



An aerial photograph of a city, likely London, showing a dense urban landscape with numerous buildings, streets, and green spaces. The image is overlaid with a semi-transparent blue filter. In the bottom right corner, there is a list of sub-sections: 2.1 Introduction, 2.2 Physical context, 2.3 Policy context, and 2.4 Housing Zones.

2

POLICY CONTEXT

- 2.1 Introduction
- 2.2 Physical context
- 2.3 Policy context
- 2.4 Housing Zones

2.1 Introduction

As the boundary of the London Riverside Opportunity Area spans across two boroughs, the policy context is complex as it comprises not only national and strategic policy in the NPPF and the London Plan but also the local plans of the two boroughs of Havering and Barking and Dagenham. Havering Council's Core Strategy was adopted in 2008, and Barking and Dagenham's in 2010, and both Council's have commenced reviews of their local plans. Given this complexity, the OAPF presents a timely opportunity to provide a direction to support the London Plan (2015), the NPPF (2012), the forthcoming borough plan reviews, and other OAPF's currently underway as part of City in the East.

This chapter also looks at the physical context and constraints in London Riverside which must be recognised in order for viable developments to be delivered, and the Housing Zones in Barking Town Centre and Rainham and Beam Park.



2.2 Physical context

Whilst having significant opportunity and potential, it is important to highlight that the land in the OA is subject to a number of physical and environmental constraints:

- The historic land uses, patterns of movement and significant pieces of transport infrastructure such as railway lines have resulted in poor local connectivity south of the A1306;
- A major part of the area lies in the flood plain of the River Thames or its tributaries and is therefore at risk of flooding. Figure 2.2 shows the extent of the area that falls within either Flood Zone 2 or 3, and as such, planning proposals within the OA must include a Flood Risk Assessment identifying how the risk will be mitigated. Architects will need to think creatively about managing this risk and building in resilience. A common response is to raise residential entrances, and place less vulnerable uses at street level. Whilst this design can be a solution to flood risk mitigation, a balance must be struck between mitigation and the requirement to create active neighbourhoods at street level. All new development will also need to incorporate sustainable urban drainage systems (SuDS) for the management of surface water run-off, together with effective maintenance arrangements.

- Underground utilities, particularly gas lines are a major constraint in this area. The Health and Safety Executive's (HSE) safety zones are illustrated in Figure 2.1. As noted in chapter three, Barking Power Station is no longer operational and is in the process of being decommissioned. Although the underground gas lines have been degassed and capped, the HSE hazard zones remain for the time being as they could become operational again.
- Due to its industrial legacy, it is expected that many of the sites identified for redevelopment will be contaminated and remediation will be required. A degree of flexibility will therefore be necessary when considering development proposals, with regards design and layouts, and also when negotiating social infrastructure such as affordable housing. Applicants will be expected to have an open-book approach to development viability given the abnormal costs likely. It is expected that developers of contaminated sites will demonstrate exemplar sustainable management and remediation of contaminated land by the use of the Definition of Waste: Development Industry Code of Practice (DoWCoP).

The land use strategy seeks to improve the relationship between conflicting residential and industrial land uses by relocating SIL to locations where it can be intensified with other complimentary uses, allowing residential neighbourhoods to be reconnected. Nonetheless, there will be occurrences where homes will be in close proximity to industrial/employment type uses, including waste, and the impacts will need to be carefully assessed and mitigated in terms of noise, vibration, odour etc.



