

London Borough of Barking and Dagenham

Notice of Meeting

THE EXECUTIVE

Tuesday, 9 September 2003 - Town Hall, Barking, 7:00 pm

Members: Councillor C J Fairbrass (Chair); Councillor C Geddes (Deputy Chair); Councillor J L Alexander, Councillor G J Bramley, Councillor S Kallar, Councillor M E McKenzie, Councillor B M Osborn, Councillor J W Porter, Councillor L A Smith and Councillor T G W Wade.

Declaration of Members Interest: In accordance with Article 1, Paragraph 12 of the Constitution, Members are asked to declare any direct/indirect financial or other interest they may have in any matter which is to be considered at this meeting

(29.8.03)

Graham Farrant
Chief Executive

Contact Officer Barry Ray
Tel. 020 8227 2134
Fax: 020 8227 2171
Minicom: 020 8227 2685
E-mail: barry.ray@lbbd.gov.uk

AGENDA

1. **Apologies for Absence**
2. **Minutes - To confirm as correct the minutes of the meeting held on 19 August 2003 (Pages 1 - 3)**

Business Items

Public Items 3 to 4 and Private Items 13 to 17 are business items. The Chair will move that these be agreed without discussion, unless any Member asks to raise a specific point.

Any discussion of a Private Business Item will take place after the exclusion of the public and press.

3. **Creation of Parking Bays - Digby Gardens, Dagenham (Pages 5 - 7)**
4. **Creation of Parking Bays - Walfrey Gardens, Dagenham (Pages 9 - 11)**

Discussion Items

5. **Review of Service Provision in Housing and Health - Taking the Next Steps in Modernisation and Service Delivery (Pages 13 - 21)**
6. **Draft School Organisation Plan (Pages 23 - 25)**

The Draft School Organisation Plan has been circulated previously, is available in the Members Rooms and is available on the Intranet / Internet.
7. **Town Square Phases 1 and 2, Draft Planning Brief (Pages 27 - 60)**
8. **Any other public items which the Chair decides are urgent**
9. **To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted.**

Private Business

The public and press have a legal right to attend Council meetings such as the Executive, except where business is confidential or certain other sensitive information is to be discussed. The list below shows why items are in the private part of the agenda, with reference to the relevant legislation (the relevant paragraph of Part 1 of Schedule 12A of the Local Government Act 1972).

Discussion Items

10. **Condition Survey for Large Panel System Blocks (Pages 61 - 65)**

Concerns a Contractual Matter (paragraphs 7 and 8).
11. **Decent Homes Standard 2004 (Restricted Circulation, circulated separately)**

Concerns a Contractual Matter (paragraph 7).
12. **Staffing Matter (Restricted Circulation, circulated separately)**

Concerns a Staffing Matter (paragraph 1)

Business Items

13. **Barking Town Square Development Progress Report (to follow)**
14. **City Learning Centre Eastbrook (Pages 67 - 69)**

Concerns a Contractual Matter (paragraphs 7, 8 and 9).
15. **Joint LCSG Contract for Supply of Protective Clothing (Pages 71 - 75)**

Concerns a Contractual Matter (paragraphs 7 and 9).

16. Contracts for Bought in Goods and Services (Pages 77 - 82)

Concerns a Contractual Matter (paragraph 8).

17. Urgent Action - Future Management of Social Services and the Primary Care Trust (Restricted Circulation, circulated separately)

Concerns a Staffing Matter (paragraph 1)

18. Any other confidential or exempt items which the Chair decides are urgent

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THE EXECUTIVE

Tuesday, 19 August 2003
(7:00 - 7:17 pm)

Present: Councillor C J Fairbrass (Chair), Councillor C Geddes (Deputy Chair), Councillor J L Alexander, Councillor G J Bramley, Councillor S Kallar, Councillor M E McKenzie, Councillor B M Osborn, Councillor J W Porter, Councillor L A Smith and Councillor T G W Wade.

