

Planning for the future of Barking and Dagenham

Core strategy pre-submission report



November 2008



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Chapter 1: Introduction and Background

Introduction and Background

- 1.1 This report represents a major stage in the London Borough of Barking and Dagenham's work to replace the old-style Unitary Development Plan (1995) with a new Local Development Framework or LDF. The requirement to produce an LDF was established by the Planning and Compulsory Purchase Act 2004, which came into force in September 2004.
- 1.2 The new LDF system aims to achieve sustainable development through a spatial planning approach.
- 1.3 This document concerns the strategy at the heart of the new Plan – the Core Strategy. This sets out the overarching spatial vision and the spatial objectives and core policies to deliver that vision for 2020.
- 1.4 Preparation of the Core Strategy has now reached the stage when it will be consulted on prior to being submitted to the Secretary of State, so that it can be the subject of an independent examination. During the pre-submission consultation period representations are invited from all with an interest in the plan, for a period of six weeks.
- 1.5 The views of the Inspector who carries out the independent examination will be binding on the Council. The purpose of the examination is considered overleaf
- 1.6 Consequently this report is now being made available for representations from 3 November to 19 December 2008,
- 1.7 Please make your comments on the representation forms available, which should be sent in the reply-paid envelope to:

Planning Policy Group
Spatial Regeneration Division
London Borough of Barking and Dagenham
Floor 3
Maritime House
1 Linton Road
Barking
IG11 8HG

or emailed to:

planningpolicy@LBBD.gov.uk

Consultation and Sustainability Appraisal

- 1.8 This report needs to be considered together with two important documents which accompany it: the Core Strategy and Borough Wide Development Policies Pre-Submission Consultation Statement and the Core Strategy Sustainability Appraisal, both of which can be found on the Council's website www.barking-dagenham.gov.uk
- 1.9 The Core Strategy and Borough Wide Development Policies Pre-Submission Consultation Statement explains how community involvement has been undertaken and how views have been taken into account throughout the stages leading up to this stage.
- 1.10 One of the key ingredients of the new LDF system is the recognition of the need for the earliest and fullest public involvement in the preparation of the new Plan. The Consultation Statement explains the process which has been undertaken and how comments have influenced the form of the pre-submission Core Strategy and Borough Wide Development Policies, commencing with consultation on broad issues and options, followed by the "preferred options" for the Core Strategy and Borough Wide Development Policies which were published for discussion during March, April and May 2007.
- 1.11 The Core Strategy Sustainability Appraisal or SA is a formal part of the process, and is intended to ensure that the LDF achieves sustainable development.
- 1.12 At the same time as the main LDF documents are prepared the Council must undertake a separate and concurrent evaluation of the sustainability of the choices considered, and the options preferred. An SA has been produced along with the Core Strategy, the latest version of which – the Final Sustainability Appraisal – specifically relates to this pre-submission Core Strategy.
- 1.13 Recommendations from the SA have influenced the pre-submission Core Strategy.

Integration of Strategies and Conformity

- 1.14 The LDF has a key role in providing a spatial dimension for many other strategies and helping in their co-ordination and delivery throughout Barking and Dagenham.
- 1.15 Two strategies are particularly critical: the London Plan and the Barking and Dagenham Community Strategy. The LDF needs to be in general conformity with the London Plan. The London Plan was amended in February 2008 and now incorporates all Alterations made to it since 2004. The LDF also provides the main means of giving spatial expression to the Barking and Dagenham Community Strategy. In addition, there are many other strategies at regional, sub-regional and local level that have been taken into account.

Monitoring

- 1.16 Preparation of the LDF is not a once and for all activity. It is essential to check that the Plan is being implemented correctly, that the desired outcomes are being achieved and if not what corrective action needs to be undertaken. This will be done through a regular process of monitoring the success of the LDF and its policies against a set of indicators and targets in the Annual Monitoring Report.

The Examination in Public of the Core Strategy

- 1.17 Under the new planning system, the examination of the plan document has taken on a wider and significantly different role. Although representations to the plan will still be considered, as in the former system (and must be addressed by the Inspector), the primary purpose of the examination is to consider whether the plan document is “sound”, which essentially means “well-founded” and meets legal requirements.
- 1.18 Through the examination, soundness will be judged through 3 tests. The presumption is that the plan document is sound, unless as a result of considering the representations made and evidence considered at the examination, it is proved not to be.
- 1.19 Because the purpose of this stage is to assess whether the Core Strategy is sound, representations should where possible be directed towards the soundness of the plan document (although all representations will be considered, however directed). In order to help this assessment (and hopefully facilitate the examination process). A ‘soundness self assessment’ will be prepared when the Core Strategy is submitted.

The Soundness Tests

- 1.20 To be “sound” a core strategy should be JUSTIFIED, EFFECTIVE and consistent with NATIONAL POLICY.
- 1.21 “Justified” means that the document must be
- founded on a robust and credible evidence base
 - the most appropriate strategy when considered against the reasonable alternatives
- 1.22 “Effective” means that the document must be:
- deliverable
 - flexible

Structure of this Document

- 1.23 The structure of the remainder of this document is as follows:
- 1.24 Chapter 2: Strategic Vision and Objectives: Chapter 2 provides an overview or ‘spatial portrait’ of Barking and Dagenham and of the issues that need to be addressed, and sets out a concise statement of the LDF Vision. This is followed by the identification of a set of strategic objectives.
- 1.25 Chapter 3: Spatial Strategy: Chapter 3 sketches out the basic considerations which underpin the approach proposed by Core Strategy policies.
- 1.26 Chapters 4 to 8 set out a broad set of Core Policies which provide strategic direction and translate the vision and objectives of the proposed strategy into courses of action. These policies form the basis for the allocation of specific sites and for more detailed development policies in the Site Specific Allocations and the Borough Wide Development Policies DPDs that are being prepared for Barking and Dagenham.
- 1.27 Chapter 9 sets out a monitoring and implementation framework which concerns how the LDF vision, objectives and policies will be implemented and how their success will be monitored. Chapter 10 includes the Housing Trajectory which forecasts future housing supply and anticipated performance against the target set in the London Plan and taking into account past completion rates.

Use of the Core Strategy

- 1.28 The policies in this Core Strategy are collectively focused on delivering the Strategic Vision and Objectives. Consequently they do not operate in isolation but are crosscutting and interrelated. For this reason cross references are only provided where this is critical to the implementation of a policy. It is not feasible to cross reference every policy linkage because there are too many and for this reason Core Policies must be read together along with relevant policies in other LDF documents.

Chapter 2: Spatial Vision and Objectives

- 2.1 This chapter summarises the unique characteristics of Barking and Dagenham including the opportunities and issues that face the Borough. A Spatial Vision for the LDF is then set out, followed by a set of Strategic Objectives.
- 2.2 This chapter therefore provides the key to understanding the Core Strategy: what it means and what lies behind it. It provides the context for everything that follows, in this document and in the other components of the LDF.

A Spatial Portrait of Barking and Dagenham

- 2.3 The London Borough of Barking and Dagenham was created in 1965 by the reorganisation of local government for Greater London. It is situated on the North eastern fringe of London and is at the heart of the Thames Gateway area. It is a relatively small (3,611 hectares) outer London Borough and has a population of 164,572 (mid year estimates 2004). It is predominately residential in character but also has significant areas of employment land, a Major Town Centre at Barking, District Centres at Dagenham Heathway and Chadwell Heath and a network of smaller Neighbourhood Centres. There are significant areas of undeveloped land in two areas. These are the marshes bordering the Thames and the agricultural land to the north east at Marks Gate. The River Roding, Beam River and River Thames form the borough's westerly, easterly and southern boundaries respectively. Neighbouring London boroughs are Newham to the west, Havering to the east, Redbridge to the north and Greenwich and Bexley to the South.
- 2.4 Historically the Borough has had a relatively stable predominately white population of 85% (Census 2001). However, the population of the borough is rising fast with estimates that it could grow by over 60,000 people by the year 2020. Currently there are growing proportions of under 16 year olds and 85+ year olds, and a rapid increase in the proportion of ethnic minority residents.
- 2.5 The Borough is the 9th most deprived Borough of the 33 in London and the 21st of the 354 nationally. The Index of Multiple Deprivation (2004) shows that 6 of the borough's 17 wards have areas within them that are amongst the 10% most deprived in England. Over 10% of the borough's population lives within these areas. This has resulted in the borough having many unique characteristics. The borough has the lowest average

house prices in London. The average local house price in 2005 was £173,777 against the London average of £289,247 (Land Registry 2005).

- 2.6 East London and the Thames Gateway is described as “the priority area” for development in the London Plan and Barking and Dagenham lies at the heart of this region. The Borough has substantial opportunities for regeneration, including having the potential for up to 25,000 additional homes which will be located mainly in the south of the borough. This takes into account the Key Housing Regeneration Sites at Barking Riverside (formerly called Barking Reach) where there is capacity for 10-12,000 new homes over the next 20 years if new transport links are provided, South Dagenham where there is potential for 5,000 homes over the next 20 years, and Barking Town Centre where there is potential for an additional 5,000 homes, as well as other opportunities which may exist in the borough. The Key Regeneration Sites are reflected on the Key Diagram.
- 2.7 Currently 65% of homes in Barking and Dagenham are within the private sector. Housing is fairly uniform and mostly post-1900 terraced housing. The Becontree Estate still accounts for half of Council stock and most right-to-buy sales. 13% of Council homes are in high rise blocks, many of which do not meet the Decent Homes standard and will need to be improved or redeveloped.
- 2.8 With regards to housing, one of the Mayor of London’s strategic objectives is to increase substantially London’s supply of affordable housing. This is strategically important in order to promote mixed and balance communities and to redress the affordability issue that underlines the trend towards social polarisation in terms of housing choice and opportunities. Like most of London, the lack of quality affordable housing is a key issue for Barking and Dagenham. The Barking and Dagenham Housing Demand/Needs Survey 2005 gives an updated picture of the need for affordable housing. It indicates that there is a backlog need of 1,050 households and a newly arising need of 2,913 potential households per year.
- 2.9 The borough has twenty five officially recognised parks and green spaces totalling 492.4 hectares exclusive of those privately owned. The borough was one of the first in London to produce a Strategy for Parks and Green Spaces in 2004 and it has been used as an example of best practice by the Greater London Authority and The Commission for Architecture and Built Environment (CABE Space). As part of the consultation exercise used for the development of the strategy, 42% of people living in the area were satisfied with the parks and open spaces compared with the London average of 52%. Indeed, 43% rated parks and open spaces the most used of the authorities’ services. The borough has set a target date of 2008 to deliver the objectives of the strategy which is primarily concerned with the

development of the parks and open spaces. Some of the objectives involve contributing towards making an area more attractive to live; encouraging local people to become involved in caring for the park and using the park for events and festivals to celebrate local heritage and culture. Three parks are designated as Metropolitan Open Land. These and the Borough's Green Belt are shown on the Key Diagram. It is important to note that these form only part of the Council's strategic open spaces network as they are complimented by a network of parks, wildlife corridors and open spaces.

- 2.10 In terms of transport, the borough is well served by radial east – west rail, tube and highway networks. Bus services also tend to follow a similar pattern. However north - south transport links are comparatively poor resulting in isolated pockets within the borough. There are a number of proposals in this document that will enhance the Borough's transport network. In addition the Council is seeking to increase bus use for all, particularly for those who have problems accessing existing bus services. The expansion of Dial-a-Ride, taxi cars and freedom passes has improved access for the disabled and elderly. Access to car ownership is relatively low within the borough.
- 2.11 Health is also a major issue in Barking and Dagenham. Life expectancy is significantly below the national and London average for both men and women and there are particular problems relating to cancer, heart disease and teenage pregnancy (Barking and Dagenham Partnership, 2004). These issues form part of the key objectives for the Healthier Communities and Older People Sub Group of the Barking and Dagenham Partnership.
- 2.12 Data in terms of crime has been collected for the last three financial years (2001 to 2004) and shows that the recorded crime has risen by 7% during 2001 to 2004. This compares with an increase of 3.0% across London during the same period.
- 2.13 In relation to young people and families, the Council's services have been changed to reflect the requirements of The Children Act 2004 and to address the resulting effects associated with deprivation in the borough affecting children and young people. The key aims for children's services within Barking and Dagenham is to support children and encourage them to participate actively in planning the delivery of new and improved services; providing well targeted, locally accessible services of the highest quality, focused on helping children and young people to meet the five outcomes laid down by government and organising services to meet the needs of young people. The opinions and views of young people, children and their families are integral to the planning process. One of the Council's key objectives to addressing the needs of residents is to increase the provision of integrated facilities which will reflect the needs of the local

community. The Council is on target to achieve 14 fully functional Children's Centres by 2008 and is also working towards development of extended schools and two new sites for the delivery of Children's Health Services.

- 2.14 In relation to employment, the Borough has long been associated with the manufacturing industry. However, this position has changed with the national shift from manufacturing to service based industries being reflected locally. The borough suffered a significant loss of jobs in the 1990s. The closure of Ford's vehicle manufacture operations and replacement with a new diesel engine plant, which reduced employment to 5,000, was a particularly heavy blow. Nevertheless, manufacturing still employs a far larger proportion of the workforce in Barking and Dagenham than in London or the UK as a whole (19.3% for Barking and Dagenham compared to London and UK averages of 5.5% and 11.9% respectively) (Nomis – Annual Business Survey Employee Analysis 2004). While the sector continues to be a significant employer, it has been overtaken in importance by wholesale and retail which now accounts for over one-in-five local jobs. Public services (public administration, education and childcare, and health and social work) are also significant locally, with over a quarter of local jobs in these sectors combined. The Borough's unemployment rate is 10.5% compared to London and UK averages of 7.2% and 5% respectively (Nomis – Annual Population Survey 2005). The 2004 income figures for the borough indicate that household income is the lowest in London being 22% below the average figure for London (CACI Paycheck, 2004). The main location of manufacturing is in the South of the Borough, particularly employment land around the A13. The three main areas of strategic industrial land are Dagenham Dock, Rippleside and River Road, although there are a number of other locally significant employment areas spread throughout the Borough.
- 2.15 In terms of Education and Skills, the borough has the highest proportion of working aged adults with no qualifications in London - 23.3% (Labour Force Survey 2004) compared with 13.9% overall for the rest of London. The Council has recognised the need to raise education and skill levels in the borough and is developing a number of initiatives to progress this. A survey of skills in the Thames Gateway (Delivering Skills for Communities: First Skills Audit of the Thames Gateway, London Learning and Skills Council (2004) estimated that almost 60% of new jobs within the Thames Gateway would require qualifications at Level 3 or above. The Economic Development and Enterprise Sub Group of the Barking and Dagenham Partnership have included the issue of employment, training and encouraging new enterprise into the borough as a key objective within the Local Enterprise Growth Initiative bid document.

- 2.16 The London Borough of Barking and Dagenham (LBBD) also has 3 buildings listed of Grade I importance, 3 buildings and monuments listed of Grade II* importance, and 30 buildings and monuments listed of Grade II importance which are all covered under Section 1(5) of the Planning (Listed Building and Conservation Area) Act 1990. They are afforded special protection due to their special historic or architectural interest.

The Opportunities Facing the Borough

- 2.17 A period of great change is underway in Barking and Dagenham. The Borough as previously mentioned is located within the Thames Gateway, which is the largest regeneration area in Europe. Much of the planned development will involve the conversion of existing brownfield sites previously home to industrial activity to housing land. The key sites for redevelopment in Barking and Dagenham include:
- Barking Riverside - a 200 hectare site, the largest brownfield site in Western Europe. It is a former industrial site, once occupied by three power stations and a refuse tip.
 - Dagenham Dock – a 133 hectare site identified by the Council for employment uses and promoted as a location for green industries.
 - South Dagenham – an 80 hectare site identified for a mix of commercial and residential development.
 - Barking Town centre – identified by the Council as a key regeneration area with potential to accommodate a significant number of new homes
- 2.18 The Key Diagram illustrates these Key Regeneration Sites.
- 2.19 The regeneration of Thames Gateway is a key Government objective and is adjacent to the Lee Valley, where the Olympics will be held. The London Plan and the Government's Sustainable Communities Plan recognise the Thames Gateway as the largest development opportunity for growth in population and employment in London and the South East. The London part of the Thames Gateway has been identified as having the capacity to accommodate over 130,000 homes and 200,000 jobs by 2016 with over 25,000 of these dwellings in Barking and Dagenham, mainly in the south of Borough.
- 2.20 The London Thames Gateway Development Corporation (LTGDC) was established in 2005 to drive forward the development and regeneration of this area. It will have responsibility for deciding major planning applications within the Barking Town Centre and London Riverside areas. It is recognised that investment in new transport infrastructure and supporting community services will be the key to unlocking the vast potential of the

regeneration opportunities which exist in the Borough. The Key Diagram shows some of the existing and new transport infrastructure necessary to realise the regeneration opportunities in the Borough. The London 2012 Olympics is also anticipated to have significant implications for the pace of regeneration within the borough and to raise the profile of the sport within the community.

2.21 Much of what will be achieved within the borough will be through partnership working. The Council, the community and its partners, through the Barking and Dagenham Partnership, are working towards taking forward the seven community priorities which underpins all the work of the Council and as outlined in the borough's overarching Community Strategy. The aim of this is to improve the quality of life for residents by "building communities and transforming lives". The seven agreed community priorities are:

- Promoting equal opportunities and celebrating diversity;
- Raising general pride in the borough;
- Developing rights and responsibilities;
- Better education and learning for all;
- Improving health, housing and social care;
- Making Barking and Dagenham Cleaner, Greener and Safer; and
- Regenerating the local economy.

2.22 There are a number of proposed public transport network improvement schemes that would benefit the Borough. These include Crossrail, Docklands Light Railway extension to Barking Riverside, East London (Thames Gateway) Transit, Thames Gateway Bridge (LB Newham and Greenwich) and improvements to current rail services. Some key current and planned transport infrastructure is highlighted on the Key Diagram.

The Issues Facing the Borough

2.23 As set out above, Barking and Dagenham is faced with some significant opportunities for regeneration and growth. However, there are also a number of specific challenges facing the Borough and its communities that will need to be addressed.

