

## **SUPPLEMENTARY 1**

### **THE EXECUTIVE**

**Tuesday, 19 May 2009**

**Agenda Item 4.      Local Development Framework Pre-Submission  
Barking Town Centre Area Action Plan (Pages 1 -  
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This supplementary contains the appendices to the report.

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# **Barking Town Centre Area Action Plan**

## **Pre-submission Report**

June 2009

Part of the London Borough of Barking  
& Dagenham Local Development  
Framework

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# 1 Introduction

- 1.1 Barking & Dagenham's Local Development Framework (LDF) is a portfolio of documents which have been prepared to guide the future planning of the borough for the next 15 or so years. The Barking Town Centre Area Action Plan (the AAP) is one of these documents and is one which will provide the planning framework for the future development and regeneration of the town centre and the area that surrounds it.
- 1.2 Barking Town Centre is the largest town centre in the Borough and designated a Major Centre in the London Plan. It is also at the heart of East London, a major transport centre minutes from the City and pivotal to the wider regeneration of Thames Gateway and the policy aspirations of the London Thames Gateway Development Corporation. The AAP provides an opportunity to improve the commercial performance of the Town Centre, tackle high levels of urban deprivation and meet the increasing needs of a growing and increasingly diverse community and the shortage of quality affordable housing in the wider AAP area.
- 1.3 The AAP has been brought forward at a relatively early stage in the LDF process to reflect the continuing priority that the Council and other stakeholders are giving to the regeneration of the town centre, the pressure for further commercial and housing development and need for new social infrastructure.
- 1.4 The AAP defines the Council's vision for how the town centre will function and look in 2025 and sets out the policies and the site specific allocations that will stimulate the economic and commercial regeneration of the town centre whilst, at the same time, protecting and enhancing the quality of the environment and improving the quality of life and the life chances of the local community.

## **How to use this document**

- 1.5 Section 2 explains the different documents which comprise Barking & Dagenham's Local Development Framework, their purpose, how they relate to each other, and when they are being prepared.
- 1.6 Section 3 sets out the planning and regeneration policy context within which the Area Action Plan has been produced. The AAP is statutorily required to be:
  - Consistent with national guidance as set out in Planning Policy Guidance Notes, Statements and Circulars as issued by the Government;
  - In general conformity with the London Plan as prepared by the Greater London Authority.
  - In support of Barking & Dagenham's Strategic Partnership's Community Strategy and in conformity with the Council's LDF Core Strategy.
- 1.7 The section, therefore, summarises how the policies and proposals of the AAP conform to and will assist in meeting the wider policy objectives for the borough, Thames Gateway and London as a whole.
- 1.8 Section 4 provides a very brief snapshot of the existing situation in Barking town centre and the wider AAP area and, from that, describes the key issues facing it. These issues

have been identified during the preparation of, and consultation on, the AAP and reflect the statutory requirement that the AAP:

- Be founded on a robust and credible evidence base.
- Address issues and concerns raised by the community and other stakeholders during the earlier stages of public consultation on the AAP.

- 1.9 The snapshot is only a summary of the full evidence base which underpins the AAP. Whilst some of it is set out in more detail in the reasoned justifications to the Area Action Plan policies and the site specific allocations, in the interests of keeping this document usable, a lot of the evidence base is 'signposted' rather than repeated.
- 1.10 Again, whilst some of the reasoned justifications to the Area Action Plan policies make general reference to the views expressed by stakeholders and the public, the whole consultation process and how the responses received have been addressed in developing the Area Action Plan is provided in a separate document called the Statement of Consultation.
- 1.11 Section 5 sets out the Council's Vision for how the town centre will function and look in 2025 and the set of objectives necessary to realise that vision and provide the context for the policies and proposals that will deliver it.
- 1.12 The Area Action Plan policies are provided in Section 6 and are arranged under the relevant objective that they are designed to deliver. Section 7 contains the site specific allocations
- 1.13 Section 8 sets out the Council's monitoring and implementation framework which describes how the AAP vision, objectives, policies and site specific allocations will be implemented and how their progress and effectiveness will be monitored.

### **Sustainability Appraisal**

- 1.14 One of the key ingredients of the new LDF system is the requirement to undertake sustainability appraisal (SA) as a formal part of the process in order to ensure that the LDF achieves sustainable development. At each stage of producing this AAP, the Council has undertaken a separate and concurrent evaluation of the sustainability of the choices considered, and the options preferred.
- 1.15 Recommendations from the earlier stages of the SA have influenced the development of the successive stages of the AAP. The Sustainability Appraisal undertaken of the AAP Issues and Options Report was an integral element of how the Council evaluated the options available and made the policy choices contained in the Preferred Options Report. In the same way, the Sustainability Appraisal of the draft policy statements and site allocations in the Preferred Options Report has influenced the content of this pre-submission version of the plan.
- 1.16 A final Sustainability Appraisal has now been produced to accompany this pre-submission version of the plan.

## Next Stages

- 1.17 Preparation of the AAP has now reached the stage when it is 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. **Consequently this report is now being made available for representations from 5 June to 17 July 2009.**
- 1.18 Following this stakeholder and public consultation, the Council will consider all representations and may decide to make minor modifications to the plan (significant amendments are not permitted). This version will then be formally submitted to the Government together with any representations that have been made and a statement by the Council of how these have been addressed. The government will then appoint an independent inspector to hold an examination in public of the plan.
- 1.18 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.
- 1.19 Through the examination, soundness will be judged through 3 tests. In order to be found “sound” the AAP, like all LDF documents, should be justified, effective and consistent with national policy. “Justified” means that the document must be founded on a robust and credible evidence base and be the most appropriate strategy when considered against the reasonable alternatives. “Effective” means that the document must be both deliverable and flexible. 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.
- 1.20 Because the purpose of this stage is to assess whether the AAP is sound, representations should where possible be directed towards the soundness of the plan document (although all representations will be considered, however directed).
- 1.21 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](mailto:planningpolicy@lbbd.gov.uk)



## 2 Barking & Dagenham's Local Development Framework

- 2.1 Barking & Dagenham's Local Development Framework (LDF) is made up of a number of planning documents (Local Development Documents) which together will guide the future planning of the borough for the next 10 or so years. These documents, together with the London Plan, comprise the Development Plan for the Borough.
- 2.2 These documents are either Development Plan Documents (DPDs) or Supplementary Planning Documents (SPDs). DPDs carry more weight as they are subject to an independent examination by a Planning Inspector before they are adopted whereas the Council can prepare and adopt SPDs without any independent scrutiny.
- 2.3 All the LDF documents that the Council currently intends to produce are listed and described within the Local Development Scheme (LDS) which is available to view at [www.barking-dagenham.gov.uk](http://www.barking-dagenham.gov.uk) . The current LDS indicates that the Council intends to produce the following Development Plan Documents each of which is briefly described below:
- Core Strategy
  - Borough wide Development Policies
  - Site Specific Allocations
  - Proposals Map
  - **Barking Town Centre Area Action Plan**
  - Joint Waste Plan (with London Boroughs of Newham, Havering & Redbridge)
- 2.4 The Core Strategy, when formally adopted early next year, will provide the framework for all other Local Development Documents including this AAP. It will set out the Council's vision and objectives for the planning of the borough over the next 15 years and include a number of strategic policies which will apply across the whole of the borough. The more detailed development control policies are contained within the Borough wide Development Policies document which accompanies it. Both documents are well advanced, having been formally submitted to the Secretary of State in May 2009.
- 2.5 The Site Specific Allocations DPD, which is running parallel to the AAP in timescales, will set out the specific allocations for individual sites across the borough. Although it is acceptable for the site specific allocations proposed by the AAP to be included within this document, the Council has decided not to do so. To make the AAP as comprehensive as possible, the site specific allocations for the Barking Town Centre area will remain set out within the adopted AAP.
- 2.6 The Proposals Map DPD shows the boundary of Core Strategy and borough Wide Development policy designations and the boundary of Site Specific Allocations in all adopted DPDs save for the AAP. The Proposals Map shows the boundary of the AAP area and defines the areas within it that are subject to specific policies of the Core

Strategy and Borough wide Development Policy document. The Inset Proposals Map which accompanies the AAP shows at a larger scale, the boundary of development control policy designations and the boundary of Site Specific Allocations proposed by the AAP.

- 2.7 The Council is preparing a Joint Waste DPD with the London Boroughs of Havering, Redbridge and Newham who together form the East London Waste Authority. This is programmed to be adopted in May 2010.
- 2.8 The Council intends to produce a Borough wide Community Benefits Supplementary Planning Document (SPD) and two others with direct relevance to the AAP and which will provide additional guidance to its policies:
- The Barking Station Master Plan SPD
  - The Design Guidance for Barking Town Centre AAP SPD
- 2.9 The Local Development Framework is not just concerned with the physical aspects of location and land use but considers environmental, social and economic matters, taking full account of other relevant strategies and programmes, including delivering many of the actions within the Barking & Dagenham Community Plan.
- 2.10 It should be stressed that the LDF is a suite of documents which need to be considered as a whole and Government advice is that duplication of policies in different documents should be avoided. The Core Strategy and Borough wide Development Policies contain policies which apply across the whole of the Borough and some have specific provisions for the AAP area. These are not repeated in the AAP and thus the AAP is not a “stand alone” document and the documents will need, on occasion, to be read together to aid decision making.
- 2.11 There are, however, cases where the Council considers that the particular circumstances of Barking Town Centre justify a slightly different policy approach. In these cases a specific policy for the area is put forward in this AAP, albeit in some cases, with a reference back to the relevant policies of the Core Strategy or Borough Wide Development Policies.

## 3 Policy Context

- 3.1 The AAP is being developed within a very strong planning and regeneration policy context. The following section summarises the major documentation and demonstrates how the AAP has developed from it and how, therefore, its policies and proposals conform to national and regional planning policy and how they will assist in meeting the wider policy objectives for the borough, Thames Gateway and London as a whole.

### National Planning Policy

- 3.2 In preparing the policies and proposals in the Area Action Plan, the Council has had regard to the whole range of national planning guidance where it is relevant to the issues faced in the AAP area. Current national planning guidance can be found at: [www.planningportal.gov.uk](http://www.planningportal.gov.uk).

### Mayor for London & the London Plan

- 3.3 The London Plan is the Mayor's Spatial Development Strategy and sets out the strategic policy targets for London. Local Development Documents, such as the Area Action Plan, are required to be in general conformity with the London Plan and this constitutes one of the key 'soundness' tests, as set out in paragraph 4.23 of PPS12. The London Plan was amended in February 2008 and now incorporates all alterations made to it since the originally adopted version of 2004.
- 3.4 The London Plan identifies East London as the priority area for new development, regeneration and investment. It classifies Barking Town Centre as a Major Centre and sets a target of 1190 new homes per year for Barking and Dagenham. References to specific London Plan policies are made, as appropriate, throughout the AAP.

### Community Plan for Barking and Dagenham

- 3.5 The Barking and Dagenham Partnership originally set out a framework for the borough in its Community Strategy ("Building Communities and Transforming Lives"). This document was superseded in early 2009 by a new Community Plan which adopts the following community priorities:
- A safer borough where the problems of antisocial behaviour have been tackled and all young people have a positive role to play in the community.
  - A clean, green and sustainable borough with far greater awareness of the actions needed to tackle climate change, with less pollution, waste, fly-tipping and graffiti.
  - A stronger and more cohesive borough so that it is a place where all people get along, and of which all residents feel proud.
  - A healthy borough, where health inequalities are reduced with greater knowledge of lifestyle impacts on health.
  - An ambitious and prosperous borough that supports business, jobs and skills attracting new business with economic, social and environmental resources harnessed for the good of all.

- A borough of opportunity for all young people so that they can play an active economic role for the good of all

3.6 There is significant synchronicity between these community priorities and the vision and the objectives for the AAP area. Both are designed to ensure that economic, environmental physical and social regeneration of the area is both generated and sustained and that local people derive maximum benefit from the development and regeneration processes.

#### Barking & Dagenham LDF Core Strategy

3.7 The AAP must be in conformity with the Core Strategy and has, therefore, taken full account of its strategic objectives as set out below:

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

- 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.
- Protecting and enhancing our natural and man made assets including our biodiversity, habitats, landscape character and historic heritage.
- 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
- 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.
- 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.

## 4 Key issues for the Area Action Plan

- 4.1 This section gives a very brief summary of the current situation in the AAP area and, from that, draws out the key issues for the Plan

### **Commercial Barking**

#### **a) Shopping**

- 4.2 According to the 2009 Retail Capacity Study, Barking town centre contains some 45,500 sq. m. of retail/service floor space spread over 266 retail and service outlets. It had a comparison goods turnover totalling some £122m in 2008 and a convenience goods turnover of some £42.6m. Generally, Barking Town Centre's catchment area is quite limited with the overwhelming proportion of shoppers being drawn from within the Borough.
- 4.3 There has been no investment in additional shopping floor space in the town centre in the recent past and the under-representation of comparison goods units, the lack of a department store or a large modern food store and the very limited presence of well known national comparison goods retailers is a source of concern. It prevents Barking from reaching its potential and local people will be travelling further a-field to secure a greater range and choice of such products in other centres such as Ilford, Romford, Gallions Reach and Lakeside.
- 4.4 In addition to the town centre itself, there is an out of centre Tesco store at the London Road/A406 junction which, although fairly large, is significantly smaller than the size of store which such retailers currently seek to operate. There are also a number of retail warehouses on the Abbey Retail Park and three neighbourhood shopping parades in the residential hinterland to the town centre.
- 4.5 There is a very successful street market which is a key element of the attractiveness of Barking as a destination for shoppers and visitors with shopper numbers very significantly higher on market days than non-market days.
- 4.6 The significant levels of housing proposed in the Plan area, at Barking Riverside and elsewhere within the Borough will significantly increase the size of the catchment population in the period up to 2025. This will be the main driver for increased levels of retail spending which Barking town centre is well placed to capture.
- 4.7 The Barking Town Centre Retail Study Update 2009 concluded that, although Barking is relatively healthy in terms of the vitality and viability indicators set out in PPS 6, there is scope to consolidate and improve its retail provision and that it needs to improve its retail offer if it is to prosper. The study concluded that the projected levels of consumer spend in the catchment area suggested that the Council should aim to accommodate up to 9,000 sq. m. (net) of additional shopping floorspace within the Town Centre up to 2016.

- 4.8 The AAP needs to assess whether changes should be made to the boundaries of the prime and secondary shopping areas and the extent of the primary, secondary and unprotected frontages within those areas.

#### **b) Offices**

- 4.9 The Town Centre contains a number of significant commercial and public administration office buildings. There are some 50,000 square metres of office floor space employing some 2,000 people. However, much of the existing commercial office stock is becoming dated, is often of poor quality and does not meet the needs of current and future potential occupiers.
- 4.10 Whilst the commercial office market in Barking is currently considered to be fairly stagnant, the 2006 draft Sub-regional Development Framework for East London regarded Barking as a centre where *“some office provision could be promoted as part of a wider residential or residential and retail/leisure mixed use development”*. In the same vein, the 2008 King Sturge report “Demand for Office Use in Barking Town Centre” concluded that there is a latent demand for small scale offices in the Town Centre.

#### **c) Industrial/Employment Land**

- 4.11 Barking has experienced manufacturing decline over recent years and primary and secondary industry is not now a major employer in the plan area following the redevelopment of a number of former industrial premises for retail distribution, hotel and residential use. The significant remaining industrial locations in the plan area are at Fresh Wharf, Hertford Road and the Gascoigne Business Park.
- 4.12 Although the southern part of the Fresh wharf Estate (now known as Muirhead Quay) and the western part of the Gascoigne Business Park have been redeveloped to provide modern industrial/commercial units, much of the remaining land within their original boundaries is occupied by low grade industrial/storage uses which, because of low employment densities, offer few jobs and which, because of their poor appearance, detract from the environment and the image of Barking.
- 4.13 There are benefits in releasing them for housing led mixed use schemes although the corollary of that release would need to be strong protection of the remaining land on the estates and of the Hertford Road Estate.
- 4.14 In the area bounded by Abbey Road and the eastern bank of the river Roding, the historic Malthouse and Granary buildings in the area south of the Town Quay are already becoming the focus of cultural and creative industries development and the remaining low grade industrial and storage uses could be redeveloped for similar purposes.

#### **d) Hotels**

- 4.15 Current provision is poor. There is a cluster of budget hotels which were built during the 1990s fronting onto the A406 but they are on the fringe of the AAP area and have little relationship to it due to the lack of direct, easy and pleasant access to the Town Centre. The hotels are, however, successful and are currently seeking to expand.

- 4.16 A budget hotel opened within the Town Square Phase 2 development in late 2008 but there are no other hotels within the commercial heart of the Town Centre.

#### **e) Leisure Uses and the Evening Economy**

- 4.17 Whilst there are a number of public houses, a night club in London Road, the Abbey Sports Centre and the very successful Broadway Theatre, Barking town centre itself is poorly served in respect of leisure and entertainment uses and, in particular, has a very limited restaurant offer.
- 4.18 Entertainment and leisure uses such as bowling and cinemas are now provided at nearby out of centre locations such as Dagenham and Beckton and, although this may limit the scope for securing additional leisure uses, the increasing numbers of new homes proposed in the AAP area may provide a market to sustain new small scale leisure uses in the town centre.
- 4.19 Bars and late night entertainment venues aimed at the predominantly young 'vertical drinking' market present challenges for the police, transport providers and communities generally. However, the evening economy can take a more balanced form by also providing more family oriented leisure facilities such as good standard family-friendly and high quality restaurants thus providing attractions for all sections of the community.
- 4.20 The River Roding master plan suggests that there is significant scope for the inclusion of restaurants and bars in mixed use schemes in the area which would not only contribute to the regeneration of the river area but also help to achieve the strategic objective of better linking the Town Centre with the historic riverside area

#### **f) Tourism**

- 4.21 Barking town centre currently has very limited visitor/tourist attraction. However, the street market, the Broadway Theatre, the significant heritage assets located within the Plan area and a burgeoning evening economy all can give Barking town centre some tourism potential.

#### **Transport in Barking**

- 4.22 Easy access to and from Barking town centre is extremely important if it is to continue to thrive as a place to live and work. In particular, its ability to realise its potential depends upon capturing spend from the growth areas in the Thames Gateway and, in particular, Barking Riverside and South Dagenham. Ease of access is also an important criterion for attracting future employers and is also a key 'driver' for residential development.

#### **a) Public transport accessibility**

- 4.23 Barking town centre has the highest level of public transport accessibility within the Borough, being served by both mainline and underground train services and 10 bus routes. The focus for current bus activity is along London Road and Station Parade/Longbridge Road and, apart from the station, stops for these services currently



cluster in various locations along these roads and at the boundary of the pedestrianised shopping areas of Ripple Road and East Street.

- 4.24 There is substantial scope for qualitative improvements to both bus and rail services in terms of usability, capacity and reliability, as well as further improvements to the sub-regional public transport network, particularly in the form of East London Transit (ELT). ELT is currently proposed to be a bus based system, the first phase of which will link Ilford town centre and Dagenham Dock and pass through the town centre and the wider AAP area.
- 4.25 Public transport accessibility decreases towards the edges of the Action Plan area, where the public transport network is less dense. Phase 2 of ELT, which was originally conceived to connect Barking to the proposed Thames Gateway Bridge and which would have further increased the regeneration benefits for Barking, was omitted from the 2008/09 Transport for London Business Plan. However the Council still believes that such public transport improvement is essential both because of the local accessibility benefits but also because of the sub-regional benefits that can still be obtained through links to City Airport and to Custom House with interchange to Crossrail. The Council is, therefore working with the London Thames Gateway Development Corporation and Transport for London to deliver the Barking to Royal Docks Bus Corridor. (BRDBC)

#### **b) Barking Station**

- 4.26 Barking Station is the busiest rail station in the Borough both for main line and underground services with some 30,000 passenger movements on an average weekday. It is the focus of considerable interchange between different modes of transport and is currently at or close to capacity in both the morning and evening peak hours.
- 4.27 The Station, which is a Grade II listed building, suffers from a very congested layout both in the passenger concourse itself because of the retail facilities and at the exits onto Station Parade where the movements of passengers entering and leaving the station conflict with bus passengers waiting at the stops immediately outside. There are also issues around bus stop/ taxi rank conflicts and accessibility to the station platforms for the mobility impaired.

#### **c) Pedestrians and cyclists**

- 4.28 The Council's Local Implementation Plan (LIP), which was adopted in June 2007, is committed to improving the environment and facilities for pedestrians and cyclists in Barking town centre and the rest of the borough.
- 4.29 Although there are some 2 kilometres of cycle paths in and around the town centre, routes do not always serve their purpose as well as they might as they do not directly reflect cyclist desire lines and no cycle provision is made on footbridges over the railway or the river Roding. The cycle lanes on the Northern Relief Road are alongside fast moving traffic which is an unpleasant environment and there is also a shortage of secure and covered cycle parking facilities within the town centre and particularly at Barking Station.

- 4.30 In relation to pedestrians, there is significant severance of the town centre from the surrounding residential areas caused by the Northern Relief Road, Abbey Road and St Paul's Road and the high volume of vehicles using them. The railway tracks are a further source of severance since crossings are not on pedestrian desire lines and where there are bridges, the routes are remote and not adapted for use by the mobility impaired. In addition, there are a number of badly lit subways which are intimidating to use, particularly at night.
- 4.31 Whilst the heart of the shopping centre is pedestrianised providing direct access to shops, services and to the street market, the pedestrian experience can still remain poor because of overcrowding on footways and conflicts with loading/unloading on market days.

#### **d) Roads/Traffic Congestion**

- 4.32 Barking town centre is effectively encircled by the Northern Relief Road, Abbey Road and St. Paul's Road all of which are key routes for vehicular traffic. Some of the traffic using Abbey Road and St. Paul's Road is seeking to avoid the congestion that occurs at the Beckton roundabout which is the junction between the A406 and the A13.
- 4.33 The Longbridge Road entrance to the Fanshawe Avenue/Longbridge Road Roundabout, the Northern Relief Road and the stretch of London Road between the Lighted Lady Roundabout and the A406 experience some minor level of congestion and queuing traffic during peak hours. However during most other times the road system can adequately cater for existing levels of vehicular demand and there is little queuing and delay experienced by traffic.
- 4.34 Transport for London has set a target of limiting traffic growth in the east London sub-region to less than 6% between 2001 and 2011 and the Borough's LIP states that the Council will apply this figure to the Town centre.

#### **e) Public Off-Street Car Parking**

- 4.35 Being a major town centre, Barking needs to provide public off-street car parking for shoppers and other visitors. The 2004 Car Parking Strategy identified some 1,560 off-street spaces including the London Road and Vicarage Field multi storey car parks. Following the loss of a number of surface car parks to redevelopment, the figure for early 2009 was just under 1,400.
- 4.36 The Council's intention in the 2004 Interim Planning Guidance was that, in the longer term and by the development of further off-street car parking, provision would be at the 2004 level with a 6%-10% addition. The issue of whether the AAP should seek to increase off-street car parking provision has been contentious and accordingly the Council in 2008 commissioned an up to date Off-Street Public Car Parking Demand Study. The AAP needs to balance the benefits to encouraging sustainable transport of maintaining or even reducing off street car parking provision against the need to ensure the ongoing prosperity of the shopping centre.

## **Housing**

- 4.37 There are both national and regional pressures to accommodate additional housing into the AAP area. The Government sees the Thames Gateway area as a focus for significant growth in new homes and expects that LBB&D, including Barking Town Centre, will play a major role in delivering them. The London Plan Alterations set a housing supply target for the Borough of 1,190 additional homes per annum and whilst it does not seek to direct where within the Borough they will be provided, Barking Town Centre has the potential to make a substantial contribution towards meeting the target.
- 4.38 The Borough's LDF Core Strategy accepts the London Plan housing targets and acknowledges that Barking Town Centre will make a significant contribution to meeting them by delivering some 6,000 additional homes over the plan period. The housing trajectory in the Core Strategy includes those sites which the AAP identifies for housing. The economic climate, particularly in respect of market housing, has changed since starting work on the Core Strategy and the housing trajectory seeks to address this by taking a more conservative approach to when new housing will be delivered and by seeking to assess the levels of risk of non-delivery. The Implementation section in Chapter 8 of this Plan gives an indication of how the Council will seek to minimise delays in housing delivery within the AAP area.
- 4.39 The area's capacity to accommodate additional homes is not, however, the only housing issue for the AAP. There are qualitative issues around the high rise housing provided the Gascoigne Estate which does not meet the Decent Homes Standard and which suffers from the environmental and social problems common to flatted high rise social housing estates. These same issues saw the demolition of the Lintons Estate in 2008.
- 4.40 The lack of affordable housing and the need for more family homes are further issues, particularly since the AAP area comprises wards which are within the top 10% of most deprived in England and most of the new housing units currently being built in the AAP area are one and two bed flats. However, the need for affordable housing has to be balanced against the relatively high levels of Council owned homes in the Plan area and the desire to create more balanced communities and give greater housing choice.

## **Community Facilities**

- 4.41 The additional homes and the additional population that they will generate will, inevitably, put pressure on current physical and social infrastructure (e.g. schools, health facilities and leisure, play & open spaces) in the Plan area. If Barking is to be a successful, thriving and sustainable community, it needs to have a good range of facilities to satisfy the needs of existing and new residents.
- 4.42 Accordingly In June 2006, the Council commissioned a Social Infrastructure Assessment and produced the Social Infrastructure Framework for the period between 2006 and 2027. This related to the supply of and future demands for a range of social infrastructure services such as healthcare, education, leisure, recreation and open space and community facilities including Libraries and Adult learning and Youth services.
- 4.43 The Social Infrastructure Assessment and subsequent work on building the evidence base for the AAP has identified the need to provide various facilities. The Foyer in

Wakering Road and the Children's and Family Health Centre next to the Town Hall were completed in 2008 but additional needs have been identified for:

- Two additional Primary Schools to serve the Plan area
- Further Education and training facilities within the Town centre
- More community and religious meeting space
- A town centre police shop and "back office" space elsewhere in the AAP area

### **Urban Design & Public Realm**

- 4.44 Although the Council's commitment to high quality design is beginning to change the look of the town centre, apart from some individually fine buildings, public realm improvement schemes such as Town Square and high profile pieces of public art, the standard of urban design throughout the Plan Area remains undistinguished.
- 4.45 It is consequently important that all new buildings and public realm improvements in the AAP area are of the highest quality in terms of architecture and urban design if the quality of life for residents is to be improved and Barking town centre is to compete with nearby town centres and attract the right sort of investment. There is significant pressure from developers for tall buildings within the town centre and the wider AAP area. Again it will be important that they are well located and of high quality design
- 4.46 The Plan area lies within an Area of Archaeological significance and also has a rich architectural and historic heritage containing two Conservation Areas, the Barking Abbey Ancient Monument Site and a number of statutory listed buildings and other buildings of local interest, which, although they do not meet the criteria for statutory listing, are nevertheless worthy of protection/preservation. The protection and enhancement of these assets is an important element of Barking's attractiveness as a commercial, cultural and residential town centre.

### **Parks and Open Spaces**

- 4.47 Although there are many grassed amenity areas within housing estates in the town centre, the Plan area contains few parks and public open spaces. Consequently there are significant areas with deficient access to local parks.
- 4.48 As well as a need to provide additional parks and open spaces to remedy this deficiency, there are qualitative issues in terms of facilities and environmental quality about the condition of many of the existing parks and open spaces in the AAP area.
- 4.49 Although Abbey Green is the most central open space in the town centre, contains key heritage sites and buildings and is occasionally used for major events, it is an under-exploited and therefore underused resource with almost no provision of amenities such as sitting areas, sports spaces or play areas for children.
- 4.50 Although not open space in the usual sense of the word, the publicly accessible banks of the River Roding offer very significant opportunities for informal leisure to the local population. Sites with frontages to the River Roding are likely to be brought forward for development during the Plan period and it will be important that the AAP secures

enhancements to the continuity and the quality of riverside areas rather than allowing developments to disrupt public access and thus reduce access to informal leisure.

### **Sustainability**

- 4.51 The issues of achieving low carbon development and securing high standards of sustainable design and construction in new developments have been explored during successive stages of producing the AAP, particularly in the context of the AAP area being designated as a pilot Energy Action Area by the Mayor for London.
- 4.52 However, the Council is of the view that, as the relevant policies in the Core Strategy and the Borough wide Development Policies apply to the AAP area, this plan need contain no additional general policies around these issues. Despite this, it does need to address the issue of implementing the combined heat and power system to serve the new developments within the Plan area which is a vital element of working towards achieving the challenging low carbon targets set for the AAP area.
- 4.53 Whilst the town centre itself has a low probability of flooding (Flood Zone 1), areas adjacent to the River Roding and towards the southern boundary of the plan area are at high risk of flooding (Flood Zone 3a). Consequently, as part of the Evidence Base for the AAP, the Council has undertaken the Sequential and, where necessary, Parts 1 and 2 of the Exception Tests in respect of all of the sites where the Preferred Options Report suggested a Site Specific Allocation would be made.
- 4.54 The application of the tests has indicated that the forms of development which the AAP proposes on sites within Flood Zone 3a are acceptable subject to developers submitting a flood risk assessment setting out details of on-site measures to reduce the likelihood and impact of flooding.

### **Developer Contributions**

- 4.55 Although direct expenditure by the Council and other public sector bodies (See Chapter 8 Implementation and Monitoring) will be an important element in delivering key elements of the plan such as enhancements of the public realm, the provision of social infrastructure and transport improvements, developer contributions will also be essential. The Council acknowledges that the slow down in economic activity may delay development in the AAP area and, with it the receipt of such contributions. Whilst the Council would, if this were to be the case, seek alternative funding streams, this could see delay in the implementation of some physical and social infrastructure.
- 4.56 The Council has set out in the Core Strategy its policy regarding the circumstances in which it will seek Section 106 contributions from developers. This policy will apply across the whole Borough, including the AAP area. The Council is also currently preparing a Community Benefits Supplementary Planning Document which will amplify the policy in respect of how developer contributions will be sought and applied. The London Thames Gateway Development Corporation has also adopted a policy for developer contributions in respect of applications for which it is the Local Planning Authority.
- 4.57 Accordingly the AAP does not need a different policy approach but there is merit in it identifying some locally specific priorities for developer contributions to those more general ones set out in the Core Strategy.

## 5 Vision and Objectives

- 5.1 The draft vision and its objectives for the Plan area which the Council set out in the July 2007 Issues and Options Report have strong echoes of the Community Strategy priorities. Both are designed to secure and sustain the economic, environmental physical and social regeneration of the area and that local people derive maximum benefit from it.
- 5.2 The vision and objectives have attracted significant support during community and stakeholder consultation on the AAP at both the Issues and Options Report and the Preferred Options Report stages although some minor wording changes have been made as a response to comments received. The current versions are set out below:

### **The Vision**

**By 2025, Barking Town Centre will become a vibrant, environmentally sustainable, prosperous and well designed destination with a distinctive character, high quality public realm and excellent transport accessibility. The health, educational attainment and qualification levels of the local population will have significantly improved and, in addition to providing significant levels of new homes for all sections of the community, the Town Centre will serve as the retail, leisure, commercial and training centre for the borough residents and grow in vitality and significance as it plays its full part in the expansion of the Thames Gateway**

### **The Objectives**

#### **Objective 1: Commercial Barking**

**To enhance the strength of Barking Town Centre as a major retail, leisure, employment and training location so that it can both meet local needs and fulfil its strategic role within Thames Gateway and the London town centre network.**

#### **Objective 2: Transport**

**To produce an efficient, integrated and sustainable transport system by improving public transport, providing appropriate levels of car parking, improving conditions for cyclists and pedestrians and reducing reliance on the car.**

#### **Objective 3: Housing**

**To maximise the provision of high quality housing, including affordable housing, whilst seeking to provide a greater variety of housing types and ensure that appropriate social infrastructure is in place to serve both the existing and new communities**

#### **Objective 4: Social Infrastructure**

**To improve the health, educational attainment and qualification levels of local people and to ensure that all new development, including the provision of new health, education, training and community facilities, builds on local strengths, promotes a sense of pride and fosters community cohesion.**

**Objective 5: Urban Design & the Public Realm**

**To protect local character and visual quality by ensuring that new development and improvements to the Public Realm are of high quality design and create a safe and secure environment accessible to all, by protecting and enhancing the historic environment and by raising awareness of Barking's history and heritage.**

**Objective 6: Parks and Open Spaces**

**To protect and improve the accessibility, connectivity and quality of parks, play areas, open spaces, rivers and river corridors within the Plan area and seek opportunities to enhance biodiversity.**

**Objective 7: Sustainability**

**To promote sustainable design and construction in new development in order to avoid, reduce and manage flood risk & other impacts of climate change, remediate previously contaminated land and minimise carbon production.**

**Objective 8: Developer Contributions**

**To secure appropriate developer contributions that will assist in meeting the key priorities of the Plan area.**

## 6 The Policies of the Area Action Plan

- 6.1 The policies are set out below under the AAP objective to which they relate. Some policies set out positive actions which the Council and other agencies will undertake to secure the AAP vision. Others describe criteria against which planning applications will be determined. All applications for planning permission within the AAP area must satisfy the relevant policies in the Core Strategy, the Borough wide Development Policies and the AAP as well as taking account of any relevant Supplementary Planning Documents.
- 6.2 The policies have been informed by the sustainability appraisal process and take account of the feedback received from the community and other stakeholders during the consultation exercises undertaken on the Scoping, the Issues and Options and the Preferred Options reports. The AAP Sustainability Appraisal Report and the Pre-submission Statement of Consultation should be consulted for more information on this.

### **Objective 1: Commercial Barking**

#### **POLICY BTC 1: ADDITIONAL SHOPPING FLOORSPACE**

**In order that Barking can better perform its Major Centre role, the Council will encourage the provision of additional shopping within the Town Centre (as defined on the Inset Proposals Map)**

**In line with the conclusions of the Barking Town Centre Retail Study Update 2009, the Council considers that up to 9,000 sq. m. (net) of additional shopping floorspace should be provided in the town centre in the period up to 2016.**

**Within the Town Centre, schemes which help to maintain a balance between Barking's local distinctiveness and the larger sized shop units currently missing will be particularly welcome.**

**In addition, the Council will be prepared to allow the relocation of the existing Tesco store at the junction of London Road and the A406 to a larger store on the Abbey Retail Park. This replacement store on the Abbey Retail Park will only be acceptable as part of housing- led mixed use development which includes a new primary school (see BTCSSA7), the cessation of retail use on the present site and its use for housing, and subject to the Council being satisfied that it would not adversely impact on the planned town centre retail development proposed by this Policy.**

**All schemes proposing additional retail floorspace will need to demonstrate that they comply with the environmental and transport policies of the Local Development Framework and do not prejudice the achievement of other proposals contained in the Area Action Plan.**



**The Council will continue to keep the need and capacity for additional retail floorspace in Barking Town Centre under review.**

## **REASONED JUSTIFICATION**

The Barking Town Centre Retail Study Update 2009 concluded that, although Barking is relatively healthy in terms of the vitality and viability indicators set out in PPS 6, there is scope to consolidate and improve its retail provision and that it needs to improve its retail offer if it is to prosper. The study concluded that, in the light of the forecast substantial house building in the area and the consequent projected levels of consumer spend in the catchment area, the Council should aim to accommodate up to 9,000 sq. m. of additional shopping floorspace within the Town Centre up to 2016. The study indicated that of this, some 2,250 sq. m. should be for convenience goods, some 5,800 sq. m. for of comparison shopping and the balance in retail services.

Whilst it will be important to ensure that Barking retains its character and does not become a bland shopping centre, the proposed level of increase will allow for improved comparison shopping not only for the immediate population but also for people elsewhere in the Borough including the new communities at Barking Riverside for whom Barking will be their nearest Major Centre. It can also assist in overcoming the identified shortage of larger shop units. However, developers bringing forward proposals for shopping floor space are urged to take account of the English Heritage document: "Retail Development in Historic Areas"

The greatest part of this expansion is proposed to be provided by the large food/non food store of some 4,500 sq. m. (net) within the London Road/North Street development (BTCSSA 1) and the some 2,500 sq. m. (net) expansion of the Vicarage Field Shopping Centre (BTCSSA 12). It is likely that the remainder of the additional floorspace will be provided within the Barking Station Masterplan SPD area (BTCSSA 3) but much of the retail floorspace there may be delivered after 2016.

