Ref	Site Name	Indicative Net Minimum Capacity
Economic Allocation		
E014	Barking Reach Power Station	237,946 sq.m 'Sui Generis'
E015	Plot 62 SEGRO Park	Contributing to Dagenham Dock SIL 647,636 sq.m
E016	Plot 63 SEGRO Park	Contributing to Dagenham Dock SIL 647,636 sq.m
E017	Plot 64 SEGRO Park	Contributing to Dagenham Dock SIL 647,636 sq.m
E018	Plot 65 SEGRO Park	Contributing to Dagenham Dock SIL 647,636 sq.m
E019	Plot 67 SEGRO Park	Contributing to Dagenham Dock SIL 647,636 sq.m
E020	Plot 70 SEGRO Park	Contributing to Dagenham Dock SIL 647,636 sq.m
E052	Dagenham Dock	647,636 sqm. (floorspace)
School Allocation		
ED1	Polar Ford Special Education Needs School	N/A

Dagenham Dock Transformation Area (as shown on the Policies Map)

13.

To deliver our vision, development proposals should be consistent with the following principles:

- a) enable redevelopment of the area, incorporating sustainable and green industries and building on the location's logistics, food and energy operations
- b) capitalise on the extensive road, rail and river infrastructure connections, which provide national and international connections, including a rail hub as part of the proposed Freeport
- c) enable the expansion and intensification of employment floorspace enabling wider regeneration opportunities for the Thames Freeport in Dagenham (also see below)
- d) have full regard to the consented scheme at Barking Riverside and to engage with Barking Riverside Limited in the common interest of securing the benefits and comprehensive regeneration of London Riverside and Strategic Opportunity Area (e.g., through attending the existing Barking Riverside Steering Group)
- e) align with plans for the successful relocation and co-location of London's three wholesale city markets – Billingsgate, Smithfield and New Spitalfields, enabling development that will support its operation within the borough

- f) enhance the development of existing rail, maritime and river transport infrastructure to be utilised within the wider area and the Thames Estuary as a whole
- g) deliver a new secondary school to the north of the area, at the Ford Stamping Plant site; and a new primary school at the GSR & Gill site
- h) strengthening links to Dagenham Dock Station with a clear hierarchy of movement routes through the site up to New Road. There will be a strong focus on improved visual connections, including new bus cycle walking links incorporating enhanced green infrastructure
- i) improve connectivity along Chequers Lane and Kent Avenue to improve access along and between the Freeport and the City Markets

Thames Freeport in Dagenham

14.

Development of an open access international intermodal rail terminal will be supported and any development proposals on the Ford site will need to demonstrate they do not prejudice the potential for delivery of such a rail terminal.

Beam Park Transformation Area (as shown on the Policies Map)

15.

The Council will continue to support the comprehensive redevelopment of Beam Park by working collaboratively with

the Greater London Authority, London Borough of Havering and other stakeholders to support development that contributes to the delivery of a thriving, mixed-use residential neighbourhood supported by health, education and other community infrastructure in line with the Council's latest Infrastructure Delivery Plan. The Council will support development that delivers:

- a) new affordable family homes with low rise housing terraces
- b) two new primary schools and a new medical centre
- c) a station square to provide a new retail and commercial focus to the area, integrated with the planned new transport interchange – Beam Park Station
- d) new park and community meeting spaces in an open space and parkland setting to form a natural meeting place for the neighbourhood
- e) new hierarchy of routes for safe connections within and between neighbourhoods
- f) a landscape identity that creates clear wayfinding links to and from the park; visible verdant environments that can double for amenity and ecological value
- g) a green corridor providing a pedestrian connection to the station and enhancements to the pedestrian and cycle network across the area

- h) a strengthened relationship with adjacent land/areas, including Dagenham Dock and Castle Green Transformation Areas and Merrields Crescent
- i) flood mitigation and adaptation measures to comply with Policies DME4 and DMSI 6.

Ford Stamping Plant

16.

The Council will support development in this location which:

- a) provides a comprehensive residential-led mixed-use development including flexible community and commercial floorspace
- b) provides new supportive social infrastructure including a 10-form intake secondary school, cultural facilities and open space
- c) creates a coherent townscape which responds positively to its existing and emerging context, including amenity space and improved public realm
- d) assists the integration of improved public transport links including new accessible bus stops and improved accessibility to Dagenham Dock station
- e) creates an improved walking environment to allow access to employment sites, retail hubs and the proposed secondary school.

Merrields

17.

The Council will support development in this location which:

- a) strengthens the relationship with adjacent land/areas including Merrields Crescent One and the Transformation Areas at Beam Park and Dagenham Dock (as shown on the Policies Map)
- b) provides flood mitigation and adaptation measures in line with Policies DMNE4 and DMSI6
- c) promotes sustainable modes of transport and incorporates car free and car lite principles.

GSR and Gill Sites

18.

The Council will support development in this location which:

- a) delivers outstanding design and makes a positive contribution to the local character and neighbourhood
- b) improves links with the site to the north and Stamping Plant and new public realm and accessibility to the station to the south as well as the roads to the north and west
- c) delivers improvements to the overall quality of the greenway

- d) through the scale and massing of development should contribute to the creation of a new coherent townscape which responds positively to its existing and emerging context
- e) seeks to minimise car parking in the location with the delivery of car lite and car free developments in line with Policy DMT 2.



Beam Park

Proposed CGI



Chadwell Heath

AREA POLICY SPP4: Chadwell Heath and Marks Gate

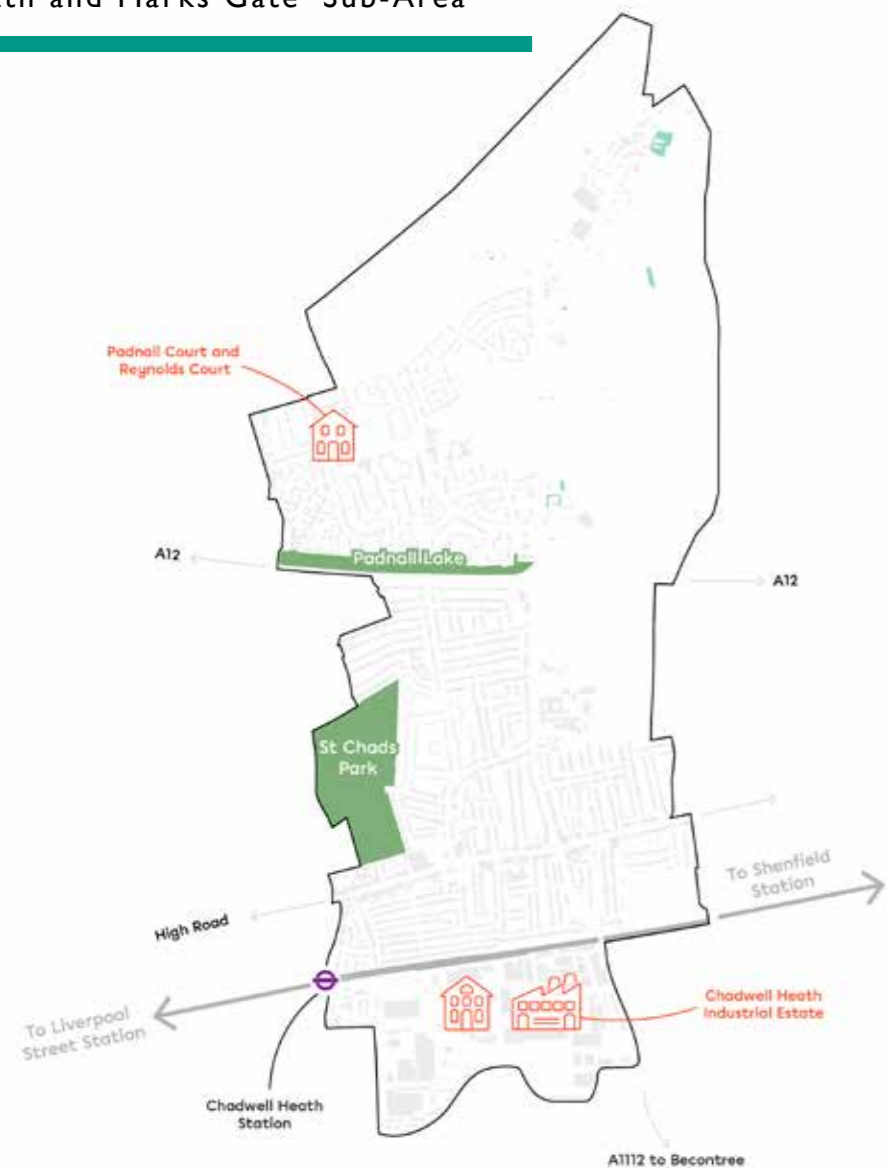
Justification

- 1.** Chadwell Heath is one of the biggest remaining regeneration opportunities at a Crossrail station. Within the Chadwell Heath and Marks Gate Policy Area as identified on the Policies Map, the industrial estate will be comprehensively redeveloped to create new homes as well as improved and intensified industrial space. This will see new homes stitched into the existing residential neighbourhoods, adding new services and social infrastructure, improvements to local transport and the renewal of the whole public realm.
- 2.** North of Chadwell Heath, Marks Gate will be sensitively improved to deliver more and better homes with further work to review the existing flatted parts of the estate and improvements to wider infrastructure necessary for any further expansion, including the impact of the development of the neighbouring de-designated Green Belt land in Redbridge. The Council will work in partnership with the London Borough of Redbridge to ensure proposals complement housing development to the west of Marks Gate in terms of sustainable transport connections and community infrastructure.

- 3.** Marks Gate will be a focus of estate renewal and improvements to community facilities through proactive consultation and engagement with the existing community. Further area specific guidance will be set out in a Masterplan.
- 4.** Masterplan SPDs for the Chadwell Heath and Marks Gate Transformation Areas (as shown on the Policies Map) will provide further details and policy guidance to shape proposals for these Transformation Areas.
- 5.** Development proposals will be expected to demonstrate how they deliver comprehensive and co-ordinated redevelopment in accordance with Area Policy SPP4 and having regard to any supplement planning document for the area. Development proposals should include a statement setting out how they align with the strategy for the area.
- 6.** In Tall Building Locations (as identified on the Policies Map), heights up to 50 metres may be appropriate. This is in line with other Tall Building Locations in the borough located outside of Barking Town Centre.



Figure 9.
Illustrative Locations of Larger Scale Development within the ‘Chadwell Heath and Marks Gate’ Sub-Area



POLICY SPP4

7.
In this area, there is indicative capacity for 4,750 new homes in the Plan period. Within the Tall Building Location identified on the Policies Map, heights up to 50 metres may be appropriate. Outside of the Tall Building Location, development taller than 18 metres would not generally be appropriate due to the low density and sensitivity of the area. The redevelopment of the area is also a good opportunity to work collaboratively with the London Borough of Redbridge to discuss the opportunity for a potential public realm strategy.

8.
This policy allocates the following sites as identified on the Policies Map (with further details and requirements for individual sites available in the site proformas in Appendix 2 and in the Housing Trajectory in Appendix 4):

Site Ref	Site Name	Indicative Net Minimum Capacity
Housing and Housing-Led Allocations		
AS	Padnall Court and Reynolds Court	125
BG	26 And 28 Land to the Rear High Road	8
BR	3 Station Road	9
CH	Chadwell Heath Industrial Estate	3,685
CO	Padnall Lake	289
HS	Former White Horse Pub, Chadwell Heath	104
HV	7, Apollo Housing	6
HW	31 -35 Mill Lane	9
WC	Selinas Lane	150
WF	97-131 High Road	365
Economic Site Allocations		
E051	Coopers Arms	697 sq.m (floorspace)

Chadwell Heath Transformation Area (as shown on the Policies Map)

- 9.**
Development proposals should be consistent with the following principles:
- a) comprehensive delivery of a new liveable mixed-use neighbourhood is planned – optimising the development potential arising from the Elizabeth Line – to deliver new homes and jobs that are integrated with existing neighbourhoods
 - b) intensification and modernisation of industrial activities and integration of these with, potentially, new media, film and gaming uses as part of a mixed-use neighbourhood including residential. Innovative new typologies that enable the co-location of industrial and residential uses will be encouraged and supported in the appropriate locations
 - c) new homes supported by expanded social infrastructure, including two primary schools and one secondary school
 - d) development that is seamlessly woven into the surrounding context with an appropriate massing strategy that responds to the existing context and urban grain through:
 - i. focusing larger-scale development, including buildings significantly taller than prevailing heights scaling upwards to the heart of the area
 - ii. focusing smaller, lower-scale buildings on the perimeter to respond to the existing terraced housing.

- e) establishing a ‘sense of place’ and local identity through the creation of distinctive character areas across the neighbourhood, each defined by location, density, form and materiality
- f) improvements to Freshwater Road and Selina’s Lane for vehicular access and public transport
- g) improvements to the pedestrian environment and connections throughout the area, including markers for intuitive wayfinding and links into the existing surrounding neighbourhoods
- h) improvements to the green infrastructure network, including a green spine through the area connected to a variety of public realm spaces including parks and squares which are pedestrian and cycle friendly and integrated with existing street and movement patterns
- i) enhancement and refurbishment of buildings with local heritage value.

10.
The Council is committed to delivering employment space alongside new homes. Development proposals will be expected to demonstrate how they deliver a comprehensive and co-ordinated delivery strategy that accords with Area Policy SPP4 (having regard to any supplementary planning document for the area), Policy DME1 and London Plan 2021 Policy E4. Development proposals should include a statement setting out how they align with the strategy for the area.

11.

Proposals resulting in the net loss of industrial floorspace across the Transformation Area will only be supported in accordance with Policy DME1, and will be expected to robustly demonstrate why this is justified through, for example, reposition elsewhere in the borough, a significant demonstrable uplift in the number and quality of jobs, and/or other significant material benefits that demonstrably meet the Council's regeneration aspirations as set out in this Local Plan.

**Marks Gate and Padnall Lake Transformation Area
(as shown on the Policies Map)**

12.

A masterplan document will be developed to inform the strategic vision for the area. Major development proposals should seek to contribute to the following objectives:

- a) delivery of improved sustainable transport connectivity to surrounding neighbourhoods and open spaces, including east west connections throughout Marks Gate, and in particular connections across the A12 and towards Chadwell Heath Station.
- b) enhancements to public realm, streetscape and open spaces, including maximising opportunities for greening to reflect the landscape character of the wider area.
- c) Improving the vibrancy and facilities offered within the local centre.

13.

The Padnall and Reynolds Court and Padnall Hall site will be subject to estate renewal, seeking to:

- a) enable delivery of new, high-quality homes with an improved public realm
- b) improve sustainable transport links throughout the sites
- c) provide supporting commercial and community uses.

14.

The Padnall Lake site will have a significant focus on placemaking activity to create a more liveable residential area. Development in this location must contribute to:

- a) enabling delivery of more homes set in an improved public realm
- b) reconfigured and better located open space that improves quality, access and function
- c) providing small-scale community uses
- d) enhancing areas for wildlife and biodiversity around Padnall Lake.

Padnall Lake CGI





Proposed CGI

AREA POLICY SPP5: Dagenham East

Justification

1. Within the Dagenham East Policy Area as identified on the Policies Map, Dagenham East is now developing a new life as the centre of London's ever-growing film sector. Other businesses are also beginning to wrap the film studio site including University College London's transport research facility (PEARL), a tech business hub and the data industry. We will turn Dagenham East into a centre for modern media and research-based business.
2. We are seeking to reopen the adjoining mainline station to provide faster connections to central London and the Thurrock Freeports. We will develop the area around the station into a gateway to provide new homes and a hotel. In the wider area we will support future intensification of industrial uses and residential areas will be sensitively improved and enhanced, bringing village character to post war suburban development. This will provide more and better homes and a great place for people to live.
3. In Tall Building Locations (as identified on the Policies Map), heights up to 50 metres may be appropriate. This is in line with other Tall Building Locations in the borough located outside of Barking Town Centre.

Figure 10.
Illustrative Locations of Larger Scale Development within the 'Dagenham East' Sub-Area



POLICY SPP5

4. In this area there is indicative capacity for 1,123 new homes and approximately 57,293 sqm additional industrial floorspace in the Plan period. Within the Tall Building Location identified on the Policies Map, heights up to 50 metres may be appropriate. Outside of the Tall Building Location, development taller than 18 metres would not generally be appropriate due to the low density and sensitivity of the area.

5. This policy allocates the following sites as identified on the Policies Map (with further details and requirements for individual sites available in the site proformas in Appendix 2 and in the Housing Trajectory in Appendix 4):

Site Ref	Site Name	Indicative Net Minimum Capacity
Housing and Housing-Led Allocations		
BY	Rear of 5-7 Reede Road	5
CX	Salisbury Road (Car Park)	50
DF	Wantz Road	63
DQ	Dagenham Working Men's Club	20
DS	Rainham Road South	43
WB	30-58 Durham Road, 475, 477 and 477A Rainham Road South, Dagenham	34
XE	Ibscott Close Estate and highways land at Rainham Road South/Ballards Road	831
YC	Royal British Legion	64
ZT	58 to 68 Church Street	13
Economic Allocations		
E038	Here East and Film Studios	315,000 sq.m (floorspace)
E055	Dagenham East	60,761 sq.m (floorspace)
E059	Wantz Road	5,034 sq.m (floorspace)
School Allocations		
RA	Pondfield Special Educational Needs School	N/A

Dagenham East Transformation Area (as shown on the Policies Map)

6. To deliver our vision, development proposals should be consistent with the principles listed below:

- a) A residential-led mixed-use development at Ibscott Close Estate and highways land at Rainham Road South/Ballards Road (site allocation XE) which should aim to deliver outstanding design and have regard to its local context, making a positive contribution to the local character and neighbourhood
- b) A new media, science and technology cluster is planned alongside the expanded development of new homes that are well integrated with existing residential neighbourhoods
- c) London's newest and largest film studios and surrounding ancillary uses
- d) Special education needs school provision
- e) Improvements to the environmental quality and public realm in the district centre
- f) Improvements to the green infrastructure network including:
 - i. new green infrastructure grid route – Wood Lane and Rainham Road North,



ii. Reede Road, Rainham Road and Foxlands Crescent, and

iii. linkages to Thames Chase Community Forest

Dagenham Village

7.

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

8.

The Council will support and enable the delivery of infrastructure to support communities in Dagenham East and Village to ensure development is sustainable. The Council will also support development that contributes to:

- a) flood defences including measures to reduce flood risk at Dagenham East Station and numerous defence structures along the Wantz Stream
- b) transport and connectivity improvements, including the new C2C station at Dagenham East and Dagenham East Station Accessibility Scheme

c) digital infrastructure enhancements including telecommunications and fast broadband

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

e) early years facilities

f) parks and open spaces

g) community centres and faith spaces

h) children's play and youth facilities.

Dagenham Village





Becontree
A typical housing banjo

AREA POLICY SPP6: Dagenham Heathway and Becontree

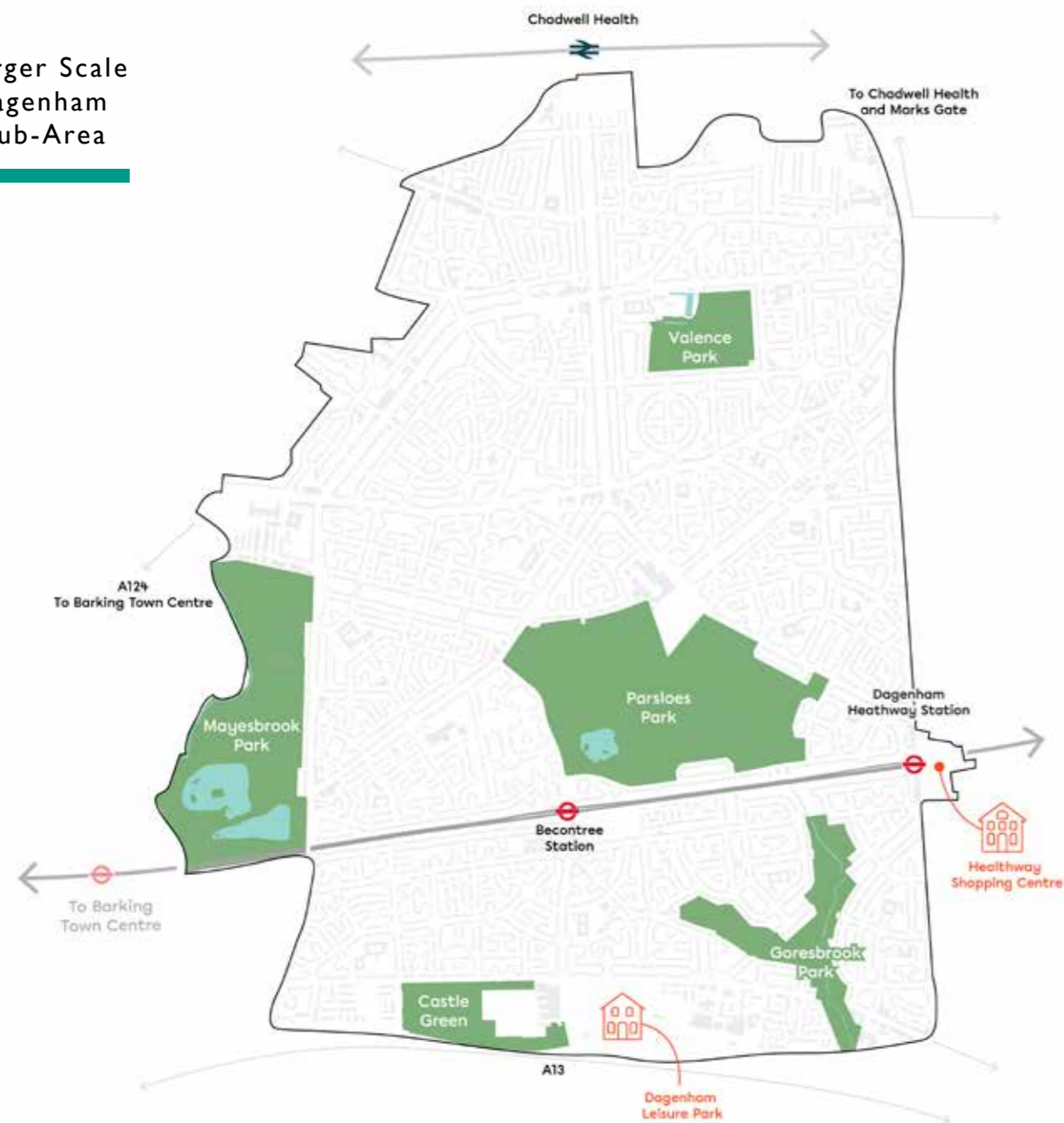
Justification

- 1.** Dagenham Heathway is a popular district centre despite its modest size, serving the wider Becontree area. Our plan is to reinvigorate the Heathway as the heart of the Becontree and Dagenham community, and build on its gateway connection on the District Line.
- 2.** Within the Dagenham Heathway and Becontree Policy Area as identified on the Policies Map, we will pursue the redevelopment of the shopping centre and make it fit for the 21st century, including options to provide new dwellings above the centre.
- 3.** The historic Becontree Estate will see the least development in the borough in order to protect its existing character. We will support light touch interventions to help it thrive into the future.
- 4.** In Tall Building Locations (as identified on the Policies Map), heights up to 50 metres may be appropriate. This is in line with other Tall Building Locations in the borough located outside of Barking Town Centre.

- 5.** A Masterplan for Dagenham Heathway is proposed and will provide further details to shape proposals for this part of the Transformation Area including the approach to the design and delivery of the required supporting infrastructure.
- 6.** A Design Code is currently under development for the Becontree Estate. This will help preserve the area as a non-designated heritage asset.



Figure 11.
Illustrative Locations of Larger Scale Development within the 'Dagenham Heathway and Becontree' Sub-Area



POLICY SPP6

7.
In this area there is indicative capacity for 1,990 new homes in the Plan period. Within the Tall Building Locations identified on the Policies Map, buildings up to 50 metres may be appropriate. Outside of these locations, developments over 18 metres would not generally be appropriate due to the low density and sensitivity of this area.

8.
This policy allocates the following sites as identified on the Policies Map (with further details and requirements for individual sites available in the site proformas in Appendix 2 and in the Housing Trajectory in Appendix 4):

Site Ref	Site Name	Indicative Net Minimum Capacity
Housing and Housing-Led Allocations		
AD	Dagenham Leisure Park	600
BS	St Marys Parish Church, Grafton Road	6
CV	Land North of Becontree Station	49
DB	Former Sacred Heart Convent	29
DM	Dagenham Heathway Mall	860
DZ	Dagenham Labour Hall	13
HT	Dagenham Heathway Station	178
HU	Land To Rear Of 127 -133 Becontree Avenue	8
SR	2-20 Seabrook Road and 1-27 Shipton Close	84
YS	2 Stamford Road and Woodward Road	56
ZB	497-515 Gale Street, Dagenham	31
ZN	Brocklebank Lodge, Becontree Avenue, Dagenham	76
Housing and Housing-Led Allocations		
E005	79 Whalebone Lane South	1,488 sq.m (floorspace)

Dagenham Heathway Transformation Area (as shown on the Policies Map)

- 9.**
To deliver our vision, development proposals should be consistent with the following principles:
- a) a comprehensive mixed-use redevelopment of Dagenham Heathway shopping centre to comprise of modern retail accommodation which better services the needs of local residents
 - b) ensure that the redevelopment of the shopping centre provides continuity of trade by encouraging the retention of existing retailers in the new scheme
 - c) improved public realm and permeability of the shopping centre to provide a more accessible and pedestrian friendly environment
 - d) deliver a coordinated approach with the surrounding area, including incorporation of the Lidl store, Iceland store and BT locations
 - e) improvements to transport and connectivity, with new cycle lanes, improved bus priority and improved road junctions including Gale Street and Reede Road
 - f) Dagenham Heathway station access improvements
 - g) deliver outstanding design and have regard to its context, making a positive contribution to local character within its neighbourhood

- h) minimise car parking in the location in line with Policy DMT 2 to create liveable or low-traffic neighbourhoods, with measures to improve safety, health and air quality.

Becontree Estate

10.

All development (including any extensions) must integrate with the existing character of the area and enable preservation and restoration of the historic fabric of the estate. A detailed design code is being prepared to support the delivery of the Local Plan to supplement this Policy. The Council will also support development that contributes to:

- a) inclusion of the urban 'set pieces' and street types that are unique to the area
- b) improvements to the public realm, including greening and tree planting, street furniture, signage and lighting
- c) improvements to Parsloes Park, including the expansion of sports facilities
- d) rationalised car-parking and improved cycle links to the new Elizabeth Line connection at Chadwell Heath
- e) retention of local shops and services unless applications are able to justify that they no longer meet a community need
- f) improvements to shopfronts and reintroduction of awnings

- g) improvement to the green infrastructure network, including the east-west green grid route (Porters Avenue and Parsloes Avenue)
- h) improvements to transport and connectivity, including Becontree Station access improvements
- i) creation of liveable or low-traffic neighbourhoods, with measures to improve safety, health and air quality including measures to reduce speeding and rat-running
- j) digital infrastructure improvements e.g. fast broadband
- k) early years facilities, primary and secondary school places
- l) special education needs school provision
- m) parks and open spaces
- n) indoor and outdoor sports facilities
- o) community centres and faith spaces
- p) children's play and youth facilities.

11.

Development proposals will be expected to demonstrate how they deliver comprehensive and co-ordinated redevelopment and accord with Area Policy SPP6, having regard to any relevant supplementary planning document for the area. Development proposals should include a statement setting out how they align with the strategy for the area.





Becontree Heath and Rush Green

AREA POLICY SPP7: Becontree Heath and Rush Green

Justification

1. Becontree Heath is home to Coventry University London and provides a thriving community and commercial hub. Within the Becontree Heath and Rush Green Policy Area (as identified on the Policies Map), this will be strengthened with spot redevelopment interventions delivered as part of a programme to identify opportunities to deliver more and better homes.
2. Becontree Heath is also home to the borough's only Gypsy and Traveller site. A small amount of Green Belt land is being released to allow for future delivery of a proposed extension to the current site to help meet the needs of our Gypsy and Traveller community (see also Policies DMH 6, SP 6 and DMNE 1).
3. This Plan makes provisions for the extension of the existing Gypsy and Traveller site (see 'Eastbrookend Country Park' proforma in Appendix 2). A total of 33 Gypsy and Traveller pitches are needed over the Plan period (as set out in DMH 6), with the extension at the Eastbrookend Country Park allocation catering to 12 of these pitches.
4. There are no Tall Building Locations in this area due to the low density of the area. This means buildings taller than 18 metres would not generally be appropriate.

POLICY SPP7

5. In this area there is indicative capacity for the development of 203 new homes and an additional 12 Gypsy and Traveller pitches. As there are no Tall Building Locations in this area, this means that buildings taller than 18 metres would not generally be appropriate.
6. This policy allocates the following sites as identified on the Policies Map (with further details and requirements for individual sites available in the site proformas in Appendix 2 and in the Housing Trajectory in Appendix 4):

Site Ref	Site Name	Indicative Net Minimum Capacity
Housing and Housing-Led Allocations		
DH	Oxlow Lane (previously 265-285 Rainham Road North)	46
CW	90 Stour Road	150
WE	Fels Farm Dagenham Road Rush Green Romford	7
Gypsy and Traveler Site Accommodation		
Eastbrookend Country Park	Eastbrookend Country Park	12



7.

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

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

- e) active ground floors in development that comes forward on Dagenham Road and public realm improvements throughout the area, in particular Rainham Road and the area of Dagenham Civic Centre and other key points of interest in this area
- f) improvements to the Green Infrastructure Network, including a new Green Infrastructure grid route at Wood Lane and Rainham Road North and improved linkages to Thames Chase Community Forest.
- g) compensatory improvements to the remaining Green Belt Land in-line with Policy DMH 6.

8.

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

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



Eastbrookend
Country Park

CHAPTER 4

Design

Chapter 4: Design

Justification

4.1.

The purpose of this chapter is to set out clear design policies for creating well-designed places in the borough. The following defines our approach.

