

**Proposed Additional Modifications to the
Barking and Dagenham Submission Local Plan
(submission documents C1: Regulation 19(2)
Draft Local Plan 2021, and C2: Draft Local Plan
Appendix 2: Proposed Site Allocations 2021)**

August 2024

Additional Modifications

The modifications below are expressed either in the conventional form of ~~strike through~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text (unless the additional modification is in reference to a new paragraph made as part of a main modification – in this case, the new paragraph number is used).

AM1	Front Cover	London Borough of Barking and Dagenham Draft Local Plan 2020-2037 Second Revised Regulation 19 Consultation Version (Autumn 2021) <u>September 2024</u>
AM2	Foreword	<p>I'm pleased to introduce the latest <u>final</u> version of our <u>2037</u> Local Plan to you.</p> <p>We've strengthened this plan very significantly since the last draft <u>previous drafts</u>, in response to your comments and suggestions. So, I must thank everybody that responded to the <u>various consultations</u>.</p> <p>You'll see many improvements in the document as a result of this consultation, and 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:</p> <ul style="list-style-type: none"> • 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.

		<p>Over and above this, of course, has been the impact of global events, particularly the coronavirus pandemic which has 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.</p> <p>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 set out the principles and mechanisms that will ensure that local people really feel the benefit over the next 20 years, <u>in alignment with the ambitions of our Borough Manifesto and Corporate Plan.</u></p> <p>We've started to reflect on how these issues impact our community and to respond to them in this revised version of the Local Plan. We ask you to do the same as you consider this, the final draft in this process before submission.</p> <p>So, I would like to ask you to look at this draft and let us have any final thoughts or suggestions that you may have. It's vitally important that you contribute so that we have all the policy levers we need to deliver top quality development for established as well as new residents. 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.</p> <p>Cameron Geddes Cabinet Member of Regeneration and Social Housing</p>
AM3	Contents	<p><i>Update page numbering of the contents</i></p> <p>Contents</p> <p>CHAPTER 1: OUR VISION AND OBJECTIVES</p> <p>CHAPTER 2: <u>INTRODUCTION</u></p> <p>INTRODUCTION</p> <p>Barking and Dagenham Local Plan Structure (Figure 1)</p> <p>The opportunity</p> <p>The challenge</p> <p>The key drivers for Local Plan policies</p>

Industrial areas fit for future growth industries
Stepping-up housing delivery
Unlocking growth through infrastructure investment
Becoming the Green Capital of the e-Capital
Promoting sustainable transport
Unlocking the London Riverside Opportunity Area and beyond

CHAPTER 3: TRANSFORMING BARKING AND DAGENHAM

Justification

LBBB Strategic Development Strategy
Sustainable growth that is deliverable
Intelligent use of industrial land to deliver more homes and more business space
Strategic Area policies and Transformation Areas
STRATEGIC POLICY SPDG 1: Delivering growth in Barking and Dagenham
STRATEGIC AREA POLICY SPP1: Barking and the River Roding Area
STRATEGIC AREA POLICY SPP2: Thames and the Riverside
STRATEGIC AREA POLICY SPP3: Dagenham Dock and Freeport
STRATEGIC AREA POLICY SPP4: Chadwell Heath and Mark's Gate
STRATEGIC AREA POLICY SPP5: Dagenham East
STRATEGIC AREA POLICY SPP6: Dagenham Heathway and Becontree
STRATEGIC AREA POLICY SPP7: Becontree Heath and Rush Green

CHAPTER 4: DESIGN

Justification Introduction

STRATEGIC POLICY SP 2: Delivering a 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: Local views 88~~
POLICY DMD ~~65~~: Householder extensions and alterations

POLICY DMD 7: Advertisements and signage

CHAPTER 5: HOUSING

Justification ~~Introduction~~

STRATEGIC POLICY SP 3: Delivering homes that meet peoples' needs

POLICY DMH 1: Affordable housing

POLICY DMH 2: Housing mix

POLICY DMH 3: Specialist housing

POLICY DMH 4: Purpose-built shared housing

POLICY DMH 5: Houses in multiple occupation (HMOs)

POLICY DMH 6: Gypsy and Traveller Accommodation

CHAPTER 6: SOCIAL INFRASTRUCTURE

Justification ~~Introduction~~

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

POLICY DMS 1: Protecting and enhancing existing facilities

POLICY DMS 2: Planning for new facilities

POLICY DMS 3: Public houses

CHAPTER 7: ECONOMY

Justification ~~Introduction~~

STRATEGIC POLICY SP 5: Promoting inclusive economic ~~economic~~ growth

POLICY DME1: 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

CHAPTER 8: NATURAL ENVIRONMENT

Justification ~~Introduction~~

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

CHAPTER 9: SUSTAINABLE INFRASTRUCTURE

Justification ~~Introduction~~

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

CHAPTER 10: TRANSPORT

Justification ~~Introduction~~

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

CHAPTER 11: ENABLING DELIVERY

Justification ~~Introduction~~

STRATEGIC POLICY SP 9: Managing development

		<p>POLICY DMM 1: Planning obligations (Section 106)</p> <p>APPENDICES</p> <p>Appendix 1: Relation with the existing planning policies</p> <p>Appendix 2 Site allocations (<u>see accompanying document</u>)</p> <p>Appendix 3 Local Plan Key Performance Indicators</p> <p>Appendix 4 Housing Trajectory</p> <p>Appendix 5 Proposed Policies Map (see Council website for interactive map)</p> <p><u>Appendix 5: Industrial Land Monitoring Table</u></p> <p>Glossary</p>
AM4	Whole Plan	<i>Paragraph numbers, table, figure and footnote numbers amended as required (including in-text references to these).</i>
AM5	Whole Plan	<i>Format all policies so that they are on a light green background (including SPDG1, SPP1, SPP2, SPP3, SPP4, SPP5, SPP6 and SPP7 which are currently on a white background).</i>
AM6	Various	<i>Change 'Introduction' header in Chapters 4-11 as follows:</i> <u>Introduction Justification</u>
AM7	Chapter 1: Our Vision and ObjectivesH hectares of beautiful parks.....
AM8	Chapter 2: 2.1	...and cover s a range of issues, from our commitment to building new homes, creating new jobs and taking climate change actions,...
AM9	Chapter 2: 2.3	The policies in this pPlan set priorities for different types of development in different parts of our borough. The pPlan 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.
AM10	Chapter 2: 2.7	This revised version of the Local Plan is now being published for comment before it is submitted to the Planning Inspectorate, along with any comments received, for an independent examination. This independent examination will consider whether the plan is 'sound' when considered against the criteria in national planning policy before it can be formally adopted by the Council as planning policy⁴.
AM11	Chapter 2: 2.8	Details of how to make comments on this document, including when and where these should be sent, and more details about the examination process are set out in the Statement of Representations Document, which has been published and circulated alongside this document.