2.24 Access to car ownership is relatively low in Barking and Dagenham and, although there is generally a good provision of public transport services (particularly east-west services), there is room for improvement. This will ensure equality of access to jobs and services across the Borough for both existing and future communities.

- 2.25 There is a good level of public open space in Barking and Dagenham, but public satisfaction with the Borough's parks and other open spaces is below the London average.
- 2.26 There is a shortage of good-quality affordable housing in the Borough. 13% of existing local authority housing stock is in high rise blocks, many of which do not meet Decent Homes standards. These will need to be improved or redeveloped.
- 2.27 Average house prices in the Borough are the lowest in London. However, the same applies to household incomes. The proportion of working aged adults with no qualifications is also the highest in London, though unemployment itself is relatively low. In terms of overall deprivation, Barking and Dagenham is London's 9th most deprived Borough (of 33). Nationally it is the 21st most deprived local authority area of 354.
- 2.28 Health is also a concern in the Borough. Life expectancy is significantly below London and national averages for both men and women, and there are particular problems relating to cancer, heart disease and teenage pregnancy.
- 2.29 Recorded crime has risen by 7% between 2001 and 2004.
- 2.30 It is essential that the regeneration of the Borough benefits existing local communities as well as future residents, workers and visitors.

Vision for Barking and Dagenham

- 2.31 The Core Strategy Vision supports the Barking and Dagenham Community Strategy and is built around its 7 community priorities. However it also contains sufficient breadth and flexibility to support any new priorities or objectives that are included in the forthcoming Sustainable Community Strategy.
- 2.32 Once the Sustainable Community Strategy and the LDF Core Strategy have been finalised a joint summary leaflet will be produced to clarify the relative roles of these two important documents and to show how they interrelate.

Barking and Dagenham's LDF Vision

To make Barking and Dagenham a successful borough by increasing the prosperity of our residents and the business community; improving quality of life for everyone and supporting social inclusion; creating an attractive, sustainable and cohesive community that we can be proud of and which encourages a sense of belonging and celebrates diversity; maintaining high environmental standards; and increasing our supply of family homes, affordable homes and social infrastructure.

Barking and Dagenham in 2020

- 2.33 People living in Barking and Dagenham will have a high quality of life as a result of the wide range of opportunities to live, work, learn and play that will be available throughout the borough. Residents and businesses will be more prosperous and the borough will be an attractive and sustainable place that residents can be proud of. Barking and Dagenham will offer a diversity of opportunity that will have enhanced the social, cultural and economic life of those living and working in, and visiting the borough
- 2.34 By 2020 the opportunities for growth will have been seized. There will be sustainable new communities home to over 60,000 new residents, and there will be at least 12,000 new jobs focused in Barking Riverside, South Dagenham, Dagenham Dock and Barking Town Centre. These new homes will have helped address housing need through the provision of quality, design led, new housing development and a significant proportion of these will be family sized. Many of these new homes will have been provided through the Council's groundbreaking Local Housing Company. These new communities will provide a vital and vibrant mix of employment, leisure and recreation, shopping, culture, health, and education uses.
- 2.35 Residents, businesses and visitors will enjoy excellent public transport links. East London Transit, Docklands Light Railway, Crossrail, improvements to the C2C line and improved bus services will enable people to move freely and sustainably within and to and from the borough.
- 2.36 The provision of new schools, health facilities and other community facilities will have gone hand in hand with new housing development. The successful achievement of the extended schools programme and children's centres will have created integrated community facilities. These improved health, community, and training and education services will have increased liveability and fostered a sense of belonging and community for all the borough's residents.

- 2.37 New communities will be integrated with existing communities so that Barking and Dagenham will be a sought after place to live, comprised of a constellation of neighbourhoods each with their own distinct character and offer, inspired by the borough's rich heritage. These neighbourhoods will be served by a network of bustling town centres, providing a vital mix of shopping and community services in an attractive and welcoming environment which are the focus of community life.
- 2.38 The borough will be renowned as a pioneer in achieving developments which employ the latest thinking in tackling and adapting to climate change, creating safer places to live and creating buildings and environments which foster civic pride. As a result Barking and Dagenham will be a place where people and business want to invest.
- 2.39 The borough will have the reputation as a business-friendly borough, with modern, well-connected industrial areas and units, where the public and private sectors continue to work together to build prosperity. Dagenham Dock will be renowned as London's home for environmental technologies as it harnesses the economic development potential of green industries. Other designated employment areas will provide a sustainable mix of commercial and industrial activities, taking advantage of the borough's strategic location in terms of its water, rail and road connections to the rest of London and beyond. Excellent Lifelong Learning opportunities, including the flagship Barking Learning Centre will mean residents will have the necessary capacity and skills to access skilled well paid job opportunities within and without Barking and Dagenham. The borough's entrepreneurial base will be thriving due to the tailored business support and services provided by the Barking and Dagenham Business Centres.
- 2.40 By 2020 the borough's environmental sustainability will be much improved and the opportunities for people to lead healthy lifestyles will be greater. Measures to reduce carbon emissions through development, including both housing and transport, will have been successful. All new development will have measures in place to mitigate and adapt to the effects of climate change. Water management and flood protection and resilience measures will ensure that new existing communities are safe and sustainable. The borough's verdant parks will be connected by a network of tree-lined streets, wildlife corridors, and cycle paths. Barking and Dagenham's natural heritage and biodiversity will be flourishing. The banks of the River Thames and Roding will be rich in biodiversity and offer quality opportunities for recreation and leisure and spectacular views will be enjoyed from inspiring high rise waterfront apartments.
- 2.41 Partnership working and citizen engagement are the keys to achieving these ambitions. Barking and Dagenham has excelled at partnership working in order to promote better public management and community

sector delivery and is a customer-focused provider that is respected within and outside the borough for the quality of individual services and joined-up solutions.

- 2.42 Change must meet the aspirations of the community and meet their needs. The local community will be engaged as an essential part to achieving these ambitions and will be treated as full and equal partners in the regeneration process.

Strategic Objectives

- 2.43 The following set of Strategic Objectives are focused on the delivery of the Core Strategy vision and therefore provide more specific direction to the Spatial Strategy and Core Policies.

- 2.44 The London Borough of Barking and Dagenham will work with its strategic partners to implement these strategic objectives. The policies set out in this Core Strategy and other Development Plan Documents (DPDs) take these objectives fully into account.

SO.1 Meeting the housing needs of existing and future residents in a balanced community with an appropriate amount of housing and mix of types and sizes of dwellings, including an increased provision of high quality family homes and affordable housing.

SO.2 Ensuring development and growth helps to reduce inequalities and promote community cohesion by providing high quality, accessible, inclusive and integrated social infrastructure.

SO.3 Reducing the need to travel by car and ensuring the community can safely and easily access jobs and key services by guiding new developments to our town centres and places with good public transport accessibility levels, and ensuring that new development makes adequate provision for all travel modes.

SO.4 Promoting improved public transport provision within and to and from the borough, particularly where this will benefit disadvantaged or more remote communities, and creating an environment in which it is pleasant and safe to walk and cycle.

SO.5 Helping local people into more rewarding, better paid jobs and supporting developments and new schemes that will provide accessible and high quality employment, education and childcare opportunities.

- SO.6** Taking advantage of Barking and Dagenham's locational advantage in heart of the Thames Gateway to support the growth, retention and competitiveness of businesses in the borough, especially with regards to existing local businesses and the newly emerging creative and cultural industries and sustainable technology sectors.
- SO.7** Promoting vibrant town centres which offer a mix of uses including retail, leisure, culture and entertainment, housing, community facilities and food and drink, and making sure residents throughout the borough and beyond have access to them.
- SO.8** Making sure the major new developments, re-developments and regeneration projects which will take place in Barking Town Centre, Barking Riverside, South Dagenham, Dagenham Dock, and in many of our town centres and estates, meet the needs and reflect the aspiration of both existing and new residents and businesses.
- SO.9** Rising to the challenge of climate change by demanding high levels of sustainable design and construction, especially in relation to water and waste management, resource efficiency and emission control, and by encouraging the efficient use of existing buildings and previously developed land.
- SO.10** Protecting and enhancing our natural and man made assets including our biodiversity, habitats, landscape character and historic heritage.
- SO.11** Requiring high quality design for both buildings and the public realm, which protects and creates local distinctiveness and raises the borough's visual attractiveness, accessibility and public safety
- SO.12** Reducing the risk of flooding for people and property by guiding development to areas where flood risk can be avoided or alleviated and ensuring new development provides for flood control measures where appropriate.
- SO.13** Improving the health and wellbeing of local residents by making sure they have access to high quality sports, leisure and recreation opportunities and health care provision.

Chapter 3: Barking and Dagenham LDF Spatial Strategy

- 3.1 This section sets out a Spatial Strategy which sets out how the Spatial Vision and Objectives will be achieved.
- 3.2 The Spatial Strategy is built around five themes: Managing Growth; Sustainable Resources and the Environment; Creating a Sense of Community; Ensuring a Vibrant Economy and Attractive Town Centres; and Creating a Sense of Place. These incorporate the priorities of the Community Strategy as shown in the following table.

Community Priorities	Relevant LDF Themes
Promoting Equal Opportunities and Celebrating Diversity	<ul style="list-style-type: none"> • Creating a Sense of Community
Raising General Pride in the Borough	<ul style="list-style-type: none"> • Creating a Sense of Community • Creating a Sense of Place
Developing Rights and Responsibilities	<ul style="list-style-type: none"> • Creating a Sense of Community
Better Education and Learning for All	<ul style="list-style-type: none"> • Creating a Sense of Community • Ensuring a Vibrant Economy and Attractive Town Centres
Improving Health, Housing and Social Care	<ul style="list-style-type: none"> • Managing Growth
Making Barking and Dagenham Cleaner, Greener and Safer	<ul style="list-style-type: none"> • Managing Growth • Creating a Sense of Community • Sustainable Resources and the Environment • Creating a Sense of Place
Regeneration of the Local Economy	<ul style="list-style-type: none"> • Managing Growth • Ensuring a Vibrant Economy and Attractive Town Centres

Managing Growth

- 3.3 The growth and regeneration of the Borough will take place in a balanced, sustainable and holistic way which provides the appropriate amounts and types of new development in the most accessible and suitable locations whilst maximising the advantages for new and existing local communities and minimising the negative impact on the Borough's environment.
- 3.4 New housing and employment development will mainly be focussed in the key regeneration areas of Barking Town Centre, Barking Riverside and South Dagenham. Industrial uses will be focussed mainly on the three Strategic Industrial Locations of Rippleside, River Road and Dagenham Dock, with the latter being refocused as a Sustainable Industrial Park to house business focussed on new environmental technologies.
- 3.5 Efficient use of land and the risk of flooding will be key considerations, and new and improved sustainable public transport infrastructure will be taken advantage of to improve accessibility within the borough and to key external destinations, to reduce the segregation of more remote communities such as those located south of the A13, and to open up new development opportunities.
- 3.6 As well as public transport, other vital social infrastructure such as schools will be sought in line with new developments. At the same time important open spaces such as the Green Belt and parks, allotments and nature conservation sites will be safeguarded for the continuing benefit of the community.
- 3.7 The network of major, district and neighbourhood town centres will be reinforced and additional centres will be created as part of the Barking Riverside Development.

Sustainable Resources and the Environment

- 3.8 All new development will be expected to respect, protect and wherever possible enhance the Borough's environmental assets, to comply with sustainable design and construction principals, and to have minimal negative impacts on land, air and water quality, and noise or light disturbance. The Council will do its utmost to help mitigate Climate Change and adapt to its consequences.
- 3.9 The remediation of land already affected by contamination will be encouraged, the negative impacts of excavation will be minimised and areas of landscape, archaeological, cultural and/or nature conservation value will be protected from mineral development wherever possible.

- 3.10 Sustainable waste management will be pursued. Existing waste management facilities will be protected and preferred sites for new ones will be identified in the Joint Waste Plan to ensure the Council can meet the borough's waste management needs whilst also seeking to minimise waste production and maximise recycling.
- 3.11 Development and other measures which actively contribute to reducing the need to travel, reducing reliance on private motor vehicles and enabling the sustainable movement of freight will be supported and a reduction of car parking will be encouraged, particularly in locations with a high public transport accessibility levels.

Creating a Sense of Community

- 3.12 The London Plan affordable housing targets will be used flexibly so as to best meet local housing needs and reflect the realities of the local market. All larger housing developments will contribute towards high quality affordable housing, with other potential sources of affordable housing supply also being exploited.
- 3.13 From all housing developments a range of accommodation types and sizes appropriate to local circumstances will be sought, including a good and adequate supply of family accommodation.
- 3.14 A full range of community facilities will be sought across the Borough, including provision of new social infrastructure such as schools as part of bigger developments. Existing facilities will be protected and more school buildings and facilities should be made available for community use. Developer contributions will be sought to make sure local people benefit from development and regeneration.

Ensuring a Vibrant Economy and Attractive Town Centres

- 3.15 The Council will encourage and facilitate development to support a vibrant economy and lively town centres. A hierarchy of town centres has been established and retail and other town centre uses will be guided to these locations. A lively evening economy aimed at family friendly uses will also be encouraged in Barking Town Centre. Existing out of town retail parks will be reviewed in the Site Specific Allocations DPD to ensure they are providing the maximum benefit to the community and contributing to the Council's regeneration and development ambitions.

- 3.16 Developers will be encouraged to enter into Local labour and Local Business Agreements to secure training and employment benefits for local people and stronger chances for local business to compete for contracts. A stronger role for emerging growth sectors such as the environmental technologies and cultural industries sectors will be encouraged and affordable work spaces for new business will also be sought.

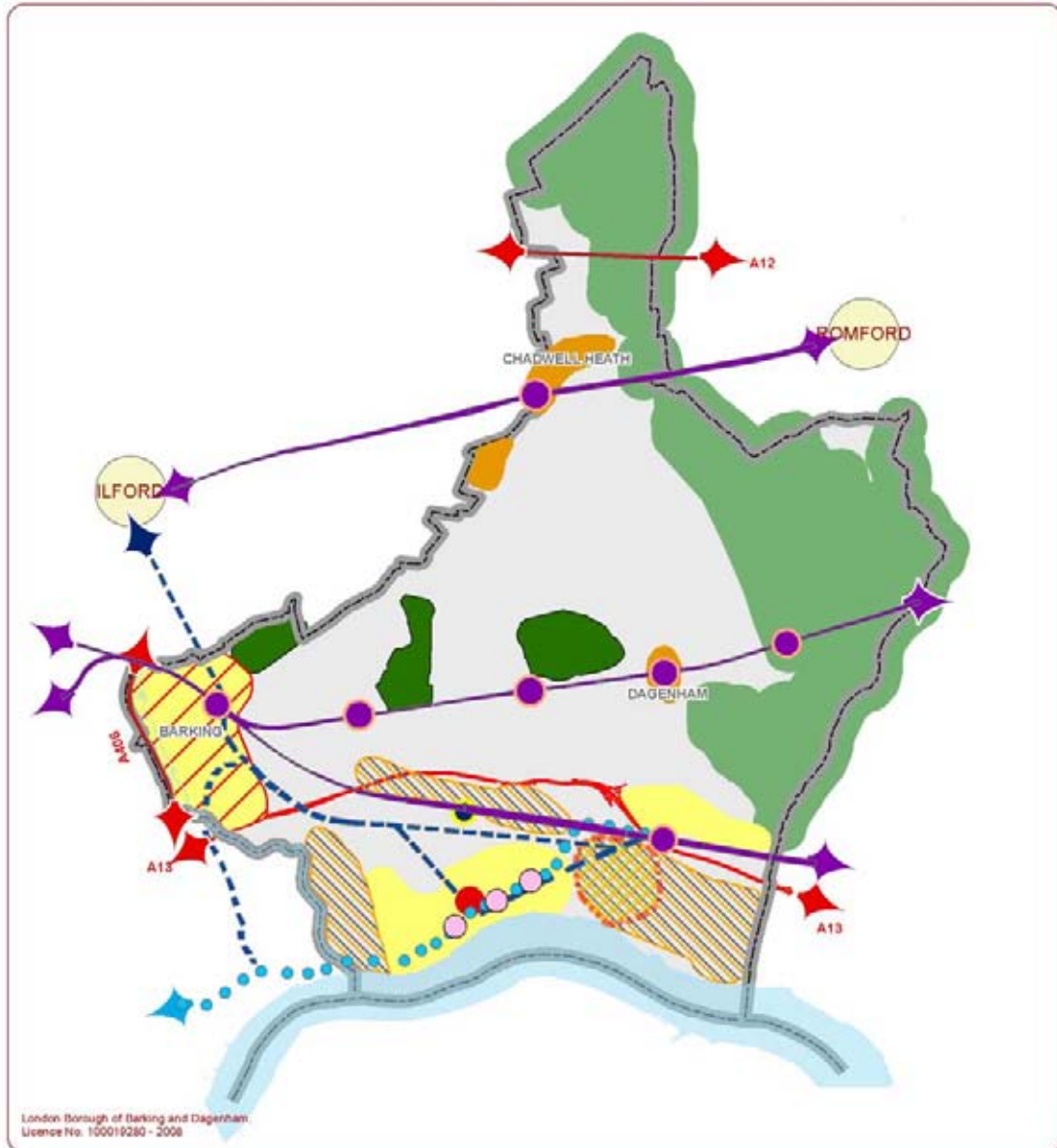
Creating a Sense of Place

- 3.17 The LDF will seek to engender a 'Sense of Place' by capitalising on Barking and Dagenham's local distinctiveness and using it to improve the quality of life for new and existing communities, as well as encouraging more people from outside the area to visit the Borough. Important elements of this will include encouraging the development of arts, leisure and culture in the Borough; protecting and promoting the Borough's heritage; encouraging the highest standards of design in new developments and the public realm; and capitalising on the Borough's existing attractions.

The Core Policies

- 3.18 A set of Core Policies have been developed to take the Spatial Strategy forward. These are set out in Chapters 4 to 8 and grouped under the same themes headings as the Spatial Strategy.
- 3.19 As well as providing strategic direction and courses of action that will enable the Spatial Vision, Strategic Objectives and Spatial Strategy to be realised, the Core Policies also form the basis from which the other LDF Development Plan Documents can be developed.