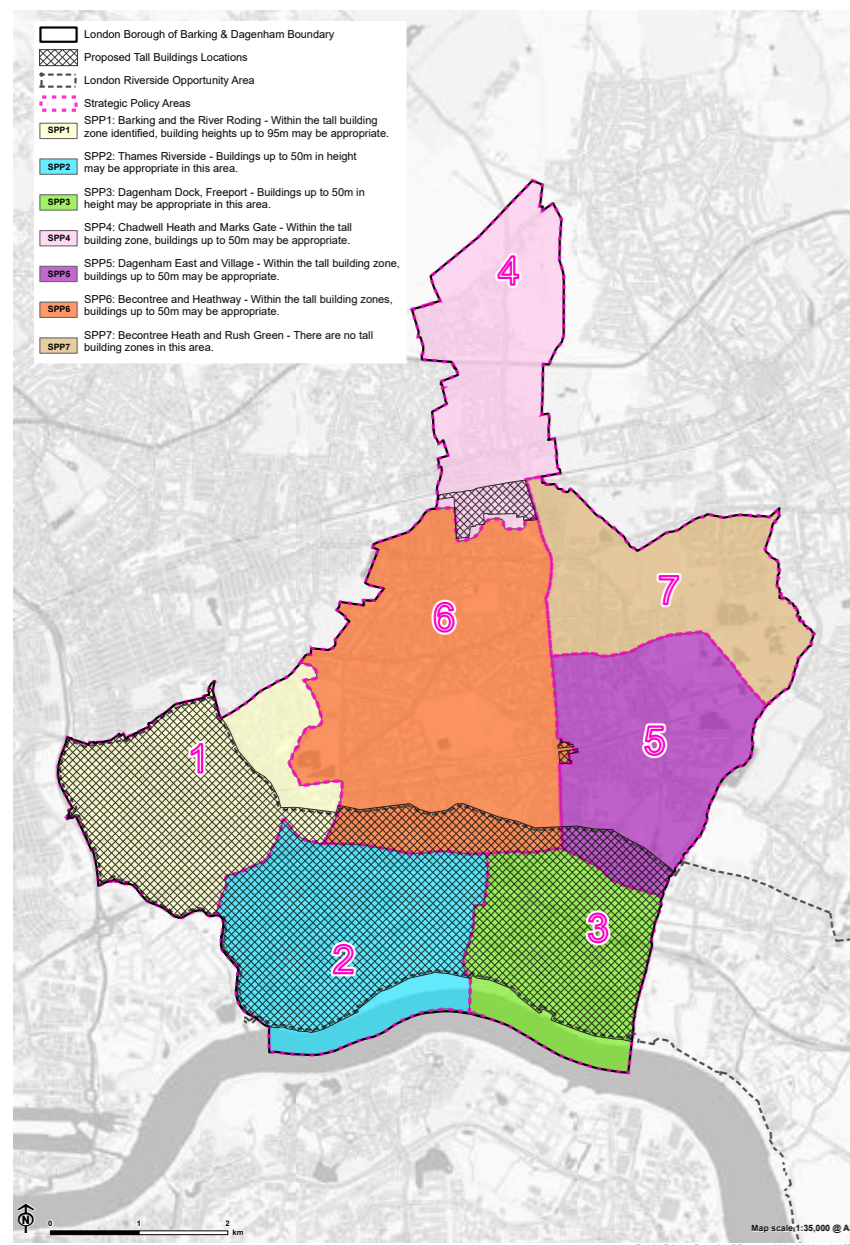
- We promote high quality design as an essential part of the transformation of our town centres, transport stations and development sites.
- We require new developments to respect and enhance the existing urban fabric (including existing cultural and heritage assets), strengthen and reinforce local identity, and foster a sense of place.
- We will sustainably manage the historic environment within the borough. This includes conservation areas, designated and non-designated heritage assets and local views.
- We are committed to improving our residents' health and well-being by creating safe, convenient, accessible and well-designed built environments, interesting public spaces, and social and green infrastructure.
- We will encourage community participation and social inclusion in line with the Healthy New Town Principles.
- We help applicants provide high-quality design developments by using masterplans, design codes and local design guidelines, along with pre-application advice.

- We encourage applicants to undertake proactive meaningful public consultations with the local community and potential end users to inform design in advance of submitting a planning application.

Tall Buildings

- The Council has ambitious proposals for regeneration within the borough and the delivery of high-quality tall buildings will be a core part of the strategy to revitalise and renew areas for the benefit of local residents. The main driver for any tall building will therefore be quality, in terms of high-quality design, how it relates to its surroundings and the benefits it will bring for local communities as well as internally for those living and working within it.
- We encourage the optimising of density. In Barking Town Centre, appropriate height for developments coming forward within the Tall Building Location has been determined considering the heights of developments already in the area. We therefore have assessed that buildings up to 95m may be appropriate. However, in certain parts of the Tall Building Location in SPPI, heights of up to 50m may be more appropriate to mitigate the impacts on cultural assets views, such as the views of Barking Abbey, or to align with the character of the area, where the surrounding developments are a much smaller scale (e.g., terraced housing nearer to Becontree).

Figure 12.



- This Plan uses the London Plan 2021 definition of tall buildings, and in areas outside of Tall Building Locations, the Plan uses the minimum tall building height of 18m set out in the London Plan 2021.
- Tall Building Locations have been targeted at the areas of the borough expecting to undergo the most transformation through significant increases in density. These are Barking Town Centre, Dagenham Heathway, Chadwell Heath, the Thames Riverside SPP area and the Dagenham Dock and Freeport SPP area. The latter, along with parts of Barking Town Centre and the River Roding SPP area, also form part of the London Riverside Opportunity Area where heights of up to 50 metres may be appropriate. For the relevant Tall Building Locations maximum heights in each area, see the relevant SPP Strategic Area Policy.
- Development proposals for buildings taller than the appropriate height set out in each SPP area policy will be considered on a case-by-case basis taking into consideration the criteria set out in Policy DMD 2 for Tall Buildings.

Town Centres

- Policy DMD 3 focuses solely on development within town centres. Town centres, for the purposes of DMD 3, encompass the Town Centre, District Centre and Neighbourhood Centre designations. The Town Centre hierarchy can be found in Policy DME 3.

Advertisements

- The Town and Country Planning (Control of Advertisements) (England) Regulations 2017 (as amended) sets out the different classes of advertisements and groups according to whether they require consent. Advertisements that do not fall into one of the classes in Schedule 1 or Schedule 3 of the regulations will need to be subject to an application for consent from the Council.
- An excessive amount of signage can lead to visual clutter in the street scene and negatively impact on visual, amenity and public safety.
- Free-standing signs, such as ‘A’ boards on the public highway (which includes the pavement) will require a separate consent under the Highways Act for any temporary or permanent obstruction on the highway.

4.2.

This chapter outlines the following policies:

Policy SP 2:	Delivering a well-designed, high-quality and resilient built environment
Policy DMD 1:	Securing high-quality design
Policy DMD 2:	Tall buildings
Policy DMD 3:	Development in town centres
Policy DMD 4:	Heritage assets and archaeological remains
Policy DMD 5:	Householder extensions and alterations
Policy DMD 6:	Advertisements and signage

4.3.

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

Key evidence documents	Date produced
LBBD Townscape and Socioeconomic Characterisation Study	2017
Abbey and Barking Town Centre Conservation Area Appraisal and Management Plan	2020
Historic England’s Independent Heritage Review of the Industrial Land to the South of the Borough	2016
Historic England’s Independent Archaeological Review of the Borough	2016
Historic England Tall Buildings Advice Note 4	2015
Heritage Strategy 2016-2020	2016
Barking Town Centre Strategy	2020



STRATEGIC POLICY SP2: Delivering a high quality and resilient built environment

1. The Council will promote high-quality design, providing safe, convenient, accessible and healthy inclusive developments and interesting public spaces for all through:

- a) adopting a design-led approach to optimising density and site potential by responding sensitively to local distinctiveness
- b) ensuring that developments relate to their local context, incorporating and interpreting local character and, where applicable, using this to inform detail, materials and landscape, which will reinvent the borough as a distinctive place in its own right
- c) ensuring developments create well-designed homes that are accessible and flexible enough to accommodate different ways of living
- d) supporting development that aims to create attractive, engaging spaces which are more likely to be well-used and resilient for the future
- e) supporting development that improves and facilitates active lifestyles, and improves the wellbeing of new and existing communities
- f) supporting development that harnesses the potential for improved quality and innovative Modern Methods of Construction (MMC), and adheres to Policy DMSI 1: sustainable design and construction
- g) adopting the Circular Economy principles in the design of developments, demonstrating actions taken to reduce resource use and embodied carbon throughout the building lifecycle and aiming to achieve net zero-waste in line with the principles and requirements of the London Plan 2021 Policy SI 7: reducing waste and supporting the circular economy
- h) preserving or enhancing the borough's heritage such as Eastbury Manor House, Valence House Museum, the Abbey Ruins and Dagenham Village, as well as conservation areas, and both designated and non-designated heritage assets in accordance with the Policy DMD 4: Heritage assets and archaeological remains.



POLICY DMD 1: Securing high-quality design

1. The Council will support development proposals that make a positive contribution to the character of the surrounding area, have regard to the National Design Guide and/or its updated equivalent, design codes developed in accordance with the National Model Design Code and other local guidance.
2. All development proposals will be expected:
 - a) where appropriate, to be required to use mechanisms such as Section 106 agreements and planning conditions to ensure that design quality is carried through into the detailed design and construction of the development. Amendments to the design of major applications may be subject to appropriate Section 106 monitoring contributions if the original architects or landscape architects are not retained for the detailed design stage
 - b) to demonstrate high-quality design and to work with Planning Officers and, where recommended, with the Barking and Dagenham Quality Review Panel (QRP)²³ in accordance with its Terms of Reference, or its equivalent
 - c) to enable active lifestyle by designing for walkable neighbourhoods with attractive public realm and supporting infrastructure for walking and cycling²⁴, taking inspiration from Barking Riverside, London's first healthy new town²⁵; and Active Design Principles and guidance²⁶ (or its updated equivalent)

²³For details, please visit: <https://www.lbbd.gov.uk/planning-building-control-and-local-land-charges/planning-guidance-and-policies/quality-review>

²⁴Please refer to the Council's latest walking and cycling strategy for information: <https://www.lbbd.gov.uk/planning-guidance-and-policies>

- d) to be creative and innovative, recognising that existing local character and accommodating change is not mutually exclusive. Architecture should be responsive, inclusive, authentic, engaging, and have an enduring appeal
- e) to seek to maximise opportunities for urban greening and biodiversity, and demonstrate that appropriate measures have been taken to protect or enhance the natural environment in accordance with Policies: DME 2: providing flexible, affordable workspace and DME 3: encouraging vibrant, resilient and characterful town centres
- f) to consider the impact on the amenity of neighbouring properties
- g) to take a coordinated approach to development by respecting existing site constraints including utilities situated within sites
- h) using the required Archaeological Priority Areas Appraisal (or its updated equivalent) and best practice guidance²⁷ to explore archaeological heritage as a cue for design, interpretation and presentation opportunities in a successful design of a development proposal
- j) to demonstrate how avoidance or minimisation of harm to the local character, heritage assets and their heritage significance, as well as to broader townscape character

²⁵The 10 Healthy New Town Principles are available at: <https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>

²⁶<https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

has been achieved through design and or mitigation; and agree appropriate mitigation with the Council.

3. Major and strategic development proposals (including estate regeneration schemes) must:
 - a) provide a Health Impact Assessment (HIA) in the design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities and detail the measures taken to achieve these
 - b) clearly demonstrate consideration of the individual and cumulative impact on amenity, neighbouring buildings, skyline, infrastructure and the natural and historic environments, provision of public realm and amenity space (private, communal and child play space)
 - c) provide publicly accessible open spaces that promote biodiversity, safety, health and well-being. Where on site contributions cannot be delivered, a financial contribution towards off-site provision of infrastructure elsewhere or a commuted sum may be accepted, to be determined in discussion with the Council
 - d) seek to achieve the highest standards of construction (e.g. MMC), and adhere to Policy DMSI 1: sustainable design and construction.

²⁷London Borough of Barking and Dagenham Archaeological Priority Areas Appraisal (July 2016), Historic England is available at: <https://historicengland.org.uk/content/docs/planning/apa-barking-and-dagenham-pdf/>



POLICY DMD 2: Tall buildings

1. Tall Buildings in the borough are buildings that are taller than six storeys (or 18 metres) measured from ground to the floor level of the uppermost storey, as defined in Policy D9 of the London Plan 2021. The area specific policies define appropriate building heights for their respective areas, with SPP1-SPP6 having Tall Building Locations within them (as shown on the Policies Map).
2. Development of Tall Buildings will be directed towards appropriate Tall Building Locations (as shown on the Policies Map) and must accord with latest relevant national policy, London Plan policies and relevant policies within Chapter 3 of the Local Plan.
3. Any proposals that include Tall Buildings will be assessed on their own merits and will need to respond appropriately to identified sensitive locations including natural and built heritage assets.
4. Developments that include Tall Buildings must demonstrate how they:
 - a) will deliver benefits for the surrounding area and communities, including delivering high quality and accessible public realm, as well as promoting legibility and wayfinding
 - b) will create mixed and integrated communities and aim to appear “tenure blind”

- c) do not constrain development potential on adjoining sites including sites within adjoining boroughs. Specific consideration should be given to the impacts on the amenity of existing residential neighbourhoods and publicly accessible and private open spaces.
 - d) Incorporate mitigation measures to help prevent suicide and accidental falls for example anti-climb methods, fences, barriers and rails. These will be well designed and should be integrated into the overall design of the building
 - e) address visual impacts of Tall Buildings, consistent with Policy D9 Tall Buildings of the London Plan 2021.
5. Development proposals that include Tall Buildings should be supported by:
 - i. an appropriate townscape analysis (including verified views to demonstrate how they positively contribute to the skyline) and must involve an assessment of impact upon the significance (including setting) of nearby heritage assets which demonstrates how any adverse impacts have been addressed, and
 - ii. a compatible modelling tool in agreement with the Council, which provides an accurate visual representation of what the change will look like, and the cumulative effect for the borough and surrounding areas.

POLICY DMD 3: Development in town centres

1. Proposals for development within town centres (designated boundaries are shown on the Policies Map) should, where relevant and appropriate:
 - a) respect the building lines of the existing urban environment and, where appropriate, build up to the edge of the curtilage
 - b) co-ordinate and consolidate elements of street furniture, such as seating, bins, bollards, cycle stands and lighting, to streamline the appearance of the public realm and avoid visual clutter
 - c) avoid the creation of inactive frontages and contribute positively to the street scene and public realm to coordinate the design of development around town centres consider street widths, crossings locations; integration of bus stands along with other public realm elements (as mentioned in b) above) and focus on reducing vehicle dominance along with promoting a safe walking and cycling environment
 - d) provide clearly defined public and private space, placing servicing away from street frontages, for example at the rear of the building
 - e) provide level access and ensure new development is fully accessible.

2. New or replacement shop fronts are required to be robust and well-designed. Proposals must ensure that:
 - a) they retain or restore traditional shop fronts and existing architectural and heritage features
 - b) active shop fronts are well maintained in order to contribute positively to the building, street-scene and public realm
 - c) a sensitive relationship is maintained between the shop front and the upper floors, with neighbouring shop fronts and surrounding buildings
 - d) the use of materials is appropriate to and enhances the local character and value of existing architectural and historic features
 - e) the use of external mounted shutters or solid roller shutters are avoided.

POLICY DMD 4: Heritage assets and archaeological remains

1. The borough's designated heritage assets²⁸, conservation areas and Archaeological Priority Area (APA) are identified on the Policies Map.
2. Other heritage assets and the wider historic environment will be identified, celebrated and promoted where relevant through the Council's heritage strategy²⁹ (or its updated equivalent).
3. The Council will seek to ensure that new development sustains and enhances the significance of the borough's historic environment, taking into account the wider social, cultural, economic and environmental benefits that the historic environment can bring. Developments should make a positive contribution to local character and distinctiveness while recognising the role of the historic environment to the character of the place.

Heritage assets

4. Development proposals affecting designated and non-designated heritage assets of local significance³⁰ should, where appropriate:
 - a) describe the significance of any heritage assets affected and set out how the application accords with the latest relevant national guidance and London Plan policies

- b) demonstrate that the proposed development is appropriate in terms of height, scale and massing, form, materiality and detailing and its relationship to the surrounding context
 - c) preserve the setting of the asset/s and its historic significance, and include hard and soft landscape proposals, where appropriate, that respect the character and appearance of the heritage asset
 - d) demonstrate that the proposed use is the optimum viable use, which mitigates any harm to the significance of the asset and its setting, unless clear and convincing justification is provided, and secures its long-term viability
 - e) seek to remove heritage assets from the Heritage at Risk Register in collaboration with Historic England and other relevant stakeholders.
5. Development proposals that affect the significance of any heritage assets must be accompanied by a Built Heritage Statement. The Built Heritage Statement must provide:
 - a) a description of the significance of any affected heritage assets and their settings
 - b) how the application accords with the latest relevant national guidance and London Plan policies

- c) how the application justifies any harm to the significance of designated heritage assets, in terms of how the harm or loss is outweighed by the benefit of the proposal
 - d) how the application positively responds to the relevant heritage themes (as set out in the Council's latest heritage strategy) in their design.
6. Where a development proposal would lead to harm to designated or non-designated heritage assets, they will be assessed against the relevant criteria in the National Planning Policy Framework, taking into account the scale of harm and the impact on the significance of the heritage asset.
7. Development within or affecting any heritage assets (including non-designated heritage assets), should respect its local context and avoid materially detracting from its significance, including its archaeological, architectural, historic, landscape or biodiversity interest, or harming its setting.

Conservation areas

8. Development proposals affecting conservation areas or their settings will be supported where they preserve or enhance the character and appearance of the area including, the established local character of individual buildings and groups of buildings having regard to relevant Conservation Area

Appraisal and Management Plan, as well as the Townscape and Socioeconomic Study (2017) (or its updated equivalent).

9. Demolition of buildings or structures that are considered to make a positive contribution to a conservation area will not generally be permitted. In exceptional circumstances, where this is permitted, replacement buildings or structures must demonstrably preserve or enhance the conservation area's character or appearance.

Archaeological heritage

10. All new development must protect, or enhance, and promote archaeological heritage (both above and below ground) within the borough. Where development is proposed on sites of archaeological significance or potential significance, the Council will require the submission of an archaeological desk-based assessments to inform a planning decision and, where necessary, the results of a field evaluation. Proposals that would adversely affect or have the potential to adversely affect archaeological heritage assets or their setting will be not supported unless they are accompanied by appropriate and proportionate measures to investigate, manage and, where necessary, advance understanding and interpretation of them.

²⁸London Borough of Barking and Dagenham's conservation areas and listed buildings are available at: <https://www.lbbd.gov.uk/conservation-areas-and-listed-buildings>

²⁹London Borough of Barking and Dagenham's Heritage Strategy is available at: <https://modgov.lbbd.gov.uk/internet/documents/s103565/Heritage%20Strategy%20Report%20-%20App.%201%20Strategy.pdf>

³⁰For more detail, refer to section on Listed buildings, <https://www.lbbd.gov.uk/planning/building-control-and-local-land-charges/planning-guidance-and-policies/conservation-areas>

St Margaret's Church Barking Abbey



Scheduled monuments (designated heritage assets)

11. The site of Barking Abbey is Barking and Dagenham's only scheduled monument. It includes the ruins of the Abbey and most of Abbey Green. Works affecting the scheduled monument (including repair works) are subject to a statutory consent regime administered by Historic England on behalf of the Secretary of State³¹. Development proposals must preserve or enhance the significance, including any contribution to that significance by its setting, of Barking Abbey.

12. Development proposals that bring into use or improve an asset so it is no longer deemed 'at risk' on the Heritage at Risk Register will be supported where appropriate to their significance³².

³¹The relevant information about Scheduled Monument Consent is available at:

<https://historicengland.org.uk/advice/planning/consents/smc/>

³²<https://historicengland.org.uk/advice/heritage-at-risk/>

POLICY DMD 5: Householder extensions and alterations

1. Proposals must not significantly impact on quality of life for neighbouring residents. All development proposals for extensions and alterations will need to be designed in a sensitive and appropriate manner, and must respect and complement the character of the area in which they are located and the appearance of the original house and the group of buildings of which it forms a part. The Council will expect that:

- a) any proposed extension or alteration to a property should be sympathetic and subordinate to the design of the original dwelling with regards to scale, form, materials and detailing
- b) an extension should not cause harmful visual impact upon the street scene, for example, the space between properties should be considered and any loss of such spaces should be avoided
- c) extensions should be designed to be respectful of neighbouring privacy, considering the impact on the amenity of neighbouring properties
- d) extensions should take into account the positive aspects of the existing roofscape of the area and seek to apply the same style as the roof of the original property including the pitch, eaves treatment and materials used

POLICY DMD 6: Advertisements and signage

- e) an extension should be well laid out, bright, spacious and accessible for all
- f) where practicable, any extension or alteration should be energy efficient and incorporate renewable energy sources.

1. Proposals for advertisements and signage are required to:
 - a) avoid adverse impacts on amenity, including visual and aural, being appropriate to the character of the area
 - b) avoid adverse effects arising from an accumulation of advertisements in a location
 - c) consider any visual amenity impact on the natural environment, and on any conservation areas, listed buildings or other heritage assets
 - d) for fascias and projecting signs, to be sensitively designed of an appropriate size and depth in relation to the host building and to respect its architectural features
 - e) be designed for public safety relevant to the safe use and operation of any form of traffic or transport for all users.
2. For illuminated displays (including LEDs), the illumination levels of advertisements should be in accordance with the guidance set by the Institute of Lighting Engineers PLG05 The Brightness of Illuminated Advertisements or its updated equivalent. The Council will resist the illumination of hoardings where it is a nuisance or out of character with the area.

3. All advertisements are expected to be of high quality, well suited to the building or street for which it is proposed and makes a positive contribution to the appearance and character of an area; and to comply with the standard conditions outlined in the DCLG's Outdoor Advertisements and Signs: A Guide of Advertisers (2007)³³, or its updated equivalent.
4. Free-standing signs, such as 'A' boards on the public highway (which includes the pavement) will require a separate consent under the Highways Act for any temporary or permanent obstruction on the highway.
5. Proposals for new or replacement shop fronts must ensure that:
 - a) signage location and design are sensitive and not overly dominant to the shop fronts and the surrounding area, and
 - b) out of hours lighting is incorporated to enhance a well-lit, safe and secure streetscape.

³³The guide is available at: <https://www.gov.uk/government/publications/outdoor-advertisements-and-signs-a-guide-for-advertisers>



CHAPTER 5

Housing

Chapter 5: Housing

Justification

5.1.

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

- We are committed to delivering new homes to meet the needs of local people on the Council's housing register and other working Londoners including local working people who struggle to afford private rents or to access homeownership.
- The Local Plan sets out a strategy to meet London Plan 2021 housing requirements to deliver 19,440 new homes (minimum 2,121 units per year between 2020 and 2028/29, 2,876 units per year between 2029/30 and 2033/34, and 2,085 units per year between 2034/35 and 2036/37) in the borough. Beyond 2029, the requirements have been rolled forward to 2037 in line with the GLA's Strategic Housing Land Assessment (2017), delivering 19,424 new homes between 2030 and 2037.
- Some of these new homes will be on small sites. The NPPF requires development plans and brownfield registers to identify land to accommodate at least 10 per cent of the housing requirement on sites no larger than one hectare. The London Plan 2021 sets out a small site target of 199 units per year for the borough. We are looking to stimulate small site development and build capacity for local and community-led housing development by the Council's regeneration company – Be First. This includes identifying small infill sites such as vacant garage sites and Council-owned land which could be suitable for small scale residential development.
- Our policy approaches are informed by the LBBB Strategic Land Availability Assessment (SLAA) and reflect identified housing need based on the LBBB Strategic Housing Market Assessment (SHMA). The SHMA adopts the 'standard method' for calculating housing need in line with national planning guidance.
- We have identified the size, type and tenure of housing needed for different groups which includes, but is not limited to older people, householders with disabled members (including wheelchair users), vulnerable groups, the LGBTQ+ community, students, families and private rented sectors (PRS).
- Our SHMA estimates we need to build 1,581 affordable homes each year. Our approach to securing affordable housing is set out in this chapter.
- In the past, we lost much needed family housing through the conversion to houses in multiple occupation (HMO). To reverse this trend, we have established an Article 4 Direction³⁴ since May 2012, which withdraws permitted development rights for small HMOs across the borough and means we can manage, and where appropriate limit, conversions through the planning process.

³⁴The Article 4 for HMOs is available at: <https://www.lbbd.gov.uk/planning-building-control-and-local-land-charges/planning-guidance-and-policies/article-4>

Affordable Housing

- The SHMA and Housing Needs Survey (HNS) (2020 Update) shows a need for 1,581 affordable homes per year. Recent delivery shows that we have been unable to meet this figure³⁵ and it is likely this will continue to be the case due to viability constraints. To meet this need as best we can, the Council have taken the 2021 London Plan policy approach of aiming for a strategic target of 50% affordable homes (with a 35% threshold on most sites) across all housing developments over 10 units, and following the 2021 London Plan policy to target at least 50% affordable housing on public sector sites and industrial land (including sites like Beam Park).
- Be First are also leading by example and the current portfolio of housing schemes is set to deliver 78% affordable housing across current Be First schemes (2564 affordable vs. 568 market rent).
- Several larger developments in the borough are also above the 35% minimum including Dagenham Green (Former Ford Stamping Plant – Site XJ, where 46% of the 3502 are planned to be affordable), Barking Riverside (Site AA, where 40.3% of the 3504 homes with Reserved Matter consent to date are planned to be affordable) and Beam Park (Site AE, of which 50% of 3,119 will be affordable). We will also continue to seek out further funding opportunities for affordable homes through Government and Greater London Authority (GLA) programmes.

³⁵Net delivery: 666 affordable homes delivered in 2022/23, 295 affordable homes delivered in 2021/22, 291 affordable homes delivered in 2020/21

Older Persons Housing

- The borough's SHMA and HNS 2020 found that the supply of, and demand for, sheltered accommodation is considered to be adequate, though condition is an issue. A Stock Condition Survey currently underway should provide evidence to target an asset investment strategy. As such, supply and demand are roughly in balance.
- There is currently considered to be a deficit of extra care accommodation (180 units between 2018 and 2028). The Council's 'Towards a Better Housing Pathway for Older People' sets out a proposal to commit to 180 units of extra care units by 2028. This should be enough to meet forecast need.
- The Council is also adopting the 2021 benchmark for specialist older persons housing for Barking and Dagenham (70 units per year between 2017-2029).

Wheelchair accessible housing

- The 2020 SHMA and HNS estimated an unmet need for wheelchair accessible accommodation of 330.
- There is some mismatch between the numbers needing social/affordable wheelchair accessible stock, and the allocations to that stock when it becomes available. There are a number of reasons for this including the need to minimise void periods and mismatches between locational preferences and the available stock. However, the development of council-controlled land is a key mechanism by which the policy ambitions set out in the Local Plan and the London Plan 2021 for this type of housing will be achieved in the borough.

- Currently, in the Be First housing scheme pipeline alone, there are 288 M4(3) homes planned (of which 171 will be fit out at practical completion and the remainder have the appropriate service and size to fit out at a later point). As such, we believe we remain in a strong position to meet the unmet need for wheelchair accessible accommodation in the borough even before the 10% requirement is taken into consideration for non-Be First schemes.
- Furthermore, the Plan subscribes to the criteria for new accessible housing development laid out in the London Plan 2021 Policy D7. This states that at least 10% of dwellings should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e., designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, and all other dwellings meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'.

Student housing

- The 2019 SHMA and HNS set out that there are likely to be around 6,000 students requiring independent accommodation studying at Barking and Dagenham-based Higher Education establishments, suggesting there may be scope for more purpose-built developments. The 2020 update noted that the expansion plans of Coventry University (in Barking and Dagenham) had reduced and therefore we expect this need to be less. Policy DHM 4 encourages new purpose-built shared housing schemes where they meet relevant policy requirements, including meeting an identified need in the borough. This could include student housing.

- Furthermore, BRL is now looking to diversity the range of developers to include specialist build to rent, student housing and care. It is therefore anticipated that some student housing need could be met at Barking Riverside.

Self-and-custom build housing

- As of November 2023, there are a total of 328 individuals and 4 groups on the Barking and Dagenham Self-and-Custom Build Register. Whilst we have not delivered specific sites to meet the self-and-custom build need, policy SP3 in the submitted Local Plan encourages these to come forward.
- In terms of supply, the SHMA only considers sites which are anticipated to provide for 5 units or greater, however, we are currently undertaking work to bring forward smaller, Council owned sites, that would be suitable for this type of development.
- The delivery of small sites is an area the Council is actively trying to address through its Innovative Sites Programme. The key objective is to help diversify the type of delivery of homes in the borough.
- This is broken down into 3 work streams: 1) sites for disposal for SME developers and housebuilders, 2) disposal for community led housing, and 3) disposal for Be First non-general needs housing. As part of workstream 1 and 2, we will be welcoming of people interested in delivering self and custom build homes. We will monitor the delivery of our Innovative Sites Programme to see the impact this has on self-and-custom build delivery, whilst also monitoring the CIL forms that accompany new dwelling planning application forms.

- We also intend to utilise the changes to regulations made in 2016 to set a local eligibility test so that we can focus our self-and-custom build efforts on those with a local connection. As part of this work, we intend to reach out to those on our register and confirm who would still like to remain on it.

Gypsy and Traveller Pitches

- The London Borough of Barking and Dagenham Gypsy and Traveller Accommodation Assessment (GTAA) 2020 identified a need of 24 pitches up to 2034. When considering current household formation rates, and including households who previously fell outside the 2015 Planning Policy for Traveller Sites (PPTS) definition for planning purposes³⁶, this would mean meeting a need for 33 pitches by the end of the Plan period in 2037, with the need for 22 of these pitches to be delivered in the first five years (2023/24-2028/29) following adoption of the Plan.
- We have considered the need for Gypsy and Traveller accommodation in line with the PPTS³⁶, and explored all options of site allocations to meet this need over the Plan period. This extensive site assessment review exercise concluded that an extension of the existing Eastbrookend site is the only feasible location in the borough where some of the need for Gypsy and Traveller accommodation can be met in the first 5 years of the Plan.