The delivery of the large food/ non food store in the London Road/North Street development is central to the Council's strategy for shopping in the Town Centre. Although it will not wish to ensure that the delivery and ongoing viability of the store is not prejudiced, it believes that there may also be an opportunity to rationalise the existing large scale shopping on the outskirts of the town centre.

The existing Tesco store at the London Road/A406 junction is in an out of centre location which encourages single trip car borne shopping. The Council originally opposed it because of concerns about its impact on the vitality and viability of the Town Centre although permission was granted on appeal to the Secretary of State.

The store is currently some 3,500-4,000 sq m. Tesco wish to extend this store but the Council have refused permission because of the site's out of centre location and the potential impacts on the vitality and viability of the town centre.

The Abbey Retail Park is an edge of centre site which currently accommodates a low density single storey development including electrical, home furnishing and DIY stores. It appears to be underperforming in trading terms with a number of stores closed or

closing, whilst its undistinguished appearance makes a very poor setting for the heritage sites at Barking Abbey.

The Council considers that there is merit in allowing the replacement of the existing Tesco store with a larger store on the Abbey Retail Park as part of a comprehensive development of both sites. The new store will be on an edge of centre site rather than, as at present, an out of centre site and this better aligns with the provisions of PPS 6.

To be acceptable, any scheme will need to ensure that all retailing ceases on the existing Tesco site and that, apart from the possibility of small local shops to serve the new residential community, the new store is the only retail on the Abbey Retail Park. It is anticipated there will only be a limited net increase in convenience retail floorspace because most of the additional space in the new superstore will be for the comparison goods not sold in the existing store and this increase will be outweighed by the removal of the current non-food retail warehouses on the Abbey Retail Park.

It is considered that due to the removal of the comparison goods floorspace at Abbey Retail Park and provided the increase in convenience floorspace is limited, a larger store at this edge of centre site should not have adverse impacts on the viability and vitality of the town centre itself, including the proposed retail developments. However the Council will expect any planning application to demonstrate this.

The Council acknowledges that the 2009 Retail Capacity Study only provides projections to 2016 and that these may require re-appraisal as retail development in the town centre takes place and the catchment population grows. Consequently the Council will keep the need for additional shopping under review and will update the retail capacity study as necessary but certainly by 2012.

## **POLICY BTC 2: PRIMARY AND SECONDARY SHOPPING FRONTAGES**

**Proposals for a change of use from retail within Barking Town Centre will be assessed against policy BE1 of the Borough Wide Development Policies. For the purposes of implementing this policy in Barking Town Centre, the Council will regard the primary and secondary shopping areas and the constituent frontages as set out below and defined on the Inset Proposals Map:**

### **Primary shopping frontages**

East Street: 1-35, 41-67, 2a-42, 54-68 & 2 Ripple Road  
Station Parade: 1-27, 2-18, 24 – 38  
Vicarage Field: Ground Floor, First Floor  
Ripple Road; 1-5  
The Town Square Phase 2 frontage onto Ripple Road

### **Secondary shopping frontages**

Station Parade; 29-41, 51-61, 50-74  
Ripple Road 13-23  
London Road: 1-29

**No restriction will be placed on changes of use to non-retail uses in the following frontages within and on the fringe of the Town Centre:**

Ripple Road; 25-55, 32-58, 62-82, 107-119

Longbridge Road; 13-41, 14-62a, 69-99, 64-102

London Road :14-34

**The existing parade of shops at the Triangle, in Fanshawe Avenue and in the Gascoigne Estate (or any replacement shopping for it which is provided as part of creating a new neighbourhood) are defined as Neighbourhood Centres for the purposes of policy BE1 of the Borough wide Development Policies.**

**Change of use proposals for other shopping parades and individual shops in the AAP area will be judged against policy BE3 of the Borough wide Development Policies.**

N.B. The retail status of the frontages to the new Market Square will be decided when more detail is known as to the form of the London Road/North Street redevelopment scheme (BTCSSA1).

## **REASONED JUSTIFICATION**

The UDP designated primary shopping areas where retail was given a high degree of protection. However, because some non retail uses such as banks, building societies and restaurants are required for, and add to, the attractiveness and efficient functioning of the Town Centre, it also designated secondary shopping frontages where a more flexible approach would be adopted and a number of frontages towards the edge of the centre where there would be no limits on changes of use from shops to such uses.

Policy BE1 of the Borough wide Development Policies has continued this policy approach, setting a limit of 15% of non retail uses in the primary shopping areas and 30% in the secondary shopping areas. It also requires the AAP to define these areas for Barking Town Centre.

The AAP proposes changes to the UDP designations which are designed to protect the retail nature of the core of the centre but retain sufficient flexibility to accommodate other appropriate town centre uses. The changes are not substantial. The East Street frontages are redefined because of the demolition of numbers 37 and 39 as part of the London Road/North Street scheme (see BTCSSA 1). The small area of primary frontage 13-23 Ripple Road is downgraded to secondary status because it is separated from the rest of the primary area by the service road to the Vicarage Field Shopping Centre and already contains one large non-retail use.

The frontages 32-58 Ripple Road and 25-55 Ripple Road are downgraded from secondary to unrestricted frontages. They already significantly exceed the maximum % of non retail envisaged by the policy for secondary frontages, only perform a limited retail role and removing the retail protection will enable them to develop a new role in the town centre and, by providing an appropriate location for non retail uses, take pressure for changes of use off those frontages which retain their primary or secondary designation.

The restriction of hot food takeaways to a maximum of 15% of the measured frontage will, however, still apply.

9-29 London Road was designated in the UDP as an unprotected frontage. However despite the existing high levels of non retail use, it is now redesignated as a Secondary shopping frontage because of the impact on shopping in that part of the town centre which the London Road/ North Street development (BTCSSA1) is expected to have. Conversely, the frontages 37-57 London Road and 2-42 North Street have been omitted completely from the policy since the development will demolish them and re-provide no retail frontages in their place.

It has been difficult to give postal addresses for some of the relevant frontages because developments currently underway or proposed for the future involve demolition of existing premises. For instance, 14-26 Ripple Road has been demolished to make way for the Town Square Phase 2 development and these will provide new retail units but their postal addresses are not yet fixed. In other cases including London Road/North Street and Vicarage Field only general designations can be given since the form of the development and the numbers and orientation of retail uses is, at present, unknown.

### **POLICY BTC 3: OFFICE DEVELOPMENT**

**The Council will support and encourage the provision of additional commercial offices within the Town Centre (as defined on the Inset Proposals Map) and expects that such offices will generally be provided as part of mixed use schemes and regards the Barking Station Interchange Masterplan area (see BTCSSA3) as particularly appropriate.**

**Where offices are proposed on sites within the primary shopping areas, the Council will expect offices to be at upper floors with retailing at street level. Proposals for change of use from either retail or residential to offices will only be acceptable where they conform with the relevant policies of the Borough wide Development Policies.**

### **REASONED JUSTIFICATION**

Although there are some 50,000 square metres of office floor space in the town centre, much of the existing commercial stock is becoming dated, is often of poor quality and does not meet the needs of current and future potential occupiers.

Refurbishment/redevelopment of this space or the creation of new office floorspace in mixed use developments would assist in maintaining the vitality of the town centre and increase the availability of local jobs. Office development can also be a spur for wider improvement such as providing a stronger and more attractive lunch and evening environment and economy for workers & residents for example through the creation of new public spaces and cafés & restaurants.

The Barking Station Masterplan Supplementary Planning Document will provide more details about how and where office provision around the station area may be provided. Although in the short term at least, there is little prospect of attracting significant office development to Barking, the 2008 King Sturge report "Demand for Office Use in Barking Town Centre" concluded that there is a latent demand for small scale offices in the Town Centre. It would be short-sighted, therefore, to rule out any prospect for modest office floorspace over the plan period and consequently the policy enables its provision should proposals be brought forward.

#### **POLICY BTC 4: HOTEL DEVELOPMENT**

**The Council will encourage the provision of hotels within the Town Centre (as defined on the Inset Proposals Map) and regards the inclusion of a hotel in the mixed use development for the transport interchange site at Barking Station (see BTCSSA 3) as particularly appropriate.**

**Proposals for new hotels outside the Town Centre will be resisted although the Council will view favourably the expansion of the existing cluster of hotels fronting onto the A406 subject to proposals conforming with the relevant policies of the Borough Wide Development Policies and having no unacceptably adverse traffic effects on local roads, the A406 and the Strategic Road Network. Proposals must also be of a high quality of design, improve the current frontages to the A406 and include measures to provide better pedestrian links with the Town Centre.**

#### **REASONED JUSTIFICATION**

Barking's proximity to London and its excellent public transport links to it make it a suitable hotel location, particularly in the light of the 2012 Olympics. Hotels are also uses that one would expect to find in a major centre such as Barking. However, apart from a cluster of budget hotels fronting onto the A406 and a recently opened hotel as part of the Town Square Phase 2 development, there are no hotels within the commercial heart of the Town Centre.

The Council wish to remedy this as hotel development can have positive effects on the image and the prosperity of the Town Centre and will be particularly useful if Barking develops the greater suburban office and tourism roles that the AAP promotes.

The 2008 King Sturge report "Hotel Requirements in Barking" concluded that there is scope for additional hotel accommodation in the town centre, albeit at budget and lower mid market levels.

The requirement for any proposals for expansion of the A406 hotels to be of a high quality design is in order to improve the look of what is a highly visible but utilitarian frontage to the A406. Improved pedestrian links to the town centre will secure some benefit to the town centre economy from those staying there rather than as at present these functioning as motels with little or no relationship to the surrounding economy.

Any such expansion proposals will be required to submit Transport Impact Assessments detailing their effects on both the local road system and the Strategic Road Network and proposals to remediate any adverse impacts.

#### **POLICY BTC 5: LEISURE USES AND THE EVENING ECONOMY**

**The Council will encourage the provision of commercial leisure uses within the Town Centre (as defined on the Inset Proposals Map) and regards their inclusion as part of a mixed use development around Barking Station (see BTCSSA3) or the Broadway Theatre as particularly appropriate.**

**The Council will also regard small scale commercial leisure uses as appropriate in the area around Town Quay provided proposals demonstrate improved public transport access to the area, improved pedestrian and cycling links with the Town Centre and the protection/enhancement of the character of the Abbey Road Riverside Conservation Area and of the various listed Buildings in the area.**

**The Council will encourage the provision of leisure uses that will stimulate and sustain a vibrant evening economy. The Council will welcome restaurants (not hot food takeaways) and family oriented developments and will wish to avoid any over-representation of the vertical drinking bars and late night entertainment venues that can be the cause of noise, disturbance and anti-social behaviour.**

**To help stimulate the evening economy and provide more activity that will help reduce fear of crime, the Council will, between 7.30 pm and 1.00 am, open East Street to vehicular traffic and provide a number of on-street parking bays.**

#### **REASONED JUSTIFICATION**

Barking town centre is generally fairly poorly served in respect of leisure and entertainment uses although the increasing numbers of new homes proposed in the centre will help to sustain new small scale leisure uses.

A strong evening economy is important to the image and prosperity of Barking and the Council wishes to increase the leisure opportunities for local people and the scope such uses bring with them for additional employment.

Although the Council recognises the need for the Town Centre to provide facilities for, and to be attractive to, all sections of the community, it is keenly aware of the need to minimise the potential risks associated with a drinking based evening economy (anti-social behaviour, crime and amenity). Accordingly, the Council will, either through planning or licensing controls and in liaison with the Metropolitan Police, limit the numbers of vertical drinking bars and late night entertainment venues uses in the town centre. It will aim to provide evening uses suitable for all sections of the community including families and will also work with developers and operators to secure more restaurants in the town centre

A balanced evening economy will increase the attractiveness of the Barking to all sections of the community and hopefully give confidence to family-friendly and quality operators that it is a place for them to locate.

There are benefits to concentrating evening economy uses within the Town centre and particularly around the Station in that it enables people to arrive by public transport and to be readily dispersed at the end of the evening. However, such an approach can lead to the over concentration of such uses in a relatively small area and, whilst being good for vibrancy, cause noise and public order difficulties.

As part of opening East Street to vehicular traffic, the Council will explore the potential for a number of the evening parking bays to be created to be dedicated for Car Club usage (see policy BTC9).

The Council regards the area around Town Quay as a PPS6 Edge of Centre location where leisure and evening economy uses are entirely appropriate and thus one which provides this greater distribution of evening economy uses through the wider Barking Town Centre area. It will also provide a night time economy which can contribute to the regeneration of the waterfront and provide for the needs of the residents of the new housing proposed at the Freshwharf Estate (see BTCSSA2, the Abbey Retail Park (see BTCSSA7) and the Cultural Industries Quarter. (see BTCSSA9) It also supports the proposed cultural industries quarter itself and strengthens the links between the Town Centre and the waterfront.

#### **POLICY BTC 6: BARKING AS A VISITOR DESTINATION**

**In line with Policy CP 1 of the Core Strategy, the Council will seek to develop and promote Barking as a recognised visitor destination. As part of this, the Council will seek to improve the interpretation resources and visitor facilities associated with the Abbey ruins, the Curfew Tower and St Margaret's Church.**

#### **REASONED JUSTIFICATION**

Although the AAP area has a number of potential attractions, little is currently made of them and Barking does not function as a visitor destination in any real sense other than as a shopping centre. Making Barking a visitor destination will help to create jobs and improve the vitality and prosperity of the Town Centre and this would be particularly the case if town centre hotel development associated with tourism takes off.

Strengthening and diversifying the street market and promoting it as a major visitor attraction, making the most of a burgeoning evening economy, ensuring the success of the Cultural Industries Quarter and building on the success of the Broadway Theatre possibly by the development of a cultural hub around it, all have the potential to give Barking town centre some tourism potential.

However, the Council considers that the significant heritage assets located within the Plan area are the key element and that these will be supplemented as the industrial,

maritime and fishing heritage assets of the River Roding area are reclaimed and made more accessible from the Town Centre through work to Abbey Green and Town Quay.

Improving the interpretation facilities at, and the promotion of, the historic Abbey monument, St. Margaret's Parish Church and the Curfew Tower (see BTCSSA8), improving the links between heritage assets and linking them with the closely adjacent and historic Eastbury Manor House are essential elements of this.

## **Objective 2: Transport**

### **POLICY BTC 7: IMPROVING PUBLIC TRANSPORT**

**The Council will seek improvements to the public transport network serving Barking town centre and the rest of the Plan area.**

**In particular, it welcomes and will promote the development of East London Transit and the Barking to Royal Docks Bus Corridor through the Town Centre and the wider AAP area on the indicative alignments shown on the Inset Proposals Map, subject to:**

- **Design and layout of the initial bus based systems not precluding subsequent upgrading to a tram based system**
- **The provision of appropriate associated public realm improvements undertaken in line with the Barking Code**
- **Acceptable interchange arrangements as part of the creation of a major transport interchange at Barking Station (see BTCSSA 3).**
- **It not causing unacceptable environmental impacts on areas within the Plan area through which the transit schemes pass.**
- **Ensuring that the detailed design provides fully for pedestrian safety in the Town Centre, including for those with physical or visual impairment.**

**Whilst the bus-based systems are likely to be implemented within existing highway boundaries, the Council acknowledges that the acquisition of some small areas of land, the precise extent of which it is not possible for TfL to identify at this stage, may be required. If the upgrade to a tram based system is implemented, it is likely that larger areas of land could be required. In either case, the Council will support such future acquisition provided it will not prejudice the attainment of other AAP policies and proposals.**

### **REASONED JUSTIFICATION**

Barking Town Centre is a major transport hub giving connections onwards to other local and sub-regional areas, London wide and national destinations. It is also a major destination for shopping, employment and a range of other services. Given this, the Council will continue to lobby Transport for London and Service Operators for improvements to the public transport network, particularly bus, rail and underground



services, to meet the needs of residents, employees, businesses and visitors to the area.

East London Transit is a Transport for London (TfL) project to upgrade public transport in Thames Gateway on the north side of the River Thames. ELT is designed to help meet the growing demand for travel in the area and will offer passengers quicker journeys through better segregation and bus priority measures, new vehicles, better information and new, modern stops and shelters.

The construction of the Phase 1a, which will connect Ilford to Dagenham Dock via Barking town centre, was started in January 2008 with the relocation of the affected market stalls to a new market square off East Street (see BTCSSA1) and is due to be operational in autumn 2009. It will be bus based, although the detailed design will allow for upgrading to a tram based system if this proves viable.

Phase 1a will enter the AAP area at the Longbridge Road roundabout and will pass along Longbridge Road past the station before entering the pedestrianised sections of Station Parade and Ripple Road. The streets will remain essentially pedestrian in nature but with ELT buses running down the middle and the Council will ensure that ELT is accompanied by significant improvements to the quality of the town centre environment and rigorous safety measures to protect pedestrians.

Phase 1b will also use the pedestrianised sections of Station Parade and Ripple Road but as it begins and completes its route at Barking station, it will require waiting space for its buses to be incorporated as part of the overall scheme to improve the Barking Station Interchange (see BTCSSA3).

The Council welcomes ELT since it will assist the regeneration and enhance the image of the Town Centre and improve the accessibility of Barking Town Centre from the surrounding areas including the new residential developments at Barking Riverside and South Dagenham. It will also, in line with its sustainable transport objectives, encourage modal shift away from the private car and onto public transport.

Phase 2 of ELT, which was originally conceived to connect Barking to the proposed Thames Gateway Bridge and which would have further increased the regeneration benefits for Barking, was omitted from the 2008/09 Transport for London Business Plan. However the Council still believes that such public transport improvement is essential both because of the local accessibility benefits but also because of the sub-regional benefits that can still be obtained through links to City Airport and to Custom House with interchange to Crossrail. The Council is, therefore working with the London Thames Gateway Development Corporation and Transport for London to deliver the Barking to Royal Docks Bus Corridor. (BRDBC)

BRDBC will follow the same route as ELT Phase 1 as far as the bandstand but from there it will go along London Road and North Street providing ready access to the shopping and the further education facilities proposed as part of the London Road/North Street Site Specific Allocation (see BTCSSA1). The route will then use the Broadway and Gascoigne Road before turning right along the Shaftesburys and crossing the River Roding by a new bridge linking the Cultural/Creative Industries Quarter (see BTCSSA 9) and the Freshwharf Estate (see BTCSSA 2).

In order to improve public transport accessibility for the community, the Council will wish to explore with TfL the scope for and the benefits of BRDBC being delivered as part of the creation of a new neighbourhood where the Gascoigne Estate currently is.

#### **POLICY BTC 8: TRAFFIC MANAGEMENT/ABBEY ROAD HOME ZONE**

**The Council wish to encourage through traffic to remain on the primary road network and thereby reduce the levels of traffic using the roads in the Plan area as a short cut to avoid delay at the A13/A406 junction. Accordingly, the Council will implement traffic management measures in Abbey Road, St Paul's Road and Gascoigne Road designed to reduce their attractiveness as a through route.**

**Abbey Road between the Lighted Lady roundabout and its junction with Highbridge Road will become a Home Zone with physical measures such as carriageway width reductions, enhanced pedestrian crossings and a 20mph speed limit.**

**The Council's long term aim is to completely close Abbey Road, grass it over and integrate it into the improved Abbey Green open space.**

#### **REASONED JUSTIFICATION**

The Council wishes to deter traffic from using Abbey Road, St Paul's Road and either Gascoigne Road or King Edward Road as a rat run to avoid the Beckton Roundabout because of the adverse environmental impacts it has on that part of the AAP area and because its continuation will frustrate what the AAP seeks to achieve for the Gascoigne Estate (see BTCSSA6) and the Abbey Green/Town Quay area (see BTCSSA8).

The interim measures will provide a more appropriate setting for the heritage assets on Abbey Green and the new residential and primary school development proposed for the Abbey Retail Park (see BTCSSA7) and will reduce severance/improve pedestrian links between the Town Centre and the River Roding.

The Council will look to Local Implementation Plan funding and Section 106 Agreements to fund the implementation of the scheme.

The Council's long term aim to completely close Abbey Road, grass it over and integrate it into the improved Abbey Green open space is because the Council regard Abbey Green, together with the River Roding, as having the potential to be the unifying element between the major areas of change proposed by the AAP. The Town Centre and the western part of the Gascoigne Estate front onto Abbey Green; the Fresh Wharf Estate, the Cultural Industries Quarter and the existing Tesco site all have frontage onto the river whilst Town Quay and the Abbey Retail Park have frontages to both the river and the Green.

The improvements proposed for both Abbey Green and the River Roding offer the prospect of the, predominantly housing, development envisaged for these sites being set within an integrated, high quality, natural and historic environment. However, Abbey Road, even with the

proposed Home Zone type treatment, would remain an obstacle both to this integration and to better pedestrian and cycle links between the River and the Town Centre.

The Council acknowledges that, in order to achieve the longer term closure of Abbey Road, more radical changes to the road and traffic system within the Plan area will be required.

#### **POLICY BTC 9: TOWN CENTRE CAR CLUB**

**In order to reduce reliance on the private car, to encourage car pooling and to support the policy of reduced car parking for new residential developments, the Council will support the introduction of a town centre car club.**

#### **REASONED JUSTIFICATION**

A car club provides its members with quick and easy access to a club vehicle for short term hire. Cars are located at designated parking bays in the area and the driver returns the car to one of the bays at the end of the journey. Members pay a monthly or annual subscription and pay-as-you-go charges include fuel and maintenance costs.

The proposed club is designed to encourage and facilitate a move away from private car ownership and complement the Council's other policies and strategies to facilitate a modal shift to more sustainable forms of transport. The Council considers it necessary, viable and useful in the town centre because of:

- Parking pressures and the existence of controlled parking zones;
- The good public transport links within the town centre.
- Town centre housing developments having reduced or no parking
- A business community with potential for corporate use of the car club.

The club, which will be operated and managed by a private sector company, will initially be focussed on the Axe Street/Town Square area but will, if successful, later be extended to other parts of the Town Centre. At that point the Council will explore the potential for a number of the evening parking bays to be created on East Street (see policy BTC5) to be dedicated for Car Club usage.

#### **POLICY BTC 10: PEDESTRIAN MOVEMENT**

**The Council will seek to improve the pedestrian environment by ensuring that pedestrian routes and pavements are well lit, well maintained, safe and accessible to all. It will improving pedestrian signage to and within the Town centre and will ensure that pedestrian crossings include dropped kerbs and tactile paving.**

**Links into and through the Town Centre will be improved by:**

- Seeking 3 additional pedestrian crossings of the River Roding , one on the bridge that will carry the Barking to Royal Docks Bus Corridor and one further north linking the Fresh Wharf Estate (see BTCSSA 2)and Cultural Industries Quarter (see BTCSSA 9) and a possible third linking the existing Tesco site and the Abbey Retail Park (see BTCSSA7).
- Encouraging rail and underground operators to improve the pedestrian footbridges in the Plan area including adaptation to make them usable by the mobility impaired
- Making significant improvements to the materials and lighting of the Lintons subway under the Northern Relief Road in order to improve the pedestrian environment and reduce people’s personal safety concerns about using it
- Improving the pedestrian routes across Abbey Green and implementing the Home Zone approach to Abbey Road (see Policy BTC 8) in order to improve links between the Town Centre and the historic waterfront
- Improving the currently very difficult pedestrian access at the Longbridge Road roundabout.
- Seeking to introduce traffic calming on St Pauls Road (including the possible conversion of the existing roundabout to a traffic light junction) in order to reduce severance between the Town Centre and a new neighbourhood where the Gascoigne Estate currently is.
- Improving currently confusing and disjointed pedestrian routes as part of creating a new Gascoigne neighbourhood (see BTCSSA 6)
- Implementing the Barking Park-Greatfields Park-Roding Valley Loop Greenway Trail (dual use with cyclists)
- Reducing the adverse impacts on the pedestrian environment of loading and unloading in the Town centre, particularly on market days.
- Ensuring that the detailed design of East London Transit and the Barking to Royal Docks Bus Corridor provides fully for pedestrian safety in the Town Centre, including for those with physical or visual impairment (see policy BTC7).
- Implementing a town centre pedestrian signage project
- Improving the connectivity and quality of the riverside pedestrian route (see policy BTC 21).
- Improving pedestrian access across the A406 as part of the proposals for the Fresh Wharf Estate (see BTCSSA2)
- Exploring with Transport for London the scope to provide additional and better pedestrian crossing facilities over the A13 into the AAP area

**The Council will primarily implement these measures through Transport for London funding and developers’ contributions.**

## **REASONED JUSTIFICATION**

For most people, walking is part of every journey made and it will be particularly the case with certain groups like the young and those who cannot afford a car. Encouraging walking will, more generally, help reduce reliance on car use and help to encourage healthy and active lifestyles. However, pedestrians currently experience significant severance of the town centre from the surrounding residential areas because of busy

roads, the railway tracks with poorly located bridges which are not adapted for use by the mobility impaired and by the River Roding. Badly lit subways which are intimidating to use are a further problem, particularly at night, although the arts installation within the Wakering Road subway helped to foster public confidence and usage there.

The River Roding is also a barrier to pedestrian movement and one which will become more acute if and when developments along the west side of the river such as the housing/mixed use schemes on the Fresh wharf Estate and the housing scheme on the existing Tesco site at the junction of London Road and the A406 are completed. The two proposed additional bridges will be required in order to make for good pedestrian linkages into Abbey Green and the Town Centre

Although large parts of the Town Centre are currently pedestrianised, the pedestrian experience can still remain poor because of overcrowding on footways and conflicts with loading/unloading on market days.

Existing pedestrian signage within the town centre is currently poor and the pedestrian environment would be enhanced by being more legible. A Town Centre Pedestrian Signage Project would help reinforce a sense of identity in Barking, improve legibility and people's ability to navigate through the area, as well as making a positive contribution to the public realm.

Redevelopment of the Fresh Wharf site (BTCSSA2), the Tesco/Abbey Retail Park (BTCSSA7) and the Cultural/creative Industries Quarter site (BTCSSA9), all offer the opportunity to improve the connectivity and quality of the riverside walkway. In addition to enhancing the recreational potential of the river, the proposed bridges, would improve pedestrian links from the river area into the town centre.

Additional crossings over the A13 would facilitate movement to and from the areas to the south towards the town centre and allow ready pedestrian/cycle access by residents of the AAP area and particularly the Gascoigne to the employment and leisure opportunities on the south side of the A13.

The Council will continue to seek funding from TfL for feasibility studies into upgrading existing pedestrian routes on an annual basis through the LIP Annual Reporting and Funding Submission. It will also, where appropriate, seek funding from external sources, including developers, to fund or partially fund the feasibility, design and implementation of such schemes.

#### **POLICY BTC 11: CYCLING FACILITIES**

**The Council will seek to improve facilities for cyclists within the Plan area by:**

- **Investigating the opportunities to create more dedicated cycle routes through and into the Town Centre.**
- **Seeking additional crossings of the River Roding, including the provision of a cycle path on the bridge that will carry the Barking to Royal Docks Bus Corridor and one further north linking the Fresh**

**Wharf Estate (see BTCSSA 2) and the Cultural Industries Quarter (see BTCSSA 9) and a possible third linking the existing Tesco site and the Abbey Retail Park (see BTCSSA7).**

- **Encouraging rail and underground operators to consider the adaptation of the pedestrian footbridges in the Plan area to make them usable by cyclists**
- **Securing the provision of additional covered and secure bicycle parking facilities at Barking station, in the Town Centre and as part of major new developments.**
- **Improving the cycling routes across Abbey Green in order to improve links between the Town Centre and the historic waterfront**
- **Making the London Cycle Network Route (LCN+) route which links the London Boroughs of Redbridge and Newham more effective by overcoming the barrier currently posed by the Northern Relief Road.**
- **Extending the existing cycle route which runs along the River Roding between London Road and Cowbridge Lane northwards to the Borough boundary where it can cross into L.B. Newham.**
- **Implementing the Barking Park-Greatfields Park-Roding Valley Loop Greenway Trail (dual use with pedestrians)**

**The Council will primarily implement these measures through Transport for London funding and developers' contributions.**

## **REASONED JUSTIFICATION**

As with walking, promoting cycling will help reduce reliance on car use and help to encourage healthy and active lifestyles. Again however, the cycling environment in and around Barking town centre is currently quite poor in a number of respects as set out below and the policy is designed to improve these situations.

The policy is designed to encourage more cycling in the AAP area. Reallocating road space for well designed cycle routes or providing new off-road routes will have positive effects upon safety and comfort for cyclists and, hopefully therefore, encourage modal shift away from the car. Providing safe, convenient and secure bicycle parking at key town centre destinations such as Barking Station (see BTCSSA3) will have the same effect.

The Council will continue to seek funding from TfL for feasibility studies into upgrading existing cycle routes and developing new cycle routes on an annual basis through the LIP Annual Reporting and Funding Submission. It will also, where appropriate, seek funding from external sources, including developers, to fund or partially fund the feasibility, design and implementation of cycle routes and facilities.

## **POLICY BTC 12: OFF-STREET PUBLIC CAR PARKING**

**The Council will manage its off street public parking spaces to favour shoppers and other short stay visitors to the Town Centre so as to support the vitality and viability of the centre and discourage car journeys to work. It will also assist town centre residents. This will be achieved by the charging regime and by seeking to reduce the number of long stay parking season tickets for office workers issued for the London Road Car Park.**

**It will also seek to implement a Variable Message Signing system to make motorists aware of the availability of spaces in the Town Centre car parks.**

**The Council will seek to increase the number of spaces for town centre users to 1,600 in line with the findings of the 2009 Public Off Street Parking Demand Study. This increase will be met by:**

- **The car park associated with the large food/non-food store within the London Road/North Street scheme (BTCSSA1).**
- **A new multi-storey car park within the Axe Street/Abbey Sports Centre development (BTCSSA5) on the site of the existing Wellington Street temporary surface car park.**

## **REASONED JUSTIFICATION**

The Council intends to manage the use of public off street parking to serve both its sustainable transport objective and its priority to maintain and improve the vitality and viability of the town centre.

The 2009 Public Off- Street Parking Demand Study demonstrates that, excluding the Linton Road car park which at peak demand times is used exclusively by market traders and not open to shoppers/visitors, there are currently 1,345 public off street spaces in the town centre. A significant number of spaces have been lost to development since 2003 when the figure was 1,563. Whilst the Council acknowledges the potential benefits to encouraging sustainable transport of not replacing these lost spaces, it considers that the AAP needs to balance this against the need to ensure the ongoing prosperity of the shopping centre. Despite the fact that additional short term spaces for shoppers and visitors will be created by limiting long stay use for office workers, the Study evidences that the replacement car parking is necessary to meet forecast demands from new development during the Plan period. This will also help ensure that the centre remains accessible and attractive to car borne shoppers.

Such replacement is particularly important in the light of the significant increases in retail floorspace that the AAP seeks to deliver in the town centre and to the substantial number of additional households that will be created within Thames Gateway that will have Barking as their nearest Major Centre. Not to provide it would lead to shoppers

driving to other centres such as Ilford & Romford leading to no sustainable transport benefits but adverse impacts on the vitality and viability of Barking Town Centre.

The 2009 Public Off Street Parking Demand Study surveyed the use of existing town centre car parks. This found that whilst during the week London Road was well used because of worker parking, usage levels on Saturdays plummet to some 10%. The Council intends to introduce a Vehicle Messaging System to provide real time information on the availability of parking which may help to overcome this problem

However the London Road multi storey car park is not as well positioned or accessible as Vicarage Fields or Axe Street and therefore the Council proposes to reallocate 130 of its spaces for residential car parking. These spaces will be for residents of the proposed London Road/North Street (BTCSSA1), King William Quarter (BTCSSA4) and Station Masterplan developments (BTCSSA3).

The policy proposes two new car parks. The new town centre 310 space car park within the London Road/North Street scheme is essential to serve the large store. 50 of the spaces in the new multi-storey car park within the Axe Street/Abbey Sports Centre development will be for residents but the remaining 200 spaces will serve the town centre and particularly the adjacent Broadway Theatre, the Abbey Sports Centre, the Learning Centre and the Children's and Family Health Centre.

These two new car parks with a combined public parking capacity of some 510 spaces will, together with the existing Vicarage Field car park (500 spaces), the Lidl car park (70 spaces) and the London Road multi-storey (with its capacity for town centre parking reduced to 490) take public provision to 1,600 spaces in line with the recommendation of the 2009 Public Off Street Parking Demand Study. The Linton Road car park is excluded from this total since at peak demand times it is used exclusively by market traders and not available to shoppers/visitors.

The table below demonstrates how public off street parking provision will change.

Car Park	Existing			Future		Total public off-street parking
	Shopper/visitor	Worker	Total	Shopper/visitor	Worker	
London Road Multi-storey	100	550	<b>650</b>	100	420	<b>520</b>
Axe Street	85	0	<b>85</b>	200	0	<b>200</b>
London Road/ North Street	40	0	<b>40</b>	310	0	<b>310</b>
Vicarage Field	500	0	<b>500</b>	500	0	<b>500</b>
Lidl	70	0	<b>70</b>	70	0	<b>70</b>
<b>TOTAL</b>	<b>795</b>	<b>550</b>	<b>1345</b>	<b>1180</b>	<b>420</b>	<b>1600</b>

This strategy provides a better distribution of shoppers/visitors car parking around the town centre, deals with the under-usage of London Road and enables adequate car



parking to be provided for nearby residential schemes. Losing shopper/visitor spaces in the London Road multi storey is not considered a problem because of the significant under use on a Saturday and the new car park in the London Road/North Street scheme is just across the road from it.

Such a reduction will accompany the Council seeking to limit long stay parking in the London Road multi-storey and avoid the current situation where many spaces in the car park are occupied all day by town centre workers using season tickets which both encourages unsustainable commuting to work by car and reduces the spaces available to shoppers and other town centre users.

Implementing the VMS system will offer significant benefits to shoppers arriving by car who will immediately be aware of where there are available parking spaces and sustainable transport benefits in reducing congestion from motorists trying to find a space or queuing at a full car park. The Council will seek funding from TfL for a feasibility study of the scheme through the LIP Annual Reporting and Funding Submission.

This policy only relates to off-street car parks within the defined town centre. Although the Council acknowledges that significant spaces are also provided at the Abbey Retail Park and at the Tesco store at the junction of London Road and the A406, these perform little or no town centre function. There is also likely to be a significant reduction in the number of these spaces with the implementation of BTCSSA7.

### **Objective 3: Housing**

#### **POLICY BTC 13: HOUSING SUPPLY**

**The Council intends that, in line with policy CC1 of the Core Strategy, the AAP area will accommodate at least some 6,000 additional homes in the 15 year period between 2009/10 and 2023/24. Some 5,000 of these additional homes will be provided at the sites set out in Section 7 of the Plan.**

**The Council is aware of other, generally smaller, sites in the AAP area where housing proposals are under construction, have planning permission or are currently being brought forward. It is confident that these, taken together with the Site Specific Allocations, will allow the 6,000 figure to be attained. It further expects that other “windfall” sites will be brought forward for housing by owners or developers during the plan period which may allow it to be surpassed.**

**The Council acknowledges that these additional homes and the additional population that they will generate will, inevitably, put pressure on current physical, social and green infrastructure in the Plan area. The Council is committed to working with its partners to deliver such infrastructure (e.g. schools, transport, health, leisure, play & open spaces) in a timely manner but it will also wish to ensure that development will not proceed unless additional the infrastructure will be provided prior to its opening or to a guaranteed and agreed timetable.**

## **REASONED JUSTIFICATION**

The London Plan sets a housing supply target for the Borough of 1,190 additional homes each year although it does not seek to direct where within the Borough they will be provided. The Borough's LDF Core Strategy accepts the London Plan housing targets and acknowledges that Barking Town Centre will make a significant contribution to meeting them by delivering some 6,000 additional homes between 2009/10 and 2023/24. The Core Strategy provides a trajectory of when this additional housing is likely to be developed and an indication of the split between large and small sites.

This trajectory reflects the Council expectation that the great majority of the additional homes to be built in the AAP area will be provided at the sites for which specific allocations are made in Section 7 of this Plan. Some of the sites have planning applications made for them and others have already been the subject of detailed discussion with the Council and the housing capacity robustly assessed. Others are less well developed and, whilst the estimates are regarded as valid, they imply no presumption that permission will be granted for the number of units shown. In all cases, final figures will depend on the achievement of an acceptable scheme for which planning permission can be granted.