AM12	Chapter 2: 2.9	The structure of the Local Plan is illustrated in Figure 1. Our long-term and strategic approach to growth is contained within the <u>Strategic Area Policies</u> in Chapter 3 and the strategic policies that open <u>each</u> subsequent chapters.
AM13	Chapter 2: 2.12	...(see Figure 2, page 12-14).
AM14	Chapter 2: 2.13	The Elizabeth Line (Crossrail 1) railway link is nearing completion and will, once operational, serve Chadwell Heath. This <u>The now completed Elizabeth Line (Crossrail 1) railway link serving Chadwell Heath</u> will slash current 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.
AM15	Chapter 2: 2.15	By the 14th century, s <u>S</u> altwater fishing was Barking's main trade...
AM16	Chapter 2: 2.16	There are 45 statutory listed buildings, 123 locally listed buildings, 1 scheduled ancient monument and four conservation areas – these buildings and areas of architectural and historic importance give <u>provide</u> 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 proud ⁷⁶ .
AM17	Chapter 2: 2.17	Our population is diverse; nearly over 40% of our residents were born abroad, and as many as 72 different non-English languages are spoken in households across the borough.
AM18	Chapter 2: Figure 2	Crossrail <u>Elizabeth Line</u>
AM19	Chapter 2: 2.18	... Development of the Made in Dagenham Eastbrook film studios at Dagenham East is envisaged as part of a wider digital, science and tech cluster in the borough. The beginnings of an expanded creative sector and cultural offering are also in evidence. Icehouse Quarter Studios on the Roding River are the first steps in a set of longer-term ambitions for Barking T <u>own C</u> entre to become a location and destination for creative businesses and entrepreneurs.
AM20	Chapter 2: 2.19	LBBB <u>Barking and Dagenham</u> has the only operational intermodal rail terminal in London (other than ports); the only location in the UK with freight access to the HS1 and <u>a</u> fast connection to the continent
AM21	Chapter 2: 2.20	... The urgency of this challenge led us <u>the Council</u> to declare a climate emergency in January 2020. While carbon emissions in LBBB Barking and Dagenham <u>are</u> lower than other parts of London...
AM22	Chapter 2: 2.21	The Covid <u>COVID-19</u> pandemic is another global challenge that has had a profound impact on <u>the</u> way that we live and work. This challenge is likely to continue to affect the way our neighbourhoods are planned, with more emphasis on sustainability, active travel, and place-making and access to open space. The economic implications of Covid <u>COVID-19</u> are still unfolding, but it is almost certain this will cause economic uncertainty in addition to that already anticipated from Brexit.
AM23	Chapter 2: 2.22	... Online retail shopping grew from less than 5 per cent of total sales in 2008 to around 20 per cent by 2019 ⁴⁺¹⁰ and has exploded under COVID-19 lock down.... LBBB Barking and Dagenham <u>is</u> not immune from this...

AM24	Chapter 2: 2.23	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 for the Former Ford site Stamping Plant , which manufactures diesel engines, the sale of which will be halted by 2035 at the latest under the government's carbon neutral plans.
AM25	Chapter 2: 2.25	Our borough-wide vision for harnessing these opportunities is illustrated in <u>Figure 3</u> . on the right.
AM26	Chapter 2: 2.26	Even in the face of these challenges, we are aiming to seize the present opportunities to generate social and financial value in LBBB 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 LBBB 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... The p 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.
AM27	Chapter 2: 2.27	... LBBB Barking and Dagenham has around 446.3 hectares of strategic industrial land accommodating slightly more than 1.5 million square metres...
AM28	Chapter 2: 2.29	Our own development activity, driven by Be First, the Council's r Regeneration c Company, will increase housing supply significantly (See Chapter 5).
AM29	Chapter 2: 2.30	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 COVID-19 ¹³¹² .
AM30	Chapter 2: 2.31	In the wake of <u>Following</u> COVID-19, improving walking and cycling infrastructure is <u>has been</u> essential to Pandemic Recovery in London...
AM31	Chapter 2: 2.32	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.
AM32	Chapter 2: 2.33	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 <u>P</u> lan.
AM33	Chapter 2: 2.34	The Council is focused on working with our neighbouring boroughs, TfL, GLA, Barking Riverside, Network Rail, C2C, City of London, Ford, London Freeport, and many other developers, <u>and</u> local people to unlock the huge economic and social opportunities which exist through development and investment in new infrastructure in the London Riverside area.
AM34	Chapter 2: 2.35	These are already happening with the City Markets, <u>and</u> the Thames Freeports...
AM35	Chapter 3: 3.3	The key evidence documents that this section relies on include:

		Key evidence documents	Date produced
		LBBB Local Plan Sustainability Appraisal	2021
		Be First Industrial <u>Land</u> Strategy	2021
		LBBB Local Plan Viability Assessment	2020
		LBBB Infrastructure Delivery Plan	2020
		LBBB Green <u>Grid Infrastructure</u> & Biodiversity Strategy	2019
		LBBB Townscape and Socioeconomic Characterisation Study	2017
		<u>Characterisation Study</u> Barking Riverside Gateways Housing Zone	2015
AM36	Chapter 3: 3.12	<p>Transformation Areas are locations that are likely to be subject to more extensive growth and development. <u>These areas are shown on the Policies Map and</u> include our most significant allocated development sites and build on existing and planned public transport hubs. Allocations are included on the basis that they:</p> <ul style="list-style-type: none"> • have a total site area or remaining developable area (where applicable), of greater than 0.25 hectares; and • deliver 150 homes or more or 500 sqm or more of commercial floor space over the Local Plan plan period (excluding sites with implemented planning consents); or • can deliver a critical and essential piece of identified infrastructure for the area over the Local Plan plan period; or • where existing site-specific characteristics mean establishing the acceptability of uses and quantum of development on the site is especially necessary to enable delivery. 	
AM37	Chapter 3: 3.14	... We we will produce further Supplementary Planning Documents (SPDs) and guidance for Transformation Areas...	
AM38	Chapter 3: (new text via Main Mods) 3.25	... Be First intends to try and address some of this shortfall through its Innovative Sites programme (which it intends to <u>intends to</u> launched in <u>launched in</u> early 2024).	
AM39	SPDG1: 4	Extensive and larger scale development will be focused primarily in Transformation Areas. These are:	

		<ul style="list-style-type: none"> a) Barking Town Centre and the River Roding b) Barking Riverside c) Thames Road d) Castle Green e) Chadwell Heath and Marks Gate f) <u>Marks Gate</u> g) Dagenham Dock and Beam Park Freeport h) <u>Beam Park</u> i) Dagenham East j) Dagenham Heathway.
AM40	SPDG1: 11e	e) energy infrastructure including District Heat <u>N</u> etworks; and,
AM41	SPP1: 1	...w We are committed to the transformation of Barking <u>T</u> own <u>C</u> entre into a great place for people.
AM42	SPP1: 2	Barking <u>S</u> tation will be strengthened by delivering new homes, offices and a hotel.
AM43	SPP1: 3	...new homes in the P lan period... The key site allocations are illustrated in Figure 7.
AM44	SPP1: 4 & 4b	To deliver our vision, (see figure 6) development proposals should be consistent with the principles listed below. b) Renewal of the Barking Station by working with the rail industry to upgrade access and capacity in line with Network Rail's increased passenger projections ¹⁹ .
AM45	SPP1: 5	The emerging Gascoigne 'Big Picture Neighbourhood Strategy' ²⁰ is under development and will 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.
AM46	SPP1: 5e	a) Deliver an integrated nature-based blue and green strategy, providing flood mitigation and adaptation measures to comply with the Local Plan policy <u>Policies DMNE4 and DMSI 6</u> .
AM47	SPP1: 6d	d) Provide riverside towers and gateway blocks facing the Northern Relief Road (<u>A124</u>).