Core Strategy Key Diagram



Legend

- LBBO_Rail_Stations
- Strategic Employment Land
- Future District Centre
- Key Regeneration Areas
- Future DLR
- Proposed Stations
- Sustainable Industrial Park
- Future ELT

- Barking Town Centre / Area Action Plan
- District Centre
- Station Needed
- Rail Links
- Rail Stations

- Metropolitan Open Land
- Green Belt
- Major Roads
- Rivers
- LBBO Borough Boundary

Chapter 4: Managing Growth

- CM.1 General Principles for Development
- CM.2 Managing Housing Growth
- CM.3 Green Belt and Public Open Space
- CM.4 Strategic Transport Links
- CM.5 Town Centre Hierarchy

POLICY CM 1: GENERAL PRINCIPLES FOR DEVELOPMENT

Broad Locations for Future Development:

Residential development (particularly higher density development) will be focussed in the key regeneration areas of Barking Town Centre, Barking Riverside and South Dagenham, and on previously developed land in other areas which have high Public Transport Accessibility Levels (i.e. levels 4-6). Employment growth will be focussed on Dagenham Dock as well as the other designated Strategic Industrial Locations and Locally Significant Industrial Sites as shown on the proposals map. Retail and other town centre development will be focussed within the centres set out in the hierarchy defined in Policy CM5. The Green Belt, Metropolitan Open Land and other important open spaces will be safeguarded from development.

Meeting Community Needs:

Development should meet the needs of new and existing communities. A sustainable balance will be sought between housing, jobs and social infrastructure to ensure Barking and Dagenham can continue to function successfully as a community in its own right, and does not become a commuter dormitory. Development should contribute to the regeneration of the Borough by providing suitable housing, social, cultural and economic choices for all, improving health and well being, supporting town centres and enhancing the image of the borough.

Sustaining the Natural and Built Environment:

Development should use land and infrastructure efficiently and the use of previously developed land should be maximised. Natural and built assets including natural resources, air and water quality, biodiversity and habitats, the historic environment, local distinctiveness, and the borough's network of open spaces should be protected and enhanced. Development should take account of natural constraints, particularly the

risk of flooding, and should incorporate measures to mitigate and adapt to the impacts of climate change. The need for travel should be minimised through the integration of land use and transport.

Infrastructure:

Development should be located either where there is sufficient existing infrastructure capacity to support growth, or where this is already planned or will be provided in association with the development. This includes public transport and utilities infrastructure as well as social infrastructure such as schools, health, community facilities, open space and leisure.

Regional and Local Links:

New development should seek to integrate with and provide benefits for existing communities, including those in neighbouring boroughs. Advantage should be taken of Barking and Dagenham's strategic sub-regional position at the heart of the Thames Gateway, with its associated opportunities such as new infrastructure and close proximity to the Olympics.

REASONED JUSTIFICATION

The Thames Gateway

4.1.1 The population of London is growing rapidly and each borough will contribute towards accommodating this growth. Barking and Dagenham's contribution is increased by its location in the heart of the Thames Gateway, which is one of the government's four key priority areas for the development of new residential communities, and represents the main opportunity for growth in London and the South East. Within the Thames Gateway there are fourteen 'zones' of change. Six of these are within London and one, London Riverside, covers a large part of Barking and Dagenham.

London Riverside

4.1.2 As well as being a Thames Gateway zone of change, London Riverside is also identified as an Opportunity Area in the London Plan. The area stretches from Dagenham Dock and across the riverside areas of Havering into Thurrock, and is the biggest development opportunity in the London part of the Thames Gateway.

4.1.3 Within the Barking and Dagenham section of London Riverside there are a number of distinctive areas which will accommodate a large proportion of the borough's housing and other development needs during the LDF plan period. These are Barking Town Centre, Barking Riverside, South Dagenham and Dagenham Dock.

Barking Town Centre

4.1.4 Barking Town Centre is undergoing a transformation which will see it become the town centre of choice for the borough's existing communities and the planned new communities at Barking Riverside. A significant number of new homes will be built for private sale, shared ownership and to rent. There will be new shops and community facilities, including a new learning centre and a new Business Centre space for new businesses.

4.1.5 Barking Town Centre already contains many important community facilities and provides excellent access to jobs, key services and infrastructure. Estate renewal programmes and other mixed use development opportunities being looked at in the Barking Town Centre Area Action Plan will provide opportunities to add to this, ensuring sufficient social infrastructure is provided to support the projected housing growth.

Barking Riverside

4.1.6 As the biggest brownfield regeneration site in the borough Barking Riverside will provide 10,800 new homes along with 3 new schools, healthcare facilities, shopping areas, parks, river access with new cycle and path ways, and excellent transport connections.

4.1.7 Barking Riverside presents a unique opportunity to create a housing-led mixed use development which incorporates and can sustain a good range of community facilities and with good access to jobs, key services and infrastructure.

South Dagenham

4.1.8 The South Dagenham site covers 197.6 acres south of the A1306 from Goresbrook Interchange to the former Victor Engineering site by Marsh Way and offers a unique development opportunity. South Dagenham has been identified as a key regeneration area as the London Plan advocates its redevelopment as a family housing led mixed urban community. This will be explored in the Site Specific Allocations DPD.

4.1.9 South Dagenham also presents an opportunity to provide new housing in a location where the necessary community facilities, jobs, key services

and infrastructure are either already available nearby or can be provided within the new development itself.

Dagenham Dock

4.1.10 Dagenham Dock is an existing Strategic Industrial Location which is being extended and redeveloped to create a Sustainable Industrial Park focussed on environmental industries.

Previously Developed Land and Public Transport Accessibility

4.1.11 Presumptions in favour of steering development towards previously developed land and areas with the higher public transport accessibility levels are well established in local, regional and national planning policy and practice.

Sustainable Development and Meeting Community Needs

4.1.12 Sustainable and successful communities cannot be created through the provision of housing alone. Rather they depend upon the simultaneous provision of all the other elements of daily life such as community facilities, schools, and transport infrastructure. Similarly in an age where climate change is given increasing recognition and urgency, the need to incorporate environmental sustainability into all planning and development decisions is vital.

London 2012

4.1.13 Together with the Thames Gateway the London 2012 Olympic and Paralympic Games provide a huge opportunity for North East London including Barking and Dagenham (a Gateway Olympic Borough). The Council seeks to maximise opportunities for residents, for example through the provision of high-quality sports facilities, more opportunities to participate in sport, modernised and extended transport facilities, job opportunities and regeneration.

POLICY CM2: MANAGING HOUSING GROWTH

The Council will plan for a minimum annual housing growth of 1,190 additional homes in the ten year period to 2016/17. This equates to at least 11,900 new homes in Barking and Dagenham between 2007/08 and 2016/17.

The target will be met through:

- **Residential development in the three key regeneration areas:**
 - **Major development at Barking Riverside;**
 - **Delivering 6000 new homes in Barking Town Centre through redevelopment in line with the Barking Town Centre Area Action Plan;**
 - **Developing a mixed urban community at South Dagenham;**
- **Identifying further housing and mixed use development site in the Site Specific Allocations DPD;**
- **Releasing surplus employment land from safeguarding to enable other types of development including housing;**
- **Encouraging the development of other underused previously developed land and properties within existing urban areas with high PTAL levels (i.e. levels 4-6);**
- **Where necessary pursuing land acquisition and assembly to support the above measures;**
- **Maximising the density of new developments, taking into account local context and other factors, in line with the guidance set out in the Urban Design Framework SPD and the London Plan; and**
- **Working to ensure that empty homes are brought back into use.**

Additional housing will result in increased pressure on existing physical and social infrastructure. The need for additional infrastructure must therefore be met alongside new housing. The release and development of land allocated for residential development will be phased in order to ensure this happens. For larger schemes conditions or Section 106 agreements will be used to ensure social infrastructure is delivered in step with the overall development and not left until the end.

REASONED JUSTIFICATION

The Housing Target

- 4.2.1 Each borough is set a housing provision target in the London Plan. The reason for this is to ensure new housing is delivered in line with the predicted population increase. The target set for Barking and Dagenham is at least 1,190 additional homes in the borough each year for the period to 2016/17.
- 4.2.2 The Council will cooperate with the GLA in setting an appropriate target for the Borough for the subsequent ten year period to 2026/27 and will plan to deliver housing in line with future GLA guidance and targets that derive from that process.
- 4.2.3 The housing trajectory attached to this document sets out how the Council anticipates this housing to be delivered throughout the plan period. This will be kept under review through the Annual Monitoring Report.

Key Regeneration Areas and Site Specific Allocations

- 4.2.4 The context for delivering housing at Barking Riverside, Barking Town Centre and South Dagenham is identified under the Policy CM1 reasoned justification above.
- 4.2.5 A key function of the Barking Town Centre AAP and the Site Specific Allocations DPD is to set out detailed allocations for each of these areas and also (in the case of the latter) to identify what other sites in the borough offer the best potential for providing further housing and associated social infrastructure.

Release of Employment Land

- 4.2.6 The employment land which is identified on the proposals map as either a Strategic Industrial Location or a Locally Significant Industrial Site takes into account the following land that has already been released in line with this policy, and the London Plan:
- Part of Fresh Wharf
 - South Dagenham
 - Areas north of A13 and south of Gascoigne Estate

Previously Developed Land and Public Transport Accessibility

4.2.7 As above, that development should be focussed on previously developed land and areas with higher levels of public transport accessibility is well established in current planning policy and practice.

Land Acquisition and Assembly

4.2.8 The Council has powers to acquire and assemble land. The preferred method of acquisition is through negotiation and private agreement, though compulsory purchase powers are also available. Compulsory purchase powers are an important tool for local authorities to use as a means of acquiring land needed to help deliver social and economic change.

Making Efficient Use of Land

4.2.9 Using land efficiently is a key consideration when planning for housing. Planning Policy Statement 3 requires local planning authorities to develop housing density policies having regard to various factors.

Tackling Empty Homes

4.2.10 The importance of tackling empty homes is discussed in the Council's Housing Strategy 2007-10. At the time of publication a revised Empty Homes Policy was being developed. This will set targets for the next three years and describe in detail how the Council will use its powers to bring as many empty homes as possible back into use. Empty Property Packs are also being produced to provide private landlords with information and advice on the Council's empty property services, available grants and enforcement powers.

The Proposals Map

4.2.11 Sites allocated for residential development will be shown on the Proposals Map once the Site Specific Allocations DPD has been prepared.

Monitoring Housing Delivery

4.2.12 The delivery of new housing will be monitored in relation to planning permissions granted and units completed to ensure we continue to meet targets.

POLICY CM3: GREEN BELT AND PUBLIC OPEN SPACES

The Council will ensure that important areas of public open space are identified and protected from development, that public open space is created and improved in areas of deficiency, and support the implementation of the East London Green Grid, the Blue Ribbon Network, and the Barking and Dagenham Landscape Framework Plan.

Barking and Dagenham's Green Belt will be protected and maintained in accordance with national policy.

Barking Park, Parsloes Park and Mayesbrook Park have been designated as Metropolitan Open Land and will therefore be safeguarded from inappropriate development and afforded the same level of protection as the green belt. Within these areas essential facilities for appropriate uses may be considered where this would not have an adverse impact on:

- the openness of the land;**
- the historic and cultural environment;**
- the quality and character value of the open space;**
- habitats and species of biodiversity value.**

In addition to the Borough's green belt and Metropolitan Open Land, a number of local public open spaces have also been identified for protection. These are indicated on the Proposals Map. The Site Specific Allocations DPD will review these designations and confirm what local public open spaces are to be designated as District Parks, Local Parks and Open Spaces and Small Open Spaces in accordance with the London Plan's public open space hierarchy.

In very exceptional cases it may be appropriate to allow local public open spaces to be developed provided that a new equivalent or better type or quality of public open space is provided in an area of open space deficiency. Where any such development is proposed, particular consideration should be given to whether the development will improve access to and quality of open space, to enhancing biodiversity, and to whether open space provision in the 'donor' area will remain at an acceptable level.

Where appropriate, new development will be expected to provide on site provision of public open space, or developer contributions towards off-site provision of public open space and/or improvement of existing spaces.

REASONED JUSTIFICATION

Green Grid

- 4.3.1 The East London Green Grid aims to create a network of interlinked, high quality open spaces that connect town centres with public transport nodes, the Green Belt, the Thames, and major employment and residential areas.
- 4.3.2 Detailed guidance relating to the green grid is set out in the London Plan SPG 'East London Green Grid Network'. It is also referred to in the Council's Urban Design Framework Supplementary Planning Document.

Blue Ribbon Network

- 4.3.3 The Blue Ribbon Network consists of London's waterways and water spaces and land alongside them. In Barking and Dagenham this includes the River Thames, the rivers Beam and Roding (including all tributaries and culverted sections), and the borough's lakes.
- 4.3.4 Detailed policies for the management of the Blue Ribbon Network and promoting the use of these assets for various sustainable uses including transport, recreation (including waterside activities), natural habitats and flood storage or protection are contained in the London Plan.

Landscape Framework Plan

- 4.3.5 The Council's Landscape Framework Plan promotes an interlinked network of 'green routes' made up of tree-lined streets, wildlife areas, cycling and walking routes, bridges, and new parks and open spaces. It not only links the parks but also other community facilities such as schools, shops, art and heritage features.
- 4.3.6 The Urban Design Framework SPD provides detailed guidance on the Landscape Framework Plan.

Green Belt and Metropolitan Open Land

- 4.3.7 The protection afforded to the Green Belt and Metropolitan Open Land is consistent (respectively) with Planning Policy Guidance 2 (PPG2) and the London Plan. There are no existing major developed sites within the Green Belt.
- 4.3.8 As the development needs of the borough can be accommodated on previously developed land within the existing urban areas of the Borough

and in the key regeneration areas referred to in Policy CM1, alterations to the Green Belt boundary have not been necessary.

Local Public Open Space

4.3.9 In addition to the Green Belt and the three Metropolitan Open Spaces, Barking and Dagenham contains a wide range of smaller public open spaces which also provide great benefits. A strategic review of this local public open space is being undertaken taking account of the Council's Parks and Open Spaces Strategy. This work will inform the Site Specific Allocations DPD and is likely to afford protection to a wider range of sites than is indicated on the interim proposals map that accompanies this document. This work will also enable the Council's maps of open space deficiency to be updated in line with the London Plan public open space hierarchy. The Site Specific Allocations DPD will confirm which of Barking and Dagenham's local public open spaces fall within the London Plan's district parks, local parks and open spaces, small open spaces, pocket parks and linear open spaces classifications.

4.3.10 Major initiatives are underway to improve many of the borough's public open spaces, for example implementation of the Barking Park Masterplan and enhancements to Valence Park to complement the Valence House Museum refurbishment. However, not all of the public open spaces in the borough are in top condition, and some areas of the borough have insufficient access to parks and green spaces. New development and regeneration initiatives present a major opportunity to redress these issues.

POLICY CM4: STRATEGIC TRANSPORT LINKS

Land will be safeguarded for planned transport infrastructure schemes in the Site Specific Allocations DPD that will serve the economic, social and environmental needs of the Borough and the Thames Gateway area.

New transport infrastructure, as identified in the Local implementation Plan (LIP), will be encouraged. Additional transport infrastructure improvements may also be encouraged where they will:

- **Contribute to and facilitate the regeneration of the Borough;**
- **Promote alternatives to the car and to the transport of goods and waste by road;**
- **Serve development in a sustainable way that is commensurate with the land use and densities envisaged;**

- Provide links to regional facilities, attractions and opportunities;
- Not have significant negative environmental impacts which cannot be mitigated or compensated for;
- Make use of safeguarded wharves;
- Promote social inclusion and economic opportunities; and / or
- Improve transport links in areas of low accessibility.

The Council will continue to press for and support the transport infrastructure improvement projects which will improve overall accessibility to, from and within the borough. These include:

- Crossrail Line 1
- Docklands Light Railway (DLR) extension
- Thames Gateway Bridge
- East London Transit
- Improvements to the C2C service including a new station at Renwick Road
- Dagenham Dock Transport Interchange

Other measures that would improve north-south transport links (for example general improvements to the local bus network) will also be encouraged and proposals will be expected to demonstrate how new areas of development are linked to key facilities.

Changes of use from transport and transport support functions will only be approved if those facilities are no longer required and are unlikely to be required in the future for this purpose, or if equally good alternative provision is put in place.

REASONED JUSTIFICATION

4.4.1 As well as the obvious accessibility improvements, the provision and promotion of transport opportunities that present alternatives to car travel have numerous environmental sustainability benefits such as reducing congestion and air pollution.

Local Implementation Plan

4.4.2 The schemes referred to in this policy reflect the aspirations of the Council's Local Implementation Plan, which is the Council's 5-year plan to improve transport in Barking and Dagenham. Following extensive consultation and approval by the Mayor of London the Local Implementation Plan should be adopted by the Council.

Crossrail

4.4.3 Crossrail is a major new railway proposal for London and the South-East which will run from Maidenhead and Heathrow in the west across London into Essex and Kent in the east. It passes through Barking and Dagenham and serves stations on the existing London Liverpool Street line including Chadwell Heath.

Docklands Light Railway Extension

4.4.4 The Docklands Light Railway has played a major part in the regeneration of London's Docklands and areas south of the river, such as Lewisham and Greenwich. The proposed extension of the service from Gallions Reach in Newham to Dagenham Dock station (with three new stations in the borough in the Creekmouth / Barking Riverside area), will provide direct access to Royal Docks, City Airport and Canary Wharf.

4.4.5 The objectives of the DLR extension project are:

- to help facilitate the planned growth in housing and employment in the Thames Gateway region by unlocking sites for development and bringing new homes, jobs, businesses and facilities into the area;
- to help deliver a high density, public transport orientated community that minimises reliance on the car;
- to create a new reliable public transport link that will provide connections to other parts of east London including, the Royal Docks, the city and key employment and residential centres; and
- to provide new interchange opportunities with the planned East London Transit services and existing rail and local bus services.

Thames Gateway Bridge

4.4.6 The construction of the nearby Thames Gateway Bridge will provide a vital link between the north and south banks of the Thames, stimulating economic growth in this part of the Thames Gateway, including Barking and Dagenham. It creates the opportunity to link the East London Transit with the Greenwich metro system to create a Thames Gateway Transit System.