The issue of the provision of the additional physical, social and green infrastructure in the Plan area is dealt with in Chapter 8 Implementation and Monitoring and policy BTC23 on developer contributions.

### **POLICY BTC 14: AFFORDABLE HOUSING**

**The Council will avoid a net loss and seek a net gain of social housing in the Gascoigne and King William Quarter estate renewal schemes (see BTCSSA6 and BTCSSA4) and in the London Road/North Street development (see BTCSSA1).**

**Whilst that part of policy CC1 of the Core Strategy which aims to provide 50% of additional housing as affordable tenures will apply in the AAP area, the Council will wish to ensure that, of that overall affordable housing, 60% is provided as socially rented and 40% as intermediate tenures rather than the 70%-30% split that applies elsewhere in the Borough. These figures will not be rigidly applied to individual schemes.**

## **REASONED JUSTIFICATION**

The Borough's 2007-2010 Housing Strategy identifies that 425 new affordable homes will have to be built each year if Barking & Dagenham is to meet its housing need and the figure of 590 affordable homes per annum is included as a target in the Council's Local Area Agreement.

The two wards which together form the greatest part of the Action Plan area are within the top 10% of most deprived in England which reinforces the point that there will be a strong need for affordable homes in the Plan area.

The London Plan sets a target that 50% of the net additional homes built across the Borough should be provided as affordable housing with 70% of these being for social rent and 30% intermediate tenure. Its Supplementary Planning Guidance on housing also requires that estate regeneration and redevelopment schemes should be undertaken so that there is no loss of affordable housing provision.

Whilst the Council is sympathetic to the need to produce greater levels of affordable housing, it also recognises that this needs to be balanced against the relatively high current levels of affordable/Council owned homes in the Plan area and the desire to create more balanced communities and give greater housing choice.

Schemes, such as that on the Gascoigne Estate, must balance the needs of the existing community and also contribute to the aim of changing the balance of tenure and property types in the area. This will also assist in making the developments financially viable.

The 60%/40% split between socially rented and intermediate tenures recognises the current high proportion of socially rented housing in the AAP area relative to the rest of the Borough and will help to meet the objectives of creating more balanced communities and providing greater housing choice. Whilst the split does not conform to the London Plan, the GLA have indicated that they regard it as appropriate in this instance.

The Council recognises that the ability to provide affordable housing will vary from scheme to scheme; consequently both the overall 50% affordable housing target and the 60%-40% socially rented and intermediate tenure split will be applied taking into account the particular circumstances of individual housing developments.

## **Objective 4: Social Infrastructure**

### **POLICY BTC 15: SOCIAL INFRASTRUCTURE/COMMUNITY FACILITIES**

**The Council will work in partnership with other bodies (such as the Primary Care Trust, the Metropolitan Police, the University of East London and Barking College) to enable the provision of a suitable range of health, educational and community facilities in the AAP area to meet existing and future demand.**

**As part of this, the Council will work with Her Majesty's Court Services to meet the additional space requirements of the existing Magistrates Court in East Street and will encourage the provision of a police shop within the Town Centre and the creation of a centre for its non-public facing functions on the Muirhead Quay part of the former Fresh Wharf Estate site.**

### **REASONED JUSTIFICATION**

Whilst the AAP deals with the provision of additional homes and the encouragement of economic development that will underpin the regeneration of the area, it also needs to focus on the provision of the infrastructure necessary to support it. Policy BC11 of the

Borough Wide Development Policies deals with the utilities infrastructure issues whilst policy BR 10 deals with transport infrastructure. Both will apply within the AAP area.

The AAP itself deals with the “softer” issues of the social infrastructure and community uses which are designed to enhance the quality of life for local residents as well as putting in place measures for improving health standards and educational attainment.

Significant growth in net new homes and the number of people resident in the Barking town centre area and the rest of the Borough in the coming 10-20 years will put considerable pressure on existing social and community resources. If Barking is to be a successful, thriving and sustainable community, it needs to have a good range of facilities to satisfy the needs of existing and new residents.

The Foyer in Wakering Road and the Children’s and Family Health Centre were both completed in late 2008 but this policy, together with a number of the Site Specific Allocations, responds to other identified needs.

Further consideration is now being given to the re-use of the former Westbury School site just outside the Plan area and accordingly the AAP proposes that the school need is met by the development of additional primary educational facilities on the Council depot site within the Gascoigne Estate (see BTCSSA6), and by the inclusion of new 3 form entry primary school within the redevelopment of the Abbey Retail Park (see BTCSSA7). Further Education facilities are proposed in the form of a Skills Centre within the London Road/North Street scheme (see BTCSSA1)

The current Magistrate's Court on East Street is already under pressure in view of the level of business the Court currently accommodates and this is also increasing the pressure on other Court facilities in the region. However, there is limited scope to upgrade, convert and/or extend the current facilities given the building's status as a Grade II Listed Building and the constrained size of the site itself.

The Metropolitan Police Service has identified the need for a police “shop” in one or other of the key retail frontages in the town centre. This would see them vacating the existing Police Station in Ripple Road and having a shop unit which would be the “front office” for the police and provide a readily accessible and highly visible police presence in the Town Centre. In preparation for this, the police have already moved the more land intensive parts of their operations and those not requiring accessibility by the public, including a custody centre and the base for patrol cars, from the Town Centre to Muirhead Quay at the southern end of the Freshwharf Estate.

The wide ethnic and religious diversity of the local population gives rise to significant demand for community halls and religious meeting places. Policy CC3 of the Core Strategy deals with this issue and proposals for religious meeting places will need to be in line with the guidance in Planning Advice Note 4 “Religious Meeting Places”

## **Objective 5: Urban Design & the Public Realm**

### **POLICY BTC 16: URBAN DESIGN**

The Council will expect all new developments in the AAP area to be of a high standard that reflect the principles of good architecture and urban design and, thereby, contribute to a dramatic improvement in the physical environment of the Plan area. In order to achieve this, the Council will expect all schemes to be compliant with the principles set out in Policy DP11 of the Borough wide Development Policies and, as appropriate, take full account of:

- the detailed design guidelines set out in the Barking Town Centre AAP Urban Design Guidance SPD and the Barking Station Masterplan SPD,
- the Character Appraisals that the Council has produced for the Abbey Road Riverside and the Abbey and Barking Town Centre Conservation Areas
- design approaches set out in the various non-statutory master plans produced for specific parts of the Plan area.

### **REASONED JUSTIFICATION**

A high quality town centre environment should promote civic pride and instil a sense confidence amongst the community and investors: conversely a poor environment compromises the quality of life for the local community and, in presenting a poor image to developers and investors, is a barrier to attracting inward investment and the consequent economic, social and environmental regeneration that it can bring. Consequently, it is important that all new development in Barking Town Centre is of the highest quality in terms of architecture and urban design.

The AAP only provides a general policy stressing the need for and requiring the provision of a high quality of urban design because more detailed guidance is provided within associated documents. The key one of these will be the Barking Town Centre AAP Urban Design Guidance which the Council and the London Development Agency has commissioned and which will be adopted as a Supplementary Planning Document to the AAP. Other documents such as the Abbey Road Riverside and the Abbey and Town Centre Conservation Areas Character Appraisals will also provide useful guidance as will the Barking Station Masterplan which it is also intended to adopt as an SPD.

### **POLICY BTC 17: TALL BUILDINGS**

The Council considers the King William Quarter development (see BTCSSA 4) and the area around Barking Station (see BTCSSA 3 and BTCSSA 10) to be appropriate for particularly tall buildings (15 or more storeys) because they are within the heart of the Town Centre, have good public transport accessibility and will have no significant impact on important local heritage and views.

**The Council regards the following locations in the AAP area as others where tall buildings would be appropriate :**

- **The London Road/North Street site (see BTCSSA 1)**
- **The Fresh Wharf Estate (see BTCSSA 2)**
- **The Gascoigne Estate (see BTCSSA 6)**
- **The Abbey Retail Park and the existing Tesco site at the junction of London road and the A406 (see BTCSSA 7)**
- **The Cultural Industries Quarter (see BTCSSA 9)**

**Apart from the Fresh Wharf Estate where a single particularly tall building at the northern end of the site may be appropriate, 14 storeys will be regarded as the maximum permitted height in these locations unless exceptional regeneration or townscape benefits can be demonstrated.**

**The Council acknowledges that the London Road/North Street site broadly shares the same public transport accessibility benefits as the King William Quarter development and the area around Barking Station but, because of its current low rise surroundings, its partial location within the Abbey and Barking Town Centre Conservation Area and proximity to important listed buildings, considers that the 14 storey limit should apply to it.**

**Elsewhere in the AAP area, tall buildings will be resisted unless particular proposals can demonstrate significant regeneration or townscape benefits.**

**All tall buildings should be of exemplary high quality design, take account of existing and other proposed tall buildings and not be detrimental to the character of the Abbey Road Riverside and Abbey and Barking Town Centre Conservation Areas or views of the Town Hall tower. Where they are close to the River Roding, they should minimise any adverse impact on the biodiversity and amenity value of the river and riverside walk.**

**In addition all proposals should comply with policy BP4 of the Borough wide Development Policies and have regard to the Barking Town Centre AAP Urban Design Guidance SPD and (for the station area) the Barking Station Interchange Masterplan SPD.**

## **REASONED JUSTIFICATION**

For the purposes of this policy, a tall building is defined, in line with policy BP4 of the Borough wide Development Policies as “of 6 or more storeys (15-18 metres tall), which is significantly higher than its neighbours or which recognisably changes the skyline”.

In the right place, tall buildings can be excellent works of architecture in their own right and individually, or in groups, they affect the image and identity of a city as a whole. In the right place they can serve as beacons of regeneration, and stimulate further investment. Conversely however, by virtue of their size and prominence, such buildings, if poorly designed or located, can also harm the qualities that people value about a place.

Consequently, this policy identifies those locations within the AAP area where tall buildings are, in principle, considered acceptable. However, in all cases tall buildings will need to be of exemplary high quality design if they are to be approved.

Tall buildings within the Barking Station Interchange site [BTCSSA3] will increase the legibility of the town centre by signifying the status of this location as the borough's principal public transport interchange. Tall buildings at the key entrances into the town centre will help define their status as gateways into Barking whilst those on the sites adjacent to the River Roding will help give a sense of place to the regeneration area and provide visual signposts to it from the town centre.

The principle of a particularly tall building (14 storeys+) on the Fresh Wharf site is acceptable since it can create an attractive landmark, act as a catalyst for regeneration and enable a visual connection between the river area and the town centre.

More detailed guidance on this and on how the policy will be interpreted and implemented is provided in the Barking Town Centre AAP Urban Design Guidance SPD and (for the station area) in the Barking Station Interchange Masterplan SPD. Applicants are also encouraged to refer to the guidance in the CABE/English Heritage publication 'Design Guidance for Tall Buildings'

#### **POLICY BTC 18: PUBLIC REALM**

**The Council will implement public realm improvement schemes in Abbey Road south and between St Ann's and the Town Hall**

**In undertaking these and all other public realm improvement schemes, the Council will consistently use the materials and methods specified in the Barking Code, include artists within design teams, seek to raise the profile of historic street and spaces and include, wherever possible, high quality Public Art.**

**The Council will require the same approach from developers undertaking work to the public realm as part of their scheme or as off site works required by a Section 106 Agreement.**

#### **REASONED JUSTIFICATION**

The quality of public spaces in the Town centre is important to retaining its attractiveness to users. The design of streets, buildings, shop fronts, signage, street furniture and public art can all have a significant impact on the quality of the town centre experience and can also be important in encouraging walking and cycling. A high quality public realm has the potential to inspire and attract more people to come to and stay in the town centre for longer periods of the day and evening.

The Barking Code is a statement of the Council's commitment to improving the quality of public spaces in the Town Centre and sets out a comprehensive collection of materials, products and detail finishing techniques which should be used in the undertaking and

ongoing maintenance of all public realm improvements in the Town centre. Although it may stifle diversity and some flexibility in dealing with particular schemes, the benefits are a much more unified feel to the Town Centre and the wider Plan area and a means of ensuring the necessary high quality in all public realm schemes.

Public realm schemes will need to recognise, retain and enhance the importance of heritage street furniture assets such as historic railings, lights and seats in contributing to the character of streets and public spaces

The Barking Code was used in the design and implementation of the public realm improvements on the Broadway around the theatre. It was also used for the works around the Barking Learning Centre and the Children's and Family Health Centre which form the first part of the St Ann's to the Town Hall scheme which will be completed as part of the creation of the new Gascoigne neighbourhood. The Code will be used for the Abbey Road south scheme which is due to be undertaken as developments there, such as the Cultural Industries Quarter are completed.

In implementing public realm schemes, developers should also have regard to the Energy Action status of the town centre and be able to demonstrate that their schemes, whilst respecting the design and historic context in which they are set, optimise energy efficient and renewable energy design solutions. The inclusion of high profile pieces of public art powered by sustainable energy and symbolising the Town Centre's designation as a pilot Energy Action Area, will be particularly welcomed.

The Council is strongly committed to sustainable waste management and the promotion of recycling and will wish to ensure that the infrastructure to support it (e.g. recycling centres/bottle banks and the collection/disposal of street market waste) are provided in ways that do not prejudice the quality of the public realm.

#### **POLICY BTC 19: HERITAGE AND THE HISTORIC ENVIRONMENT**

**The Council will protect and enhance the Abbey Road Riverside and the Abbey and Barking Town Centre Conservation Areas. The Council will also protect and enhance Listed Buildings in the Plan area and, with English Heritage, keep under review whether any additional buildings within the Plan area should become statutorily listed or be added to the list of buildings of local importance.**

**The Council will require developers to take the character and appearance of the conservation areas into account as well as the regeneration potential of buildings of historical and/or architectural interest including their possible re-use, where appropriate.**

**In any event, all developments in the Conservation Areas or involving buildings of historical and/or architectural interest (both statutorily listed and of local importance) or affecting their setting will be required to conform with policy CP2 of the Core Strategy and Policy BP2 of the Borough wide Development Policies and to take full account of the relevant Conservation Area Appraisal.**



## **REASONED JUSTIFICATION**

The two Conservation Areas are important elements in defining the character and the environment of Barking Town centre and in Spring 2009 the Council adopted Conservation Area Character Appraisals for both of them. These appraisals will inform Council decision making about protecting and enhancing the Conservation Areas.

The Abbey Road Riverside Conservation Area is small but it contains buildings of great historical importance to the former role of Barking as a leading fishing port in the nineteenth century and then as a centre for brewing. The Malthouse and the Granary are both locally listed buildings and this together with the riverside setting gives it potential to be an integral part of the regeneration of the town.

The Abbey and Barking Town Centre Conservation Area is much larger and, as well as Abbey Green and Town Quay, contains much of the town centre. Its boundary was extended by the Council in April 2009 as a result of the character appraisal and in order to ensure that it adequately protects all of the historic parts of the town centre. The boundary encompasses all of the buildings of historic and architectural interest that also logically read as part of the commercial character and appearance of the town centre.

The Barking Abbey ruins are an Ancient Monument Site. There is one listed building of Grade I importance –the parish church of St Margaret’s in the Broadway, two buildings of Grade II\* importance –the Curfew Tower in the Broadway and the Magistrates court in East Street and five Grade II listed buildings. In April 2009 the Council added a number of buildings to the list of buildings of local interest, which, although they do not meet the criteria for statutory listing, are nevertheless worthy of protection and preservation. The policy has strong links to the intention to develop heritage based tourism in the Plan area which is set out under policy BTC18 as well as positive implications for the character, environment and image of the Town Centre. The extension of the Conservation Area and the protection and enhancement of Listed Buildings (both statutory and local) will give an added emphasis to the Council’s ambition to drive up design quality in the Town Centre. Developers bringing forward proposals for shopping floor space are urged to take account of the English Heritage document: “Retail Development in Historic Areas”

The whole of the AAP lies within an Area of Archaeological Significance and, accordingly, in line with policy BP3 (Archaeology) of the Borough wide Development Policies, developers should take into account the archaeological significance of sites and take appropriate measures to safeguard that interest.

## Objective 6: Parks and Open Spaces

### **POLICY BTC 20: PARKS, OPEN SPACES, PLAY AREAS AND TREE PLANTING**

In order to improve the provision and quality of local parks and open spaces and ensure that all residents live within an acceptable distance of one, the Council will:

- Undertake significant improvements to Abbey Green In order to transform it into a prestigious and vibrant town centre park (see BTCSSA8)
- Undertake work to the Quaker Burial Ground which, whilst sympathetic to its heritage value, will make it into a small local park
- Ensure that well designed and located local parks/ open spaces and children's play areas are provided as part of creating a new Gascoigne neighbourhood (see BTCSSA6)
- Improve the Victoria Gardens open space in order that it function as part of the play space provision for Northbury Primary School, the Abbey Children's Centre and the King William Quarter development (see BTCSSA 4)
- Include a communal open space and children's play areas within the King William Quarter development (see BTCSSA 4)
- Require other major housing developments to provide adequate open spaces and play areas to serve the needs of the new communities they create.
- Encourage, as part of Section 106 Agreements, other new developments, and particularly those in areas of open space deficiency to provide or contribute to the provision of a well designed small local park and/or children's play area.
- Seek to involve the community in the design of new open spaces or improvements to existing ones

To improve the linkages between the parks and open spaces in the AAP area, the Council will wish to see extensive tree planting along some streets to form a network of "green streets" which as well as linking parks & open spaces also softens the environment, and provides pleasant routes for pedestrians & cyclists.

The key routes which the Council wishes to develop as tree lined streets radiate out from Abbey Green to Barking Park, Greatfields Park, Essex Road Gardens, the Quaker Burial Ground and the River Roding.

Where appropriate, the Council will expect developers to contribute towards programmes of tree planting in the town centre.

### **REASONED JUSTIFICATION**

The Plan area contains few parks and public open spaces and, as a result, there are areas within the AAP boundary that have deficient access to local parks and/or small local parks. Undertaking work to the Quaker Burial Ground to make it into a local park

and providing new and additional local park space within the creation of the new Gascoigne neighbourhood will help to overcome these deficiencies as will the Council seeking to secure the provision of additional small local parks and open spaces in areas of deficiency through developer contributions.

Quantitative deficiency is not, however, the sole problem. The quality of the existing parks and open spaces is not high and this needs to be addressed. The works to the Quaker Burial Ground and the insistence on any new areas of open space in the Gascoigne Estate and elsewhere in the AAP area being of high quality will assist, but the most significant improvements will be made in respect of Abbey Green (see BTCSSA 8)

Tree planting will form one significant element of the improvements to open spaces and to the development of the “green streets” that will link them but in addition to that, the Council wishes to increase tree planting generally within the Plan area and will prefer the use of native species (see Policy BR3 of the Borough wide Development Policies).

Accordingly, the Council will work in partnership with developers and funding agencies to increase green space and tree planting within the AAP area. Developers will, where appropriate, be expected to contribute towards programmes of tree planting in the sites they are developing, the town centre generally and particularly along thoroughfares and, where appropriate, along the banks of the River Roding.

#### **POLICY BTC 21: RIVERSIDE DEVELOPMENT AND INFORMAL LEISURE**

**The Council will work in conjunction with other bodies, including the Environment Agency, to seek enhancements to the informal leisure role of the River Roding and its banks.**

**The Council will wish to secure the provision of a series of linked open spaces and the creation of a riverside pedestrian/cycle route. Developments on the river front will be expected to make land available for such provision and/or make contributions towards its implementation.**

**Proposals will also need to include a water space management plan for the relevant stretch of river including examining the scope for boat moorings.**

**In all development proposals and in respect of any related new bridges across the river, the Council will require that full account is taken of the need to provide and maintain adequate flood protection, plan for the likely impacts of climate change and deliver more sustainable measures to reduce flood risk. In addition proposals must protect/enhance the biodiversity importance of the river and its banks and not prejudice the navigability of the river.**

#### **REASONED JUSTIFICATION**

It is important that the publicly accessible banks of the River Roding should be protected and enhanced in the same way as they offer very significant opportunities for informal

leisure to the local population. The Council wishes to see a continuous riverside walk from the Millpond at the north down to Handtrough Creek at the south.

Many sites with frontages to the River Roding are likely to be brought forward for development during the Plan period. This policy is designed to avoid any potential for these to disrupt public access but rather to ensure that they incorporate open spaces and improve both the connectivity and quality of riverside paths in order to ensure good access to informal leisure both for residents and occupiers of the proposed developments and for the wider community.

Public spaces should be organised around and towards the river and be linked by the riverside paths which themselves are likely to be a mixture of hard and soft surface treatments, responding to the character of their immediate environments. Soft banking and landscaping can increase the wildlife capacity of the river and reduce the risk of flooding. Further guidance about where hard and soft treatments may be appropriate can be gained from the non-statutory River Roding Masterplan produced by the London Thames Gateway development Corporation.

These enhancements have, therefore, the capacity to provide an important recreational resource, an important wildlife habitat and a significant contribution to the improvement of what is currently a somewhat degraded public realm. In doing so it also provides an attractive setting for the development sites along the river, better integrates the sites on the west bank of the river with the town centre and thus improves the prospects of these significant regeneration opportunities being taken up.

More guidance on water space management plans is provided in the Barking Town Centre AAP Urban Design Guidance SPD.

## **Objective 7: Sustainability**

### **POLICY BTC 22: SUSTAINABLE ENERGY**

**The Council will support and, as necessary, facilitate the provision of the underground pipes and other related infrastructure to implement the proposed AAP wide combined heat and power system.**

### **REASONED JUSTIFICATION**

The Council aspires for Barking Town Centre to be an environmental exemplar and one that will raise the quality of life for the local community now and in the future. This policy together with other policies of the AAP on issues such as sustainable transport and urban design and Core Strategy policies that will apply in the AAP area on issues such as climate change, flood management and sustainable waste management will assist in meeting this aspiration.

The Town Centre and the wider AAP area have been identified as a pilot Energy Action Area by the Mayor of London. This pilot project is intended to show how a local authority can influence the carbon impact of a new development by working closely with developers early in the process to set targets for carbon reduction.

Accordingly the Council has adopted in Policy BR1 of the Borough wide Development Policies the challenging target of reducing the carbon emissions of new developments in the AAP area by 32% more than would be achieved by only following the Building Regulations requirements. The 32% reduction target is derived from a 10% reduction from requiring new developments to provide some on-site energy generation such as solar panels and wind turbines, and a further 22% savings that can be achieved using waste heat from Barking Power Station to fuel a combined heat and power system for the AAP area. Because this is a vital element of achieving the low carbon targets for the AAP area, policy BR2 of the Borough wide Development Policies requires all major developments in the AAP area to be compatible with the community heating network.

The scheme depends on a system of underground pipes linking the AAP area and the major developments within it to Barking Power Station. Waste heat from Barking Power Station will be brought through major pipes into a site at the southern edge of the AAP area from where it will be distributed around the town centre and the wider AAP area. The London Development Agency is responsible for the provision of the major pipes as part of a wider heat network for Thames Gateway. The Energy Services Company which the Council will set up with private sector partners will be responsible for laying the detailed pipe network linking to individual developments within the AAP area.

As yet, no detailed route for the pipe network or location of any related infrastructure has been determined although it is expected that a planning application for the phase 1 pipe work will be made during 2009, construction will take place during the summer and autumn of 2010 and the first heat is expected to be delivered from the system to properties within the AAP area during 2011.

All major housing schemes in the AAP area will be required to future proof themselves by ensuring the ability to connect to the distribution network. Developers should refer to the Council publication "Community Heating Specifications for Barking Town Centre Energy Action Area: Developers Guidance"

## **Objective 8: Developer Contributions**

### **POLICY BTC 23: DEVELOPER CONTRIBUTIONS**

**The Council will wish the following local priorities to be taken into account in decisions about the nature of developer contributions in respect of planning applications within the AAP area, whether these are determined by the Council or by the London Thames Gateway Development Corporation.**

- **Contribution towards renewable energy sources and supporting the combined heat and power network (see policy BTC 22);**

- **Contribution to the initial provision and ongoing management of the car parking Variable Message Signing project (see policy BTC 12)**
- **Contribution to the costs of East London Transit and the Barking to Royal Docks Bus Corridor (see policy BTC 7) and the transport interchange at Barking station (see BTCSSA 3)**
- **Contribution to the initial provision and ongoing management of public realm improvements (including high quality Public Art) designed to ensure the attractiveness and thus the vitality and viability of the Town Centre.**
- **Repair to, and improving interpretation facilities for, the heritage assets on Abbey Green (see policy BTC 6 and BTCSSA 8)**
- **Contribution to the riverside walk (see policy BTC 21);**
- **Contribution to the Abbey Road Home Zone (see policy BTC8)**
- **Climate change adaptation measures such as green roofs**
- **Contribution to effective policing throughout the town centre area and/or new, improved or replacement Court facilities.**

## **REASONED JUSTIFICATION**

The Council has set out in policy CC4 of the Core Strategy its policy regarding the circumstances in which it will seek Section 106 contributions from developers and lists a number of priorities for developer contributions. This policy will apply across the whole Borough, including the AAP area. The London Thames Gateway Development Corporation has also adopted its own Planning Obligations Community Benefit Strategy which sets out mechanisms for pooling contributions on a London Riverside and Lower Lea Valley basis.

Accordingly the AAP does not attempt to suggest a different policy approach but, instead, sets out some priorities for developer contributions that are specific to the AAP area and which the Council and LTGDC will consider when making decisions about developer contributions.

The Council acknowledges that, in respect of East London Transit, the Barking to Royal Docks Bus Corridor and the Barking Interchange, pooled contributions from a number of schemes may represent the best approach and that, since it is likely to be a major implementer of the proposals, Transport for London may be a co-signatory to any relevant Section 106 agreement

## 7 Site Specific Allocations

- 7.1 Whilst the estimates of indicative capacity shown for each site are regarded as valid, they imply no presumption that permission will be granted for the amount of floor space or the number of homes shown. In all cases, final figures will depend on the achievement of an acceptable scheme for which planning permission can be granted.
- 7.2 By the same token, the Council recognises that private sector development will only come forward when it is viable and that, particularly in the development climate at the beginning of 2009, the Council will need to take this into account in its judgements about development capacity and the implementation of its approach towards developers' Section 106 contributions and its policies around affordable and family housing.

### **BTCSSA 1: LONDON ROAD/NORTH STREET**

Location	The site is in the middle of the town centre and is bounded on three sides by London Road, North Street and East Street. The eastern boundary is formed by existing commercial premises in East Street and London Road.'
Size	1.3 hectares
Timescale	A temporary Market Square was opened on part of the site in January 2009 to accommodate the market stalls displaced by East London Transit. Work on site to implement the overall scheme is expected to start in 2010 and the Skills Centre is expected to become operational during 2011/12 along with 100 of the new homes. The completion and occupation of the store, the other retail units, the final market square, the remainder of the new housing and the extension to the Methodist Church is expected in 2012/13.
Implementation	<p>Although the Council owns/controls the greatest part of the site negotiations are underway to acquire all the outstanding interests with the exception of the Methodist Church but including the site of the former Woolworths store.</p> <p>The Homes and Communities Agency and the London Thames Gateway Development Corporation have assisted the Council in both property acquisition costs and in part funding the preparation of the masterplan for the site which has formed the basis for the Site Specific Allocation. Further funding for the implementation of the Skills Centre will be provided by the Learning &amp; Skills Council and the Department for Children, Schools and Families.</p> <p>The scheme will be delivered by the Council in partnership with a large retail operator.</p>
Flood Zone	1
PTAL	6
Indicative Capacity	A large food/non food store of up to 7,000 sq. m. together with individual A1 and A3 units. Up to some 200 new homes, a further education facility of some 4,500 sq. m. and a 310 space car park.

Existing Uses	<p>The ground floors of all 3 frontages are in mixed commercial uses with a predominance of A1 and A3 uses. Upper floors are in residential, storage or office uses although the upper floors of the London Road (no 37-57) and North Street (no 14-42) frontages are vacant, following decanting of Council tenants during 2007.</p> <p>The East Street shops form one of the primary shopping frontages of the town centre. The Methodist Church fronts onto London Road whilst the heart of the site is occupied by a few small scale commercial uses to the rear of the shops and a Council owned pay and display surface car park.</p>
Proposed Uses	<ul style="list-style-type: none"> <li>• A large food/non food store together with a number of individual A1 and A3 units.</li> <li>• new homes</li> <li>• A skills centre for young people and adults</li> <li>• Shoppers car park</li> <li>• New market square to accommodate stalls relocated because of East London Transit.</li> <li>• Extension to the existing Methodist Church to improve facilities</li> <li>• Green open space</li> </ul>
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• takes full account of the Abbey and Barking Town Centre Conservation Area Character Appraisal and, in particular, respects and enhances the setting of the nearby Magistrates Court listed building and the heritage assets opposite on Abbey Green</li> <li>• Ensures a high quality public realm throughout the scheme but particularly for the new market square by landscaping and use of the Barking Code for hard surfaced areas</li> <li>• Provides active frontages at ground floor fronting onto the Market Square</li> <li>• Restricts building heights to a maximum of 14 storeys</li> <li>• Encourages use by non car borne shoppers by incorporating good pedestrian linkages to bus stops in London Road and North Street</li> <li>• Improves pedestrian routes between London Road and East Street</li> <li>• Will not have unacceptable traffic impacts on the strategic and /or local highway network and is accompanied by any necessary improvements to the local road system such as alterations to the North Street/London Road junction.</li> <li>• Meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> </ul>

## REASONED JUSTIFICATION

The site is well located in the heart of the town centre but is not fulfilling its potential either in terms of the uses it accommodates or the contribution it makes to the



environment and image of the town centre. The quality of the existing shopping is relatively poor, even on the East Street frontage and there is, consequently, little to draw shoppers to this part of the town. The middle of the site behind the commercial frontages is of a very low environmental quality with poorly surfaced car parks, poor building stock, untidy rear extensions and abandoned buildings.

The 2009 Barking Retail Capacity Study has identified the need for additional shopping floorspace and this is the only site of sufficient size within the town centre to accommodate a large food/non food store. Such a store will do much to improve the quality of shopping in this part of the town centre, will improve shopper footfall and may, therefore, be the springboard for improvement to the shopping in the rest of the street block not directly affected by the proposal.

Because any scheme will need to include well designed buildings and a very high quality public realm including the new market square and green space associated with the housing, it will have the potential to make a major transformation to the environment of the area and thus, once again, be the springboard for further private sector investment in the rest of the street block.

The residential element of the scheme will make a significant contribution to meeting the AAP housing target of some 6,000 additional homes. Because the scheme will necessarily be high density with a very high proportion of flats, it is accepted that, in line with policy CC2 of the Core Strategy, the scheme is one which is not required to deliver 40% family housing and where the lower target will be applicable.

There is an identified need for a skills centre for young people & adults in the Borough since measures to raise educational attainment and provide training opportunities for local people are important in enabling them to better compete for the jobs which the AAP seeks to stimulate in the area. The London Road/North Street site is well placed to accommodate such a use because of its very good public transport accessibility and the fact that it has the ability to provide practical work opportunities for students in one of the retail/commercial units within the scheme.

The Methodist Church building is of insufficient size to deliver everything they wish to do and accordingly they require an extension to it. This extension will be provided as part of the overall scheme whilst the remainder of their site is incorporated into the overall scheme.

In order to ensure that the proposal will not have unacceptable traffic impacts on the strategic and /or local highway network, the Council will require any development proposals to be supported by a traffic impact assessment.

## BTCSSA 2: FRESH WHARF ESTATE

Location	The site is at the south-western corner of the AAP area located immediately on the west bank of the River Roding and is reached by an industrial access road leading from a roundabout onto the North Circular Road (A406). Not all of the Estate is covered by the Site Specific Allocation in the Area Action Plan as the southern part of the site, known as Muirhead Quay, has already been redeveloped for larger and more modern industrial/commercial uses or is expected to be used by the Metropolitan Police for their non public facing services
Size	4.2 hectare
Timescale	The likely trajectory for the delivery of the housing elements of the scheme is 100 units in 2011/12, 200 units per year 2012/13 to 2014/15. For the remainder, which can only follow once public transport improvements are in place, delivery is assumed to be 250 units in 2016/17 and 200 units in 2017/18
Implementation	<p>The site is in a single private ownership and the development will be brought forward and developed by the private sector.</p> <p>The Council and LTGDC are working with TfL to secure the funding for and the implementation of the Barking to Royal Docks Bus Corridor scheme which passes through the site and which is essential to its development along the lines set out in this Allocation. There will be a need for Section 106 contributions from the developer towards the cost of BRDT provision and particularly the funding for the public transport bridge across the river.</p>
Flood Zone	3a
PTAL	1
Indicative Capacity	Some 1,150 homes and up to 3,500 sq. metres of commercial uses and up to 1,500 sq. metres of community facilities
Existing Uses	Industrial estate containing a number of low grade industrial and commercial uses which severely detract from the character of Barking town centre and the River Roding.
Proposed Uses	<ul style="list-style-type: none"> <li>• New homes</li> <li>• Shops, restaurants, cafes, takeaways and bars</li> <li>• Community facilities including a crèche</li> </ul>
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that:</p> <ul style="list-style-type: none"> <li>• The density of the housing elements of the development and its phasing reflects the level of public transport accessibility of the site.</li> <li>• Vehicular access is taken from the A406</li> <li>• it utilises the River Roding as an informal leisure and amenity asset, minimises any risk of its pollution and enhances its ecological value</li> <li>• it accommodates the route of and a bridge across the River Roding for the Barking to Royal Docks Bus Corridor</li> <li>• It improves links to Barking Town centre by accommodating the landing of a pedestrian/cyclist bridge across the River Roding</li> </ul>

	<p>linking to the Cultural Industries Quarter.</p> <ul style="list-style-type: none"> <li>• No more than one tall building of greater than 14 storeys is included and this is of exemplary design, is located at the northern end of the site and fully respects the amenity and biodiversity value of the river and the character of the adjacent Conservation Area.</li> <li>• It includes area(s) of open space and children’s play space to serve the new residential community</li> <li>• It makes provision for the rationalisation and improvement of boat moorings with improved servicing facilities.</li> <li>• It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> <li>• it demonstrates to the Council and the Environment Agency’s satisfaction (through the submission of a detailed flood risk assessment and the implementation of any necessary prevention or mitigation measures) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area</li> </ul>
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**REASONED JUSTIFICATION**

The Fresh Wharf Estate was originally defined as a Locally Significant Industrial Site in the London Plan and as such would have been protected for employment uses. However, having considered supply and demand for industrial land in the borough, policy CE3 of the Core Strategy proposes that the northern part of the site should be released from employment use.

This allocation responds to the Core Strategy’s statement that this part of the site “is better suited to residential/mixed uses”. The allocation assist in meeting the targets for additional housing within the Town Centre area, assisting the regeneration of the waterfront and will also generate significant improvements to the environment, character and image of the area. Additionally, the redevelopment of the southern part of the Estate Fresh Wharf site that has already taken place as Muirhead Quay will generate more jobs than the low grade storage and industrial uses did on the whole of the site as the employment density of the new modern units is significantly higher.

The housing element of the scheme will make a useful contribution to meeting the AAP housing target of some 6,000 additional homes but, because the scheme will necessarily be high density with a very high proportion of flats, it is accepted that, in line with policy CC2 of the Core Strategy, the scheme may be one which is not required to deliver 40% family housing and where a 30% target will be applied.

Public transport accessibility levels on the site are currently not very high and therefore to sustain the high densities that are proposed, it will be essential that the construction of the Barking to Royal Docks Bus Corridor (see policy BTC 7) is secured.

Any scheme should provide a range of complementary facilities for the occupants of the new homes, including local convenience shopping, cafes, restaurants, open space

including children's play spaces as well as community uses such as a crèche and flexible community hall space.

Any commercial elements should be located to provide a potential synergy with the Cultural Industries Quarter on the east bank of the river or with the Town Quay area. Neighbourhood retail and food and drink uses provided adjacent to Town Quay, will create a lively and interesting environment, promoting local economic vitality and viability and promoting active frontages and movement within the public realm. Any retail floor space provided on the site must be in the form of small local shops to serve the needs of the immediate surrounding community and not in itself become a retail destination.

The principle of a particularly tall building (14 storeys+) on the Fresh Wharf site is acceptable since it has the potential to create an attractive landmark and one which would act as a catalyst for regeneration enabling a visual connection between the River Roding and Barking Town Centre.