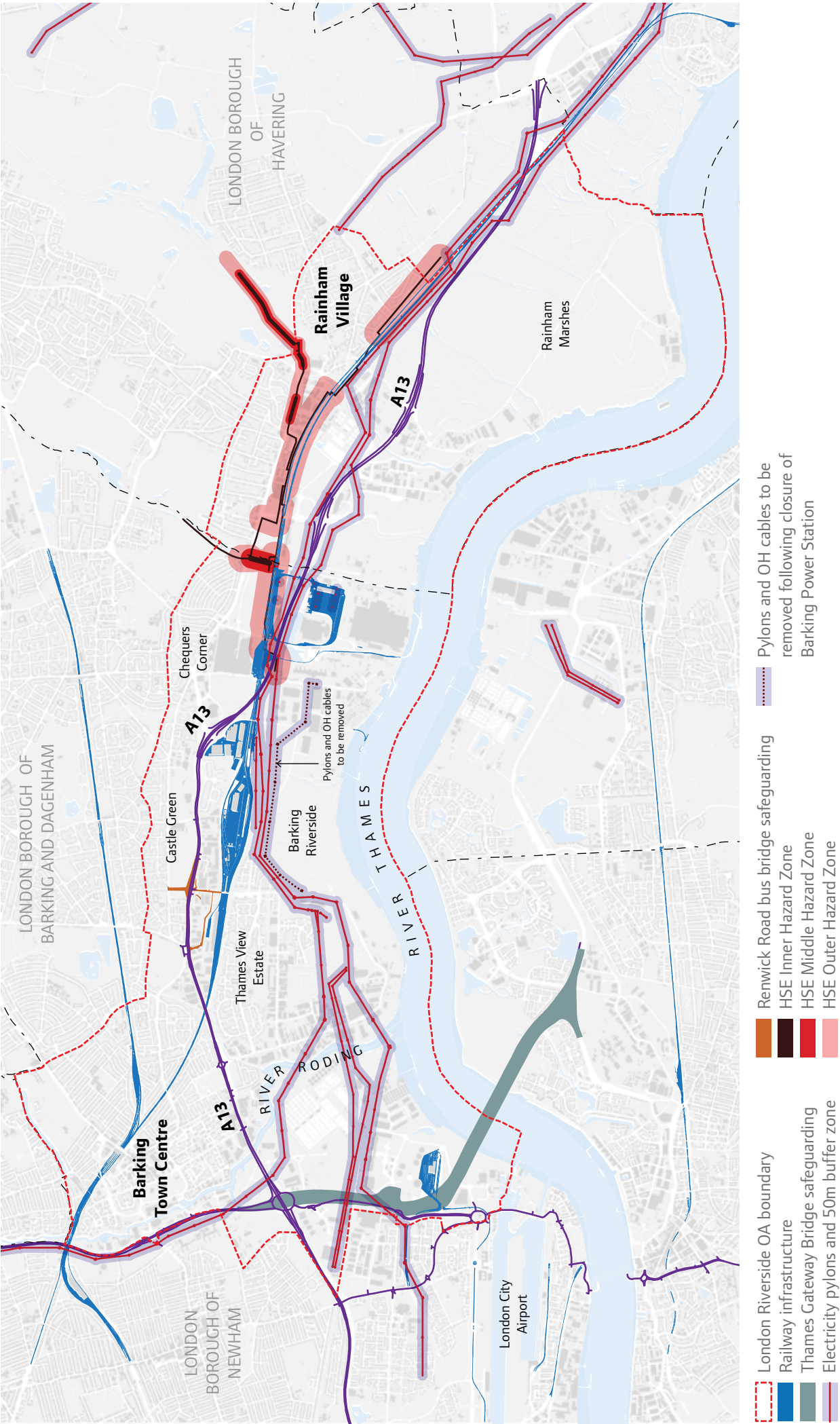


Figure 2.1 Infrastructure constraints

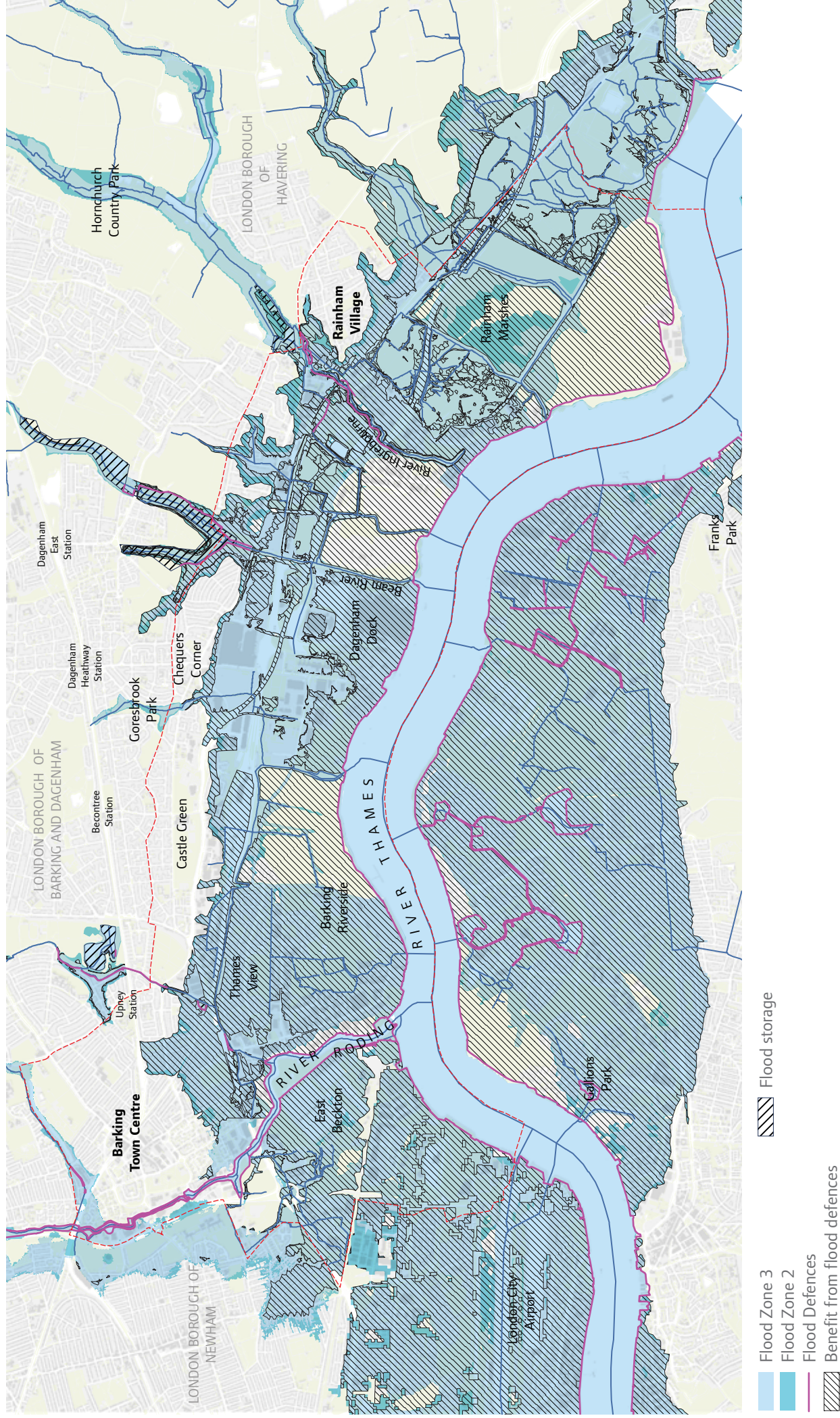


Figure 2.2 Flood map

2.3 Policy Context

2.3.1 Greater London Authority

The London Plan (2015)

The Mayor has set out a strategic policy direction for London Riverside in the London Plan. Policy 2.13 identifies Opportunity Areas where the Mayor will encourage, support and provide leadership for partnerships to prepare and implement Opportunity Area Planning Frameworks, building on the diversity and strengths of outer London locations, in order to facilitate regeneration and to enhance the quality of life for those who live or work there. London Riverside is one of these areas.

An Opportunity Area Planning Framework provides Mayoral guidance supplementary to the London Plan. It is a material consideration for strategic planning applications and decision making on the wider planning and development of an area and is recognised by planning inspectors as providing a sound evidence base at appeals.

The London Plan sets out the strategic policy direction for the London Riverside Opportunity Area in Annex 1, Table A1.1, Opportunity and Intensification Areas (see overleaf). The London Plan 2015 sets out an indicative employment capacity of 16,000 jobs with a minimum of 26,500 new homes planned for the area for the plan period to 2035. The policy establishes the strategy of managed release of surplus industrial land for housing and other complementary uses, and recognises the need for improved public transport capacity. It also recognises the opportunity to take forward the Mayor's Green Enterprise District initiative centred on LSIP to generate jobs in the area for the long term. The need for a rail link to unlock 10,800 homes in Barking Riverside is identified with reference to the London Overground extension from Barking to Barking Riverside.