³⁶Annex 1 of the PPTS was updated on 19th December 2023 to revise the definition of Gypsy and Travellers for planning purposes. This definition now includes those who cease to travel permanently for the reasons set out in Annex 1 of the PPTS.

³⁶The PPTS is available at: <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

- This will provide an additional 12 pitches which, although a significant contribution, does not meet in full the currently assessed five year need of 22 pitches.
- Given this shortfall, the Council is committed to an early review of the Policy after adoption of the Local Plan. This will provide an opportunity to take into account consideration of the London Wide Gypsy and Traveller Needs Assessment expected for publication in 2024, and any further updates to the evidence base that may be required to understand the need in the borough. To support proposals for addressing the shortfall in provision, planning applications for suitable sites (see criteria in Policy DMH 6) will be supported. The Plan also identifies a broader, longer term site allocation proposal at Castle Green (site CF in Appendix 2) to meet the borough's Gypsy and Traveller needs in the latter part of the Plan period.

5.2.

This section contains the following policies:

Strategic Policy 3:	Delivering homes that meet peoples' needs
Policy DMH 1:	Affordable housing
Policy DMH 2:	Housing mix
Policy DMH 3:	Specialist housing for older persons
Policy DMH 4:	Houses in multiple occupation (HMO)
Policy DMH 5:	Gypsy and Traveller accommodation

5.3.

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

Key evidence documents	Date produced
LBBD Strategic Housing Market Assessment and Update	2020
LBBD Strategic Land Availability Assessment	2021
Housing Evidence Paper	2021
LBBD Towards a Better Housing Pathway for Older People	2018
LBBD Gypsy and Traveller Accommodation Assessment and its update	2020
LBBD Local Plan Viability Study	2020
LBBD Strategic Land Availability Assessment Addendum	2021
Barking Residential Absorption	2018
Gypsy and Traveller Site Selection Topic Paper (as updated)	2023

STRATEGIC POLICY SP3: Delivering homes that meet peoples' needs

1. In line with Policy SPDG 1, the Council's housing requirement is 38,864 new homes between 2020 and 2037. The housing requirement for each year of the Plan period is:

Years	Annual Housing Requirement
2020/21-2028/29	2,121
2029/30-2033/34	2,876
2034/35-2036/37	2,085

2. This housing requirement will be met through:

- focusing the majority of new housing in the identified Transformation Areas and site allocations, as set out in the Place policies (see Chapter 3: Transforming Barking and Dagenham)
- building council homes by developing residential-led schemes on council-owned land, and ensuring that these council-led schemes can also deliver the highest design standards in accordance with the Council's design guidelines
- supporting planning applications for self-build and custom-build, as well as purpose built shared housing through innovative approaches, subject to proposals adhering to other relevant Local Plan policies
- continuing to actively promote development of Build to Rent in accordance with London Plan 2021 Policy H11: Build to Rent

- e) continuing to monitor housing delivery effectively to resolve any anticipated shortfalls with the Mayor of London, and publish an annual update on housing trajectories³⁷.
3. In order to address the borough's specific housing needs, the Council will:
- a) seek a 50% strategic target for affordable housing on all housing schemes (in line with Policy H4 in the London Plan 2021)
 - b) prioritise self-contained family housing, followed by PRS, and then other forms of housing, to ensure that new residential development does not limit the supply of self-contained housing, in particular family housing
 - c) require development which impacts on delivery of the most needed forms of housing (as set out by priority in criterion b above) to thoroughly demonstrate a need for this type of housing and align with other Local Plan policies
 - d) require provision of wheelchair accessible accommodation across all tenures in conformity with the requirements of Policy D7 of the London Plan 2021
 - e) support planning applications that are in line with other policies in this Local Plan and meet the needs of specific communities, including older people, disabled and vulnerable people, the LGBTQ+ community, students, families and private rented sectors (PRS)

³⁷Appendix 4 sets out a summary of the expected housing supply over the Plan period.

- f) support planning applications that help to meet the accommodation needs of the Gypsy and Traveller community, in line with the accommodation needs assessment and criteria set out in DMH 6
- g) encourage community groups and local organisations to take on leading roles in the delivery of new homes through the Council's programme of housing innovation³⁸, taking the opportunity to test and trial innovations around sustainability and construction
- h) work proactively with developers to ensure that proposals demonstrate how they will benefit people who live and work in Barking and Dagenham. This could be, for example, through providing homes for local people and services and infrastructure that benefit the local community
- i) seek to deliver the London Plan 2021 target of 70 homes a year for specialist older persons housing by collaborating with providers to identify suitable sites, in conformity with Policy H13 of the London Plan 2021
- j) seek to meet the borough's small sites target through the identification of small infill sites, vacant garage sites and Council-owned land, including the exploration of areawide housing design.

³⁸The Council is undertaking a further review of wider potential sites for housing development and also considering approaches in which homes will be delivered within the programme.

POLICY DMH 1: Affordable housing

1. All development with the capacity to provide 10 or more self-contained units, or which have a gross internal residential floorspace of more than 1,000 sqm, will be required to provide affordable housing (measured in habitable rooms) in accordance with Part 2 a) of Policy SP3: delivering homes that meet people's needs as follows:
 - a) applying the threshold approach to viability in accordance with the London Plan 2021 Policy H5: threshold approach to applications, and/or guidance
 - b) providing early and advanced stage review mechanisms in line with Mayoral guidance to applications taking the Viability Tested Route (VTR) and those schemes where an agreed level of progress has not been reached in a specified time for Fast Track Route (FTR) applications, to maximise the delivery of affordable housing where development viability improves
 - c) maximising the delivery of affordable housing on-site and where appropriate, ensuring that all new dwellings contribute to the delivery of a range of housing tenures in accordance with the tenure split as shown in Figure 13 (or in any subsequent updates on affordable housing products)
 - d) as set out in Figure 14, affordable housing should be genuinely affordable for the people they are intended for. Applicants will be required to include homes that are affordable to households on a range of incomes, including

³⁹The average income levels in the borough is available on the government website: <https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/incomeandwealth/bulletins/smallareamodelbasedincomeestimates/financialyearending2018#average-household-income-by-local-area>

the local average income levels in the borough. Applicants will also be required to demonstrate, through their Affordable Housing Statement, how the affordability of the proposed tenure mix compares to average income levels in the borough³⁹.

2. Off-site affordable housing or payments in-lieu will only be acceptable in exceptional circumstances where:
 - a) it can be robustly demonstrated that affordable housing cannot be delivered on-site and other sites may be more appropriate to provide affordable housing than the site of the proposed development to better deliver mixed and inclusive communities. If a suitable site cannot be found, a cash in lieu contribution towards the off-site provision of affordable housing may be accepted. The target for schemes delivering off-site affordable housing or in lieu contributions is 50% provided across the main site and any linked sites when considered as a whole. The applicant will need to clearly demonstrate that:
 - i. it is not practical to deliver affordable housing on-site and off-site options have been explored but are not acceptable,
 - ii. it must result in additional affordable homes and all sites are expected to deliver at least the threshold level of affordable housing and any cash in lieu or off-site contribution should deliver units in addition to this,

iii. agreements for off-site provision or in lieu contributions should provide no financial benefit to the applicant relative to on-site provision and should include review mechanisms in line with the Viability Tested Route,

iv. it will not result in an over-concentration of a particular size of unit in any one local area, and

v. it can provide a greater yield of family sized affordable rent product subject to individual site characteristics, viability and location.

3. As per point 1 above, Affordable Housing will not generally be sought on housing schemes of under 10 units. Exceptions to this are:

- where additional homes are proposed through amended planning applications within four years of the commencement of the original planning permission, affordable housing requirements will apply to the total number of net new homes), and
- where development sites are split, or separate proposals are brought forward on neighbouring or nearby sites which are physically or functionally linked, affordable housing requirements will be assessed on the total number of net residential units proposed across all related sites.

Figure 13. LBBD tenure split

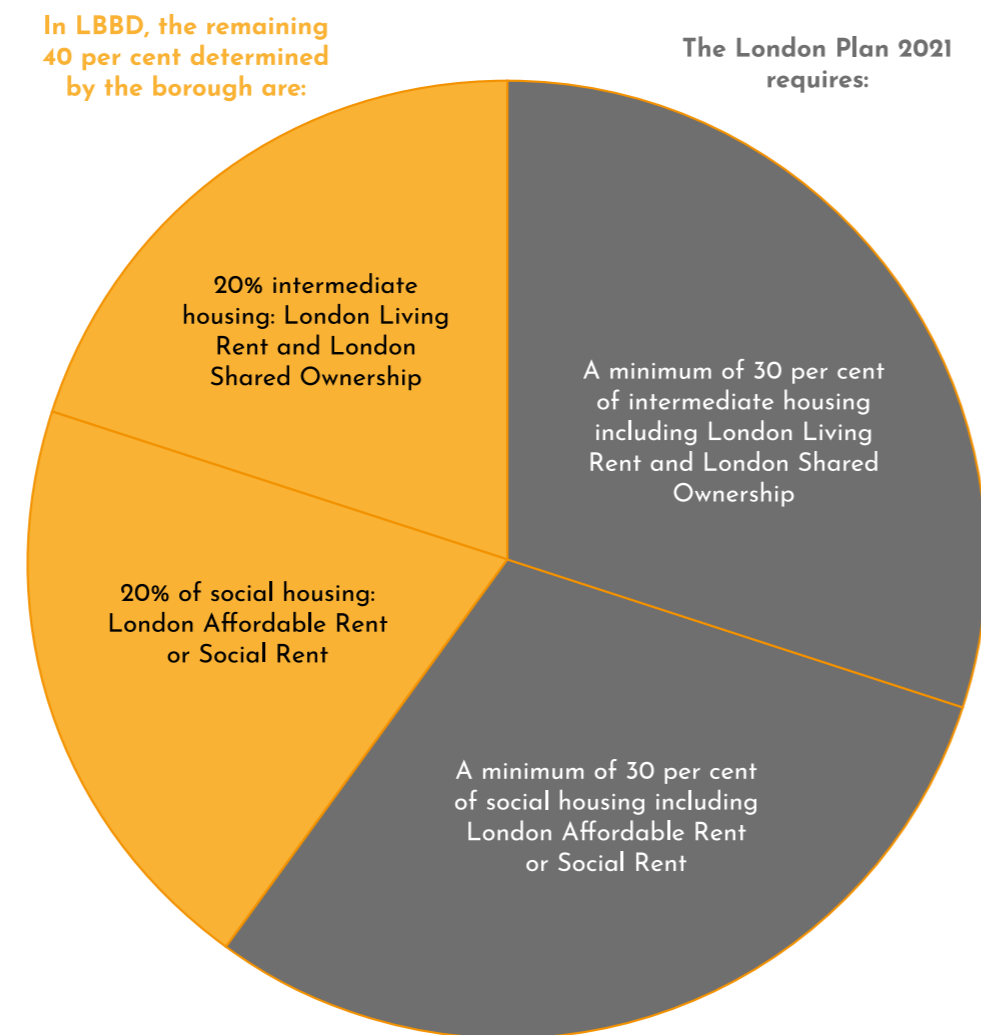


Figure 14. Forms of affordable housing

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

POLICY DMH 2: Housing mix

1. Development proposals will be required to provide a range of unit sizes (including family housing) having regard to the Council's preferred housing size mix table below, or in any future subsequent affordable housing needs evidence, and Policy H10 of the London Plan.

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

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

2. The Council will only consider a different housing mix, where a developer demonstrates:

- that the proposal meets the tenure split requirements outlined in Policy DMH 1: affordable housing, and
- the applicant provides up-to-date evidence of housing needs by taking account of the Council's latest local evidence identified by the LBBD Strategic Housing Market Assessment along with the local Housing Register.

POLICY DMH 3: Specialist older persons housing

1. Existing specialist older persons housing will be protected. Loss of existing supported and specialist housing will be resisted unless re-provided elsewhere in the borough with at least the equivalent number of bed spaces, and would result in improved standards and quality of accommodation, or where it can be demonstrated that there is no local need for its retention in current or refurbished format.

2. Development proposals for specialist older person housing should:

- meet the relevant London Plan 2021 (Policy H13) indicative benchmark of 70 new homes a year and criteria for new accessible or adapted housing (Policy D7 and H14), or its updated equivalent
- deliver affordable housing in accordance with Policy DMH 1: affordable housing
- meet an identified need within the borough based on an up-to-date evidence base, through providing a diverse range of tenures to meet varying needs, including opportunities to rent and buy, as well as schemes with varying levels of support and care (e.g. specialist support for mental health needs in Extra Care provision)
- be co-designed with service users and their families and other key stakeholders to satisfy user requirements
- be supported by a legal agreement for occupation by a relevant operator where appropriate.

Sebastian Court





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POLICY DMH 4: Large-scale Purpose-built shared housing

1. The Council will support new large-scale purpose-built shared housing schemes where they:
 - a) meet the London Plan 2021 Policy HI6: large-scale purpose-built shared living and London Plan guidance for this form of accommodation, and London Plan 2021 Policy D6: space standards requirements alongside any GLA guidance on this matter
 - b) meet an identified need within the borough based on up-to-date evidence base by taking account of the Council's latest local evidence identified by the LBB Strategic Housing Market Assessment, and along with the local Housing Register
 - c) are located within transformation areas as identified in SPDG 1 and shown on the Policies Map
 - d) do not undermine the supply of self-contained housing

POLICY DMH 5: Houses in multiple occupation (HMOs)

1. New houses in multiple occupation (HMOs) will only be supported where they:
 - a) meet an identified need
 - b) do not result in the loss of housing capable of accommodating families with children
 - c) do not result in the loss of character or amenity to the area as a consequence of increased traffic, noise or general disturbance
 - d) are located in an area of high transport accessibility
 - e) comply with relevant standards, including those set out in the East London HMO Guidance⁴⁰ and satisfy the housing space standards outlined in the London Plan 2021 Policy D6: housing quality and standards, and/or its relevant guidance.
2. Proposals for conversions or loss of dwelling houses capable of accommodating a family with children will be resisted.

⁴⁰<https://www.lbbd.gov.uk/sites/default/files/2022-07/HMO-East-London-guidance.pdf>

POLICY DMH 6: Gypsy and Traveller accommodation

1. The Council will endeavour to meet the identified current and future accommodation needs of Gypsies and Travellers and Travelling Showpeople in Barking and Dagenham by:

- a) retaining and protecting the existing Gypsy and Traveller sites at Eastbrookend Country Park
- b) delivering a maximum of 12 pitches by expanding the existing public site at Eastbrookend Country Park within the first five years of the Plan period. This will require the release of Green Belt land, and therefore compensatory improvements to the surrounding Green Belt land will need to be provided for this site in line with the NPPF, and could include the delivery of improvements to the existing green infrastructure, additional woodland planting, wider biodiversity improvements, and new and enhanced walking and cycling routes.
- c) delivering a Gypsy and Traveller site in the wider Castle Green area. A more specific location within the site should come forward as part of a wider masterplan process for the area.

2. The Council acknowledges it is currently unable to meet the site accommodation needs of the borough's Gypsy and Traveller community, and it encourages unallocated Gypsy and Traveller sites to come forward to help address this need. Development of a site to provide additional short-stay (including temporary sites which could help meet the unmet need in the short- term)/or permanent Gypsy and Traveller

accommodation to meet the long-term needs of these communities will be supported where:

- a) the site is able to accommodate the number of pitches identified in an up to date and robust needs assessment
- b) the site is accessible to public transport, safe, convenient walking and cycling environment, essential services and facilities (e.g. water, power, sewerage and waste disposal) and capable of being supported by local social infrastructure and does not place undue pressure on local services (such as healthcare, schools and shops)
- c) it provides safe access to and from the public road network
- d) the site is a safe location (e.g. not located in an inappropriate area of high flood risk, including functional floodplains, given the particular vulnerability of caravans)
- e) the proposal would not result in significant adverse impacts on the amenity of other site occupants and the occupiers of neighbouring sites
- f) the proposal supports the health and wellbeing of the occupiers of the site by providing appropriate facilities, layout and design quality and is supported by a Health Impact Assessment
- g) arrangements can be put in place at the planning application stage to ensure the proper management of the site in line with the policy requirements above.

Table 1. New pitches needed for Gypsy and Traveller households

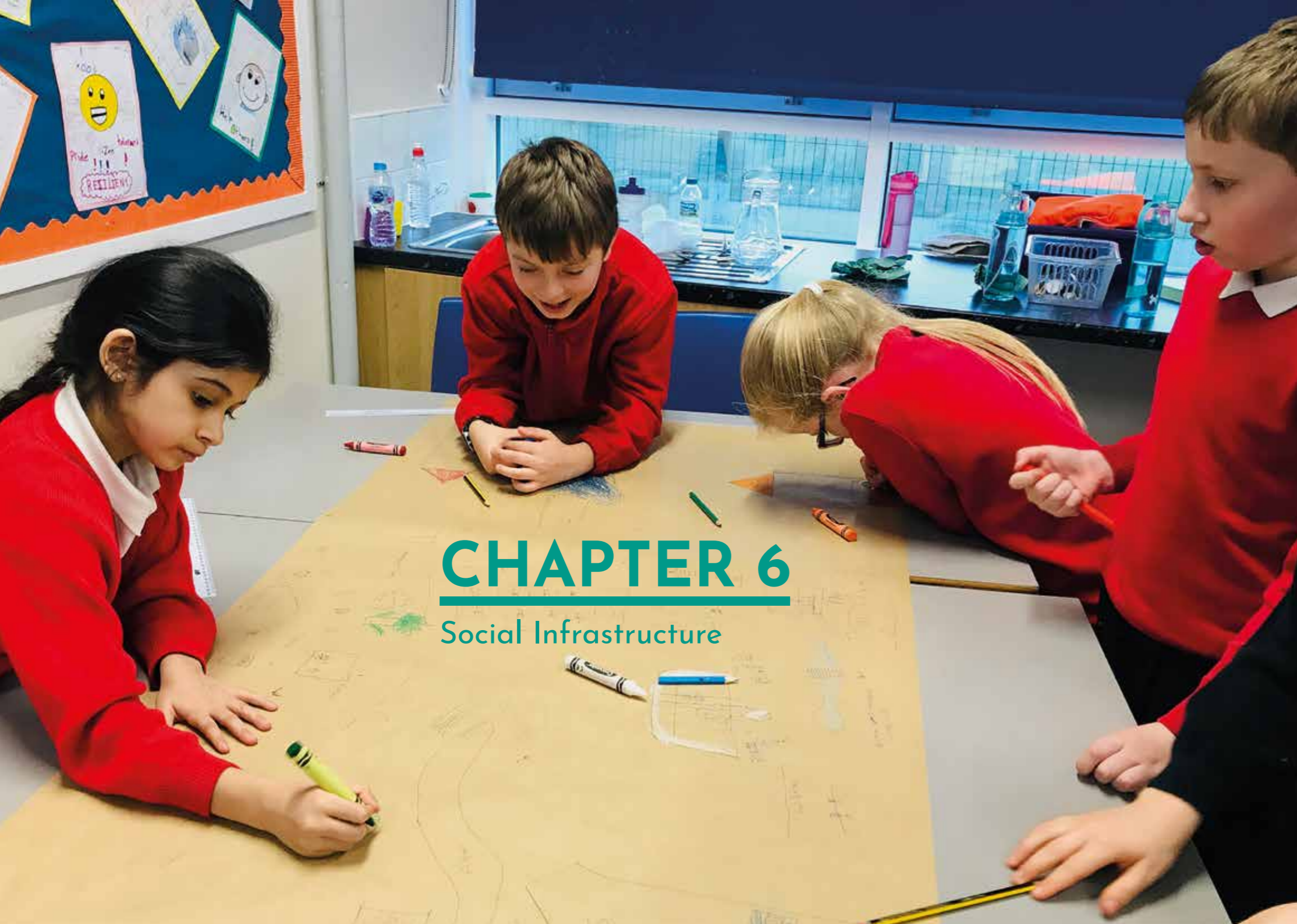
Gypsy and Traveller Need (December 2023)*	2023-28	2029-34	2035-37	Total
LBBD Gypsy and Traveller Pitch Needs	22	9	2	33

Source: LBBD GTAA 2020, with 2023 updates to reflect the position from December 2023 (with the projections for those that previously fell outside of the 2015 PPTS definition for 2035-37 averaged, and subject to policy review)

*The PPTS definition of Gypsy and Travellers for planning purposes was updated by Government on 19th December 2023. This now includes those who cease to travel permanently for the reasons identified in the PPTS. LBBD intends to meet all the need set out in this table.

Figure 14. Illustrative Map showing Existing Gypsy and Traveller Site and Future Proposals





CHAPTER 6

Social Infrastructure

Chapter 6: Social infrastructure

Justification

6.1.

The purpose of this chapter is to set clear social infrastructure policies. The following defines our approach.

- We will ensure that planned growth will be supported by a range of social infrastructure in the right location over the Plan period.
- We are committed to protecting existing facilities from inappropriate loss while guiding new developments to provide the appropriate social and community facilities such as health provision, emergency services, community (including recreation and sports facilities) and cultural, play, recreation and sports and leisure facilities, places of worship etc.
- We are committed to frequently updating the Infrastructure Delivery Plan to enable us to achieve strategic delivery of the critical, necessary and important physical, social and green infrastructure required to support growth across the borough. We will continue to calculate and consider the need for social infrastructure in collaboration with social infrastructure providers and identify social infrastructure needs within the Infrastructure Delivery Plan.
- We are preparing a Planning Obligations Supplementary Planning Document, which will set out more detail around the contributions that should be provided to mitigate the impact of development.

6.2.

This section contains the following policies:

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

6.3.

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

Key evidence documents	Date produced
LBBB Infrastructure Delivery Plan	2020
Strategic Estates Plan (East London Health & Care Partnership)	2018
GLA School Place Demand Projections	2018
LBBB Parks and Open Spaces Strategy	2017
Strategic Assessment of Need – Artificial Grass Pitch (AGP) Provision in London	2017
Strategic Assessment of Need – Swimming Pools Provision in London	2017
Strategic Assessment of Need – Sports Hall Provision in London	2017
LBBB Faith groups and meeting places: Evidence base study	2017
LBBB Playing Pitch Strategy	2016
An Audit of London Burial Provision – A report for the Greater London Authority	2011
GLA London Cultural Infrastructure Plan	2019

STRATEGIC POLICY SP4: Delivering social and cultural infrastructure facilities in the right locations

- I. The Council will seek to ensure that a range of new high-quality social and cultural infrastructure facilities for existing and new residents, visitors and workers are provided in appropriate locations throughout the borough, and that existing social facilities are safeguarded, by:
 - a) protecting existing social and cultural infrastructure facilities in accordance with Policy DMSI Protecting and Enhancing Existing Facilities
 - b) securing the delivery of, or contributions towards, enhanced or new social and cultural infrastructure facilities to meet the needs arising from development, including affordable or no cost spaces, and including projects that:
 - i. promote the growth and expansion of educational facilities (early years, mainstream and special needs) to meet an identified need and demand. Any development on a playing field should have regard to the requirements of Sport England's Playing Field Policy, and
 - ii. improve sustainable connectivity through walking, cycling and public transport, and
 - iii. work in partnership with health authorities and other key stakeholders to improve healthcare access and support people's overall health and well-being, and

- iv. utilise innovative approaches to the delivery and operation of social infrastructure; for example creating multi-functional spaces, or
- v. make provisions for playspace and open space.
- c) working with service providers and other stakeholders to identify funding sources for the long-term management and maintenance of both new and existing social and cultural infrastructure
- d) supporting proposals for new and enhanced social and cultural infrastructure facilities where they:
 - i. meet an identified need in line with the Council's latest Infrastructure Delivery Plan, taking account of the needs of the future local community, and
 - ii. contribute to the capacity, quality, usability, sustainability and accessibility of existing and enhanced facilities and services, particularly where development will increase demand, and
 - iii. are delivered in advance to support new development, where possible.

POLICY DMS 1: Protecting and enhancing existing facilities

- I. Development proposals involving the net loss of existing social and community facilities (excluding sports facilities, playing fields, and recreational buildings and land) will be resisted, unless:
 - a) the existing facility is being re-provided, whether on site or in a nearby location, that would continue to provide for and enhance the needs of existing local users
 - b) there is no longer an identified need or demand for the existing use of the facility or use. In such circumstances, the applicant must provide robust documental evidence to demonstrate:
 - i. the loss of the facility or use would not lead to a shortfall in provision for the specified use for the community that it serves, and
 - ii. active marketing has occurred over a period of not less than 12 months for its continuous use at a realistic price/rent which is supported by the Council, or
 - iii. if the facility can be refurbished or used by multi occupiers to prevent the loss.
 - c) development proposals where the loss of social infrastructure is part of a wider public sector transformation programme are excluded from the requirements set out in Part a, and Part b clause ii and iii (and further detailed in clause 2 below).

2. The Council will expect applicants to submit competitive marketing evidence in accordance with Part I b), which should:
 - a) outline where and how marketing has been undertaken, with details also provided to demonstrate that the asking rent has been at a realistic rate for the type, size and condition of the property or unit⁴¹
 - b) submit a report detailing the level of interest in the property over the agreed marketing period, details of any viewings and offers and details of why any interest had not been taken forward.
3. Notwithstanding the provisions of Part I of this policy, development proposals that would result in the net loss of sports and recreational buildings and land, including playing fields will not be considered acceptable, unless it meets the requirements set out in the NPPF (or its updated equivalent) and by Policy DMNE 1 of this Local Plan. The Council will consult with Sport England where required on any proposed loss of facilities.
4. Extensions to existing schools should demonstrate there is an identified need to support the expansion and that it would not result in any shortfall of child play space overall.

⁴¹The Council would expect that the property or site has been actively marketed, including appearing on local and national commercial property websites and visible display boards being displayed at the site.

POLICY DMS 2: Planning for new facilities

1. Development that is within, or part of, a site allocation is expected to accommodate supporting infrastructure requirements alongside the identified land uses and other development principles, or where appropriate contribute to provision or expansion off site (as part of an agreed strategy).
2. New facilities will be located across the borough, to support growth in each sub-area (see Chapter 3: Transforming Barking and Dagenham).
3. Development proposals for residential and mixed-use development including provision of social, community and cultural facilities will need to submit a community needs strategy to accompany the planning application, demonstrating how the community space needs generated by the development have been met.
4. Development proposals should deliver high-quality design that:
 - a) is accessible and inclusive to all sections of the community
 - b) adheres to the latest national, regional and local design guidelines
 - c) provides opportunities to make space multipurpose and open to different sections of the community.

5. Development proposals for faith facilities in employment and industrial areas will only be permitted if they are in accordance with other policies of the Local Plan, and where conflicts between employment and industrial use and faith use can be avoided (i.e. meeting the other policies of the Local Plan, with regards to increased traffic and parking issues, congregations of people, and noise; and the safety of users or workers will not be compromised). Applicants will be expected to engage in pre application discussions with the Council before making a formal planning application.
6. Development proposals that provide for improved leisure and sports facilities (including any essential ancillary facilities⁴²) will be acceptable subject to other Local Plan policies and discussions with Sport England.

⁴²These facilities could include uses such as changing rooms, clubhouses, public toilets and nature education facilities.

POLICY DMS 3: Public houses

1. The Council will generally resist the change of use of public houses within the borough in accordance with London Plan 2021 Policy HC 7: protecting public houses.
2. Where a public house is replaced or re-provided, the new development:
 - a) should make an equal or greater contribution to preserve or enhance local character
 - b) where appropriate, incorporates a community use in the redevelopment or contribute towards enhancing community facilities in the local area
 - c) where applicable would be subject to a sequential site assessment if the public house is re-provided off-site, to establish that the public house will continue to serve the original community
 - d) must provide adequate floorspace to ensure the continued viability of the public house, demonstrate that all reasonable efforts have been taken to preserve the facility as a public house, including evidence of appropriate maintenance and upkeep and efforts to diversify the business.

3. Where the public house is considered to be a heritage asset (see policy DMD4 'Heritage Assets and Archaeology Remains') or to make a valued contribution to the borough's history and its loss is considered justified, the applicant will be required to send significant architectural and historic components relating to the building's use for archiving or public display to the Council, in line with Historic England's guidance.

CHAPTER 7

Economy

Chapter 7: Economy

Justification

7.1.

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

- Setting out a clear economic vision involving a borough-wide industrial land strategy, which positively and proactively encourages sustainable economic growth through promoting intelligent use of industrial land within the borough.
- Identify strategic sites for mixed-use development, which support anticipated employment needs over the Local Plan period.
- In response to the latest government planning reforms, our policy defines a network and hierarchy of town centres and promotes their long-term vitality and viability, while recognising the importance of being flexible in setting policies to respond to future needs and supporting a diverse and mixed economy providing around 20,000 new jobs by 2037, focusing on supporting growing sectors and SMEs. These jobs are expected to come forward through the intensification of industrial land at sites like Industria, and the key opportunities presented by our transformation areas including Eastbrook Film Studios, the Thames Freeport, and the relocation and colocation of London's Wholesale Markets. Current proposals and the planning application pipeline suggest that new development is already planning to bring forward 12,880 jobs within the Plan period, and we would expect this to increase further as planning applications for developments later in the Plan period come forward.

Employment Strategy - Job Creation

- As set out in SPDG 1, there is an estimated requirement of ~200,000 sqm of floorspace and ~50ha of land to provide for the projected job growth in the borough's industrial sector. The employment strategy established in this Plan was informed using the Industrial Land Strategy 2021 (ILS) data/ recommendations as a starting point, and then further developed upon through the collation of employment numbers coming forward through planning applications. The borough is experiencing significant growth not only in housing, but in the amount of industrial development (and in the diversification of opportunities provided by said development) coming forward over the Plan period.
- The ILS used Experian projections as a baseline. This estimated that 10,777 new jobs would be created between 2020 and 2040. Using this projection, the ILS then calculated an estimated requirement of ~200,000 sqm of floorspace and ~50ha of land to provide for the projected job growth in the industrial sector.
- As the Industrial Land Strategy estimates a steady growth of jobs to occur, an average has been taken of the 10,777 figures to estimate the number of jobs expected to be delivered within the Plan period (up to 2037). This equates to around 538 jobs a year (or 9,160 over the Plan period 2020/21-2036/37). Whilst the ILS does look to 2040 (slightly beyond the Plan period), the borough is already seeing a substantial pipeline of job growth coming forward through new developments, with the ILS expecting growth to remain relatively steady over the remainder of the Plan period.