AM48	SPP1: 7a	a) Work collaboratively with key stakeholders to improve and transform the site as an important gateway opposite Barking Train Station, enhancing the immediate environment and create creating new housing and employment opportunities.
AM49	SPP2: 1	... o Our plan is to create one new integrated community , a whole new Thames side district of London with more homes and better industry in improved, intensified space.
AM50	SPP2: 3	...industrial floorspace in the P plan period.
AM51	SPP2: Figure 8	<i>Figure 8 was replaced as per the Main Modifications consultation, retitled Figure 6 and moved to the justification text section. Since the Main Modifications consultation, the figure has been updated further. The updated figure amends the label 'Rail Freight Facilities and Associated Rail' to 'Rail Freight Facilities and Associated Rail Infrastructure'.</i>
AM52	SPP2: (new paragraph 8 following Main Modifications)	*Subject to the rights 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.
AM53	SPP2: 4 and SPP4a i-iv and SPP4d	To deliver our vision (see Figure 8) development proposals should be consistent with the principles listed below. <ul style="list-style-type: none"> i. the extension of London Overground <u>services</u>; ii. the extension <u>of</u> Thames Clipper sServices; iii. significant investment in bus services; and, iv. on-site walking and cycling <u>infrastructure</u>; and <p>d)... Provide a sensitive design response to the river side and <u>a focus</u> focusing on higher density development and taller building forms within the new District Centre and elsewhere where appropriate.</p>
AM54	SPP2: 10 & SPP2: 10c & SPP2: 10f SPP2: 10j & SPP2: 10jv	To deliver our vision, (see Figure 8) development proposals should be consistent with the following principles: <p>c) provide high quality, mixed tenure housing for local people and working Londoners with new homes and jobs near to and stitched together <u>jobs, amenities and transport</u></p> <p>f) create a new legible <u>identity</u> identify and sense of place for Thames Road whilst retaining its distinctive industrial character</p> <p>j) improved pedestrian and connectivity within and between the Transformation Areas through:</p> <p>j.v) in addition to the new station at Barking Riverside, <u>which opened in</u> planned for 2022, the area needs the planned second station at Castle Green to provide more public transport links.</p>

AM55	SPP2: 11	The ILS identifies scope for areas of SIL Strategic Industrial Land in the Thames Road Transformation Area to become Local Significant Industrial Sites -LSIS allowing for some further co-location development... Policy DME1 and London Plan 2021 Policy E7.
AM56	SPP3 (new paragraph 15 following Main Modifications consultation)	Acknowledging that the Eastbrookend Country Park site cannot fully meet the needs of the LBBD 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 2022 <u>2023</u> .
AM57	SPP3: 3	...industrial floorspace in the P plan period... The key site allocations are illustrated in Figure 10
AM58	SPP3	<i>As per the Main Modifications consultation, a new paragraph 4 was added to the justification text at SPP3. Since the Main Modifications consultation, the new text has been amended from '4. Funding for the delivery of the project is in place, with the GLA and the developers having committed £42 million to the project...' to '4. Funding for the delivery of the project is in place, with the GLA having committed <u>£42 million to the project.</u>'</i>
AM59	SPP3: 4 & SPP3: 4b - 4d	4. To deliver our vision, (see Figure 10) development proposals should be consistent with the following principles: b) capitalise capitalising 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) have having full regard to the consented scheme at Barking Riverside d) the successful relocation and consolidation <u>co-location</u> of London's three wholesale city markets – Billingsgate, Smithfield and New Spitalfields, enabling development that will support its operation within the borough
AM60	SPP3: 9.	...how the Freeport will be delivered and integrates with the surrounding <u>area</u> .
AM61	SPP3: 10 & SPP3: 10h - 10i	To deliver our vision, (see Figure 10) development proposals should be consistent with the following principles: h) strengthen the relationship a <u>strengthened relationship</u> with adjacent land/areas, including Dagenham Dock and Castle Green Transformation Areas and Merrielands Crescent i) provide flood mitigation and adaptation measures to comply with Local Plan Policies <u>DME4 and DMSI 6</u>
AM62	SPP4: 1	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.
AM63	SPP4: 5	...new homes in the P plan period.... he key site allocations are illustrated in Figure 12.... , Policy DME1 and London Plan 2021 Policy E4.

AM64	SPP4: 6a	...– optimising the development potential arising from Crossrail <u>the Elizabeth Line</u> – to deliver new homes and jobs that are integrated with existing neighbourhoods
AM65	SPP4: 6b	...residential uses will be encouraged and supported in the appropriate locations
AM66	SPP4: 7	The <u>the</u> Council is committed to delivering employment space alongside new homes
AM67	SPP4: 8	Proposals resulting in the net loss of industrial floorspace across the Transformation Area will only be supported in accordance with Policy DME1 of the Local Plan , and will...
AM68	SPP4: 10c	c) <u>Improving</u> improving the vibrancy and facilities offered within the local centre.
AM69	SPP4: 14	The Padnall Lake site will be <u>have</u> a significant focus on placemaking activity to create a more liveable residential area, that <u>D</u> development in this location must contribute to:
AM70	SPP5: 3	... in the <u>P</u> lan period.... The key site allocations are illustrated in Figure 14.
AM71	SPP5: 4 and SPP5: 4f	To deliver our vision, (see figure 14) <u>D</u> development proposals should be consistent with the principles listed below: f) Improvements to the <u>G</u> reen infrastructure network including:
AM72	SPP5: 5	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 the <u>L</u> ocal <u>P</u> lan policies...
AM73	SPP6: 2	, we <u>We</u> 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.
AM74	SPP6: 3	The historic Becontree <u>E</u> state 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.
AM75	SPP6: 4	...new homes in the <u>P</u> lan period.... The key site allocations are illustrated in Figure 17.
AM76	SPP6: 5	To deliver our vision, (see figure 16) development proposals should be consistent with the following principles:
AM77	SPP6: 6 & SPP6: 6d & SPP6: 6f & SPP6: 6g	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 <u>may be</u> prepared to support the delivery of the Local Plan to supplement this p <u>P</u> olicy. The Council will also support development that contributes to: d) rationalised car-parking and improved cycle links to the new <u>Elizabeth Line connection</u> Crossrail <u>Station</u> at Chadwell Heath f) improvements to shopfronts and reintroducing <u>reintroduction of</u> awnings g) improvement to the <u>G</u> reen infrastructure network, including the east-west green grid route (Porters Avenue and Parsloes Avenue)