The site is very important in terms of realising the Council's ambition of the creation of a continuous riverside walk from the millpond at the north down to Handtrough Creek at the south (see policy BTC21). It currently provides a barrier to those wishing to travel north south along the river walk and there is currently no access to the river along the site. Any scheme must overcome this by the provision of a pedestrian and cycle route alongside the river as well as a pedestrian and cycle bridge linking the development to the Shariston Wharf part of the Cultural industries Quarter and from there with Abbey green and the town centre..

### BTCSSA3: BARKING STATION

Location	The site forms the north east quadrant of the town centre. It is bounded to the west by Linton Road, to the east by the Northern Relief Road and contains not only the existing station itself but premises on both sides of Station Parade, Longbridge Road and Wakering Road
Size	7.9 hectares
Timescale	It is expected that the improved station will be completed by 2014 and the housing is expected to be delivered in a phased manner between 2013/14 to 2016/17. The timing of the commercial elements of the allocation is expected to be in much the same time frame although they may take longer to complete. More detail will be given in the Barking Station Interchange Masterplan SPD.
Implementation	<p>The Council, LTGDC, Transport for London and the public transport operators will all be involved in the planning, funding and implementation of the transport infrastructure elements of the overall scheme whilst the private sector will deliver the commercial and residential development elements.</p> <p>The Council has, together with LTGDC, commissioned the production of a master plan for the site which will be adopted as a Supplementary Planning Document. The masterplan will provide the details of the phasing, funding and implementation of the overall scheme.</p>
Flood Zone	1
PTAL	6
Indicative Capacity	Although the Barking Station Interchange Masterplan SPD will refine these figures, the site can accommodate up to some 600 new homes, some 7,000 sq. m. (net) of shopping and some 30,000 sq. m. of offices.
Existing Uses	Mixed uses including railway station, bus stops and taxi rank retail, residential, and commercial
Proposed Uses	<ul style="list-style-type: none"> <li>• improved transport interchange,</li> <li>• Shops, restaurants, cafes</li> <li>• Office and other commercial uses including leisure</li> <li>• Hotel</li> <li>• New homes</li> </ul>
Design Requirements	<p>A scheme or schemes providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Respects the Listed Building status of the existing station building and the character and setting of the Abbey and Barking Town Centre Conservation Area</li> <li>• Takes account of structural capacity of the Station road bridge over the railway</li> <li>• Enhances public realm and provide strong &amp; attractive arrival to the Town Centre;</li> <li>• Incorporates the route of and facilities for East London Transit and the Barking to Royal Docks Bus Corridor, including a standing area for ELT Phase 1b and BRDBC vehicles</li> <li>• Improves bus stop arrangements and provides bus standing room</li> </ul>

	<p>and associated driver facilities</p> <ul style="list-style-type: none"> <li>• Creates improved passenger entrances to the Station in order to reduce peak hour congestion</li> <li>• Resolves the current conflicts between those accessing the station and passengers waiting for buses</li> <li>• Rationalises the arrangements for taxis</li> <li>• Improves access to the station for people with disabilities.</li> <li>• Improves pedestrian links to residential areas and the rest of the Town Centre, possibly by new entrances such as from Wakering Road</li> <li>• Improves personal safety by increasing natural surveillance of walking routes and introducing additional security measures such as CCTV</li> <li>• Offers safe and direct cyclist access to the station from the surrounding area and provides covered and secure cycle parking.</li> <li>• Meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> </ul>
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## REASONED JUSTIFICATION

Barking Station is the major gateway into the town centre and provides the first impression of the centre to the large numbers of people who use it including visitors to the town. However, currently the station is failing Barking since:

- The station layout is inadequate in many respects, interchange arrangements need improving and the station is already operating at or close to full passenger capacity in peak hours
- The commercial, and particularly the retail uses, which surround the station are of very poor quality in both visual/architectural and shopping terms
- The public realm outside the station is degraded by poor design and materials and this is exacerbated by its lack of capacity to accommodate the very large numbers of people using it.

The Council and its partners (London Thames Gateway Development Corporation, Network Rail and the various public transport operators) are committed to transforming the station and its surrounding area so that it can operate as a best practice transport interchange, can contribute to the retail and commercial regeneration of the town centre and present a positive and attractive environment and image for people arriving and departing.

The internal layout of the station with its narrow entrances from Station Parade, the retail concessions on the passenger concourse and the narrow set of ticket barriers all contribute to the passenger congestion which needs to be addressed, particularly in the light of the additional passengers likely to be generated by the significant numbers of new homes to be built in the surrounding area and the increases in public transport use likely to be engendered by the introduction of East London Transit and its interchange at Barking Station. Any remodelling of the internal layout will also need to address the substandard access from the passenger concourse to the train platforms for disabled people.

The quality of the interchange experience for passengers also needs to be addressed. Immediately outside the station exits are a number of bus stops and there is significant conflict between the movements of those entering and exiting the station and those queuing to catch a bus on the narrow and inadequate forecourt/pavements there. This conflict is further exacerbated by conflicts between the buses accessing the bus lay-by and stops and taxis entering, waiting at and exiting from the immediately adjacent taxi rank. This gives force to the arguments for reworking the interchange, incorporating better integrated facilities between different transport modes and possibly including a bus station within the scheme which would also assist the considerable levels of bus to bus interchange that happens within the town centre, not always at adjacent stops. The case is further strengthened by the fact that Stage 1b of East London Transit will require waiting space at the station since it begins and completes its route there and the same will be true of the Barking to Royal Docks Bus Corridor (BRDBC) if it is implemented.

On exiting the station passengers and visitors first impression of the town centre is given by the very poor shopping in Station Parade which is dominated by hot food take-aways and, apart from Vicarage Field, contains no substantial shopping whatsoever. The commercial uses here should give a sense of arrival and excitement but they do the opposite. This is an area at the heart of the town centre and one with first class public transport accessibility. For these reasons it is seen as an area which can and should accommodate additional and better quality shopping (see Policy BTC1), office uses (see Policy BTC 4), a hotel (see Policy BTC 5) and commercial leisure/evening economy uses such as a small cinema or a bowling alley.

The area can accommodate significant levels of additional high density housing which will help the AAP to meet the housing target of some 6,000 additional homes set out in the LDF Core Strategy as well as, potentially, providing a site to meet the need for the new and larger Magistrates Court identified in policy BTC15.

The Council will require a scheme of very high quality design in order to deliver the change of character, environment and image of the area that it seeks. It must deliver a significant improvement in townscape and the pedestrian environment. The Council considers this to be a location particularly suitable to include one or more landmark tall buildings (15+ storeys) (see policy BTC 18) but will also be keen to ensure that any scheme respects the Listed Building status of the existing station building.

Whilst this policy sets out the general nature of the uses that the Council expects, the transport improvements that are needed and the design considerations it will make, the Council considers that it is essential that each are not considered separately but are part of a comprehensive and unified approach. More detailed guidance is also required on each of these issues. Accordingly the Council has, together with LTGDC, commissioned the production of a master plan for the site and this will be adopted as a Supplementary Planning Document.

## BTCSSA 4: THE KING WILLIAM QUARTER

Location	At the northern extent of the town centre, the site abuts the Northern Relief Road and is immediately to the west of the railway tracks.
Size	2.5 hectares
Timescale	The Business Centre will be ready for occupation in spring 2010. It is expected that 210 new homes will be ready for first occupation during 2010/11 and the remaining 250, together with the community uses, during 2011/12.
Implementation	<p>Funding from the DCLG/GLA Estate Renewal Grant, English Partnerships and the London Thames Gateway Development Corporation have assisted the Council in both property acquisition costs and the preparation of the masterplan for the site which has formed the basis for the Site Specific Allocation.</p> <p>The scheme will be delivered by the Local Housing Company which is a partnership between the Council and the private sector company First Base. The Business Centre, which has been funded by the Local Enterprise Growth Initiative (LEGI) and will be operated and managed by the East London Small Business Centre.</p> <p>The adjacent Working Men's Club is not included within the site and has permission for residential development. Its inclusion in the overall scheme would offer the potential for a comprehensive approach to the area and accordingly the design of the King William Quarter development allows for this to happen at a later date should the site become available.</p>
Flood Zone	1
PTAL	6
Indicative Capacity	A Business Centre of some 4,000 sq. metres together with some 460 new homes and associated community facilities.
Existing Uses	Now a cleared site following demolition in 2008 but formerly was a 1960's Council housing estate (called The Lintons) comprising 1 high and 2 medium height blocks and 256 homes together with the former Abbey Works factory
Proposed Uses	<ul style="list-style-type: none"> <li>• Barking Business Centre</li> <li>• New homes</li> <li>• Community facility and corner shop</li> <li>• A new communal public space and a series of play spaces.</li> </ul>
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Ensures no overall loss of affordable housing</li> <li>• Incorporates a community facility, a corner shop and some communal open space and children's play areas.</li> <li>• Recreates the traditional street pattern and better connects the site to the surrounding area</li> <li>• Improves the pedestrian subway under the Northern Relief Road</li> <li>• Provides some tall buildings (15+ storeys)</li> <li>• Incorporates a Home Zone</li> </ul>



	<ul style="list-style-type: none"> <li>• Provides reduced levels of car parking for housing and no parking for the Business Centre</li> <li>• Ensures a high quality public realm through high quality amenity space and use of the Barking Code for landscaped areas</li> <li>• Meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> </ul>
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## REASONED JUSTIFICATION

Built in 1962, the condition of the Lintons deteriorated and in 2008 the estate was demolished in order for the site to be redeveloped to provide new high quality homes for the community. The Lintons was then renamed the King William Quarter to provide a fresh start and a new identity.

The Business Centre will support business start-ups. Space will be provided on a short lease basis and will provide serviced accommodation with additional provision for reception and communal facilities including meeting rooms, break-out areas, and a ground floor café. Within the office space the individual units will be flexible to allow the space to change as the businesses grow and develop.

The inclusion of the community facility within the scheme is an example of the Council implementing AAP policy BTC 15 and the provision of communal open space is in line with AAP policy BTC 20. Because the GLA play space standards cannot be met within the development itself, the Victoria Gardens open space on the north side of the Relief Road will be improved in order that it can act as further play space. Such use underlines the importance of improving the pedestrian subway under the Northern Relief Road.

The requirement that no affordable housing be lost in the scheme means that, if 460 is the number of units achieved, 50% of the new homes will need to be in affordable tenures to replace the 233 flats that were rented from the Council in the Lintons. Because the scheme will necessarily be high density with a very high proportion of flats, it is accepted that, in line with policy CC2 of the Core Strategy, the scheme is one which is not required to deliver 40% family housing and where a 30% target will be applied.

The Home Zone will be designed to suit the needs of pedestrians and cyclists rather than motorists and thereby enhance both the environment and safety for residents. Traffic speed will be kept low, around 10-15mph and there will be street furniture and possibly trees lining the street.

## BTCSSA 5: AXE STREET/ABBEY SPORTS CENTRE

Location	The site is the southern extent of the town centre, has the Town Hall and the Barking Learning Centre adjacent to the north and is bounded to the south by St Paul's Road.
Size	0.85 hectares
Timescale	It is expected that development of the site will be completed by 2013
Implementation	<p>The Axe Street Drugs Project will be relocated. Initial negotiations have taken place over purchase of the Captain Cook Public House and associated car park but, if necessary, the Council is willing to utilise its Compulsory Purchase Powers to acquire it. Alternatively, the Freehold proprietors of the pub may be invited to be a development partner, bringing the land and additional investment to the partnership.</p> <p>The Council has prepared a brief in order to appoint a development partner to deliver a comprehensive mixed use scheme in line with the Site Specific Allocation.</p> <p>The Council intends to retain freehold ownership of the land. The car park would either be handed back to the Council on completion or subject to a 15/20 year management agreement/lease to the operator.</p>
Flood Zone	1
PTAL	6
Indicative Capacity	The car park will provide 250 spaces. The size of any commercial and leisure uses is being addressed in the Development Brief which the Council is preparing. Decisions on this will affect whether or not there is scope to include an element of housing within the scheme
Existing Uses	Captain Cook Public House & car park, the Axe Street Drugs Project, Sure Start premises, Abbey Sports Centre and the temporary Wellington Street surface car park.
Proposed Uses	A mixed use development comprising the re-provision of an improved Abbey Sports Centre together with commercial and leisure uses such as a cinema, new homes and a multi-storey Town Centre car park.
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Provides active street frontages and vibrant ground floor uses</li> <li>• Provides a creative design solution and iconic building.</li> <li>• In its building heights and design, respects and avoids adverse visual impacts on the nearby Town Hall and Broadway Theatre</li> <li>• allows for continuity of operation of the Abbey Sports Centre</li> <li>• ensures safety &amp; security for car park users including the provision of CCTV</li> <li>• Uses the Barking Code for associated public realm work</li> <li>• Reflects the London Plan density of between 215 &amp; 405 units per hectare in any housing element</li> <li>• includes an underground recycling bank within the scheme</li> <li>• Meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> </ul>

## **REASONED JUSTIFICATION**

The Axe Street Area is a key location within the town centre. It is located adjacent to the civic core focused around the Town Hall, Barking Learning Centre, the Child and Family Health Centre and the Broadway Theatre.

The Council has invested considerable funding into The Broadway to create a modern and successful performance space. As well as providing an important resource for the Borough and the wider area, it is also incorporates the Barking College Performing Arts course. To build on the success of The Broadway, the Council is keen to see further commercial and leisure uses to complement existing provision. This may be a suitable location for educational use to create synergy with existing uses within the Theatre, particularly as Barking College's Performing Arts Department are already located within The Broadway.

The Council will consider residential use, but only if space allows after provision for commercial and leisure uses is made. Because of this, no assumption about numbers of new homes on this site is included in the housing capacity estimates.

The re-provision of the Abbey Sports Centre will be planned to accommodate facilities and services which meet the growing demand from the existing population and from the additional residents which will be generated by the levels of housing proposed within the AAP area.

The site is currently in an important location for car parking, particularly for traffic entering the town centre from Ripple Road. However, the existing surface level car park is inadequate and further provision must be made to meet current and future need. Provision of a new multi-storey car park as part of a mixed use development on Axe Street provides a key opportunity to contribute to the regeneration of Barking Town Centre and serve the adjacent civic uses.

The car park should conform to the 'Safer Parking Scheme' in order to reduce crime and the fear of crime and CCTV should be employed to monitor vehicular and pedestrian movements which can both deter criminal activity, but also provide a sense of protection and security to users, both of which will encourage multi-storey use.

The Council will also wish to retain control of pricing and length of stay policies for the car park in order that it conforms to its policy of managing car parking to favour shoppers and other short stay visitor to the town centre. (See policy BTC12)

## BTCSSA 6: THE GASCOIGNE ESTATE

Location	The estate is to the south of the town centre and is bounded by Abbey Road to the west, St Paul's Road to the north, King Edward Road to the east and the A13 to the south.
Size	35 hectares
Timescale	It is expected that the first demolitions will take place during 2009/10 with the first 100 new homes being ready for occupation in 2010/11. It is then expected that some 190 new homes will be built each year from 2013/14 to 2023/24, with the remainder of the new housing on the site being delivered beyond this time.
Implementation	<p>In early 2009 the Council finalised a high level Strategic Development Framework Plan for the regeneration of the Gascoigne Estate which it had commissioned in collaboration with the Homes and Communities Agency.</p> <p>This Development Framework Plan will be refined by a series of masterplans for distinct areas of the existing estate and/or distinct phases of the overall implementation.</p> <p>Three areas/phases have been broadly identified: that will be developed within the first 5 years, then the next 5 years and the third phase being an area that will develop in the last 5 years of the anticipated implementation period. Within each phase of development there will be sub phases to ensure that decanting and re housing of families and individuals within each phase is strategically planned for every sub phase.</p> <p>The Local Housing Company will be the key organisation in delivering the implementation of the proposals.</p>
Flood Zone	1/2/3a
PTAL	The level changes as one moves further south and away from the town centre/station. The majority of the area is Level 6 but this reduces to Level 2/3 at the southern end of the Site allocation.
Indicative Capacity	East Gascoigne can accommodate some 2,340 new homes with a net gain of some 570 units whilst the mainly infill schemes on west Gascoigne will add another some 280, meaning that the overall proposal should provide some additional 850 homes
Existing Uses	Council housing estate of some 2,500 dwellings (predominantly flats and including medium & high rise blocks) built between 1966 & 1971. It includes a number of community facilities including a Primary School, a Health Centre and a Community Centre.
Proposed Uses	<ul style="list-style-type: none"> <li>• New homes</li> <li>• Inclusion of small scale commercial and/or community uses along the St Paul's Road frontages to provide vitality to the area, active frontages and an area of transition between the Gascoigne and the Town Centre</li> <li>• Additional primary educational facilities on the site of the Council Depot on the north side of the Shaftsburys.</li> </ul>

<p>Design Requirements</p>	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Offers varying housing densities in line with the London Plan policies throughout the site with highest densities at the northern end closest to the Town Centre.</li> <li>• Involves no overall loss of social housing and provides 40% family housing</li> <li>• Improves pedestrian permeability, removing the estate feel and particularly enhancing east-west routes and links to the Cultural Industry Quarter and the River Roding.</li> <li>• It includes area(s) of open space and children’s play space to serve the new residential community</li> <li>• Creates smaller neighbourhoods and delivers a sustainable community through a more diverse housing mix.</li> <li>• Offers existing residents the opportunity to return to new homes in the area</li> <li>• Downgrades the traffic function of St Paul’s Road (including the possible conversion of the existing roundabout to a traffic light junction) in order to reduce severance and provide better integration between the Gascoigne and the Town Centre</li> <li>• Implements traffic management measures (particularly in King Edward Road and Gascoigne Road) to deter extraneous traffic from using the area</li> <li>• Addresses community safety and designing out crime</li> <li>• Provides a better relationship with the employment land at the southern end of the estate.</li> <li>• Facilitates better bus services including making provision for the Barking to Royal Docks Bus Corridor</li> <li>• Demonstrates to the Council and the Environment Agency’s satisfaction (through the submission of a detailed flood risk assessment) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area.</li> <li>• Meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> </ul>
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**REASONED JUSTIFICATION**

Along with the physical regeneration of the estate, the Council wishes to build a mixed community, with a variety of tenures living in high quality homes of different sizes and type, supporting high quality local services and providing long term social and economic change. Key to the Council’s vision is that the perception of Gascoigne as an Estate should disappear, with the area becoming simply integrated, as a largely residential area, within the overall regeneration of the Town Centre.

The Estate is divided into East and West Gascoigne by Gascoigne Road. There are some 2,260 homes, with just under 1800 of these on East Gascoigne. Both areas have distinct differences in types of housing, occupancy and layout. The eastern area contains most of the current Estate's high rise blocks and is seen as the priority for regeneration.

The western area has less immediate need but needs to accommodate the alignment of the Barking to Royal Docks Bus Corridor (See policy BTC7). It also needs to house an educational facility which will relieve some of the pressure on the currently overcrowded Gascoigne Primary School.

There should be a diverse range of housing types and choices, enabling residents to stay in the area as their needs and situations change. However, in line with policy CC2 of the Core Strategy, the area is regarded as one where family housing is particularly appropriate and in which therefore 40% family housing should be sought.

Densities should be higher in the busier north east section adjoining the town centre and reduce progressively southwards towards fairly low densities in the quiet residential central area, closer to the Gascoigne Primary School. Similarly to the proposed density distribution, taller buildings should be located closer to the busier town centre, stepping down towards the centre of the estate, where buildings will be lower and the scale and density of development will drop.

A small component of mixed use development will be regarded as appropriate, particularly along the St Paul's Road frontage, where they can provide opportunities for local employment and businesses taking advantage of proximity to the town centre and other local amenities.

The estate has a cluster of community facilities within its centre and improving them and the connections to them will be crucial to the success of the new neighbourhood. In particular the existing Gascoigne Primary School is under severe pressure by accommodating many more pupils than it was designed and intended to teach. Whilst some of this pressure will be reduced by the re-use of the former Westbury Primary School just outside of the AAP area, further assistance will be given by the development of an educational facility on the former Council depot site on the north side of the Shaftsburys.

In line with policy BTC 20, a large central public open space should be provided within East Gascoigne and this should be connected by green streets to a network of smaller local area play spaces and public spaces and to the wider network of larger area wide open spaces, such as Abbey Green and Greatfields Park. This will help to promote a healthy and enjoyable living environment as well as supporting the Council's encouragement of walking (see policy BTC10).

In line with policy BTC8, the Council will wish to see the Gascoigne become a place where pedestrians and cyclists have priority over the private car; where walking is easy and where strong pedestrian links are made to the Town Centre, the River Roding and other local amenities.

As part of integrating the Gascoigne into the wider area the Council wishes to reduce the current severance from the Town Centre caused by St. Paul's Road and Abbey Road (see policy BTC8). This may include reducing the width of the roads and giving them pedestrian priority status, replacing the roundabout at the St. Paul's Road/Gascoigne Road junction with a four way street junction in order to ease the movement to and from the town centre for pedestrians and cyclists and changing the gyratory system at the St. Paul's Road/Ripple Road junction to a T-junction.

It also wishes to eliminate the through-routes from the A13 to the town centre, and providing a dedicated HGV route for the industrial areas to the south of the estate would resolve rat-running and considerably reduce noise along Gascoigne Road and King Edward's Road.

## BTCSSA 7: THE ABBEY RETAIL PARK

Location	The site is bounded by Abbey Road to the east, London Road to the north, the River Roding to the west and Town Quay to the south.
Size	3.6 ha
Flood Zone	1/3a
PTAL	6
Existing Uses	Retail warehouse park with associated car parking and a small office block in the north east corner
Proposed Uses	Acceptable uses on this site would be: <ul style="list-style-type: none"> <li>• New homes</li> <li>• A new three form entry Primary School</li> <li>• Ancillary leisure use such as restaurants, cafes or bars and local shopping</li> <li>• A retail superstore (subject to the linked redevelopment of the existing Tesco site on Highbridge Road for residential use)</li> </ul>
Indicative Capacity	<p>The housing capacity of the site will depend on whether a retail superstore is to be provided and on the land take arising from the detailed design of the school. It is expected that, the site will accommodate some 1,000 new homes in a scheme that does not include the superstore. A scheme that does include a Superstore would reduce the number of homes on the site itself but have the potential for some 1400 new homes across both sites.</p> <p>Any ancillary local shopping/leisure uses will be small scale.</p>
Implementation	<p>The whole of the site is in private sector ownership and it is expected that the owners will, in 2009, produce a masterplan for the site which reflects the land uses and design requirements of this allocation.</p> <p>The housing and commercial use elements of the allocation will be developed by the private sector. The school may be built as part of the overall scheme or developed independently by the Council.</p>
Timescale	It is anticipated that development will be phased and will be completed in the period 2013-2017, with the primary school being completed in the first phase of development.
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Contributes towards providing the three form entry primary school</li> <li>• Will not have unacceptable traffic impacts on the strategic and /or local highway network</li> <li>• Improves the public transport accessibility of the site by, for instance, changes to local bus routes and stops.</li> </ul>



	<ul style="list-style-type: none"> <li>• Improves pedestrian and cyclist access from the Town Centre, across Abbey Green and along the River Roding including enabling the provision of a new bridge across the River Roding</li> <li>• Minimises any risk of pollution to the River Roding and enhances the informal recreational and biodiversity value of the riverbank by sympathetic handling of frontage to the river</li> <li>• Delivers a residential development within the 140 – 355 units per hectare density range</li> <li>• Provides a very high quality of design and layout that preserves or enhances the character of adjacent conservation areas, the setting of the adjacent Barking Abbey and the views from Abbey Green.</li> <li>• Provides a heritage statement which evidences how the development preserves or enhances the character of the Conservation Area and enhances the setting of the listed buildings and Scheduled Ancient Monument</li> <li>• Includes areas of open space/children’s play space to serve the new residential community</li> <li>• Demonstrates to the Council and the Environment Agency’s satisfaction (through the submission of a detailed flood risk assessment) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area</li> <li>• It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> </ul>
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**REASONED JUSTIFICATION**

The Council considers that the current use of the Abbey Retail Park site constitutes an inefficient use of land, which is not appropriate within the AAP area. It is in close proximity to the town centre and has the potential to deliver a significant number of new homes that will benefit from having easy access to local services, facilities and jobs. The number of new homes to be provided will make a significant contribution to meeting the AAP housing target of some 6,000 additional homes.

Although the site is outside of the core town centre it benefits from having a central setting and is highly accessible to public transport. As such, it is considered that it is more suited to a high density residential development, with regard to the London Plan Density Matrix. In line with policy CC2 of the Core Strategy and because the scheme will necessarily be high density with a very high proportion of flats, it is accepted that, in line with policy CC2 of the Core Strategy, the scheme may be one which is not required to deliver 40% family housing and where a 30% target will be applied.

The current lack of places in the existing primary schools in the area, the overcrowding in the Gascoigne Primary School and the projections of pupil numbers likely to be derived from the increased level of housing in the Plan area, mean that additional primary school places are required. Whilst the Council is exploring the reuse of the former Westbury primary school just outside the AAP area and new primary education facilities on the Gascoigne Estate (see BTCSSA 6), there is the need for an additional school.

The Council considers that this site is a suitable location for the primary school because:

- It is the most accessible to the catchment area
- It would enjoy convenient pedestrian and public transport access
- It would not suffer the same noise and pollution concerns as alternative sites close to the A406.
- The site enjoys convenient access to Abbey Green, the Barking Abbey Ruins Scheduled Ancient Monument as well as the 2 Conservation Areas and St Margaret's Churchyard and Abbey Green which together offer a rich mixture of heritage, biodiversity and recreational education opportunities.

The new primary school is an essential element of a comprehensive approach to the development of this site and the Council will resist any attempt to implement the other elements of the allocation without its inclusion. The Council will expect to see the location and design of the school take full account of the flood risk characteristics of the site.

The developer will be required to provide the land for the construction of the new primary school. The cost of providing this land may be taken into consideration by LTGDC when assessing the financial contribution to be made by the developer under the tariff. However, the Council acknowledges that the decision to allow any off-set against the tariff, and quantum of such off-set, lies within the discretion of LTGDC. The Council regards contributions to the construction costs of the school and the design and implementation of the Abbey Road Home Zone as the key priorities for any financial contribution.

Because of the proximity of the heritage assets on Abbey Green and the proposed improvements to Abbey Green itself, the Council will require any scheme to provide a very high quality of design and layout. Within that, and in line with policy BTC17, the Council will regard landmark tall buildings as appropriate at the northern end of the site to mark the western gateway entrance to the town centre. It may be that a tall building which can act as a signpost for River Roding from the Town Centre will be appropriate at the southern end of the site. However, this will need to be assessed against the impact on the adjacent Scheduled Ancient Monument, the Conservation Area, and views across Abbey Green toward the Town Hall Clock Tower and from Abbey Green towards the Town Quay and Granary building.

The site should also provide an attractive active frontage to Abbey Road and London Road and provide a pedestrian access from Abbey Road.

The Council understands that discussions have been taking place between the two landowners that separately own the Abbey Retail Park site and the Tesco site regarding the possibility of bringing both sites forward as a single or linked development.

For the reasons set out in the Reasoned Justification to policy BTC1, the Council acknowledges the potential benefits of an approach to this site involving a reduction in the number of homes on the site but including the replacement of the existing Tesco store at the junction of London Road and the A406 with a larger store of some 7,500 sq. m. (net) on the Abbey Retail Park. This, however, would only be acceptable as part of a single or linked development of both sites which ensures that the existing Tesco site is used for residential development.

In such circumstances, the same residential density and family housing requirements will apply to the Tesco site and it is considered that the single or linked scheme for both sites could deliver some 1,400 new homes. For the reasons previously stated the primary school must be located on the former Abbey Retail Park part of the site.

The requirements for high quality design noted above will be especially important because of the location of a retail superstore in close proximity to the heritage assets on Abbey Green. The Council will expect a particularly high quality scheme that takes full account of and respects and enhances the setting of the heritage assets and will wish to involve English heritage and CABI in the evaluation of any proposals. To this end, the Council would prefer the orientation and main frontages of the store to be towards London Road and the River Roding.

In line with policy BTC17, the Council would be content with the provision of a well designed landmark tall building at the northern end of the existing Tesco site to mark the western gateway entrance to the Town centre.

Although it may not affect the timing of the construction of the school and some of the free standing housing on the Abbey Retail Park part of the site, it is acknowledged that a single or linked development of both sites will take longer to implement. Since the provision of the new homes on the existing Tesco site must await the demolition of the existing store, the new homes there are unlikely to be delivered until 2017/18 and 2018/19.

If a single or linked scheme for the redevelopment of both sites is to be implemented, the Council will require the provision of a new pedestrian/cycle bridge linking the two sites across the River Roding since this will improve pedestrian/cycle links to Abbey Green and the Town Centre. The Council will also wish to explore with the developers the physical and financial viability of such a bridge providing a vehicular link across the river in order that the superstore and the rest of the northern part of the existing Abbey Retail Park site can take vehicular access from Highbridge Road.

If built, the Council would not wish to see any vehicular connection between this access road and Abbey Road. Thus the new access would help to reduce levels of traffic congestion on London Road between the A406 and the Lighted Lady roundabouts whilst not prejudicing the implementation of the Home Zone treatment of Abbey Road proposed by policy BTC 8.

In order to ensure that any proposal, whether for the Abbey Retail Park site alone or the 2 sites together, will not have unacceptable traffic impacts on the strategic and /or local highway network, the Council will require any proposals to be supported by a Traffic Impact Assessment.

## BTCSSA 8: ABBEY GREEN

Location	The site lies immediately to the west of the town centre and is bounded by the Broadway to the east, London Road to the north, Abbey Road to the west and St Paul's Road to the south.
Size	8 hectares
Timescale	<p>The detailed design for the improvement scheme will emerge from an International Design Competition funded by Design for London and to be undertaken via the Official Journal of the European Union (OJEU) in 2009</p> <p>Implementation of individual elements of the eventual scheme will be phased, linked to the securing of funding to undertake them.</p>
Implementation	<p>Several external capital funding opportunities have been identified to take the project forward and bids, supported by LTGDC, have been submitted to the Department of Communities and Local Government and the Mayor of London. Section 106 contributions from town centre developments and, in particular those fronting onto the Green will also be important.</p> <p>The project will be overseen by a Project Steering Group comprising Council representatives along with external parties such as Design for London, London Thames Gateway Development Corporation and English Partnerships.</p>
Flood Zone	1
PTAL	6
Existing Uses	Open Space, St Margaret's Church, the Curfew Tower, St Margaret's C of E School, St Joseph's RC School and the ruins of Barking Abbey.
Proposed Uses	Enhanced open space and improved visitor and heritage interpretation facilities so that Abbey Green can be a destination in itself as well as a pleasant link between the Town Centre and the historic Town Quay and waterfront
Design Requirements	<p>Any scheme must provide:</p> <ul style="list-style-type: none"> <li>• An enhanced contribution to the Conservation areas and respect for the Listed Buildings and Abbey Green's status as a Scheduled Ancient Monument</li> <li>• The creation of strong pedestrian and cycle routes across the Green in order to encourage strong linkages between the Town Centre and Town Quay and the historic riverfront</li> <li>• high quality play opportunities</li> <li>• Protection and improvement of any biodiversity value together with additional tree and shrub planting as well as herbaceous gardens</li> <li>• top quality furniture including additional seating,</li> <li>• Lighting improvements</li> <li>• Public Art,</li> <li>• Screening of the Abbey Retail Park site with trees and shrubs</li> </ul>

## **REASONED JUSTIFICATION**

Although Abbey Green is the most central open space in the town centre contains key heritage sites and buildings and is occasionally used for major events, it is an under-exploited and therefore underused resource with almost no provision of amenities such as sitting areas, sports spaces or play areas for children. Despite this, the Green is valued by the local community and accordingly the Council will wish to balance the retention of the characteristics that give it this value with the need for it to become a prestigious town park with the church and the Abbey ruins as key features and better integrated into the town centre.

It is because of this, that community consultation will be an integral element of the design process.

Although Abbey Green is a space in its own right and needs to have its potential fully realised, it is also a key space in the Council and London Thames Gateway Development Corporation's strategic objective of establishing very strong functional, visual and pedestrian links between the Town Centre and Barking's historic river frontages. The site is also a key project in the East London Green Grid which aims to connect places of importance via green spaces. It will link one of the Mayor of London's 'lost rivers' (the Roding) to one of his 100 Public Squares (Barking Town Square).

In addition to its own qualities, the Council regards Abbey Green, together with the River Roding, as having the potential to be the unifying element between the major areas of change proposed by the AAP. The Town Centre and the western part of the Gascoigne Estate front onto Abbey Green; the Fresh wharf Estate, the Cultural Industries quarter and the existing Tesco site all have frontage onto the river whilst Town Quay and the Abbey Retail Park have frontages to both. The improvements proposed for both Abbey Green and the River Roding offer the prospect of the, predominantly housing, development envisaged for these sites being set within an integrated, high quality, natural and historic environment.

## BTCSSA 9: THE CULTURAL/CREATIVE INDUSTRIES QUARTER (CIQ)

Location	The site lies immediately to the west of the Gascoigne Estate from which it is separated by Abbey Road. The River Roding forms the site's western boundary. Part of the site is within the Abbey Road Riverside Conservation Area and contains the Granary and the Malthouse locally Listed Buildings.
Size	1.45 hectares
Timescale	It is intended that the refurbishment and extension of the Malthouse and the Granary will be completed by 2010, some 200 new homes built in 2011/12 and a further 120 new homes in 2012/13. The remainder of the buildings and the pedestrian/cycle bridge are expected to be completed by 2013 and the public transport bridge by 2016.
Implementation	<p>Although the Cultural Industries Quarter has been a long standing aspiration of the Council and some of the earlier refurbishment of the Malthouse building was undertaken by the Council, the key implementing body will be the London Thames Gateway Development Corporation (LTGDC).</p> <p>LTGDC commissioned the River Roding Masterplan and a planning application for the majority of the site was submitted in November 2008. The Corporation has also acquired or is in the process of acquiring (either by negotiation or compulsory purchase) a number of pieces of land to implement the scheme.</p> <p>LTGDC are currently looking to identify and then appoint private sector partner(s) to undertake the development and to provide the ongoing management of the cultural industries quarter.</p> <p>The Council and LTGDC are working with TfL to secure the funding for and the implementation of the Barking to Royal Docks Bus Corridor scheme which passes through the site and which is essential to its development along the lines set out in this Allocation. There will be a need for Section 106 contributions from the developer towards the cost of BRDT provision and particularly the funding for the public transport bridge across the river.</p> <p>The planning application submitted by TGDC does not cover the whole of the Site Specific Allocation as they were unable to reach agreement about the inclusion of the site of Sharleston Wharf to the north. This element of the Site Specific Allocation including the pedestrian bridge will be implemented independently and is, again, expected to be delivered by 2012.</p>
Flood Zone	1/2/3a
PTAL	4- 6
Indicative Capacity	320 homes and up to 3,500 sq. metres of office, cultural and creative industries and ancillary leisure/community uses
Existing Uses	Predominantly existing and former low grade commercial and

	<p>industrial uses and the now vacant site of the former Fishing Smack Public House, although parts of the Malthouse have already been refurbished and brought into use for cultural and creative industries purposes.</p>
Proposed Uses	<p>A mixed use scheme comprising:</p> <ul style="list-style-type: none"> <li>• Workshops and studios for cultural and creative industries and an element of B1 office use, provided it is associated with and ancillary to cultural and creative uses</li> <li>• Cultural and creative activities within Use Class D1 such as a museum, art gallery, exhibition hall or non-residential education and training centre</li> <li>• Restaurant, pub, snack bar, cafe and/or wine bar, provided that they are ancillary to and do not dominate the cultural and creative uses.</li> <li>• New homes</li> </ul>
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Is in character with the Abbey Road Riverside Conservation Area</li> <li>• Facilitates improved public transport access to the area including accommodating the route of a new public transport bridge across the River Roding for the Barking to Royal Docks Bus Corridor</li> <li>• Accommodates a new pedestrian and cycle bridge across the River Roding linking it to the Fresh Wharf site.</li> <li>• Provides a new public square within the scheme, a positive frontage to the river and high quality landscaping along Abbey Road</li> <li>• Minimises any risk of pollution to the River Roding</li> <li>• Enhances the informal recreational and biodiversity value of the riverbank by sympathetic handling of the frontage to the river</li> <li>• Facilitates public access to and along the river frontage</li> <li>• Protects and enhances the historic Malthouse and Granary buildings</li> <li>• Ensures the recording of any archaeological remains including any former ice houses</li> <li>• Includes a crèche</li> <li>• Demonstrates to the Council and the Environment Agency's satisfaction (through the submission of a detailed flood risk assessment and the implementation of any necessary prevention or mitigation measures) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area</li> <li>• Meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> </ul>



## REASONED JUSTIFICATION

Much of the site is currently in a tired, dilapidated condition and in their present condition the remaining heritage buildings do little to preserve or enhance the character and appearance of the Conservation Area. The current uses do not attract specific trips from the town centre and public access to the river in this location is very limited.