East London Transit

4.4.7 East London Transit will link Ilford and Barking Town Centres to the new development at Barking Riverside and to Dagenham Dock. Although planned initially as a dedicated bus service, using state of the art vehicles and technology, an option for upgrade to a tram service will be retained.

C2C

4.4.8 C2C trains already link Barking with London Fenchurch Station in less than 15 minutes travel time. C2C are considering an upgrade of the network to 12 car operation to alleviate overcrowding and serve new developments. The Council, Transport for London and the London Development Agency are investigating the possibility of a new station on the London - Southend line to further improve transport access for the proposed new communities. The Council's preferred location for this would be at Renwick Road.

Dagenham Dock Interchange

4.4.9 The Docklands Light Railway, East London Transit and existing bus and train services will be knitted together by a modern transport interchange at Dagenham Dock Station. This will serve the Sustainable Industrial Park at Dagenham Dock, as well as existing communities and the new development planned for South Dagenham.

North South Links and Connecting Communities

4.4.10 Road and rail links run primarily in an east-west radial direction through the central and southern parts of the Borough, and are limited north to south. The majority of the main bus services also run in an east to west direction with slight variations north and south. North south links within the central area of the borough are reasonably comprehensive, but the areas to the north of the A12 such as Marks Gate and the former industrial areas south of the A13 are very poorly served, with few direct connections with other parts of the borough.

4.4.11 The physical severance caused by the A12 and A13 trunk roads exacerbates this isolation for cycling and walking. The Council will therefore welcome public transport schemes that would redress these imbalances and assist with increased community cohesion.

POLICY CM5: TOWN CENTRE HIERARCHY

Encouragement will be given to development and services that will help maintain and enhance the vitality and viability of the following centres:

Major Centre

- **Barking Town Centre**

District Centres

- **Chadwell Heath**
- **Dagenham Heathway**
- **Green Lane**
- **Barking Riverside (Future)**

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**
- **Royal Parade / Church**
- **Street**
- **Farr Avenue**
- **Faircross Parade**
- **Broad Street**
- **Dagenham East**
- **(South)**
- **Dagenham East (North)**
- **Rush Green**
- **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**
- **Edgefield Court**
- **Gibbards Cottages**
- **Reede Road**
- **Westbury**
- **Gascoigne**
- **Eastbrook**

- **Movers Lane**
- **Five Elms**
- **Lodge Avenue**
- **Barking Riverside (Future)**

REASONED JUSTIFICATION

- 4.5.1 The hierarchy of town centres set out above is based upon the findings of the Barking and Dagenham Neighbourhood Centre Health Check. That study concluded that Barking should retain its major town centre designation, with Chadwell Heath and Dagenham Heathway remaining as district centres. The study recommended that Green Lane (the area between Mayfield Road and Burnside Road, including Rowallen Parade) should also be designated as a district centre, primarily because of its size in terms of gross floorspace. The study also concluded that a new district centre would be needed to serve the proposed new community at Barking Riverside. Finally, the study recommended that the other, smaller centres listed in the policy should be designated as neighbourhood centres. Four centres (The Bull, Julia Gardens, Chelmer Crescent and Great Cullings) have been removed from the hierarchy as they displayed high levels of vacancy with little prospect of the vacant units being reoccupied for retail use.
- 4.5.2 The Barking Town Centre Area Action Plan sets out the precise properties afforded protection under the area 'major centre' designation.
- 4.5.3 The specific properties currently protected in each of the district and neighbourhood centres is set out in Appendix 1 and shown on the proposals map. The protected properties will be comprehensively reviewed during the preparation of the Site Specific Allocations development plan document.
- 4.5.4 Designation of a centre within this hierarchy does not preclude regeneration proposals or comprehensive redevelopment. However, wherever such proposals are considered, the retail provision will need to be re-provided.

Chapter 5: Sustainable Resources and the Environment

- CR.1 Climate Change and Environmental Management
- CR.2 Preserving and Enhancing the Natural Environment
- CR.3 Sustainable Waste Management
- CR.4 Flood Management

POLICY CR1: CLIMATE CHANGE AND ENVIRONMENTAL MANAGEMENT

To contribute towards global, national, regional and local sustainability, and in particular to address the causes and potential impacts of climate change, the Council will:

- **Implement the Barking Town Centre Energy Action Area and ‘lead by example’ by seeking to achieve exemplar sustainability standards on its own developments in this area;**
- **Take measures to reduce the Council’s own carbon footprint through energy and resource efficiency improvements to Council buildings and awareness raising initiatives such as the Green Champions scheme;**
- **Promote and enable sustainable transport (for the movement of both people and freight);**
- **Produce a Climate Change Strategy which will set out how the Council and its key partners will manage its own impact on climate change and undertake climate change adaptation measures;**

The Council will also:

- **Require all new development to meet high environmental building standards and encourage low and zero carbon developments;**
- **Manage flood risk so that people and property will not be placed at risk from flooding;**
- **Promote sustainable water demand and waste management;**
- **Protect water and air quality;**
- **Promote the remediation of contaminated land; and**
- **Plan in harmony with landscape & biodiversity.**

REASONED JUSTIFICATION

- 5.1.1 To reduce the threat of the climate changing, action must be taken locally. Just like all local authorities, the Council and its partners have an important role to play in encouraging energy efficiency and renewable energy and implementing climate change mitigation measures. The Council is committed through its 2005 Energy Strategy and emerging Climate Change Strategy to reducing it's own greenhouse gas emissions through a number of different actions. These include focusing on council buildings, school buildings, council fleet, street lighting and waste management. Waste management is a challenging issue since greenhouse gases are emitted from biodegradable waste as it decomposes; this becomes particularly problematic when waste breaks down inside a landfill site.
- 5.1.2 The growth of the borough over the next 20 years provides an excellent opportunity for building 'climate-friendly' neighbourhoods. There is an opportunity to build a new kind of borough with energy-efficient buildings and technology which relies on renewable energy, as well as buildings which can easily cope with the impacts of climate change. Such impacts include hotter summers and the increased likelihood of extreme weather events including flooding, water shortages and heatwaves. Climate change also brings with it positive impacts such as a warmer climate which is more conducive to outdoor activity and will be suitable for additionally types of plant species and wildlife. It is important new development is designed so that such opportunities can be fully utilised.

POLICY CR2: PRESERVING AND ENHANCING THE NATURAL ENVIRONMENT

Barking and Dagenham's designated sites of importance for nature conservation are identified on the proposals map.

The Council will seek to preserve and enhance the Borough's natural environment, including all sites of ecological or geological value (whether or not they have statutory protection) and all protected or priority species.

The Council will encourage development that enhances existing sites and habitats of nature conservation value (including strategic wildlife and river corridors), or which provides new ones, in particular where this will help meet the objectives of the Local Biodiversity Action Plan for Barking and

Dagenham. Improving public access to existing nature conservation sites will also be encouraged.

Developments which would cause significant damage to a Site of Metropolitan of Borough Importance for Nature Conservation, or the population (or conservation status of) a protected or priority species will not normally be granted. Exceptions may be considered where the economic or social benefits of the proposed development would outweigh the nature conservation value. In all circumstances the sequential approach set in Borough Wide Development Policy BR3 should be followed.

REASONED JUSTIFICATION

- 5.2.1 The Borough's Sites of Importance for Nature Conservation have been identified according to the methodology set out in Annex 1 to the Mayor of London's Biodiversity Strategy. They make an important contribution to the strategic network of nature conservation sites across greater London and are designated for protection according to policy 3D.12 of the London Plan.
- 5.2.2 There are a wide range of habitats in the borough, including wetland and grassland sites. The borough is home to a range of wildlife species that are nationally and regionally rare, such as great crested newts, native black poplars, sky larks, lapwings and black redstarts. These species are identified as priority species in the Borough's Local Biodiversity Action Plan and the London Biodiversity Habitat Action Plan.
- 5.2.3 There are lots of opportunities to improve biodiversity in the borough. This can be done through ensuring new development is designed in such a way as to maximise new opportunities for wildlife. It is also important that the water quality in the borough's rivers is improved. This can be done by naturalising river banks and preventing polluted rainwater from roads and buildings from running directly into the rivers.
- 5.2.4 Protecting and improving the borough's natural environment contributes to the community priority of 'Making Barking and Dagenham cleaner, greener and safer'.

POLICY CR3: SUSTAINABLE WASTE MANAGEMENT

To protect human health and the environment the Borough will seek to manage waste in a sustainable way and to help achieve national recycling and composting targets.

This will be done by prioritising waste reduction, re-use, recycling and composting, new and emerging recovery technologies and conventional incineration over landfill, which will only be considered acceptable as a last resort.

To meet the needs of our growing population, and to meet the Waste Apportionment requirements set out in the Further Alterations to the London Plan, appropriate existing waste management capacity will be safeguarded and preferred sites for new facilities identified. The specifics of what capacity will be safeguarded and what sites are preferred for new waste management facilities will be set out in the Joint Waste DPD which the Council is developing with the neighbouring boroughs of Havering, Newham and Redbridge. In the interim the favoured broad locations for new or expanded waste management facilities in Barking and Dagenham are the Strategic Industrial Locations and Locally Significant Industrial Sites (subject to environmental and amenity considerations).

Until the Joint Waste DPD has been adopted, applications for waste developments will be determined in accordance with PPS10 and the London Plan, and the capacity of existing waste management facilities will be safeguarded.

REASONED JUSTIFICATION

5.3.1 The Council is committed to help the delivery of national targets for recycling and composting. Current targets set out in the Waste Strategy for England and Wales 2007, seek to achieve the following recycling or composting levels:

5.3.2 Waste Stream

Recycling and Composting Target	2010	2015	2020
Municipal Waste	40%	45%	50%
Commercial & Industrial Waste	-	-	70%
Construction & Demolition Waste	-	-	95%

5.3.3 To ensure London meets its responsibility to help achieve these targets, the London Plan sets out 'Waste Apportionments' for each London

Borough to meet by 2020. Building on the Council's good working relationship established through the East London Waste Authority (ELWA), and in order to plan for waste strategically, the Council is working with the London Boroughs of Havering, Newham and Redbridge on a Joint Waste DPD. This document will identify existing waste management capacity within the four Boroughs which already contribute towards meeting the joint waste apportionment and which will therefore be safeguarded. It will also clarify our preferred locations for the additional facilities necessary to full meet the borough's apportionment, and set out criteria based policies to be use in assessing planning applications for waste management facilities. This will ensure the ELWA boroughs fulfil their duty to help meet the challenging targets which the London Plan sets out to ensure there are sufficient facilities available within the region to manage the majority of waste arising within London by 2020.

5.3.4 The Joint Waste DPD will assist the Borough in meeting its own ambitious aspirations for sustainable waste management, as set out in the London Borough of Barking and Dagenham Waste Strategy which seeks to ensure Barking and Dagenham:

- has the cleanest streets in London,
- has the greatest waste reduction and highest recycling and composting rates in London; and
- delivers effective, efficient and customer focused services that demonstrate value for money.

POLICY CR4: FLOOD MANAGEMENT

Development that places people and property at risk from flooding, or which would have an adverse impact on watercourses, will not be permitted. The impacts of climate change and any potential displacement of flood risk into other areas must be taken into account.

All development proposals put forward on land that is at risk of flooding (as identified on the Environment Agency's flood zone maps or in the Council's Strategic Flood Risk Assessment) must comply with the Sequential Test and (where appropriate) the Exception Test, as set out in PPS25.

The Sequential Test means that:

- **Development will only be permitted in areas of medium flood risk if there are no suitable alternative sites in areas of low flood risk.**

- **Development will only be permitted in areas of high flood risk if there are no suitable alternative sites in areas of medium or low flood risk.**

The Exception Test means that, where it is not possible for development to be located in areas of lower flood risk, development may exceptionally occur in higher flood risk zones providing:

- **It makes a positive contribution to sustainable communities; and**
- **It is on developable brownfield land; and**
- **A Flood Risk Assessment demonstrates that the residual risks of flooding to people and property (including the likely effects of climate change) are acceptable and can be satisfactorily managed (e.g. through flood resilient design, safe emergency access and egress, good warning systems and heightened public awareness); and**
- **It makes a positive contribution to reducing or managing flood risk.**

A Flood Risk Assessment must be submitted with planning applications for development proposals of 1 hectare or greater in flood zone 1 (low probability), and for all proposals for new development in flood zones 2 (medium probability) and 3 (high probability). These must be undertaken in line with Environment Agency advice and in consultation with the Environment Agency where appropriate.

REASONED JUSTIFICATION

5.4.1 It is impossible to prevent flooding entirely, but the planning system does provide opportunities to manage flood risk in order to reduce the likelihood of floods happening and to minimise the impact of those that do.

5.4.2 A number of areas within the borough are at risk of flooding. This risk comes from a variety of sources including the tide, rivers, runoff, groundwater and sewers. Flood risk is a particular issue in the southern part of Barking and Dagenham where the borough fronts onto the northern bank of the River Thames. As significant parts of this area have been identified for potential future development, including the four key regeneration areas identified in policy CM1, it is essential that the issue of flood risk is addressed. As such, the approach adopted in this policy is in accordance with that in PPS25: Development and Flood Risk. This guides planning authorities to apply a precautionary principal to the issue of flood risk, taking a risk-based, sequential approach.

5.4.3 Flood risk areas are not shown on the proposals map as they can be subject to change. When a development is being planned or an application is being considered, reference should be made to the latest Environment Agency flood maps.

Chapter 6: Creating a Sense of Community

- CC.1 Affordable Housing
- CC.2 Family Housing
- CC.3 Social Infrastructure to Meet Community Needs
- CC.4 Achieving Community Benefits through Developer Contributions

POLICY CC1: AFFORDABLE HOUSING

The overall target for new affordable housing in Barking and Dagenham during the plan period is 50% of the total new dwellings provided. This target will be applied to all residential developments on sites capable of providing 10 units or more, unless exceptional circumstances can be demonstrated. There is a general presumption in favour of the affordable housing being delivered on-site.

It is accepted that delivering the 50% target on individual sites will be dependent on the economics of scheme development, including the availability of public subsidy. However, developers will be expected to adopt an open-book financial appraisal approach (e.g. by using a model such as the Three Dragons Affordable Housing toolkit) to demonstrate that as much affordable housing as is feasible is being provided.

70% of the new affordable housing provided will be social rented, and 30% will be intermediate. Again these are borough-wide targets, but will be applied to all sites where affordable housing is being provided, wherever practicable and appropriate. The Barking Town Centre Area Action Plan will consider whether a different split may be appropriate in that area.

Any housing, including affordable housing, which is lost as part of estate regeneration schemes should be replaced at existing or higher densities. Such schemes should, as a minimum, avoid any net loss of housing provision in general or of affordable housing provision, and should seek to maximize their contribution towards meeting the borough target.

REASONED JUSTIFICATION

- 6.1.1 The delivery of affordable housing to meet current and future needs is an essential component of creating a sustainable community. The availability of housing has wide impacts on the community and is a critical factor in terms of local prosperity and stability. House prices in Barking and

Dagenham far exceed average incomes and consequently the demand for social rented housing outstrips supply.

- 6.1.2 The Council's Housing Needs Survey 2005 identified the borough's clear need for new affordable housing.
- 6.1.3 Policy 3A.9 of the consolidated London Plan requires each borough to set an overall target for affordable housing provision. It also sets region-wide strategic targets for 50% of new housing in the capital to be affordable.
- 6.1.4 To ensure Barking and Dagenham contributes greatly towards these strategic regional targets, the same target has been adopted for the plan area and the Council will seek to apply it to all sites capable of providing 10 or more new dwellings. However, this may not always be achievable or desirable, for example where there are prohibitively low land values, where there are very high existing high levels of affordable housing, or where the regeneration benefits of an estate renewal scheme mean a higher proportion of private sector housing can be justified.
- 6.1.5 The London Plan recommends that the 50% affordable housing target is broken down as follows: 70% social rented, 30% intermediate housing / low cost home ownership. This breakdown has been incorporated into the LDF Core Strategy. However there will be some flexibility in working to these targets where required for example where there are existing high levels of affordable housing, low land values and regeneration benefits.
- 6.1.6 Further guidance in relation to the provision of affordable housing is set out in the Housing Strategy 2007-2010, and in the Council's Planning Advice Note on Affordable Housing (PAN 8).

POLICY CC2: FAMILY HOUSING

A range of accommodation types and sizes will be expected in all new developments, taking into account factors such as site suitability, identified local and regional housing needs, density, proximity to services and the need for play and informal recreation provisions (either integral to new development or within walking distance).

Major housing developments (10 units or more) will generally be expected to provide a minimum of 40% family accommodation, i.e. three bedroom, four bedroom or larger units. This will apply to both affordable and market housing.

Not all sites will be suitable for family sized accommodation. For example in town centre locations where the size and form of the site is too tight, and where it would not be possible to provide a satisfactory environment for young children, particularly in respect of access to external amenity space.

However, unless such circumstances can be demonstrated and cannot be resolved, developments comprised solely of one and / or two bedroom flats will not be acceptable as these alone do not meet identified local or regional housing needs or contribute to a mixed and balanced community.

It is anticipated that the 40% target may be hard to achieve on certain of the sites being looked at in the Barking Town Centre Area Action Plan. That document will therefore consider which of the potential development sites in that area are particularly suitable for family housing and where the 40% target should therefore be met. Elsewhere in the Barking Town Centre Area Action Plan Area a lower target of 30% should be met.

REASONED JUSTIFICATION

- 6.2.1 Ensuring sufficient family housing provision is of vital importance to Barking and Dagenham. The average household in the borough consists of 2.4 people.
- 6.2.2 Barking and Dagenham is not currently succeeding in providing sufficient new family housing, particularly for larger households, for example:
- In 2006/07 85% of housing completions on major sites were 1 and 2 bedroom units; and 96% of dwellings approved on major sites were for 1 and 2 bed dwellings.
 - In 2005/06 79% of the total housing completions (and 78% of the affordable housing completions) on major sites were 1 and 2 bedroom dwellings; and 91% of the dwellings approved were 1 and 2 bedroom units
 - In 2004/05 90.8% of housing completions were 1 and 2 bedroom units; and 97.7% of the dwellings approved were 1 and 2 bedroom units.
- 6.2.3 The borough has also lost larger family accommodation through housing conversion, demolition and redevelopment schemes, which often have not replace the lost family sized units even where the site and the replacement built form would have permitted this.
- 6.2.4 Much of this previous change stems from the previous inclusion of 2 bedroom accommodation within the definition of family housing. As a

result the borough now defines family housing as a self-contained dwelling capable of providing at least three bedrooms.