83. Minutes (12 August 2003)

Agreed.

84. Cemetery Charges - 2003/2004 and 2004/2005

Received a report proposing to set cemetery charges for 2003/04 and 2004/05 in line with the fundamental principals set by the Charging Policy Commission.

Agreed, in order that relevant charges are set to cover the full cost of the cemetery services provided, that:

1. Cemetery charges be increased by an average of 12.5%, as set out in Appendix 'B' to the report, for the financial year 2003/2004 to commence from 1 October 2003;
2. The new rates coincide with the opening of 'The Field' extension at Chadwell Heath Cemetery (anticipated to open in summer 2005);
3. The next review of cemetery charges be presented to the Executive in February 2005, and accordingly:
 - (a) The 2004/05 income be increased on 1 April 2004 by inflation, and,
 - (b) The Head of Leisure and Community is authorised to adjust individual Cemetery Fees and Charges for 2004/05 in order to meet the revised income target and views of the services stakeholders.

85. Private Business

Agreed to exclude the public and press for the remainder of the meeting, as the business was confidential.

86. Refurbishment of the Town Hall

Further to Minute 239, 4 December 2003, received a report seeking the acceptance of an enhanced scheme for the refurbishment of the Town Hall Foyer, containing a series of additional optional features requested by the members Steering Group (Accommodation).

Agreed, in order to enable the improvement of facilities for the public and so assist in achieving the Community Priorities of “*Raising General Pride in the Borough*”, “*Developing Rights and Responsibilities*” and “*Promoting Equal Opportunities and Celebrating Diversity*”, to:

1. The enhanced scheme and works as submitted by the Members Steering Group (Accommodation);
2. Allocate the full £5m of the budget for these works with an additional £212,000 to be allocated from capital resources;
3. Re-profile the Town Hall spend as £2,000,000 in 2003/04 and £242,000 in 2004/05 as detailed in paragraph 3.2 and Appendix A of the report;
4. The Programme of works, as set out in Appendix B of the report, which will provide for completion in mid April 2004;
5. Authorise the Director of Leisure and Environmental Services to negotiate and accept a tender from InSpace Interiors in accordance with the Constitution Contract Rules 4.1(e) and 10.1 (a); and
6. Allocate a capital budget of £2m for the Customer First elements of the refurbishment programme for both the Civic Centre and the Town Hall.

87. Progress on the Capital Programme 2003/04 and Corporate Programme Management Office

Received a report providing an update on the re-profiling of the Capital Programme since the Assembly approved it on 5 March 2003. A number of changes and approvals have been made. As a result the Programme for 2003/04 has been reduced to £84.18m from its original £96.7m.

The report also sought approval for the extension of a contract with Scott Wilson Business Consultancy, with whom the in house team have set up a Partnership approach to improve the delivery of the Capital programme.

Agreed, in order to enable continuity and ensure the delivery of the Capital Programme and to assist the Council in achieving the Community Priorities of “*Regenerating the Local Economy*”, “*Better Education & Learning for All*”, “*Improving, Health, Housing and Social Care*”, “*Making Barking & Dagenham, Cleaner, Greener & Safer*” and “*Raising General Pride in the Borough*”, to:

1. Note the amended Capital Programme baseline figure of £84.18m; and
2. The extension of contracts (a), (b) and (c) as detailed in the report with Scott Wilson Business Consultancy until 31 March 2004, in accordance with the Constitution Contract Rules 4.5, for a total additional sum of £60,000.

88. Staffing Matter

Further to Minute 435, 29 April 2003, received a report seeking approval for the regrading of the Solicitor to the Council following a full job evaluation by the Hay Group regarding the additional role as Monitoring Officer.

Agreed, to recommend the Assembly to approve the recommended salary, as set out in the report, for the Solicitor to the Council payable from 1 April 2003.

89. Re-tendering of Legal Services

Received a report seeking approval of the selected Contractor Panel for additional Legal Services for the period 1 October 2003 to 31 September 2006.