AM78	SPP7: 1	This will be strengthened with spot redevelopment interventions delivered as part of a programme to identify opportunities to deliver more and better homes.																
AM79	SPP7: 3f	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																
AM80	Chapter 4: 4.2	<table border="1"> <tr> <td>Policy DMD 5:</td> <td>Local views</td> </tr> </table>	Policy DMD 5:	Local views														
Policy DMD 5:	Local views																	
AM81	Chapter 4: 4.3	<p>Amend table to reflect accurate listing of documents as follows:</p> <table border="1"> <thead> <tr> <th>Key evidence documents</th> <th>Date produced</th> </tr> </thead> <tbody> <tr> <td>LBBT Townscape and Socioeconomic Characterisation</td> <td>2017</td> </tr> <tr> <td>Abbey and Barking Town Centre Conservation Area Appraisal and Management Plan</td> <td>2020</td> </tr> <tr> <td>Historic England's Independent Heritage Review of the Industrial Land to the South of the Borough</td> <td>2016</td> </tr> <tr> <td>Historic England's Independent Archaeological Review of the Borough</td> <td>2016</td> </tr> <tr> <td><u>Historic England Tall Buildings Advice Note 4</u></td> <td><u>2015</u></td> </tr> <tr> <td><u>Heritage Strategy 2016-2020</u></td> <td><u>2016</u></td> </tr> <tr> <td><u>Barking Town Centre Strategy</u></td> <td><u>2020</u></td> </tr> </tbody> </table>	Key evidence documents	Date produced	LBBT Townscape and Socioeconomic Characterisation	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	<u>Historic England Tall Buildings Advice Note 4</u>	<u>2015</u>	<u>Heritage Strategy 2016-2020</u>	<u>2016</u>	<u>Barking Town Centre Strategy</u>	<u>2020</u>
Key evidence documents	Date produced																	
LBBT Townscape and Socioeconomic Characterisation	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																	
<u>Historic England Tall Buildings Advice Note 4</u>	<u>2015</u>																	
<u>Heritage Strategy 2016-2020</u>	<u>2016</u>																	
<u>Barking Town Centre Strategy</u>	<u>2020</u>																	
AM82	SP 2: 1f - 1h	<p>f) supporting development that harnesses the potential for improved quality and innovative Modern Methods of Construction (MMC), and adheres to the Local Plan policy <u>Policy DMSI 1: sustainable design and construction</u></p> <p>g) ...requirements of the London Plan <u>2021</u> <u>Policy SI 7: reducing waste and supporting the circular economy</u></p> <p>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 Local Plan policy <u>Policy DMD 4: visitor accommodation</u> <u>Heritage assets and archaeological remains.</u></p>																
AM83	DMD 1: 2e	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 Local Plan p <u>Policies: DME 2: providing flexible, affordable workspace and DME 3: encouraging vibrant, resilient and characterful town centres</u>																
AM84	DMD 1: Footnote 23	<p><i>As per the Main Modifications schedule, this is now footnote 26. Since the Main Modifications consultation version, the footnote has been updated as follows:</i></p> <p>²³https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-costguidance/active-design</p>																

		²⁶ https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design														
AM85	DMD 1: 3d	d) seek to achieve the highest standards of construction (e.g. MMC), and adhere to the Local Plan policy <u>Policy DMSI 1: sustainable design and construction.</u>														
AM86	DMD 2: 2	2. Development of £ Tall b Buildings will be directed towards appropriate Tall Building Locations (as shown on the Policies Map and Figure 20 below)...														
AM87	DMD 2: 4a	a) will deliver benefits for the surrounding area and communities, including delivering high quality and accessible public rean <u>realm</u> , as well as promoting legibility and wayfinding;														
AM88	DMD 3: 1c & DMD 3: 1d	c) ...reducing vehicle dominance along with promoting <u>a</u> 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 <u>the</u> building														
AM89	DMD 4: 4 l, m & n & p	l) e Development proposals affecting conservation areas or their settings will be supported where... m) e Demolition of buildings or structures that are considered... n) a All new development must... p) The site of Barking Abbey is Barking and Dagenham's only scheduled ancient monument. It includes the ruins of the Abbey and most of Abbey Green. Works affecting the scheduled ancient monument...														
AM90	Chapter 5: 5.1, bullet point 5 and new bullet point 27 (added in via Main Mods)	...the <u>LGBTQ+</u> community <ul style="list-style-type: none"> ... This will provide an additional 12 pitches which, although a significant contribution, does not meet the in full the currently assessed five year need of 22 pitches. 														
AM91	Chapter 5: 5.2	This section contains the following policies: <table border="1" data-bbox="526 997 1724 1391"> <thead> <tr> <th>Strategic Policy 3:</th> <th>Delivering homes that meet peoples' needs</th> </tr> </thead> <tbody> <tr> <td>Policy DMH 1:</td> <td>Affordable housing</td> </tr> <tr> <td>Policy DMH 2:</td> <td>Housing mix</td> </tr> <tr> <td>Policy DMH 3:</td> <td>Specialist housing for older persons</td> </tr> <tr> <td>Policy DMH 4:</td> <td>Houses in multiple occupation (HMO) <u>Large-scale Purpose-built shared housing</u></td> </tr> <tr> <td>Policy DMH 5:</td> <td>Gypsy and Traveller accommodation <u>Houses in multiple occupation (HMOs)</u></td> </tr> <tr> <td>Policy DMH 6:</td> <td><u>Gypsy and Traveller accommodation</u></td> </tr> </tbody> </table>	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) <u>Large-scale Purpose-built shared housing</u>	Policy DMH 5:	Gypsy and Traveller accommodation <u>Houses in multiple occupation (HMOs)</u>	Policy DMH 6:	<u>Gypsy and Traveller accommodation</u>
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) <u>Large-scale Purpose-built shared housing</u>															
Policy DMH 5:	Gypsy and Traveller accommodation <u>Houses in multiple occupation (HMOs)</u>															
Policy DMH 6:	<u>Gypsy and Traveller accommodation</u>															

	Chapter 5: 5.3	<table border="1"> <thead> <tr> <th>Key evidence documents</th> <th>Date produced</th> </tr> </thead> <tbody> <tr> <td>LBBB Strategic Housing Market Assessment and Update</td> <td>2020</td> </tr> <tr> <td>LBBB Strategic Land Availability Assessment</td> <td>2021 2020</td> </tr> <tr> <td>Housing Evidence Paper</td> <td>2021 2020</td> </tr> <tr> <td>LBBB Towards a Better Housing Pathway for Older People (Draft)</td> <td>2018 2019</td> </tr> <tr> <td>LBBB Gypsy and Traveller Accommodation Assessment and its Update</td> <td>2020</td> </tr> <tr> <td>LBBB Local Plan Viability Study</td> <td>2020</td> </tr> <tr> <td><u>LBBB Strategic Land Availability Assessment Addendum</u></td> <td><u>2021</u></td> </tr> <tr> <td><u>Barking Residential Absorption</u></td> <td><u>2018</u></td> </tr> <tr> <td><u>Gypsy and Traveller Site Selection Topic Paper (as updated)</u></td> <td><u>2023</u>0</td> </tr> </tbody> </table>	Key evidence documents	Date produced	LBBB Strategic Housing Market Assessment and Update	2020	LBBB Strategic Land Availability Assessment	2021 2020	Housing Evidence Paper	2021 2020	LBBB Towards a Better Housing Pathway for Older People (Draft)	2018 2019	LBBB Gypsy and Traveller Accommodation Assessment and its Update	2020	LBBB Local Plan Viability Study	2020	<u>LBBB Strategic Land Availability Assessment Addendum</u>	<u>2021</u>	<u>Barking Residential Absorption</u>	<u>2018</u>	<u>Gypsy and Traveller Site Selection Topic Paper (as updated)</u>	<u>2023</u> 0
Key evidence documents	Date produced																					
LBBB Strategic Housing Market Assessment and Update	2020																					
LBBB Strategic Land Availability Assessment	2021 2020																					
Housing Evidence Paper	2021 2020																					
LBBB Towards a Better Housing Pathway for Older People (Draft)	2018 2019																					
LBBB Gypsy and Traveller Accommodation Assessment and its Update	2020																					
LBBB Local Plan Viability Study	2020																					
<u>LBBB Strategic Land Availability Assessment Addendum</u>	<u>2021</u>																					
<u>Barking Residential Absorption</u>	<u>2018</u>																					
<u>Gypsy and Traveller Site Selection Topic Paper (as updated)</u>	<u>2023</u> 0																					
AM92	SP3: 1d	d) continuing to actively promote development of Build to Rent in accordance with London Plan <u>2021</u> Policy H11: Build to Rent																				
AM93	SP3: 2 & 2e	<p>In order to address <u>the</u> borough's <u>specific</u> housing needs, the Council will:</p> <p>e) ...meet the needs of specific communities, including older people, disabled and vulnerable people, <u>the</u> LGBTQ+ community, students, families and private rented sectors (PRS)...</p>																				
AM94	DHM1: 1, 1c & 1d	<p>1) All development with the capacity to provide 10 or more self-contained units, or which have a gross internal residential floor space of more than 1,000 sqm, will be required to provide affordable housing (measured in habitable rooms) in accordance with Part 2 a) of the Local Plan Policy SP3: delivering homes that meet people's needs as follows:</p> <p>a) applying the threshold approach to viability in accordance with the most up to date London Plan <u>2021</u> Policy H5: threshold approach to applications, and/or guidance</p> <p>c) Maximizing 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 following tenure split as shown in Figure <u>1322</u> below, ...</p>																				