The mixed-use scheme envisaged by the Allocation based on cultural and creative industries and offices around a new public square and also incorporating a range of residential and public uses will help the area to become a hub of activity in its own right, and for a sense of place to be created. It will act as a significant focus for regeneration, both within the River Roding area and the wider Barking Town Centre area and will reinforce the connection between Barking town centre and the River Roding by encouraging permeability through the site towards both the established and the new developments and open up new areas of river frontage to public access.

The development of a cultural/creative industries quarter will contribute towards local distinctiveness and diversify the economic base of Barking, providing skills and employment opportunities and uses which can offer the opportunity for young people from the local community to work alongside industry professionals and service providers to learn more about the skills required and the career opportunities that are available will be particularly welcomed. The commitment to ensuring that the CIQ quarter and the workspaces provided are available to all sections of the community is underpinned by the requirement to include a crèche in order to meet the needs of single parent households who do not have access to affordable childcare provision.

It is possible that to support the establishment of the creative and cultural industries complex, other uses such as an element of B1 offices will be needed to help subsidise the creative industries elements. General commercial offices should be located in the town centre (see policy BTC 4) but an element of office space associated with cultural or creative uses would be appropriate, particularly where it would support and contribute towards the success of the establishment of the creative and cultural industries quarter.

The housing provision will make a significant contribution to meeting the AAP housing target of some 6,000 additional homes but, because the scheme will necessarily be high density with a very high proportion of flats, it is accepted that, in line with policy CC2 of the Core Strategy, the scheme may be one which is not required to deliver 40% family housing and where a 30% target will be applied.

The inclusion of small-scale A1 (shops) and A3 (café / restaurant etc) uses in the scheme is regarded as essential to the success of the Cultural Industries Quarter as they will complement the mix of uses and provide facilities for those working at and visiting the site. They will also help to create a destination, to guarantee use of the public space and to animate building edges.

The inclusion of the public transport bridge is important to the regeneration of the Roding Valley and the wider area. It was originally conceived as carrying East London Transit Phase 2 (ELT2) which was, in strategic terms, to link Barking town centre to the proposed Thames Gateway Bridge and which, in more local terms, greatly improved the public transport accessibility of sites such as the Cultural Industries Quarter and the Fresh Wharf Estate.

Phase 2 of ELT was omitted from the 2008/09 Transport for London Business Plan. However the Council still believes that such public transport improvement is essential both because of the local accessibility benefits but also because of the sub-regional benefits that can still be obtained through links to City Airport and to Custom House with interchange to Crossrail. The Council is, therefore working with the London Thames Gateway Development Corporation and Transport for London to deliver the Barking to Royal Docks Bus Corridor. (BRDBC)

Although the public transport bridge should include provision for pedestrian and cyclist crossing of the river, this will not be sufficient to attain the level of connection across the river necessary to fully integrate the west side of the River Roding and the Fresh Wharf development into the wider Barking town centre area, particularly in the short term since it is not expected to be in place before 2016. The second bridge within the Site Specific Allocation, which as it will be only for pedestrians and cyclists can be constructed more quickly and more cheaply, will be located further to the north, landing within the Shariston Wharf element of the CIQ.

The CIQ site is not one which policy BTC17 regards as appropriate for tall buildings. However, it is acknowledged that the current townscape value of the site is very low and would be greatly enhanced by a high quality scheme which included sympathetic refurbishment of and extension to the Malthouse and Granary Buildings. It is further acknowledged that a successful and thriving cultural industries quarter can make a very significant contribution to the regeneration of the riverside area and barking town centre. On this basis, it is likely that, should any scheme include tall buildings, the exceptional circumstances noted in policy BTC17 would be met and well-designed and appropriate tall buildings could be acceptable.

## BTCSSA 10: VICARAGE FIELD

Location	The shopping mall has shopper entrances onto Station Parade almost opposite Barking Station and onto Ripple Road.
Size	2.5 hectares
Timescale	The development is expected to be completed in 2012/13
Implementation	The shopping centre is privately owned and it is expected that the owners will implement the scheme themselves
Flood Zone	1
PTAL	6
Indicative Capacity	Some 2,500 sq. metres (net) of retail floorspace and 250 homes
Existing Uses	Covered shopping mall with associated car park
Proposed Uses	Additional shopping floor space and some 250 new homes
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that:</p> <ul style="list-style-type: none"> <li>• it reviews car parking provision and servicing arrangements to encourage a more efficient use of the site and a reduced impact on the local road system</li> <li>• the Station Parade façade provides a fitting response to its location opposite Barking Station</li> <li>• the quality of pedestrian movement through both the shopping centre itself and St Awdrey's Walk is improved</li> <li>• it addresses the need for enhanced integration of the scheme into the town centre</li> <li>• A sympathetic relationship with the houses in Vicarage Drive is provided and residents' environment protected.</li> <li>• It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> </ul>

### REASONED JUSTIFICATION

The shopping centre is at the heart of the shopping centre with access from Station Parade and Ripple Road. It is, therefore, well located to provide part of the additional floorspace identified as necessary by the Retail Capacity Study. There is scope to improve the existing centre by creating a more attractive shopping environment as well as by creating larger shop units and attracting higher end retailers.

Whilst they are not an essential element of any scheme, the Council would encourage the exploration of opportunities for, and will be content to allow, the inclusion of appropriate leisure uses.

The residential element of the scheme will make a significant contribution to meeting the AAP housing target of some 6,000 additional homes. Because the scheme will necessarily be high density with a very high proportion of flats, it is accepted that, in line with policy CC2 of the Core Strategy, the scheme is one which is not required to deliver 40% family housing and where a 30% target will be applied.

Because the frontage to Station Parade is very high profile and is the first view of the town centre that people arriving by train get, the Council will require a scheme of very high quality design that delivers a significant improvement in townscape. The Council considers this to be a location close enough to Barking Station to be suitable to include a particularly tall building on the Station Parade frontage (see policy BTC 17)

The current arrangements for servicing and car park access to the existing shopping mall are poor and they contribute to congestion outside Barking Station. In order to reduce that congestion, any scheme will need to rationalise these arrangements by, for instance, ceasing to take access to the car park from Station Parade.

The current pedestrian route through the centre is somewhat convoluted and does little to integrate the centre into the wider town centre. St Awdrey's Walk which runs alongside the centre and offers access from the Station to the residential areas off Ripple Road is poor both in terms of its environment and fear of crime issues. The Council would expect to see any scheme seek to bring improvement to both issues.

## BTCSSA 11: A13 FRONTAGE AROUND GASCOIGNE ROAD AND KING EDWARD ROAD

Location	The site is the north side of the A13 around Gascoigne Road and King Edward Road
Size	
Timescale	Scheme expected to be completed in 2013/14
Implementation	Implementation will be through a partnership between the Council and the private owner of the majority of the commercial premises which front onto the A13
Flood Zone	3a
PTAL	Level 2/Level 3
Indicative Capacity	Some 250 new homes and up to 4,000 sq. metres of business and commercial uses
Existing Uses	Housing, petrol filling station and various commercial uses
Proposed Uses	A mixed use scheme comprising: <ul style="list-style-type: none"> <li>• additional homes</li> <li>• Business and commercial uses</li> <li>• Small scale shopping to serve the local community</li> </ul>
Design Requirements	A scheme providing these uses will be encouraged and permitted provided that : <ul style="list-style-type: none"> <li>• The commercial uses fronting onto the A13, provide an attractive frontage to it and a buffer from it for the homes to be built on the site</li> <li>• There is no overall loss of employment</li> <li>• It facilitates better bus services both to the site and within the wider Gascoigne Estate.</li> <li>• It meets the Environmental Building Standards and Energy requirements for a Major Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.</li> <li>• Demonstrates to the Council and the Environment Agency's satisfaction (through the submission of a detailed flood risk assessment and the implementation of any necessary prevention or mitigation measures) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area</li> </ul>

### REASONED JUSTIFICATION

Rationalisation of that part of the Gascoigne Business Park fronting the A13 between Gascoigne Road and King Edward Road will provide enhanced employment land and an improved frontage to the A13. The current townscape value of the site is very low and would be greatly enhanced by a high quality scheme. The inclusion of the existing Council housing land facing directly onto the A13 from either side of King Edward Road allows for a comprehensive approach and the chance to improve the living conditions for the existing residents.

Whilst it is likely that there will be a net loss of employment space within the scheme, there will be no overall loss of jobs because of the existing low employment density.

Although it is likely that any scheme would deliver some 250 new homes, the net gain is likely to be only some 150 units because of the need to demolish the existing Council flats on either side of King Edward Road. Nevertheless, the housing element of the scheme will make a useful contribution to meeting the AAP housing target of some 6,000 additional homes but, because the scheme will necessarily be high density with a very high proportion of flats, it is accepted that, in line with policy CC2 of the Core Strategy, the scheme may be one which is not required to deliver 40% family housing and where a 30% target will be applied.

## 8 Implementation and Monitoring

### Implementation

- 8.1 Although much of the AAP vision for the area will be delivered by the successful deployment of its various policies and the delivery of the Site Specific Allocations, actions by other agencies such as the Primary Care Trust and the Metropolitan Police implementing their own strategies, will also play their part. It is for this reason that the Council regards the coordinative role of the Barking and Dagenham Partnership as important to the delivery of the AAP.
- 8.2 To deliver the vision and implement the Area Action Plan, it is also essential for the Council to continue to work in partnership with a range of other stakeholders in the public, private and community and voluntary sectors. The Local Housing Company which the Council has set up with its private sector partner, First Base, will be particularly important and will have a major role to play in implementing a number of the positive proposals and, in particular the Site Specific Allocations for the King William Quarter (BTCSSA4) and the Gascoigne Estate (BTCSSA6).
- 8.3 The London Thames Gateway Development Corporation and the Homes and Communities Agency have already played and will continue to play a key role because of their ability to fund the acquisition of sites and support development schemes.
- 8.4 Other important players will include land and property owners, developers, businesses and key local employers, transport providers (in particular, Transport for London, Network Rail and c2c), the GLA, the Environment Agency and infrastructure providers. The Site Specific Allocations in Section 7 outline the role that the various different agencies will play in their implementation
- 8.5 There will be development schemes brought forward by private sector landowners and developers (such as the housing scheme at the Freshwharf Estate and the expansion of the Vicarage Field shopping centre) and the public sector's role will be limited to applying its development management function to ensure that schemes are in line with the relevant AAP policies whilst Transport for London will be responsible for implementing a number of the transport schemes in the plan area and, particularly, East London Transit and the Barking to Royal Docks Bus Corridor
- 8.6 The Council (for most planning applications) and the London Thames Gateway Development Corporation (for the larger and more strategic applications) will implement the various development control policies of the Plan. This will include securing Section 106 contributions from developers in order to implement key elements of the plan such as enhancements of the public realm, the provision of social infrastructure and transport improvements.
- 8.7 Apart from this Section 106 funding secured through developer contributions, other important funding sources include Transport for London funding through the Local Implementation Plan (LIP) process, funding from the London Development Agency and the Council's own capital funding.

- 8.8 Even allowing for the fact that the creation of a new neighbourhood out of the Gascoigne Estate has an approximately 15 year time span, the Council is confident that the Site Specific Allocations included in the Action Plan will be delivered by 2025. Without exception they have already been the subject of developer interest and significant progress has been made already in resolving landownership issues where these exist.
- 8.9 The Council recognises, however, that private sector development and particularly housing development will only come forward when it is viable and that, particularly in the development climate at the beginning of 2009, the Council will need to take this into account in its judgements about development capacity and the implementation of its approach towards developers' Section 106 contributions and its policies around affordable and family housing.
- 8.10 The Council also acknowledges the uncertainty around the delivery of the Barking to Royal Docks Bus Corridor but is working with the London Thames Gateway Development Corporation and Transport for London to resolve this.

#### Monitoring

- 8.11 Schedule 1 below sets out a robust Monitoring Framework to ensure that the AAP is delivered and implemented as intended and that the significant effects arising from the SA (both positive and negative) are monitored. It sets out a range of indicators against which the performance of each of the AAP policies will be assessed. Performance against these indicators will be reported in the Council's Annual Monitoring Report where targets for each of these indicators will be developed. Progress on implementing the Site Specific Allocations will also be reported in the Council's Annual Monitoring Report.



## SCHEDULE 1: THE MONITORING FRAMEWORK

Policy	Subject Area	Indicators
<b>BTC1</b>	<b>ADDITIONAL SHOPPING FLOORSPACE</b>	<ul style="list-style-type: none"> <li>Amount and type of completed new retail floorspace each year. (will be collected as a sub-set of LDF Indicator CC4 (b) )</li> </ul>
<b>BTC2</b>	<b>PRIMARY AND SECONDARY SHOPPING FRONTAGES</b>	<ul style="list-style-type: none"> <li>% of retail frontage which is vacant for more than 6 months (will be collected as a sub-set of LDF Indicator CC4 (b) )</li> </ul>
<b>BTC3</b>	<b>OFFICE DEVELOPMENT</b>	<ul style="list-style-type: none"> <li>Amount of office development completed in the Town Centre each year. (will be collected as a sub-set of LDF Indicator CC4 (c) )</li> </ul>
<b>BTC4</b>	<b>HOTEL DEVELOPMENT</b>	<ul style="list-style-type: none"> <li>Number of hotel bedrooms completed each year. (will be collected as a sub-set of LDF Indicator CP1 (a) )</li> </ul>
<b>BTC5</b>	<b>LEISURE USES AND THE EVENING ECONOMY</b>	<ul style="list-style-type: none"> <li>Number and type of new commercial leisure uses opened each year                             <ul style="list-style-type: none"> <li>a) within the Town Centre</li> <li>b) In Town Quay/River Roding area</li> </ul>                             (will be collected as a sub-set of LDF Indicator CM5 (a) )                         </li> </ul>
<b>BTC6</b>	<b>BARKING AS A VISITOR DESTINATION</b>	<ul style="list-style-type: none"> <li>Audience numbers at the Broadway Theatre</li> <li>Visitor numbers to the proposed interpretation facilities associated with heritage attractions on Abbey Green (will be routinely collected by the theatre and the proposed heritage/interpretation centre once established)</li> </ul>
<b>BTC7</b>	<b>IMPROVING PUBLIC TRANSPORT</b>	<ul style="list-style-type: none"> <li>Bus and Transit Passenger numbers ( will be collected by TfL/London Buses)</li> <li>Successful implementation of continuing phases of East London Transit and the Barking to Royal Docks Bus Corridor (will be collected as a sub-set of LDF Indicator CM4 (a2) )</li> </ul>
<b>BTC8</b>	<b>TRAFFIC MANAGEMENT/ABBEEY ROAD HOME ZONE</b>	<ul style="list-style-type: none"> <li>Implementation of the scheme and traffic management measures on Gascoigne and King Edward Roads.</li> <li>Before and after traffic counts in the Home Zone</li> </ul>

Policy	Subject Area	Indicators
BTC9	TOWN CENTRE CAR CLUB	<ul style="list-style-type: none"> <li>• Growth of Membership Numbers</li> <li>• Growth of number of vehicles available for hire;</li> <li>• Total car club vehicle mileage</li> </ul> (Will be collected as part of performance data required by the Council of the chosen operator.)
BTC10	PEDESTRIAN MOVEMENT	<ul style="list-style-type: none"> <li>• Number of Pedestrian improvement schemes undertaken</li> </ul>
BTC11	CYCLING FACILITIES	<ul style="list-style-type: none"> <li>• Survey of number of cyclists using key junctions into Barking Town Centre</li> <li>• Numbers of bicycle parked at Barking Station (data collected by LBB&amp;D Cycling Officer)</li> </ul>
BTC12	OFF-STREET PUBLIC CAR PARKING	<ul style="list-style-type: none"> <li>• Progress on implementing VMS scheme (will be collected as a sub-set of LDF Indicator CM4 (b) )</li> </ul>
BTC13	HOUSING SUPPLY	<ul style="list-style-type: none"> <li>• Number of additional homes completed each year (will be collected as a sub-set of LDF Indicator CM2 (c) )</li> </ul>
BTC14	AFFORDABLE HOUSING	<ul style="list-style-type: none"> <li>• Numbers and % of additional homes provided as affordable (will be collected as a sub-set of LDF Indicators CC1 (a-d) )</li> </ul>
BTC15	SOCIAL INFRASTRUCTURE/ COMMUNITY FACILITIES	<ul style="list-style-type: none"> <li>• Number of new community facilities (will be collected as a sub-set of LDF Indicator CC3 (a) )</li> </ul>
BTC16	URBAN DESIGN	<ul style="list-style-type: none"> <li>• New developments receiving awards under the Building for Life Assessments. (will be collected as a sub-set of LDF Indicator CP3 (b) )</li> </ul>
BTC17	TALL BUILDINGS	<ul style="list-style-type: none"> <li>• Number of tall buildings completed               <ul style="list-style-type: none"> <li>a) In line with policy and/or site specific allocation</li> <li>b) As an exception to or on appeal against the policy</li> </ul> </li> </ul>
BTC18	PUBLIC SPACES	<ul style="list-style-type: none"> <li>• Number of public realm schemes receiving awards under the Building for Life Assessments. (will be collected as a sub-set of LDF Indicator CP3 (b) )</li> </ul>

Policy	Subject Area	Indicators
<b>BTC19</b>	<b>CONSERVATION AREAS AND LISTED BUILDINGS</b>	<ul style="list-style-type: none"> <li>• Change in Number of historic buildings (will be collected as a sub-set of LDF Indicator CP2 (b) )</li> <li>• Change in Number of historic buildings at risk (will be collected as a sub-set of LDF Indicator CP2 (a) )</li> </ul>
<b>BTC20</b>	<b>PARKS, OPEN SPACES AND TREE PLANTING</b>	<ul style="list-style-type: none"> <li>• Number of open spaces created in areas of identified open space deficiency (will be collected as a sub-set of LDF Indicator CM3 (a) )</li> </ul>
<b>BTC21</b>	<b>RIVERSIDE DEVELOPMENT &amp; INFORMAL LEISURE</b>	<ul style="list-style-type: none"> <li>• Length of restored and publically accessible river frontage</li> <li>• Water space Management Plans submitted</li> </ul>
<b>BTC22</b>	<b>SUSTAINABLE ENERGY</b>	<ul style="list-style-type: none"> <li>• Properties built or adapted to accept the Combined Heat and Power energy source and those connected to it (will be collected as a sub-set of LDF Indicator CR1 (g) )</li> </ul>
<b>BTC23</b>	<b>DEVELOPER CONTRIBUTIONS</b>	<ul style="list-style-type: none"> <li>• Number and % of planning applications within AAP area where the developer has made a contribution towards the local priorities identified in the policy (will be collected as a sub-set of LDF Indicator CC4 (a) )</li> </ul>

## 9 Glossary of Terms

<b>Term</b>	<b>Definition</b>
<b>Adoption</b>	The final confirmation of a Local Development Document as having statutory status by a Local Planning Authority
<b>Affordable Homes</b>	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.
<b>Annual Monitoring Report</b>	Annual report on the progress of preparing the Local Development Framework Report and the extent to which policies are achieved.
<b>Area Action Plan</b>	A Development Plan Document that establishes a planning framework for areas of change or conservation.
<b>Barking &amp; Dagenham Partnership</b>	The Local Strategic partnership which is focused on and committed to improving the quality of life and governance in the Borough. The partnership consists of people representing public services, local business, residents and community and voluntary groups.
<b>Barking Code</b>	Set outs a comprehensive collection of materials, products and detail finishing techniques which should be used in the undertaking and ongoing maintenance of all public realm improvements in the Town centre.
<b>Borough Wide Development Policies</b>	A Development Plan Document within the Local Development Framework which contains detailed development policies focused on the implementation of the Core Strategy.
<b>Building of Local Heritage Interest</b>	A building or structure which, whilst not listed by the Secretary of State, the Council feels to be an important part of Barking's heritage due to its architectural, historic or archaeological significance.
<b>Community Facilities</b>	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 services.
<b>Community Strategy</b>	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.
<b>Comparison Goods</b>	Goods which people buy from the store offering the best value for money rather than the one closest to them. They include household appliances, furniture, clothing and footwear.
<b>Conservation Areas</b>	Areas of special architectural or historic interest, the character, appearance or setting of which is desirable to preserve or enhance.
<b>Convenience Goods</b>	Goods which are commonly purchased everyday. They include food, drink, tobacco and newspapers.
<b>Core Strategy</b>	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.

<b>Cultural Quarters</b>	Areas where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environments.
<b>Developers Brief</b>	A document that outlines detailed planning requirements for the development of a site. It is usually subject to public consultation.
<b>Development Plan</b>	LBB&D's Statutory Development Plan comprises the London Plan and the Development Plan Documents contained in the Local Development Framework.
<b>Developer Contributions</b>	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).
<b>Diversity</b>	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.
<b>East London Green Grid</b>	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.
<b>Evening Economy</b>	Uses that attract people to an area in the evening, especially cultural and entertainment facilities and associated bars and restaurants.
<b>Housing Trajectory</b>	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.
<b>Independent Examination</b>	A hearing chaired by an Independent Inspector to assess the soundness of development plan documents.
<b>Infrastructure</b>	Basic services necessary for development to take place such as roads, electricity, sewage, water, education and health facilities.
<b>Intermediate Housing</b>	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).
<b>Local Development Document</b>	The various individual documents (Development Plan Document, Statement of Community Involvement, Supplementary Planning Document) in the Local Development Framework.
<b>Local Development Framework</b>	A replacement for the Unitary Development Plan which comprises a portfolio of 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.
<b>Local Development Scheme</b>	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.
<b>Local Implementation Plan</b>	A statutory transport plan produced by each London borough which sets out how they will implement the Mayor's Transport Strategy in their area.

<b>Local Strategic Partnership</b>	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.
<b>London Plan</b>	The London Plan is the name given to the Mayor's spatial development strategy which replaces the previous strategic planning guidance for London
<b>LTGDC</b>	The London Thames Gateway Development Corporation is the Government created urban development corporation responsible for delivering regeneration in London Riverside (which includes the AAP area) and the lower Lea Valley and is the Local Planning Authority for major planning applications.
<b>Market Housing.</b>	Owner-occupied and private rented housing which does not meet the affordability and access criteria for social housing or intermediate housing
<b>Mixed-use Development</b>	Development of a range of activities on single sites or across wider areas such as town centres.
<b>National Planning Guidance</b>	Sets out the Governments national policies and principles on planning which local planning policy must be consistent with. These take the form of Planning Policy Guidance Notes and Planning Policy Statements.
<b>Police Shop Units</b>	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.
<b>Proposals Map</b>	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.
<b>Public Open Space</b>	Public open space includes parks, playing fields, outdoor sports facilities and allotments with public access.
<b>Public Realm.</b>	Space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces
<b>Public Transport Accessibility Levels (PTAL)</b>	A detailed and accurate measure of the accessibility to the public transport network, taking into account the walk access time and service availability.
<b>Regeneration</b>	The economic, social and environmental renewal/ improvement of an area.
<b>Retail Park</b>	A group of 3 or more retail warehouses, usually outside of town centres
<b>Retail Warehouses</b>	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.
<b>Section 106 contributions</b>	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.
<b>Site Specific Allocation</b>	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.

<b>Social infrastructure</b>	Includes health, education, childcare, facilities for older people and disabled people, as well as libraries, community halls, meeting rooms and places of worship.
<b>Social Rent</b>	Set by local authorities or other social landlords and below the normal market cost, The housing is normally set aside for people who need housing and cannot afford the normal market rent.
<b>Spatial Planning</b>	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. 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.
<b>Statement of Community Involvement</b>	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.
<b>Submission</b>	The stage in preparing Development Plan Documents when they are submitted to the Secretary of State for Independent Examination.
<b>Supplementary Planning Document</b>	Elaborates on policies or proposals in Development Planning Documents and gives additional guidance on how policies will be taken forward.
<b>Sustainability Appraisal</b>	Assesses the likely economic, social and environmental effects of the LDF. It aims to promote 'sustainable development' which is about ensuring there is better quality of life for everyone, now and in the future.
<b>Sustainable Development</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Tall Building</b>	A building which is 6 or more storeys (15-18 metres tall), significantly higher than its neighbours or which recognisably changes the skyline.
<b>Thames Gateway</b>	A corridor of land on both sides 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 Town Centre.
<b>Town Centre Hierarchy</b>	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.

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# Local Development Framework

## Barking Town Centre Area Action Plan, Urban Design Guidance SPD

**DRAFT**

May 2009



East

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# 1. Introduction



This aerial image of the study area has been amended to reflect the recent Town Square development

## 1.1 Local Development Framework

Barking & Dagenham's Local Development Framework (LDF) is a portfolio of documents which have been prepared to guide the future planning of the borough up to 2025. One of these, the Barking Town Centre Area Action Plan (AAP) defines the Council's vision for how the town centre will function and look in 2025. It sets out the policies and the site specific allocations that will stimulate the economic and commercial regeneration of the town centre whilst, at the same time, protecting and enhancing the quality of the environment and improving the quality of life and the life chances of the local community.

The Barking Town Centre Urban Design Guidance is to be adopted as a Supplementary Planning Document (SPD). It relates directly to the following AAP Policies, which are set out in Appendix 1:

- BTC 8: Traffic Management/Abbey Road Home Zone;
- BTC 10: Pedestrian Movement;
- BTC 16: Urban Design;
- BTC 17: Tall Buildings
- BTC 18: Public Realm;
- BTC 19: Heritage and the Historic Environment; and
- BTC 20: Parks, Open Spaces, Play Areas and Tree Planting.

## 1.2 Purpose of this SPD

The purpose of the Guidance is to supplement policies in the AAP by:

- Explaining and illustrating the AAP's spatial framework for the Town Centre;
  - Raising design expectations and securing high quality, locally distinctive and inclusive new buildings and spaces;
  - Providing clear urban design guidance to landowners, developers, architects and other built environment professionals;
  - Providing clear guidance for officers and councillors; and
  - Helping to inform and engage local people.
- In doing the Guidance will help achieve objective 5 of the AAP:

*To protect local character and visual quality by ensuring that new development and improvements to the Public Realm are of high quality design and create a safe and secure environment accessible to all, by protecting and enhancing the historic environment and by raising awareness of Barking's history and heritage.*

## 1.3 Planning Responsibilities

The London Borough of Barking and Dagenham (LBBD) is the planning authority for the whole area and Local Planning Authority (LPA) for most planning applications. However, the London Thames Gateway Development Corporation (LTGDC) is the LPA for certain types of major planning applications, as defined in the LTGDC (Planning Functions) Order 2005. Strategic planning applications are also referred to the Mayor of London in the normal way and the Mayor's agencies (Greater London Authority, Transport for London, London Development Agency and Design for London) are active in supporting the need for high quality new development.

## 1.4 Proposed Development

Barking has experienced considerable development pressure in recent years and there are a number of major schemes that have been permitted or are either the subject of planning applications or pre-application discussions. The photograph at Appendix 3 illustrates the development that was being proposed as of March 2009. The guidance in this document takes account of the development schemes shown.

## 1.5 Design Delivery

LBB and LTGDC encourage pre-application discussions as a way of ensuring high quality design.

The planning case officer will co-ordinate design advice from both within LBB/LTGDC and from external organisations (such as the Greater London Authority Planning Decisions Unit, Design for London and CABE) to ensure that developers and their design teams receive timely and focused design advice and that they are not presented with conflicting advice from multiple sources.

Design and Access Statements that accompany planning applications for sites in the AAP area should demonstrate how the proposals respond to the guidance in this document.

Applications relating to sites with a significant frontage to the River Roding will normally need to be supported by a Waterspace Management Plan (see Section 3 Area Wide Guidance and Appendix 3 for more information).

Outline planning applications will not be acceptable for sites in the Abbey and Barking Town Centre and Abbey Road Riverside Conservation Areas

Full planning applications should include a good level of detail relating to external appearance, including where possible materials and landscaping, at the application stage.

Applications for Tall Buildings must be supported by high quality, clear and detailed drawings and representational material, as set out in paragraphs 3.1 to 3.6 in the CABE/English Heritage 'tall buildings guidance'.

LBB and LTGDC intend to maintain a 'working' physical model of the AAP area as a tool to help consider proposals in their context and applicants of major schemes

where the LTGDC is the LPA will be expected to prepare a model of their proposals at 1:1000 scale for 'testing' in the model.

The document is organised as follows:

## 1.6 How to use this guidance

Section 2 – Barking Today - provides key relevant context about Barking as a place and its important qualities. Everyone should look at this.

Section 3 – Area Wide Guidance - sets out key urban design principles that in the different Character Areas. It also identifies the Barking 'Glue' (spaces and features that help bind different parts of the town together) and provides area-wide guidance on Transport and Movement, Scale and Massing, Energy and Environmental Sustainability, Community Cohesion, Safety and Inclusive Design and Public Art. Again, everyone should look at this.

Section 4 - Site Specific Guidance - provides specific guidance for the 11 sites that are earmarked for significant change (the AAP Site Specific Allocations sites).

The diagram opposite illustrates the various sections of this document, and how they are arranged.

Other relevant guidance is referenced throughout this document and full details are included at the end.

Diagram explaining document arrangement

Section 2  
Barking Town Centre Today



- Conservation areas, listed buildings and scheduled ancient monument  
Page 6
- Other buildings and spaces that help to shape Barking's unique character  
Page 7

Section 3  
Area Wide Guidance



- AAP Site Specific Allocations and Character Areas  
Page 16
- Barking 'Glue' - spaces and features that help bind different parts of the town together  
Page 24
- Proposals for new pedestrian routes and improved crossing opportunities  
Page 28
- Existing and proposed transport and movement routes  
Page 29
- Existing tall buildings and areas where tall buildings would be appropriate  
Page 30

Section 4  
Site Specific Guidance



- SSA areas  
Page 35

## 2. Barking Town Centre Today





## 2.1 Introduction

This section identifies the conservation areas, Listed Buildings and other key buildings and spaces that contribute to Barking's unique identity.

## 2.2 Conservation area and listed buildings

The Abbey and Barking Town Centre Conservation Area (which was extended in 2009) and the Abbey Road Riverside Conservation Area are shown on the plan at Page 6, along with Listed Buildings both statutory and locally listed.

Proposed development that impacts on conservation areas and important buildings and spaces (Listed Buildings, locally listed Buildings and those buildings identified as making a positive contribution to the conservation areas) should be sensitive to the character and appearance of these buildings/spaces. This includes retaining historic fabric and safeguarding views and the setting of buildings.

### References:

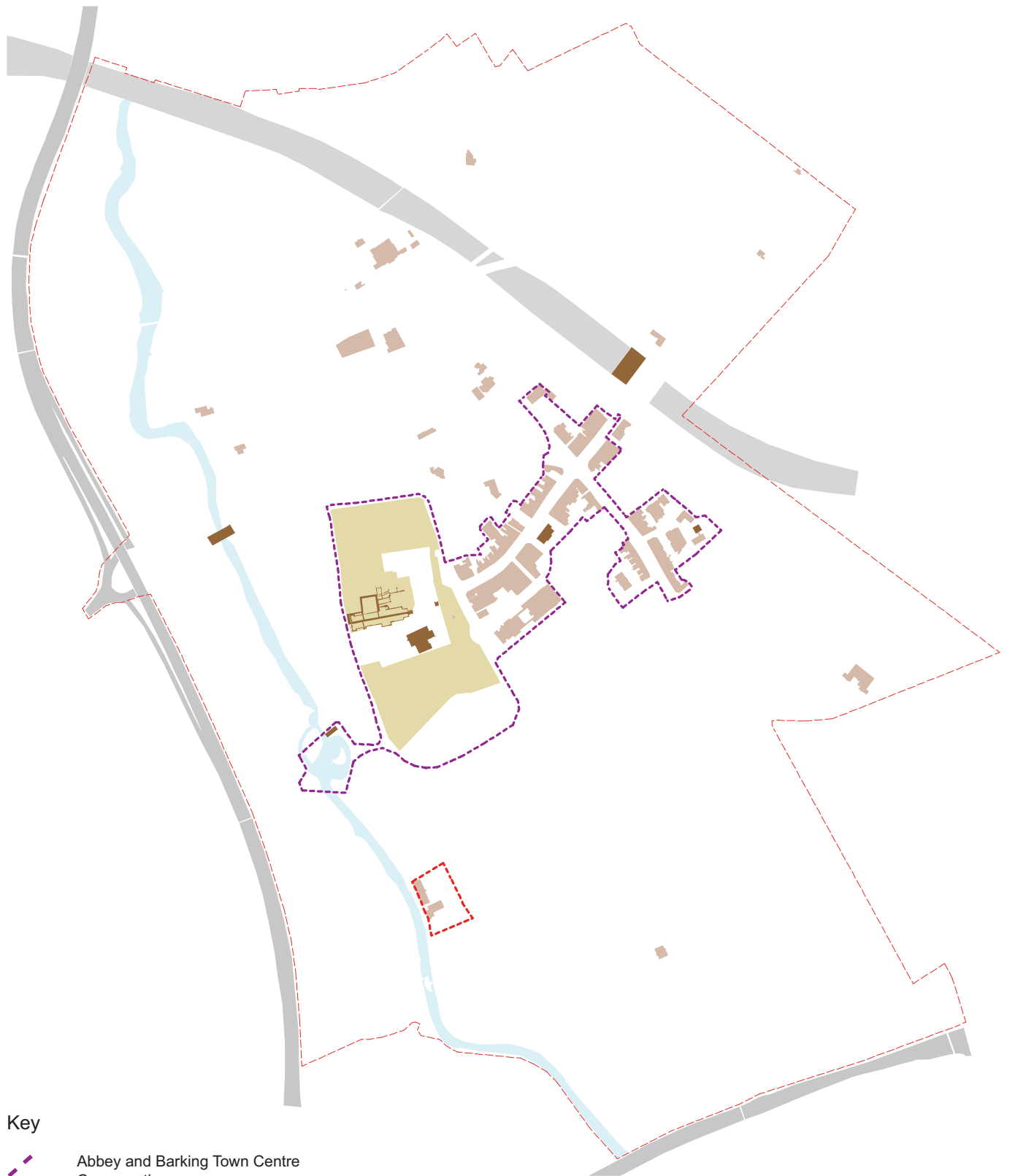
- Design for London Heritage Scoping Study of Abbey + Town Centre Conservation Area (April 2008)
- LBBB Abbey and Barking Town Centre Conservation Area Appraisal (April 2009)
- LBBB Abbey Road Riverside Conservation Area Appraisal (April 2009)

## 2.3 Other buildings and spaces that help to shape Barking's unique character







Like many town centres, Barking is comprised of a collection of buildings and spaces that while not necessarily outstanding on their own, collectively make up the unique identity of the place. These existing buildings and spaces therefore need to be understood and valued as key components in the character of Barking Town Centre.

Some of these buildings are identified on the plan on Page 7 and more information on these follows on Pages 8-13.

# Conservation Areas, Listed Buildings and Scheduled Ancient Monument



## Key

-  Abbey and Barking Town Centre Conservation area
-  Abbey Road Riverside Conservation area
-  Statutory listed buildings
-  Locally listed buildings
-  Scheduled Ancient Monument
-  AAP area

Other buildings and spaces that help to shape Barking's unique character



See pages 8-13 for more information on these buildings and spaces.

### 2.3.1 Freestanding Pubs

These modest buildings, located on the plan on the previous page, provide unique points of orientation and public aspect at key corners and junctions.



1 Spotted Dog



2 Buzz Wine Bar & The Barking Tap



3 White Horse



5 The Barge Aground



4 The Bull

### 2.3.2 Existing tall buildings

A range of straightforward buildings of decent quality and design have already established a recognisable skyline for Barking.



### 2.3.3 Barking Abbey and Abbey Green

Sitting roughly in the middle of the town, with residential development to the north and south and the town centre to the east, the Abbey and Abbey Green offer a unique relief to the density of these areas. The green also offers an opportunity for long views and routes toward and from the river in the west.