Agreed the Panel of firms, as set out in Appendix A of the report, for the period 1 October 2003 to 30 September 2006, with the option to extend by two further periods of 2 years, in order to provide comprehensive legal cover and to ensure that quality and cost of legal cover is tailored according to the various different types of specialist cases.

90. * Thames View Neighbourhood Nursery

Further to Minute 410, 15 April 2003, received a report seeking approval for the award of a contract following negotiations with a single tenderer.

Agreed to award the contract, in principle, to Tendring Construction to a maximum value of £1,100,000, and receive a further report once the contract value has been notified, in order to progress the construction of the Thames View Neighbourhood Nursery without undue delay.

* Item considered as a matter of urgency with the consent of the Chair under Section 100 (4)(b) of the Local Government Act 1972.

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THE EXECUTIVE**9 SEPTEMBER 2003****REPORT OF THE DIRECTOR OF HOUSING & HEALTH**

CREATION OF CAR PARKING BAYS AT DIGBY GARDENS, DAGENHAM	FOR DECISION	
<p><i>This report includes recommendations on issues, which are the Executive's responsibility.</i></p> <p><u>Summary</u></p> <p>Digby Gardens is a vehicular cul-de-sac, and the Leisure and Environmental Services Department has submitted a proposal to convert two amenity greens into parking bays. There is currently no delegated authority for Officers to make this decision.</p> <p><u>Recommendations</u></p> <p>The Executive is requested to approve the conversion of two amenity greens to parking bays to alleviate a parking problem in that vicinity.</p> <p><u>Wards Affected:</u> River Ward.</p> <p><u>Reason</u></p> <p>This decision will facilitate a great improvement for local residents and will ease traffic congestion in that vicinity.</p>		
Contact Officer: Bill Jennings	Community Housing Manager	Tel: 020 8227 5024 Fax: 020 8227 5024 Minicom: 020 8227 5035 E-Mail: Bjennings@lbbd.gov.uk

1. Consultation

- 1.1 Consultation has been effected with ten residents who live in the local vicinity. Eight residents responded to the survey, and five of the eight expressed their wishes for parking bays to be provided.
- 1.2 The three Ward Councillors have been consulted, and all three agree that extra parking bays will prove very beneficial for local residents.

2. Background

- 2.1 The Leisure and Environmental Services Department have identified a parking problem in Digby Gardens, via the Highways Maintenance Programme. As a result of complaints by residents regarding parking problems, it was decided to consult residents with regards to the provision of extra parking facilities.
- 2.2 The proposed work consists of providing eight parking bays to the two amenity greens that are situated at the head of the cul-de-sac. Each amenity green will have four parking bays.
- 2.3 The consultation exercise has been completed.