		d) as set out in Figure 1423, below , affordable housing should be genuinely affordable for the people they are intended for...																
AM95	DMH 3: 2b & 2c	b) deliver affordable housing in accordance with the Local Plan policy <u>Policy DMH 1: affordable housing</u> c) meet an identified need within the borough based on <u>an</u> 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)																
AM96	DMH 4: 1a	a) meet the London Plan 2021 <u>Policy H16: Large-scale purpose-built shared living...</u>																
AM97	DMH 5 (title)	<i>Correct title of policy DMH 5 as follows:</i> <u>Policy DMH 5: Houses in Multiple Occupations-(HMOs)</u>																
AM98	DMH 5: 1d	d) ...and satisfy the housing space standards outlined in the London Plan 2021 <u>Policy D6: housing quality and standards, and/or its relevant guidance.</u>																
AM99	DMH6: 3b	b) the site is accessible to public transport, safe, convenient walking and cycling environment, essential services and facilities (e.g. water, power, sewerage and waste disposal) and be capable of supporting <u>being supported</u> by local social infrastructure and does not place undue pressure on local infrastructure and services (such as healthcare, schools and shops). ₁																
AM100	Chapter 6: 6.3	Amend table in paragraph 6.3 to reflect accurate naming and listing of documents as follows: <table border="1" data-bbox="526 949 1724 1388"> <thead> <tr> <th>Key evidence documents</th> <th>Date Produced</th> </tr> </thead> <tbody> <tr> <td>LBBB Infrastructure Delivery Plan</td> <td>2020</td> </tr> <tr> <td>Strategic Estates Plan (East London Health 2018 & Care Partnership)</td> <td>2018</td> </tr> <tr> <td>Strategic Estates Plan (East London Health 2018 & Care Partnership)</td> <td>2018</td> </tr> <tr> <td>GLA School Place Demand Projections</td> <td>2018</td> </tr> <tr> <td>LBBB Parks and Open Spaces Strategy</td> <td>2017</td> </tr> <tr> <td>Strategic Assessment of Need – Artificial Grass Pitch (AGP) Provision in London 2017-41 (Sport England)</td> <td>2017</td> </tr> <tr> <td>Strategic Assessment of Need – Swimming Pools Provision in London 2017-41 (Sport England)</td> <td>2017</td> </tr> </tbody> </table>	Key evidence documents	Date Produced	LBBB Infrastructure Delivery Plan	2020	Strategic Estates Plan (East London Health 2018 & Care Partnership)	2018	Strategic Estates Plan (East London Health 2018 & 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 2017-41 (Sport England)	2017	Strategic Assessment of Need – Swimming Pools Provision in London 2017-41 (Sport England)	2017
Key evidence documents	Date Produced																	
LBBB Infrastructure Delivery Plan	2020																	
Strategic Estates Plan (East London Health 2018 & Care Partnership)	2018																	
Strategic Estates Plan (East London Health 2018 & 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 2017-41 (Sport England)	2017																	
Strategic Assessment of Need – Swimming Pools Provision in London 2017-41 (Sport England)	2017																	

		Strategic Assessment of Need – Sports Hall Provision in London 2017-44 (Sport England)	2017	
		LBBB Faith groups and meeting places: Evidence base study	2017	
		LBBB Playing Pitch Strategies LBBB Playing Pitch Strategy Update <u>LBBB Playing Pitch Strategy</u>	2016	
		An Audit of London Burial Provision – A report for the Greater London Authority	2011	
		<u>GLA London Cultural Infrastructure Plan</u>	<u>2019</u>	
AM101	SP 4: 1a	a) protecting existing social and cultural infrastructure facilities in accordance with p Policy DMS1 Protecting and Enhancing Existing Facilities		
AM102	SP4: 1b	<i>As per the Main Modifications consultation, 1b of SP4 has been updated to included sub-criteria i-v. Since the Main Modifications consultation version, new 1b i has been updated to change 'Any expansion on a playing field....' to 'Any <u>development</u> on a playing field...'</i>		
AM103	Footnote 34 (p107)	The Council would be expected that the property or site has been actively marketed, including appearing on local and national commercial property websites and visible display boards being displayed at the site.		
AM104	DMSI 1: 1a	a) the existing facility is being re-provided, whether on site or in a nearby location, that would continue <u>to provide for</u> and enhance the needs of existing local users,		
AM105	DMSI 1: 1c (post Main Modification amendment)	... where applicable would be subject to a sequential site assessment applicable if the public house is re-provided off-site, to establish that the public house will continue to serve the original community...		
AM106	DMSI 3: 1	...public houses within the borough in accordance with the London Plan <u>2021</u> p Policy HC 7: protecting public houses.		
AM107	Chapter 7: 7.3	<i>Amend table in paragraph 7.3 to reflect accurate naming and listing of documents as follows:</i>		
		Key evidence documents	Date produced	
		<u>Be First Industrial Land Strategy</u>	2021	
		<u>Be First Industrial Land Strategy Addendum</u>	<u>2021</u>	

		Barking and Dagenham Retail and Town Centre Study Update and Addendum Report	2020	
		GLA Safeguarded Wharves Review	2019 2020	
		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	
AM108	SP5: 2	2. The Council will protect office floor space in accordance with <u>London Plan 2021</u> Policy E1: Offices of the London Plan .		
AM109	SP5: 4 (amendment to Main Modifications additional text)	... 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 the Network Rail and the rail freight operator DB Cargo at an early stage. Proposals that forward on sites adjacent the 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.		
AM110	SP5: 6	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 the London Plan <u>2021</u> p Policy E3: affordable workspace.		
AM111	DME 1: 1	SIL/LSIS Land release will only be considered in accordance with the London Plan <u>2021</u> P olicy E7: industrial intensification, co-location and substitution.		
AM112	DME 1: 3	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 <u>2021</u> . 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.		
AM113	DME 1: 10	The Council will support co-location of industrial and nonindustrial land uses (including employment and residential uses) where appropriate and where this would meet the requirements of Policy E7 of the London Plan <u>2021</u> . 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.		
AM114	DME 1: 12b	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 <u>2021</u> policy <u>Policies</u> H4 and H5)		