- 6.2.5 The overall intention of policy is to enable the Council to secure a much higher level of family provision than has been provided in recent years or is being provided in developments currently underway or with recent planning permission.

Planning Policy Statement (PPS) 3: Housing

- 6.2.6 PPS 3 sets out the Government's commitment to creating sustainable, inclusive, mixed communities in all areas, and points out the key characteristics of a mixed community is a variety of housing, including in terms of a mix of different households such as families with children, single person households and older people.

POLICY CC3: SOCIAL INFRASTRUCTURE TO MEET COMMUNITY NEEDS

To maintain and improve community wellbeing, support will be given to proposals and activities that protect, retain or enhance existing community facilities, or lead to the provision of additional community facilities.

The loss of community facilities will only be allowed in exceptional circumstances as set out in Borough Wide Development Policy BC6: Loss of Community Facilities.

Community facilities should be sustainable and accessible. For example they should:

- **Be located where they can be accessed on foot, bicycle or public transport, rather than only by car;**
- **Be located in premises that comply with the access requirements of the Disability Discrimination Act 2005**
- **Where possible, be developed as part of mixed-use developments so that facilities are better linked to housing, jobs, shopping, leisure and other local services, in order to minimise travel distances;**
- **Where possible, be located in close proximity to the community that the facility will serve.**

Where appropriate, the dual-use of premises for a range of community uses will be encouraged. Appropriate locations may include underused existing

community facilities or vacant premises within retail parades in designated town centres, subject to the provisions of town centre retail policy.

Wherever possible, school buildings and facilities should be expanded to make them available for a range of community uses (e.g. provision for adult education, health care and sports facilities). The facilities at the Jo Richardson Community School provide a model of how this can be achieved.

Major new developments in Barking and Dagenham should provide or contribute towards any additional need for community facilities arising from them or which already exists in the locality. Such provision (either through on or off site provision or developer contributions towards funding) should be phased to ensure that the provision of additional community facilities can be provided at the same time as new developments become occupied.

REASONED JUSTIFICATION

6.3.1 Community well-being requires the availability of a wide range of services and facilities. The provision of these facilities needs to be properly managed and incorporated into policy frameworks and regeneration and development plans.

6.3.2 A comprehensive assessment of social infrastructure requirements in Barking and Dagenham has been undertaken and set out in a Social Infrastructure Framework (SIF). The SIF addresses four broad social sectors:

- Education (early years / childcare, primary, secondary and adult)
- Health and social care
- Recreation and leisure services
- Emergency and essential services

6.3.3 The Social Infrastructure Framework provides a model which can work out the social infrastructure needs of each of the above sectors based upon the needs of the existing community and the additional needs that will project from projected housing and population growth. It looks at how, where and when to best to provide that social infrastructure to maximise benefits, minimise costs, and address existing deficiencies and geographical disparities.

6.3.4 The Social Infrastructure Framework will be a key part of the evidence base for the Council's Community Benefits supplementary planning

document which will take a broad overview of the borough's wider social infrastructure requirements and, based upon projected levels of future housing and other development, will establish a means of ensuring maximum advantage is taken of new development as a means of meeting the borough's social infrastructure needs. See policy CC4.

POLICY CC4: ACHIEVING COMMUNITY BENEFITS THROUGH DEVELOPER CONTRIBUTIONS

In order to achieve sustainable growth and maximise the quality and contribution of new development and the benefit that it brings to existing and new communities, developer contributions towards community benefits will be sought wherever appropriate.

Examples of why developer contributions may be sought include:

- **Where there is a need to make sure development is in accordance with the objectives and policies of the Local Development Framework and the principles of sustainable communities; and/or**
- **Where there is a need to mitigate the impact of development; and/or**
- **Where there is a need to compensate for loss or damage caused by a development.**

Developer contributions could be used to provide:

- **Affordable housing**
- **Sustainable transport services or infrastructure**
- **Improved conditions and facilities for walking and cycling**
- **Education facilities**
- **Community services and facilities e.g. children's centres**
- **Flood defences and mitigation measures**
- **Environmental sustainability measures**
- **Highway improvements**
- **Employment, skills and training initiatives and premises**
- **Public open space, children's play and sport and recreation provision**
- **Environmental and biodiversity enhancements (including those identified in Landscape Framework Plan)**
- **Health programmes and facilities**
- **Public realm improvements**
- **Public art and arts projects**
- **Community safety initiatives**
- **Any locally identified priorities as set out within the Sustainable Community Strategy and Local Area Agreements.**

Additional priorities for the use of S106 agreements in Barking Town Centre area will be included in the Barking Town Centre Area Action Plan.

Detailed requirements for developer contributions will be set out in a Supplementary Planning Document. In the interim developer contributions will continue to be negotiated on a site by site basis. Contributions other than those listed may be sought where appropriate, and the scale, timing and form of any developer contribution sought will be determined according to the following factors:

- **Whether the contribution is reasonable and there is a functional and/or geographic link between the contribution and the development;**
- **Any identified social, economic or environmental impacts of the development;**
- **An assessment of existing or likely future local needs and priorities;**
- **Whether there is a need for a contribution towards ongoing maintenance or upkeep;**
- **The need to phase the provision of supporting infrastructure in conjunction with the construction and occupation of new development;**
- **Whether there is a benefit in pooling contributions or providing the contribution off-site;**
- **Compliance with the objectives and policies of the Local Development Framework;**
- **The effect of the contribution on the economic viability of the development.**

REASONED JUSTIFICATION

6.4.1 Proposals emerging from central Government indicate a shift towards a clearer approach to developer contributions through the development of a Community Infrastructure Levy. Such an approach is already being piloted in the London Thames Gateway Development Corporation (LTGDC) area through the implementation of their Planning Obligations Community Benefits Strategy.

6.4.2 As part of the Barking and Dagenham Local Development Framework a supplementary planning document (SPD) on Community Benefits is being developed. This will consider the social and transport infrastructure needs of the borough, both in terms of current needs and projected increased need based on planned growth. It will then consider how that need can be met by extracting maximum benefits from housing and other development. Making sure housing growth is accompanied by other vital development is an absolutely fundamental requirement if Barking and Dagenham is to continue to function in a sustainable manner.

- 6.4.3 Until the SPD has been adopted the LTGDC strategy will be applied to applications for which they are the local planning authority. Elsewhere community benefits will continue to be negotiated on a case by case basis.
- 6.4.4 The Community Benefits SPD will set out in detail how the Council will move towards a Community Infrastructure Levy type arrangement. Work on the SPD will establish the level at which a local levy should be set, how funds derived through the levy will be spent, how planning obligations will operate outside the provisions of the levy, how, when and by whom the levy will be paid, the approach to exemptions and thresholds.
- 6.4.5 The January 2008 CLG document “The Community Infrastructure Levy” sets out the background to the Community Infrastructure Levy (CIL) and elaborates upon the provisions in the Planning Bill, explaining in detail how it is envisaged the CIL will operate.

Chapter 7: Ensuring a Vibrant Economy and Attractive Town Centres

- CE.1 Vibrant and Prosperous Town Centres
- CE.2 Location of Office Development
- CE.3 Safeguarding and Release of Employment Land
- CE.4 Mix and Balance of uses within Employment Areas

POLICY CE1: VIBRANT AND PROSPEROUS TOWN CENTRES

Barking Town Centre will be enhanced and its status as a Major Centre will be promoted and strengthened. An Area Action Plan is being developed to shape and guide the development of the town centre and the surrounding area, including through the provision of additional housing and retail opportunities.

The existing District Centres at Dagenham Heathway, Chadwell Heath and Green Lane will be consolidated and a new District Centre will be provided as part of the Barking Riverside development to meet the day to day needs of the new communities there.

The retention and improvement of the neighbourhood centres identified in policy CM5 will also be encouraged.

To consolidate and support the borough's town centres a sequential approach to the location of new retail and other town centre uses will be followed, in line with PPS 6. This means that town centre locational opportunities must be fully explored before edge of centre or out of centre development will be considered. All retail development in the borough should maximise opportunities to meet the needs of existing communities and to provide them with social and economic benefits.

Within the defined primary and secondary frontages of the major, district and neighbourhood centres, retail will be maintained as the predominant ground floor use. A greater mix of uses including housing, offices, community and leisure facilities and food and drink uses may be permitted in other parts of the centres. As much active street frontage as possible will be sought.

The out of centre retail warehouse parks at Abbey, Merrielands and Whalebone Lane, which are shown on the Proposals Map are being

considered for redevelopment to accommodate a wider and more sustainable mix of uses. The Merriellands and Whalebone Lane South retail warehouse parks will be reviewed as the Site Specific Allocations are developed (the former lies within the South Dagenham key regeneration area). The expansion of Whalebone Lane South Retail Park will only be permitted if Public Transport Accessibility Levels to and from the site are improved.

The redevelopment of Abbey Retail Warehouse Park will form a key component of improvements to Barking Town Centre. This area along with surrounding sites will be improved through the provision of a greater mix of uses including residential development and community facilities whilst retaining some retail provision and other appropriate edge-of-centre uses. These proposals are being developed in more detail in the Barking Town Centre Area Action Plan.

REASONED JUSTIFICATION

- 7.1.1 Barking and Dagenham's town centres provide a wide range of uses and provide a set of focal points for the community. Making sure that all of our town centres continue to function within their place on the hierarchy set out in policy CM5, and improve in terms of the mix and quality of provision, is extremely important.
- 7.1.2 Retail, service and cultural developments will be expected to follow the sequential test as set out in PPG 6. This means that locational opportunities within the primary shopping areas (this comprises the primary and secondary frontages) of town and district centres must be fully explored before edge of centre or, lastly, out of centre development will be considered. The aim of this strategy is to minimise the need to travel, maximise accessibility, and help to consolidate and strengthen our existing centres and enhance their vitality and viability. The sequential test applies not only to new developments but also to the redevelopment or extension of existing edge of centre and out of centre retail stores over 200 square metres, including mezzanines.
- 7.1.3 As well as satisfying the sequential test, any proposals for retail development will be expected to meet the needs of and provide significant social and economic benefits for our existing community, especially those living in deprived areas. Detailed guidance in relation to this is available from Business in the Community through their work on under-served market.

Barking Major Town Centre

7.1.4 The preparation of the Barking Town Centre Area Action Plan reflects the determination of the Council and the London Thames Gateway Development Corporation are giving to the regeneration of the borough's major centre. Extensive work, including master-planning and investment, has already been undertaken by the Council and its partners. The Area Action Plan provides an opportunity to capture this activity and shape the future of the town centre.

The District Centres

7.1.5 The role of the District Centres at Dagenham Heathway, Chadwell Heath and Green Lane is to serve their local communities and cater for their day to day needs through the provision of retail, community and employment opportunities. A new District Centre will be provided at Barking Riverside to cater for the new community that will be created there.

The Neighbourhood Centres

7.1.6 The borough's neighbourhood centres play a vital role in the provision of day to day needs and are especially important to our elderly and less mobile residents.

Out of Centre Retail Warehouse Parks

7.1.7 Any new out of centre retail proposals which meet the sequential test outlined above will be expected to be located within the existing out of centre retail warehouse parks. Such proposals must consider the plans for these areas which are emerging in the Barking Town Centre Area Action Plan (in the case of the Abbey retail park) and the Site Specific Allocations (for the Merrielands and Whalebone Lane retail warehouse parks).

POLICY CE2: LOCATION OF OFFICE DEVELOPMENT

Proposals for new office accommodation in Barking and Dagenham will be tested against the following sequential approach:

- 1) Barking Town Centre (in line with policy in the Barking Town Centre Area Action Plan, and with retail and town centre policies);**
- 2) A defined District Centre (in line with retail and town centre policies);**
- 3) A designated employment site that has been allocated for office use in the Site Specific Allocations DPD;**

- 4) **Edge-of-centre locations;**
- 5) **Out-of-centre sites with high PTAL levels;**
- 6) **Other out-of-centre sites.**

However, the information set out in the justification below should be born in mind when developing and determining proposals. In particular, large scale speculative proposals for stand-alone office development are not encouraged.

REASONED JUSTIFICATION

- 7.2.1 Offices are defined as a town centre use in PPS6 'Planning for Town Centre'. In the 1970s and 1980s Barking town centre had an active office market, partly resulting from the shipping, insurance and construction sectors moving jobs from the City of London to Barking to take advantage of their traditional east London labour catchment areas, low cost but decent quality office space, and excellent public transport to the City. However since then, the Barking office market has been in retreat, with minimal lettings to the private sector, other than local services and a number of office to residential conversions in the town centre.
- 7.2.2 The GLA's London Office Review Policy (2004, updated 2006) projected that Barking and Dagenham's current low office provision supply and demand would be likely to continue and that it would have the lowest volume of office employment growth of any of the East Sub-Region boroughs. The report indicated that standalone office development is likely to be unviable at any location within the borough in the short and medium term. The study also failed to find any market necessity or logic for promoting office development within the Barking Riverside area, other than to provide for local services.
- 7.2.3 Although the GLA do not consider the lack of office development potential in Barking and Dagenham to be a strategic issue for the London Plan, it is an issue of local interest. In order to maintain a role for the office sector in the Borough as an important source of employment supply the Council will continue to encourage office provision as part of a mix of town centre uses. However the Council does not wish to see large scale speculative proposals. As Barking Town Centre is the Borough's major centre, that is our preferred location for new office development. The Council's 2005 study "A Snapshot of the Barking Town Centre Office Market: Current and Prospective" suggests that in Barking "either the Town Square [where work is now in progress] or the Station Quarter...should be the main focus for office growth. The market seems unlikely to support the development of both". More detailed policy in relation to office accommodation

proposals in Barking Town Centre is set out in the Barking Town Centre Area Action Plan.

POLICY CE3: SAFEGUARDING AND RELEASE OF EMPLOYMENT LAND

The Council will safeguard, promote and manage the Strategic Industrial Locations at River Road Employment Area, Rippleside, and Dagenham Dock. Land within these locations will not be released for other purposes. The Council will also seek to safeguard designated Locally Significant Industrial Sites for employment uses subject to the provisions set out below.

The partial release of sites within designated Locally Significant Industrial Site will only be considered acceptable where it can be demonstrated that the remaining part of the designated site will be more intensively developed to ensure no net loss in employment provided. Redevelopment which satisfies this requirement and which would also provide for the needs of small and medium enterprises through the provision of affordable workspace would be particularly supported. A local (or, where appropriate, strategic) assessment of industrial demand should form the basis of any such proposals.

Proposals for the change of use or redevelopment of land and buildings which are in employment use but not specifically designated for employment purposes may be allowed. Where this is the case the potential of the surplus land or buildings to provide vital community facilities will be given priority over residential-only proposals. In considering such proposals the following will be considered:

- Is the site located in a low public transport accessibility level (PTAL) area, where it would be hard for the local workforce to access it by bike or walking, and / or where sustainable freight transport would not be possible?**
- Would the continued use of the land or buildings for employment purposes cause unreasonable disturbance to residential properties and would the proposed new use improve residential amenity?**
- Is the land or building no longer needed for employment uses, and has this been evidenced through the provision of a local (or, where appropriate, strategic) assessment of industrial demand?**
- Has the site been unused for employment uses for at least a year, despite having been properly marketed on reasonable terms?**

- **Is the current employment use (if one remains) moving to an alternative accessible and otherwise suitable site?**
- **Is the site of an insufficient quality and / or fitness to accommodate existing types of industrial demand?**

REASONED JUSTIFICATION

Strategic Industrial Locations

7.3.1 River Road Employment Area, Rippleside, and Dagenham Dock are designated as Strategic Industrial Locations in the London Plan and as such form a vital part of the capital's main reservoir of industrial capacity and must be protected.

Locally Significant Industrial Sites

7.3.2 The Locally Significant Industrial Sites shown on the proposals map comprises a series of sites spread throughout the borough which are considered appropriate for continuing industrial use and which have therefore been safeguarded for that purpose.

7.3.3 The London Plan identifies Barking and Dagenham as a borough where rigorous but sensitively managed transfer of industrial sites would be appropriate. As well as identifying industrial sites which can be released to other uses, managed transfer allows for the reconfiguration of the existing industrial land portfolio to safeguard the best quality sites and secure adequate capacity for waste, logistics and other functionally important uses whilst maximising the potential of land released to other uses.

7.3.4 Having considered supply and demand for industrial land in the borough it is recommended that the following areas (which were safeguarded in the UDP) should be released from employment use:

1	Part of Fresh Wharf	4ha	The Southern part of the Fresh Wharf site contains new industrial units which are popular and make an important contribution to the overall mix of uses in the area, and planning permission has been granted for a second phase of industrial units. However the northern part of the site
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			is better suited to residential/mixed uses and has therefore been released from employment use.
2	South Dagenham	54ha	The collection of sites in LBBB known as South Dagenham have been released from employment use and are now identified as one of Barking and Dagenham's Key Regeneration Areas under Policy CM1.
3	Areas north of A13 and south of Gascoigne Estate	1.5ha	Changes to the employment land boundaries are being considered as part of the master-planning work for the Gascoigne estate renewal project. This will be reflected in the Barking Town Centre Area Action Plan.
		59.5 ha	

- 7.3.5 This is in line with the East London SRDF which recommends that 62-84 hectares of industrial land should be transferred to other uses between 2001 and 2016.
- 7.3.6 There is therefore scope for the release of further land. The remaining areas of Locally Significant Industrial Land will be looked at again in the Specific Allocations DPD, which will consider where further releases may be appropriate. Any further release of Locally Significant Industrial Land would need to be compatible with economic development objectives, for example by providing subsidised workspaces to support new businesses and / or by simultaneous employment intensive redevelopment of the remainder of the site.
- 7.3.7 Redevelopment of industrial land will wherever possible be phased with regard to the need to reduce vacancy rates for land and premises towards frictional rates of 5 per cent of the industrial land stock and 8 per cent of floorspace at any given time.
- 7.3.8 The sites now safeguarded as Locally Significant Industrial Locations are:

Sites in Barking Town Centre

- Hertford Road

- Fresh Wharf (southern part)
- Gascoigne Business Area

Sites in the rest of the Borough

- Dagenham Ford
- Sterling Industrial Estate / Wantz Road
- Freshwater Road
- Sanofi Aventis
- A13 South

Non-safeguarded Employment Land and Buildings

7.3.9 In addition to the safeguarded Strategic Industrial Locations and Locally Significant Industrial Sites there are a number of other, smaller sites and buildings in Barking and Dagenham which are currently used for industrial, employment-generating purposes but which are not specifically safeguarded.