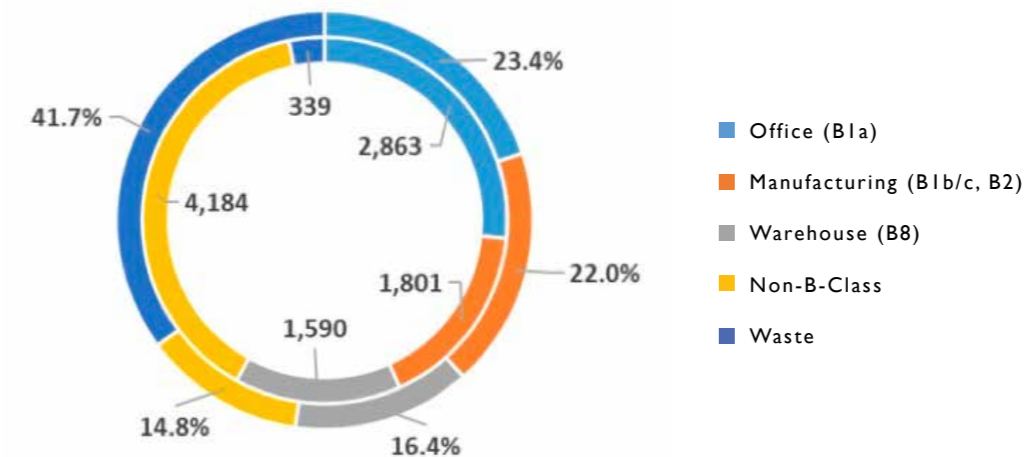
This is also unlikely to have a significant impact on the floorspace and land requirements as the borough is expecting an oversupply of 650,000+ sqm floorspace over the Plan period.

- Using the minimum expected job creation figure of 9,160, and taking into account the anticipated oversupply, intensification/densification strategy (explained in more detail below) and current jobs pipeline (as of November 2023 there are already proposals for 1,800 jobs at Dagenham Film Studios and just over 11,000 identified through planning applications excluding any coming forward as a result of the freeport), an ambitious (but achievable) objective of around 20,000 jobs has been set for the Plan. In addition, the increased transport infrastructure (e.g., the already delivered Barking Riverside Station and Thames Clipper extension, and the proposed Beam Park and Castle Green stations) also serve as catalysts for an increase in employment opportunities and job creation in the borough.
- This means that between 2020 and 2037, it is expected that between 9,160 and 20,000 jobs will be created in the borough.
- The ILS also identified specific areas of the borough that would be best placed for intensification/densification. These are Dagenham Dock, Castle Green, Chadwell Heath, River Road/Thames Road and the Kingsbridge Estate. Although the ILS did also propose the release of a total of 172.3ha of industrial land (679,383sqm of employment space), the Local Plan only proposes a full release (i.e., the land no longer has any industrial designation) of 7.6ha of industrial land at the eastern part of Thames Road, and less than 1ha of Locally Significant Industrial Land at Wantz Road. However, to ensure general conformity with the London Plan 2021, significant emphasis has been placed in Policy DME 1 on protecting/re-providing Strategic Industrial Land.

Expected Sectoral Growth in Barking and Dagenham

- To calculate projected job and sectoral growth, the Industrial Land Strategy utilised the latest Experian Employment Forecasts (September 2020). The Experian data was translated from 38 categories into 5-digit SIC codes covering 729 industries and profiled over the period 2021-2040 to understand the change in employment in the different industrial sectors. The Experian data was also rebased in line with the Business Register Employment Survey (BRES) 2019 to give accurate employment forecasting. This modelling data showed that there would be an additional 10,777 jobs in Barking and Dagenham in 2040 in comparison to 2020. Figure 15 shows this employment growth by sector.
- From this, standard employment land density and plot ratio assumptions were made for each use class sector to give a quantum of employment land required over the plan period. It is concluded that, based purely on baseline data, employment growth in industrial activities could generate a requirement for circa 18.41 ha of manufacturing land (B1b/c, B2) and 31.15 ha of warehousing land (B8) by 2040 (for a total of 49.56 ha). Table 2 sets this out in more detail.

Figure 15. LBBD Employment Growth 2020-2024



Source: Avison Young's calculations, based on Experian Employment Forecasts (September 2020)

Table 2. Sectoral Floorspace and Land Requirements 2020-2040, LBBD

	Jobs 2020-2040 ¹⁹	Employment density	Plot Ratio	Use Class	Floorspace (sqm)	Land (Ha)
29: Manufacture of motor vehicles, trailers, and semi-trailers	874	36	0.4	B1b/c, B2	31,459	7.86
43: Specialised construction activities	830	47	0.4	B1b/c, B2	39,010	9.75
46: Wholesale trade, except of motor vehicles and motorcycles	726	90	0.4	B8	65,368	16.34
41: Construction of buildings	363	47	0.4	B8	17,038	4.26
45: Wholesale and retail trade and repair of motor vehicles and motorcycles	246	90	0.4	B8	22,168	5.54
38: Waste collection, treatment, and disposal activities; materials recovery	34	90	0.4	B8	3,068	0.77
52: Warehousing and support activities for transportation	175	77	0.4	B8	13,440	3.36
39: Remediation activities and other waste management services	0	N/A	N/A		0	0.00
23: Manufacture of other non-metallic mineral products	100	36	0.4	B1b/c, B2	3,600	0.90
81: Services to buildings and landscape activities	54	47	0.4	B1b/c, B2	2,549	0.64
22: Manufacture of rubber and plastic products	33	36	0.4	B1b/c, B2	1,170	0.29
53: Postal and courier activities	41	77	0.4	B8	3,150	0.79
74: Other professional, scientific, and technical activities	13	50	0.4	B1b/c, B2	662	0.17
37: Sewerage	0	N/A	N/A		0	0.00
82: Office administrative, office support and other business support activities	5	70	0.4	B8	380	0.09
18: Printing and reproduction of recorded media	-103	47	0.4	B1b/c, B2	-4,818	(1.20)
Total B1b/c, B2					73,633	18.41
Total B8					124,612	31.15
TOTAL					198,245	49.56

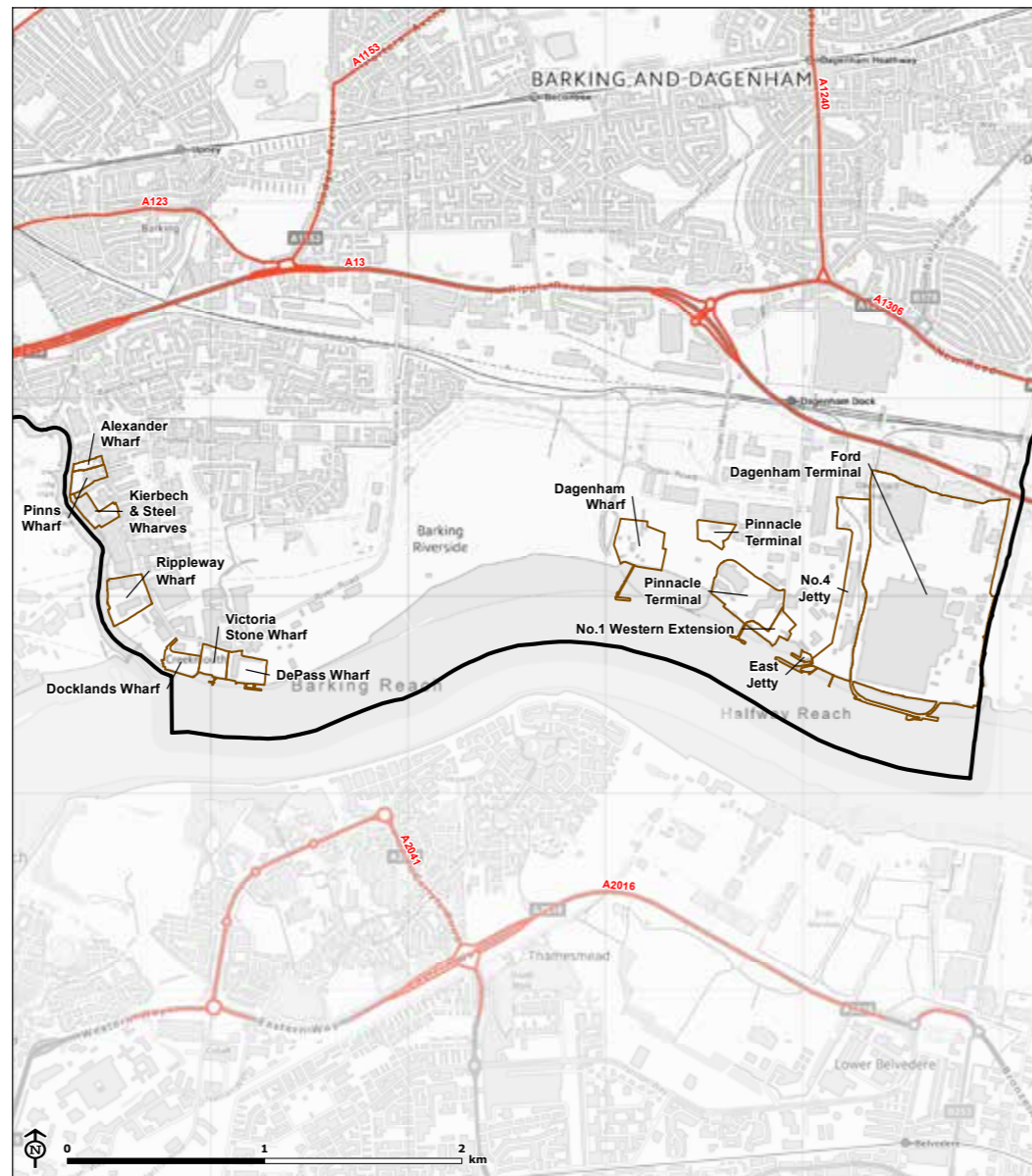
Source: Avison Young



Safeguarded Wharves

Figure 16 is provided below for illustrative purposes to identify the borough's safeguarded wharves, as shown on the Policies Map.

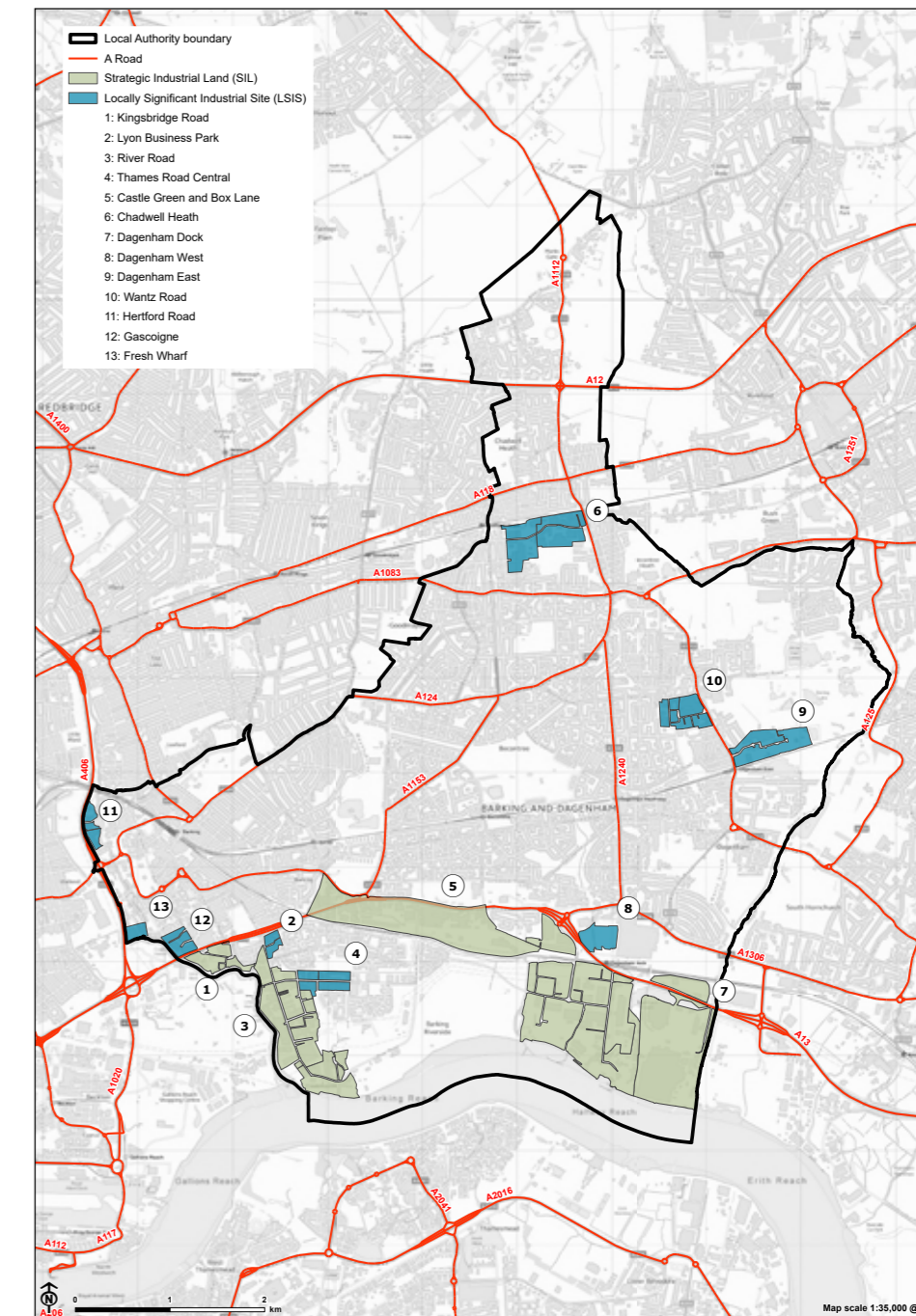
Figure 16.
LBBB Safeguarded Wharves (GLA, 2021)



Industrial Land

Figure 17 is provided below for illustrative purposes to show the distribution of designated industrial land across the borough, as shown on the Policies Map.

Figure 17.
LBBB Industrial Land Designation 2021



Affordable Workspace

- Policy DME 2 sets out requirements for affordable workplace provision and what is required if these are not judged to be practicable or viable for a particular development. Whether affordable workspace is practicable should be covered in a planning statement - the justification would need to be based on the specific circumstances of the scheme (e.g. where sub-division to provide a separate affordable workspace unit would be difficult to achieve or where the small amount of affordable workspace floorspace generated would make finding a provider very difficult). Where on-site affordable workspace is deemed not viable, this would need to be demonstrated through a viability report.

Town Centres and Impact Assessments

- For impact assessments, the Council will apply a 500 sqm gross threshold, which is consistent with the retail floorspace projections within the borough. The Barking and Dagenham Town Centres and Retail Strategy sets out the rationale behind this policy approach.

7.2.

This chapter includes the following policies:

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

7.3.

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

Key evidence documents	Date produced
Be First Industrial Land Strategy	2021
Be First Industrial Land Strategy Addendum	2021
Barking and Dagenham Retail and Town Centre Study	2020
GLA Safeguarded Wharves Review	2019
GLA Hot Food Takeaways Topic Paper	2018
LBBB Economic and Temporary Use Strategy	2018
Projections of Demand and Supply for Visitor Accommodation in London	2017
The Value of Workspace (Institute of Public Policy Research)	2016

STRATEGIC POLICY SP5: Promoting inclusive economic growth

- The Council will focus on growing a thriving and productive enterprise and small business economy, alongside new business investment, and ensuring the delivery of around 20,000 new jobs and a wider employment base.
- The Council will protect office floorspace in accordance with London Plan 2021 Policy EI: Offices.
- The Council will meet its identified additional demand of circa 203,000sqm. of industrial floorspace over the Plan period (as identified in the Industrial Land Strategy) and protect, strengthen and intensify land within the designated Strategic Industrial Location (SIL) and Locally Significant Industrial Sites (LSIS) boundaries through:
 - retention of suitable locations (see illustrative Figure 17 within the policy justification text) to accommodate future growth including supply of suitable industrial capacity to meet identified need
 - promoting efficient use of industrial land to support economic growth sectors through managed renewal and intensification of industrial sites, alongside plan-led managed release and re-provision, and within LSIS co-location of existing industrial land with other sympathetic and appropriate uses
 - promoting efficient use of industrial land to support strategic sectors, including: Transport & Logistics, Advanced Manufacturing, Green Technology and Digital Cultural Creative Industries etc.

- Over the Plan period, the Council is de-designating 14ha of land on Thames Road from SIL to LSIS to allow colocation to come forward and releasing 7.6ha of SIL on Thames Road for residential use. The resultant loss of SIL industrial floorspace will be re-provided nearby in the borough. The new designations are reflected on the Policies Map.
- All safeguarded wharves and maritime infrastructure will be protected and retained in line with Ministerial Safeguarding Directions, supported by Mayoral policy and the Marine Management Organisation. The locations are set out on the Policies Map and shown for illustrative purposes in Figure 16. Opportunities for intensification of wharf use, or rationalisation of wharves and infrastructure, will require consultation with the Mayor (in line with the Safeguarding Directions), with the Port of London Authority and the Marine Management Organisation at an early stage. Proposals that come forward on sites adjacent to wharves must recognise the importance of the agent of change policy in accordance with London Plan 2021 Policy D13 so that future development is designed to ensure that there are no conflicts of use and freight capacity is not reduced. Existing rail freight sites including those at Ripple Lane Stora, Ripple Lane West, Renwick Road Rail Terminal and Eurohub, Box Lane will be safeguarded for rail related uses in line with National and Mayoral policy. These locations are shown on the Policies Map. Opportunities for intensification of rail uses, or rationalisation of rail sites and infrastructure, will require discussions with Network Rail and the rail freight operator DB Cargo at an early stage. Proposals that come forward

on sites adjacent to rail freight sites must accord with the agent of change principle in line with London Plan 2021 Policy D13 so that future development is designed to ensure that there are no conflicts of use and freight capacity is not reduced.

6. The Council will support a new town centre hierarchy for the borough. There is an expectation that office development should generally be directed towards Barking town centre (as shown on the Policies Map), before office provision in District Centres, and following that, neighbourhood centres (both shown on the Policies Map) are considered. Developers will be expected to demonstrate need for major office proposals outside of these areas. Barking Town Centre and the borough's District Centres are set out on the Policies Map.
7. The Council will encourage the provision of affordable workspace within developments for new employment in accordance with Policy DME 2: providing flexible, affordable workspace, alongside London Plan 2021 Policy E3: affordable workspace.
8. The Council will support businesses who seek to evolve, diversify, and contribute to a more thriving and more inclusive local economy through:
 - a) supporting a range of appropriate town centre uses, not limited to traditional retail, which could include residential

uses above existing commercial, social infrastructure and transport infrastructure uses, temporary or 'meanwhile' uses⁴³ of vacant properties, affordable workspace and educational facilities

- b) supporting new development and redevelopment that stimulates the evening economy, contributing to the vitality of district centres and supporting a balanced and socially inclusive evening and night-time economy
- c) supporting the provision of flexible, affordable, modern employment spaces in suitable locations; ensuring the design of employment space is flexible and adaptable to the changing needs of different types of potential user
- d) avoiding vacant or under-utilised buildings and spaces by encouraging better utilisation of industrial sites, and where appropriate and in line with London Plan 2021 Policy E7 supporting the re-use of surplus industrial land and floorspace for other uses
- e) providing new high-quality employment and training opportunities for local people, and procurement opportunities for local businesses, focusing on investment in physical improvement, but also in the long-term social infrastructure and education required for producing talented, entrepreneurial individuals locally.

⁴³In London, meanwhile use sector ranges from property guardianship, housing (e.g. manufactured homes) small community gardens to large workspaces (Centre for London, 2018).

POLICY DME 1: Utilising the borough's employment land more efficiently

1. SIL/LSIS Land release will only be considered in accordance with London Plan 2021 Policy E7: industrial intensification, co-location and substitution.
2. Over the course of the Plan period, it is the Council's intention to only release three parcels of SIL. These are within Thames Road, which is located within the River Road Employment Area. Proposed industrial land designations are clearly illustrated in Figure 17 and on the Policies Map. The clusters are listed in Table 3 as RR8, RR9 and RR10 and these will be clearly defined on an interactive policies map. Part of RR8 will be de-designated from SIL to LSIS and part will be intensified as SIL. RR9 will be de-designated from SIL to LSIS and RR10 will be released completely for residential. The reconfiguration of this industrial land will result in a loss of 21.6ha of SIL.
3. Development proposals must minimise noise impacts and/or neighbour amenity issues in line with London Plan 2021 Policy and must not jeopardise the functioning of any remaining or re-provided industrial uses, including those incorporated within the redevelopment.
4. Any development on-site or surrounding SIL, LSIS or Non-Designated Industrial Sites must not compromise their continued efficient function, access, service arrangements and days/hours of operation, in line with Policies E5 and E7 of the London Plan 2021. Particular regard should be made to the design of residential development adjacent to SILs to ensure that existing or potential industrial activities within these locations are not compromised or curtailed.

5. The Council will ensure that there will be no deficit of industrial capacity through a regular process of planning, monitoring and reviewing industrial development throughout the Plan period. The Council will monitor the capacity of LSIS and SIL land and floorspace as well as undesignated industrial land within the Borough and review this annually through the Authority Monitoring Report (KPI 12). The Council is committed to sharing this monitoring information with the GLA to support decision making when considering proposals which affect SIL. Monitoring of the borough's industrial capacity will help to ensure that industrial need is identified, reviewed and met ahead of any planned release. It will help facilitate the effective operation of the Plan's industrial policies.
6. The Council may prepare masterplan supplementary planning documents (SPDs) to guide development. Where adopted, development proposals must have regard to any relevant SPD.

Strategic Industrial Locations (SIL)

7. SIL provides strategic protection and intensification for warehousing and logistics uses, which often require larger spaces, in line with Policies E4 and E5 of the London Plan 2021.
8. Industrial intensification may involve placing smaller industrial units above or alongside larger warehouses in multi-use accommodated at higher plot ratios to deliver additional capacity.

9. Proposals for residential elements will be refused. Planning conditions or legal agreements may be required to prevent subsequent conversion of SIL sites to residential use.

Locally Significant Industrial Sites (LSIS)

10. The Council will protect local business' needs, and support development that is in accordance with this Local Plan or an adopted localised planning framework.

11. The Council will support co-location of industrial and non-industrial land uses (including employment and residential uses) where appropriate and where this would meet the requirements of Policy E7 of the London Plan 2021. This could involve a mix of industrial and residential and/or other uses on the same site, either side-by-side or through vertical stacking.

12. On Locally Significant Industrial Sites, Classes B2, B8 and E(g) iii uses and relation functions, including ancillary facilities, will be permitted and safeguarded.

SIL and LSIS

13. For both SIL and LSIS, applicants must clearly demonstrate that the proposal:

a) contributes to meeting the indicative future floorspace capacity targets (as set out in Table 3 and Appendix 5). The Council will seek to exceed the indicative future floorspace capacity where appropriate.

b) can deliver at least 50 per cent affordable housing where the scheme includes residential uses and would result in a net loss of industrial capacity (as required by London Plan 2021 Policies H4 and H5)

c) can provide a mix of unit sizes and adequate servicing and delivery space in accordance with Policy DMT4: deliveries, servicing and construction

d) are well designed for their intended purpose in accordance with DMD1: securing high quality design, having regard to providing flexibility for incorporating innovative typologies, such as smaller scale, cleaner type industrial uses that are more compatible with residential uses.

Outside designated SIL or LSIS

14. Outside designated SIL or LSIS, the Council will direct industrial or warehousing uses towards areas of the borough that are designated for SIL or LSIS. Development proposals that would result in the net loss of viable employment floorspace outside of SIL or LSIS areas will be required (in accordance with London Plan 2021 Policy E7: industrial intensification, co-location and substitution) to demonstrate that the site has 'no reasonable prospect' for industrial related purposes and will be required to comply with London Plan 2021 Policies H4 and H5 in respect of affordable housing.

Monitoring

15. The Council will facilitate the delivery of the identified intensification potential to meet all its identified industrial need through a focus on publicly owned land and work with landowners as well as particular details proposed as part of individual site allocations and through Masterplans at Thames Road and Chadwell Heath.

16. In line with key performance indicator 12 of Appendix 3 of this Plan, the Council will monitor the capacity of LSIS and SIL land within the borough.

Table 3. Proposed Future Industrial Capacity across London Borough of Barking and Dagenham⁴⁴ (Industrial Land Strategy, 2021)

ILS Reference	Current Use	Proposed Use	Current Floorspace	Indicative Floorspace Capacity
KB1	SIL	SIL	42,396	105,468
RR1	LSIS	LSIS	9,282	5,600
RR2	LSIS	LSIS	14,308	5,200
RR3	SIL	SIL	28,558	43,886
RR4	SIL	SIL	42,960	81,421
RR5	SIL	SIL	87,293	173,651
RR6	SIL	SIL	105,577	163,904
RR7	SIL	SIL	9,117	21,034
RR8	SIL	SIL/LSIS	39,003	44,260
RR9	SIL	LSIS	45,000	27,882
RR10	SIL	NDS	23,383	0
CG1	SIL	SIL	51,858	77,233
CG2	SIL	SIL	67,781	67,781
CG3	SIL	SIL		49,264
CG3	SIL	SIL	49,264	101,134
CG4	SIL	SIL	10,126	10,126
CG5	SIL	SIL	18,185	18,185
CG6	SIL	SIL	51,496	51,496
CH1	LSIS	LSIS	47,645	43,420
CH2	LSIS	LSIS	44,787	35,600
CH3	LSIS	LSIS	53,986	57,712
DD1	SIL	SIL	51,011	61,800
DD2	NDS	LSIS	59,105	90,253
DD3	LSIS	NDS	323	90,000
DD4	NDS	NDS	14,347	8,800
DD5	SIL	SIL	10,507	103,800
DD6	SIL	SIL	0	144,607
DD7	SIL	SIL	193,410	457,200
DD8	SIL	SIL	254,903	403,998
DE1	NDS	LSIS	0	14,000
DE2	LSIS	LSIS/NDS	32,039	22,800
DE3	NDS	LSIS	0	36,000
DE4	NDS	LSIS	0	20,000
WR1	LSIS	LSIS	27,533	27,533
WR2	LSIS	LSIS	6,416	10,001
WR3	LSIS	LSIS	45,381	46,442
WR4	LSIS	LSIS/NDS	30,497	22,383
HR1	LSIS	LSIS	30,244	30,244
GS1	LSIS	LSIS	47,674	47,674
Total			1,645,395	2,821,791

⁴⁴For guidance on minimum and targeted plot ratio for each area, please refer to the Borough Industrial Land Strategy 2021.



POLICY DME 2: Providing flexible, affordable workspace

1. Development creating 1,000 sqm employment floorspace⁴⁵ or greater will be required to incorporate an appropriate provision of affordable workspace⁴⁶ on-site, offered at below market rate, for shared workspace or small business units through Section 106 agreements, subject to development viability. This must meet the needs of local start-ups, small-to-medium enterprises and creative industries. The applicant should establish robust management links with registered workspace providers agreed by the Council and be able to:

- a) demonstrate that there is sufficient critical mass to ensure the sustainability of any provision
- b) provide units in turnkey form which are accepted by the Council or the registered workspace provider following completion. To be considered as acceptable turnkey spaces, the Council will expect the workspace units to be secure, vacant, and fully glazed, with smooth sealed concrete finishes to ceiling and walls, functional lighting, running water, sanitary facilities, and having capped essential services such as electricity and gas, as well as access provision of wired and wireless broadband technologies delivering the highest speeds to provide a wide range of services. These works will avoid substantial fit out costs for potential occupiers and enable the workspace to be more affordable for smaller businesses.

⁴⁵This policy applies to applications for Planning Use Class E: Commercial, Business and Service.
⁴⁶Workspace are: E(g) Uses which can be carried out in a residential area without detriment to its amenity.

2. In circumstances where it is not practicable or viable to meet Part 1 of the policy, a payment in lieu will be required to support delivery of affordable workspace in other parts of the borough, focusing primarily in identified Transformation Areas (see Chapter 3: Transforming Barking and Dagenham).

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

1. The location of town, district and neighbourhood centres are defined on the Policies Map, with the Town Centre Hierarchy also shown in the table below. The boundaries clearly relate to the application of the sequential and impact tests, which seek to direct main town centre uses to town centres, and proposals for large retail development in edge, or out of town centre locations to be considered against the sequential approach in accordance with the most up to date NPPF.

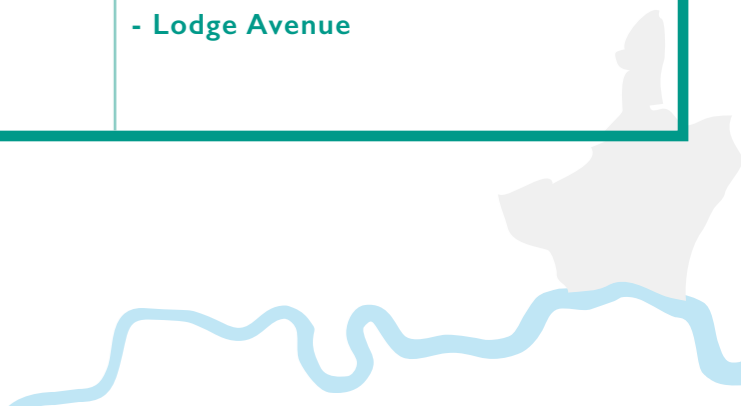
2. Development proposals should seek to deliver and maintain active ground floor frontages. This includes, but is not limited to, shops, markets, community, cultural and civic uses⁴⁷.

⁴⁷Uses which offer a service to the general public.