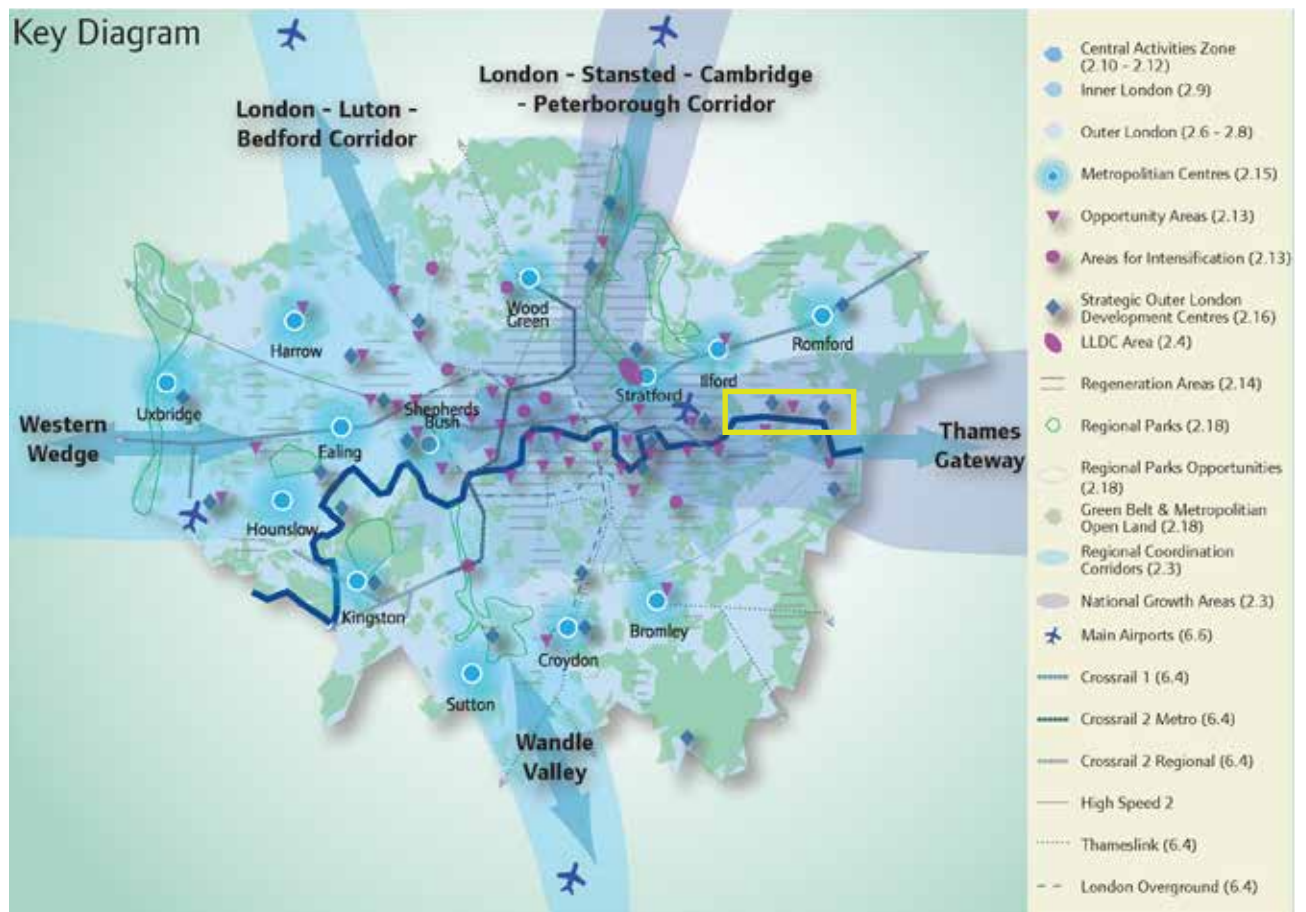


Figure 2.3 London Plan (2015) Key Diagram



2.3.2 Transport for London

East and South-East Sub-Regional Plan (update 2014)

The sub-regional transport plans assist the boroughs and TfL in developing priorities to address medium to long term challenges for London and the sub-regions. The 2014 update includes references to the London Overground extension to Barking Riverside, which will help to unlock development at Barking Riverside.

London Riverside Opportunity Area

(from Annex 1 The London Plan 2015)

Area: 3,000 Hectares

Minimum new homes: 26,500;

Indicative employment capacity: 16,000

Within the area development will be focused on the Barking Riverside, Dagenham Dock, South Dagenham,

Beam Reach, Beam Park and Rainham West sites with scope for intensification in Barking town centre, Rainham Village and South Hornchurch. The development strategy will include managed release

of some surplus industrial land for housing and other complementary uses, and consolidating the offer of the remaining industrial land including promotion of a Green Enterprise District incorporating the London Sustainable Industries Park at Dagenham Dock.

Any new development and infrastructure brought forward in this area must avoid adverse effects on any European sites of nature conservation importance

(to include SACs, SPAs, Ramsar, proposed and candidate sites) either alone or in combination with other plans and projects. Substantial improvements in public transport will be needed, building on plans for increased capacity on the C2C rail line, and East London Transit schemes to serve London Riverside, exploring the potential for additional stations, for example at Beam Park along the current rail corridor, and extended bus services. There is scope to improve connectivity by cycling and walking across the whole