### 2.3.4 Fine grained strip

These strips of shops and flats, along Station Parade, have a distinct grain and profile. At the north side of the parade, the upper elevation is profiled with brick bays, offering views up and down the road to the users within.



### 2.3.5 East Street Market

The market brings people onto the roads and the new Market Square (SSA Site 1) makes up the centre of the Station Area and High Street Network Character Area. It is not tucked away discreetly but fills the town, providing a powerful image of social vitality for Barking.



### 2.3.6 Pairings

Where buildings of similar scale and style are repeated in proximity, or positioned across from one another along a road, they enforce local character.



### 2.3.7 Civic centre mix of old and new

Barking's Town Square is a vigorous mix of historically significant and bold new buildings, organised around significant public spaces, routes and frontages. Recent developments have set a strong precedent for building intimately into the existing urban structure.



### 2.3.8 Barking's edges

The A406, together with the historic river Roding, contains the western edge of Barking Town Centre. To the south, the A13 curtails the edge, and the railway line carves through the eastern part of the town. It is from outside these edges that many people experience Barking, driving past, or arriving by train. The southern and western boundaries currently have poor quality buildings and open spaces and commercial advertisement hoardings and do not give a good image of the town.



### 2.3.9 Public art

There have been successful pieces of art created in the town in recent years. This includes temporary installations that have helped enhance spaces pending redevelopment or improvement.



### 2.3.10 East Street/Station Parade junction (old bandstand space)

This junction is a significant moment of orientation in the town where the space opens up, with roads leading in various directions. The space is characterised by a variety of buildings around its edges; each with a rounded corner, giving the space a distinct flower-like shape.





2.3.11 Roads and side streets

The main town centre roads are wide and busy, fronted by a wide range of shops, buildings and side routes. Away from the town centre, Abbey Road, North Street, The Broadway, London Road and St Paul's Road define the edge of Abbey Green. A key characteristic of Barking is how these broad and busy roads give on to more complex and enticing routes, lanes, yards, squares and streets, often with an interior and intimate feel.



# 3. Area wide guidance



### 3.1 Introduction

This section includes guidance for the whole area. How this guidance relates to specific AAP sites is covered in Section 4. It gives an area-wide impression of how all parts of Barking should be considered, understood and developed with an understanding of how each relates to the rest of the area.

The guidance is addressed under the following themes:

- Character areas
- Barking 'Glue'
- Transport and movement patterns
- Scale and massing
- Energy and environmental sustainability
- Community cohesion, safety and inclusive design

# AAP Site Specific Allocations and Character Areas



## Key

### Site Specific Allocations

- 1 London Road/North Street
- 2 Fresh Wharf
- 3 Barking Station
- 4 The Williams Quarter
- 5 Axe Street/Abbey Sports Centre
- 6 The Gascoigne Estate
- 7 The Abbey Retail Park
- 8 Abbey Green
- 9 The Cultural/Creative Industries Quarter
- 10 Vicarage Field
- 11 A13 Between Gascoigne Road and King Edward Road

### Character Areas

- A** Station Area and High Street Network
- B** A13 Strip
- C** Terraced Housing Areas and North Western Housing
- D** Abbey Green
- E** Gascoigne Estate
- F** William Street Quarter
- G** River Roding / A 406

### 3.2 Character areas

The AAP area can be divided into seven character areas (A to G). These and the 11 AAP Site Specific Allocations sites are shown on the plan opposite. The following pages provide guidance for those Character Areas that do not coincide with SSA site boundaries.

### 3.2.A Station Area and High Street Network

Containing the Grade II Listed Station and associated retail and commercial buildings, this area includes the town's transport interchange where different bus routes, main line rail lines and the Underground converge. Station Parade is a key entrance to Barking; however the quality of the environment in terms of accessibility and pedestrian safety and convenience is poor.

Detailed guidance for the area around the Station is set out in the Barking Station Interchange Masterplan SPD and Section 4 (SSA Site 3).

The High Street network is the centre of economic and social activity (shopping, leisure, business and civic uses), but there is a lack of integration between the various parts of this area and the station, and with the housing areas that surround it. The urban structure of this part of town is characterised by a network of streets and squares that connect with East Street, Broadway and London Road. New large scale buildings and a key public space adjacent to the Town Hall provide a variety of massing, frontages and materiality. Buildings provide active uses at more than one frontage, giving a unique urban interior quality. Balconies add to the quality of buildings as they offer the opportunity of providing natural surveillance, and a sense of safety to the space below.

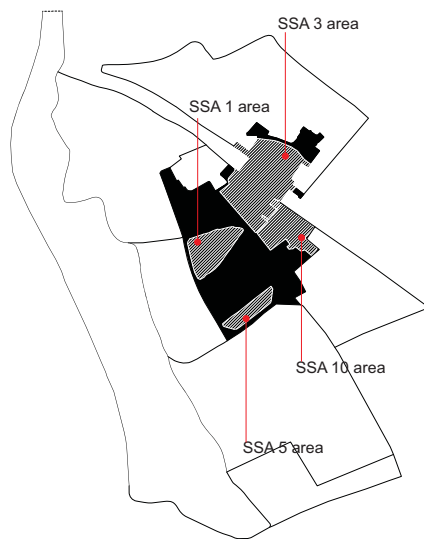
At London Road, terraced strips of shops and houses that mirror each other across the road space make the road feel as if it passes through rather than around the edge of the town centre.

At the western edge of the Network, this area overlooks the open space of Abbey Green, along Broadway and North Street, with a variety of public buildings located along here. These free standing buildings have more than one frontage, offering activity on more than one side. The quality of these

buildings is heightened in terms of the variety they present, several active frontages, style, massing and spaces associated with public entrances.

Moving south along the network toward Axe Street, the clear urban structure is lost; here pedestrian routes merge into car parks, surrounded by blank facades.

While the eastern edge of North Street is defined by continuous building frontage, The Broadway's eastern edge is defined by a series of solids, ranging in scale and activity, and voids as town centre roads terminate here and open up to Abbey Green.



#### Guidance

- Build upon the success of recent development by designing building façades to ensure that they are safe during the day and evening by avoiding 'nooks and crannies' where people could hide, providing ground floor active frontages and ensuring that internal layouts allow for overlooking from windows and balconies onto the spaces outside and below.
- Design new buildings to create clear material, massing and spatial relationships with buildings opposite or adjacent which engage with the surrounding urban structure. The area is made predominantly of brick buildings and the use of natural materials, such as brick, is encouraged.
- Enhance the built and spatial variety at the western edge, and the contrast with the open space of Abbey Green, by encouraging new developments to contribute to an overall area wide 'edge of difference'; well articulated buildings with several active frontages, responding both to Abbey Green and the routes that link the Green with the town centre.
- The different characters of North Street and The Broadway explained above should be kept and enhanced.



## 3.2.B A13 Strip

The area along the southern edge of the Gascoigne Estate includes the Gascoigne Business estate and Hertford Road Business Estate. Whilst highly visible from the A13, these areas do not provide a positive image of Barking.

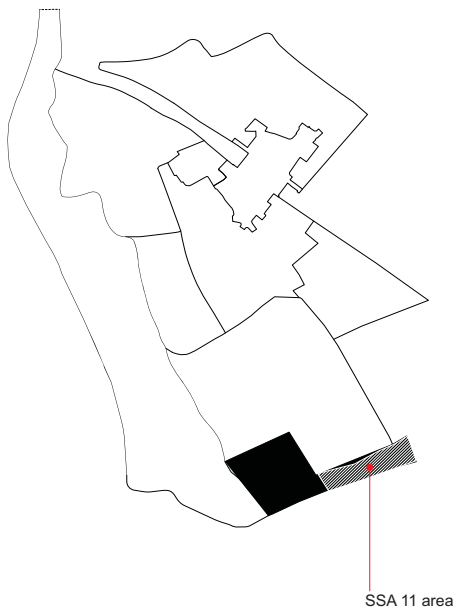
This area currently has no direct relationship with the residential Gascoigne Estate to its north.

Detailed guidance is given in Section 4 for SSA Site 11 that falls within this character area.

## Guidance

Development here should provide an attractive frontage to the A13 by incorporating bold signage integrated into building facades, locating active frontages along the A13 and avoiding strips of buffer planting along the A13 edge.

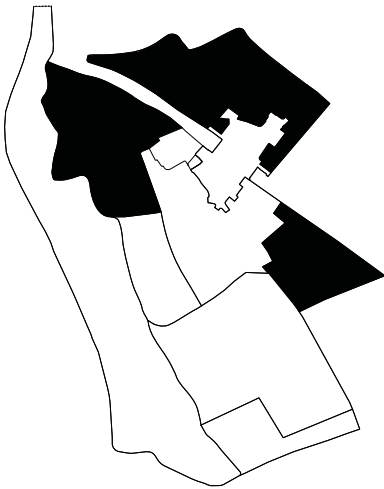
Further guidance for the area between Gascoigne Road and King Edward Road is set out in Section 4 (SSA Site 11).



### 3.2.C Terraced and north west housing areas

This comprises predominantly terraced housing to the south and east of the Station Area and High Street Network and predominantly low to mid-rise blocks set in ill defined green and car parking space to the north-west of this Area.

The edges of the Area are visible around the Station and High Street Network, providing an important residential scale to the town. However, it is at these edges that the relationship is weakest; with poor linkages between these residential areas and the town centre.



#### Guidance

- Where the area north of the railway line meets Longbridge Road, and where the southern area meets Ripple Road, and the rear of Vicarage Fields, opportunities should be explored for improving pedestrian and cycle linkage to the town centre.
- Enhancement of the streets themselves should include increasing provision of street trees, and greening of the junctions between streets. Provision of seating for rest and orientation should be incorporated too.
- Better town centre connection also needs to be achieved by improved crossings across the Northern Relief Road.
- Increased planting in the south and west of this Area could further enhance and extend the green quality of Abbey Green.

A number of the 'Creating a Sense of Place' policies in the Borough Wide Development Policies DPD are particularly relevant in relation to the urban design aspects of household extensions, infill developments, conversions and residential redevelopments in these areas. These include BP5 (External Amenity Space), BP8 (Protecting Residential Amenity), BP10 (Housing Density) and BP11 (Urban Design). The Urban Design Framework SPD also includes some relevant guidance.

Development in this Area must:

- have regard to the character of the area and help to create a sense of local identity, distinctiveness and place. This should be achieved by carefully integrate new developments into existing street patterns in terms of scale, height and materials
- not lead to significant overlooking (loss of privacy) or overshadowing (loss of daylight) of neighbouring properties
- minimise pollution (including lighting)
- minimise general disturbance arising from traffic activities etc.
- The Council is to set out detailed guidance for the extension and alteration of dwellings in an SPD

#### References

- Borough Wide Development Policies DPD Policies (Policies BP5, BP8, BP10 and BP11)
- Urban Design Framework SPD (Section 5.10)

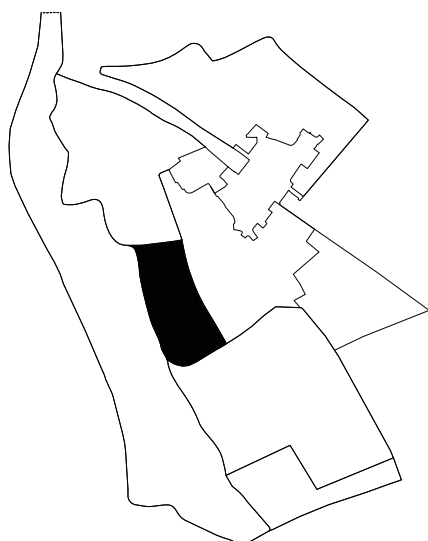




3.2.D Abbey Green

Abbey Green is a much loved and important green historical open space at the heart of the area. Whilst it makes a significant positive contribution to the town centre, it is currently poorly overlooked, underused and suffers from severance at all edges by busy roads.

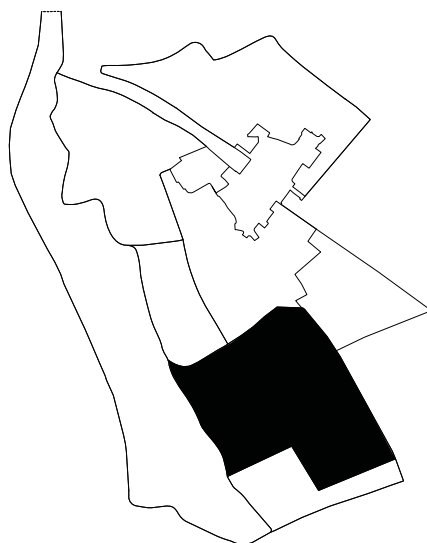
For guidance, see Section 4.9 (SSA Site 8).



3.2.E Gascoigne Estate

This is a large predominantly social housing estate with one of the largest primary schools in the country which is in need of comprehensive environmental, social and economic regeneration.

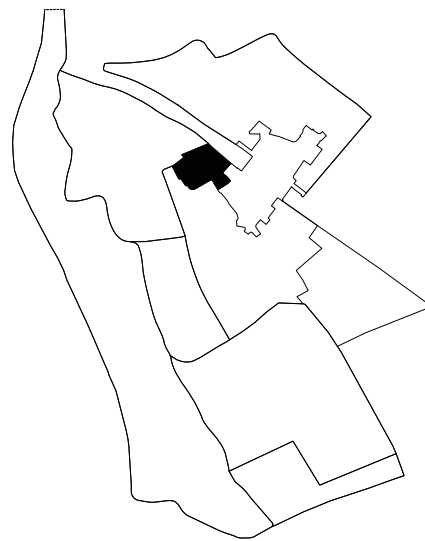
For guidance, see Section 4 (SSA Site 6).



3.2.F William Street Quarter

This area is currently undergoing significant change, with the former Lintons Estate being replaced with a mixed and sustainable neighbourhood, comprising a mixture of residential and business uses.

For guidance, see Section 4 (SSA Site 4).



3.2.G River Roding / A 406

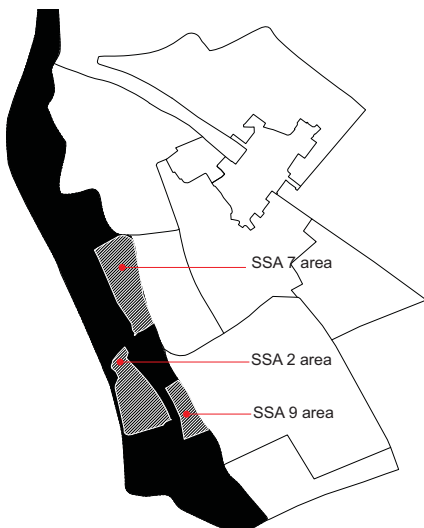
The River Roding and associated spaces is of great historical significance to Barking and is a great asset which needs to be exploited.

The River is navigable from the Thames to the Mill Pond and the design of buildings and spaces along this section of the River should encourage continued use for leisure activities (e.g. Barking Canoe Club) and the rationalisation and improvement of commercial non-commercial moorings (particularly along the Fresh Wharf site), with improved servicing facilities.

Some parts of the River as it passes through Barking have a natural, wild open feel. They are varied along their lengths; by turns hard and soft; industrial and wild. At the southern area, historic buildings front directly onto the river. The river acts as a barrier to east west movement for pedestrians and cyclists.

Viewed from the A406 however, apart from the hotels, areas next to the road appear as a back to the town; with poor quality buffer planting, fencing, and a predominance of advertising hoardings

Detailed guidance is given in Section 4 for SSA Sites 2, 7 and 9 that fall within this character area.



Guidance

Developments along the River should be designed and managed in ways that encourage:

- Use of the River by boats
- Angling
- Educational and cultural trails based around Barking’s maritime history
- Creative children’s play
- Walking, cycling and exercise trails (including a continuous pedestrian/ cycle route – see Transport and Movement)
- Areas for relaxation (including seating and open spaces to sit and watch the world go by)
- Socialising at new riverside community facilities and cafés/bars
- The design of all new public and private landscapes and routes should tie in with the natural and industrial characteristics so that each development feels part of the wider landscape.

- The use of natural material such as gravel (as proposed in the Barking Code) should be maximised, appropriate tree species - for example willow or alder - should be carefully selected and new open areas should be simple and generous, rather than inward looking or over-designed.
- Development on the west bank of the River should facilitate the creation of a continuous public riverside walk. Upon the redevelopment of sites and the creation of public access, the river walls and riverside area should be enhanced to create a more natural environment, including improvements to the walls themselves and, where appropriate, the creation of inter tidal terracing to enhance biodiversity. Early discussions will be needed with the Environment Agency in order to incorporate their requirements for building set-back and vehicular access.
- Major planning applications for proposed development next to the River should normally be accompanied by a Waterspace Management Plan, addressing the topics set out In Appendix 2.
- When new development comes forward (at the Fresh Wharf, Cultural/Creative Industries Quarter, Abbey Retail Park sites and where Tesco and hotels are located) seek to provide non-residential active frontages at locations adjacent to new river bridges, and at other points of orientation. Avoid creating public frontages in areas that are surrounded by buildings that obscure access or views.
- The western edge of the area, adjacent to the A406, should be reclaimed as a positive facade of the town. New boundary treatments, signage, and buildings that present an attractive edge to Barking should be encouraged. Service yards and other potentially unattractive uses



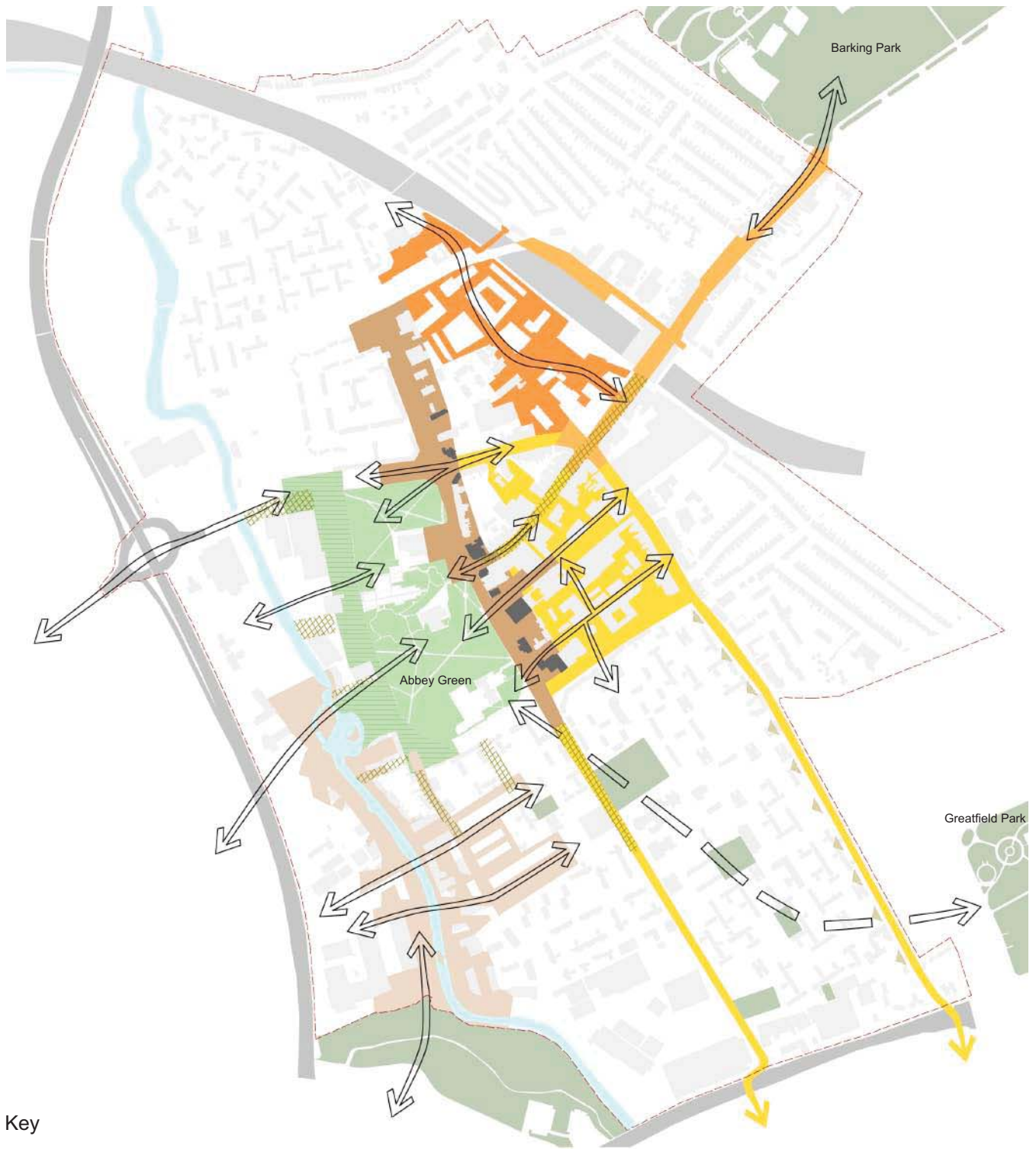
should be discourages along here, or managed so that they contribute to a positive active front of Barking along this edge.

- New bridges should tie in with key east west routes.

References:

- GLA East London Green Grid Framework SPG (Feb 2008)
- LBBD Barking Code (2007)

# Barking 'Glue'



## Key

- Station Parade as public space
- William's Street environs
- Ripple Road/King Edward's Road
- Edge of Difference
- 'Park Edge' Street
- Gascoigne green spaces
- River landscape
- New development and movement infrastructure to support key routes and desire lines
- Tree lined streets
- King Edward Road active frontage

### 3.3 Barking 'Glue' - ways for new and existing buildings and spaces to work together

'Glue' is a term used to describe those spaces and features that help bind different parts of the town together. Improving this 'glue' is a key way in helping existing and proposed spaces and buildings work better together.

#### 3.3.1 Station Parade as public space

In the Barking Station Interchange Masterplan SPD, Station Parade is an integral part of the development proposals. The parade should be carefully designed to become a safe and accessible street for pedestrians and cyclists, as well as buses, and should connect the spaces around, including the improved station hall, Wakering Road and Cambridge Road and Barking Park.

#### 3.3.2 Ripple Road/King Edward Road as residential street with shops

Future development of the Eastern edge of the Gascoigne should allow for a wider footway, shops and other active frontages, useful public space, and tree lined streets.

#### 3.3.3 Edge of difference

Enhance the existing characters of North Street and The Broadway that has very different spatial qualities from one side of the road to the other.

#### 3.3.4 Calmed Abbey Road

Strengthen relationship between Abbey Green and Abbey Retail Park site across Abbey Road by calming traffic and improving the ability and ease for pedestrians and cyclists to cross it.

#### 3.3.5 Gascoigne green spaces

Strengthen linkage between Abbey Green and Greatfields Park by locating new green spaces and associated community amenities.

#### 3.3.6 River landscape

Increase crossing points across the river with new bridges, and improved existing links. Strengthen permeability and accessibility across Abbey Road South by locating buildings and spaces to enable this as part of proposed redevelopment of the Fresh Wharf, Gascoigne Estate and Creative Industries Quarter. Design private and public landscapes to become part of wider natural and industrial river landscapes.

#### 3.3.7 Links beyond

Make new and improve existing links for:

- a Access across the A406 towards Newham
- b Access to the proposed Cross River Park
- c Local access
- d Access to Barking Park
- e Access across A13, towards Barking Riverside

See Site Specific guidance for more information.

#### 3.3.8 Tree lined streets

AAP Policy BTC20 (Parks, Open Spaces, Play Areas and Tree Planting) proposes that the following key routes should be developed as tree lined streets:

- Abbey Green to Barking Park
- Abbey Green to Greatfields Park
- Abbey Green to Essex Road Gardens
- Abbey Green to the River Roding
- Abbey Green to the Quaker Burial Ground

This is consistent with the wider East London Green Grid concept and specific projects and would help provide a strong 'glue' that helps unite Abbey Green with many of the different character areas and surrounding wider area.

'Edge of difference' drawing to go here

### 3.4 Transport and movement patterns

The principles of Barking Town Centre Movement Strategy (2004) have been incorporated into the Council's Local Implementation Plan (2008) and AAP Policies BTC 7 to BTC12. Key proposals from the LIP and AAP, together with proposed new pedestrian routes and improved crossing opportunities are shown on the plans on Pages 30 and 31 following this text.

#### Abbey Road

Abbey Road is a primary route within the town centre. It is not intended to be a connecting route between the A13 and the A406. AAP Policy BTC8 makes clear that the Council wants to see traffic calmed along Abbey Road between the Lighted Lady Roundabout and its junction with Town Quay.

#### Guidance

This stretch of road should become a 'Park Edge' street that in the longer term will have housing and a primary school on its western side (see Section 4). The design of the street will restrict vehicle speeds to a maximum of 20mph.

The street should be designed to allow for two way traffic with a maximum carriageway width of 6.5m. Traffic calming events should be provided every 50-60m and these will primarily comprise raised pedestrian crossings, pinch point and horizontal deflections. Cyclists will be accommodated on carriageway with crossings integrated with those for pedestrians. Footways will have a minimum width of 2m. On street parking will be provided for on both sides of the street, primarily for short stay visitors to the park, school and housing.

Consideration should be given to using a bound gravel or buff coloured surfacing material in the carriageway to 'soften' the nature of the street. Extensive tree planting should be introduced on the west side of the street as part of the redevelopment of the Abbey Retail Park.



*Above*  
Examples of roads with minimised kerb edging that enhances their downgraded quality and establishes stronger connections between the road and the spaces at its edges

## Barking Station

The space immediately in front of Barking Station is extremely congested with general vehicles, buses and taxis. The re-design of this space as part of the wider station masterplan should create a generous and uncluttered space for pedestrians that significantly improves the experience of arrival in Barking.

## Guidance

Bus stops should not be located directly outside the station as they cause too much congestion. Bus stops should be located to the north and south of the station forecourt space, subject to there being sufficient kerbside space for expansion of bus services and walking distances to the station entrance not being too great.

## Pedestrian Routes over the River and roads

Increase crossing points across the river with new bridges, and improved existing links. Strengthen permeability and accessibility across Abbey Road South by locating buildings and spaces to enable this as part of the proposed redevelopment of the Fresh Wharf, Gascoigne and Creative Industries Quarter.

Possible new pedestrian routes and improved crossing opportunities



Key

- Existing edges of severance for pedestrian and cycle access
- Possible pedestrian routes
- Possible crossing improvements
- Possible pedestrian routes along linking Greatfields Park and Abbey Green via new green spaces in Gascoigne redevelopment

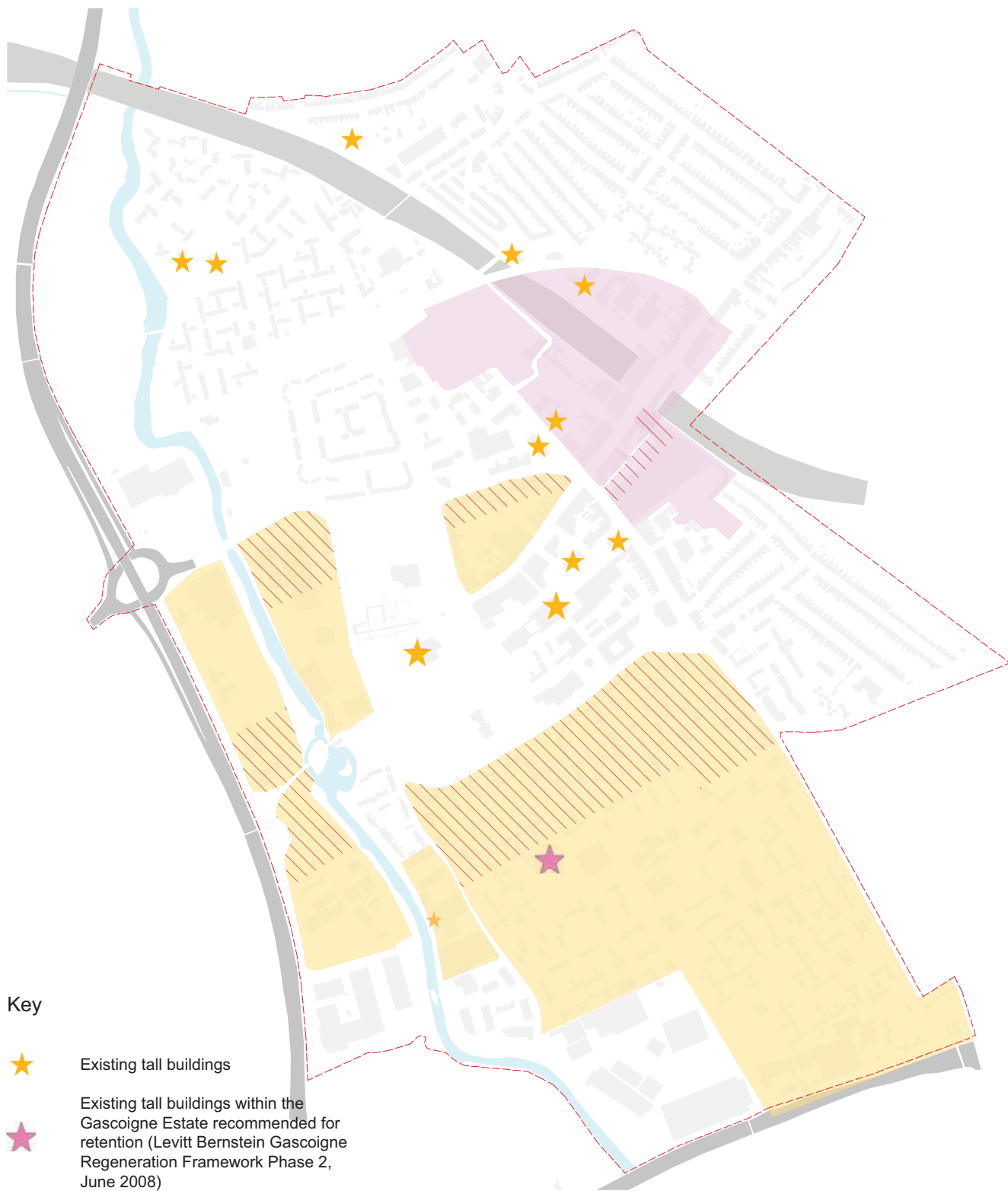
a-e Possible new pedestrian routes (See page 25)








Existing and proposed transport and movement routes



Existing tall buildings and areas where tall buildings would be appropriate



Key

-  Existing tall buildings
  -  Existing tall buildings within the Gascoigne Estate recommended for retention (Levitt Bernstein Gascoigne Regeneration Framework Phase 2, June 2008)
  -  Areas where tall buildings (6-14 storeys) are acceptable in principle
  -  Areas where particularly tall buildings (15+ storeys) are acceptable in principle
  -  Location where particularly tall building is acceptable in principle
- See SSA Guidance for guidance on heights arrangement within Gascoigne and Abbey Retail Park site

### 3.5 Scale and massing

Barking is varied in scale and massing. This is part of what makes Barking unique and is therefore an important character to retain. The problem is when the spaces and relationships between buildings have not been considered properly.

Therefore, in order to help them consider development proposals in context, LBBB and the LTGDC require that application documents clearly show surrounding buildings and spaces as well as the proposals themselves. The emphasis should be on the spaces between buildings and the need to create attractive, safe and pleasant streets and spaces by following the guidance in this document.

- There will only ever be a few particularly tall buildings (15 or more storeys) in Barking, therefore they all need to be considered together as a 'Barking Group', rather than as individual stand alone icons.

- Take account of the materiality, setting and form of other buildings, whether small or large, when designing tall buildings.
- Do not always 'step' heights sequentially within sites and allow abrupt differences in scale where this helps create vibrant development.
- Prioritise the importance of making successful relationships between tall buildings in terms of space, material, uses and frontages
- Design tall buildings from the bottom up; placing priority on making good relationships between the ground floor and associated public realm with well placed entrances, doors and windows.
- Encourage design of new buildings, low and tall, to have simple rectangular forms and singular uses of material. As can be seen from new developments adjacent to the town hall, a great deal of variety can be achieved in this way.

- Avoid designing 'iconic' tall buildings which are overly complex in form, material and appearance, as these tend to visually displace and dislocate what is around them.
- Help secure 'clearings' between tall buildings at definite sections of the town where views of the sky are uninterrupted, and orientation depends on lower buildings. Two such areas are the East Street Station Parade junction and at the edges of Abbey Green.
- Ensure that tall buildings do not cast extensive or persistent shadows over sensitive adjoining areas and that they ensure a comfortable walking and sitting environment which is not too windy.
- Maintain key views of Barking Town Hall and Barking Abbey.

#### References:

- Borough Wide Policy BP4 (Tall Buildings)
- CABE/English Heritage Guidance on tall buildings (July 2007)



- Use brick and other natural materials as the predominant material for new buildings in Barking.



*In San Gimignano, Italy, towers are an integral part of the town, in terms of materiality, access, and built form. The lower buildings sit beneath and around the towers, shaping the streets and providing a base for the upper storeys. The effect on the massing of the town as a whole is one of variety, consistency and urban clarity.*

*Whilst this guidance recognises that Barking and San Gimignano are different in many ways, there are important urban conditions that are highly relevant and transferable. For example the single use of material across all towers and their visual grouping helps to reveal the town extent, and helps to strengthen relationships across different parts of town.*

### 3.6 Energy and Environmental Sustainability

#### Using less energy

Urban design factors that need to be taken into account to ensure that energy is used as efficiently as possible include:

- Orientating and arranging buildings to manage solar heat gain
- Incorporating structural landscaping, briese soleil and other features to provide shade in summer
- Minimising new single-aspect homes, particularly those that face south or north

#### Supplying energy efficiently

Barking has been identified as an Energy Action Area (see AAP Policy BTC 22) and the Council is working with the London Development Agency and others to implement a community heating system, utilising waste heat from Barking Power Station. New developments must be designed so that they can readily connect into the system and developers should discuss boiler plant specifications and the proposed site of the plant room with the Council. Plant rooms will not be allowed at ground level where they create 'dead frontage' to a street.

#### Using renewable energy

The provision of wind turbines and solar/photovoltaic panels for electricity generation need to be carefully considered from the outset and integrated into the design of developments. They should not be added as an after thought at the end of the design process and Design and Access Statements should explain how they have been incorporated into the proposals.

#### Building Materials

The sourcing and specification of materials for buildings, paving and landscaping areas should be in accordance with LBBB's PAN 5: Sustainable Design + Construction

#### References:

- Borough Wide Development Policies, BR1 and BR2
- LBBB PAN 5: Sustainable Design + Construction
- London Plan SPG: Sustainable Design and Construction
- LBBB, A Guide to the BTC Energy Action Area
- Community Heating Specifications for Barking Town Centre Energy Action Area: developers Guidance"

### 3.7 Community Cohesion, Safety and Inclusive Design

New buildings and open spaces should create places which everyone can use and feel safe in. For Barking Town Centre this means:

- Ensuring a clear relationship between public and private space, with active ground floor frontages and natural surveillance of streets and open spaces from windows on upper floors.
- Making sure that the detailed design of the public realm takes account of different people's physical access needs. Measures should include providing good quality 'dropped kerbs' at crossing points, ensuring that the colour of new street furniture and surface treatments provide a strong visual contrast (particularly for busy and shared spaces such as Station Parade and the proposed 'Park Edge')
- Ensuring that publicly accessible areas are well lit;
- Making the most of the pedestrianised shopping areas, Abbey Green and other open spaces in terms of providing opportunities for children to play and adults to meet and socialise;
- Creating an accessible and safe riverside pedestrian/cycle route by providing suitably located exit points and following the guidance in British Waterways 'Under Lock and Quay';
- Designing market and affordable housing to the same high standards and ensuring that there is no discernable difference in the quality of the design and treatment of external materials and finishes of housing in different tenures; and
- Architects and other designers consulting with LBBB's Access Officer and the Barking and Dagenham Access Group.

### 3.8 Public Art

The Public Art Strategy included in the Barking Code for the Public Realm (MUF Art Architecture, 2008) should continue to be used to ensure that public art is site specific and concerned with the communities it serves. This includes continuing to provide temporary installations that help enhance spaces pending redevelopment or improvement.