3. Context

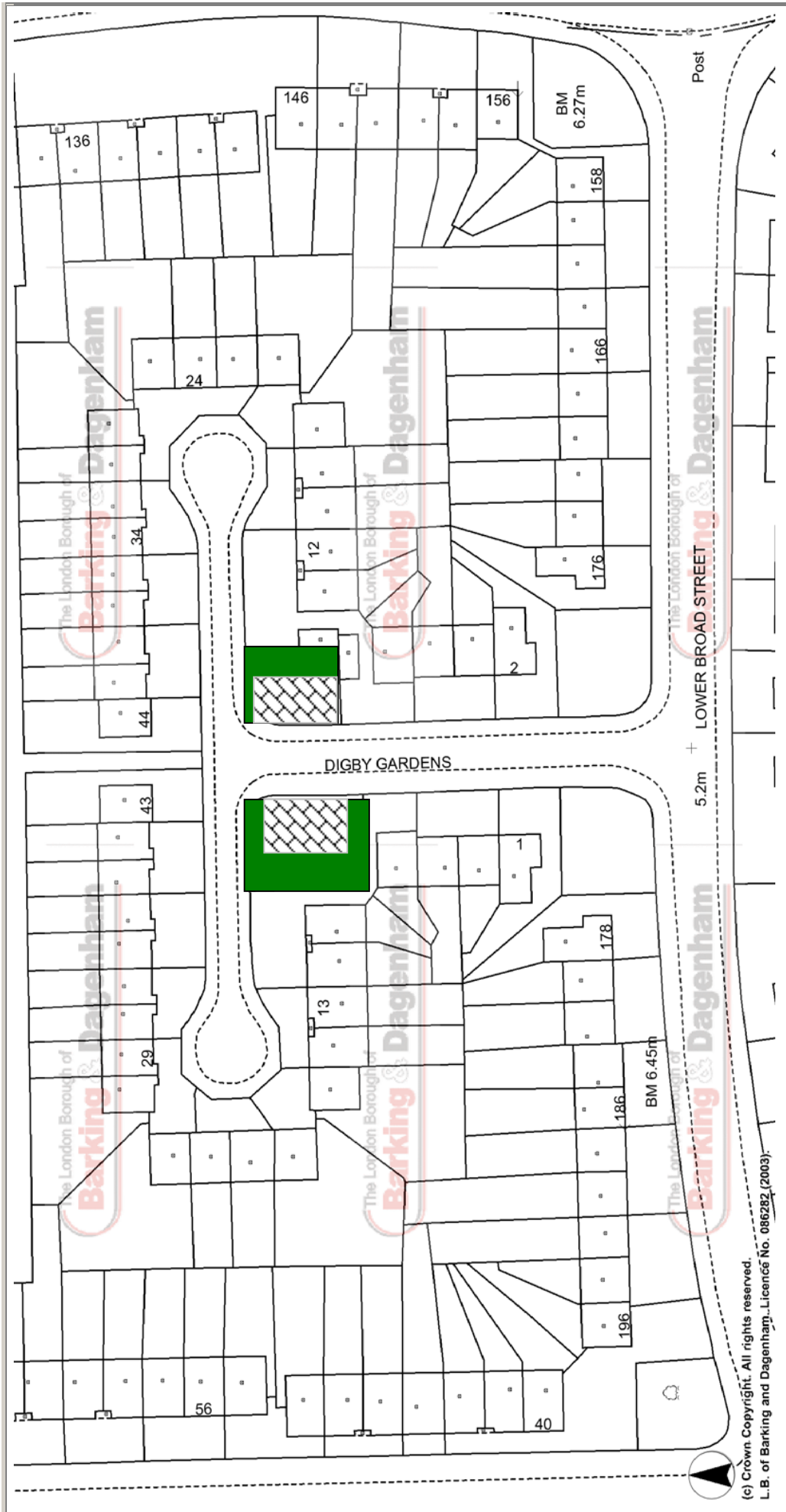
- 3.1 This report is being presented to Members, as there is currently no delegated authority for Officers to make this decision.

4. Conclusion and financial implications

- 4.1 The provision of extra parking facilities will benefit local residents and a consultation exercise has been undertaken.
- 4.2 A positive decision will allow the provision of extra parking facilities in an area where traffic congestion caused by parking is a problem.
- 4.3 The scheme will be funded by the Leisure and Environmental Services Department from the Highways Improvement Budget.

Background Papers

None.



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Town Hall, Barking, IG11 7LU
 Tel: 020 8592 4500

TITLE: Proposed Parking Bays - Digby Gardens

Scale: 1:583
Mapsheet: TQ4983NW
Date: 19/08/2003 16:52
Produced by:

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THE EXECUTIVE**9 SEPTEMBER 2003****REPORT OF THE DIRECTOR OF HOUSING & HEALTH**