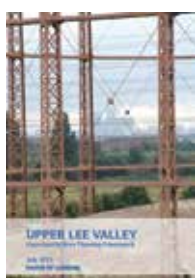
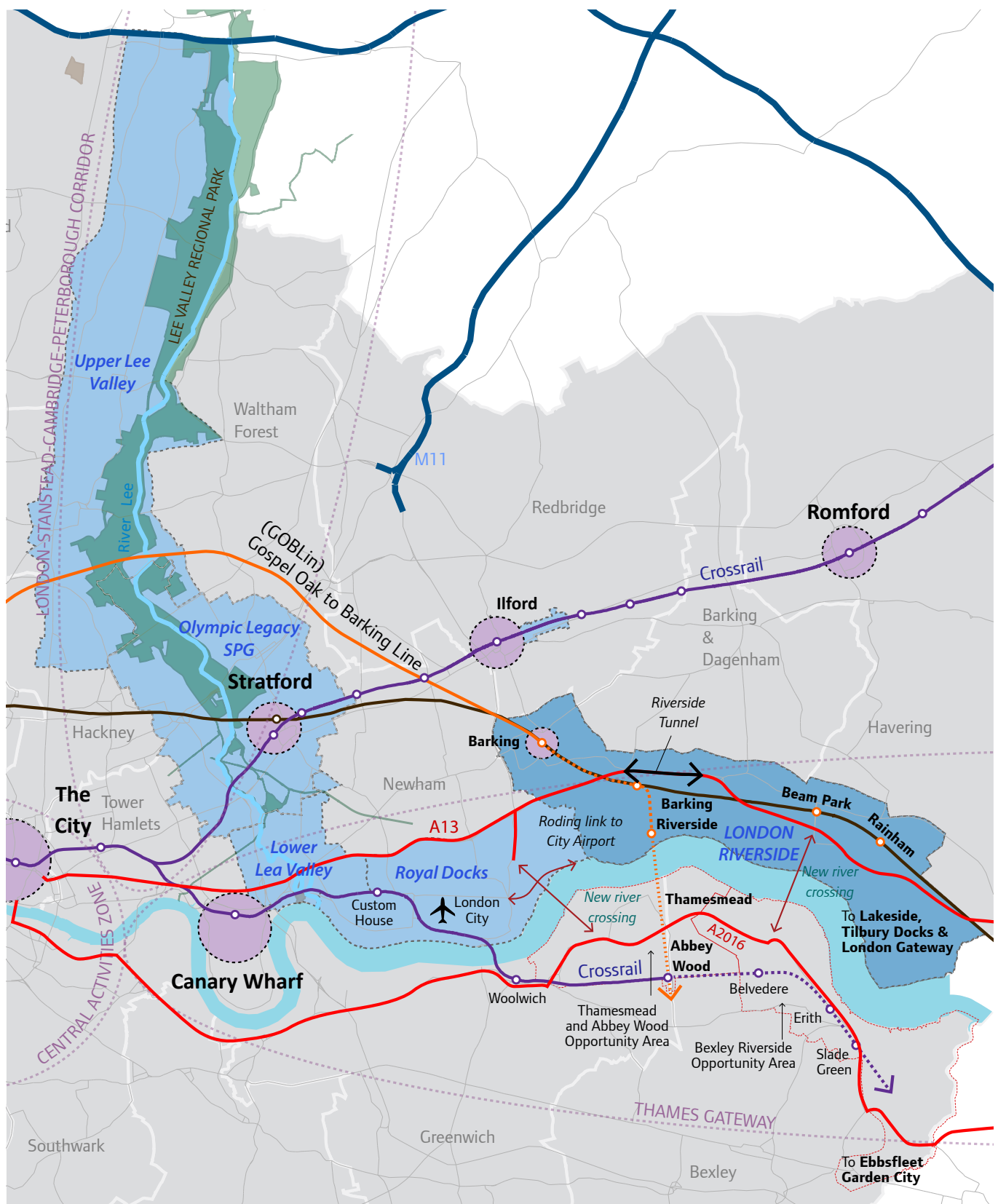
area and in particular through implementation of the East London Green Grid.

It is also imperative to plan for long term flood risk management. The industrial areas at River Road, Rippleside, Dagenham Dock and Rainham Employment Area support a range of different businesses. Access to rail, river wharves, trunk roads and existing warehousing clusters support the provision of strategically important logistics facilities, including inter-modal freight transfer

(potentially at Renwick Road/Ripple Road), as well as consolidating the strengths of modern manufacturing excellence. At South Dagenham, along the A1306 East, and in Rainham there is potential to deliver more compact, residential-led mixed urban communities.

The core employment areas have the potential to be developed as a leading centre for innovation and high-tech manufacturing, and for the growth sector of environmental technology, for example at Dagenham Dock. Barking Riverside is London's

single largest housing development opportunity and the Mayor will continue to lobby for rail to the area which is necessary to deliver over 10,000 new homes. Development should create not just a good quality environment with a full range of community facilities, but a new urban quarter with a distinct character of its own and a highly attractive place to live.



Upper Lee Valley
OAPF (2013)

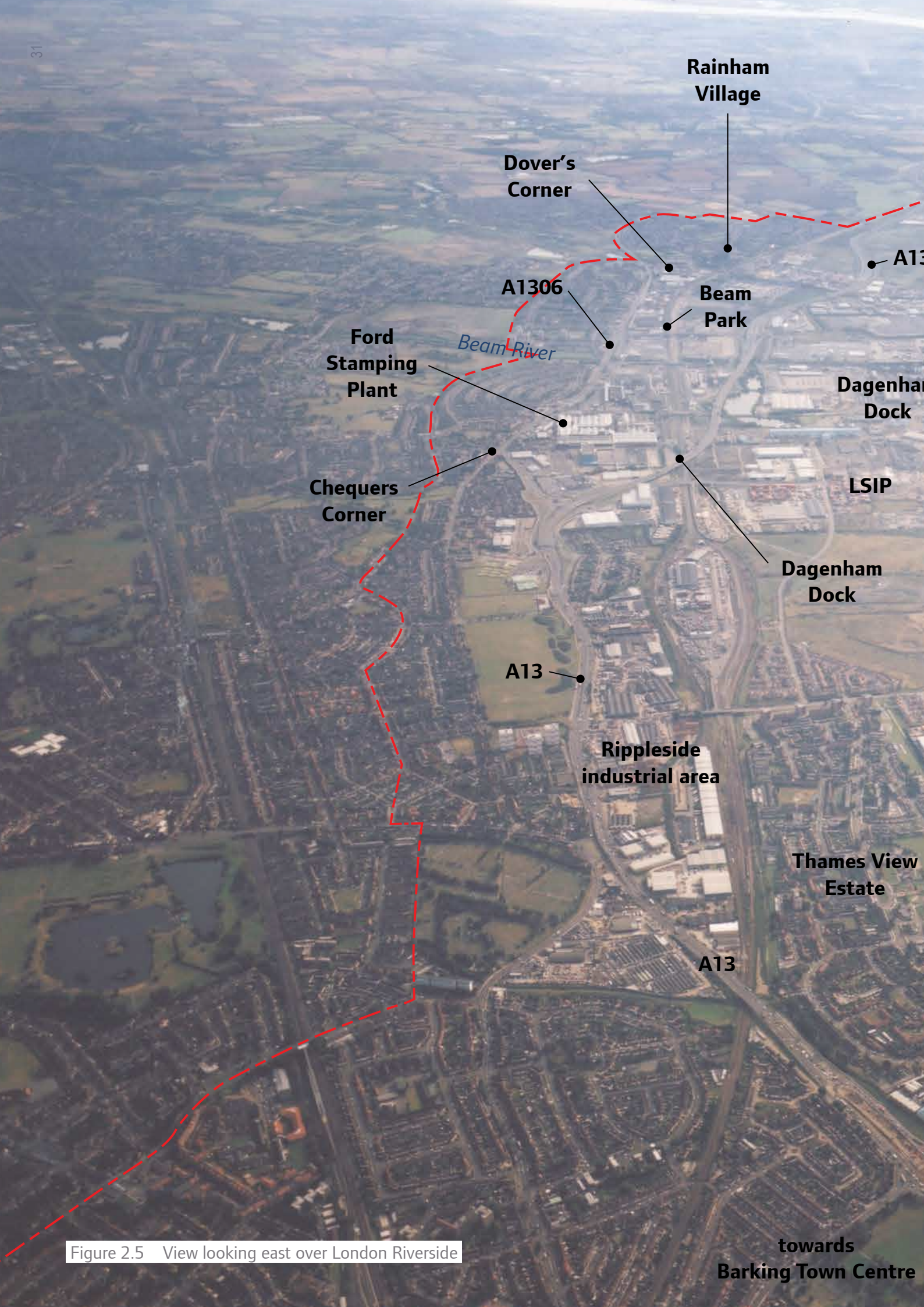


Royal Docks Vision
(2015)