7.3.10 Others will have a useful future in continuing to make a positive contribution to the Borough's economy, industrial capacity and employment offer, and should therefore stay in employment use

7.3.11 Some of these sites however may no longer be needed for industrial purposes, or may not be suitable for continuing industrial use – for example for access or amenity reasons. These sites could potentially better meet the needs of our community in other uses, for example through the provision of community facilities. The loss of such sites will however need to be carefully considered and managed.

POLICY CE4: MIX AND BALANCE OF USES WITHIN DESIGNATED EMPLOYMENT AREAS

The Dagenham Dock employment area will be developed and promoted as a Sustainable Industrial Park, with an increased emphasis on high technology manufacturing and processing industries (B2 and to a lesser extent B1b/c (research and development)) and a consequent control over the development of further warehouse and distribution uses. Proposals to establish recycling and reprocessing activities and other industries in the environmental business sector are particularly encouraged within the Dagenham Dock area.

Other employment areas should comprise an appropriate mix of employment uses, including B1 (Light Industry), B2 (General Industry) and in certain locations B8 (Storage and Distribution).

The most appropriate location for additional B8 uses is on designated employment land south of the A13 (except Dagenham Dock), where locational advantages associated with transport infrastructure, proximity to the River Thames and the reduced impact on residential areas are greatest.

Applications for large scale (1000 square metres or above) warehousing and/or transport uses will normally be refused in employment land north of the A13 and at Dagenham Dock.

The Wharves set out in the table below will be safeguarded for freight related purposes. The redevelopment of any safeguarded wharf will only be accepted if it is no longer and could never be made viable for cargo-handling, as set out in the London Plan. Wherever possible and appropriate, employment uses should seek to use these in order to utilise the River Thames for the transport of freight. Proposals which would frustrate or prevent the continuing or future use of a safeguarded wharf will not be permitted.

REASONED JUSTIFICATION

General Employment Provision

7.4.1 It is important that an ongoing and appropriate mix and balance of general industrial and employment provision is catered for within the borough to meet the needs of businesses and residents alike.

Warehousing and Distribution

7.4.2 The preferred locations for additional warehousing and distribution (B8) uses are the safeguarded employment areas south of the A13. The safeguarded employment areas north of the A13 are not considered suitable for additional development of this type as they are further from the trunk road network and more closely integrated with residential areas. Whilst Dagenham Dock already makes an important contribution to the borough's provision of warehousing and distribution facilities, the development of further such facilities in this location would prejudice the development of the Sustainable Industrial Park.

Dagenham Dock Sustainable Industrial Park

7.4.3 The Sustainable Industrial Park will create a 'new generation' manufacturing and processing centre for environmental industries to make sure that London and the Thames Gateway capitalise on the commercial opportunities of dealing with environmental issues.

7.4.4 The recently opened, state of the art, 'Closed-Loop' plastics recycling facility provides a flagship example of the environmental industries (and buildings) which are sought on this site.

7.4.5 Developing the Sustainable Industrial Park is a prime example of how Barking and Dagenham's economy and employment offer can be grown and diversified by providing opportunities for new growth sectors.

Safeguarded Wharves

7.4.6 Barking and Dagenham is home to more safeguarded wharves than any other London Borough, and those wharves form a significant proportion of our employment land. The wharves safeguarded in Barking and Dagenham are:

Location	Safeguarded Wharf
Barking Creek	<ul style="list-style-type: none"> • Welbeck Wharf • Pinns Wharf • Kierbeck Wharf • Debden Wharf • Rippleway Wharf • Docklands Wharf • Victoria Stone Wharf • DePass Wharf • Alexander Wharf
Dagenham Dock	<ul style="list-style-type: none"> • RMC Roadstone • Pinnacle Terminal • White Mountain Jetty • Essex Cargo Terminals (now known as Van Dalen (Hunts Wharf)) • Hanson Aggregates • Ford Motor Company

7.4.7 With the exception of Alexander Wharf, the wharves listed above are set out in the Mayor of London's 'Safeguarded Wharves on the River Thames'

report, and have been have been afforded statutory protection by Central Government. At the time the report was written Alexander Wharf was not in operational use and it was not thought that the river depth around the berth was sufficient to support the type of vessels needed to secure the site's viability. However, since the report was published Alexander Wharf has been reopened for cargo handling, and has therefore been safeguarded.

The Role of the Site Specific Allocations Development Plan Document

7.4.8 The Site Specific Allocations development plan document and Joint Waste Plan will set out in greater detail the specific mix of uses which will be allowed or encouraged in each of our Strategic Industrial Location and Locally Significant Industrial Sites. One example of a use outside the general B1, B2 and B8 categories which could potentially be appropriate in certain locations is waste management facilities.

Chapter 8: Creating a Sense of Place

- CP.1 Vibrant Arts, Culture and Tourism
- CP.2 Protecting and Promoting our Historic Environment
- CP.3 High Quality Built Environment

POLICY CP1: VIBRANT CULTURE AND TOURISM

To foster a vibrant cultural and tourism scene which can help improve the quality of life of residents and visitors the Council will:

- **Encourage provision of a diverse range of culture facilities including leisure and art, especially within town centres;**
- **Make the most of opportunities to provide appropriate leisure and cultural facilities as part on new development in Barking Town Centre, Barking Riverside and South Dagenham;**
- **Particularly encourage cultural facilities as part of mixed use development schemes including other uses such as retail (within designated town centres), community facilities and housing.**
- **Safeguard existing cultural facilities that are viable**
- **Encourage participation in the arts throughout the Borough, taking advantage of new opportunities such as the Cultural Industries Quarter to make links between arts and cultural businesses and local schools and communities.**
- **Promote existing tourist attractions in Barking and Dagenham such as Eastbury Manor House and Valence House, and awareness of and interest in our heritage assets such as Barking Abbey, Barking Town Quay, and our industrial, maritime and fishing heritage.**
- **Encouraging additional tourist attractions in Barking and Dagenham's town centres and other areas with high public transport accessibility levels, as well as appropriate tourist infrastructure such as hotel accommodation, public transport, improved walking and cycling routes, signposting, information centres and food and drink uses.**

REASONED JUSTIFICATION

Culture

8.1.1 Cultural uses include leisure, arts and entertainment facilities, and the more intensive sport and recreation uses, (including cinemas, drive-through restaurants, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls), theatres, museums, galleries and concert halls, and conference facilities).

8.1.2 The benefits of providing for a wide range of cultural activities and facilities include:

- Creating a rich, vibrant and diverse mix of uses which increases enjoyment and use of our town centres, and encouraging a sense of personal well-being, pleasure, sheer exhilaration and enjoyment;
- Making make a significant contribution to the local economy. A 2001 audit identified over 100 organisations and businesses in Barking and Dagenham that deliver a wide range of artistic, educational, creative, technical, publishing and production services;
- Providing many and varied social benefits. For example, through the development of work and projects with local community organisations and with groups at risk of exclusion;
- Supporting citizenship and community identity. In Barking and Dagenham the museums, archives and libraries play a major role as the repositories of the borough's collections, local records and preservers of the collective memory of the community.
- In the field of recreation and sport, playing a key part in encouraging and enabling borough residents to maintain healthy lifestyles. Accessible and well-maintained parks, countryside areas, leisure centres, sports and hobby clubs enrich the quality of life for the community and visitors to the borough;
- Providing an opportunity to build on Barking and Dagenham's cultural diversity, and the potential of the Olympic and Paralympic Games and legacy.

8.1.3 In recognition of these benefits, the London Borough of Barking and Dagenham Local Cultural Strategy (2003-2008) and Arts Strategy 2001 seek to enable all who live and work in the Borough to participate in creative and cultural activity and so support the development of a thriving local cultural life that reflects the diversity of its communities.

8.1.4 The London Borough of Barking and Dagenham Arts Strategy (2001) is based on three foundations:

- the strong desire of many people to get involved in the arts

- a robust framework for improvement and development
 - frequent consultation and dialogue with the local community.
- 8.1.5 The strategy highlights that a significant contribution to the arts in the borough is made by professional arts organisations, in particular Studio 3 Arts, Arc Theatre Ensemble and Chain Reaction Theatre Company.
- 8.1.6 Cultural uses are also encouraged in PPS 6, which promotes a diversification of uses in town centres including tourism, leisure and cultural activities, which it says should be provided throughout town centres. The London Plan also supports a wide role for town centres as locations for leisure and cultural activities, and encourages arts and cultural facilities in major mixed-use developments.

Tourism

- 8.1.7 Tourist provision (tourist attractions and tourist accommodation) is generally supported by national planning policy and the London Plan.
- 8.1.8 PPG 21 'Tourism' highlights the overlap between tourism and other areas such as sport, entertainment and the arts, and says the planning system should facilitate and encourage development in tourist provision.
- 8.1.9 The London Plan sets out the Mayor's intention to work with partners to implement London's Tourism Strategy, significantly increase in the number of hotel bedrooms in London, and achieve a better quality, variety and distribution of visitor accommodation and facilities. The London Plan also states that capacity for new hotel provision should be made in town centres and other appropriate locations and encourages the development of new, tourist attractions.
- 8.1.10 An increased provision of high quality hotel accommodation will help to support the 2012 Olympics. Tourist attractions such as Eastbury Manor House and Valence House can help promote the borough as a major attraction to tourists. Such attractions also help generate additional employment opportunities in the borough. Public transport is essential to the provision of sustainable tourism.

POLICY CP2: PROTECTING AND PROMOTING OUR HISTORIC ENVIRONMENT

Barking and Dagenham has a rich local history. Signs of our fishing, maritime and industrial heritage can still be seen for example at Barking Town Quay, the Ford works in Dagenham, and the Malthouse and Granary buildings on Abbey Road. The Becontree Estate, the Curfew Tower and remains of Barking and Abbey, Eastbury Manor House, Valence House and Dagenham Village are also important symbols of our past.

However, compared to many other areas the borough has relatively few protected historic environment assets such as listed buildings and conservations areas. With this in mind the Council will take particular care to:

- protect and wherever possible enhance out historic environment;**
- promote understanding of and respect for our local context;**
- reinforce local distinctiveness; and**
- require development proposals and regeneration initiatives to be of a high quality that respects and reflects our historic context and assets**

REASONED JUSTIFICATION

8.2.1 The borough's local history and the physical reminders of it are major assets which should be cherished and enhanced rather than compromised or lost.

8.2.2 Our historic environment also provides an opportunity to boost visitor numbers to the borough, as demonstrated by the popularity of Eastbury Manor House and the Valence House museum.

8.2.3 As well as ensuring our historic environment is sensitively managed and promoted in its own right, the Council is also determined to use our historic assets as an integral part of the borough's regeneration, for example as a tool to argue for the highest standards of new design and architecture.

POLICY CP3: HIGH QUALITY BUILT ENVIRONMENT

All development proposals will be expected to achieve high quality standards in relation to the design and layout of new buildings and spaces. Proposals which address the following points and satisfy the more detailed design policies set out elsewhere in the LDF will be supported:

- **New developments should achieve a high standard of inclusive design. It should be legible, usable and permeable, and accessible to all those who may need to use them.**
- **The safety of occupants, visitors and passers-by should be considered in the design of all development, and all reasonable efforts taken in the design and planning processes to prevent crime and minimise fear of crime. This should be undertaken in liaison with the Council's crime prevention design officer.**
- **All new development should conform to the highest standards of sustainable design.**
- **Development should respect and strengthen local character and history and provide a sense of place.**
- **Development which impacts upon the public realm should incorporate high quality landscaping and public art features where appropriate.**
- **Buildings and spaces should be functional, durable, flexible and adaptable**
- **New development should preserve or enhance identified views, vistas and landmarks**
- **New or improved public spaces should be suitably vibrant or tranquil, in accordance with their function and setting.**

REASONED JUSTIFICATION

Achieving High Quality Design

- 8.3.1 Achieving high quality design is a key facet of sustainable development. In line with national guidance and the regional policies set out in section 4B of the London Plan, Barking and Dagenham will seek the highest standards of design in all development proposals.
- 8.3.2 General design guidance and design principles for different parts of Barking and Dagenham can be found in our Urban Design Framework SPD.

8.3.3 Further guidance on specific aspects of urban design can be found in the following Planning Advice Notes:

- Planning Advice Note 5: Sustainable Design and Construction
- Planning Advice Note 6: Crime Prevention through Environmental Design
- Planning Advice Note 8: Dagenham Heathway Shopfront Style Guide

Accessibility

8.3.4 Many of Barking and Dagenham's residents are older, or live in households containing someone with a physical disability. Access is therefore an important issue for the borough. Development must meet the needs of and be inclusive of all members of society, by ensuring they can access it and that it is usable and easy to navigate and understand. This applies not only to buildings but also to the spaces around and between them.

Crime Prevention

8.3.5 The Council must ensure that all of its functions are carried out with due regard to their likely effect on crime and disorder, and do all that it reasonably can to prevent it. Ensuring crime is considered as part of the planning and design process in order to ensure development minimises fear of crime and create a safer and more secure environment is an important part of meeting this requirement.

8.3.6 The Police's flagship 'Secured by Design' initiative supports the principles of 'designing-out-crime' through the use of effective crime prevention and security standards. Secured by Design provides best practice guidance on a number of planning issues in relation to crime prevention. The Council has also produced our own detailed information on how the potential for crime can be considered in the design of new development. This is set out in our Planning Advice Note on Crime Prevention through Environmental Design (PAN6).

Sustainable Design

8.3.7 The importance of environmental sustainability in relation to the design of development is well supported in government policy.

8.3.8 The London Plan provides specific guidance in relation to sustainable design and construction. The Council has also produced it's own detailed guidance, which is set out in our Planning Advice Note on Sustainable Design and Construction (PAN5).

Views, Vistas and Landmarks

8.3.9 Although Barking and Dagenham is not home to any of London's strategically important views, it does contain several views and vistas which are worthy of retention and incorporation into new development.

These include:

- Views across the green belt from the Mill Farm area
- Views over Eastbrookend Country Park from the Millennium Centre
- Views over the green belt from the Furze House Farm area
- Views over the River Thames from the Barking Riverside area
- Views over the Eastbrookend Country Park from the Hooks Hall Farm area.

8.3.10 The borough is also home to a number of landmarks which again, although not statutorily protected, are nonetheless worthy of protection, retention and enhancement; for example the wealth of locally important buildings which have been included on our 'local list'. Prime examples include the Town Hall in Barking, St Alban's Church in Dagenham, and the former University of East London building fronting onto Longbridge Road.

8.3.11 Our Urban Design Framework SPD sets out further information and guidance in relation to local views, vistas and landmarks.

Chapter 9: Monitoring and Implementation Framework

- 9.1 This section sets out a robust Monitoring and Implementation Framework to ensure that the Core Strategy is delivered and implemented as intended. It sets out a range of indicators against which the performance of each Core Policy will be assessed. These indicators are drawn from a number of sources:
- Core Output Indicators (CO) from Government
 - Contextual Indicators (CI) or National Indicators (NI) from Government
 - Significant Effect Indicators (SEI) from the Sustainability Appraisal Framework
 - Local Indicators (LI) which have been identified locally.
- 9.2 Performance against these indicators will be reported in the Council's Annual Monitoring Report where targets for each of these indicators will be developed.
- 9.3 In line with the principles of spatial planning the vision and objectives of the Core Strategy will not be implemented by the Core Strategy policies alone but will depend on the actions of other agencies. Therefore the Monitoring and Implementation Framework identifies the other strategies, projects and agencies crucial to the delivery of the Core Strategy. The Council is committed to working in partnership with these agencies to deliver the Core Strategy.