CREATION OF CAR PARKING BAYS AT WALFREY GARDENS, DAGENHAM	FOR DECISION	
<p><i>This report includes recommendations on issues, which are the Executive's responsibility.</i></p> <p><u>Summary</u></p> <p>Walfrey Gardens is a vehicular cul-de-sac, and the Leisure and Environmental Services Department has submitted a proposal to convert two amenity greens into parking bays. There is currently no delegated authority for Officers to make this decision.</p> <p><u>Recommendations</u></p> <p>The Executive is requested to approve the conversion of two amenity greens to parking bays to alleviate a parking problem in that vicinity.</p> <p><u>Wards Affected:</u> Goresbrook Ward</p> <p><u>Reason</u></p> <p>This decision will facilitate a great improvement for local residents, and will ease traffic congestion in that vicinity.</p>		
<p>Contact Officer: Bill Jennings</p>	<p>Community Housing Manager</p>	<p>Tel: 020 8227 5024 Fax: 020 8227 5070 Minicom: 020 8227 5035 E-Mail: Bjennings@lbbd.gov.uk</p>

1. Consultation

- 1.1 Consultation has been effected with twenty-eight residents who live in the local vicinity. Twelve residents responded to the survey, and eight of the twelve expressed their wishes for parking bays to be provided.
- 1.2 The three Ward Councillors have been consulted, and all three agree that extra parking bays will prove very beneficial for local residents.

2. Background

- 2.1 The Leisure and Environmental Services Department have identified a parking problem in Walfrey Gardens, via the Highways Maintenance Programme. As a result of complaints by residents regarding parking problems, it was decided to consult residents with regards to the provision of extra parking facilities.
- 2.2 The proposed work consists of providing nine parking bays to the two amenity greens that are situated at the entrance to the cul-de-sac and Finnymore Road. One amenity green will have five parking bays, and the other will have four bays.
- 2.3 The consultation exercise has been completed.

3. Context

- 3.1 This report is being presented to Members as there is currently no delegated authority for Officers to make this decision.

4. Conclusion and financial implications

- 4.1 The provision of extra parking facilities will benefit local residents and a consultation exercise has been undertaken.
- 4.2 A positive decision will allow the provision of extra parking facilities in an area where traffic congestion caused by parking is a problem.
- 4.3 The scheme will be funded by the Leisure and Environmental Services Department from the Highways Improvement Budget.

Background Papers

None.



The London Borough of Barking & Dagenham

TITLE: Proposed Parking Bays - Walfrey Gardens

Scale: 1:583

Mapsheet: TQ4884SW

Date: 19/08/2003 17:11

Produced by:

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THE EXECUTIVE**9 SEPTEMBER 2003****REPORT OF THE DIRECTOR OF HOUSING AND HEALTH**

REVIEW OF SERVICE PROVISION IN HOUSING AND HEALTH - TAKING THE NEXT STEPS IN MODERNISATION AND SERVICE DELIVERY	FOR DECISION	
<p><i>This report recommends organisational changes in Housing and Health Department in order to implement a number of important initiatives.</i></p> <p><u>Summary</u></p> <p>This report proposes organisation changes needed to implement a number of important initiatives, which affect a significant part of the community. This includes:</p> <ol style="list-style-type: none"> 1. The Arrangements for Delivering Option Appraisal in respect of meeting the Decent Homes Standard 2. Arrangements for Delivering the new Homelessness Strategy and reviewing the Housing Allocations and Advice Service 3. Delivering New Sustainable Communities in the Thames Gateway. <p><u>Recommendations</u></p> <p>The Executive is asked to agree:</p> <ol style="list-style-type: none"> 1. The organisational changes proposed in this report 2. The financial proposals for meeting the cost of these changes. <p><u>Reason</u></p> <p>To make effective arrangements for meeting the Council's statutory responsibilities for Option Appraisal, Homelessness and Delivery of Sub-Regional Priorities in the Thames Gateway.</p>		
<p>Contact: David Woods</p>	<p>Director of Housing and Health</p>	<p>Tel: 020 8227 5700 Fax: 020 8227 5595 Minicom: 020 8227 5755 E-mail: david.woods@lbbd.gov.uk</p>