Olympic Legacy
SPG
OAPF (2012)

Figure 2.4 East London context



**Rainham
Village**

**Dover's
Corner**

A1306

**Beam
Park**

**Ford
Stamping
Plant**

Beam River

**Dagenham
Dock**

**Chequers
Corner**

LSIP

**Dagenham
Dock**

A13

**Rippleside
industrial area**

**Thames View
Estate**

A13

Figure 2.5 View looking east over London Riverside

**towards
Barking Town Centre**



**Rainham
Marshes**

**Barking
Riverside**

**Thames Road
industrial area**

**River Road
industrial area**

River Roding

East Beckton

RIVER THAMES



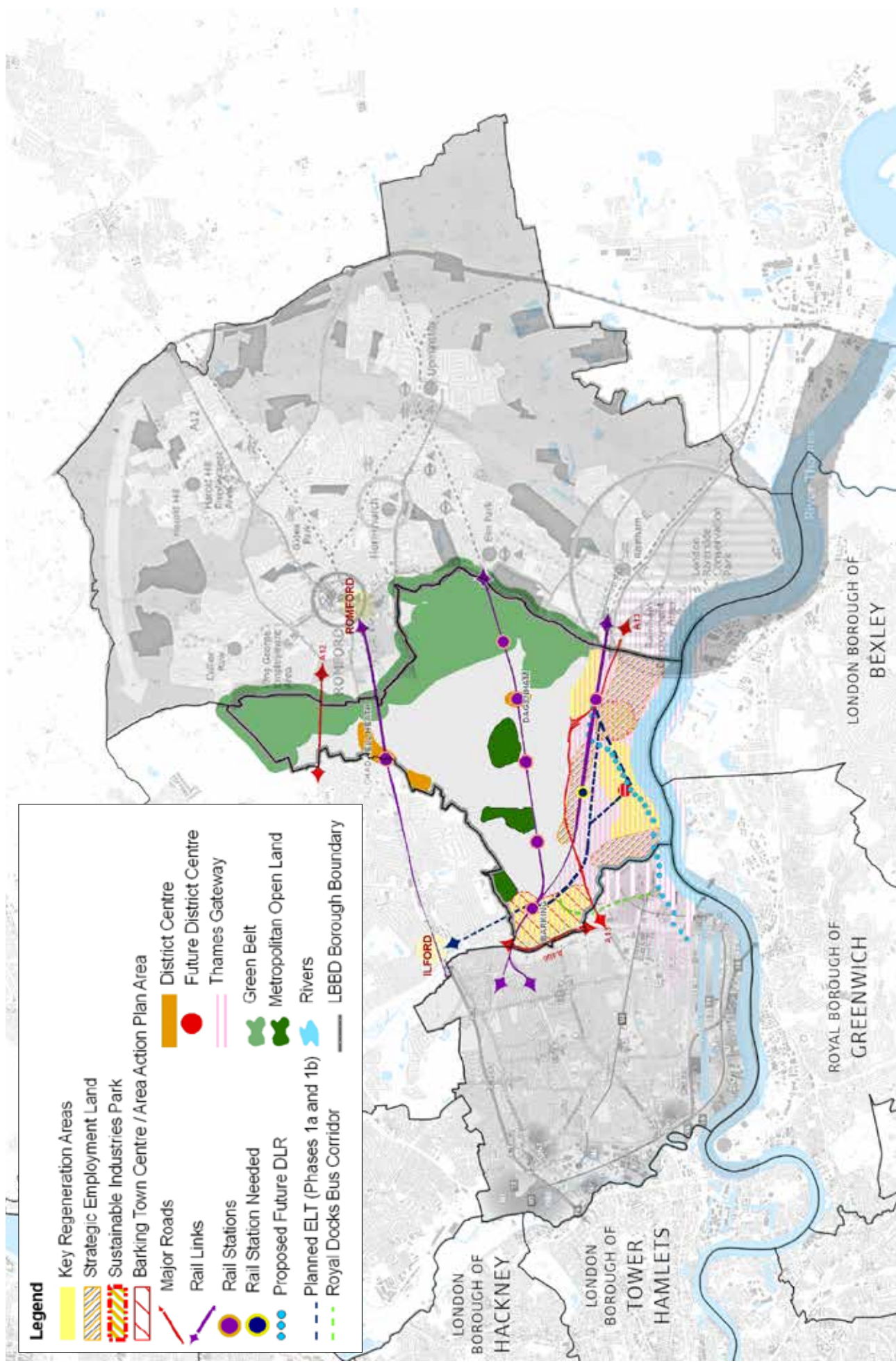


Figure 2.6 London Borough of Barking & Dagenham Core Strategy Key Diagram (2010)

2.3.3 Barking and Dagenham Council

Core Strategy (adopted July 2010)

Barking and Dagenham's Core Strategy identifies the key regeneration sites as Barking Riverside, Dagenham Dock, South Dagenham and Barking town centre, all of which are within the London Riverside OA. The Core Strategy recognises that London Riverside will accommodate a large proportion of the Borough's housing and other development needs during the Local Plan period.

Employment growth will be focussed on Dagenham Dock as well as other designated strategic industrial locations (SIL) and locally significant industrial sites. Retail and other town centre development will be focussed within existing centres such as Barking Town Centre (major centre), Dagenham Heathway (district centre), Barking Riverside (future district centre) and Chequers Corner (neighbourhood centre).

The Core Strategy also proposes a mix of uses, including new homes, new jobs and community facilities, in Barking town centre, Barking Riverside and South Dagenham. In terms of managing housing growth, Barking and Dagenham recognise that managed release of surplus employment land could enable the delivery of new housing, and where necessary will pursue land acquisition and assembly to support this outcome.