AM115	DME 1: 13	...Development proposals that would result in the net loss of viable employment floor space outside of SIL or LSIS areas will be required (in accordance with London Plan <u>2021</u> 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 <u>2021</u> Policies H4 and H5 in respect of affordable housing.																								
AM116	DME 3: 7	...within the designated town centres should be discussed with the Council in advance of any application, must accord with Local Plan Policy DMD1: securing high quality design, and where appropriate, be supported by:																								
AM117	DME 3: 7b (amendment to Main Modifications additional text)	b) a health impact assessment (HIA) to demonstrate how the proposal mitigates its impacts to acceptable levels and contributes to reducing health inequalities																								
AM118	Chapter 8: 8.1, Bullet Point 3	We seize opportunities for creating, enhancing and connecting green infrastructure, and improving access to existing open spaces and nature are strongly supported in this Local Plan.																								
AM119	8.3	<p><i>Amend table in paragraph 8.3 to reflect accurate naming and listing of documents as follows:</i></p> <table border="1"> <thead> <tr> <th>Key evidence documents</th> <th>Date produced</th> </tr> </thead> <tbody> <tr> <td>LBBB Habitats Regulations Assessment</td> <td>2020</td> </tr> <tr> <td>LBBB Infrastructure Delivery Plan</td> <td>2020</td> </tr> <tr> <td>LBBB Green Infrastructure and Biodiversity 2019 Strategy</td> <td>2019</td> </tr> <tr> <td>London Environment Strategy</td> <td>2018</td> </tr> <tr> <td>LBBB Parks and Open Spaces Strategy</td> <td>2017</td> </tr> <tr> <td>LBBB Playing Pitch Strategy</td> <td>2016</td> </tr> <tr> <td>LBBB Biodiversity Survey</td> <td>2016</td> </tr> <tr> <td>LBBB SINCS Citation</td> <td>2016</td> </tr> <tr> <td>LBBB Green Belt Review</td> <td>2015</td> </tr> <tr> <td>All London Green Grid SPG</td> <td>2012</td> </tr> <tr> <td><u>Ecological Assessment of mounded land to the east of Padnall Lake</u></td> <td><u>2020</u></td> </tr> </tbody> </table>	Key evidence documents	Date produced	LBBB Habitats Regulations Assessment	2020	LBBB Infrastructure Delivery Plan	2020	LBBB Green Infrastructure and Biodiversity 2019 Strategy	2019	London Environment Strategy	2018	LBBB Parks and Open Spaces Strategy	2017	LBBB Playing Pitch Strategy	2016	LBBB Biodiversity Survey	2016	LBBB SINCS Citation	2016	LBBB Green Belt Review	2015	All London Green Grid SPG	2012	<u>Ecological Assessment of mounded land to the east of Padnall Lake</u>	<u>2020</u>
Key evidence documents	Date produced																									
LBBB Habitats Regulations Assessment	2020																									
LBBB Infrastructure Delivery Plan	2020																									
LBBB Green Infrastructure and Biodiversity 2019 Strategy	2019																									
London Environment Strategy	2018																									
LBBB Parks and Open Spaces Strategy	2017																									
LBBB Playing Pitch Strategy	2016																									
LBBB Biodiversity Survey	2016																									
LBBB SINCS Citation	2016																									
LBBB Green Belt Review	2015																									
All London Green Grid SPG	2012																									
<u>Ecological Assessment of mounded land to the east of Padnall Lake</u>	<u>2020</u>																									

AM120	DMNE 1: 7	... 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 <u>2021</u> .																								
AM121	DMNE 2: 2	... → a <u>A</u> 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).																								
AM122	DMNE 3: 2a	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 <u>2021</u>																								
AM123	DMNE 3: 4a	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 <u>2021</u>																								
AM124	DMNE 6: 1	... Innovative food growing solutions, such as edible landscaping, rooftop growing, vertical and hydroponic growing and indoor growing will be strongly encouraged.																								
AM125	Chapter 9: 9.3	<p><i>Amend table in paragraph 9.3 to reflect accurate naming and listing of documents as follows:</i></p> <table border="1"> <thead> <tr> <th>Key evidence documents</th> <th>Date produced</th> </tr> </thead> <tbody> <tr> <td><u>Be First Waste Needs Assessment</u></td> <td><u>2021</u></td> </tr> <tr> <td>LBBB Air Quality Action Plan 2020-2025</td> <td>2020</td> </tr> <tr> <td>LBBB Infrastructure Delivery Plan</td> <td>2020</td> </tr> <tr> <td>LBBB Inclusive Growth Strategy (draft)</td> <td>2020</td> </tr> <tr> <td>LBBB Waste Evidence</td> <td>2018</td> </tr> <tr> <td>London Environment Strategy</td> <td>2018</td> </tr> <tr> <td>London Waste Planning Forum: Monitoring Report</td> <td>2018</td> </tr> <tr> <td>London Plan Topic Paper: Waste</td> <td>2018</td> </tr> <tr> <td>GLA Energy Assessment Guidance</td> <td>2018</td> </tr> <tr> <td>LBBB Strategic Flood Risk Assessment L1 & L2</td> <td>2017</td> </tr> <tr> <td><u>Strategic Flood Risk Assessment (SFRA) Level 1 & Level 2</u></td> <td></td> </tr> </tbody> </table>	Key evidence documents	Date produced	<u>Be First Waste Needs Assessment</u>	<u>2021</u>	LBBB Air Quality Action Plan 2020-2025	2020	LBBB Infrastructure Delivery Plan	2020	LBBB Inclusive Growth Strategy (draft)	2020	LBBB Waste Evidence	2018	London Environment Strategy	2018	London Waste Planning Forum: Monitoring Report	2018	London Plan Topic Paper: Waste	2018	GLA Energy Assessment Guidance	2018	LBBB Strategic Flood Risk Assessment L1 & L2	2017	<u>Strategic Flood Risk Assessment (SFRA) Level 1 & Level 2</u>	
Key evidence documents	Date produced																									
<u>Be First Waste Needs Assessment</u>	<u>2021</u>																									
LBBB Air Quality Action Plan 2020-2025	2020																									
LBBB Infrastructure Delivery Plan	2020																									
LBBB Inclusive Growth Strategy (draft)	2020																									
LBBB Waste Evidence	2018																									
London Environment Strategy	2018																									
London Waste Planning Forum: Monitoring Report	2018																									
London Plan Topic Paper: Waste	2018																									
GLA Energy Assessment Guidance	2018																									
LBBB Strategic Flood Risk Assessment L1 & L2	2017																									
<u>Strategic Flood Risk Assessment (SFRA) Level 1 & Level 2</u>																										

		LBBB Local Flood Risk Management Strategy	2017
		East London Waste Authority (ELWA) Joint Waste Development Plan	2012
AM126	SP7: 1b & 1c	<p>b) expect major development to be net zero carbon and employ low carbon technologies in line with the London Plan <u>2021</u> 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</p> <p>c) expect all development to minimise the risk of internal overheating in line with the London Plan <u>2021</u> Policy SI 4: managing heat risk</p> <p>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 <u>2021</u>; and promoting sustainable transport and green infrastructure</p>	
AM127	DMSI 2: 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 <u>of the</u> London Plan <u>2021</u> and the cooling hierarchy. This assessment must have regard to the Noise and Vibration Assessment in terms of managing both overheating risk and acoustics.	
AM128	DMSI 3: 1b	b) have regard to the Agent of Change principle (Policy D13 of the London Plan <u>2021</u>)	
AM129	DMSI 6: 4, 5 & 6	<i>Amend background formatting behind sections 4, 5 and 6 to match the rest of the policy.</i>	
AM130	DMSI 8: 1a & 1b	<p>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 <u>Policy DMSI 1</u> of the Local Plan</p> <p>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 the Local Plan Policy DMNE 4: Water Environment.</p>	
AM131	DMSI 9: 1	Development proposals should accord with the London Plan <u>2021</u> Policy SI 6: digital connectivity infrastructure, and will be supported where they directly provide, and demonstrate in their design the flexibility and adaptability to:	
AM132	Chapter 10: 10.1 & bullet point 1 and bullet point 10	<p>...and <u>around</u> 20,000 new jobs over the <u>Plan period</u> next 20 years.</p> <ul style="list-style-type: none"> 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 that <u>of</u> 75% of all trips in the borough being made on foot, by cycle or using public transport by 2041. 	