1. Introduction

1.1 During recent months there have been a number of important developments which affect the Council's work overall and the delivery of which will be through the Housing and Health Department. This report deals with the organisational and resourcing arrangements necessary to successfully deliver:

- The Options Appraisal for achieve the Decent Homes Target
- Effective Working in the Thames Gateway to Deliver homes and sustainable communities
- Delivering More Choice in Lettings
- The Homelessness Strategy
- Housing Advice Services

1.2. Decent Homes and the future of the Housing Stock

The Council Housing Strategy and Business Plan are fit for purpose. In order to keep confidence in us, these plans must now be turned into effective delivery arrangements. In the case of the Housing Revenue Account Business Plan, this means a full Option Appraisal for meeting the Decent Homes Standard by 2010, in accordance with the Government's guidelines. This must be completed by April 2005. Option Appraisal is a wide ranging process requiring full engagement with tenants, leaseholders, Members and other stakeholders. Government guidance makes it clear that Option Appraisal will only be signed off if tenant's views about the whole service have been taken into account at the outset and are paramount throughout the process; that they have had independent support and advice throughout the process and that the appraisal makes clear the Council's plans and specifies whether there is any deficit in meeting tenant's overall expectations.

Option Appraisal is clearly much more than simply deciding how best to fund the Decent Homes Standard by 2010. It is about modernising and empowering the community, embracing the agenda of New Localism.

Option Appraisal may produce a mixed, rather than a single solution. This will depend on how tenants choose to approach consultation in their locality.

1.2.1 New Homes, Regeneration and the Thames Gateway

Housing and Health have restructured Housing Strategy to be ready to support the corporate Regeneration effort. Relationships with Regeneration and Planning are developing and it is important that we progress this as soon as possible. Similarly relationships with the GLA, LDA, Government Office for London and Housing Corporation have also been progressed; but this is through officers in different departments and at different rates. There is insufficient sharing and pooling of intelligence and information to enable a coherent corporate picture to be communicated.

Housing Strategy now has the capacity to lead on the promotion of new house building and to develop implementation/delivery plans to put the Housing Strategy into practice. There will be costs associated with doing this well – we must learn the lessons from previous developments and invest enough in community consultation to take people with us. We have also put

in place arrangements via a new post to monitor and pursue housing management contracts with RSLs. Project Management fees from land sales etc will play an increasingly important role in good project planning and implementation. The above points demonstrate creating sustainable communities includes involving our existing communities in new developments.

Funding new affordable homes will also bring new pressures - loss of LASHG means that land value cross subsidy in Section 106 Agreements will be more important than in the past. This will have important effects on capital receipts and also demand a coherent and well-planned approach to Section 106 for the future.

Thames Gateway is a key area where we must be clear we have the capacity to influence Government and other agencies - joined up working is essential and so is a senior housing presence in the Thames Gateway strategic regeneration effort. This is currently being provided by the Director of Housing and Health personally to a large extent and more support is needed if this is to be successful for the future.

1.2.2 More Choice in Lettings and Delivering the Homelessness Strategy

Members recently agreed to look at the introduction of more choice in lettings and this work is now underway. The new Homelessness Strategy has also been approved.

It is timely to consider how the whole Homelessness, Allocations and Advice service should be run for the future. Provision of these services is essentially a role for the Council's Strategic rather than Delivery function and this report proposes the service be transferred to the Head of Housing Strategy. This will place it at the strategic centre of the Department and allow the Landlord Services Division to concentrate on delivering a high quality service at local level.

2. Detailed Proposals

2.1 **Option Appraisal for the Delivery of Decent Homes**

Option Appraisal must of necessity be a comprehensive and wide ranging review of the Landlord Service. In practice it will be important to follow Best Value Guidelines in delivering the Options Appraisal. Considerable resources will be needed to complete this task, although at this stage it is hard to precisely quantify the cost. It is therefore proposed that an additional temporary Project Leader post be created in the Housing Strategy Division for a minimum period of up to two years and that a small planning team be appointed to draw up an action plan with estimated costs. A range of different consultancy support may be needed during the process and it will be essential to appoint an Independent Tenant Advisor to support them through the process in conjunction with existing actively involved tenants. This can be done using existing Tenant Participation mechanisms.