Barking and Dagenham's Core Strategy supports the implementation of the East London Green Grid and the Borough's Landscape Framework Plan.

The Core Strategy also sets out the need for new and improved transport infrastructure including East London Transit, improvements to the C2C service, Barking to Royal Docks bus service and a transport interchange at Dagenham Dock. Other measures that would strengthen north-south transport links, such as improvements to the local bus network, are also supported.

Barking & Dagenham has produced an Area Action Plan (AAP) for Barking Riverside and Barking Town Centre, while specific planning policies for the remaining key regeneration sites are covered in the Site Specific Allocations Document (2010).

Other relevant local plan documents

Borough-wide development policies DPD Adopted March 2011

This document contains more detailed development management policies to follow on from those in the Core Strategy.

Site Specific Allocations DPD, Adopted December 2010

This sets out the sites that are suitable for future development and protection in the borough (excluding Barking Town Centre). It considers sites for such purposes as housing, employment, open space, transport and facilities that support people and communities (such as schools and health centres).

Barking Town Centre Area Action Plan Adopted February 2011

This sets out guidelines for developers similar to those in the Site Specific Allocations Document, but focuses on land in Barking Town Centre.

Barking Station Masterplan SPD Adopted February 2012

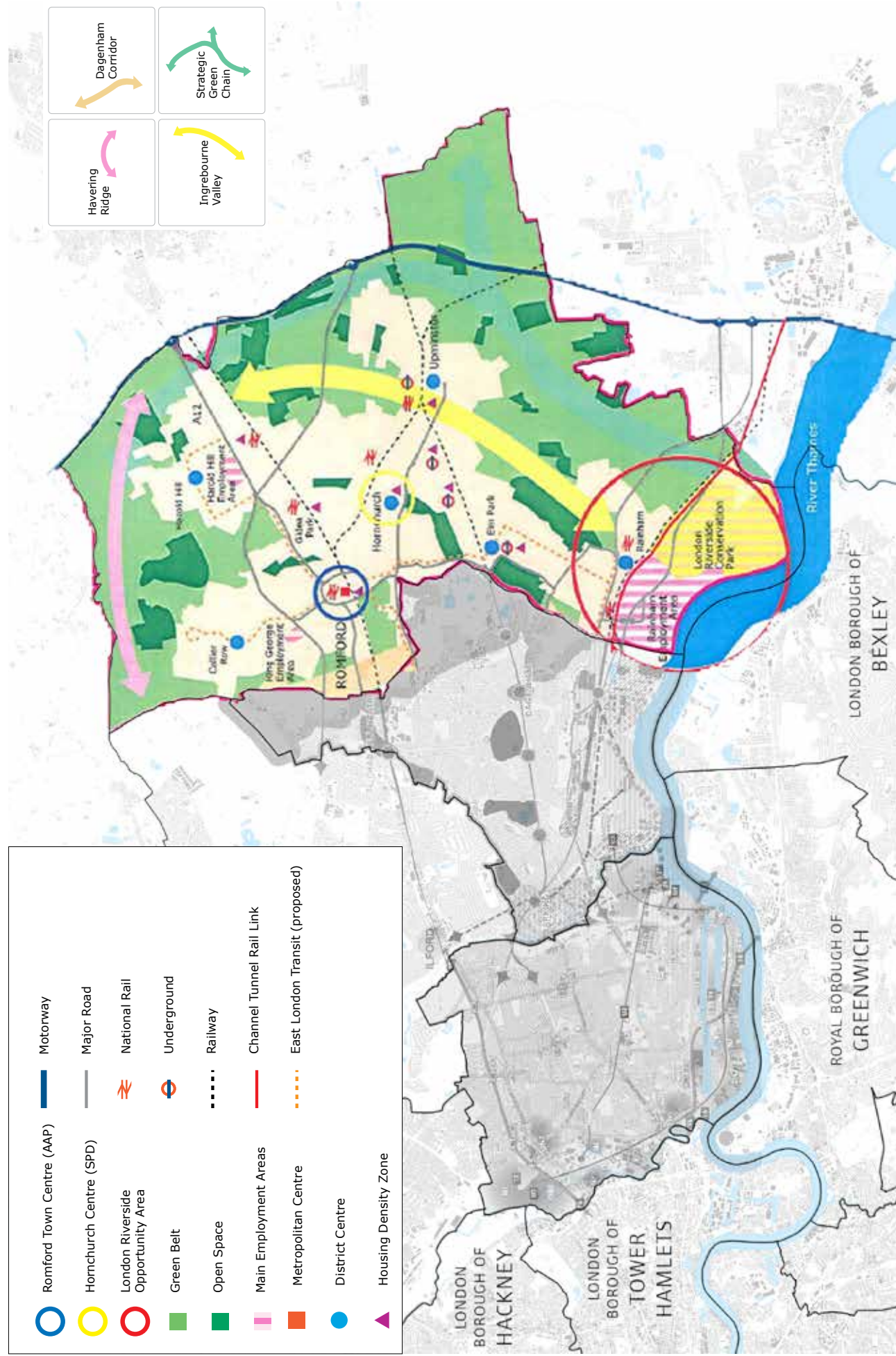
This explains the Council's overall guidance for this site, as identified in the Barking Town Centre Area Action Plan.

Urban Design Framework Adopted November 2007

This document seeks to encourage design led regeneration within the borough.

CIL Charging Schedule Adopted November 2014 and effective 3 April 2015.

Joint Waste DPD Adopted February 2012 sets out a planning strategy to 2020 for sustainable waste management. This has been developed by the four East London Waste Authority boroughs of Newham, Barking and Dagenham, Havering and Redbridge.



2.3.4 Havering Council

Core Strategy (adopted 2008)

Havering Council adopted its Core Strategy in 2008 and this identifies the London Riverside Opportunity Area as a major mixed urban centre. Expansion is expected in Rainham and South Hornchurch where new homes, mixed use development and community facilities are proposed on key sites along the A1306, in particular Beam Park. The Core Strategy also supports the retention of the Strategic Industrial Land in the Rainham Employment Area, where it seeks to retain one third of the Rainham West site for non-residential uses including A1, A3, A4, B2, C1, D2, etc.

Higher value advanced manufacturing is prioritised at Beam Reach Business Park, with a mix of light and general manufacturing with some warehousing focussed on the Ferry Lane area. Other employment uses will be allowed within the Beam Reach Business Park where they provide a similar quality and level of employment within a high quality development commensurate with the business park location.