		<ul style="list-style-type: none"> We have prepared a new Transport Strategy Topic Paper, which provides an <u>an</u> overview of our strategic approach... <p><i>Further bullet points were added to this section in the Main Modifications consultation. Since the consultation, sub-bullet 6 of bullet point 12 has been amended from: 'Upgrades to Barking Station are in progress and due to complete early 2024.' to 'Upgrades to Barking Station are in progress and due to complete late 2024'.</i></p>														
AM133	Chapter 10: 10.3	<p>Amend table in paragraph 10.3 to reflect accurate naming and listing of documents as follows:</p> <table border="1"> <thead> <tr> <th>Key evidence documents</th> <th>Date produced</th> </tr> </thead> <tbody> <tr> <td><u>Barking</u> Borough-wide Transport Strategy Topic Paper (ARUP)</td> <td>2021</td> </tr> <tr> <td>A walking and cycling strategy for LBBB</td> <td>2021</td> </tr> <tr> <td>LBBB Infrastructure Delivery Plan</td> <td>2020</td> </tr> <tr> <td>Local Implementation Plan 3</td> <td>2019</td> </tr> <tr> <td>LBBB Transport Impact Assessment and Evidence Base</td> <td>2020</td> </tr> <tr> <td>London Riverside Opportunity Area Transport Strategy (Jacob's Consulting) with TfL and City of London</td> <td>2020</td> </tr> </tbody> </table>	Key evidence documents	Date produced	<u>Barking</u> Borough-wide Transport Strategy Topic Paper (ARUP)	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
Key evidence documents	Date produced															
<u>Barking</u> Borough-wide Transport Strategy Topic Paper (ARUP)	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															
AM134	SP8: 2e & 2h	<p>e) improve <u>improving</u> 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</p> <p>h) <u>expanding</u> 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.</p>														
AM135	SP8: 3	3. The Council will work to support the delivery of the Mayor's two strategic targets in by 2041:														
AM136	Figure 27	<i>As per the Main Modifications consultation, Figure 27 has been replaced and is now named Figure 18 and has been moved to the justification text. Since the Main Modifications consultation, the label for the 'New Active Travel Hub' has been moved to point to Barking Riverside Station. The Transformation area boundaries shown on the image also now reflect the boundary amendments set out in the Inspectors' report.</i>														
AM137	DMT1: 5	Active travel infrastructure proposals should demonstrate how they meet the Mayor's Healthy Streets approach in line with TfL's guidance ⁵⁴⁵⁹ . Emerging schemes in the borough include: the Heathway Regeneration and Valence <u>Valence</u> Avenue Healthy Streets, High Road Proposals, and Thames Road Regeneration.														

AM138	DMT1: 7	Development proposals should seek <u>to</u> reduce the dominance of vehicles on London's streets whether stationary or moving, in line with the Mayor's Transport Strategy
AM139	DMT1: 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 Plan ⁶²⁶⁰ , in accordance with Policy T4 of the London Plan <u>2021</u> : assessing and mitigating transport impacts.
AM140	DMT1: 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 <u>2021</u>).
AM141	DMT1: 17	17. Development proposals will be required to include the installation of electric vehicle charging points and supporting infrastructure, in line with the London Plan <u>2021</u> Policy T6: car parking, Policy T6.1: residential parking, T6.2: office parking, T6.3: retail parking and T6.4 hotel and leisure parking.
AM142	DMT2: 4b	b) ...strategies to convert car parking spaces to appropriate non-car parking uses, including pocket gardens, parklets, public realm spaces or cycling 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
AM143	Title	Policy DMSI 3 <u>DMT 3</u> : Cycle parking Policy DMSI 4 <u>DMT 4</u> : Deliveries, servicing and construction
AM144	DMT 3: 1	...London Plan cycle parking standards (see Policy T5: cycling of the London Plan <u>2021</u>).
AM145	DMSI 3 (corrected as above to DMT 3): 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 cycles <u>parking</u> should also be considered and designed for meeting minimum requirements as set out in the London Plan.
AM146	DMSI 4: (corrected as above to DMT 4): 1.	...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 Local Plan 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.
AM147	DMSI 4: (corrected as above to DMT 4): Final Paragraph	All construction, demolition and major logistic activities within the borough will be required to work with the e 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 e Council is required to ensure the smooth operation of the highway network.
AM148	Chapter 11	<i>Amend paragraph numbering as follows to start with 11. e.g., 10.111.1</i>

AM149	Chapter 11: 10.1 (amending to 11.1 as per AM130), bullet points 1-4	<ul style="list-style-type: none"> 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 <u>an</u> appropriate strategy. The annual Authority Monitoring Report will track <u>the</u> 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 <u>the</u> 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. 										
AM150	Chapter 11: 10.3 (now 11.3 as per AM130)	<p><i>Amend table in paragraph 10.3 to reflect accurate naming and listing of documents as follows:</i></p> <table border="1" data-bbox="524 890 1727 1161"> <thead> <tr> <th data-bbox="524 890 1126 938">Key evidence documents</th> <th data-bbox="1126 890 1727 938">Date produced</th> </tr> </thead> <tbody> <tr> <td data-bbox="524 938 1126 986">LBBD Whole <u>Local</u> Plan Viability Assessment</td> <td data-bbox="1126 938 1727 986">2020</td> </tr> <tr> <td data-bbox="524 986 1126 1034">LBBB Infrastructure Delivery Plan</td> <td data-bbox="1126 986 1727 1034">2019</td> </tr> <tr> <td data-bbox="524 1034 1126 1114">Barking Borough-wide Transport Strategy Topic Paper (ARUP)</td> <td data-bbox="1126 1034 1727 1114">2021</td> </tr> <tr> <td data-bbox="524 1114 1126 1161">Barking Town Centre Transport Strategy</td> <td data-bbox="1126 1114 1727 1161">2021</td> </tr> </tbody> </table>	Key evidence documents	Date produced	L BBD Whole <u>Local</u> Plan Viability Assessment	2020	LBBB Infrastructure Delivery Plan	2019	Barking Borough-wide Transport Strategy Topic Paper (ARUP)	2021	Barking Town Centre Transport Strategy	2021
Key evidence documents	Date produced											
L BBD Whole <u>Local</u> Plan Viability Assessment	2020											
LBBB Infrastructure Delivery Plan	2019											
Barking Borough-wide Transport Strategy Topic Paper (ARUP)	2021											
Barking Town Centre Transport Strategy	2021											
AM151	SP 9: 7	The Council will monitor <u>the</u> 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 <u>34</u> .										
AM152	Appendix 1	<i>Amend policy titles in second column of table below headed 'Draft Local Plan' as follows:</i>										