Options Appraisal will have clear links with Customer First as we will be expected to look at all areas of service delivery and should enable us to formulate a plan to achieve a minimum 2 star rating for the Housing Landlord Service through the improvement plan which will result from the study.

The costs of the Options Appraisal will be borne by the Housing Revenue Account, being initially funded from the working balance. However savings arising from the proposals to reorganise the delivery of Tenant Participation through the area teams will make an important contribution to offsetting these costs.

A more detailed report will follow once the initial scoping is complete.

3. New Homes, Regeneration and the Thames Gateway

In the organisation chart shown in Appendix 2 there is an additional post at JNC level responsible for strategic housing input to the Thames Gateway and sub regional working. This would derive support from the Housing Strategy teams. From discussions with other Directors of Housing and the Thames Gateway London Partnership, it is possible this post could be a shared resource working at a sub regional level with funding shared between a number of Authorities. This possibility is still being investigated and will be reported on further in due course. The grade for the Head of Housing Strategy has been reviewed against revised job specification and the outcome is level 6 i.e. an increase of one level. The job has also been re-titled Head of Housing Strategic Development.

Lettings, Allocations and Housing Advice would be transferred to the Housing Strategy Team to allow Landlord Services to concentrate on local management issues and to separate out this 'client' function from housing provision.

A consultant has been appointed to lead the development of more choice in lettings. However a new management post is needed to lead improvements in the existing service and to begin working with Customer First on future provision. The introduction of more choice in lettings could bring savings in the future but some additional costs must be incurred now to meet the current demands of the service. The new Manager would also lead the implementation of the Homelessness Strategy.

Similarly an initial briefing has taken place with Trade Unions and a regular dialogue will be established as the various strands of the proposals are implemented.

A project plan for implementing these changes has been produced and is regularly updated with the intention of making sure that there is as little disruption to the Department's work as possible and that members of staff are kept informed and have the opportunity to contribute to the plan at every stage.

These changes affect JNC posts and a separate report has been prepared on the arrangements for dealing with this.

4 Financial Implications

The financial implications arising from these proposals are as follows:-

Housing General Fund	2003-04	2004-05
	£	£
Additional JNC post for sub regional work*	18,000	72,000
Upgrading Head of Housing Strategic Development	2,000	4,000
Project Leader for the Homelessness Service	33,000	56,000
Additional costs to the General Fund	53,000	132,000
Potential Funding		
Freezing post in Policy and Review	20,000	35,000
Savings in Housing Benefit net costs	33,000	
Savings in Bed and Breakfast payments		97,000
Total funding	53,000	132,000

* Part of this post may be funded from contributions from other Authorities

Housing Revenue Account	2003-04	2004-05
	£	£
Establishment of a Project Team to lead the Options Appraisal assessment for a period of 2 years.		
- Project Leader	28,000	56,000
- Project Co-ordinator	17,500	35,000
- Project Administrator	12,500	25,000
- Consultancy Support	20,000	40,000
- Additional furniture, equipment etc	10,000	
Upgrading Head of Housing Strategic Development	2,000	4,000
Additional costs to the HRA	90,000	160,000
Funded from the HRA Working Balance**	90,000	160,000

** The HRA working balance is currently estimated to be in the region of £1.4m as at 31st March 2004. If these costs are funded from the HRA, then the balance will reduce to £1.15m by 31st March 2005, still regarded as an acceptable level.

However savings in the organisation of Tenant Participation and the Management of Community Housing Partnerships, which will be brought forward shortly, are likely to offset most of these costs.