The main focus is to revitalise Rainham and preserve and enhance its heritage value through significant improvements to the centre, public transport and sensitive mixed use development and for the centre to serve the new communities along the A1306. The improvements include streetscape enhancements, environmental improvements to the station interchange and traffic management within the village, remodelling Rainham Tesco and development of the land between the railway and the Broadway.

The document also identifies a need for small scale retail facilities within the new communities to the

west of Rainham, with a local centre north of the proposed Beam Park station.

The Council seeks to improve opportunities for informal recreation in the countryside through the implementation of the London Riverside Conservation Park and improving green links between open spaces, urban areas, the open countryside and the River Thames.

The Council is seeking improvements to the C2C rail line including additional capacity on trains and extended platforms at key stations on the line, such as Rainham. It is also seeking to deliver a new station at Beam Park to serve the new communities planned on the A1306. The Core Strategy also seeks to deliver improvements to the local bus network and considers that the provision of sustainable communities is dependent, in part, on the provision of major public transport investment.

Havering Council are currently producing a new Local Plan which, when adopted, will replace the Core Strategy. The Havering Local Plan will identify key issues and strategic priorities for Havering up to 2030- 1 and will set out both strategic and development management policies.

Other relevant local plan documents

Residential Design SPD Adopted April 2010

This document aims to improve the quality of new residential schemes by providing clear design guidance to developers, applicants and the public.

Heritage SPD Adopted April 2011

This aims to aid appropriate identification, protection, enhancement and management of Havering's heritage assets by providing clear guidance to enable creative and sensitive design responses in new development.

Landscape SPD Adopted July 2011

This document aims to ensure that all matters to do with landscaping are fully integrated into the planning and design process from the outset by providing clear guidance on the Council's expectations for landscape schemes and the issues to be considered.

Planning Obligations SPD Adopted February 2013

Sets out the Council's approach to planning obligations and setting a standard tariff for infrastructure costs associated with new development. The Council's draft charging schedule for Community Infrastructure Levy is still being worked on.

Draft Rainham and Beam Park Masterplan and Planning Framework

Due to be adopted as non-statutory planning guidance by late 2015 and will form part of the evidence base for the forthcoming Local Plan. The framework will set out the Council's investment priorities in the area and guide the quality of development coming forward. It will set a clear vision supported by key design and development principles that will ensure a coherent approach to development activity.

2.4 Housing Zones

2.4.1 Barking Town Centre

This 97 hectare Housing Zone is a central part of the ambition to realise Barking's full cultural and economic potential. It will host over 2,000 new homes and 4,000 new jobs, alongside improved local public spaces and new culture and leisure facilities. Barking town centre is just 15 minutes from central London by train.

The new Housing Zone will:

- Create the first purpose-built private rented sector housing scheme in Barking Town Centre with 100 apartments
- Support major estate regeneration
- Boost Barking's award-winning reputation in housing and public space design
- Build new community and leisure facilities for local people

Transport links

Barking is well served by London Underground, Overground and National Rail services. Further improvements to Barking station are underway and new bus routes are also being added.

Developer

The London Borough of Barking and Dagenham will work with several developers, including Swan Housing and Bouygues. It also plans to partner with other developers to build new housing in the zone.

Planning status

Full planning consent is in place for four of the sites in the zone, and the council is working to get consent for the others.