Barking and Dagenham Town Centre Hierarchy

Town Centre	- Barking Town Centre
District Centres	- Chadwell Heath - Dagenham Heathway - Green Lane - Barking Riverside
Neighbourhood Centres	- The Merry Fiddlers - Andrews Corner - Martin's Corner - Gale Street, Becontree - The Round House - Oxlow Lane / Hunters - Hall Road - Goresbrook Road /Chequers Parade - Chequers Parade - Royal Parade / Church Street - Farr Avenue - Faircross Parade - Broad Street - Dagenham East (South) - Dagenham East (North) - Rush Green

Neighbourhood Centres	- Eastbury - Robin Hood - Marks Gate Shops - Tolworth Parade - Whalebone Lane South - Matapan Shops - Althorne Way - Stansgate Road - Princess Parade, New Road - The Triangle - Fanshawe Avenue 36 - Edgefield Court - Gibbards Cottages - Reede Road - Westbury - Gascoigne - Eastbrook - Movers Lane - Five Elms - Lodge Avenue
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3. When considering applications for town centre uses the applicants are expected to take account of the flexibility which may be required to meet changing needs in terms of what contribution the new development will make to the success of our town centres. This could include the potential need for temporary or 'meanwhile or interim' space to support the creative industries or serve needs in the early phases of a business.
4. 'Meanwhile' uses of buildings in designated town centres must not have an unacceptable impact on residential amenity or prevent development sites from being brought forward for development in a timely fashion. Meanwhile use of sites for housing uses should be consistent with other Local Plan policies in relation to the residential amenity.
5. Outside the designated town centres, development proposals for retail and leisure development exceeding 500sq.m⁴⁸ gross (or its updated equivalent) will be required to submit an impact assessment in accordance with the NPPF and NPPG.
6. Development proposals for a new local shopping centre outside Barking Town Centre and the borough's district and neighbourhood centres (as shown on the Policies Map) must seek to meet the needs of local residents based on up to date documental evidence⁴⁹. The applicant should submit information which considers factors including:
 - a) the relative size of a local parade and the range of shops and services each centre can offer
 - b) the proximity of other town centres, local centres and 'standalone' shops, which may mean that local need may be

⁴⁸The Council will apply a 500 sqm gross threshold for impact assessments, which is consistent with the retail floorspace projections within the borough. The Retail and Town Centre Study sets out the rationale behind this policy approach. The revised floorspace capacity projections in this Addendum are lower than the 2019 Update and the need for a lower impact threshold (500 sqm gross) is reinforced. The Council will keep the retail impact analysis threshold under review in light of future circumstances.

met at an alternative location within walking distance and local needs are therefore still being met

- c) the quality of the shopping centre or parade, in terms of its environment, type and range of retailers, affecting how it is perceived and used by local residents
 - d) the relative accessibility of each centre since this is an important factor in how local people use the local shops and services. The reasonable and maximum walking distances as prescribed in GLA's Town Centre SPG and its equivalent update should be considered in the statement or assessment
 - e) Demonstration that the design of the walking route(s) are safe and wide, and include greenery and rest areas, where possible, to enable convenient walking for all ages and abilities.
7. Development proposals for new hot food takeaways (sui generis), new betting shops, casinos and amusement arcades (sui generis) and pay day loan shops (sui generis) within the designated town centres should be discussed with the Council in advance of any application, must accord with Policy DMD1: securing high quality design, and where appropriate, be supported by:
 - a) a cumulative impact assessment of other existing uses of hot food takeaway, or betting shop or pay day loan shop (including extant but unimplemented planning permissions)
 - b) a health impact assessment (HIA) to demonstrate how the proposal mitigates its impacts to acceptable levels and contributes to reducing health inequalities as far as reasonably possible

⁴⁹The local needs index provides a useful indicator of whether a local centre or important local parade is meeting some or all the needs of local residents.

POLICY DME 4: Visitor accommodation

1. Proposals for new visitor accommodation will be supported where they accord with Policy DME 3, and where they meet the following criteria:
 - a) accord with principal land uses and not compromise regeneration visions (see the Local Plan Place Policies in Chapter 3)
 - b) the size, scale and nature of the proposal is proportionate to its location
 - c) it does not create an over-concentration of such accommodation, taking account of other proposals and unimplemented consents in the local area
 - d) it does not have significant adverse impact on surrounding amenity or local character.
2. Applications for serviced apartments must demonstrate that they meet the criteria stated in Part (1) of this policy and will be managed appropriately as short-term accommodation (i.e. accommodation for up to 90 days in any 365 day period).

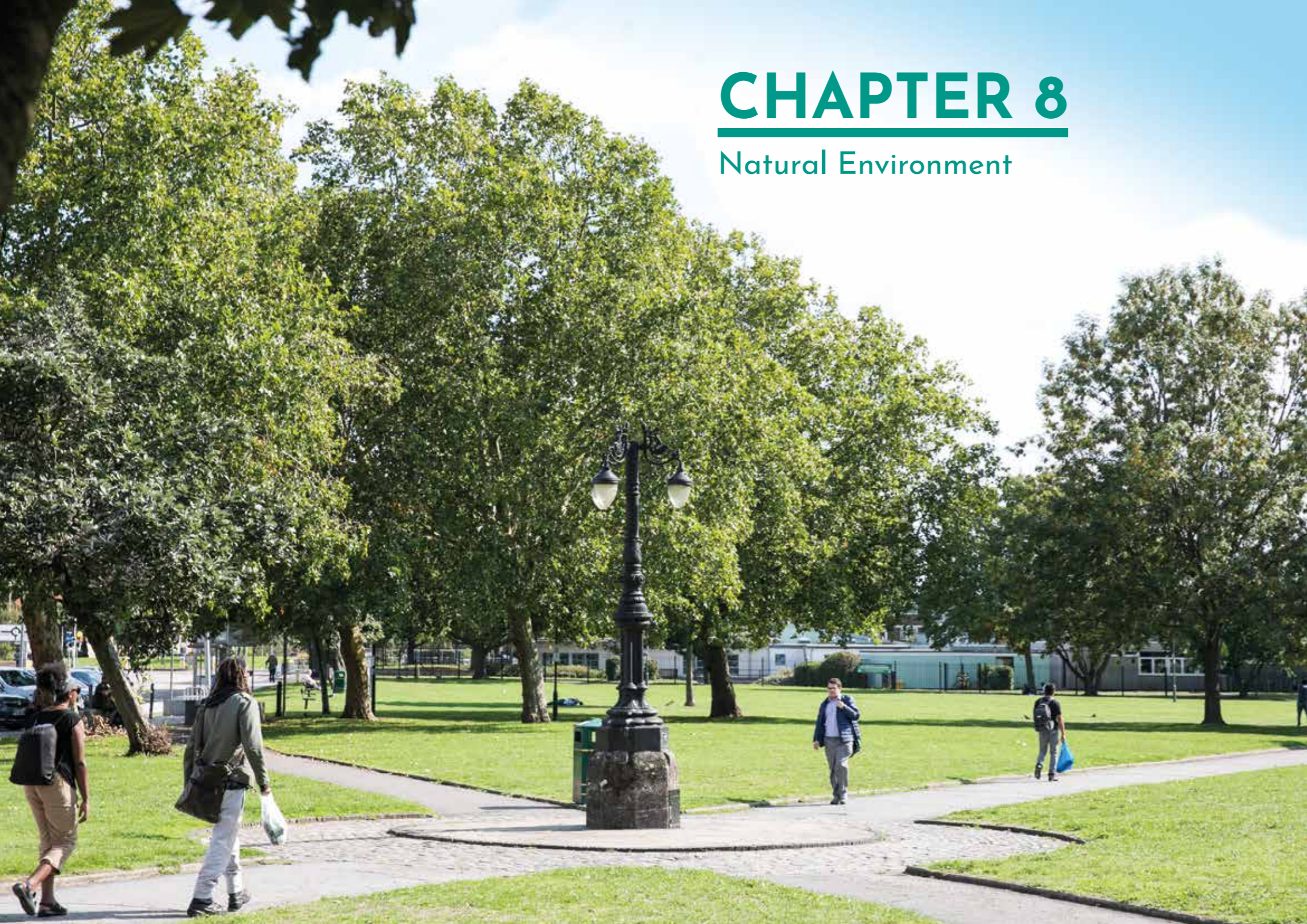
POLICY DME 5: Evening economy

1. The Council will support development that contributes to the vitality of the borough, and supports a balanced and socially inclusive evening and night-time economy⁵⁰, subject to the following considerations:
 - a) cumulative impact – in areas where a concentration of night-time uses may be detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities. For example, the existing number of similar establishments in the immediate area and their proximity to each other; and the potential impacts of the proposal on the wider community
 - b) residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance. For example, the type and characteristics of other uses, such as housing, shops and public houses; any known unresolved amenity, traffic or safety issues arising from existing uses in the area
 - c) balance – new uses in centres should support both the day-time and evening and night-time economies whilst not undermining the role and function of the designated town centres in accordance with DME3 Encouraging Vibrant, Resilient, and Characterful Town Centres.

⁵⁰Examples of development that contributes to the night-time economy include: bars, cafes, nightclubs and restaurants (see Glossary definition for 'Evening Economy')

CHAPTER 8

Natural Environment



Chapter 8: Natural environment

Justification

8.1.

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

- We aim to protect and enhance parks, open spaces, Green Belt, Metropolitan Open Land (MOL), allotments, ponds, rivers and waterways, and the natural environment, and maintain clean, green environments.
- We are making sure that the borough's public open space, and its green and blue infrastructure, is of high-quality and able to fulfil a number of functions, including providing play opportunities, improving health and wellbeing, mitigating and adapting to climate change, and increasing biodiversity.
- We seize opportunities for creating, enhancing and connecting green infrastructure. Improving access to existing open spaces and nature are strongly supported in this Local Plan.
- We want to make the most of the borough's blue infrastructure, including the River Roding, the River Thames and the River Beam.
- The borough's target open space provision requirement is 2.4 hectares per 1,000 head of population, as identified in the Council's Parks and Open Spaces Strategy. The Council will keep this standard under review⁵¹.

8.2.

This section contains the following policies:

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

⁵¹<https://yourcall.befirst.london/13753/widgets/39553/documents/21285>



POLICY SP6: Green and blue infrastructure

8.3.

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

Key evidence documents	Date produced
LBBD Habitats Regulations Assessment	2020
LBBD Infrastructure Delivery Plan	2020
LBBD Green Infrastructure and Biodiversity Strategy	2019
London Environment Strategy	2018
LBBD Parks and Open Spaces Strategy	2017
LBBD Playing Pitch Strategy	2016
LBBD SINC's Citation	2016
LBBD Green Belt Review	2015
All London Green Grid SPG	2012
Ecological Assessment of mounded land to the east of Padnall Lake	2020

1. The Council will protect and enhance the quality of the natural environment (including the borough's parks, public open spaces and playing fields) and will work with a range of stakeholders to maximise the creation of new and improved green and blue infrastructure and address deficiencies⁵¹ in quantity, quality and access. This will be achieved through:

- a) protecting and enhancing the borough's Green Belt and Metropolitan Open Land (MOL) to maintain its function, quality and openness. Any release of Green Belt land will only occur in exceptional circumstances and come forward as part of the Local Plan process, as is the case with the release of a small amount of Green Belt land to allow for future delivery of the proposed Gypsy and Traveller site extension at Eastbrookend Country Park.
- b) the delivery of a maximum of 12 pitches by expanding the existing public site at Eastbrookend Country Park will require the release of Green Belt land, and therefore compensatory improvements to the surrounding Green Belt land will need to be provided for this site in line with the NPPF, and could include the delivery of improvements to the existing green infrastructure, additional woodland planting, wider biodiversity improvements and new and enhanced walking and cycling routes.
- c) ensuring development protects and enhances significant ecological features, achieves biodiversity net gain, and maximises opportunities for urban greening through appropriate landscaping schemes, green roofs and the planting of street trees

⁵¹<https://yourcall.befirst.london/13753/widgets/39553/documents/21285>

- d) working with local partners, the Environment Agency, Natural England and other key stakeholders including the Wildlife Sites Board officers to resurvey and review SINCS, ecological corridors and areas of biodiversity (as shown on the Policies Map) every 5 to 10 years. This will ensure development contributes as appropriate to the borough's overall biodiversity and environmental quality
- e) improving the quality, character, value and accessibility of existing publicly accessible open space across the borough, in line with the Council's Parks and Open Spaces Strategy, Green Infrastructure and Biodiversity Strategy and has regard to Sport England's Active Design Guidance (or updated equivalent)
- f) maximising the opportunity to deliver an improved network of green grid links to enhance access through walking, cycling and public transport to key destination points such as town centres, community facilities and publicly accessible open spaces, and along rivers and waterways
- g) protecting, improving and enhancing blue spaces, to create a coherent blue network, improving walking and cycling accessibility to the water environment and improving the relationship with the river⁵² (including public realm, habitats and waste heat energy sources). Where possible, opportunities should be sought to 'naturalise' riverbanks and water features by removing hard engineered walls and introducing new habitats and sustainable flood management
- h) protecting and enhancing the existing residential moorings located on the River Roding and explore opportunities for part of the River Roding in the borough, north of the

⁵²River Thames, River Roding, Gores Brook and the Beam.

existing safeguarded wharves as a potential residential mooring opportunity zone in line with local and regional planning policies

- i) maximising opportunities to create and increase publicly accessible open space (including playing fields and ancillary sporting facilities) with a range of sizes and for a range of users, particularly in locations which experience the highest level of open space deficiency within the borough (as shown on the Policies Map)
- j) protecting and enhancing the borough's habitat and wildlife, including linking green spaces with coherent ecological corridors, protecting species and habitats identified in the London Biodiversity Action Plan or updated equivalent, and creating new nesting and roosting sites
- k) supporting community food growing through protection of existing allotments, provision of space for urban agriculture in new developments and as a meanwhile use, and building partnerships with social enterprise and voluntary organisations that have already started working in the borough; and supporting communities that aspire to designate important local open spaces as local green spaces
- l) working with strategic partners, developers and the community to position the natural environment at the heart of estate regeneration and development, having regard to any relevant Council park masterplans⁵³.

⁵³The Council has been working on 10 masterplans for the borough's most important parks. These masterplans will give us a framework for the future development of these sites that we can bring into effect as resource become available. Chapter 7 of the Borough's Parks and Open Space Strategy provides information on these masterplans: <https://modgov.lbbd.gov.uk/Internet/documents/s114608/Parks%20Strategy%20-%20App.%201b.pdf>

POLICY DMNE 1: Parks, open spaces and play space

1. The Council will protect and enhance the borough's parks, public open spaces and playing fields, working closely with a range of stakeholders to address deficiencies in quantity, quality and access. Public open spaces should be safe and easily accessible through walking, cycling, and public transport for all users, and supportive infrastructure such as crossings, cycle parking, bus stops and clear signage should be provided appropriately near the entrance of open spaces. To reduce car dominance, these should be provided in proximity to residential, commercial and social infrastructure.
2. The Council will prevent inappropriate development within open spaces and other sites identified in the Parks and Open Space Strategy. Development should not come forward on Metropolitan Open Land (MOL) or within the Green Belt except in very special circumstances, in line with the NPPF and Policy G3 of the London Plan 2021, or where exceptional circumstances for changes to the Green Belt boundary have come forward as part of the Local Plan process (as is the case with the release of a small amount of Green Belt land to allow for future delivery of the Gypsy and Traveller site extension in Eastbrookend Country Park).
3. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the requirements outlined in national policy are met.
4. Major residential development which falls within the 3 km to 6.2 km Recreational Pressure 'Zone of Influence' (ZoI) around the Epping Forest SAC (as shown on the Policies Map)

may be required to complete a project level Habitat Regulations Assessment to address recreational impacts on the SAC, and may be required to mitigate the impacts of recreational pressure upon the SAC. Any development which would cause an adverse impact upon the integrity of Epping Forest SAC will not be supported.

5. Development on open space not shown on the Policies Map, including amenity greens and amenity spaces with limited public access, will generally not be supported, except where proposals accord with an agreed Council regeneration strategy, or include replacement space of higher quality to the open space that would be lost.
6. Development should not rely upon existing publicly accessible open space to contribute towards on-site communal amenity space and child play space. All major and strategic development should contribute to the delivery of sufficient new publicly accessible open space on-site which should:
 - a) meet the needs of current and any future residents
 - b) be of a high-quality that is accessible to all
 - c) provide multiple benefits, including recreation, food growing, SuDS, improvements to biodiversity and links to green infrastructure, as well as any blue infrastructure, on and adjacent to the development site



Phoenix Park

POLICY DMNE 2: Urban greening

- d) consider taking the form of new parks (including pocket parks), allotments or play space developed with regard to guidance as set out in the Parks and Open Spaces Strategy, the Green Infrastructure and Biodiversity Strategy, the Planning Obligations SPD (emerging) and any relevant park masterplans and their updated equivalents
 - e) comply with Policy G4 of the London Plan 2021 and the Council's guidance in the design of new open space. In exceptional circumstances, where on-site provision cannot be adequately accommodated, the Council may agree a financial contribution towards improvements to existing or new open spaces within the borough via planning obligations.
7. Major development proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation in line with Policy S4 of the London Plan 2021.
 8. Proposals for new playing fields should be developed in accordance with Policy DMS1, the Council's Playing Pitch Strategy (or updated equivalent) and in consultation with Sport England.

1. Development proposals will be supported where they:
 - a) maximise opportunities for urban greening, including landscaping, street trees, green and brown roofs, green walls, food growing, rain gardens and nature-based sustainable drainage
 - b) contribute to the All London Green Grid, the Council's Green Infrastructure and Biodiversity Strategy and the Council's Parks and Open Spaces Strategy.
2. Major development proposals are expected to calculate the site's Urban Greening Factor (UGF) in line with Policy G5 of the London Plan 2021, to demonstrate that the proposal will positively contribute to the greening of the borough. A target score of 0.4 should be achieved for developments that are predominately residential, and a target score of 0.3 should be achieved for commercial development (excluding B2 and B8 uses, which have no target but are required to quantify the UGF score and demonstrate measures to achieve urban greening on site).
3. Where major development does not meet the relevant UGF target score and a review confirms that the target score cannot be met (as set out in section 3.6 of the 2023 London Plan Urban Greening Factor guidance⁵³), development should provide robust justification to the Council regarding constraints to delivery, and work with the Council to identify suitable alternative offsite measures.

⁵³<https://www.london.gov.uk/sites/default/files/2023-02/London%20Plan%20Guidance%20-%20Urban%20Greening%20Factor.pdf>

POLICY DMNE 3: Nature conservation and biodiversity

1. Development should not lead to adverse effects on the integrity of Epping Forest Special Area of Conservation (SAC) in line with Policy DMNE 1, or loss or degradation of Sites of Importance for Nature Conservation (SINCs), including local nature reserves. All existing SINC boundaries are shown on the Policies Map.
2. All development proposals are required to:
 - a) minimise the impacts of development on biodiversity and nature in accordance with the mitigation hierarchy set out in Policy G6 of the London Plan 2021
 - b) demonstrate a minimum of 10% biodiversity net gain, even where development proposals do not result in biodiversity loss using the Biodiversity Metric 4.0 (or updated equivalent) in accordance with the Environment Act 2021 and associated regulations (or updated equivalent). Applications for material change of use applications, alterations to buildings, and house extensions, are excluded from this requirement. In the event that Biodiversity Net Gain cannot be delivered on site, developers should work with the Council to deliver net gain off-site but within the borough
 - c) prepare a long-term monitoring and management plan of biodiversity net gain sites for a period of 30 years, preferably within the development area
 - d) provide wider environmental benefits where possible.

3. The Council's Green Infrastructure and Biodiversity Strategy identifies opportunities for habitat creation, wildlife corridors and Green Design Codes for different parts of the borough, which should be used to inform net gain proposals.
4. Major development proposals are required to:
 - a) contribute to the strategic network of green and blue spaces, as identified in the Council's Green Infrastructure and Biodiversity Strategy (or updated equivalent) and in accordance with Policy G1 of the London Plan 2021
 - b) contribute to improving local access to nature, in accordance with national and London Plan 2021 requirements and taking account of Natural England's latest Accessible Natural Greenspace Standards and having regard to areas of deficiency in access to nature, as defined by the London Plan 2021
 - c) submit an ecology assessment demonstrating biodiversity enhancements that contribute to the objectives of the latest Council's strategies, as well as guidance and best practice for habitat creation
 - d) submit a habitat management plan setting out the long-term maintenance and monitoring of all biodiversity protection and enhancement measures

POLICY DMNE 4: Water environment

- e) prioritise the use of native species of local provenance particularly those which are climate resilient, in soft landscaping schemes within 250m of Sites of Importance for Nature Conservation, waterways, and wildlife corridors, and on green and brown roofs and roof gardens. Where the use of native species is not feasible, proposals should use local species with known benefit to local ecosystems. On all other sites, the use of native plants of local provenance should be at least 75% by area of the soft landscaping scheme
- f) incorporate soft landscaping that minimises the risk of new plant diseases and avoids introducing invasive species by sourcing plants from stock grown in the UK and avoiding the use of plants listed in Schedule 9 of the Wildlife and Countryside Act (1981). Landscaping and planting around developments must control potentially invasive non-native species and eradicate these where possible as part of redevelopment
- g) create new, appropriately located nesting and roosting sites for wildlife (for example through integrated nesting and roosting bricks, towers and boxes together with street trees, green walls and green roofs).

Rivers, waterways and watercourses

- 1. Development proposals within and adjacent to rivers and waterways will be required to:
 - a) contribute to achieving the objectives of the Thames River Basin Management Plan, Water Framework Directive or updated equivalent and catchment partnership local measures
 - b) protect and enhance biodiversity and geomorphology in and along watercourses, banks and waterways, adjacent terrestrial habitats, the foreshore and the floodplain
 - c) improve water quality, including reducing or minimising pollution from adjacent land and roads (e.g. by using oil interceptors in car parks) and improve the ecological status of waterbodies (e.g. by investigating and rectifying misconnections, retrofitting sustainable urban drainage systems, fitting hydrocarbon interceptors and creating and restoring wetlands)
 - d) conserve the waterways and consider them as part of a cohesive place-making strategy tailored to local context
 - e) avoid harm or negative impacts on navigation and use of existing waterways
 - f) conserve and enhance the existing character of the waterway and its setting



River Roding Wetlands

- g) provide open space for recreation, habitat provision and increasing the blue space network, which can also be used to store excess floodwater, where appropriate
- h) provide a naturalised buffer zone between the proposed development and the top of bank of any nearby watercourse, landward extent of a flood defence, and its underground structures (including tie rods and anchors) or body of water as follows:
 - i. at least 16m for tidal watercourses
 - ii. at least 8m for fluvial main watercourses
 - iii. at least 8m for an ordinary watercourse
 - iv. at least 5m buffer around ponds or other standing water bodies
 - v. buffer zones should not include development, hard standing, paths or lighting, or be used for storage of materials. Land adjacent to flood defences should also be protected in line with Policy DMS1 5. Buffer zones should be designed to be dark (less than 1.0 lux) to protect their function as wildlife corridors; open up river corridors, making space for water through the creation of natural buffer zones adjacent to water courses, and increasing floodplain connectivity
 - vi. improve safe, public access to waterways and provide opportunities for enjoyment and understanding of the waterways; development will be expected to provide

appropriate riparian lifesaving equipment (e.g. grab chains, access ladders and life buoys) alongside the riverside areas to a standard recommended in the 1991 Hayes Report on the Inquiry into River Safety

- vii. encourage active travel (walking and cycling) through the provision of cycle and foot paths adjacent to the waterway (but outside of the buffer zone)
- viii. have regard to the HM Government's UK Marine Policy Statement (2011) or updated equivalent and the South East Marine Plan, which applies to the River Thames and the River Roding
- ix. identify and deliver natural flood management opportunities to help alleviate fluvial and surface water flooding, as well as measures to prevent litter entering waterways. On sites with culverted watercourses, proposals for new development will be expected to investigate and secure the implementation of measures to restore sections of the watercourse, with clear and robust justification provided, if considered unachievable
- x. maximise the use of the river for freight, including for the transportation of construction materials to, and waste from a development site either directly to and from the site or through the supply chain.

Thames Policy Area

2. The Thames Policy Area, including the River Roding, is designated on the Policies Map. Within this area, development

will be supported where it meets the requirements above and it:

- a) improves public access to and along the River Thames
- b) protects and enhances views towards and along the River Thames
- c) has regard to the recommendations of the Thames Estuary 2100 Plan (or updated equivalent) for Action Zone 4⁵⁴ (which focuses on taking further action to keep up with climate and land use change so that flood risk does not increase), within which the borough lies
- d) protects safeguarded wharves and jetties from any development that would prejudice their future use for river transport in accordance with policy SP5.

POLICY DMNE 5: Trees

1. Development proposals should retain existing trees and shrubs where possible unless it can be demonstrated that their removal would provide substantial public benefit or if they are considered unsuitable for retention (e.g., have a serious structural defect, are deceased, infected or showing signs of irreversible decline).
2. Trees, shrubs or vegetation must be retained where one or more of the criteria below are met:

- a) it is considered to be of significant value, including ecological value, as per an agreed appropriate arboriculture valuation system (such as i-tree or CAVAT) and subject to consultation with the Council
 - b) it makes a significant contribution to amenity or local character
 - c) it is of special character, age, or has scope for screening other properties or features.
3. If existing trees and vegetation of value cannot be retained, a robust justification must be provided and they should be replaced by species of at least equivalent value with a preference for on-site planting.
 4. Where it is agreed with the Council that it is not possible to provide adequate replacement trees as part of a development, the applicant will be required to make a financial contribution to the Council's tree planting and maintenance programme dependent on the specific development and the value of the trees.
 5. Major development is expected to incorporate planting including trees, shrubs and vegetation over and above any existing provision. Planting should use trees, shrubs and vegetation that are appropriate to the context and location of the development site and provide complementary habitat⁵⁵.

⁵⁵The LBBB 2019 Green Infrastructure and Biodiversity Strategy <https://luc.maps.arcgis.com/sharing/rest/content/items/c3ed555572744311bfcd0cd79dcc8085/data> provides further guidance on trees, shrubs and plants of local provenance in the borough and where different species are located across the borough

⁵⁴<https://yourcall.befirst.london/11324/widgets/38986/documents/29046>

6. Applicants will be expected to demonstrate how a development has been designed to allow trees and other vegetation to grow and thrive, including during construction. This includes ensuring that urban planting allows tree roots to grow sufficiently, allows water filtration and avoids soil compaction around street planting.
7. When identifying locations for new trees, it is vital that eventual root and branch growth of a tree are taken into account when determining how much space will be needed in the future. This is to ensure the tree survives and thrives, and to prevent damage to existing properties and structures.
8. All trees and vegetation planted in close proximity to flood defences and within the 'buffer zone' must have appropriate root containment systems installed, to prevent future tree root growth negatively affecting flood defence structures.

POLICY DMNE 6: Local food growing including allotments

Existing allotments

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

Creation of new food growing opportunities

2. Proposals for community food growing and gardening will be encouraged in line with Policy G8 of the London Plan 2021, particularly where this forms part of the overall landscaping and open space strategy for residential development or as part of a school, playground or recreational area. Innovative food growing solutions, such as edible landscaping, rooftop growing, vertical and hydroponic and indoor growing will be strongly encouraged.
3. Major residential-led developments should consider community food growing opportunities and provide a strategy for the ongoing management of this.
4. Proposals for new allotments will be supported where there is a local need, demonstrated through appropriate engagement with key stakeholders and the local community, and where this does not prejudice alternative land uses from coming forward, including residential use.
5. All new community food growing areas should include access for disabled residents, access to water and irrigation and access to composting facilities.
6. Food growing is also encouraged as a meanwhile use on vacant or under-utilised sites.



CHAPTER 9

Sustainable Infrastructure



Chapter 9: Sustainable infrastructure

Justification

9.1.

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

- We will promote sustainable infrastructure and transform the borough to become the 'green capital of the capital', allowing for the rapidly changing regional policies surrounding energy and sustainability, and strengthening the borough's resilience to the impacts of climate change.
- We are committed to creating a clean, green and sustainable borough with low emission neighbourhoods, reinforced by the Council's climate emergency declaration, and targets to become a carbon neutral council. This will be achieved through:
 - ✓ encouraging energy efficient design and reducing energy use
 - ✓ utilising low-carbon heat
 - ✓ supporting new district energy networks
 - ✓ using low and zero carbon electricity
 - ✓ ensuring affordable energy
 - ✓ delivering co-benefits, such as improved health and wellbeing
- The promotion of sustainable transport, including walking and cycling, and reduced car use, will also be critical in meeting the borough's carbon neutral targets, as well as improving air quality.
- We believe that the creation of a sustainable and resilient future for residents and for businesses is central to the

success of this Local Plan, through good planning and managing our resources (including land, energy, water and materials) in a sustainable manner.

- We are committed to reducing carbon emissions, improving air quality, conserving water, reducing waste, enhancing biodiversity, and mitigating flood and overheating risk. New development will be required to contribute to these objectives, for example with energy efficient design and on-site renewable energy technologies such as photovoltaics and heat pumps. This will be supported by the borough's retrofitting programmes and decarbonisation initiatives.
- We encourage developments to be bold and strive for best practice approaches in sustainability and energy efficiency in the borough. This includes requiring the achievement of BREEAM as well as encouraging other innovative standards, such as the Home Quality Mark and Passivhaus. We are leading by example through schemes developed by Be First – our own regeneration company – and building healthy and sustainable neighbourhoods including a number of homes built to Passivhaus standards.
- We are committed to increasing opportunities to utilise low carbon communal energy through our District Energy Networks (DENs). The Barking Town Centre DEN supplies low carbon energy to residential properties and commercial spaces in the town centre and a similar smaller scheme is in operation in Becontree. There are also plans for further DENs in the borough, including in the South of the borough in the Barking Riverside area, to support new development and increase the supply of low carbon and renewable energy sources.

- We support the targets set out in Policy SI 7 and Policy SI 8 of the London Plan 2021 to embed Circular Economy principles and to manage London’s waste sustainably and self-sufficiently delivering the Mayor’s ambition for London to manage 100% of its own waste by 2026. This includes the borough-level apportionment of 6.1% for the London Borough of Barking and Dagenham (LBBD) for all household, commercial and industrial waste between 2021 and 2041 (505,000 tonnes by 2021 and 537,000 tonnes by 2041).
- LBBD adopted the Joint Waste Development Plan for East London in 2012 alongside the East London Waste Authority (ELWA) boroughs of Newham, Redbridge and Havering. The Joint Waste Plan sets out a waste management strategy to 2021. The ELWA boroughs are currently developing a new Joint Waste Plan, alongside their respective Local Plan work. Waste sites will need to be protected until the joint strategy is completed (expected completion in Spring 2025), at which point it will form part of LBBD’s Development Plan and will set out the strategic approach for the sustainable management of waste over the Local Plan period in accordance with the London Plan 2021.
- The whole borough is designated as an Air Quality Management Area (AQMA) for both nitrogen dioxide (NO2) and particulate matter (PM10). LBBD also have three designated Air Quality Focus Areas (see Policies map) – A13 Ripple Road, Barking Town Centre and Whalebone Lane North) where the EU annual mean limit value for NO2 has been exceeded.