Above  
Barking Town Square folly by MUF Art Architecture with example of bollard from Barking Town Centre street furniture palette in the foreground

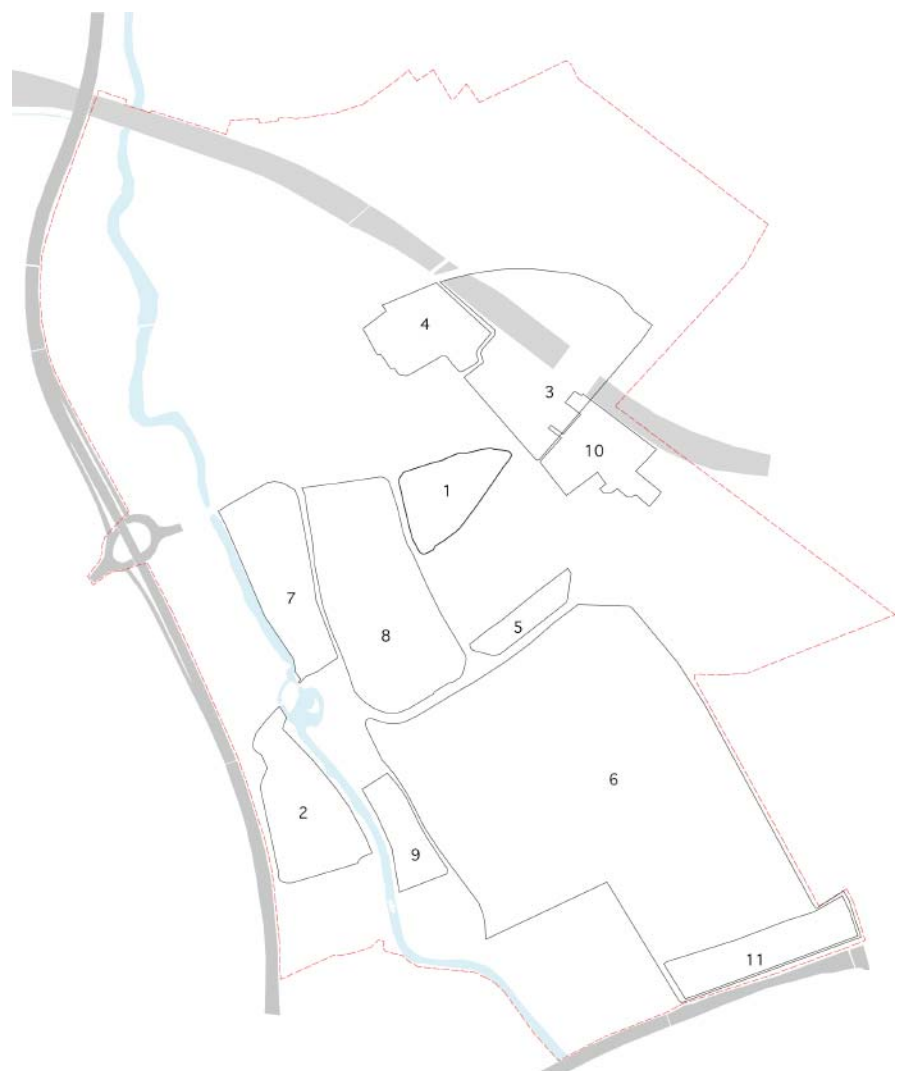
# 4. Site specific guidance



## 4.1 Introduction

This section provides detailed specific design guidance for areas of change in Barking and expands on the Area Wide Guidance set out in Section 3. The following site areas are identified on the plan below, and detailed guidance follows on the next pages.

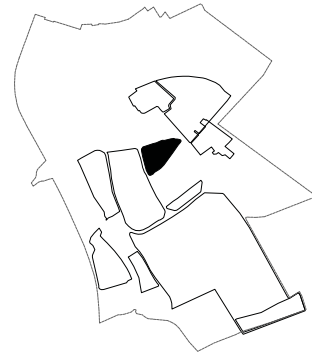
- 1 London Road/North Street - BTCSSA1 plus buildings to the east of the Site
- 2 Fresh Wharf - BTCSSA2
- 3 Barking Station - BTCSSA3
- 4 The William Street Quarter - BTCSSA4
- 5 Axe Street/Abbey Sports Centre - BTCSSA5
- 6 The Gascoigne Estate - BTCSSA6
- 7 The Abbey Retail Park - BTCSSA7
- 8 Abbey Green - BTCSSA8
- 9 The Cultural/Creative Industries Quarter - BTCSSA9
- 10 Vicarage Field - BTCSSA10
- 11 A13 Between Gascoigne Road and King Edward Road - BTCSSA11



## 4.2 London Road/North Street BTCSSA 1

### AAP Design Requirements

- Takes full account of the Abbey and Barking Town Centre Conservation Area Character Appraisal and, in particular, respects and enhances the setting of the nearby Magistrates Court listed building and the heritage assets opposite on Abbey Green
- Improves pedestrian routes between London Road and East Street
- Ensures a high quality public realm throughout the scheme but particularly for the new market square by landscaping and use of the Barking Code for hard surfaced areas
- Will not have unacceptable traffic impacts on the strategic and /or local highway network and is accompanied by any necessary improvements to the local road system such as alterations to the North Street/London Road junction
- Provides active frontages at ground floor fronting onto the Market Square
- It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.
- Restricts building heights to a maximum of 14 storeys
- Encourages use by non car borne shoppers by incorporating good pedestrian linkages to bus stops in London Road and North Street



**Key**

- Site boundary
- Orange square: Area to be retained and enhanced in conjunction with new development
- Red hatched square: Indicative location for tall buildings
- Red arrow: New active frontage
- Black star: Good location for Café
- Pink square: East Street Market space
- Yellow hatched square: Area of footway and pedestrian crossings to be improved, with wider footway and decluttering
- Blue square: No blank frontages
- Brown square: Locally listed buildings to be retained
- Dark brown square: Statutory listed buildings
- Red square: Special buildings (see Section 3.3)
- Grey square: Methodist church to be retained
- Dashed purple line: Abbey+ Barking Town Centre Conservation Area
- Double-headed arrow: Safe, legible north/south pedestrian routes
- Single-headed arrow: Pedestrian access improved
- Double-headed arrow: Vehicular access improved

See Station Area + High Street Network Character Area Guidance (Section 3.2A)





## Guidance

### Movement and public realm

- Pedestrian access to the supermarket should be from London Road and/or from the new Market Square, to serve the communities to the north and south.
- Ensure that there are no conflicts between vehicular access arrangements relating to a supermarket, residential and other uses. Design these spaces to ensure pedestrian priority is maintained with raised footway treatments and consistent use of footway materials, with lighting for carriageway and footway, and signage. Service and parking access at North Street or London Road would be acceptable if the space was designed integral to the building and preferably flanked with public uses.
- Proposals should include the removal of guardrails at the surrounding footways and facilitate substantially improved pedestrian crossing arrangements to Abbey Green, which may involve the redesign of the carriageway, island arrangements, and signage.

### Siting and Frontages

- Provide active frontages at North Street (facing Abbey Green) such as restaurants and cafes, (to take advantage of evening light and views), doctors/dentists and other community facilities or amenities, as well as ground floor entrances to housing. A supermarket should avoid any blank frontage facing Abbey Green, including supermarket shop windows.
- Animate corners of any new development to give life and social activity to the street, with wider footways, seating, greening, signage and other measures that help people orientate themselves. For example, include a use with an active frontage such as a café at the junction where North Street meets

London Road. There may be scope for this to be linked internally with a supermarket (as at Sainsbury's Greenwich Peninsula).

- Avoid blank or unused frontages at ground level. Minimise single aspect housing on the upper floors.
- The existing buildings on the corner of London Road and East Street should be kept, in order to retain the pairing of building types across these roads and maintain the 'flower like' junction (see Section 2). New development should help integrate these buildings into proposals for the western part of the site (by use of activities and appropriate scale) so that old and new are 'knitted' together to create a coherent place.
- The planning of the site should ensure that an unattractive 'negative' space is not created at the rear of Nos. 2-12 North Street and 1a to 21 East Street and that the amenity of existing homes on the upper floors of these properties are safeguarded.
- Ensure that new development supports the market activities in the new market square by providing active frontages where possible around its edges and providing shopping and 'civic' activities to help improve its visibility, access and function in the town.

### Scale and massing

- Tall buildings (up to 14 storeys) will be suitable along North Street, benefiting from views providing natural surveillance, and avoiding potential problems with overshadowing. Design of development needs to avoid creating a monolithic façade to Abbey Green. Provide varied heights as part a single development to strengthen the existing quality of variety and views between buildings at North Street/ Broadway.

- Design new development to appear as a large building with spatial variety, rather than seek to break it into separate elements with different appearances.

### Architecture and landscape

- At North Street, where built form gives way to the open space of Abbey Green, with views of St Margaret's Church, Abbey ruins, and Curfew Tower, there is a spatial quality akin to sea fronts, when large restaurants and hotels line up with variety and colour against the open sea.
- It is at this edge where public activity may be most active, so encourage provision of shelter, wider footway access, space for seating, tables and other street furniture, better lighting and signage, and rationalise parking and drop off arrangements when considering new development.
- Provide legible and safe north south pedestrian routes through the development that connect London Road and East Street. Design these spaces to engage with the larger Station Area and High Street Network Character Area.

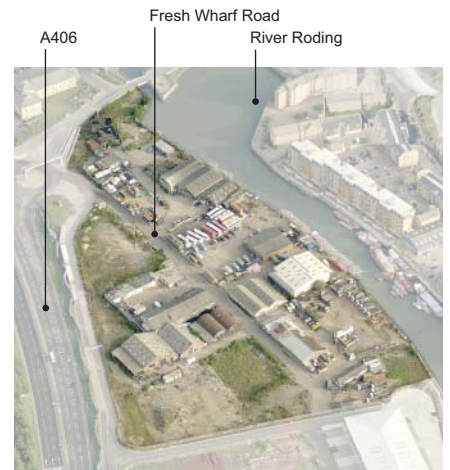
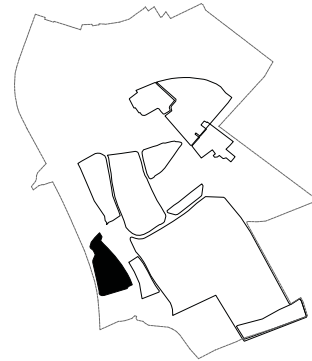
### Lighting of buildings/spaces

- At North Street, it is the carriageway that is emphasised by the provision of tall column lights at each side of the Street, rather than the Abbey Green, or the buildings opposite. There is a special opportunity here to reverse this effect by lighting the elevation of new development one way and Abbey Green in another, whilst ensuring good lighting levels for the carriageway. Refer to the Barking Code for guidance on this.

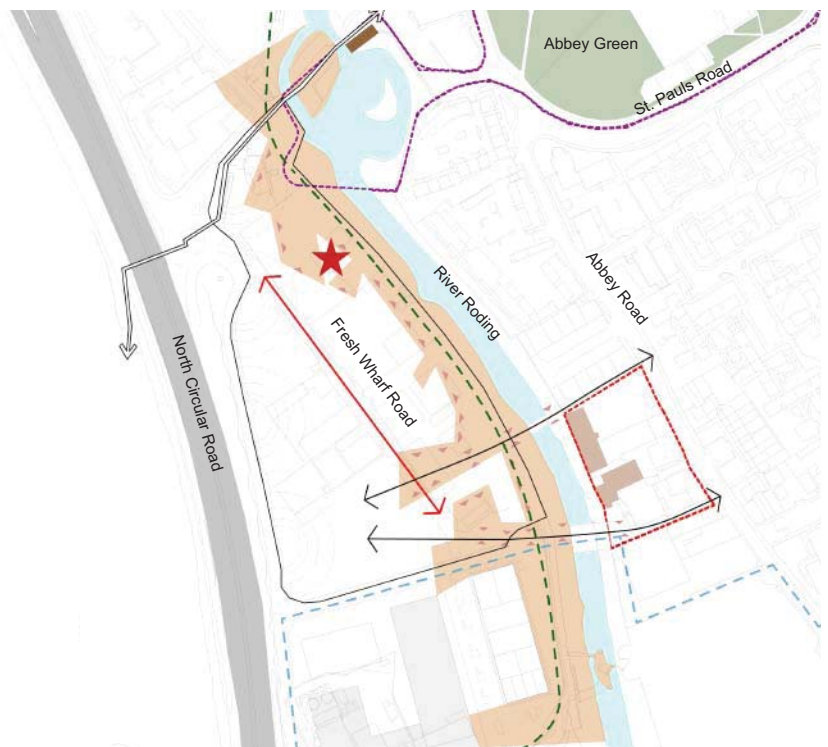
### 4.3 Fresh Wharf Estate - BTCSSA 2

#### AAP Design Requirements

- The density of the housing elements of the development and its phasing reflects the level of public transport accessibility of the site
- Vehicular access is taken from the A406
- It utilises the River Roding as an informal leisure and amenity asset, minimises any risk of its pollution and enhances its ecological value
- It accommodates the route of and a bridge across the River Roding for the Barking to Royal Docks Bus Corridor (BRDBC)
- It improves links to Barking Town centre by accommodating the landing of a pedestrian/cyclist bridge across the River Roding linking to the Cultural Industries Quarter
- No more than one tall building of greater than 14 storeys is included and this of exemplary design, is located at the northern end of the site and fully respects the amenity and biodiversity value of the river and the character of the adjacent Conservation Area
- It includes sufficient public open space to serve the needs of the new community
- It makes provision for the rationalisation and improvement of boat moorings with improved servicing facilities.
- It demonstrates to the Council and the Environment Agency's satisfaction (through the submission of a detailed flood risk assessment) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area
- It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.



Key	
	Site boundary
	River side walk shaped to tie closely with new development
	Pedestrian and Cycle route
	Barking to Royal Docks Bus Corridor preferred phase 2 route
	Indicative location for particularly tall buildings
	Improved crossing and route alignment through Fresh Wharf and over A406
	Possible bus route within Fresh Wharf Estate
	Highest noise effected areas by A406
	Locally listed buildings
	Statutory listed buildings
	Abbey+ Barking Town Centre Conservation Area
	Abbey Road Riverside Conservation Area
	New active frontage
	Safe, legible east/west routes
	See River Roding Character Area Guidance (Section 3.2.D)



## Guidance

This site is situated in a prominent part of the River Roding area. At the same time it is at the westernmost extremity of Barking Town and any new development here needs to ensure strong connectivity in terms of pedestrian, cycle, East London Transit (ELT), and vehicular movement.

### Movement and public realm

- Ensure that routes from the town, through the site, and beyond, tie in with the wider movement and public realm network. This should include the BRDBC and pedestrian routes in particular. New east-west linkages should also be facilitated by new routes through the Cultural/Creative Industries Quarter (Site 9) and a new Gascoigne area (Site 6).
- S106 developer contributions or in-kind provision of site infrastructure should be sought for footbridge improvements adjacent to the town quay across the North Circular (A406) to provide convenient, safe, barrier free access.
- The riverside walk should be barrier free and designed to respond to the open and natural character of this part of the river. As outlined in the Barking Code, this may suggest a natural material approach such as gravel surfacing. The rationalisation and improvement of boat moorings should be part of a wider strategy for the Riverside, which should be set out in a Waterspace Management Plan (see Appendix 2).

### Siting and Frontages

- Frontages for residential, community and other public uses should be located to tie in with public routes, highly visible spaces, areas of orientation, and to benefit from light and views of the river.

### Scale and massing

- Tall buildings are acceptable in principle on this site, although the appropriate scale and massing of residential development will depend partly on the site's Public Transport Accessibility Level (or PTAL), which is set to improve upon the provision of the Barking to Royal Docks Bus Corridor (see Transport and Movement Patterns).

### Architecture and landscape

- New buildings at this site need to relate closely with the prominence of the location from the North Circular Road, and from Abbey Road South, as this is the first face of Barking that people driving North see. This means careful consideration of the road side elevation of new buildings. Planning applications should be supported by elevations and other clear visual information that explain how proposed buildings relate with existing and proposed boundary treatments, including those that are proposed to provide adequate noise and wind protection.
- Any tall buildings in this area should be considered as part of a wider town centre grouping, and not as separate stand alone designs. Spaces between any tall buildings should be considered carefully in terms of use, wind, light, shadow on adjoining public spaces and buildings, barrier free access and orientation.
- Landscape designs should give free access to all intended users in ways that tie directly in with surrounding routes, including the riverwalk and proposed bridges across the Roding.
- Significant enhancements and strengthening of the ecology and biodiversity of the riverside need to be made upon with any new development at this location. New

landscape improvements need to be designed as part of a larger spatial experience to enhance interpretation and understanding of the unique and valuable location.

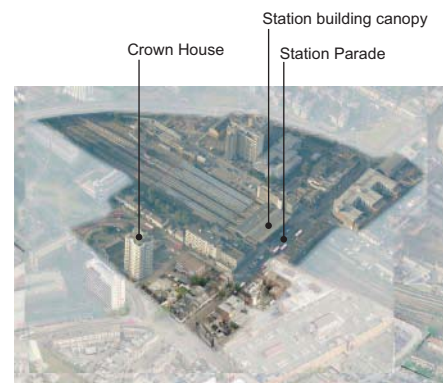
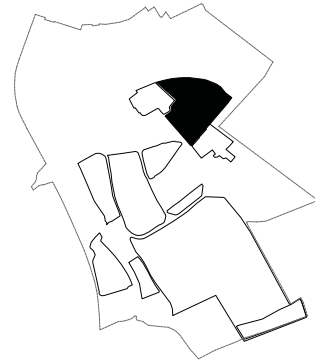
### Inclusive design

- Design a barrier free landscape in this location as part of a wider river landscape. Avoid too many different materials or complex design geometries.

## 4.4 Barking Station – BTCSSA 3

### AAP Design Requirements

- Respects the Listed Building status of the existing station building and the character and setting of the Abbey and Barking Town Centre Conservation Area
  - Takes account of structural capacity of the Station road bridge over the railway
  - Enhances public realm and provide strong & attractive arrival to the Town Centre
  - Incorporates the route of and facilities for East London Transit and the Barking to Royal Docks Transit, including a standing area for ELT Phase 1b and BRDBC vehicles
  - Improves bus stop arrangements and provides bus standing room and associated driver facilities
  - Creates improved passenger entrances to the Station in order to reduce peak hour congestion
  - Resolves the current conflicts between those accessing the station and passengers waiting for buses
  - Rationalises arrangements for taxis
  - Improves access to the station for people with disabilities
  - Improves pedestrian links to residential areas and the Town Centre, possibly by new entrances such as from Wakering Road
  - Improves personal safety by increasing natural surveillance of walking routes and introducing additional security measures such as CCTV
  - Offers safe and direct cyclist access to the station from the surrounding area and provides covered and secure cycle parking
- It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.



Awaiting Atkins final preferred option

## Guidance

Detailed guidance for this Site Specific Allocation site is provided in the Station Interchange Masterplan SPD. The guidance below complements that guidance by focusing on the relationship between the Station site and adjoining areas.

### Movement and public realm

- Design new developments around the station to directly tie in with buildings and spaces at William Street Quarter, along Cambridge Road and Wakering Road. Provide well integrated public and private spaces, with active building frontages, and legible safe and clear routes offering convenience and choice for pedestrians and cyclists moving to and beyond the Northern Relief Road.
- The proposed extended station forecourt and bus stop space along Station Parade should help make the Station more visible from surrounding sites and further afield, thus raising the profile of the Station and interchange space as an integral part of the town. The siting and design of developments on surrounding sites should re-enforce this renewed prominence.
- The Parade should provide clear and barrier free access to Vicarage Fields, Wakering Road and Cambridge Road, as well as the station entrance itself.

### Siting and Frontages

- The Station Masterplan SPD outlines the potential for an anchor retail or leisure building at the corner of Station Parade and Linton Road and seeks to ensure that any large format store is designed to respect, as far as possible, the fine grain of buildings in the vicinity and provide animated frontages to Station Parade and the old Bandstand junction.

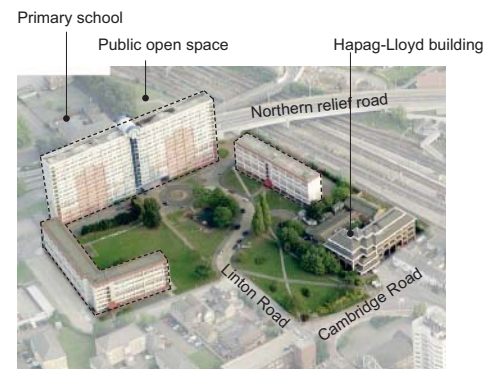
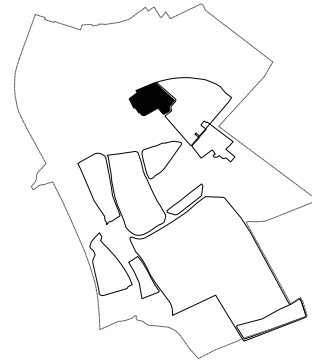
### Architecture and landscape

- New development around the station should be designed around an integrated public realm; legible, materially consistent, and high quality, with reference to the Barking Code. These spaces should also tie directly in with those contained within the William Street Quarter.

## 4.5 The Williams Street Quarter - BTCSSA 4

### AAP Design Requirements

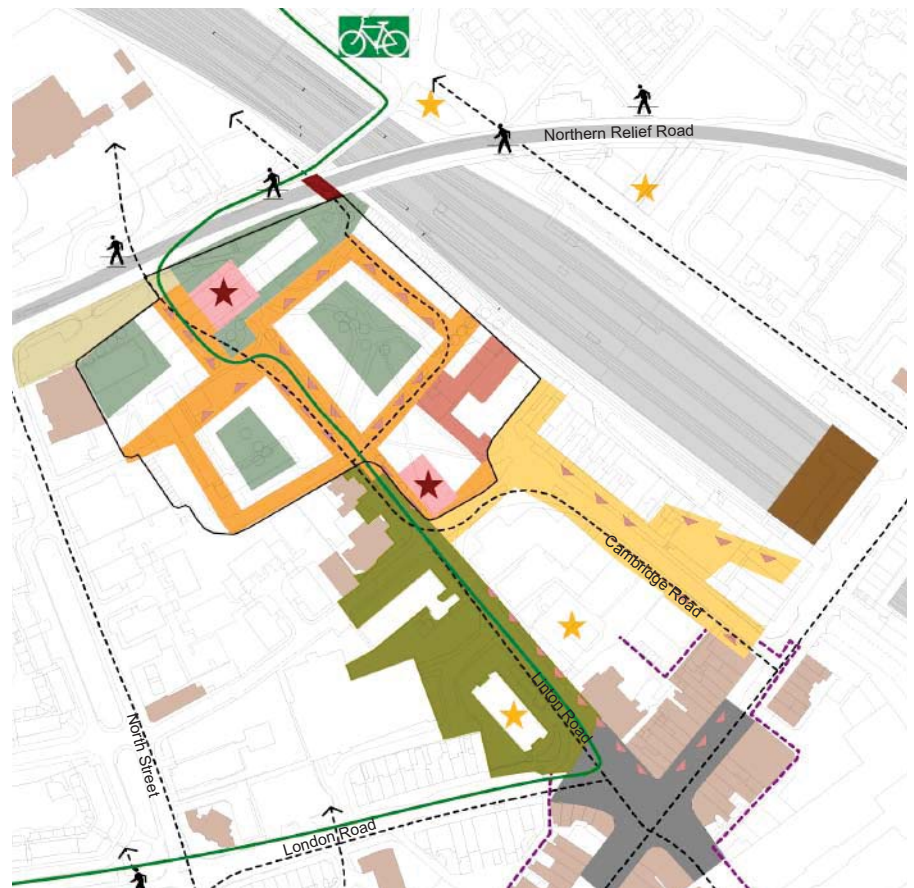
- Ensures no overall loss of affordable housing
- Incorporates a community facility, a corner shop and some communal open space and children's play areas
- Recreates the traditional street pattern and better connects the site to the surrounding area
- Improves the pedestrian subway under the Northern Relief Road
- Provides some tall buildings (15+ storeys)
- Incorporates a Home Zone
- Provides reduced levels of car parking for housing and no parking for the Business Centre
- Ensures a high quality public realm through high quality amenity space and use of the Barking Code for landscaped areas
- It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.



Outline of demolished buildings

### Key

- Site boundary
- Public space as proposed by AHMM
- Communal garden
- Private external space
- Station masterplan SPD public space
- Spaces enhanced with improved entrances to buildings
- Environmental Improvements at Northern Relief Road
- Improved underpass
- Station Parade as public space
- Public space connecting station and town centre environs
- New active frontages
- Locally listed buildings
- Statutory listed buildings
- Opportunity for particularly tall building
- Existing tall building
- Proposed crossing improvements
- Proposed pedestrian routes
- Existing London cycle network
- Existing trees to be retained



## Guidance

This area has been the subject of a masterplanning exercise, which has informed detailed proposals for a Business Centre and flats and family housing (Phase 1) and further phases for flats and houses.

- Design service entrances, access roads and car parking areas as carefully as if they were part of the public realm.

### Movement and public realm

- Design new developments to tie in with station development and provide well integrated public and private spaces, with active building frontages, and legible safe and clear routes offering convenience and choice for pedestrians and cyclists moving to and beyond the Northern Relief Road, and down to the station. Streets should be designed around 'home zone' principles to give priority to pedestrians and cyclists.
- Design a new 'garden' network at the south of Linton Road with improved entrances to buildings and landscaping and boundary treatments. This will provide a useful, legible and attractive counterpart to the William Street Quarter and Station area development public realm.
- Link new development via improved underpass beneath Northern Relief Road. Design improvements to the underpass such as white lighting, creative use of mirrors, lighter footway materials, painted tunnel walls and signage.
- Signify the Northern Relief Road as one of Barking's fronts, with special plants and trees at its edges, designed to be visual and delightful, rather than as a buffer space.

### Frontages

- Design buildings in the round, where possible, to make active frontages to routes behind and between as well as to the main streets.

### Scale and massing

- Enhance the quality of architectural variety through the provision of new low-rise and tall buildings to contribute directly to a new Barking Group of tall buildings, as well as attractive local frontages at close quarters.

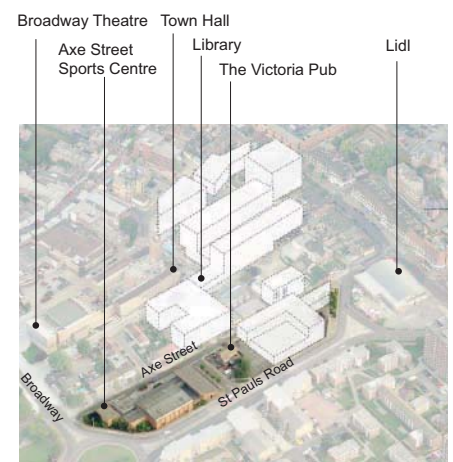
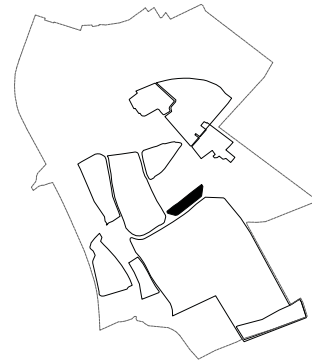
### Architecture and landscape

- New buildings should directly relate to and enhance the architectural character of new and existing buildings close to the station by way of simple facade treatments, use of brick as a base material and unfussy detailing.

## 4.6 Axe Street/Abbey Sports Centre - BTCSSA 5

### AAP Design Requirements

- Provides active street frontages and vibrant ground floor uses
- Provides a creative design solution and iconic building
- In its building heights and design, respects and avoids adverse visual impacts on the nearby Town Hall and Broadway Theatre
- Allows for continuity of operation of the Abbey Sports Centre
- Ensures safety & security for car park users including the provision of CCTV
- Uses the Barking Code for associated public realm work
- Reflects the London Plan density of between 215 & 405 units per hectare in any housing element
- Includes an underground recycling bank within the scheme



**Key**

- Site boundary
- Extent of public realm to be considered for pedestrian and cycle improvement
- Facade improvements using planting and/or additional frontages
- The Victoria Pub environs
- ↔ Pedestrian access to town centre
- ➔ Axe Street service access via St. Ann's Rd
- Active frontage along St. Paul's Rd and Axe St
- Improvements to streets and footways
- \* New signalled junction and associated land for improvement
- Proposed crossing improvements
- Local pubs (see Section 2.3.1)
- Locally listed buildings
- Statutory listed buildings
- Abbey+ Barking Town Centre Conservation area
- See Station Area and High Street Network Character Area Guidance (Section 3.2.A)
- See 'Edge of Difference' Guidance (Section 3.3.3)





## Guidance

## Movement and public realm

- The site is currently dominated by a car park at its eastern edge, and feels unsafe and antisocial. New development will substantially change the way in which this site is accessed by vehicles; access should be located off St Paul's Road, reducing vehicular movements along Axe Street, and improve the pedestrian and cyclist environment quality
- Design improvements to streets and footways at Axe Street, St Pauls' Road and Broadway as integral parts of proposals for new development within this area.
- AAP Policy BTC10 (Pedestrian Movement) makes clear that LBBB will seek to introduce traffic calming on St Pauls Road (including the possible conversion of the existing roundabout to a traffic light junction) in order to reduce severance between the Town Centre and a new neighbourhood where the Gascoigne Estate currently is.
- Traffic calming measures should ensure that the road space is more generous and welcoming for pedestrians and cyclists and should help make St Paul's Road one of Barking's public spaces, linking up with the town square, as well as providing improved pedestrian and cycle crossings to a new Gascoigne area to the south. The conversion of the roundabout to a traffic light junction would enable additional land to be incorporated into the site, as and when it is redeveloped.
- Improved pedestrian and cycle crossings should also be provided across Abbey Road

## Siting and Frontages

There is currently no direct overlooking or active frontage onto St.Paul's Road at the western part of this site.

- Refurbishment/extension of the sports centre should improve this situation by maximising the siting of publicly accessible uses, entrances and windows next to the back edge of pavement. Redevelopment provides greater opportunities to ensure that new buildings front onto St Paul's Road and The Broadway
  - strengthening the 'Edge of Difference' referred to in 3.3.3
- If redevelopment of the sports centre does not happen in the short to medium term, then existing blank frontages may be improved through the use of special planting; that may be designed to reflect the planting used in a revitalised Abbey Green to the west.
- If the site is redeveloped, there is an opportunity to make a much more active frontage along Axe Street, in a way that extends the town square spaces.
- The location and design of St. Ann's Road needs to be considered in conjunction with the future of the car park to the east of Wellington Street so that improved north south access from the town square to the Gascoigne area is achieved.
- Currently the Victoria pub is free standing; adjacent to St Ann's Road and Axe Street, with the car park to its' east. The desolate context and poor quality public realm do little for the area. However, if this site becomes fully or partially redeveloped, there is an opportunity to retain the pub building by merging it with new development so that new active frontages work alongside the pub façade, and back yards are removed.

## Scale and massing

- New development here needs to reform this site, which is currently a void in the town. Like the rest of the Station Area and High Street Network Character Area, this is a place where bold and varied massing can work well. New development should employ consistent use of materials, which should relate to the cluster of buildings at the town square, and avoid the creation of 'backs' of buildings.
- Heights of 3 to 5 storeys will be generally appropriate here as a way of highlighting a deliberate difference between the taller buildings to the north and the lower terraced urban pattern that may be expected at the Gascoigne. Like the rest of the Station Area and High Street Network area, a variety of building heights and massing should be produced which enhances visual and physical permeability.

## Architecture and landscape

- All car parking areas, car park buildings, and other 'service' spaces should be designed as carefully if they were public squares.
- Consider retention of the 'Victoria' pub as part of new development.

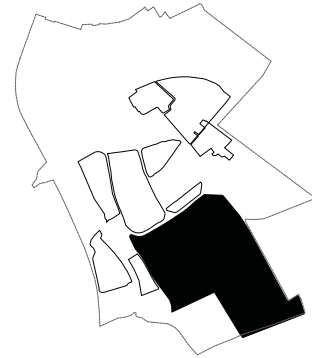


*Above*  
Example of how an existing building, such as a pub or bar, may be retained and incorporated as part of a new mixed use development.

## 4.7 The Gascoigne Estate – BTCSSA 6

### AAP Design Requirements

- Offers varying housing densities in line with the London Plan policies throughout the site with highest densities at the northern end closest to the Town Centre
- Implements traffic management measures (particularly in King Edward Road and Gascoigne Road) to deter extraneous traffic from using the area
- Involves no overall loss of social housing and provides 40% family housing
- Addresses community safety and designing out crime issues
- Improves pedestrian permeability, removing the estate feel and particularly enhancing east-west routes and links to the Cultural Industry Quarter and the River Roding
- Provides a better relationship with the employment land at the southern end of the estate
- Facilitates better bus services including making provision for the Barking to Royal Docks Transit
- Creates smaller neighbourhoods and delivers a sustainable community through a more diverse housing mix
- Demonstrates to the Council and the Environment Agency's satisfaction (through the submission of a detailed flood risk assessment) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area
- Offers existing residents the opportunity to return to new homes in the area and encourages them to do so
- Downgrades the traffic function of St Paul's Road (including the possible conversion of the existing roundabout to a traffic light junction) in order to reduce severance and provide better integration between the Gascoigne and the Town Centre



**Key**

- Site boundary
- Improvements to carriageways and footways
- Improve existing community / education buildings
- Residential/ Industrial Buildings with clear relationships with the Creative Industries Quarter
- Safe east- west routes connecting with the River edge
- Improve this important edge
- Proposed green spaces connect with Abbey Green and Greatfields Park
- Locally listed buildings
- Statutory listed buildings
- ⋯ Abbey+ Barking Town Centre Conservation area
- ⋯ Abbey Road Riverside Conservation Area



## Guidance

A Framework Plan and more detailed Masterplans will guide interventions here and there is a real need to 'knit' this area into the rest of the town and to create a mixed and sustainable neighbourhood.

### Movement and public realm

- Pay particular attention to the edges of the 'Gascoigne' area so that close tie in with adjacent routes and uses may be achieved. This means designing buildings up the back of footways, or if spaces are provided that they are useful and not just buffer zones.
- Improve the streets surrounding the area, up to the back of footway at the other side of the street.
- Improve legible, clear, safe routes east west across the Gascoigne area for pedestrians and cyclists. Locate routes, green spaces and community and educational buildings so that they form a safe, legible and accessible network.
- Make clear relationships between new and old buildings. For example, ensure that all fencing, signage and boundary treatments to schools and community buildings are comprehensively reviewed and redesigned when redeveloping adjacent land.
- Make sure that the fundamentals of all new green, open, and public realm spaces are designed as part of masterplans for different parts of the site. Items such as entrances, active frontages, waste and recycling points, play areas and orientation should be fixed at masterplan stage, so that the arrangements of buildings and streets around new open spaces can reflect these fixes.

### Siting and Frontages

- Design buildings and spaces to form social street spaces, with front doors fronting onto streets providing natural surveillance, and windows benefiting from natural light and views.

### Scale and massing

- The Gascoigne has suffered in terms of quality and image, and its monolithic towers have added to the negative urban quality across a large area. New buildings should bring a more gentle variation of heights and forms. Heights may be generally around 2 to 4 storeys to relate to a new street pattern of housing.
- The overall massing of the buildings should seem continuous rather than a series of plot centered developments. This means designing the streets and spaces together with the buildings.

### Architecture and landscape

- Design diversity by reflecting local physical character rather than building similar housing in different styles. Do not force stylistic variety, and enjoy repetition where appropriate.
- Abbey Road should be improved as part of the redevelopment; design it to reflect the industrial and natural quality of the local area.

### Future management

- New communities need to 'own' and manage their own spaces in partnership with relevant management organisations. Design spaces to be flexible enough to accommodate future needs. Create opportunities to facilitate community gardens, allotments, shelter, spaces to grow fruit and vegetables, play, sit, and meet in the shade or rain.