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CM 1: General Principles of Development Location	New and converted dwellings - on previously developed land	CO (H3)	CM 1 (a)	<ul style="list-style-type: none"> LBBB Contamination Strategy 	<ul style="list-style-type: none"> National Land Use Database 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham London Thames Gateway Development Corporation London Development Agency
	Previously developed land that has been vacant or derelict for more than 5 years	CI (NI 170)	CM 1 (b)			
	Percentage of units approved that meet Lifetime Homes Standards	LI	CM 1 (c)	<ul style="list-style-type: none"> LBBB Housing Strategy 2007-2010 	<ul style="list-style-type: none"> New residential development 	<ul style="list-style-type: none"> Greater London Authority London Borough of Barking and Dagenham Housing Corporation Developers
	Percentage of units approved that meet wheelchair accessible housing standards	LI	CM 1 (d)			
CM 2: Managing Housing Growth	Plan period and housing target	CO (H1)	CM 2 (a)	<ul style="list-style-type: none"> LBBB Housing Strategy 2007-2010 	<ul style="list-style-type: none"> Local Housing Company Schemes 	<ul style="list-style-type: none"> Greater London Authority (GLA)

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Net additional dwellings in previous years	CO (H2a)	CM 2 (b)	<ul style="list-style-type: none"> Site Specific Allocations DPD LBBB Housing Trajectory 	<ul style="list-style-type: none"> Barking Reach Individual residential schemes 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB) Housing Corporations Residential Social Landlords Local Housing Company Developers East London Housing Partnership Barking Riverside Limited (English Partnerships and Bellway Homes)
	Net additional dwellings for the reporting year	CO (H2b)	CM 2 (c)			
	Net additional dwellings in future years	CO (H2c)	CM 2 (d)			
	Managed delivery target	CO (H2d)	CM 2 (e)			
	Net additional pitches (Gypsy and Traveller)	CO (H4)	CM 2 (f)			
	Number of open spaces created in areas of identified open space deficiency	LI	CM 3 (a)			
Amount of open space by type	LI	CM 3 (b)				
CM 3: Public Open Spaces						

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Loss of existing open space	LI	CM 3 (c)	<ul style="list-style-type: none"> Thames Chase Plan 	<ul style="list-style-type: none"> Barking Reach 	<ul style="list-style-type: none"> Transport for London (TfL)
	Amount of allotments lost or reduced as a result of development	LI	CM 3 (d)	<ul style="list-style-type: none"> LBBB Local Biodiversity Action Plan 		<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB)
	Percentage of developments within 10 min walking distance to an open space with public access	LI	CM 3 (e)	<ul style="list-style-type: none"> Thames Gateway Parklands Spatial Framework 		<ul style="list-style-type: none"> Thames Chase
	Obesity among primary school age children in Year 6	CI (NI 56)	CM 3 (f)			
CM 4: Strategic Transport Links	Number of implemented strategic transportation schemes	LI	CM 4 (a)	<ul style="list-style-type: none"> Barking Town Centre Movement Strategy 	<ul style="list-style-type: none"> Crossrail 	<ul style="list-style-type: none"> Transport for London (TfL)
		LI	CM 4 (a1)	<ul style="list-style-type: none"> LBBB Local Implementation Plan 	<ul style="list-style-type: none"> Docklands Light Railway Extension 	<ul style="list-style-type: none"> Network Rail
		LI	CM 4 (a2)	<ul style="list-style-type: none"> LBBB Sustainable Transport Strategy 	<ul style="list-style-type: none"> East London Transit 	<ul style="list-style-type: none"> National Express
		LI	CM 4 (a3)	<ul style="list-style-type: none"> Mayor's Transport Strategy 	<ul style="list-style-type: none"> Thames Gateway Bridge 	<ul style="list-style-type: none"> Cross London Raillinks

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
		LI	CM 4 (a4)		<ul style="list-style-type: none"> Improvements to the C2C service Dagenham Dock Transport Interchange LBBB Parking and Enforcement Plan 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham
		LI	CM 4 (a5)			
		LI	CM 4 (a6)			
	Congestion – average journey time per mile during the morning peak	CI (NI 167)	CM 4 (b)	<ul style="list-style-type: none"> Travel Plans Transport Assessments Local Implementation Plan 	<ul style="list-style-type: none"> Variable Messaging System (Barking Town Centre) Strategic Transportation Schemes 	<ul style="list-style-type: none"> As previous plus Highways Agency
		LI	CM 4 (c)			
	Percentage of completed non-residential development complying with car-parking standards	LI	CM 4 (d)			
Number of car parking spaces for residential developments	LI	CM 4 (e)	<ul style="list-style-type: none"> LBBB Air Quality Strategy LBBB Air Quality Action Plan 	<ul style="list-style-type: none"> London Low Emission Zone 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Developers 	
NO2 and PM10 Quality	CI					

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
				<ul style="list-style-type: none"> LBBB Local Implementation Plan 		<ul style="list-style-type: none"> Environment Agency Air Pollution Planning and the Local Environment (APPLE) working group
CM 5: Town Centre Hierarchy	Total amount of floorspace for 'town centre uses' in (i) the local authority area, and (ii) town centres	CO (BD4)	CM 5 (a)	<ul style="list-style-type: none"> Barking Town Centre Area Action Plan 	<ul style="list-style-type: none"> Local Housing Company Schemes 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham
	Position of Barking and Dagenham's town centres in the London strategic town network	SEI	CM 5 (b)	<ul style="list-style-type: none"> LBBB Regeneration Strategy LBBB Economic Development Strategy 	<ul style="list-style-type: none"> Mixed use and commercial developments Town Centre Health Checks 	<ul style="list-style-type: none"> Developers Landowners
CR 1: Climate Change and Environmental Management	Renewable energy generation	CO (E3)	CR 1 (a)	<ul style="list-style-type: none"> LBBB Energy Strategy (2005) LBBB Climate Change Strategy (Draft 2008) 	<ul style="list-style-type: none"> LBBB Carbon Management Programme Development schemes 	<ul style="list-style-type: none"> Greater London Authority (GLA) Building Research Establishment Ltd (BRE)

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
				<ul style="list-style-type: none"> Barking Town Centre Energy Action Area Implementation Plan LBBD Local Implementation Plan Planning Advice Note 1 - Green Roofs 	<ul style="list-style-type: none"> Big Green Borough Day Development of Infrastructure to transport waste heat from Barking to key regeneration areas 	<ul style="list-style-type: none"> London Development Agency (LDA) Barking Power London Borough of Barking and Dagenham Developers Carbon Trust
	Proportion of major new dwellings achieving a given score for Ecohomes or BREEAM assessment	LI	CR 1 (b)			
	Amount of developments incorporating green roofs	LI	CR 1 (c)			
	Per capita reduction in CO2 emissions in the LA area	CI (NI186)	CR 1 (d)			
	Total energy consumption per capita (kWh)	SEI	CR 1 (e)			
	CO2 reduction from Local Authority operations	CI (NI185)	CR 1 (f)			

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Properties adapted to accept the Combined Heat and Power energy source and those connected to it	LI	CR1 (g)			
CR2: Preserving and Enhancing the Natural Environment	Change in areas of biodiversity importance	CO (E2)	CR 2 (a)	<ul style="list-style-type: none"> Local Biodiversity Action Plan Thames Gateway Parklands Spatial Planning Framework East London Green Grid 	<ul style="list-style-type: none"> Contributions sought from new development schemes towards biodiversity improvements Biodiversity incorporated into new development schemes. 	<ul style="list-style-type: none"> London Wildlife Trust Barking and Dagenham Wildlife Partnership Environment Agency
	Improved local biodiversity	CI (NI 197)	CR 2 (b)			
CR 3: Sustainable Waste Management	Capacity of new waste management facilities by waste planning authority	CO (W1)	CR 3 (a)	<ul style="list-style-type: none"> Municipal Waste Strategy for Barking and Dagenham 2005-2020 	<ul style="list-style-type: none"> New ELWA facilities delivered through IWMS contract (Frog Island, Jenkins Lane) 	<ul style="list-style-type: none"> Greater London Authority
	Amount of municipal waste arising, and	CO (W2)	CR 3 (b)	<ul style="list-style-type: none"> East London Joint Waste DPD 	<ul style="list-style-type: none"> New commercial waste management facilities 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	managed by management type by waste planning authority			<ul style="list-style-type: none"> Performance Management Plans for Barking and Dagenham Partnership Sub-Groups ELWA Integrated Waste Management Strategy (IWMS) 		<ul style="list-style-type: none"> East London Waste Authority (ELWA) Commercial Waste Operators Environment Agency
CR 4: Flood Management	Number of planning permissions granted contrary to the advice of the Environment Agency on either flooding, surface water drainage or water quality grounds	CO (E1)	CR 4 (a)	<ul style="list-style-type: none"> Regional Flood Risk Assessment (2007) 	<ul style="list-style-type: none"> Ensuring new development satisfies Sequential Test and Exceptions test and implements measures recommended in SFRA and individual Flood Risk Assessments 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Greater London Authority London Thames Gateway Cooperation
		LI	CR 4 (b)	<ul style="list-style-type: none"> LBB Strategic Flood Risk Assessment (2007) 		
	Flood and coastal erosion risk management	CI (NI 189)	CR 4 (c)	<ul style="list-style-type: none"> LBB Climate Change Strategy (Draft 2008) The Barking and Dagenham Borough 	<ul style="list-style-type: none"> Environment Agency 	

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CC1: Affordable Housing	Gross Affordable Housing Completions	CO (H5) and NI 155	CC 1 (a)	<ul style="list-style-type: none"> Emergency Plan North East London Local Resilience Forum - Community Risk Register LBBB Housing Strategy 2007 - 2010 	<ul style="list-style-type: none"> Local Housing Company schemes 	<ul style="list-style-type: none"> Greater London Authority (GLA)
	% of the total number of housing units completed that are affordable	SEI	CC 1 (b)	<ul style="list-style-type: none"> LBBB Site Specific Allocations 	<ul style="list-style-type: none"> Affordable Housing secured on Market Housing Schemes 	<ul style="list-style-type: none"> Developers
	% of affordable housing units that are intermediate	LI	CC 1 (c)	<ul style="list-style-type: none"> LBBB Barking Town Centre Action Plan 		<ul style="list-style-type: none"> London Borough of Barking and Dagenham
	% of affordable housing units that are social rented	LI	CC 1 (d)	<ul style="list-style-type: none"> LBBB Supporting People Strategy 2005 - 2010 		<ul style="list-style-type: none"> Homes and Communities Agency East London Housing Partnership Local Housing Company

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CC2: Family Housing	Net additional housing provisions in future years	LI	CC 1 (e)			Partnerships and Bellway Homes)
	Average house price in relation to income	CI	CC 1 (f)			
	Unit Mix - net percentage of family units (two bedroom flats with amenity space, three bedroom, four bedroom or larger accommodation)	SEI	CC 2			
CC 3: Social Infrastructure to Meet Community Needs	Numbers of new community facilities (children centres, children's play and recreation facilities, health and social care facilities, education facilities (school	LI	CC 3 (a)	<ul style="list-style-type: none"> LBBB Site Specific Allocations Community Benefits SPD 	<ul style="list-style-type: none"> Facilities secured through new development LBBB Capital Programme 	<ul style="list-style-type: none"> Developers Barking Primary Care Trust Barking, Havering and Redbridge Hospitals NHS Trust

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies						
	age and adult education), child care facilities, libraries, community halls, meeting rooms, sports and leisure facilities, religious meeting places and public conveniences) provided as part of major new development	CI (NI 175)	CC 3 (b)	<ul style="list-style-type: none"> LTGDC Community Benefits Strategy Thames Gateway Delivery Plan Outer North East London Primary Care Trust Fit for the Future Programme 	<ul style="list-style-type: none"> Local Implementation Finance Trust Building Schools for the Future 	<ul style="list-style-type: none"> Local Education Authority Barking College Community Groups 						
							Access to services and facilities by public transport, walking and cycling	CC 3 (c)	<ul style="list-style-type: none"> Health Delivery Plan BLEA School Organisation Plan 	<ul style="list-style-type: none"> Local Education Authority Local service providers 		
								CC 3 (d)	<ul style="list-style-type: none"> Barking and Havering NHS Local Implementation Finance Trust 		<ul style="list-style-type: none"> Local Education Authority Local service providers Primary Care Trust (PCT) 	
							Working age people with access to employment by public transport (and other specified modes)	SEI	CC 3 (e)	<ul style="list-style-type: none"> Travel Plans 		
							Average size of GP patient lists					

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Available school places	SEI	CC 3 (f)	<ul style="list-style-type: none"> Local Implementation Plan 		
CC 4: Achieving Sustainable Growth through Developer Contributions	(i) Percentage of major applications which make developer contributions, (ii) type of provision made and (iii) Distribution of Contribution	LI	CC 4 (a)	<ul style="list-style-type: none"> Community Benefits SPD 	<ul style="list-style-type: none"> Development schemes from which developer contributions are secured 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB)
				<ul style="list-style-type: none"> LTGDC Community Benefits Strategy 		<ul style="list-style-type: none"> London Thames Gateway Development Cooperation (LTGDC)
CE 1: Vibrant and Prosperous Town Centres	Total amount of completed retail floor space for 'town centre uses' in (i) the local authority area, and (ii) town centres Percentage of Retail frontage which is vacant	CO (BD4)	CC 4 (b)	<ul style="list-style-type: none"> LBBB Regeneration Strategy 	<ul style="list-style-type: none"> New commercial development 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB)
				<ul style="list-style-type: none"> LBBB Economic Development Strategy 		<ul style="list-style-type: none"> Developers

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	for more than (a) six months in BTC (b) a year - by centre			<ul style="list-style-type: none"> Barking Town Centre Area Action Plan 		<ul style="list-style-type: none"> Landowner
CE 2: Location of Office Development	Amount of completed office development in town centres	LI	CC 4 (c)	<ul style="list-style-type: none"> LBBB Economic Development Strategy LBBB Regeneration Strategy 	<ul style="list-style-type: none"> New office development 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB) Developers
				<ul style="list-style-type: none"> LBBB Barking Town Centre Area Action Plan 		
CE 3: Safeguarding and Release of Employment Land	Total amount of additional employment floorspace - by type	CO (BD1)	CE 3 (a)	<ul style="list-style-type: none"> LBBB Economic Development Strategy 	<ul style="list-style-type: none"> Dagenham Dock Sustainable Industrial Park 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham (LBBB)
		CO (BD2)	CE 3 (b)	<ul style="list-style-type: none"> PAN 2: Local Labour and Local Business Agreements, Regeneration Strategy 	<ul style="list-style-type: none"> Local Enterprise Growth Initiative 	<ul style="list-style-type: none"> Greater London Authority (GLA)
	Employment land available – by type	CO (BD3)	CE 3 (c)	<ul style="list-style-type: none"> Dagenham Dock Implementation Strategy 	<ul style="list-style-type: none"> London Development Agency Opportunity Funding 	<ul style="list-style-type: none"> Developers London Development Agency (LDA)

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies	
						<ul style="list-style-type: none"> Barking and Dagenham Enterprise Ford Motor Company and other existing and potential major employers 	
CE 4: Mix and Balance of uses within Employment Areas	Number of active/safeguarded wharves and their capacity	LI	CE 4 (a)	<ul style="list-style-type: none"> Thames Strategy East 	<ul style="list-style-type: none"> Dagenham Dock Sustainable Industrial Park 	<ul style="list-style-type: none"> Aggregate Companies 	
	Amount and type of trade tonnages on port terminals	LI	CE 4 (b)	<ul style="list-style-type: none"> LBBB Site Specific Allocations DPD 	<ul style="list-style-type: none"> Marks Warren Farm Minerals Extraction Site 	<ul style="list-style-type: none"> Port of London Authority 	
	Production of primary land won aggregates by mineral planning authority	CO (M1)	CE 4 (c)				
	Production of secondary and recycled aggregates by mineral planning authority	CO (M2)	CE 4 (d)				
	Overall employment rate	CI (NI 151)	CE 4 (e)				

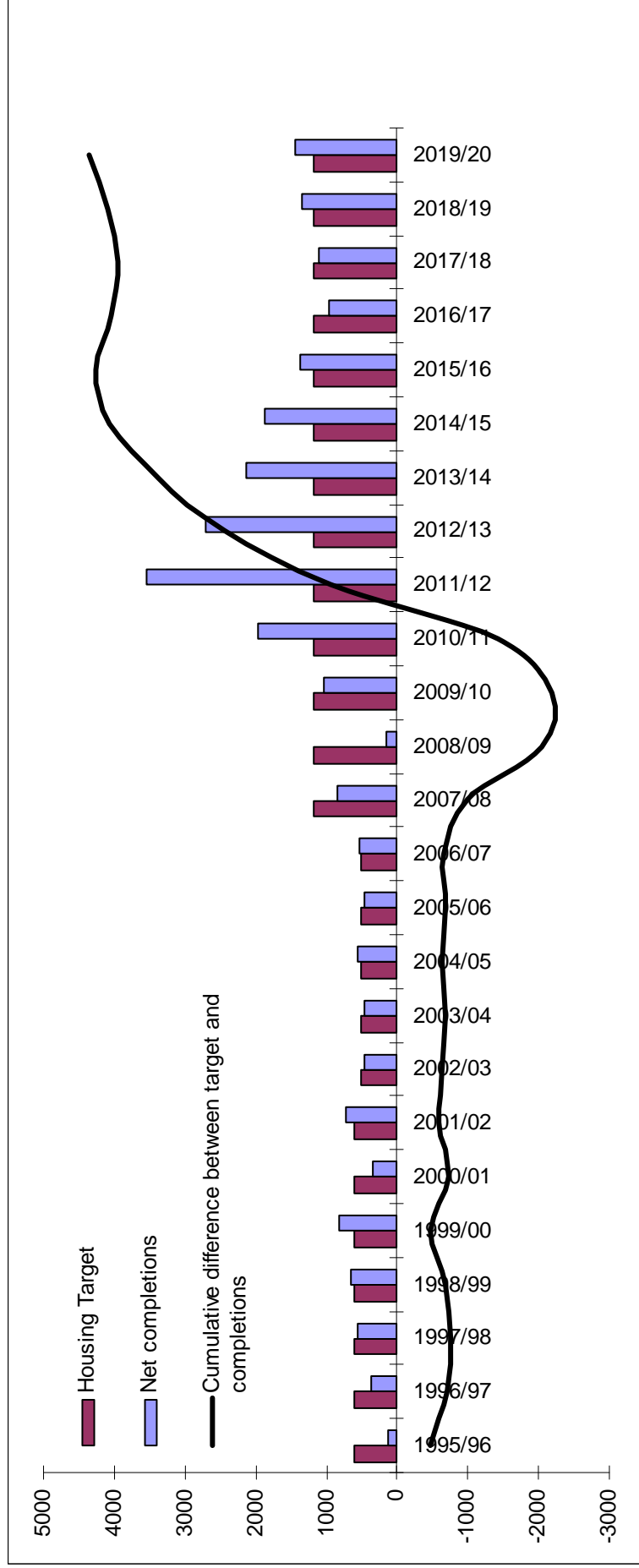
Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
CP 1: Vibrant Arts and Tourism	Number of hotel bed spaces available	LI	CP 1 (a)	<ul style="list-style-type: none"> LBBB Economic Development Strategy LBBB Local Cultural Strategy LBBB Regeneration Strategy 	<ul style="list-style-type: none"> London Olympics Increasing Tourism potential of Barking Abbey Malthouse Cultural Industries Quarter 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham London Development Agency Tour East London Olympic Delivery Authority Hotel Operators
				<ul style="list-style-type: none"> People, Time and Place LBBB Heritage Strategy LBBB Local Cultural Strategy 	<ul style="list-style-type: none"> Community Heritage Forum Abbey and Barking Town Centre Conservation Area Appraisal Abbey Riverside Conservation Area Appraisal 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Developers
CP 2: Protecting and Promoting our Historic Environment	Change in the number of buildings on English Heritage's Buildings at Risk Register	SEI	CP 2 (a)	<ul style="list-style-type: none"> People, Time and Place LBBB Heritage Strategy 	<ul style="list-style-type: none"> Community Heritage Forum Abbey and Barking Town Centre Conservation Area Appraisal Abbey Riverside Conservation Area Appraisal 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham
				<ul style="list-style-type: none"> LBBB Local Cultural Strategy 	<ul style="list-style-type: none"> Abbey Riverside Conservation Area Appraisal 	<ul style="list-style-type: none"> Developers
	Change in the number of listed buildings	LI	CP 2 (b)			