- The Council encourages the use of circular economy principles in design, construction and development and supports sustainable waste management. The Council is supportive of approaches that look to maximise the value of existing resources and prioritises retention and reuse of buildings and materials before waste reduction, recycling or disposal. If a proposed material reuse scenario cannot meet the principles outlined in CL:AIRE:The Definition of Waste: Development Industry Code of Practice (DoWCoP), it will need to be managed in line with the requirements of the Environmental Permitting (England and Wales) Regulations 2010, or its updated equivalent.

9.2.

This section contains the following policies:

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

9.3.

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

Key evidence documents	Date produced
Be First Waste Needs Assessment	2021
LBBD Air Quality Action Plan 2020-2025	2020
LBBD Infrastructure Delivery Plan	2020
London Environment Strategy	2018
London Waste Planning Forum: Monitoring Report	2018
London Plan Topic Paper: Waste	2018
GLA Energy Assessment Guidance	2018
Strategic Flood Risk Assessment (SFRA) Level 1 & Level 2	2017
LBBD Local Flood Risk Management Strategy	2017
East London Waste Authority (ELWA) Joint Waste Development Plan	2012



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

1. The Council will:

- a) encourage innovative approaches to tackling climate change, reducing air pollution, managing flood risk, heat risk and nuisance, and promoting sustainable infrastructure
- b) expect major development to be net zero carbon and employ low carbon technologies in line with London Plan 2021 Policy SI 2: minimising greenhouse gas emissions, and work with developers, landowners and other key stakeholders to ensure, where appropriate, development supports and connects into the borough's strategic District Energy Networks and associated infrastructure, utilising low or zero carbon energy sources and heat recovery
- c) expect all development to minimise the risk of internal overheating in line with London Plan 2021 Policy SI 4: managing heat risk
- d) ensure all development manages nuisance (such as noise, vibration, artificial light, odour, fumes and dust pollution) during both construction and operation through appropriate design, planning and mitigation
- e) improve the borough's air quality in line with the Council's Air Quality Action Plan; requiring new development to accord with policy SI 1 of the London Plan 2021; and promoting sustainable transport and green infrastructure
- f) expect development and large-scale regeneration to facilitate the remediation of land affected by contamination

- g) work with developers and key stakeholders to reduce flood risk (including through the use of Sustainable Drainage Systems), improve wastewater infrastructure in line with the Council's Infrastructure Delivery Plan, and reduce mains water consumption
- h) co-operate with other boroughs to jointly address cross-boundary flood risk issues
- i) meet the borough-level apportionment target of household, commercial and industrial waste set out in Policy SI 8 of the London Plan 2021 within an updated joint waste development plan
- j) seek to maintain an appropriate landbank as per the apportionment for the borough set out in the London Plan 2021 and review the approach through the new Joint Waste Plan,
- k) reduce waste and promote the circular economy principles as set out in policy SI 7 of the London Plan 2021, including through adopting a retrofit-first approach, where any substantial demolition proposed has a robust justification
- l) meet the municipal waste recycling target by 65 per cent by 2050
- m) ensure that zero biodegradable or recyclable waste goes to landfill by 2026
- n) seek to deliver secure, affordable and low carbon utilities and physical infrastructure.

POLICY DMSI 1: Sustainable design and construction

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

POLICY DMSI 2: Energy, heat and carbon emissions

Carbon dioxide emissions

1. The Council will expect major development to contribute to, and where possible exceed, the borough's target of becoming carbon neutral by 2050 by maximising energy efficiency and carbon reduction on-site. Major development will need to demonstrate the achievement of net-zero carbon buildings and neighbourhoods.
2. Major development proposals are required to submit a detailed Energy Assessment, which provides information on measures that have been put in place to minimise energy demand and carbon savings that can be achieved. Energy Assessments should be consistent with, the most recent guidance from the GLA, demonstrating how the development has been designed in accordance with the energy hierarchy and relevant policies set out in Policy SI 2 of the London Plan 2021. Minor development proposals should also submit an Energy Strategy that is proportionate to the proposal, determined in consultation with the Council.
3. Where it is clearly demonstrated that the zero-carbon target cannot be achieved on-site and there is a well-justified shortfall, applicants will be expected to make a financial contribution in agreement with the Council, either through a cash in lieu contribution to the Council's Carbon Offset Fund, or agreement of sufficient alternative offsetting arrangements within the borough via planning obligations.

Connection to district energy networks

4. All development proposals will be expected to:
 - a) address an area's energy infrastructure requirements, as identified in the Council's latest Infrastructure Delivery Plan
 - b) prioritise decentralised energy.
5. All new major development proposals located within Heat Network Priority Areas, as set out by the GLA's London Heat Map (or updated equivalent), are expected to adhere to the London Plan's heating hierarchy, prioritising connection to local existing or planned heat networks in accordance with London Plan 2021 Policy SI 3.

Low carbon and renewable energy technologies

6. Development proposals will be expected to maximise potential from low carbon and renewable energy technologies with minimal impact on the environment, amenity, affordability/operational costs and human health and wellbeing. They must demonstrate that the most appropriate and well-performing technologies are incorporated into new development and that any adverse effects on human health or the environment are avoided, or otherwise appropriately mitigated, including in respect of managing overheating risk and end user affordability.

Overheating risk

7. All development proposals should minimise adverse impacts on the urban heat island effect through design, layout, orientation, materials and the incorporation of green infrastructure.
8. All major development proposals will be expected to mitigate overheating risk (for example through orientation, shading, insulation, solar-controlled glazing, natural ventilation and efficient mechanical ventilation with heat recovery) and submit an Overheating Assessment in accordance with the requirements of policy SI 4 of the London Plan 2021 and the cooling hierarchy. This assessment must have regard to the Noise and Vibration Assessment in terms of managing both overheating risk and acoustics.



The Leys

POLICY DMSI 3: Nuisance

1. All development proposals are required to:
 - a) have regard to the Agent of Change principle (Policy D13 of the London Plan 2021)
 - b) manage nuisance resulting from development in areas where industrial and residential land uses are co-located the onus should be on the new development to manage conflicts without placing unreasonable restrictions on existing noise-generating uses
 - c) manage and mitigate the impacts of nuisance generated through the operation of development (such as noise, vibration, artificial light, odour, fumes and dust pollution) on people and the built and natural environment over the life of the development
 - d) ensure noise-sensitive and air quality-sensitive development is directed to appropriate locations, and protect these against any existing and proposed sources of noise and air pollution through careful design, layout and use of materials and adequate insulation
 - e) work with the Council to manage and mitigate adverse noise by identifying and protecting areas that have remained relatively undisturbed by noise and are valued for their recreational and amenity value for this reason.
2. Major development proposals, and other development proposals that are likely to result in a nuisance, are required to:

- a) submit a noise and vibration assessment to reduce any adverse impacts to an acceptable level using the most appropriate layout, orientation, design and use of buildings. This assessment must have regard to the overheating assessment in terms of managing both overheating risk and acoustics
 - b) submit and implement a Construction Environmental Management Plan in order to avoid, minimise and mitigate significant adverse demolition and construction (such as noise, vibration, artificial light, odour, fumes and dust pollution) on people and the built and natural environment through the development.
3. Development proposals which generate unacceptable levels of nuisance, either individually or cumulatively, will be resisted.

POLICY DMSI 4: Air quality

1. All major development will be required to provide an Air Quality Assessment as part of the planning application in accordance with the requirements of Policy SI 1 of the London Plan 2021: improving air quality. Large-scale development, as defined in the London Plan Air Quality Positive guidance, should also submit an Air Quality Positive Statement as set out in guidance⁵⁶.
2. Major development proposals must achieve or improve upon the 'air quality neutral' benchmark (in line with Policy SI 1 of the London Plan 2021, and LBBB's latest Air Quality Action

Plan and Air Quality Positive guidance) by avoiding people's exposure to poor air quality. This should be achieved through:

- a) effective design solutions
 - b) appropriate plant, machinery and technology
 - c) facilitating the use of low or zero emission transport and reducing the reliance on private motor vehicles, while promoting walking and cycling
 - d) improving traffic management
 - e) providing new green infrastructure in line with the Council's Infrastructure Delivery Plan and Green Infrastructure & Biodiversity Strategy (or updated equivalents).
3. Development located within the borough's designated Air Quality Focus areas will be closely scrutinised as to the approach to air quality and should demonstrate that design measures have been used to minimise exposure, in accordance with Policy SI 1 of the London Plan 2021.
 4. Where proposals do not achieve the air quality neutral benchmark, applicants will be expected to make a financial contribution in agreement with the Council, either through the Air Quality Fund, or through off-site measures within the borough, agreed via planning obligations. During demolition and construction, all developments must adhere to the requirements of the GLA's Control of Dust and Emissions during Construction and Demolition SPG 2014 (or updated equivalent) including the emissions standards set for all Non-Road Mobile Machinery (NRMM) used on-site.



⁵⁶<https://www.london.gov.uk/sites/default/files/2023-02/Air%20Quality%20Positive%20LPG.pdf>

POLICY DMSI 5: Land contamination

1. All development proposals on, or adjacent to land potentially affected by previous contaminative land use will be required to apply the latest government guidance on land contamination⁵⁷.
2. Developers should consult with the Council to discuss land contamination issues at an early stage of the planning process.
3. Remediation proposals to deal with contamination must be agreed with the Council prior to the commencement of any works.
4. Development proposals must:
 - a) ensure safe transportation, storage, and use of hazardous substances
 - b) protect neighbouring occupiers and the natural environment from remediation impacts
 - c) consult the Health and Safety Executive (HSE) and the Environment Agency (EA) on proposals involving hazardous substances where required.
5. Hazardous substances are to be located where they would not cause potential health and safety risks to neighbouring uses or to the environment. Other uses should be prevented from being located near potentially polluting substances where future users could be at risk.

⁵⁷The government guidance on land contamination is available at: <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

POLICY DMSI 6: Flood risk and defences

Flood risk

1. Development should seek to deliver a neutral impact or reduction in flood risk from any source, on and off-site, by demonstrably giving sufficient consideration from the outset of the design, and during pre-application discussions with the Environment Agency (EA) and Thames Water and the Council.
2. Development is required to undertake Flood Risk Assessments for schemes meeting the thresholds set out in DEFRA and EA guidance. Developments should adapt to climate change by planning for future flood risk. If a site is not currently shown to be within Flood Zone 2 or 3, but detailed modelling from the Environment Agency shows it is expected to be impacted once climate change is assessed, then the same design considerations should be applied as if it was within the present-day Flood Zone.
3. Development proposals must comply with flood risk policy as set out in national policy and guidance.
4. All development within sites at risk of flooding should be guided towards areas of lowest risk within the site and development should be designed in strict accordance with the Development Control recommendations set out in Section 7 of the Strategic Flood Risk Assessment (SFRA) Level 1 Report.
5. Basements, and any development not classified as water compatible, are not considered appropriate in Flood Zone 3b, and there are restrictions on their use and design within Flood Zones 2 and 3a with the Development Control recommendations set out in Section 7 of the SFRA Level 1 Report.



Barking Creek flood barrier

Flood defences

6. Development proposals along the Thames and tidal River Roding will be expected to:

- a) maintain, repair, enhance or replace flood defence walls, banks and flood control structures to provide adequate protection for the lifetime of the development
- b) protect land adjacent to, and set buildings back from, flood defences to allow future replacement of defences and provision of public amenity and biodiversity, having regard to the Thames Estuary 2100 Plan
- c) seek opportunities to raise existing tidal flood defences having regard to the required levels in the Thames Estuary 2100 Plan (or updated equivalent) in preparation for future climate change impacts, or demonstrate how defences can be raised to the required levels in the future through submission of plans and cross-sections of the proposed raising
- d) demonstrate the provision of improved access to existing defences, or where opportunities exist to realign or set back defences
- e) provide landscape, amenity and habitat improvements, where appropriate, in line with the riverside strategy approach
- f) safeguard land for future defence raising
- g) secure financial contributions from partners in order to enable flood defence works.

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

POLICY DMSI 7: Water management

Surface water management

1. As a minimum all development must:
 - a) utilise permeable surfaces (including on areas of public realm and on small surfaces such as front gardens and driveways) unless they can be shown to be unavoidable
 - b) have regard to advice from the Council as the Lead Local Flood Authority (LLFA) as to their preference and guidance on Sustainable Drainage Systems (SuDS).
2. Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with Policy SI 13 of the London Plan 2021 and the drainage hierarchy. All major development must incorporate SuDS into proposals, where appropriate, having regard to the government's latest Non-Statutory Technical Standards for Sustainable Drainage Systems and the Council's latest Strategic Flood Risk Assessment (SFRA).

3. Minor developments are also expected to incorporate SuDS, where feasible. SuDS should provide multiple benefits and integrate with the Council's green infrastructure network.
4. Proposals for SuDS will also need to include a long-term SuDS Management and Maintenance Plan, including details of who is responsible for maintenance.

Water infrastructure

5. All new development is required to minimise the use of mains water, water supplies and resources in residential and non-residential development in line with Policy SI 5 of the London Plan 2021: Water Infrastructure and the Optional Requirement of the Building Regulations (residential development). The use of rainwater and grey water to minimise the use of mains water will be encouraged.
6. The Council will support development proposals where they:
 - a) consider the net increase in mains water and wastewater demand to serve their developments and engage with Thames Water through the free pre-planning service at an early stage to confirm that there is adequate capacity to serve the development. The outputs of the communication can be included as evidence to support a planning application

POLICY DMSI 8: Demolition, construction and operational waste

Demolition and construction waste

1. Prior to demolition and construction, major development proposals will be expected to:
 - a) develop an appropriate construction waste management plan in order to reduce, reuse, recycle and recover waste and to mitigate environmental impact in accordance with Policy DMSI 1, and Policy SI 7 of the London Plan 2021
 - b) where appropriate, consider the use of the river for freight, including for the transportation of waste, from a development site either directly to and from the site or through the supply chain in line with Policy DMNE 4: Water Environment.

Operational waste

2. All new and refurbishment development proposals must submit a strategy for the minimisation and collection of waste and recycling and include sufficient and accessible space in their design and layout for waste storage and collection within developments, in accordance with the London Waste Recycling Board's (LWARB) latest guidance on recycling and storage. As a minimum, appropriate facilities must be provided, both within individual units and for the building as a whole, in order to separate and store dry recyclables (card, paper, mixed plastics, metals, glass), organic and residual waste.

3. Major residential developments are expected to incorporate high-quality, on-site waste collection systems that are based on current best practice, designed using circular economy principles and do not include traditional methods of storage and collection, such as kerbside collections and wheeled bin methods where feasible. The type of systems could include compactors, underground storage containers, vacuum systems and automated or pneumatic waste collection systems. These systems require land to be set aside to store bulky waste materials, with the size and footprint of the space varying from system to system. Applicants should discuss options with the Council regarding waste collection prior to the submission of an application.
4. Non-residential proposals involving the use or disposal of hazardous substances must demonstrate that the risks to public safety and the environment are appropriately managed in line with Policy DMSI 3 Nuisance.



POLICY DMSI 9: Smart utilities

1. Development proposals should accord with the London Plan 2021 Policy SI 6: digital connectivity infrastructure, and will be supported where they directly provide, and demonstrate in their design the flexibility and adaptability to:
 - a) incorporate smart technologies and approaches that enable resources, space, systems and materials to be monitored and managed efficiently, as well as support the balancing of the grid
 - b) adopt protocols and systems that are compatible with others used in the borough and London, such as the local planning authorities, statutory undertakers, independent distribution network operators, social infrastructure providers and other organisations that are responsible for managing the public realm and supply vital services to the area, in order to allow for the safe sharing of information and efficient service provision
 - c) ensure access to wired and wireless broadband technologies delivering the highest speeds to provide a wide range of services
 - d) work proactively with the Council to plan, deliver and manage development that supports economic growth and responds to community needs
 - e) engage with telecommunications operators to communicate infrastructure needs and to provide joined-up and efficient services that respond to customer needs.

2. Development should prioritise connecting to strategic area-wide telecommunications networks when and where they are available.
3. Telecommunications development should be sited and designed to minimise the impact on the surrounding area. The adverse impacts of telecommunications development should be balanced with the benefits of infrastructure to economic growth and community need, and the Council will support high-quality telecommunications developments where:
 - a) the siting is not unacceptably intrusive in the street scene
 - b) the design is of a scale, height and appearance which does not disrupt the character of an area
 - c) the equipment has been designed to keep the size of the installation to the technical minimum and sited, so far as practicable, to minimise the impact on the environment
 - d) screening of equipment housing and other visually intrusive development associated with the proposal is provided
 - e) applicants have considered the need to include additional structural capacity to take account of the growing demands for network development, including that of other operators
 - f) the applicant has certified that the development will operate within the latest (ICNIRP) guidelines for public exposure.

CHAPTER 10

Transport

Chapter 10: Transport

Justification

10.1.

This chapter sets out the Council's approach to delivering a cohesive, inclusive and healthy transport network which supports and connects over 40,000 new homes and around 20,000 new jobs over the Plan period. Our approach is summarised below.

- We are committed to the visions and objectives identified in the London Plan 2021 and the Mayor's Transport Strategy 2018 and similarly the Local Plan seeks to meet the target of 75% of all trips in the borough being made on foot, by cycle or using public transport by 2041.
- To support the levels of growth identified in this Local Plan and ensure it is sustainable, we will enable and encourage a shift to walking and cycling and improve access to public transport and promote wider health benefits; with the aim to facilitate modal shift away from the use of the private car to help support good growth across the borough.
- The Council have produced a new Transport Strategy and Cycling and Walking Strategy to support our policies⁵⁸.
- In addition, our Transport Impact Assessment (TIA) 2020 demonstrates that controlling the level of traffic on the A13 and impact on the local road network is key to sustainable development across the borough. The A13 is a key economic artery for the borough and the region and the resultant increase in traffic resulting from London's growth must be addressed in terms of access and its negative impact on

severance, placemaking and air quality. We are working closely with TfL and the City of London as part of the new markets relocation scheme to improve the A13, see below.

- We want to improve access to public transport across the borough through our programme of bus and rail improvements. These will be strategically positioned to support the identified growth areas in the borough but also enhance options for existing residents and those working in the borough.
- We are also committed to exceeding London's 2050 carbon neutral target by introducing new sustainable transport initiatives outlined in our Infrastructure Delivery Plan (IDP).
- Moreover, our aim is to programme the delivery of charging points and supporting infrastructure for electric vehicles. We will ensure that no one is left behind and will actively look at initiatives to ensure all can access charging.
- We support the use of alternative delivery and servicing practices, including freight consolidation, re-timing of deliveries away from peak, and the use of electric and low or zero-emission vehicles.
- We also support a sustainable approach to freight transport, including greater use of the river and rail as advocated in the Mayor's Transport Strategy 2018 and the London Plan 2021.
- We have prepared a new Transport Strategy Topic Paper⁶¹, which provides an overview of our strategic approach and lists key priorities which support the policies listed below.

⁵⁸Borough Transport Strategy Topic Paper, Be First/Arup, August 2021. LBBB Cycling and Walking Strategy, August 2021.

- In line with the Borough Wide Transport Strategy, the Council will seek to create a cohesive transport network for the whole borough that prioritises sustainable transport modes. The Council will work proactively with the GLA, TfL, C2C, Network Rail, neighbouring boroughs and other network operators/stakeholder to develop strategic transport plans which enhance growth by improving local connectivity across the borough and the wider London area. The Council will promote sustainable active travel by extending current schemes including Low Emission Neighbourhoods & School Streets Programme.

- We recognise that the road network is currently at capacity and that transport provision is fundamental to growth.
- To unlock growth in the borough, we are planning for new/improved public transport, key road improvements, and more active travel. We also place emphasis on travel plans, and acknowledge that a move towards car-free and car-lite and other parking controls will play a necessary part in enabling new developments, without causing an unacceptable strain on the road network. We also recognise that providing the right supporting transport infrastructure is a key catalyst for behaviour change.

- As of 2023, we have already delivered on a number of the key transport infrastructure pieces committed to in this Plan. This includes:

- Barking Riverside Station (opened in July 2022)
- The extension of the Thames Clipper service to Barking Riverside Pier (opened April 2022)
- Wood Lane bus lane (completed March 2023)

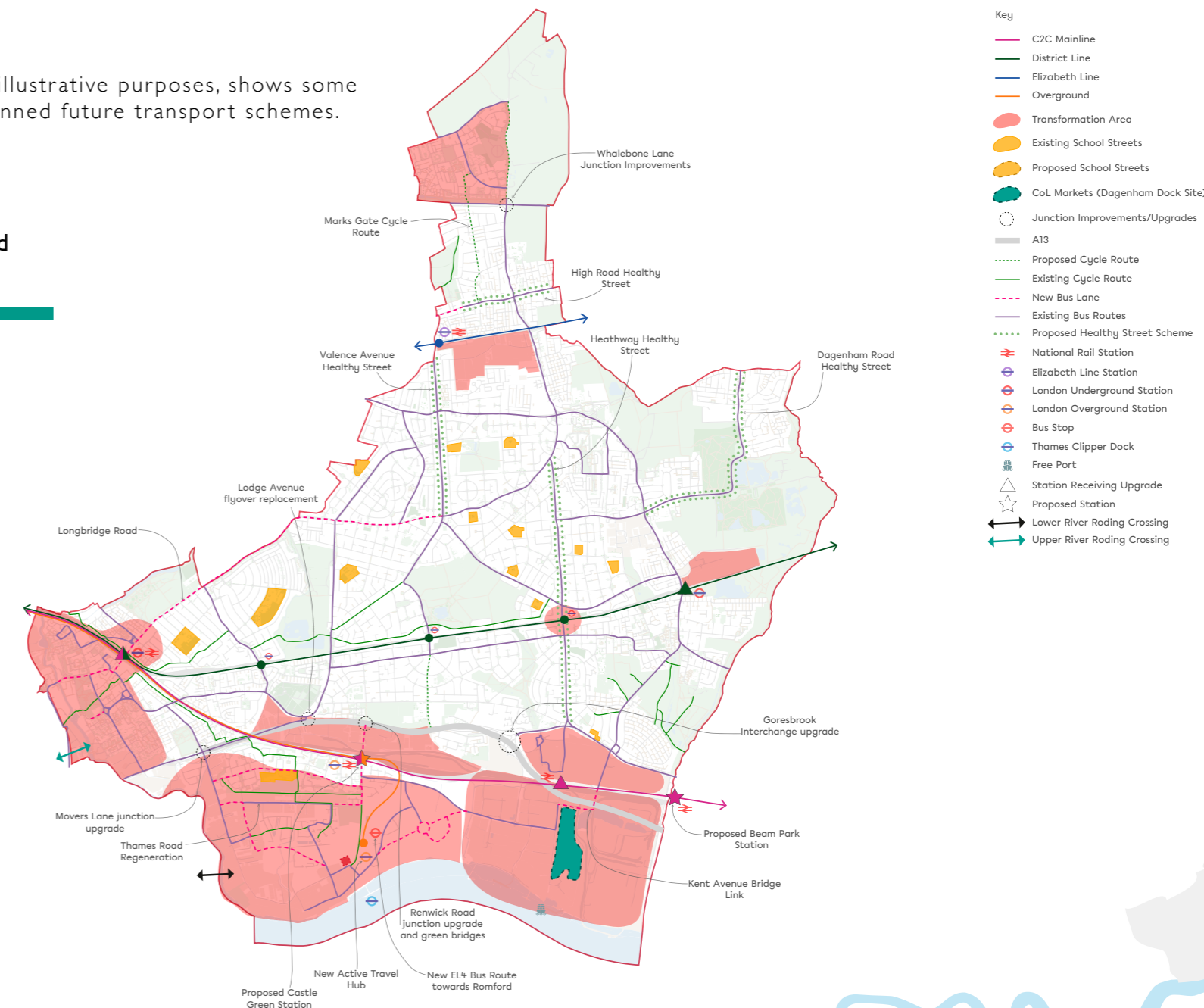
- New Cycleway 42 route (launched July 2023)
- An additional thirteen school streets (launched between 2021 and 2023)
- Upgrades to Barking Station are in progress and due to complete late 2024.

- We are also actively working with our key transport and development partners including TfL, Network Rail, GLA, Barking Riverside the City of London, Ford and neighbouring boroughs to bring forward transport plans to unlock growth in LBBD and the wider London Riverside Opportunity area. These include:

- The TfL Local Improvement Programme with funding in place to bring forward key bus, cycle and walking improvements to Dagenham Heathway, Valence Avenue and Longbridge Road corridors.
- Plans have moved forward with TfL to develop improved connections to the south Barking area alongside the confirmed Lodge Avenue Flyover replacement starting later this year.
- We are also commencing a feasibility study for a new bridge over the River Roding at Creekmouth to connect Barking Riverside to the major riverside schemes in Beckton in LB Newham.
- Work with Ford and City of London to develop a transport masterplan to improve connections into the new market area and the freeport at Dagenham Dock
- Commencing work with Network Rail and key landowners to explore plans to improve utilisation and access to the Eurohub and adjacent rail freight sites.

Figure 18, provided for illustrative purposes, shows some of the delivered and planned future transport schemes.

Figure 18.
Delivered and Planned Transport Schemes



STRATEGIC POLICY SP8: Planning for integrated and sustainable transport

10.2.

The section contains the following policies:

Strategic Policy SP8	Planning for integrated and sustainable transport
Policy DMT 1	Making better connected neighbourhoods
Policy DMT 2	Car parking
Policy DMT 3	Cycle parking
Policy DMT 4	Deliveries, servicing and construction

10.3.

The policies are mainly supported by the key evidence below:

Key evidence documents	Date produced
Barking Borough-wide Transport Strategy	2021
A walking and cycling strategy for LBBB	2021
LBBB Infrastructure Delivery Plan	2020
Local Implementation Plan 3	2019
LBBB Transport Impact Assessment and Evidence Base	2020
London Riverside Opportunity Area Transport Strategy (Jacob's Consulting) with TfL and City of London	2020

1. The Council will continue to follow the Mayor's Transport Strategy through delivery of its Local Implementation Plan (LIP) and supporting programmes. This will be achieved by:
 - a) seeking improvements to and, where necessary, safeguarding existing land and buildings used for active travel (walking and cycling), public transport or related support functions critical for delivering the borough's strategy for improving the transport network and services, as set out in the Local Implementation Plan and borough-wide Transport Strategy Topic paper
 - b) We recognise the borough's unique position as a rail freight hub containing several areas with rail freight infrastructure and excellent links to the continent and nationally. We will support the enhancement of these freight facilities and safeguard existing sites to promote modal shift of freight from road to rail or river. The proposed Dagenham Freeport and the City Markets relocation at Dagenham Dock are key opportunities to do this. The rail sites at Castle Green also allow for future growth opportunities
 - c) seeking to adopt a multifaceted approach to sustainable transport which recognises the inter-relationship between successful placemaking, health and wellbeing, and the environment. We will develop an integrated, joined-up system that allows people to travel easily both within the borough and between other inner and outer London boroughs, prioritising active travel on key desire lines connected to new and existing public transport hubs

- d) exploring the feasibility and business case of wider strategic schemes to improve the A13 and a potential future link across the River Roding that aim to reduce severance and improve environmental conditions
- e) improving public transport access across the borough and into the town centres in respect of Policy DMD3: Development of Town Centres. This will include identifying locations for new bus priority infrastructure as well as the upgrading of existing services to meet future growth aspirations
- f) supporting for consolidation of deliveries in town centres, logistics hubs and in new masterplans, with low or zero emission last-mile deliveries
- g) working with rail operators, river freight operators, TfL and other partners to improve the operation and capacity of all stations, and maximising the use of rail sites, as well as safeguarded wharves in respect of Policy SP5: Promoting Inclusive Economic Growth
- h) expanding the borough's network of 'School Streets' where all motor vehicles, except those belonging to residents and school staff, are restricted from the immediate area during school drop-off and pick-up.



2. The Council will work to support the delivery of the Mayor's two strategic targets by 2041:

- a) 75% of all trips (based on the citywide target of 80%) in Outer London to be made by walking, cycling or public transport
- b) the Mayor's Vision Zero ambition to eliminate all deaths and serious injuries on the roads.

3. In order to support the borough's growth, the Council will seek schemes which are car-free or provide the minimum necessary level of parking provision in line with the London Plan 2021 parking standards. This will be supported by further development of local public transport networks and sustainable modes of travel such as wider footpaths, good cycling infrastructure and well-designed public realm walking and cycling routes.

4. We will also support developments to include the installation of electric vehicle charging points and supporting infrastructure, in line with London Plan 2021 targets. This will be further supported by the borough's emerging EV vision.

5. In line with the borough's Walking and Cycling Strategy the Council will support new and planned schemes such as Cycle Route CFR10, and the Barking to Chadwell Heath cycle route, which will reduce severance and improve connectivity across the borough. The Walking and Cycling Strategy also identifies existing routes to be upgraded, ensuring routes follow the Healthy Streets approach and are along key desire lines, which feed other transport modes.

6. The Council will seek a sustainable approach to freight by working with developers, local businesses, river and rail freight operators, and other partners to reduce highway congestion and environmental impacts. This will include the development of a Freeport on the River Thames to support planned industrial intensification and promote the enhancement and intensification of existing rail served sites within the borough.



Barking Riverside Clipper

Proposed CGI

POLICY DMT 1: Making better connected neighbourhoods

1. Strategic and major development proposals should be located where employment, housing and supporting facilities and services are within easy reach of each other by sustainable modes, reducing the need to travel and ensuring people are connected to places by, and with, high-quality, safe and attractive cycling and walking routes, both new and existing.
2. Active travel routes, which support walking and cycling, should connect to areas of Green and Blue Infrastructure as well as transport hubs around the borough, where possible. Walking routes must be suitable for wheelchairs, pushchairs and other users with limited mobility and must include places to stop and rest, with suitable and sufficient safe crossing points, where required, to reduce severance.
3. All proposals for new walking and cycling measures should be developed with an explicit understanding of how they promote use by women, children, elderly people, families, people from different ethnic backgrounds, and other people with protected characteristics as set out in the Equality Act.
4. Cycle routes should, where possible, be fully protected from road transport and walkways, following the best current design guidance (currently LTN 1/20 and LCDS). Routes should be attractive for users of all ages, and be designed for both leisure and commuter travel.