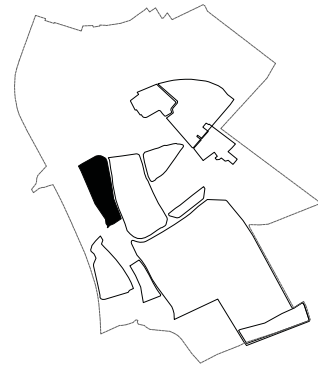


*Above*  
Residential streets in Amsterdam feel friendly and safe with simple use of form and material, and the close relationship between streets and front doors

## 4.8 The Abbey Retail Park – BTCSSA 7

### AAP Design Requirements

- Contributes to the costs of providing the three form entry primary school
- Will not have unacceptable traffic impacts on the strategic and /or local highway network
- Improves the public transport accessibility of the site by, for instance, changes to local bus routes and stops
- Improves pedestrian and cyclist access from the Town Centre, across Abbey Green and along the River Roding including enabling provision of a new bridge across the River Roding
- Minimises any risk of pollution to the River Roding and enhances the informal recreational and biodiversity value of the riverbank by sympathetic handling of frontage to the river
- Delivers a residential development within the 140 – 355 units per hectare density range and 30% of the new homes as family housing
- Provides a very high quality of design and layout in order to enhance the setting of the adjacent Barking Abbey and the views from Abbey Green
- Provides a heritage statement which evidences how the development preserves or enhances the character of the Conservation Area and enhances the setting of the listed buildings and Scheduled Ancient Monument
- Includes areas of open space/ children’s play space to serve the new residential community
- Demonstrates to the Council and the Environment Agency’s satisfaction (through the submission of a detailed flood risk assessment) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area
- It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies



**Key**

- Site boundary
- ▨ Extent of 'Park Edge'
- New 'river' landscape
- Building massing; mixture of low and high, with perpendicular grain to river
- ▨ Opportunities for tall buildings
- ↔ Improve links / routes for river access (indicative locations)
- Service access from London Road
- ▶ School frontage onto Abbey Road
- ▲ Active Frontage
- Locally listed buildings
- Statutory listed buildings
- Scheduled Ancient Monument
- ⋯ Abbey+ Barking Town Centre Conservation Area

See River Roding Character Area Guidance (Section 3.2)

See Transport + Movement Guidance (Section 3.4)



## Guidance

### Movement and public realm

- Vehicular access to this site should be from Abbey Road.
- Abbey Road should be designed to form a 'Park Edge' street This should include calming Abbey Road and integrating this site with Abbey Green (Site 8), with greatly improved crossing facilities and generous landscaping (see Transport and Movement Patterns - Section 3.4). Design footways at eastern face of Abbey Retail site to engage with new building frontages and routes through, to strengthen the creation of a 'Park Edge' street.
- Provide a continuous riverside walk along the entire length of the site and, if the Tesco site is redeveloped, improve pedestrian and cycle linkages between east and west sides of River Roding with a new bridge where possible.

### Siting and Frontages

- New buildings will need to be set back from the River edge by approximately 8m (subject to discussion with the Environment Agency) and should provide the riverside walk called for above.
- New buildings should be sited in order to both address Abbey Road and help create the 'Park Edge' street called for above and open up views and routes across the Green to the River. The building arrangements should be informed by the perpendicular siting of the historic wharf buildings such as the Malthouse that give access and views to the river. The formation of east-west streets would also maximise solar gain for new housing.
- A new primary school would be best located on the Abbey Road frontage, providing the opportunity for safe routes to school, generous entrances, attractive access to the

- wider community and pick up/drop off spaces from Abbey Road. A school should incorporate high quality signage, lighting and street furniture to provide a positive social face to the rest of the town, as well as providing a secure boundary. A school could be combined with housing above, although child safety and privacy issues will have to be carefully considered, in order to make best use of the site and provide appropriate scale buildings.
- Apart from a school, the Abbey Road frontage would be best inhabited by housing which helps provide natural surveillance for Abbey Road and the Green. Housing would also be the best use fronting a riverside park.
- There is a need to avoid blank or unused frontages at ground level that would be created through single aspect housing with core entrances.
- The Reasoned Justification to the Site Specific Allocation makes clear that the Council may be prepared to allow the inclusion of a large superstore in proposals for this site. If this happens,, it is important that it minimises any blank frontages facing Abbey Green and the River. Car parking associated with a new store should be multi-storey to make the best use of the site and avoid large unsightly surface parking areas.

### Scale and massing

- By designing buildings to reflect the kind of scale, material and massing of the town centre, a positive relationship will be made across Abbey Green that will help signify the river edge of Barking. AAP Policy BTC17 (Tall Buildings) identifies this site as a location where tall buildings would be appropriate. Possible locations for tall buildings on the site are identified on the plan opposite.

### Architecture and landscape

- The character of this stretch of the River means that naturalisation of the riverbank is the preferred approach, including inter-tidal terracing. This should form part of a carefully designed river edge treatment that incorporates riverside walk and uses materials such as hoggin/bound gravel and grass areas. There is a real opportunity here to enhance the ecological value of the River, with the use of species such as Willow and Alder.
- Existing mature trees should be retained where possible and a strong belt of tree planting incorporated along the Abbey Road frontage.

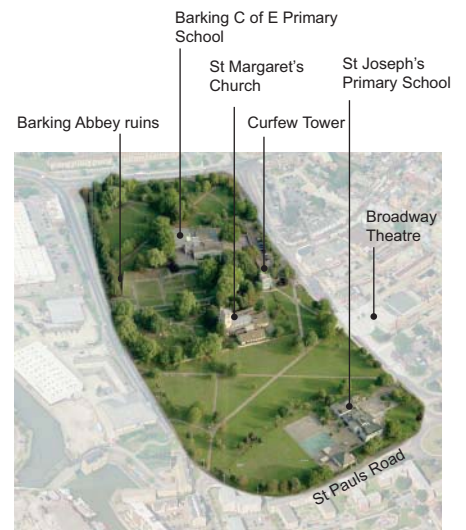
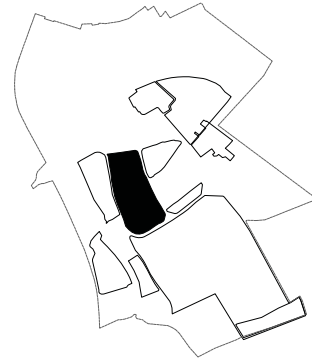
### Adjoining sites

- Should Tesco relocate onto the Abbey Park Retail site, this would free up their existing site on the opposite bank of the river for housing. In design terms, there would be benefit in considering any development in conjunction with the possible extension/redevelopment of the existing nearby hotels. Such an approach would present a significant further opportunity to strengthen the edge of the town and improve its perception as people enter approach it from the west.

## 4.9 Abbey Green – BTCSSA 8

### AAP Design Requirements

- An enhanced contribution to the Conservation areas and respect for the Listed Buildings and Abbey Green's status as a Scheduled Ancient Monument
- It is to be the subject of an international design competition which aims to enhance the inherent quality of the space and its role within the town centre. It has the potential to be the 'jewel in the crown' of the Town Centre, underpinning the regeneration of the area.
- The creation of strong pedestrian and cycle routes across the Green in order to encourage strong linkages between the Town Centre and Town Quay and the historic riverfront
- High quality play opportunities
- Protection and improvement of any biodiversity value together with additional tree and shrub planting as well as herbaceous gardens
- Top quality furniture including additional seating
- Lighting improvements
- Public Art
- Screening of the Abbey Retail Park with trees and shrubs



**Key**

- Site boundary
- Improve park edges, streets, and roads together
- Improved link between East Street and Curfew Tower
- Improve downgraded St. Paul's Rd
- Extended green space when roundabout is replaced with signalised junction
- ←--> Improve links between Town Centre and River Roding edge
- \* New signalised junction and associated land for improvement
- 🚶 Proposed crossing improvements
- Locally listed buildings
- Statutory listed buildings
- Scheduled Ancient Monument
- ⋯ Abbey+ Barking Town Centre Conservation Area
- Tree-lined streets (see Section 3.3 and Appendix 3, POLICY BTC 20)

See Transport + Movement Guidance (Section 3.4)



## Guidance

Abbey Green is a generous open public space at the centre of Barking, although it suffers from traffic on the surrounding busy roads.

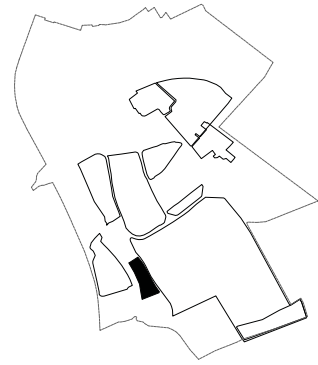
The recently launched Abbey Green Design Competition should address the negative aspects of the Green referred to above and:

- Improve pedestrian, visual and functional links with the Town Centre (taking account of desire lines and other existing routes)
- Improve link between East Street and Curfew Tower
- Promote Abbey Green as a primary outdoor events space, to complement an enhanced role in providing for play, informal recreation and relaxation by improving landscaping and more generous tree planting
- Improve play and other facilities, lighting, amenities within the space and maximise its 'carrying capacity' at more times of the day, evening, week and year.
- Improve interpretation facilities to help people understand its historic and cultural significance
- Provide spatial definition and protection from traffic, focusing on improving boundary treatments and connections and relationships around the edges.
- Seek to establish stronger links with the River Roding by extending the parkland to the River. This should include calming Abbey Road and integrating development on the Abbey Retail Park (SSA7) to form a 'Park Edge' street, with greatly improved crossing facilities and generous landscaping (see guidance for Site 7 and Transport and Movement Patterns).
- Make better connection to the Gascoigne and other areas by improved pedestrian crossings and the creation of tree-lined streets
- Enhance the perceived and actual extent of Abbey Green through the removal of unnecessary bollards, railings, posts, and by extending green space where possible, for example to replace a removed roundabout at St Pauls Road.

## 4.10 The Cultural/Creative Industries Quarter – BTCSSA 9

### AAP Design Requirements

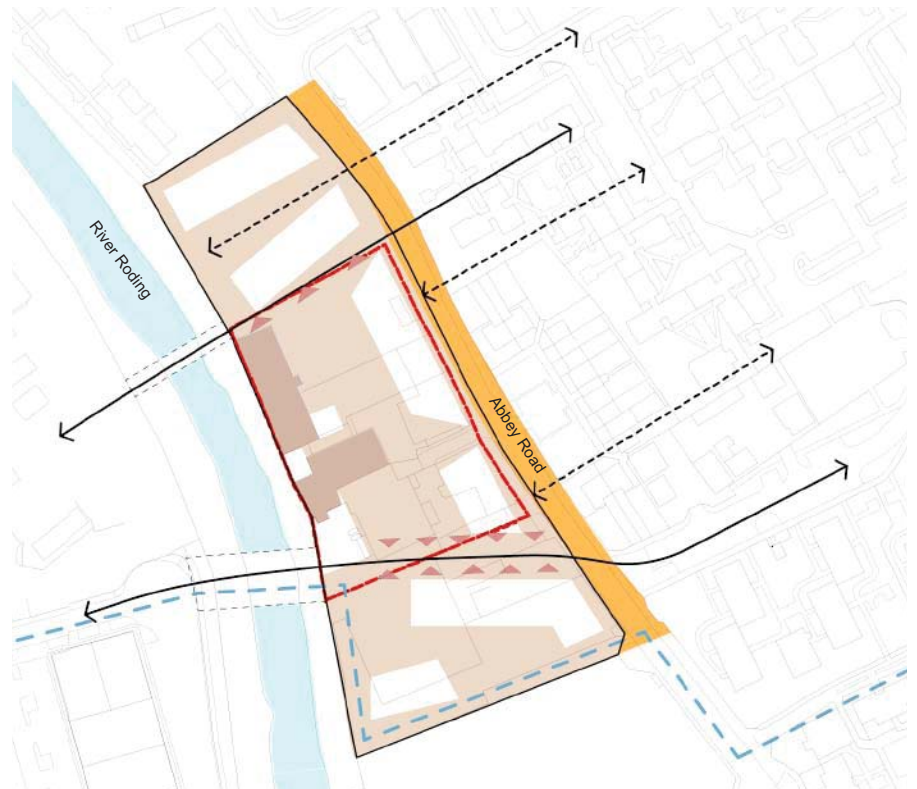
- Is in character with the Abbey Road Riverside Conservation Area
- Facilitates improved public transport access to the area including accommodating the route of the Barking to Royal Docks Bus Corridor
- Accommodates a new pedestrian and cycle bridge across the River Roding linking it to the Fresh Wharf site
- Provides a new public square within the scheme, a positive frontage to the river & high quality landscaping along Abbey Road
- Minimises any risk of pollution to the River Roding
- Enhances the informal recreational and biodiversity value of the riverbank by sympathetic handling of frontage to the river
- Facilitates public access to and along the river front
- Protects and enhances the historic Malthouse and Granary buildings
- Ensures the recording of the remains of any archaeological remains including any former Ice House
- Includes a crèche
- Demonstrates to the Council and the Environment Agency's satisfaction (through the submission of a detailed flood risk assessment) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area
- It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.



**Key**

- Site boundary
- Improvements to carriageways and footways
- Cultural Industries Quarter environs designed as part of wider river landscape
- ↔ Safe east- west routes accross river and through site
- ↔ Improve connection with Gascoigne
- Barking to Royal Docks Bus Corridor(short term)
- ⋯ Proposed bridge to improve connectivity
- ▶ Active frontage
- ⋯ Abbey Road Riverside Conservation Area
- Locally listed buildings

See River Roding Character Area Guidance (Section 3.2)





## Guidance

### Movement and public realm

- Improve linkages and spatial relationships with the western edge of the Gascoigne Estate by designing layouts of buildings and pedestrian accesses to correspond with entrances opposite and related parking.
- Make clear, safe, legible pedestrian routes through the site and across the river with new bridges to link this site and the Gascoigne area with new development at Fresh Wharf (Site 3).
- Improve Abbey Road itself as part of the development of this site, up to back of footway opposite.

### Siting and Frontages

- Arrange public entrances to front on to public spaces and to tie in with routes to and along river. Arrange siting of buildings to allow views through to the river, and locate new bridges across river to tie in with desire line.
- Buildings should be located to create and reinforce desire lines and proposed bridges.

### Scale and massing

- Building heights should generally be between 2 and 6 storeys , although there is scope for taller buildings here, providing that they continue to provide views of the Malthouse. The massing and siting of buildings should be closely grouped, with spaces between that are perpendicular to the river. A vertical emphasis should be made for each building to emphasis the wharf like character of some of the historic buildings

### Architecture and landscape

- Design buildings and landscape that respond to the natural and industrial character of the area.
- Seek continuity of material with new development; tending to be primarily brick
- Design bridges to relate to natural open spatial quality of the river environment and respond to the industrial character of the Riverside area. Allow for places on the bridges to sit, eat and look.
- Make new routes barrier free; avoid landscape designs with steps and strongly defined edges, which may create a negative 'inward' looking feel.
- Take opportunity to design all aspects of the public realm associated with this development together, and as part of a larger river environment. Car parking, entrances, play facilities, footways and seating areas can all flow together. Design the experience of the landscape to benefit from river related materials and plants such as willows or alders, and opportunities to hear the crunch of Thames gravel beneath the foot.

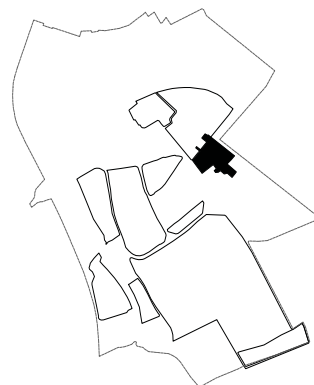


*Above  
Example of bridge design which  
responds to industrial and natural  
context of the Creative Industries  
Quarter site*

## 4.11 Vicarage Field – BTCSSA 10

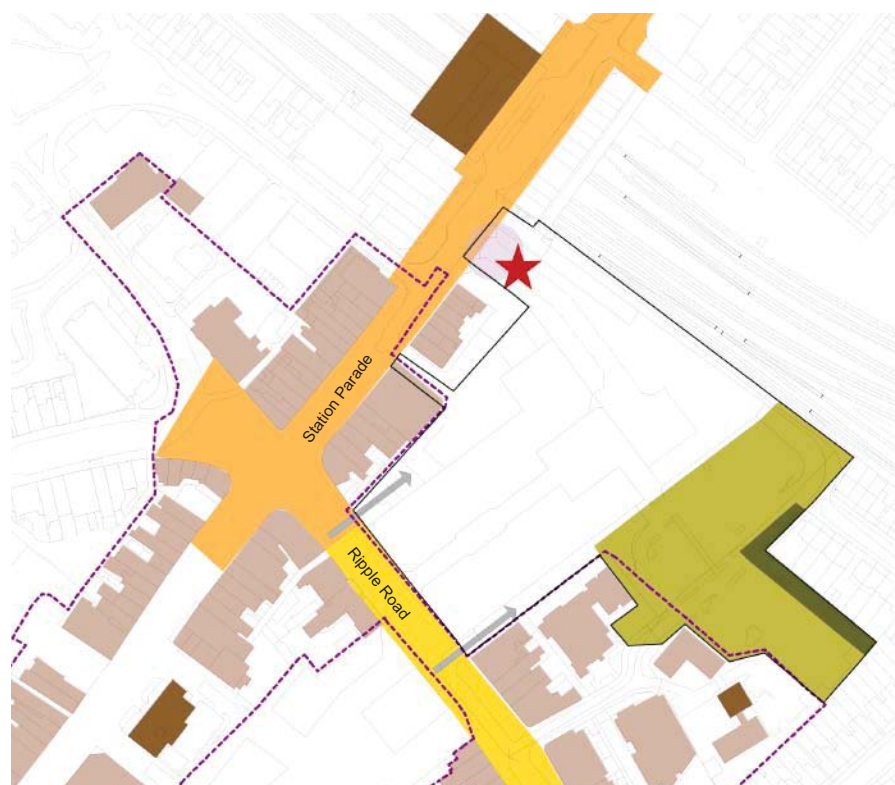
### AAP Design Requirements

- It reviews car parking provision and servicing arrangements to encourage a more efficient use of the site and a reduced impact on the local road system
- The Station Parade façade provides a visual sense of arrival to Barking from the Railway Station
- A tall building on the Station Parade frontage is included
- The quality of pedestrian movement through both the shopping centre itself and St Audrey's Walk is improved
- It addresses the need for enhanced integration of the scheme into the town centre
- It considers opportunities for the provision of leisure floorspace within the proposals
- A sympathetic relationship with the existing houses in Vicarage Drive is provided and the residents' environment protected.
- It meets the Environmental Building Standards and Energy requirements for a Strategic Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.



#### Key

- Site boundary
- Station Parade as improved public space
- Ripple Road improved
- Improved/ enhanced pedestrian access from Ripple Road
- ★ Indicative location for a particularly tall building
- ← Possible new pedestrian route to serve residential development
- Rationalise existing car parking+ servicing arrangements
- Thicken tree planting
- Improve service access space
- Locally listed buildings
- Statutory listed buildings
- Abbey+ Barking Town Centre Conservation Area
- See Station Area + High Street Network Character Area Guidance (see Section 3.2)



## Guidance

### Movement and public realm

- The Station Masterplan SPD sets out guidance that would see the reconfiguration of Station Parade and the re-arrangement of bus stand facilities (see Transport and Movement Patterns – Section 3.4). The development of this site needs to take account of this guidance.
- Improve the service access from Station Parade with wider raised entry footway to ensure that pedestrians have priority and, in the longer term, re-organise servicing to come in from Ripple Road.
- Investigate ways of providing a safe and accessible pedestrian route from Station Parade to Vicarage Drive and Ripple Road.

### Scale and massing

- AAP Policy BTC 17 (Tall buildings) states that this site is suitable for a particularly tall building or buildings (15 or more storeys). A particularly tall building would be most appropriately sited over the top of the existing Station Parade service access. Whilst the existing building is of low architectural merit, the building could become refreshed with a new skyline and improved entrances and active edges. Scale of buildings elsewhere on the site, on the edges with Character Area 3, should be 3-4 storeys and respect the scale and character of neighbouring residential streets.

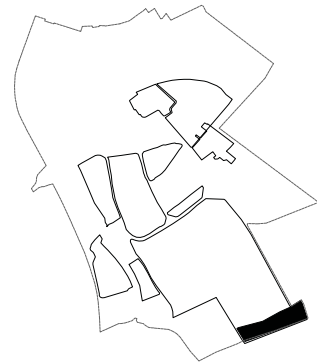
### Architecture and landscape

- The street space around should be decluttered, with guard railing removed and footways designed to make a generous well lit and well signed extension to the internal streets.
- Existing tree planting around the eastern boundaries should be maintained and thickened to safeguard the amenities of people living in nearby homes.

## 4.12 A13 between Gascoigne Road and King Edward Road - BTCSSA 11

### AAP Design Requirements

- The commercial uses front onto the A13, provide an attractive frontage to it and a buffer from it for the homes to be built on the site
- There is no overall loss of employment
- 30% of the new homes are family housing
- It facilitates better bus services both to the site and within the wider Gascoigne Estate
- It meets the Environmental Building Standards and Energy requirements for a Major Development as set out in policies BR1 and BR2 of the Borough wide Development Policies.



#### Key

- Site boundary
- Possible retention of existing petrol station
- Creating an active 'southern front' to Barking Town Centre by integrating mixed uses - live/ work, commercial, industrial
- Possible new road for improved residential access
- ← → Improve connectivity of pedestrian footbridge linkages across A13
- ← → Improved residential access from new road
- ▶ Active frontage to residential buildings
- ▶ Active frontage to industrial buildings
- Service access from Alfreds Way

See Transport + Movement patterns (Section 3.4)

See A13 Strip Character Area Guidance (Section 3.3)



## Guidance

### Movement and Public Realm

- Vehicular access for commercial uses should be from the A13 and it may be possible to provide a new road between this site and the Gascoigne Estate to the north which would service new housing only.
- Improve pedestrian cycle and footbridge linkages across the A13 to improve connectivity to areas to the south and help implement the East London Green Grid concept, using S106 contributions from this and other developments in the AAP area to help fund these improvements.

### Architecture and Landscaping

- Commercial development on the southern part of the area should include bold signage visible from the A13 to reveal a new southern frontage to the area.
- Seek to improve boundary treatments including removal of advertising hoarding.

# 5. Glossary



Term	Definition
- 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.
- LBBD	London Borough of Barking and Dagenham
- LTGDC	The London Thames Gateway Development Corporation is the Government created urban development corporation responsible for delivering regeneration in London Riverside (which includes the AAP area) and the lower Lea Valley and is the Local Planning Authority for major planning applications.
- Planning Advice Note	LBBD has prepared a number of Planning Advice Notes (PANs) to provide non-statutory guidance on the implementation of policies.
- Public Open Space	Public open space includes parks, playing fields, outdoor sports facilities and allotments with public access.
- Public Realm	Space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces
- Tall Buildings	A building which is 6 or more storeys (15-18 metres tall), significantly higher than its neighbours or which recognisably changes the skyline.

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[parkingcentral.com](http://parkingcentral.com)

  
**REDROW**  
REGENERATION

**BARKING CENTRAL**



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- William Street Quarter Masterplan (February 2009)

# 7. Appendices



## Appendix 1

### Directly relevant AAP policies

#### Policy BTC 8: Traffic Management / Abbey Road Home Zone

The Council wish to encourage through traffic to remain on the primary road network and thereby reduce the levels of traffic using the roads in the Plan area as a short cut to avoid delay at the A13/A406 junction. Accordingly, the Council will implement traffic management measures in Abbey Road, St Paul's Road and Gascoigne Road designed to reduce their attractiveness as a through route.

Abbey Road between the Lighted Lady roundabout and its junction with Highbridge Road will become a Home Zone with physical measures such as carriageway width reductions, enhanced pedestrian crossings and a 20mph speed limit.

The Council's long term aim is to completely close Abbey Road, grass it over and integrate it into the improved Abbey Green open space.

#### Policy BTC 10: Pedestrian Movement

The Council will seek to improve the pedestrian environment by ensuring that pedestrian routes and pavements are well lit, well maintained, safe and accessible to all. It will improve pedestrian signage to and within the Town centre and will ensure that pedestrian crossings include dropped kerbs and tactile paving.

Links into and through the Town Centre will be improved by:

- Seeking 2 additional pedestrian crossings of the River Roding, one on the bridge that will carry the Barking to Royal Docks Transit and one further north linking the Fresh Wharf Estate (see BTCSSA 2) and Cultural Industries Quarter (see BTCSSA 9).
- Encouraging rail and underground operators to improve the pedestrian footbridges in the Plan area including adaptation to make them usable by the mobility impaired
- Making significant improvements to the materials and lighting of the Lintons subway under the Northern Relief Road in order to improve the pedestrian environment and reduce people's personal safety concerns about using it
- Improving the pedestrian routes across Abbey Green and implementing the Home Zone approach to Abbey Road (see Policy BTC 8) in order to improve links between the Town Centre and the historic waterfront
- Improving the currently very difficult pedestrian access at the Longbridge Road roundabout.
- Seeking to introduce traffic calming on St Pauls Road (including the possible conversion of the existing roundabout to a traffic light junction) in order to reduce severance between the Town Centre and a new neighbourhood where the Gascoigne Estate currently is.
- Improving currently confusing and disjointed pedestrian routes as part of creating a new Gascoigne neighbourhood (see BTCSSA 6)
- Implementing the Barking Park-Greatfields Park-Roding Valley Loop Greenway Trail (dual use with cyclists)
- Reducing the adverse impacts on the pedestrian environment of loading and unloading in the Town centre, particularly on market days.
- Ensuring that the detailed design of East London Transit provides fully for pedestrian safety in the Town Centre, including for those with physical or visual impairment (see policy BTC7).
- Implementing a town centre pedestrian signage project
- Improving the connectivity and quality of the riverside pedestrian route (see policy BTC 21).
- Improving pedestrian access across the A406 as part of the proposals for the Fresh Wharf Estate (see BTCSSA2)
- Exploring with Transport for London the scope to provide additional and better pedestrian crossing facilities over the A13 into the AAP area
- The Council will primarily implement these measures through Transport for London funding and developers' contributions.

## Policy BTC 16: Urban Design

The Council will expect all new developments in the AAP area to be of a high standard that reflect the principles of good architecture and urban design and, thereby, contribute to a dramatic improvement in the physical environment of the Plan area. In order to achieve this, the Council will expect all schemes to be compliant with the principles set out in Policy DP11 of the Borough wide Development Policies and, as appropriate, take full account of:

- The detailed design guidelines set out in the Barking Town Centre AAP Urban Design Guidance SPD and the Barking Station Masterplan SPD,
- The Character Appraisals that the Council has produced for the Abbey Road Riverside and the Abbey and Barking Town Centre Conservation Areas
- Design approaches set out in the various non-statutory master plans produced for specific parts of the Plan area.

## Policy BTC 17: Tall Buildings

The Council considers the William Street Quarter development (see BTCSSA 4) and the area around Barking Station (see BTCSSA 3 and BTCSSA 10) to be locations appropriate for particularly tall buildings (15 or more storeys) because they are within the heart of the Town Centre, with high levels of public transport accessibility and will have no significant impact on important local heritage and views.

The Council regards the following locations in the AAP area as others where tall buildings would be appropriate :

- The London Road/North Street site (see BTCSSA 1)
- The Fresh Wharf Estate (see BTCSSA 2)
- The Abbey Retail Park and the existing Tesco site at the junction of London road and the A406 (see BTCSSA 7)
- The Cultural Industries Quarter (see BTCSSA 9)
- The Gascoigne Estate (see BTCSSA 6)

Apart from the Fresh Wharf Estate where a single particularly tall building at the northern end of the site may be appropriate, 14 storeys will be regarded as the maximum permitted height in these locations unless exceptional regeneration or townscape benefits can be demonstrated.

The Council acknowledges that the London Road/North Street site broadly shares the same public transport accessibility benefits as the William Street Quarter development and the area around Barking Station but, because of its current low rise surroundings, its partial location within the Abbey and

Barking Town Centre Conservation Area and proximity to important listed buildings, considers that the 14 storey limit should apply to it.

Elsewhere in the AAP area, tall buildings will be resisted unless particular proposals can demonstrate significant regeneration or townscape benefits.

All tall buildings should be of exemplary high quality design, take account of existing and other proposed tall buildings and not be detrimental to the character of the Abbey Road Riverside and Abbey and Barking Town Centre Conservation Areas or views of the Town Hall tower. Where they are close to the River Roding, they should minimise any adverse impact on the biodiversity and amenity value of the river and riverside walk.

In addition all proposals should comply with policy BP4 of the Borough wide Development Policies.

## Policy BTC 18: Public Realm

The Council will implement public realm improvement schemes in Abbey Road south and between St Ann's and the Town Hall

In undertaking these and all other public realm improvement schemes, the Council will consistently use the materials and methods specified in the Barking Code, include artists within design teams, seek to raise the profile of historic street and spaces and include, wherever possible, high quality Public Art.

The Council will require the same approach from developers undertaking work to the public realm as part of their scheme or as off site works required by a Section 106 Agreement. In implementing public realm schemes, developers should also have regard to the Energy Action status of the town centre and be able to demonstrate that their schemes, whilst respecting the design and historic context in which they are set, optimise energy efficient and renewable energy design solutions

The Council is strongly committed to sustainable waste management and the promotion of recycling and will wish to ensure that the infrastructure to support it (e.g. recycling centres/bottle banks and the collection/disposal of street market waste) are provided in ways that do not prejudice the quality of the public realm

## Policy BTC 19: Heritage and the Historic Environment

The Council will protect and enhance the Abbey Road Riverside and the Abbey and Barking Town Centre Conservation Areas. The Council will also protect and enhance Listed Buildings in the Plan area and, with English Heritage, keep under review whether any additional buildings within the Plan area should become statutorily listed or be added to the list of buildings of local importance.

The Council will require developers to take the character and appearance of the conservation areas into account as well as the regeneration potential of buildings of historical and/or architectural interest including their possible re-use, where appropriate.

In any event, all developments in the Conservation Areas or involving buildings of historical and/or architectural interest (both statutorily listed and of local importance) or affecting their setting will be required to conform with policy CP2 of the Core Strategy and Policy BP2 of the Borough wide Development Policies and to take full account of the relevant Conservation Area Appraisal

## Policy BTC 20: Parks, Open Spaces, Play Areas and Tree Planting

In order to improve the provision and quality of local parks and open spaces and ensure that all residents live within an acceptable distance of one, the Council will:

- Undertake significant improvements to Abbey Green In order to transform it into a prestigious and vibrant town centre park (see BTCSSA8)
- Undertake work to the Quaker Burial Ground which, whilst sympathetic to its heritage value, will make it into a small local park
- Ensure that well designed and located local parks/ open spaces and children's play areas are provided as part of creating a new Gascoigne neighbourhood (see BTCSSA6)
- Improve the Victoria Gardens open space in order that it function as part of the play space provision for Northbury Primary School, the Abbey Children's Centre and the William Street Quarter development (see BTCSSA 4)
- Include a communal open space and children's play areas within the William Street Quarter development (see BTCSSA 4)
- Require other major housing developments to provide adequate open spaces and play areas to serve the needs of the new communities they create
- Encourage, as part of Section 106 Agreements, other new developments, and particularly those in areas of open space deficiency to provide or contribute to the provision of a well designed small local park and/or children's play area.

- Seek to involve the community in the design of new open spaces or improvements to existing ones
- To improve the linkages between the parks and open spaces in the AAP area, the Council will wish to see extensive tree planting along some streets to form a network of "green streets" which as well as linking parks & open spaces also softens the environment, and provides pleasant routes for pedestrians & cyclists

## Appendix 2

### Waterspace plans

Major planning applications for proposed development next to the River should be accompanied by a Waterspace Plan. These Plans should explain the proposals in relation to the following topics:

#### Background

- Planning Policy
- Flood Risk Assessment Issues

#### River Corridor Character Assessment

- Historical significance
- Existing Environmental

#### Conditions (contamination, ecology, water quality and river wall condition)

- Existing River Uses (navigation, sports and leisure activities, arts and culture)
- Existing moorings (numbers, uses, land based support services and management)
- Public Access to River (River walk, connectivity, lighting, street furniture, public art, signage, safety and security and management)
- Opportunities for greater use

#### Proposed Development

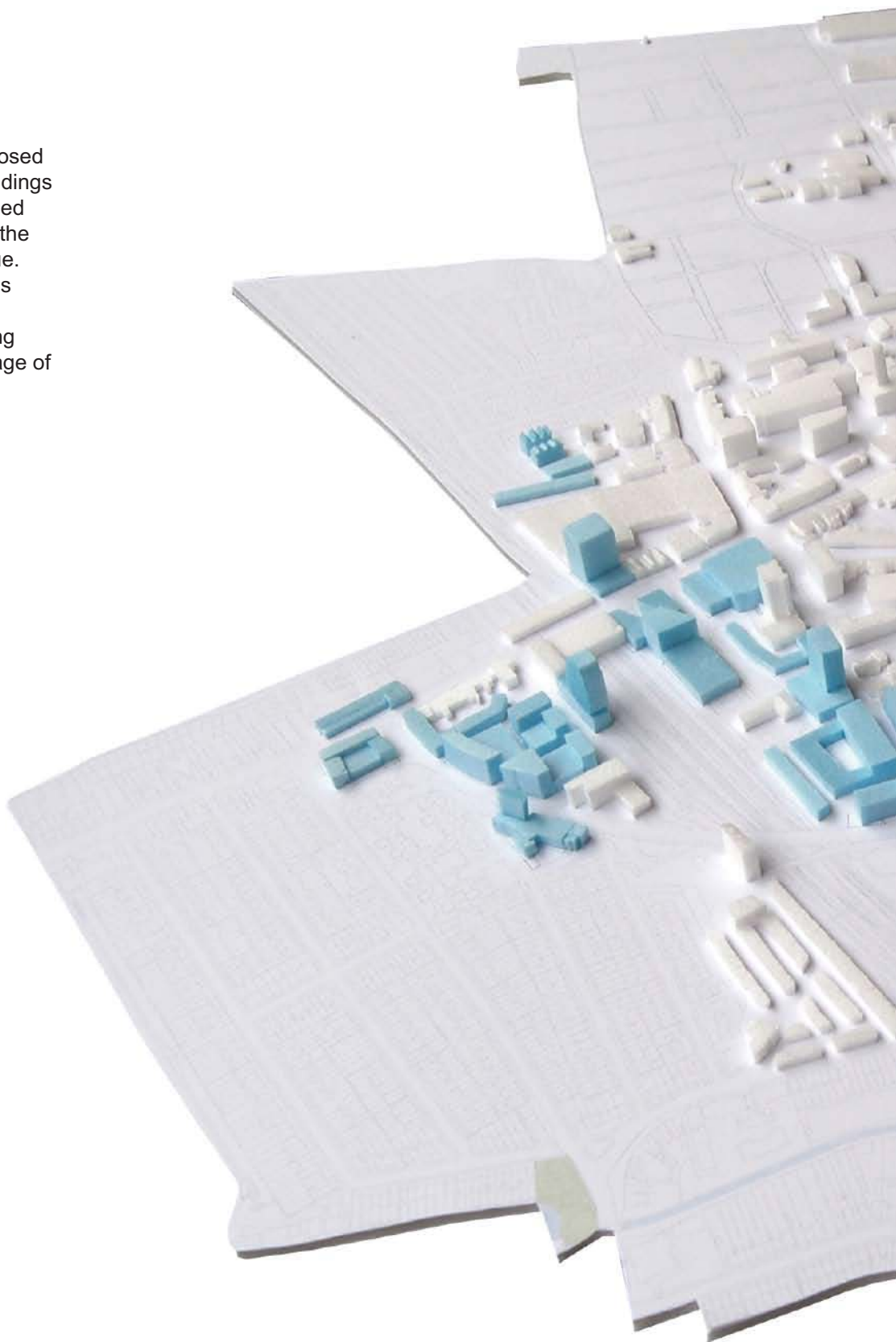
- Land uses and development (set backs, vehicular access for maintenance, building heights and overshadowing, open spaces, works to River walls and management)
- River Uses (navigation, sports and leisure activities and arts and culture)
- Moorings (numbers, uses, land based support services and management)
- Public Access to River (River walk, connectivity, lighting, street furniture, public art, signage, safety and security and management)
- Ecological Enhancements (enhancement features and management)

#### Implementation

- How, who and when
- Safety and security during River wall works
- Flood management during River wall works
- Ecological management during River wall works
- Re-location of existing moorings during River wall works
- Use of River during construction
- Temporary licence requirements.

### Appendix 3 Proposed development

The photograph opposite is of a model that illustrates major schemes that were being proposed as of March 2009. Existing buildings are shown in white and proposed buildings (at various stages of the development) are shown in blue. Some of the proposed buildings have yet to be determined and therefore the model is a working tool rather than a definitive image of the future of Barking.







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