Core Strategy Policy	Indicator	Ind-Type	LDF Ref	Implementing Strategies	Implementing Projects	Agencies
	Number of archaeological digs performed as part of the planning application	LI	CP 2 (c)			<ul style="list-style-type: none"> English Heritage
CP 3: High Quality Built Environment	Proportion of relevant schemes incorporating secure by design principles	LI	CP 3 (a)	<ul style="list-style-type: none"> Planning Advice Note 6 - Crime Prevention through Environmental Design 	<ul style="list-style-type: none"> New development achieving Secured by Design 	<ul style="list-style-type: none"> London Borough of Barking and Dagenham
	Housing Quality - Building for Life Assessments	CO (H6)	CP 3 (b)	<ul style="list-style-type: none"> LBBB Crime and Disorder Strategy 		<ul style="list-style-type: none"> Commission for Architecture and the Built Environment
	Serious violent crime rate	CI (NI 15)	CP 3 (c)	<ul style="list-style-type: none"> Barking Town Centre Design Code 		<ul style="list-style-type: none"> Design for London
	Perceptions of anti-social behaviour	CI (NI 17)	CP 3 (d)			<ul style="list-style-type: none"> Developers
	Dealing with concerns about anti-social behaviour and crime by the local council and police	CI (NI 21)	CP 3 (e)			<ul style="list-style-type: none"> Metropolitan Police

Chapter 10: Housing Trajectory

Financial Year	Housing Target	Large site outside BTC		Small site outside BTC		Large site in BTC	Small site in BTC	Net completions	Annual difference between target and completions	Cumulative difference between target and completions
1995/96	600							125	475	-475
1996/97	600							374	226	-701
1997/98	600							551	49	-750
1998/99	600							660	-60	-690
1999/00	600							819	-219	-471
2000/01	600							341	259	-730
2001/02	600							734	-134	-596
2002/03	510							469	41	-637
2003/04	510							471	39	-676
2004/05	510							549	-39	-637
2005/06	510							453	57	-694
2006/07	510							545	-35	-659
2007/08	1,190	174	78	50	50	500	95	847	343	-1,002
2008/09	1,190	-280	59	0	0	229	140	148	1,042	-2,044
2009/10	1,190	883	152	0	0	6	0	1041	149	-2,193
2010/11	1,190	1219	50	0	0	591	104	1964	-774	-1,419
2011/12	1,190	2184	0	0	0	1296	65	3545	-2,355	936
2012/13	1,190	1617	0	0	0	933	150	2700	-1,510	2,446
2013/14	1,190	1282	0	0	0	850	0	2132	-942	3,388
2014/15	1,190	1066	0	0	0	800	15	1881	-691	4,079
2015/16	1,190	873	0	0	0	500	0	1373	-183	4,262
2016/17	1,190	769	0	0	0	200	0	969	221	4,041
2017/18	1,190	850	0	0	0	250	0	1100	90	3,951
2018/19	1,190	1090	0	0	0	250	0	1340	-150	4,101
2019/20	1,190	1243	0	0	0	200	0	1443	-253	4,354

Figure 1: Housing Trajectory



Glossary of Terms

Term	Definition
Adoption	The final confirmation of a Local Development Document as having statutory status by a Local Planning Authority.
Affordable Homes	Housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in their borough. Affordable housing comprises social housing and intermediate housing.
Affordable and Flexible Workspaces	Buildings which can help new small businesses by being adaptable for a range of needs and are affordable for new and small firms.
Annual Monitoring Plan	Annual report on the progress of preparing the Local Development Framework Report and the extent to which policies are achieved.
Biodiversity	The variety of plants, animals and other living things in a particular area or region. Biodiversity has value in its own right and has a social and economic value for human society.
Blue Ribbon Network	The network of London's waterways and water spaces and land alongside them. It includes the Thames, the canal network, the other 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	A Development Plan Document within the Local Development Framework which contains detailed development policies focused on the implementation of the Core Strategy.
Brown Field Land	Land and premises that have previously been used or developed and are not currently in full use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated.

Community Facilities	Sometimes called social infrastructure, this refers to (but is not limited to) children’s play and recreation facilities; education facilities (early years, primary and secondary); children’s centres and child care facilities (including private nurseries); health, medical, social and residential care facilities; public libraries; adult learning facilities; one stop shops, community centres, halls and meeting rooms; public sports and leisure facilities; religious meeting places; public conveniences; cemeteries and crematoria; open spaces and green spaces (including allotments); and emergency and services
Community Strategy	The Community Strategy “Building Communities, Transforming Lives” provides a long term vision and action plan for Barking and Dagenham articulating the aspirations, needs and priorities of the local community – prepared by the Barking and Dagenham Local Strategic Partnership.
Conservation Sites	Areas of special architectural or historic interest, the character, appearance or setting of which is desirable to preserve or enhance.
Core Strategy	The Local Development Framework document which sets out the long term spatial vision for the local authority and the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.
Cultural Quarters	Areas where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environments.
Design and Access Statement	As set out in section 42 of Planning and Compulsory Purchase Act 2004, and section 10 of the Planning (Listed Buildings and Conservation Areas) Act 1990, a statement covering design concepts and principles and access issues should be submitted with an application for planning permission or listed building consent. Further guidance on preparing a design and access statements is set out in the Government’s Planning Circular 01/06.
Developers Brief	A document that outlines detailed planning requirements for the development of a site. It is subject to public consultation prior to publication.

Development Plan	The Statutory Document Plan comprises the Regional Spatial Strategy and the Development Plan Documents contained in the Local Development Framework.
Developer Contributions	A financial or in kind contribution usually made by a binding agreement between the Council as set out in the Government's 'Circular 05/2005: Planning Obligations', Developer contributions may be used to <i>prescribe</i> the nature of a development (e.g. by requiring that a given proportion of housing is affordable); or to secure a contribution from a developer to <i>compensate</i> for the loss or damage created by a development (e.g. loss of open space or community facilities); or to <i>mitigate</i> a development's impact (e.g. through increased public transport provision).
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.
East London Green Grid	The network of spaces, corridors and links in-between of 'green infrastructure' that provide the context for open space enhancement in east London, identifying how boroughs and other stakeholders should shape policies and actions to deliver the network.
Ecological Footprint	The ecological footprint of a city is an area, scattered throughout the world (usually vastly greater than the physical boundary of the city itself) on which a city depends, in terms of its resources demands and disposal of waste and pollution.
Green Belt	Green Belts are national policy designations set out in planning policy guidance note (PPG) 2 that helps to contain development, protect the countryside, promote brownfield development and assist in urban renaissance.
Green Economy	Economic activity with a generally positive effect on the environment, or businesses providing environmental goods or services.

Green Roofs	Green roofs convert a roof area into an area where plants can grow. They are made up of layers that create an environment suitable for plants to grow.
High Density	Development which makes efficient use of a site usually through reduced car parking and increased building footprint.
Housing Needs Study	A study which assesses the future housing needs of a district 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	A development which is designed around the needs of all groups within society.
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.
Intermediate Housing	Housing whose rent or costs is above social rent housing but below normal open-market levels. This includes low-cost home-ownership schemes and housing for “key workers” (teachers, nurses, police officers and so forth).
Key Regeneration Areas	Important regeneration sites of regional significance that are suitable for large amounts of new development. This includes Barking Town Centre, Barking Riverside, South Dagenham and Dagenham Dock. The key diagram sets out the particular locations.
Landscape Framework Plan	An investment plan setting the context for protecting and enhancing the landscape in Barking and Dagenham. As set out in the LDF Urban Design Framework SPD, it seeks to

	create an interconnected network of parks, open spaces, tree-lined streets, wildlife and other corridors, woodland, pedestrian and cycle routes.
Lifetime Homes Standards	Homes designed to provide accessible and convenient homes for a large segment of the population from young children to older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households.
Local Development Document	The various individual documents (Development Plan Document, Statement of Community Involvement, Supplementary Planning Document) in the Local Development Framework.
Local Development Framework	A replacement for the Unitary Development Plan which comprises a portfolio of development documents including documents containing local planning policies and planning guidance, a Proposals Map, a project plan for producing the Local Development Framework called the Local Development Scheme, the Annual Monitoring Report and the Statement of Community Involvement,.
Local Development Scheme	A work programme setting out what Local Development Framework documents will be produced over the next three years. It also sets out the timescale for preparation of these documents.
Local Labour Agreements	Local Labour Agreements are made between the Local Authority and a developer to increase the benefit from development proposals for local residents.
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 (known as RPG3
Local Strategic Partnership	The Local Strategic Partnership is an umbrella partnership that brings together organisations from the public, private, community and voluntary sector in a local authority area. The key objective of the LSP for Barking and Dagenham is to improve the quality of life for its residents.

	The Barking and Dagenham partnership operates at a strategic level. Their purpose is primarily to produce and implement the Community Strategy “ Building Communities and Transforming Lives”.
Market Housing	Owner-occupied and private rented housing which does not meet the affordability and access criteria for social housing or intermediate housing.
Major Development	A Major Development is defined as: <ul style="list-style-type: none"> • For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares). • For all other uses: where the floor space will be 1000 sq metres or more (or site is 1 hectare or more). Area of site is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers’ flats etc. should be included in the floor space figure.
Metropolitan Open Land	A strategic open space designation that protects strategically important open space within the built environment. Metropolitan Open Land is the same as the Green Belt in terms of protection from development and serves a similar purpose.
Mixed–use Development	Development of a range of activities on single sites or across wider areas such as town centres.
Multiple–use Development	A property which more than one household lives in.
Neighbourhood Character	The individual appearance of an area created through the combination of buildings, landscapes and streets.
Night-time Economy	Uses that attract people to an area in the evening, especially cultural and entertainment facilities and associated bars and restaurants.
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 and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
Planning Policy Guidance Notes/Planning Policy Statement	National guidance produced by the Government on planning matters (these are gradually being replaced by Planning Policy Statements).
Police Shop Units	Shops which house police “front office” functions (such as public reception desks) to provide the public with a readily accessible and visible police presence in the high street.
Proposals Map	The adopted Proposals Map illustrates on a base map all the policies contained in the Development Plan Documents. The Proposal Map will be revised each time a new Development Plan Document is prepared which has site specific policies or proposals. It will always reflect the up-to-date planning strategy for the area.
Public Realm	This is the space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.
Regeneration	The economic, social and environmental renewal and improvement of a rural or urban area.
Residential Conversions	Where a single house is divided into two or more flats.
Retail Park	A group of 3 or more retail warehouses, usually outside of town centres
Retail Warehouses	Large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering mainly for car-borne customers.
Section 106 contributions	Section 106 of the Town and Country Planning Act 1990 allows the local authority to enter into an agreement which can mean that a developer must make a financial or non-financial contribution to reduce the effect of a development and make it acceptable in planning terms. Section 106 agreements are sometimes 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.
Social Rent	Housing rent which is below the normal market cost, set by local authorities or other social landlords. The housing is normally set aside for people who need housing and cannot afford the normal market rent.
Spatial Planning	<p>Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.</p> <p>This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.</p>
Strategic Development	Developments referable to the Mayor in accordance with Parts I - IV of the Town and Country Planning (Mayor of London) Order 2000. Examples include 500+ dwellings, 10+ ha (flats or houses), 15,000+ sq m of commercial space, buildings 25+ m high adjacent to the River Thames, or developments which would increase the height of a building in any location by more than 15m.
Strategic Industrial Location	An employment area comprised of a number of large sites which enjoy good road access and opportunities for large employers
Strategic Transport Infrastructure	Major transport schemes that are considered necessary, to deliver sustainable development and regeneration objectives. The list of schemes is set out in Barking and Dagenham’s Local Implementation Framework.
Statement of Community Involvement	Document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the Local Development Framework and in the consideration of individual planning applications.
Supplementary	Elaborates on policies or proposals in Development Planning

Planning Document	Documents and gives additional guidance.
Sustainability Appraisal	A sustainability appraisal assesses the likely economic, social and environmental effects of the LDF. It aims to promote 'sustainable development' which is about making sure there is a better quality of life for everyone, now and in the future.
Sustainable Communities	Communities where people can live and work in a way which does not comprise the ability of future generations to do likewise.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
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.
Town Centre Hierarchy	Categories for town centres depending on their role and the area they serve. Barking and Dagenham contains one Major Centre (Barking) three District Centres (Green Lane, Dagenham Heathway and Chadwell Heath) and several smaller Neighbourhood Centres.

Appendix 1

District and Neighbourhood Centres

District Centre Site (DC1) - Chadwell Heath

This is designated in the Core Strategy as a district centre. Non retail uses are to be restricted in this centre as per policy BE1 in the Borough Wide Development Policies DPD. It will be the role of the SSA DPD to review the retail frontages where these restrictions apply. Current designations as defined in the UDP are as follows:

Primary Retail Frontages

1-29 High Road
31-Job Superstore High Road
83-95 High Road
1-10 Tudor Parade and 34-38 High Road
60-70 High Road
96-110 High Road

Secondary Shopping Frontages

155-173 High Road
209-213 High Road
22-32 High Road
166-200 High Road
202-228 High Road
230-260 High Road
1-33 Station Road

Frontage with No Restrictions on Non-Retail Uses

144-150 High Road

District Centre Site 2 (DC2) – Dagenham Heathway

This is designated in the Core Strategy as a district centre. Non retail uses are to be restricted in this centre as per policy BE1 in the Borough Wide Development Policies DPD. It will be the role of the SSA DPD to review the retail frontages where these restrictions apply. Current designations as defined in the UDP are as follows:

Primary Retail Frontages

The Mall

Secondary Shopping Frontages

1-11 Station Parade

227-253 Heathway

261-287A Heathway

289-309 Heathway and 1-7 Parsloes Avenue

214-234 Heathway

244-262A Heathway

264-288 Heathway and 2-8 Reede Road

Frontage with No Restrictions on Non-Retail Uses

1-7 Reede Road

290-298 Heathway

District Centre Site 3 (DC3) – Green Lane

This is designated in the Core Strategy as a district centre. Non retail uses are to be restricted in this centre as per policy BE1 in the Borough Wide Development Policies DPD. It will be the role of the SSA DPD to review the retail frontages where these restrictions apply. Current designations as defined in the UDP apply to the following:

919-943 Green Lane

Neighbourhood Centres

NC1	The Merry Fiddlers	684-700 Becontree Avenue and 481-483 Wood Lane 1-4 and Adjacent to 1 Cinema Parade 757-773 Becontree Avenue and 1146-1148 Green Lane
NC2	Andrews Corner	427-443 Becontree Avenue 445-459 Becontree Avenue and 339 Valence Avenue 434-448 Becontree Avenue 450-464 Becontree Avenue
NC3	Martin's Corner	1-9 Hewett Road, 62-82 Wood Lane and 8-20 Porters Avenue 84-100 Wood Lane, 1-9 Porters Avenue and 370-376 Parsloes Avenue
NC4	Gale Street, Becontree	1-3 Rugby Road and 482-298 Gale Street 497-527a Gale Street 430-448 Hedgemans Road 2-20 Woodward Road
NC5	The Round House	274-292 Lodge Avenue 429-465 Porters Avenue
NC6	Oxlow Lane / Hunters Hall Road	1-3 Grand Parade 203-243 Oxlow Lane 245-255 Oxlow Lane 234-256 Oxlow Lane
NC7	Goresbrook Road / Chequers Parade	1-9 Chequers Parade and 3-31 Goresbrook Road 2-30 Goresbrook Road
NC8	Royal Parade / Church Street	1-11 (consecutive) Royal Parade and 62-76 Church Street 18-34 Church Street
NC9	Farr Avenue	1-19 Farr Avenue 2-20 Farr Avenue
NC10	Faircross Parade	1-18 (consecutive) Faircross Parade 19-36 (consecutive) Faircross Parade

NC11	Broad Street	1-25 Broad Street Market 2-28 Broad Street Market 83-87 Broad Street 123-137 Broad Street 145-199 Broad Street 14-22 Whitebarn Lane
NC12	Dagenham East (South)	1-9 Beadles Parade 620-630 Rainham Road South 621-633 Rainham Road South
NC13	Dagenham East (North)	530-542 Rainham Road South 572-586 Rainham Road South
NC14	Rush Green	98-128 Dagenham Road
NC15	Eastbury	2-12 Blake Avenue 345-371 Ripple Road 364-298 Ripple Road
NC16	Robin Hood	1-5 Lodge Avenue 2-6 Lodge Avenue 568-596 Longbridge Road 598-618 Longbridge Road
NC17	Marks Gate Shops	101-131 Rose Lane
NC18	Tolworth Parade	1-9 Tolworth Parade, East Road
NC19	Whalebone Lane South	2-18 Whalebone Lane South 20-28 Whalebone Lane South 30-78 Whalebone Lane South
NC20	Matapan Shops	919-943 Green Lane
NC21	Althorne Way	5-19 Althorne Way
NC22	Stansgate Road	25-39 Stansgate Road
NC23	Princess Parade, New Road	1-11 (consecutive) Princess Parade and 93-99 New Road
NC24	The Triangle	1-14 (consecutive) Triangle
NC25	Fanshawe Avenue	120-130 Fanshawe Avenue
NC26	Edgefield Court	1-7 (consecutive) Edgefield Court

NC27	Gibbards Cottages	Cottages 1-5 (consecutive) Upney Lane
NC28	Reede Road	205-255 Reede Road
NC29	Westbury	174-186 Ripple Road 196-214 Ripple Road 286-292 Ripple Road
NC30	Gascoigne	124-129b (consecutive) St. Marys
NC31	Eastbrook	250-264 Rainham Road South 808-816 Dagenham Road and 817-821 Dagenham Road
NC32	Movers Lane	93-107 Movers Lane
NC33	Five Elms	1-3 Weyland Road 265-309 Wood Lane 2 Winmill Road
NC34	Lodge Avenue	436-466 Lodge Avenue

Dagenham
Dock

secco

GENSTAR

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