Adopted Local Development Framework Policies	Draft Local Plan
Core Strategy (DPD) (2010)	
CM1: General principles for development	SPDG1: Delivering growth; SPP1 – SPP7 Place policies
CM2: Managing housing growth	SP3-4: Delivering homes that meet peoples' needs DME 1: Utilising the borough's employment land more efficiently
CM3: Green Belt and public open space	SP6: Green and blue infrastructure DMNE 1: Parks, open spaces and play space
CM4: Transport links	SP8: Planning for integrated and sustainable transport DMT 1: Making better-connected neighbourhoods
CE1: Vibrant and prosperous town centres CM5: Town centre hierarchy	SPDG1: Delivering growth SP5: Promoting inclusive economic growth DME 3: Encouraging vibrant, resilient, and characterful town centres DME 4: Over-concentration of hot food takeaways, betting shops and payday loan shops DME 45: Visitor accommodation DME 56: Evening economy
CR1: Climate change and environmental management	SP2: Delivering a well-designed, high-quality and resilient built environment SP7: Securing a clean, green and sustainable borough DMSI 1: Sustainable design and construction 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
CR2: Preserving and enhancing the natural environment	SP6: Green and blue infrastructure DMNE 3: Nature conservation and biodiversity
CR3: Sustainable waste management	SP7: Securing a clean, green and sustainable borough DMSI8: Demolition, construction and operational waste

		CR4: Flood management	SP7: Securing a clean, green and sustainable borough DMSI 6: Flood risk and defences	
		CC1: Family housing	SP3: Delivering homes that meet peoples' needs SP2: Delivering a well-designed, high-quality and resilient built environment DMH 2: Housing size mix DMH 4: <u>Large-scale</u> Purpose-built shared housing and DMH 5: h Houses in multiple occupations (HMOs)	
		CC2: Social infrastructure to meet community needs	SP4: Delivering social and cultural infrastructure; <u>facilities</u> in the right location DMS 1: Protecting and enhancing existing facilities DMS 2: Planning for new facilities DMS 3: Public houses	
		CC3: Achieving community benefits through developer contributions	DMM 1 SP9: Managing <u>Development and monitoring</u> DMM 12: Planning obligations (Section 106) DME 3: Encouraging vibrant, resilient, and characterful town centres	
		CE2: Location of office development	SP5: Promoting inclusive economic growth DME 2: Providing flexible, affordable workspace	
		CE3: Safeguarding and release of employment land CE4: Mix and balance of uses within designated employment areas	SP5: Promoting inclusive economic growth DME 1: Utilising the borough's employment land more efficiently	

Adopted Local Development Framework Policies	Draft Local Plan
CP1: Vibrant culture and tourism	DME 4: Visitor accommodation
CP2: Protecting and promoting our historic environment	SP2: Delivering a well-designed , high-quality and resilient built environment DMD 4: Heritage assets and archaeological remains DMD 5: Local views
CP3: High-quality built environment	SP24- Delivering a high-quality design in the borough and resilient built environment DMD 1: Securing high-quality design DMD 2: Tall buildings DMD 3: Development in town centres
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
BR2: Energy and on-site renewables	DMSI 2: Energy, heat and carbon emissions
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
BR4: Water resource management	DMNE 4: Water environment DMSI 6: Flood risk and defences
BR5: Contaminated land	DMSI 5: Land contamination
BR6: Minerals	N/A
BR7: Open space (quality and quantity)	DMNE 1: Parks, open spaces and play space

		BR8: Allotments	DMNE 6: Local food growing including allotments	
		BR9: Parking	DMT 2: Car parking DMT 3: Cycle parking	
		BR10: Sustainable transport	DMT 1: Making better connected neighbourhoods	
		BR11: Walking and cycling	DMT 1: Making better connected neighbourhoods	
		BR12: Hazardous development	DMSI 5: Land contamination	
		BR13: Noise mitigation	DMSI 3: Nuisance	
		BR14: Air quality	DMSI 4: Air quality	
		BR15: Sustainable waste management	SP7: Securing a clean, green and sustainable borough	
		BC1: Delivering affordable housing accommodation	DMH 1: Affordable housing DMH 2: Housing size mix DMM <u>12</u> : Planning obligations (Section 106)	
		BC2: Accessible and adaptable housing	DMH 3: Specialist housing	
		BC3: Gypsies and Travellers	DMH <u>65</u> : Gypsy and Traveller accommodation	
		BC4: Residential conversions and houses in multiple occupation	DMH 4: <u>Large-scale</u> Purpose-built shared housing and DMH 5: h Houses in multiple occupations (HMOs) DMD <u>65</u> : Householder extensions and alterations	
		BC5: Sports standards	DMS 1: Protecting and enhancing existing facilities DMS 2: Planning for new facilities DMNE 1: Parks, open spaces and play space	
		BC6: Loss of community facilities	DMS 1: Protecting and enhancing existing facilities	
		BC7: Crime prevention	DMD 1: Securing high-quality design DMD 2: Tall buildings	
		BC8: Mixed use development	All Local Plan development management policies	
		BC9: Live-work units	N/A	

		BC10: The health impacts of development	DMD 1: Securing high-quality design	
		BC11: Utilities	Chapter 2: Area development strategy <u>Chapter 3: LBBB Strategic Development Strategy</u> (linking with the Council's latest infrastructure delivery plan) DMSI 2: Energy, heat and carbon emissions DMSI 9: Smart utilities	
		BC12: Telecommunications	DMSI 9: Smart utilities	
		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 DME 4: Over-concentration of hot food takeaways, betting shops and Pay Day	
		BE4: Managing the evening economy	DME 5 <u>6</u> : Evening economy	
		BE5: Offices – design and change of use	DMD 1: Securing high-quality design DME 2: Providing flexible, affordable workspace	
		BP1: Culture and tourism	DME 4 <u>5</u> : Visitor accommodation DME 5 <u>6</u> : Evening economy	
		BP2: Conservation areas and listed buildings	DMD 4: Heritage assets and archaeological remains DMD 5: Local views	
		BP3: Archaeology	DMD 4: Heritage assets and archaeological remains	
		BP4: Tall buildings	DMD 2: Tall buildings	
		BP5: External amenity space	DMD 1: Securing high-quality design DMNE 1: Parks, open spaces and play space	
		BP6: Internal space standards	N/A (This is covered in the London Plan <u>2021</u>)	
		BP7: Advertisement control	DMD 7 <u>6</u> : Advertisements and signage	
		BP8: Protecting residential amenity	DMD 1: Securing high-quality design DMD 6 <u>5</u> : Householder extensions and alterations DMSI 3: Nuisance	
		BP9: Riverside development	SP2-4: Delivering a high-quality design in the borough <u>and resilient built environment</u>	

			DMNE 4: Water environment	
		BP10: Housing density	N/A (This is covered in the London Plan <u>2021</u>)	
		BP11: Urban Design	Chapter 4: Design	
		Barking Town Centre Area Action Plan (DPD) (2011)		
		Site Specific Allocations (DPD) (2010)		
			Chapter 3: Transforming Barking and Dagenham and Appendix 2: Site Allocations	
AM153	Appendix 3	<p>The following key indicators will be monitored along with commentary on other key social, economic and environmental changes that impact on plan delivery and the delivery context as part of the authorities. Informed by the strategy in the Local Plan, they are grouped into five themes</p> <p><i>Correct Strategic Policy names for KPI 1, 2 and 3 in KPI table as follows:</i></p> <p>SP2: Delivering a <u>high-quality design in the borough</u> and resilient built environment</p>		
AM154	Glossary	<p><i>Amend Glossary Core Strategy (2010) section as follows:</i></p> <p>Replaced by the new 2019 Local Plan</p>		