Key statistics



£375m

Total value of investment
and development



£42.317m

Indicative GLA funding allocation



2,295

Total number of homes



795

Total number of
affordable homes



97ha

Total Housing Zone area



4,590

Total number of construction jobs



1

Gascoigne Estate
Number of Estate
Regeneration sites

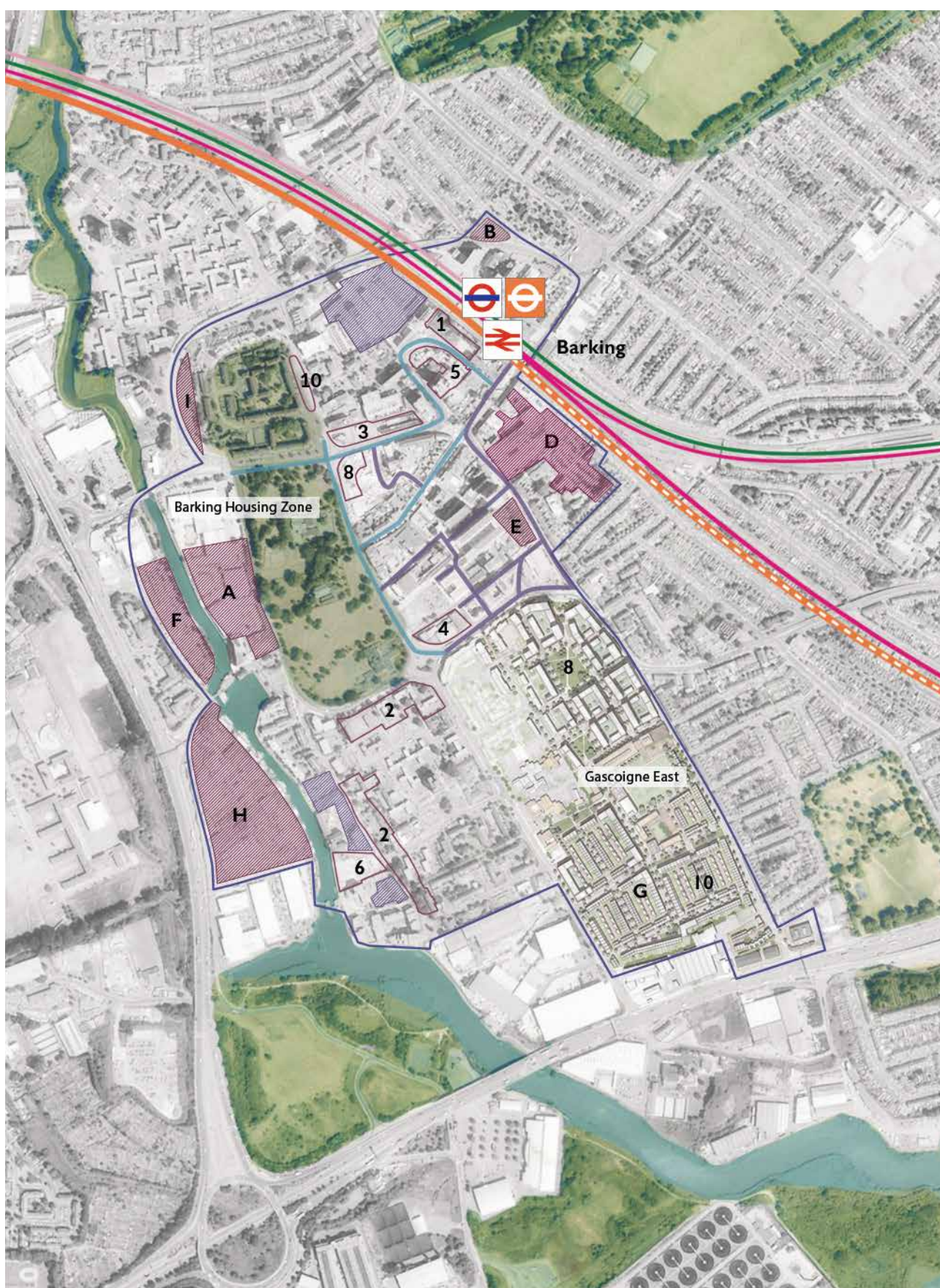


Figure 2.8 Barking Town Centre Housing Zone

2.4.2 Rainham and Beam Park

Rainham and Beam Park in LB Havering are two important parts of the London Riverside opportunity area. This stretches for 12 kilometres, from the Royal Docks to Rainham Marshes. Housing zone investment will open up this formerly industrial land for development. The aim is to create a new high quality garden suburb that is sustainable and well connected.

This area has already shown its potential with a raft of recent projects. These include the Centre for Engineering and Manufacturing Excellence (CEME), Orchard Village, Rainham Village and the Rainham Marshes. Now, the new housing zone will open up the area's huge potential to provide the new homes London so urgently needs.

The new Housing Zone will:

- Open up new sites to significantly boost and speed up the supply of new homes in the next five years
- Turn the A1306 into a beautiful boulevard, with a 2km linear park
- Help the council find land to bring forward development
- Deliver a new mainline rail station at Beam Park
- Develop a comprehensive area planning framework and master plan



Transport links

A new rail station will be built on the Essex Thameside mainline at Beam Park. It will be open by 2019. Ahead of this, the A1306 will be transformed and existing bus routes extended.

Developer

Persimmon and Circle with others (TBC).

Planning status

Two of the larger sites have planning permission, the others are pending. The A1306 planning framework will reinforce the council's desires for high quality residential developments.

Key statistics



£375m

Total value of investment
and development



£42.317m

Indicative GLA funding allocation



2,295

Total number of homes



795

Total number of
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97ha

Total Housing Zone area



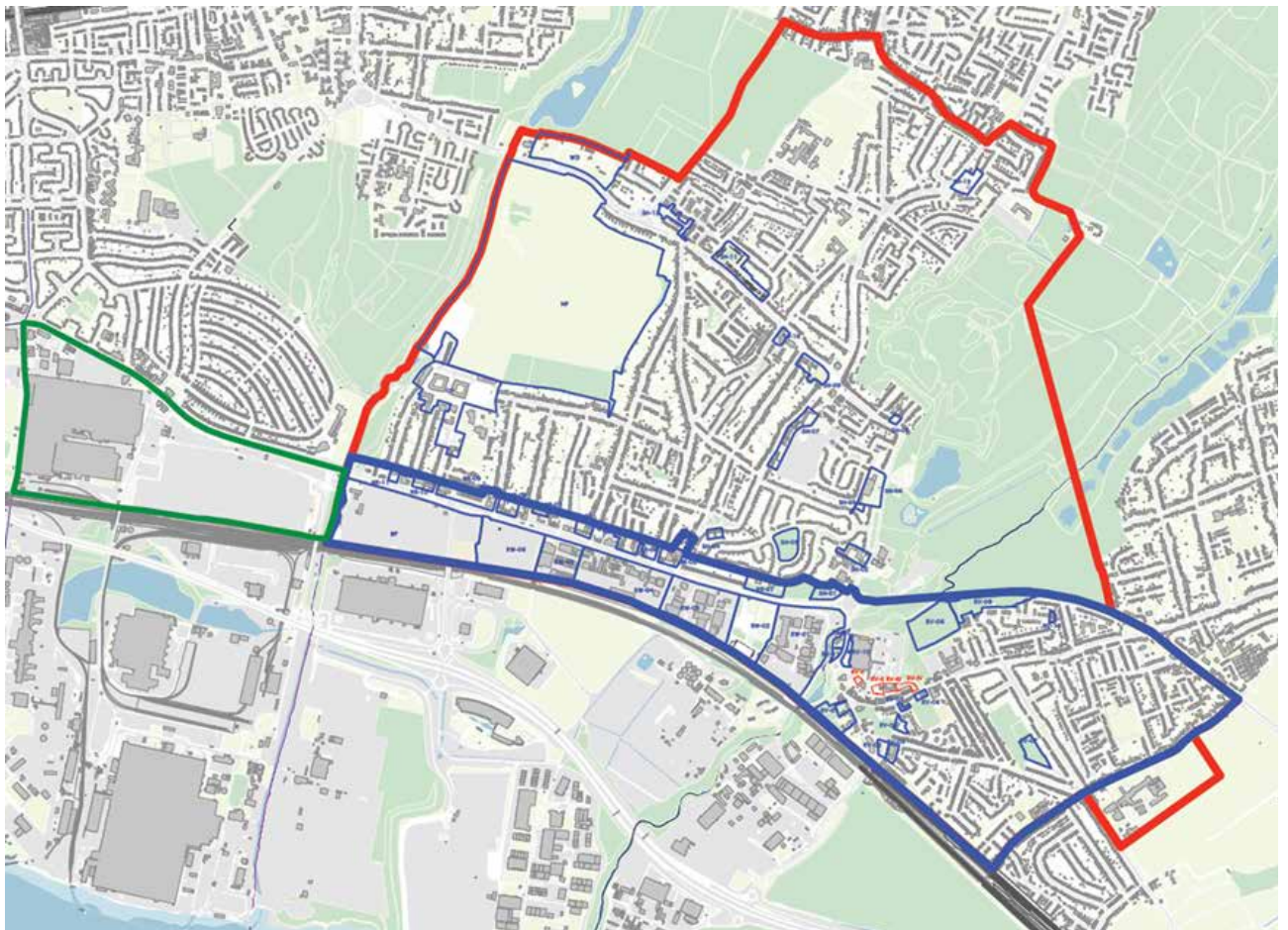
4,590

Total number of construction jobs



1

Gascoigne Estate
Number of Estate
Regeneration sites



-  Rainham and Beam Park Housing Zone
-  London Riverside OAPF boundary

Figure 2.9 Rainham and Beam Park Housing Zone