⁵⁹TfL has developed cycle route quality criteria to improve the standard of London's cycle network. These criteria are designed to be consistent with recommendations in the London Cycling Design Standards and - working alongside other guidance and tools - should be used to shape the design of new cycling infrastructure. The criteria and tools are provided at <https://tfl.gov.uk/corporate/publications-and-reports/cycling>

5. Active travel infrastructure proposals should demonstrate how they meet the Mayor's Healthy Streets approach in line with TfL's guidance⁵⁹. Emerging schemes in the borough include: the Heathway Regeneration and Valence Avenue Healthy Streets, High Road Proposals, and Thames Road Regeneration.
6. Expanding the School Streets Programme will be considered in areas with low active travel to school mode shares.

Assessing Development Proposals

7. Development proposals should seek to reduce the dominance of vehicles on London's streets whether stationary or moving, in line with the Mayor's Transport Strategy.
8. Any development which is likely to have a significant impact on the borough's transport network will be required to submit a robust Transport Assessment (TA) or Transport Statement (TS) and a Travel Plan⁶⁰, in accordance with Policy T4 of the London Plan 2021: assessing and mitigating transport impacts.
9. TA/TSs should be submitted with the development proposals outlined and ensure that any potential capacity effects on the transport network (including the walking and cycling network, public transport and road network) are fully assessed, in line with available best practice guidance for London. TAs / TSs should demonstrate how they accord with the Mayor's 'Healthy Streets' approach.

⁶⁰Please refer to guidance available on TfL's website: <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>

10. Developments likely to generate significant amounts of movement should be supported by a Travel Plan (TP) as part of a planning application so that it can be considered in parallel to development proposals and readily integrated into the design and occupation of the new site, rather than retrofitted after occupation. TPs should include clear, measurable targets with a key focus on ongoing monitoring and evaluation of its effectiveness.

11. Applicants should also ensure they engage early with relevant stakeholders, including the borough, in order to establish the likely transport impacts and agree the assessment parameters and appropriate mitigation measures.
12. All developments will be required to demonstrate how they contribute to promoting sustainable modes of travel and limiting car use, particularly for short, local journeys.
13. Any development that will have an adverse impact on the highway and transportation network (for example, demonstrable disbenefits on congestion, safety, air quality and noise), as well as the operation of public transport (including crowding levels and journey times) will be required to contribute and deliver appropriate transport infrastructure or effective mitigation measures, including a reduction in vehicular parking spaces (in line with the London Plan 2021).
14. Where appropriate, conditions will be imposed or planning obligations secured through a Section 106 or S278 agreement. CIL contributions will also be expected,

where appropriate, to fund larger schemes of a wider benefit such as improving the A13.

15. Developments in transformation areas as denoted by the Local Plan will be expected to contribute towards delivering the spatial strategies developed for that specific area, for instance the Barking Town Centre Movement Strategy.
16. Strategic developments should provide bus access and safeguard the land required for bus standing, which is vital for ensuring new services are operable. Developments should also design and implement new junctions and road connections to allow buses to travel through the site. The borough will also seek cycle facilities and local cycle routes to be provided within individual development sites to form a series of routes which would integrate locally into the borough and National Cycle Network (NCN). This will improve the borough's permeability, removing severance by connecting people with places and helping to create one cohesive transport network through sustainable movement.
17. Development proposals will be required to include the installation of electric vehicle charging points and supporting infrastructure, in line with the London Plan 2021 Policy T6: car parking, Policy T6.1: residential parking, T6.2: office parking, T6.3: retail parking and T6.4 hotel and leisure parking.



POLICY DMT 2: Car parking

1. All developments will be required to demonstrate how they contribute to promoting active, efficient and sustainable modes of travel and reducing car use by complying with the car parking standards set out in the London Plan 2021.
2. Car-free developments should be the starting point for all development proposals on sites that are (or are planned to be) well-connected to amenities by public transport, walking and cycling. Car-free development will have no general parking but should still provide disabled persons parking in line with the London Plan. Developments in areas that are less well-connected will be required to provide the minimum necessary car parking ('car-lite') and a high-quality public realm that encourages walking, cycling and public transport use. Early engagement with the Council to discuss appropriate car parking levels that reflect policy is recommended.
3. Residential developments in the borough will be expected to adhere to the London Plan's maximum car parking standards. Developers are required to provide clear justification when proposing the maximum permitted parking provision in less-well-connected areas. On larger strategic schemes early engagement with the Council and TFL is necessary.
4. Where parking is provided in a development it will be expected to:
 - a) provide a parking design and management plan, which follows the guidance provided by TfL's best practice guidance on parking design and management, detailing mechanisms for leasing spaces, providing disabled parking to meet future demand and activating passive electric charge points

- b) be utilised by the development users and should have strategies to convert car parking spaces to appropriate non-car parking uses, including pocket gardens, parklets, public realm spaces or cycle parking. Over time developments will be encouraged to actively convert their parking spaces into these uses, provided this does not have significant detrimental impacts on street parking, traffic and highways
 - c) include a car-free agreement within s106 agreements, restricting new residents from accessing parking permits within existing and proposed controlled parking zones
 - d) identify and measure local parking stress, and if deemed necessary contribute to a Controlled Parking Zone (CPZ) Programme where existing residents' parking would be significantly impacted by the additional cars from a development, and this cannot be appropriately mitigated
 - e) Car Clubs should be proposed for all developments which are 'car-free' or 'car-lite' and considered for all other developments. In these cases, or if an existing Car Club is located within a reasonable distance of the development, free membership for residents will be required for at least the first two years after first occupation.
5. All developments are required to ensure that provision of on-street parking does not obstruct walking and cycling desire lines; all car parking spaces should be allocated with no potential for providing more spaces than planned for. Car parking, if required, should be designed in accordance with the London Plan and having regard to local masterplan SPDs, in line with the available best practice guidance.



POLICY DMT 3: Cycle parking

1. All developments must adopt the minimum London Plan cycle parking standards (see Policy T5: cycling of the London Plan 2021). Any developments proposing a more generous provision of cycle parking and supporting infrastructure (e.g. changing rooms, maintenance facilities, lockers and shower facilities) will be supported, and this is actively encouraged.
2. The design and layout of cycle parking should be in accordance with the guidance contained in the London Cycling Design Standards, supported by appropriate on-site security measures. Accessible cycle parking should also be considered and designed for meeting minimum requirements as set out in the London Plan.
3. Where it is considered that proposed developments cannot accommodate sufficient cycle parking provision, developers will be obligated to work with borough officers to propose alternative solutions which meet the standards. These may include options such as providing spaces in secure on-street parking facilities such as cycle hangers or providing contributions to accessible Cycle Hubs in key areas identified in the Cycling and Walking Strategy. Developers in this situation should engage with the Council early in the planning process to discuss appropriate levels of provision and potential solutions.

POLICY DMT 4: Deliveries, servicing and construction

1. All major development proposals must explore the use of alternative delivery and servicing practices and emerging technologies, including: freight consolidation and re-timing of deliveries; freight movements by water (see Policy DMNE 4 Water Environment), the use of cargo bikes, cycle freight, electric and low or zero-emission vehicles; and the use of delivery lockers in residential developments.
2. Where appropriate, all developments should maximise the use of the river for freight including the proposed freeport at Dagenham Dock. This includes operational needs as well as for the transportation of construction materials and waste to/from a development site, either directly via the site or through the supply chain.
3. All developments which may have construction impact will have to submit a Construction Logistics Plan (CLP) and Delivery and Servicing plan (DSP) as part of the planning process, having regard to relevant TfL guidance.
4. All construction, demolition and major logistic activities within the borough will be required to work with the Council in developing the scope and impact of their operations. In order to mitigate the impact of any additional traffic or potential disruption to the network, careful planning and co-ordination with the Council is required to ensure the smooth operation of the highway network.

CHAPTER 11

Enabling Delivery



Chapter 11: Enabling delivery

Justification

11.1.

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

- We want to ensure that individual and cumulative impacts of development are managed. Ensuring that infrastructure investment and delivery keep pace with growth is central to the delivery of our vision for inclusive growth. Our Infrastructure Delivery Plan will be kept up to date and Infrastructure Funding Statements, setting out our priorities for the spend of developer contributions, will be published annually.
- We will undertake regular monitoring of permissions and developments to allow us to understand the effectiveness of the Local Plan and whether it is leading to the expected outcomes and remains an appropriate strategy. The annual Authority Monitoring Report will track the progress of the Local Plan aims.
- Engagement with our existing communities will continue through consultation on masterplans and other guidance and individual planning applications. Further details on our approach to engagement is provided in our latest Statement of Community Involvement published on our website.
- We will use the planning tools available to us including developer contributions secured through Planning Obligations (Section 106) and the Community Infrastructure Levy to achieve our development vision, which has been shaped by

consultation with our communities. These, along with, the Mayor of London's Community Infrastructure Levy (CIL) will help to fund infrastructure to support the development envisaged in this Local Plan, LIP and other supporting documents.

- We have assessed the impact of these charges, along with other policy requirements, to ensure development is viable. Further information and guidance will be set out in a Planning Obligations supplementary planning document (SPD).
- To enable the delivery of our vision, we are also clear that we give preference to comprehensive development to avoid the undermining of our wider delivery objectives.

11.2.

This chapter sets out and contains the following policies:

Strategic Policy 9	Managing and monitoring development
Policy DMM 1	Planning obligations (Section 106)

11.3.

The key evidence documents that this section relies on includes:

Key evidence documents	Date produced
Local Plan Viability Assessment	2020
LBBB Infrastructure Delivery Plan	2019
Borough-wide Transport Strategy	2021
Barking Town Centre Transport Strategy	2021

STRATEGIC POLICY SP9: Managing development

1. The Council encourages development proposals to come forward as early as possible to support the regeneration of the borough and which secure:
 - a) coordinated and comprehensive development
 - b) delivery of key infrastructure to ensure development is sustainable and encourages active travel and public transport usage.
2. Proposals which do not provide comprehensive and coordinated development should not undermine the wider delivery objectives and should have regard to any relevant SPD. In the absence of a relevant area SPD, all major developments (and minor developments where relevant and requested by planning officers) should include an indicative masterplan to show how development would not prejudice adjacent sites. This should be set out within the design and access statement.
3. The Council will work with private sector and public sector partners including Homes England, registered providers and, on cross boundary issues, neighbouring authorities, to front-load infrastructure investment and delivery and unlock development especially in the Transformation Areas identified in Chapter 3 of this Local Plan: 'Transforming Barking and Dagenham'.
4. The Council's Infrastructure Delivery Plan (IDP), which will be periodically reviewed, identifies the infrastructure necessary to support development and to connect it to its surroundings and integrate new and existing communities.

5. The Council and developers will be expected to proactively engage with residents and local businesses, using communications that best suit the communities, to ensure continued opportunity for local communities to inform and shape development in their area.
6. The Council will use planning tools, including preparation of masterplans and design codes, to support the delivery of the Local Plan and secure delivery of key community priorities, highlighted in the Barking Town Centre Transport Strategy and the borough-wide Transport Strategy
7. The Council may also use compulsory purchase powers to facilitate land assembly and the acquisition of all necessary rights to carry out development to enable delivery, including key infrastructure, as set out in this Local Plan and detailed in the latest IDP.
8. The Council will monitor the implementation of this Local Plan to assess whether growth targets and development outcomes are aligned and promote sustainability. A framework identifying the key indicators that will be monitored is included in Appendix 3.
9. The Council is committed to undertaking a full or partial update of the Local Plan every 5 years, in line with national policy. However, we will continue to track our progress through the Annual Monitoring Report (which will assess our progress against the Key Performance Indicators set out in Appendix 3). Where this suggests our policies are not being successfully implemented, we will consider whether an early review is necessary or whether other strategies (including the production of additional supplementary planning documents and guidance, and greater collaboration with developers and other key stakeholders), may be more appropriate to addressing the relevant area of concern, with recommendations to Cabinet where appropriate.

POLICY DMM 1: Planning obligations (Section 106)

Indicative planning obligations

1. The Council will use planning obligations to address a development's impacts and to ensure it aligns with the Development Plan for the borough, in line with the requirements set out in the rest of this Local Plan, having regard to the Planning Obligations SPD and any other relevant SPDs. The list below shows what types of Planning Obligations are likely to be covered, but is not exhaustive:
 - a) affordable housing on-site or, if acceptable, an off-site financial contribution in place of this
 - b) carbon offset payment, where policy requirements are not met on-site
 - c) air quality measures off-site or a financial contribution if development does not meet the 'air quality neutral' benchmark
 - d) measures or payment to increase biodiversity where net gain is not feasible on-site
 - e) contributions to new green infrastructure and ecological resilience
 - f) highways works or payments towards addressing any impacts as a result of the development

- g) other transport (including public transport, walking and cycling infrastructure) requirements arising from transport assessments, travel plans and growth projections. This will also include use of the waterways
 - h) construction-phase employment and procurement targets
 - i) occupation-stage employment and procurement targets
 - j) delivery of on-site social or physical infrastructure or payments necessary to mitigate the specific impacts of the development
 - k) affordable workspace, where required, or a payment in lieu
 - l) fees associated with the monitoring of any planning obligation secured which are separate and additional to any legal fees required to be paid to the Council for the preparation of the legal agreement or undertaking.
2. Other planning obligations may also be sought, where necessary, to mitigate the specific impacts of the development and where these cannot be secured by planning condition(s). Requirements for planning obligations will be assessed on a case-by-case basis and used where they meet the legal tests set out in Community Infrastructure Levy Regulations (2010) as amended.
 3. Payments secured as planning obligations will normally be required at agreed trigger points, although some, for example monitoring fees, are paid upon signed agreement. Where delivery of specific infrastructure or other works are required to enable development, the Council will use planning obligations to define the timing of development in relation to delivery of this.

Financial appraisals and viability review mechanisms

4. Developments which cannot meet the Local Plan requirements because of viability impacts will be expected to provide evidence of this in a financial appraisal submitted as part of their planning application. If a financial appraisal demonstrates that planning obligations cannot viably be afforded, the Council will prioritise affordable housing, and necessary public transport and active travel improvements. There is an expectation that contributions will be made to healthcare, education infrastructure, affordable workspace and culture and leisure facilities where there is an identified need. Contributions to employment and sustainability will continue to play a significant role in S106 agreements.
5. Where a financial appraisal has demonstrated any local plan requirements cannot be met, the Council may expect Planning Obligations to include a viability review mechanism, whereby viability is reassessed at an appropriate time based on up-to-date values and costs. Payments up to the level required by policy will be necessary if that viability review indicates these are viable.
6. Viability reviews will be required to have regard to the GLA's Homes for Londoners, Affordable Housing and Viability Supplementary Planning Guidance 2017⁶¹ (or its updated equivalent) and will typically be undertaken when:
 - a) substantial implementation, as agreed and defined in the legal agreement, of the scheme has not occurred within 24 months of grant of planning permission

- b) 75 per cent of units are or have been sold or rented
- c) prior to implementation of the second or defined phase of the development or on an annual basis for phased development.

Vacant Building Credit

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



⁶¹This is available at: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/affordable-housing-and-viability-supplementary-planning-guidance-spg>

APPENDICES

Appendix 1: Relation with the existing planning policies

As set out below, all London Borough of Barking and Dagenham Core Strategy (2010) and Borough Wide Development Policies DPD (2011) policies, as well as site allocations in these and the Site-Specific Allocations (DPD) (2010), are superseded by this Plan.

Adopted Local Development Framework Policies	Draft Local Plan	Status of 2010 Core Strategy Policy
Core Strategy (DPD) (2010)		
CM1: General principles for development	SPDG 1: Delivering growth; SPP 1 – SPP7 Place policies	Superseded
CM2: Managing housing growth	SP 3: Delivering homes that meet peoples' needs DME 1: Utilising the borough's employment land more efficiently	Superseded
CM3: Green Belt and public open space	SP 6: Green and blue infrastructure DMNE 1: Parks, open spaces and play space	Superseded
CM4: Transport links	SP 8: Planning for integrated and sustainable transport DMT 1: Making better-connected neighbourhoods	Superseded
CE1: Vibrant and prosperous town centres CM5: Town centre hierarchy	SPDG 1: Delivering growth SP 5: Promoting inclusive economic growth DME 3: Encouraging vibrant, resilient, and characterful town centres DME 4: Visitor accommodation DME 5: Evening economy	Superseded
CR1: Climate change and environmental management	SP 2: Delivering a high-quality and resilient built environment SP 7: Securing a clean, green and sustainable borough DMSI 1: Sustainable design and construction DMSI 2: Energy, heat and carbon emissions DMSI 4: Air quality DMSI 6: Flood risk and defences DMSI 7: Water management DMSI 8: Demolition, construction and operational waste DMSI 9: Smart utilities	Superseded
CR2: Preserving and enhancing the natural environment	SP 6: Green and blue infrastructure DMNE 3: Nature conservation and biodiversity	Superseded

Adopted Local Development Framework Policies	Draft Local Plan	Status of 2010 Core Strategy Policy
CR3: Sustainable waste management	SP 7: Securing a clean, green and sustainable borough DMSI 8: Demolition, construction and operational waste	Superseded
CR4: Flood management	SP 7: Securing a clean, green and sustainable borough DMSI 6: Flood risk and defences	Superseded
CC1: Family housing	SP 3: Delivering homes that meet peoples' needs SP 2: Delivering a high-quality and resilient built environment DMH 2: Housing size mix DMH 4: Large-scale Purpose-built shared housing DMH 5: Houses in multiple occupation (HMOs)	Superseded
CC2: Social infrastructure to meet community needs	SP 4: Delivering social and cultural infrastructure facilities in the right location DMS 1: Protecting and enhancing existing facilities DMS 2: Planning for new facilities DMS 3: Public houses	Superseded
CC3: Achieving community benefits through developer contributions	SP 9: Managing Development DMM 1: Planning obligations (Section 106) DME 3: Encouraging vibrant, resilient, and characterful town centres	Superseded
CE2: Location of office development	SP 5: Promoting inclusive economic growth DME 2: Providing flexible, affordable workspace	Superseded
CE3: Safeguarding and release of employment land CE4: Mix and balance of uses within designated employment areas	SP 5: Promoting inclusive economic growth DME 1: Utilising the borough's employment land more efficiently	Superseded
Adopted Local Development Framework Policies	Draft Local Plan	Status of 2010 Core Strategy Policy or Borough Wide Development Policies 2011 DPD Policy
CPI: Vibrant culture and tourism	DME 4: Visitor accommodation	Superseded
CP2: Protecting and promoting our historic environment	SP 2: Delivering a high-quality and resilient built environment DMD 4: Heritage assets and archaeological remains	Superseded
CP3: High-quality built environment	SP 2: Delivering a high-quality and resilient built environment DMD 1: Securing high-quality design DMD 2: Tall buildings DMD 3: Development in town centres	Superseded

Adopted Local Development Framework Policies	Draft Local Plan	Status of 2010 Core Strategy Policy or Borough Wide Development Policies 2011 DPD Policy
Borough wide development policies DPD (2011)		
BR1: Environmental building standards	DMD 1: Securing high-quality design DMSI 1: Sustainable design and construction DMT 4: Deliveries, servicing and construction	Superseded
BR2: Energy and on-site renewables	DMSI 2: Energy, heat and carbon emissions	Superseded
BR3: Greening the urban environment	DMNE 1: Parks, open spaces and play space DMNE 2: Urban greening DMNE 3: Nature conservation and biodiversity DMNE 4: Water environment DMNE 5: Trees DMNE 6: Local food growing, including allotments	Superseded
BR4: Water resource management	DMNE 4: Water environment DMSI 6: Flood risk and defences	Superseded
BR5: Contaminated land	DMSI 5: Land contamination	Superseded
BR6: Minerals	N/A	Superseded
BR7: Open space (quality and quantity)	DMNE 1: Parks, open spaces and play space	Superseded
BR8: Allotments	DMNE 6: Local food growing including allotments	Superseded
BR9: Parking	DMT 2: Car parking DMT 3: Cycle parking	Superseded
BR10: Sustainable transport	DMT 1: Making better connected neighbourhoods	Superseded
BR11: Walking and cycling	DMT 1: Making better connected neighbourhoods	Superseded
BR12: Hazardous development	DMSI 5: Land contamination	Superseded
BR13: Noise mitigation	DMSI 3: Nuisance	Superseded
BR14: Air quality	DMSI 4: Air quality	Superseded
BR15: Sustainable waste management	SP 7: Securing a clean, green and sustainable borough	Superseded
BC1: Delivering affordable housing accommodation	DMH 1: Affordable housing DMH 2: Housing size mix DMM 1: Planning obligations (Section 106)	Superseded
BC2: Accessible and adaptable housing	DMH 3: Specialist housing	Superseded
BC3: Gypsies and Travellers	DMH 6: Gypsy and Traveller accommodation	Superseded
BC4: Residential conversions and houses in multiple occupation	DMH 4: Large-scale Purpose-built shared housing DMH 5: Houses in multiple occupation (HMOs) DMD 5: Householder extensions and alterations	Superseded
BC5: Sports standards	DMS 1: Protecting and enhancing existing facilities DMS 2: Planning for new facilities DMNE 1: Parks, open spaces and play space	Superseded
BC6: Loss of community facilities	DMS 1: Protecting and enhancing existing facilities	Superseded

Adopted Local Development Framework Policies	Draft Local Plan	Status of 2010 Core Strategy Policy or Borough Wide Development Policies 2011 DPD Policy
BC7: Crime prevention	DMD 1: Securing high-quality design DMD 2: Tall buildings	Superseded
BC8: Mixed use development	All Local Plan development management policies	Superseded
BC9: Live-work units	N/A	Superseded
BC10: The health impacts of development	DMD 1: Securing high-quality design	Superseded
BC11: Utilities	Chapter 3: LBBD Strategic Development Strategy (linking with the Council's latest infrastructure delivery plan) DMSI 2: Energy, heat and carbon emissions DMSI 9: Smart utilities	Superseded
BC12: Telecommunications	DMSI 9: Smart utilities	Superseded
BE1: Protection of retail uses BE2: Development in town centres BE3: Retail outside of town centres	DME 3: Encouraging vibrant, resilient, and characterful town centres	Superseded
BE4: Managing the evening economy	DME 5: Evening economy	Superseded
BE5: Offices – design and change of use	DMD 1: Securing high-quality design DME 2: Providing flexible, affordable workspace	Superseded
BP1: Culture and tourism	DME 4: Visitor accommodation DME 5: Evening economy	Superseded
BP2: Conservation areas and listed buildings	DMD 4: Heritage assets and archaeological remains	Superseded
BP3: Archaeology	DMD 4: Heritage assets and archaeological remains	Superseded
BP4: Tall buildings	DMD 2: Tall buildings	Superseded
BP5: External amenity space	DMD 1: Securing high-quality design DMNE 1: Parks, open spaces and play space	Superseded
BP6: Internal space standards	N/A (This is covered in the London Plan)	Superseded
BP7: Advertisement control	DMD 6: Advertisements and signage	Superseded
BP8: Protecting residential amenity	DMD 1: Securing high-quality design DMD 5: Householder extensions and alterations DMSI 3: Nuisance	Superseded
BP9: Riverside development	SP 2: Delivering a high-quality and resilient built environment DMNE 4: Water environment	Superseded
BP10: Housing density	N/A (This is covered in the London Plan 2021)	Superseded
BP11: Urban Design	Chapter 4: Design	Superseded
Barking Town Centre Area Action Plan (DPD) (2011)		Status of Barking Town Centre Area Action Plan
		Superseded
Site Specific Allocations (DPD) (2010)		Status of Site Specific Allocations DPD (2010)
Chapter 3: Transforming Barking & Dagenham and Appendix 2: Site Allocations		Superseded

Appendix 2: Site allocations

(See separate 'Appendix 2: Site Allocation Proformas' document which also forms part of this Plan)



Appendix 3: Local Plan key performance indicators

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

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

Number	Key performance indicator	Strategic policies	Development management policies	Target (if applicable)	Source of monitoring information
Design, heritage and conservation					
1	% of planning appeals allowed on design grounds.	SP 2: Delivering a high-quality and resilient built environment	DMD 1: Securing high-quality design	N/A	Planning database
2	Number of designated or non-designated heritage assets: - Lost; - Subject to harm	SP 2: Delivering a high-quality and resilient built environment	DMD 6: Heritage assets and archaeological remains	Reduction	Planning database and Heritage Risk Register
3	Number of tall buildings within and outside of Tall Building Locations (for the purposes of this indicator, only developments referable to the Mayor of London for being over 30 metres in height will be looked at)	SP 2: Delivering a high-quality and resilient built environment	DMD 2: Tall buildings	N/A	Planning database
Housing					
4	Net and gross number of new homes completed, started and permitted within monitoring period.	SPDG 1: Delivering growth; SP 3: Delivering homes that meet peoples' needs	N/A	19,440 between 2019-2029, including 1,990 small sites target	Planning database and on-site monitoring
5	Net increase in Gypsy and Traveller Pitch Provision	SPDG 1: Delivering growth; SP 3: Delivering homes that meet peoples' needs	DMH6	33 over Plan period	Planning database
6	Capacity for additional housing from developable sites for years 0-5, 5-10 and 10+ of the borough's housing trajectory (including small sites below 0.25ha).	SPDG 1: Delivering growth; SP 3: Delivering homes that meet peoples' needs	N/A	To demonstrate a five-year supply for housing (on a rolling basis) and a fifteen year housing trajectory.	GLA SHLAA and LBBD Housing Land Assessment

Number	Key performance indicator	Strategic policies	Development management policies	Target (if applicable)	Source of monitoring information
Housing					
7	Total number of completed, started and permitted within the monitoring period classified as affordable by unit size for including breakdown by: - Low cost rent (social rent or affordable rent); - Intermediate (London Living Rent or shared ownership). - Market.	SP 3: Delivering homes that meet peoples' needs	DMH 1: Affordable housing	Borough wide strategic target 50%	Planning database and Affordable Housing Team
8	Percentage of units approved and completed which are: M4(2): accessible and adaptable dwellings compliant and M4(3) wheelchair user dwellings compliant	SP 3: Delivering homes that meet peoples' needs	DMH 3: Specialist housing	10% of dwellings (which are created via works which Part M Vol 1 of the Building Regulations applies) must meet M4(3) 'wheelchair user dwellings' requirements and all others should meet M4 (2) requirements 'accessible and adaptable dwellings'	Planning database and LBBD/Be First Housing
9	Number of beds provided as part of specialist housing schemes completed and permitted within the monitoring period, categorised by type and sub-area.	SP 3: Delivering homes that meet peoples' needs	DMH 3: Specialist housing	GLA Target for specialist older persons housing: 70 units per annum between 2017-2029	Planning database and LBBD housing
10	Total number of Build-to-Rent units completed and permitted within the monitoring period.	SP 3: Delivering homes that meet peoples' needs	N/A	N/A	Planning database
11	Number of student beds completed and permitted within the monitoring period, categorised by place, and the proportion of which are considered affordable.	SP 3: Delivering homes that meet peoples' needs	DMH 4: Large-scale Purpose-built shared housing DMH 5: Houses in Multiple Occupation (HMOs)	N/A	Planning database
Employment					
12	Net gain and loss (sq.) SIL and LSIS within the borough (approved and completed).	SP 1: Delivering growth; SP 5: Promoting inclusive economic growth	DME 1: Utilising the borough's employment land more efficiently	No Net Loss of SIL Floorspace in line with Appendix 5	Planning database and VOA database and on-site
13	Total affordable employment floorspace proposed in permitted and the proportion of overall employment space.	SP 1: Delivering growth; SP 5: Promoting inclusive economic growth	DME 2: Providing flexible, affordable workspace	N/A	Planning database
14	Monitoring jobs delivered by new development	SP 5: Promoting inclusive economic growth		20,000 jobs over plan period	Planning database
Environment					
15	Total amount of new publicly accessible open space, new parks (part of a large-scale development) and play space by sub-area	SP 6: Green and blue infrastructure	DMNE 1: Parks, open spaces and play space;	Net increase	LBBD Parks Team
16	Percentage of permitted schemes achieving at least 10% Biodiversity Net Gain.	SP 6: Green and blue infrastructure	DMNE 3: Nature conservation and biodiversity	100% of major schemes achieving at least 10% Biodiversity Net Gain	Planning database
17	Number of permitted schemes achieving at least a Minimum Urban Greening Factor of 0.4	SP 6: Green and blue infrastructure	DMNE 2: Urban Greening	Minimum UGF of 0.4 on average across permitted schemes	Planning database

Appendix 4: Housing trajectory

Number	Key performance indicator	Strategic policies	Development management policies	Target (if applicable)	Source of monitoring information
Sustainable Infrastructure					
18	Number of permitted and completed major development schemes designed to achieve the net zero carbon target	SP 7: Securing a clean, green and sustainable borough	DMSI 2: Energy, heat and carbon emissions	Net increase	Planning database and on-site monitoring
19	Total sum of Carbon Offset Funds secured and received through Section 106 Agreements	SP 7: Securing a clean, green and sustainable borough	DMSI 2: Energy, heat and carbon emissions	N/A	Section 106 Monitoring database
20	Net change in the total number of social and community facilities (including health)	SP 4: Delivering social and cultural infrastructure facilities in the right locations	DMSI 1: Protecting and enhancing existing facilities DMSI 2: Planning for new facilities	Increase	Planning database
21	Monitoring of gross new or improved social and community infrastructure floor space (m2)	SP 4: Delivering social and cultural infrastructure facilities in the right locations	DMSI 2: Planning for new facilities	Increase	Planning database
Transport					
22	Net loss and gain of depots and wharves	SP 8: Planning for integrated and sustainable transport SP 5: Promoting inclusive economic growth	DMT 3: Deliveries, servicing and construction	No net loss	Planning database
23	Number of car-free developments permitted	SP 8: Planning for integrated and sustainable transport	DMT 1: Making better connected neighbourhoods	Increase	Planning database
24	Number of car club bays delivered by developments	SP 8: Planning for integrated and sustainable transport	DMT 2: Car Parking	N/A	Transport Team Monitoring
25	Number of EV charging points delivered by developments	SP 8: Planning for integrated and sustainable transport	DMT 1: Making better connected neighbourhoods	N/A	Transport Team Monitoring
Sustainable Transport Indexes (Collected by others)					
26	Increase the number of bus passengers by reducing delays on the network	SP 8: Planning for integrated and sustainable transport	DMT 1: Making better connected neighbourhoods	Net increase	TfL bus delay reporting
27	Reduce the number of people killed or seriously injured on	SP 8: Planning for integrated and	DMT 1: Making better connected	Vision Zero	TfL's collision statistics database

Site Ref	Site Name	Planning Permission (applications approved on being assessed post-submission)	Indicative Minimum Capacity - Net (Plan Period)	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	Total Delivery Expected within Plan Period
SPP1																					
AO	Mellish Close Garages	18/00770/FUL approved on 11-12-2018	6				6														6
AJ	Gascoigne East Estate	Phase 1: 14/00703/OUT approved on 27-03-2015 Phase 2: 15/01064/FUL approved on 15-01-2016 and amended by 19/00310/FUL (minor variations) on 03-02-2020 17/00977/OUT (24 units) approved on 14-12-2018 approval of all reserved matters 20/01666/REM on 18-12-2020	1,943	52	159	347	102			334	200	200	200	200	149						1,943
AK	Vicarage Field		900									150	150	150	150	150					900
AL	Gascoigne Estate West	17/00977/OUT approved on 14-12-2018 and varied by 19/01320/OUT on 31-12-2019 + 20/01675/FULL approved on 05-03-2021	724	201		386					137						126				850
AM	Crown House and Linton Road Car Park	18/01972/FUL approved (subject to legal agreement) on 10-07-2020	396					150	150	96											396
AV	Abbey Sports Centre	18/00331/FUL approved on 13-01-2020	170				150	20													170
BB	Tesco Car Park	18/02131/FUL approved on 27-07-2021 (514 homes - new app submitted for 1,758 homes - 22/00262/FULL)	1,500					150	150	150	64					246	246	246	248		1,500
BO	Elim Pentecostal Church 194		9													9					9
BZ	174-176 Ripple Road	20/01832/FULL approved on 11-03-2021	8				8														8
CD	Former Site of White Horse Public House and Omnibus Park, North Street	19/00555/FUL approved on 05-02-2021	196					150	46												196
CM	Gascoigne Industrial Area		2,296													574	574	574	574		2,296
CP	Sebastian Court	19/00624/FUL approved on 05-08-2019	30		30																30
CY	Artist Housing, Linton Road	18/00555/FUL approved on 24-09-2018	12		12																12
DG	Bamford Road		98							98											98
DJ	Clockhouse Avenue	21/01908/FULL (up to 59 homes) approved on 28/10/2022	250				59									150	41				250
DO	Town Quay		138													138					138



Appendix 5: Table to support KPI12 of Appendix 3

The Borough's industrial land will be monitored using the table below. Development proposals should include a statement showing how they will contribute to meeting the indicative future floorspace capacity set out below for the reference area that their proposed development/redevelopment lies within.

These areas are shown in the borough's 2021 Industrial Land Strategy: <https://yourcall.befirst.london/I3753/widgets/39553/documents/21220>

ILS Reference	Current Use	Proposed Use	Current Floorspace	Planning Pipeline (ILS 2021)	Indicative Short Term (2022-2027)			Indicative Medium Term (2027-2032)			Indicative Long Term (2032-2037)			Maximum Floorspace Capacity	Current vs Maximum Floorspace Capacity over plan period
					Intensification	Densification	Total	Intensification	Densification	Total	Intensification	Densification	Total		
KB1	SIL	SIL	42,396	0	0	1,840	1,840	59,396	1,836	61,232	0	0	0	105,468	63,072
RR1	LSIS	LSIS	9,282	0	0	0	0	0	-3,682	-3,682	0	0	0	5,600	-3,682
RR2	LSIS	LSIS	14,308	0	0	0	0	0	0	0	-9,108	-9,108	5,200	-9,108	
RR3	SIL	SIL	28,558	0	0	0	0	15,328	0	15,328	0	0	43,886	15,328	
RR4	SIL	SIL	42,960	11,362	15,737	4,296	31,395	0	4,296	4,296	0	2,770	81,421	38,461	
RR5	SIL	SIL	87,293	812.6	0	615	1,428	0	0	0	84,930	0	173,651	86,358	
RR6	SIL	SIL	105,577	185.5	0	10558	10,744	0	10,558	10,558	31,711	5314	163,904	58,327	
RR7	SIL	SIL	9,117	0	0	0	0	0	0	0	11,917	0	21,034	11,917	
RR8	SIL	SIL/LSIS	39,003	4,105	10,899	0	15,004	0	-2,905	-2,905	0	-6842	44,260	5,257	
RR9	SIL	LSIS	45,000	602	0	-309	-309	0	-13,977	-13,977	0	-2832	27,882	-17,118	
RR10	SIL	NDS	23,383	0	0	-23,383	-23,383	0	0	0	0	0	0	-23,383	
CG1	SIL	SIL	51,858	982	0	1,712	2,694	22,681	0	22,681	0	0	77,233	25,375	
CG2	SIL	SIL	67,781	0	0	0	0	0	0	0	0	0	67,781	0	
CG3	SIL	SIL	0	0	0	0	0	0	0	0	0	0	49,264	0	
CG3	SIL	SIL	49,264	0	0	0	0	0	0	0	87,402	13,732	101,134	101,134	
CG4	SIL	SIL	10,126	0	0	0	0	0	0	0	0	0	10,126	0	
CG5	SIL	SIL	18,185	0	0	0	0	0	0	0	0	0	18,185	0	
CG6	SIL	SIL	51,496	0	0	0	0	0	0	0	0	0	51,496	0	
CH1	LSIS	LSIS	47,645	0	0	0	0	11908	-16133	-4,225	0	0	43,420	-4,225	
CH2	LSIS	LSIS	44,787	0	0	0	0	0	-9187	-9,187	0	0	35,600	-9,187	
CH3	LSIS	LSIS	53,986	112	0	3614	3,726	0	0	0	0	0	57,712	3,726	
DD1	SIL	SIL	51,011	0	0	5,101	5,101	0	5,101	5,101	0	587	61,800	10,789	
DD2	NDS	LSIS	59,105	0	0	0	0	0	0	0	31,148	0	90,253	31,148	
DD3	LSIS	NDS	323	0	0	17,935	17,935	0	35,871	35,871	0	35,871	90,000	89,677	
DD4	NDS	NDS	14,347	0	0	0	0	0	-5,547	-5,547	0	0	8,800	-5,547	
DD5	SIL	SIL	10,507	0	0	18,659	18,659	0	37,317	37,317	0	37,317	103,800	93,293	
DD6	SIL	SIL	0	38,389	66,036	8,036	112,461	0	16,073	16,073	0	16,073	144,607	144,607	
DD7	SIL	SIL	193,410	0	0	19,341	19,341	0	19,341	19,341	0	225,108	457,200	263,790	
DD8	SIL	SIL	254,903	19,999	0	25,490	45,489	0	25,490	25,490	0	78116	403,998	149,095	
DE1	NDS	LSIS	0	0	0	0	0	0	0	0	14000	14,000	14,000	14,000	
DE2	LSIS	LSIS/NDS	32,039	0	0	-3000	-3,000	0	-6,239	-6,239	0	0	22,800	-9,239	
DE3	NDS	LSIS	0	0	0	7200	7,200	0	14,400	14,400	0	14400	36,000	36,000	
DE4	NDS	LSIS	0	0	0	4000	4,000	0	8000	8,000	0	8000	20,000	20,000	
WR1	LSIS	LSIS	27,533	0	0	0	0	0	0	0	0	0	27,533	0	
WR2	LSIS	LSIS	6,416	0	0	642	642	0	642	642	0	2301	10,001	3,585	
WR3	LSIS	LSIS	45,381	335.6	0	725	1,061	0	0	0	0	0	46,442	1,061	
WR4	LSIS	LSIS/NDS	30,497	0	0	-8,114	-8,114	0	0	0	0	0	22,383	-8,114	
HR1	LSIS	LSIS	30,244	0	0	0	0	0	0	0	0	0	30,244	0	
GS1	LSIS	LSIS	47,674	0	0	0	0	0	0	0	0	0	47,674	0	
Total			1,645,395	76,885	92,672	94,958	263,913	109,313	121,255	230,568	247,108	434,807	681,915	2,821,791	1,176,396

GLOSSARY

Glossary

Term	Definition
Adoption	The final confirmation of a Local Development Document as having statutory status by a Local Planning Authority.
Affordable housing	Housing for households whose needs cannot be met by the market, either for rent or sale. Affordable housing should be genuinely affordable for the people the units are intended for and below market prices. Affordable housing comprises Social rented, affordable rented and intermediate housing.
Affordable workspace	Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose. The definition of affordable workspaces varies across London. In Barking and Dagenham, mixed-use development is capable of providing 35% affordable workspace at 25%- 50% of market rents subject to development viability. The Council-owned B-Use Class floorspaces are charged at subsidised rents up to 80% of market rent for the occupiers or to the workspace provider (who must pass onto occupier) that use the spaces for charitable purpose and in return for delivering significant community benefits in line with LBBB's Social Value policy priorities. The Council has also been securing affordable workspace at the current market rate for cultural or creative purposes.
Agent of Change Principle	The principle places the responsibility of mitigating the impact of nuisances from existing nuisance-generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.
Air quality focus areas	Areas in the borough where the EU annual mean limit value for NO ₂ has been exceeded.

Air Quality Action Plan	A plan which sets out the Council's policy, approach and commitments to key issues affecting air quality, including clean transport, parking enforcement, green spaces and tree planting.
Air Quality Management Area (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Air quality neutral development	An air quality neutral development is one that meets, or improves upon, the air quality neutral benchmarks published in guidance from the GLA. The benchmarks set out the maximum allowable emissions of NOx and Particulate Matter based on the size and use class of the proposed development. Separate benchmarks are set out for emissions arising from the development and from transport associated with the development. Air Quality Neutral applies only to the completed development and does not include impacts arising from construction, which should be separately assessed in the Air Quality Assessment.
Amenity	Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.
Archaeological Priority Area (APA)	An area where there is significant known archaeological interest or potential for new discoveries. APAs are used to help highlight where development might affect heritage assets.
Article 4 Direction	A Direction under Article 4 of the Town and Country Planning (General Permitted Development) Order 1995, which may be made by a local authority (subject to notifying the Secretary of State) to remove specified permitted development rights from a particular site or for a particular type of development across a locality.
Assets of community value	Land determined to be of community value because it furthers the social wellbeing or social interests of the local community (which include cultural, sporting or recreational interests). Local groups can nominate land and buildings for listing, and can bid to buy listed assets when they are to be sold. Information of Community Right to Bid is available at: https://www.lbbd.gov.uk/community-right-to-bid

Authority Monitoring Report (AMR)	A statutory requirement of the Council is to monitor the implementation of the Local Plan, monitors the effectiveness of the policies in delivering the vision and objectives for the borough, and identify alterations if necessary.
B&D Energy	B&D Energy Ltd is the provider of district energy in the Barking and Dagenham area and is wholly owned by Barking and Dagenham Council.
Biodiversity	A variety of plants and animals and other living things in a area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society (London Plan 2016).
Biodiversity Net Gain (BNG)	Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Where biodiversity is lost as a result of a development, the compensation provided should be of an overall greater biodiversity value than that which is lost. This approach does not change the fact that losses should be avoided, and biodiversity offsetting is the option of last resort.
Blue Infrastructure	Blue infrastructure refers to water elements such as rivers, canals, ponds, wetlands, floodplains and water treatment facilities.
Blue Ribbon network	The strategic network of London's waterways and waterspaces, including the River Thames; the canal network; tributaries, rivers and streams within London; and London's open water spaces such as docks, reservoirs and lakes. It includes culverted (or covered over) parts of rivers, canals or streams.
Borough-wide Development Policies (2011)	A Development Plan Document within the Local Development Framework, which contains detailed development policies focused on the implementation of the 2010 Core Strategy. This document has been replaced by the new Local Plan
BREEAM	The Building Research Establishment Environmental Assessment Method (BREEAM) is the UK's most widely recognised industry standard for assessing environmental performance in non-residential buildings. The aims of BREEAM are to mitigate the life cycle impacts of buildings on the environment; enable buildings to be recognised according to their environmental benefits; provide a credible, environmental label for buildings; and stimulate demand for sustainable buildings, building products and supply chains.

Car Clubs	<p>A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.</p> <p>The London Plan states that car clubs count towards the maximum parking permitted because they share many of the negative impacts of privately-owned cars. However, in some areas, car club spaces can help support lower parking provision and car-lite lifestyles by enabling multiple households to make infrequent trips by car.</p>
Car-free development	<p>Car-free properties are homes which have been built without car parking spaces. The idea is to reduce traffic congestion, reduce air pollution and better manage the limited amount of space available for on-street parking.</p> <p>Details about permits for commuters and residents in car-free developments can be found here: https://www.lbbd.gov.uk/permits-for-commuters-and-residents-in-car-free-developments</p>
Carbon offsetting	Where the zero-carbon target cannot be achieved on-site, applicants will be expected to make a financial contribution either through a cash in lieu contribution to the Council's Carbon Offset Fund, or agreement of sufficient alternative offsetting arrangements within the borough via planning obligations.
Change of use	A change in the way that land or buildings are used. Planning permission is usually necessary in order to change from one 'land use class' to another.
Circular economy	An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.
Climate Change	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate attributed largely to the increased levels of atmospheric carbon dioxide produced using fossil fuels.
Community facilities	Refers to (but not limited to) health provision, early years provision, education facilities, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities, burial spaces. May also be referred to as "Social Infrastructure".

Community infrastructure levy (CIL)	A planning charge, introduced by the Planning Act 2008 as a tool for local authorities to help deliver infrastructure to support the development of their area. It came into force through the Community Infrastructure Levy Regulations 2010.
Conservation area	Areas of special architectural or historic interest, the character, appearance or setting of which is desirable to preserve or enhance.
Contaminated land	Land that has been polluted or harmed in some way, making it unfit for safe development and usage without first being cleaned up.
Core strategy (2010)	The Local Development Framework document which set out the long-term spatial vision for the local authority and the spatial objectives and strategic policies to deliver that vision. Replaced by the new 2019 Local Plan.
Cultural infrastructure	Cultural infrastructure includes a wide variety of premises and places that reflect the interests and needs of our community. Premises for cultural production and consumption such as performing and visual arts studios, creative industries workspace, museums, theatres, cinemas, libraries, music, spectator sports, and other entertainment or performance venues, including public houses and night clubs etc.
Design access statement	A design access statement is a short report accompanying and supporting a planning application. It provides a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.
Designated Sites	Includes parks and open space, green space, Sites of Importance for Nature Conservation or other designations identified within the Borough's Parks and Open Space Strategy (2017, or updated equivalent)
Deliverable	To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable (PPG, 2014).
Developable	To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged (NPPG, 2014).
Development plan	A type of planning policy document which sets out policies and site allocations. The preparation of the document should accord with the procedures set out in the Town and Development Plan Document (DPD)

District centre	A large suburban centre with a broad range of facilities and services which fulfils a function as a focus for the community and public transport.
District Energy Network (DEN)	<p>An energy network which extends over a wider area. A District Energy Network provides an area with a low carbon energy source that is generated in a central location, which is then converted to hot water and pumped through a network of underground pipes and delivered to a heat exchanger within buildings.</p> <p>The Council supports DENs and the Council's energy company (B&D Energy) has undertaken extensive heat mapping and energy master-planning of the entire borough. They have identified district energy opportunity areas where there is significant potential to create area-wide heat networks, the largest of which will be in Barking town centre, with Phase 1 already under construction.</p>
Diversity	The difference in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.
Drainage hierarchy	<p>A London Plan policy hierarchy helping to reduce the rate and volume of surface water runoff:</p> <ol style="list-style-type: none"> 1) rainwater-use as a resource 2) rainwater infiltration to ground at or close to source 3) rainwater attenuation in green infrastructure features for gradual release 4) rainwater discharge direct to a watercourse 5) controlled rainwater discharge to a surface water sewer or drain 6) controlled rainwater discharge to a combined sewer.
Employment land	Land defined by the Council for employment uses (usually B class uses) and appropriate sui generis uses.
Energy efficiency	Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience.
Energy hierarchy	<p>The Mayor of London's tiered approach to reducing carbon dioxide emissions in the built environment:</p> <ol style="list-style-type: none"> 1) Be lean: use less energy and manage demand during operation 2) Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly

	<p>3) Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site</p> <p>4) Be seen: monitor, verify and report on energy performance.</p>
Evening economy	Evening economy is defined as uses and activities including bars, cafés, nightclubs, restaurants and leisure activities which provide opportunities for people to enjoy and socialise in the evening and night-time.
Evidence base	The information and data gathered by local authorities and used to inform policy development. It includes a wide range of numerical data and other information, including, surveys, studies, discussions and consultations.
Family Housing/ Housing Capable of Accommodating a Family with Children	A dwelling that by virtue of its size, layout and design is suitable for a family with children to live in and generally has two or more bedrooms.
Fast track assessment	The Mayor of London introduced this approach through its Affordable Housing and Viability SPG in 2017. It enables applicants to avoid protracted debates on viability, speeds up the grant of permission. For further details, please visit: www.london.gov.uk/sites/default/files/intend_to_publish_-_clean.pdf
Financial viability	An objective financial viability test of the ability of a development project to meet its costs including the cost of planning obligations, while ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer in delivering that project (RICS, 2012).
Flood risk assessment	An assessment of the likelihood of flooding in an area so that the location and design of development and mitigation measures can be carefully considered.
Flood Zone	Flood zones have been created by the Environment Agency to determine how likely an area is to flood from rivers or the sea. Flood Zone 1 areas are least likely to flood and Flood Zone 3 areas more likely to flood.
Floorspace	The floor area (on all floors) of a building or set of buildings. Gross floorspace includes areas ancillary to the main use. Net Floorspace excludes ancillary areas.
Freight	A general term to refer to trips made for the purposes of delivering goods, enabling servicing activity or supporting construction.
Greater London Authority (GLA)	The strategic authority for London, which assumed its main responsibilities in July 2000

Green Belt	A national policy designation (NPPF) that helps to contain development, protect the countryside, promote brownfield development and assist in urban renaissance. There is a general presumption against inappropriate development on the Green Belt.
Green Grid	A policy framework to promote the design and delivery of 'green infrastructure' across London.
Green infrastructure	A network of parks and green spaces – and features such as street trees and green roofs – that is planned, designed and managed to provide a range of benefits, including: recreation and amenity, healthy living, reducing flooding, improving air quality, cooling the urban environment, encouraging walking and cycling, and enhancing biodiversity and ecological resilience.
Green space	All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health.
Habitat	An area or type of natural area within which certain species or groupings of species can exist naturally. They should not be considered in isolation but instead they are linked, overlapping and take many forms.
Health impact assessment	A Health Impact Assessment helps ensure that health and wellbeing are being properly considered in planning application process.
Healthy streets approach	The TfL's approach to improving air quality, reducing congestion and making London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
Heritage assets	The valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and those identified by the Local Authority during process of decision-making or plan making process.

Home Quality Mark (HQM)	The Home Quality Mark (HQM) is BRE's certification scheme for new homes. Similar to BREEAM, new buildings are assessed against a set environmental performance standard by an independent Assessor. The HQM assessment is focused on the needs and expectations of people living in the home and every home with an HQM certificate meets standards that are significantly higher than minimum standards such as Building Regulations.
Houses in Multiple Occupation (HMO)	Larger shared houses occupied by more than six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. Classified in the Use Class Order as Sui Generis.
Housing need	The future housing needs of a borough in terms of size, type and affordability of dwellings.
Housing trajectory	A forecast, usually across ten years, of how many new homes are likely to be built in the borough taking into account development opportunities and existing planning permissions.
Inclusive design	Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.
Independent examination	The process by which a Local Authority submits a final draft of the Local Plan to the Secretary of State, who appoints an Inspector to carry out an independent examination to assess whether the Local Plan has been prepared in accordance with legal and procedural requirements and if it is sound.
Independent inspector	Independent Planning Inspector will publicly examine a Development Plan Document to ensure that it is 'sound' in terms of factors such as the evidence on which it is based, national policy and consultations undertaken.
Infill development	Development of a vacant piece of land in an established urban area.
Infrastructure	Basic services necessary for development to take place such as roads, electricity, sewage, water, education and health facilities.
Infrastructure Delivery Plan (IDP)	A live document setting out the key infrastructure and funding streams and identifying funding gaps essential for the successful implementation of the Local Plan.
Intermediate Housing	Housing whose rent or costs is above social rent housing but below normal open-market levels.

Last mile delivery	The principle of last mile delivery is to consolidate delivery points and small logistics points at the edge of a site to which vans can access, with the final delivery to take place on foot or using small electric-assisted vehicles.
Listed building	A building of special architectural or historic interest included on the statutory list. Listed buildings are graded I, II* or II with grade I being the most important. Listing provides protection for the exterior as well as the interior of a building, and any buildings or permanent structures pre-1948 (e.g. walls) within its curtilage).
Liveable and low emission neighbourhoods	This is a new 'Liveable Neighbourhoods' programme of local measures which will be essential to address pollution from transport at borough level in local air quality hotspots and at sensitive locations such as schools.
Local Development Scheme	A Local Development Scheme (LDS) is a 'live' project plan that sets out the timescales for preparing the new planning policy documents. Local planning authorities are required to prepare a LDS under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011).
Local Implementation Plan (LIP)	Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
Local Lead Flood Authority (LLFA)	LLFAs are responsible for managing the risk of flooding from surface water, groundwater and ordinary watercourses and lead on community recovery. They are responsible for maintaining a register of flood risk assets and surface water risk.
Local Plan	The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with other stakeholders. Under the Town and Country Planning Regulations 2012 and the National Planning Policy Framework.
Locally Significant Industrial Sites (LSIS)	Boroughs may designate as Locally Significant those industrial sites that lie outside the SIL framework which robust demand assessments show to warrant protection because of their particular importance for local industrial type functions.
London Plan (The)	The London Plan is the name given to the Mayor's spatial development strategy which replaces the previous strategic planning guidance for London

Main Town Centre Uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015 ; and waste development.
Masterplan	Depiction of how an area could be developed through a design-led planning document.
Metropolitan Open Land (MOL)	Strategic open land within the urban area that contributes to the structure of London (London Plan 2016). The London Plan affords Metropolitan Open Land the same level of protection as the greenbelt.
Minor Development	For housing, development where less than 10 homes will be provided, or the site has an area of less than 0.5 hectares. For non-residential development it means additional floorspace of less than 1,000m ² , or a site of less than 1 hectare.
Mixed-use development	Development for a variety of activities on single sites or across wider areas such as town centres (London Plan 2016).
Modern Methods of Construction	A range of off-site, near site and on-site pre-manufacturing, process improvements and technology improvements that provide alternatives to traditional building methods. It has the potential to deliver significant improvements in productivity, efficiency and quality for both the construction industry and public sector.
National Policy Planning Framework (NPPF)	A government planning document that sets out policies for England and how they are expected to be applied.
National Design Guide	The government introduced National Design Guide on 1 st October 2019. The guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.
Nuisance	Examples of nuisance include noise, vibration, dust, odour and light.

Open Space	Open space includes all land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. It also includes areas of water such as rivers, canals, lakes and reservoirs. The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
Opportunity Area	Areas designated in the London Plan as the principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
Permitted Development Rights (PDR)	Permitted development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impact and to protect local amenity (NPPG, 2014).
Planning Obligations (Section 106 Agreements)	These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990. (London Plan 2016)
Policies map	The adopted Policies Map illustrates on a base map all the policies contained in the Development Plan Documents. The Policies Map will be revised each time a new Development Plan Document is prepared which has site specific policies or proposals. It will always reflect the up-to-date planning strategy for the area.
Public open space	Public Open Space includes areas defined by the London Plan Open Space Hierarchy (District Parks and Local Parks and Open Space, Small Open Spaces, Pocket Parks and Linear Open Spaces) in addition to allotments protected from development
Public Realm	This is the space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.
Public Transport Accessibility Level (PTAL)	A measure of the relative extent and ease of access by public transport, or, where it can reasonably be used as a proxy, as the degree of access to the public transport network. Levels range from 1-6 with 6 being very accessible and 1 indicating poor public transport accessibility.

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

	people’s play and informal recreation facilities, burial spaces and community facilities (land uses typically falling within Calls DI, D2 and Sui Generis).
Special Area of Conservation (SAC)	Designated under the EC Habitats Directive (1992), areas identified as best representing the range and variety within the EU of habitats and (non-bird) species.
Specialist Older Persons Housing	For the purpose of this Plan, specialist older persons housing is defined as housing designed to meet the diverse range of needs of older people. Examples of specialist older persons housing include: <ul style="list-style-type: none"> sheltered housing – commonly self-contained homes with limited on-site support; retirement homes (– including age restricted dwellings where no care is provided or small communities of older persons living together as a single household with some degree of support; residential care homes – commonly bedsit rooms with shared lounges and eating arrangements; nursing homes – similar to residential care, but accommodating ill or frail elderly people, and staffed by qualified nursing staff; dual-registered care homes – residential care homes where nursing care is provided for those residents who need it; extra-care homes – combinations of the above providing independent living alongside care and support, and sometimes also offering support for older people in the wider community; staff accommodation ancillary to a relevant use; and hostels - a form of shared accommodation.
Statement of Community Involvement (SCI)	A local development document that sets out how and when stakeholders will be involved in development plan preparation and consulted on planning applications.
Strategic Development	Developments referable to the Mayor in accordance with Parts 1 - 4 of the Town and Country Planning (Mayor of London) Order 2008. Examples include more than 150 dwellings, more than 15,000 sq. m of commercial space, buildings more than 25m high adjacent to the River Thames or buildings elsewhere which are more than 30m high and developments which would increase the height of a building in any location by more than 15m.

Strategic Flood Risk Assessment (SFRA)	A high-level assessment of flood risk carried out by or for planning authorities as part of the authority's evidence base.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of land availability for housing which informs the London Plan and borough local development documents.
Strategic Housing Market Assessment (SHMA)	An assessment of housing need and demand which informs the London Plan and borough local development documents.
Strategic Industrial Land (SIL)	An employment area comprised of several large sites which enjoy good road access and opportunities for large employers.
Sui generis use	Use which does not fall within any use class, including scrap yards, petrol filling stations, nightclubs, taxi businesses and casinos, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
Supplementary Planning Document (SPD)	Elaborates on policies or proposals in development planning documents and gives additional guidance.
Sustainability Appraisal (SA)	A systematic process, required by the Planning and Compulsory Purchase Act 2004 and incorporating the requirements of SEA Directive, aimed at appraising the social, environmental and economic effects of the Local Plan strategies and policies and ensuring that they accord with the objectives of sustainable development.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Drainage Systems (SuDS)	An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.
Sustainable industries park	A defined industrial location in which new employment opportunities embrace the following: research and development, sustainable industrial and business accommodation, recycling operations, energy efficiency, 'green links' between businesses, sustainable transportation, environmental technology and waste minimisation.
Sustainable infrastructure	The designing, building, and operating of structural elements in ways that do not diminish the social, economic and ecological processes required to maintain human equity, diversity, and the functionality of natural systems.

Site Wide Energy Network (SWEN)	A heating network which either only initially supplies the development site itself and acts as a catalyst for the creation of a DEN on connects into a DEN.
Tenure	Describes the type of ownership of a property e.g. privately rented, social rented, freehold etc.
Thames Gateway	A corridor of land on either side of the Thames extending from east London through to north Kent and south Essex. The London part of the area extends eastwards from Deptford Creek and the Royal Docks and includes parts of the lower end of the Lee Valley around Stratford. It includes Barking Riverside and Barking Town Centre.
Transport assessment	This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.
Transport for London (TfL)	One of the GLA Group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.
Travel plan	A long-term management strategy for integrating proposals for sustainable travel into the planning process.
Tree Preservation Order (TPO)	A mechanism for securing the preservation of single trees or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority. More information on TPOs and high hedges can be found on the Council's website: https://www.lbbd.gov.uk/tree-preservation-orders-and-high-hedges
Urban greening	The act of adding green infrastructure elements such as green roofs, street trees, and additional vegetation.
Urban Greening Factor (UGF)	A land-use planning tool to help determine the amount of greening required in new developments.
Urban heat island effect	The height of buildings and their arrangement means that while more heat is absorbed during the day, it takes longer to escape at night. As a result, the centre of London can be up to 10°C warmer than the rural areas around the city. The temperature difference is usually larger at night than during the day.
Vacant Building Credit (VBC)	The government introduced a VBC that reduces the requirement for affordable housing where a vacant building is brought back into any lawful use or its demolished to be

	replaced by a new building. This is to help encourage developers to bring forward sites containing vacant buildings that would not otherwise come forward for development.
Visitor accommodation	Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering aparthotels, caravans and camping.
Waste hierarchy	A hierarchy developed by the Waste Framework Directive which places the management of waste in a preferred order based on their environmental and quality of life impacts: <ol style="list-style-type: none"> 1) Prevention 2) Preparing for re-use 3) Recycling 4) Other recovery 5) Disposal
Wayfinding	Better wayfinding can help improve people navigate to, from and within an interchange facility or zone.
Well-connected	In the context of Barking and Dagenham, a well-connected location is one that has good access to public transport, active travel infrastructure, and other amenities and services. This typically means that the location is in PTAL 3 or above, but there may be instances where locations are well-connected with a lower PTAL, such as where active travel infrastructure supplements connectivity by public transport. NB. A location not meeting the above definition is considered a 'less-well connected' location for the purposes of this Plan.
Whole life cycle carbon	Whole life-cycle carbon emissions are the total greenhouse gas emissions arising from a development over its lifetime, from the emissions associated with raw material extraction, the manufacture and transport of building materials, to installation/construction, operation, maintenance and eventual material disposal.
Zero carbon	Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.
Zero emission	Activity that causes no release of air pollutants and carbon dioxide or other greenhouse gases.



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