Background Papers

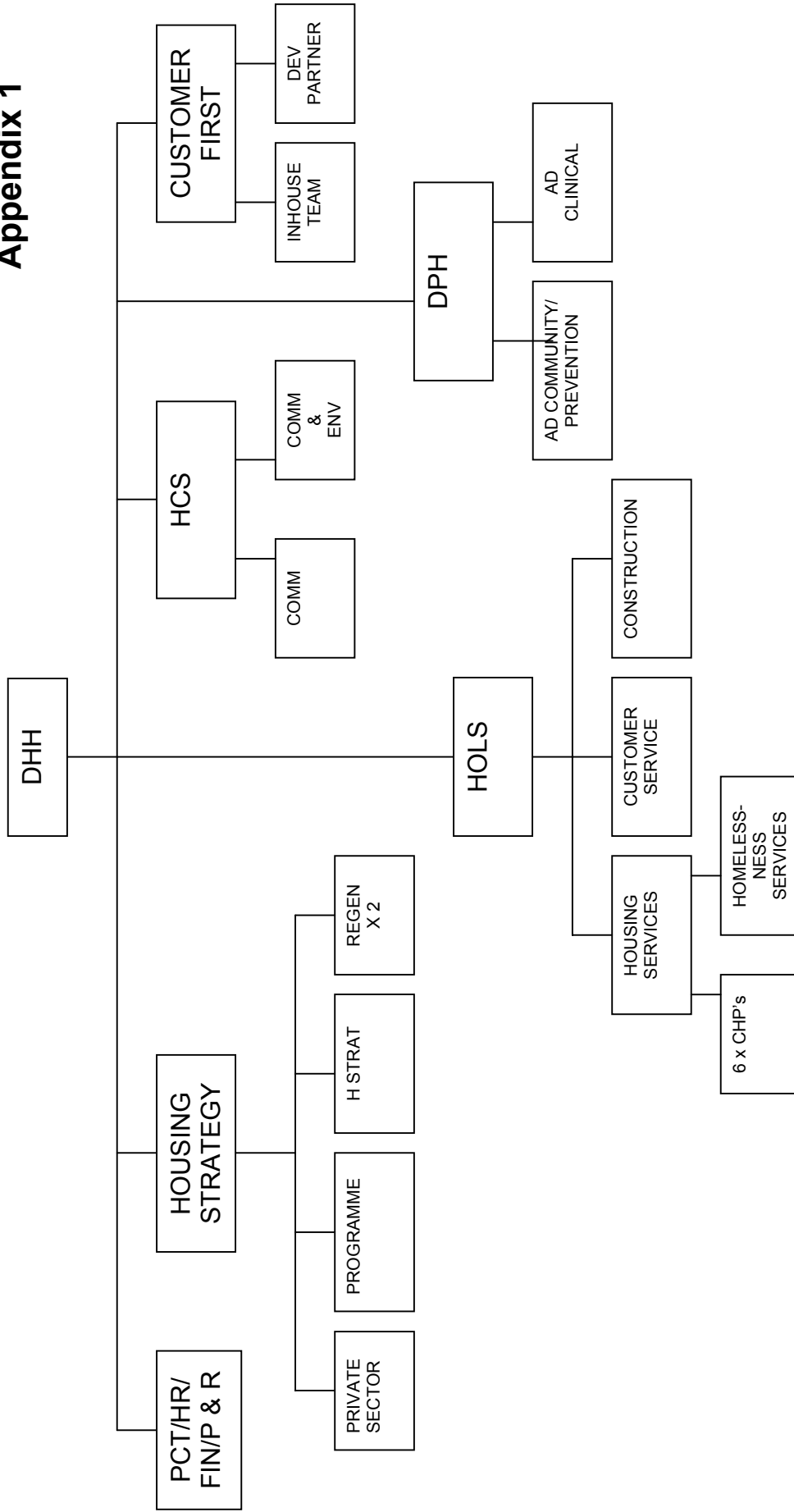
None

Attachments:

Appendix 1 – Organisation Chart Current

Appendix 2 – Organisation Chart Proposed

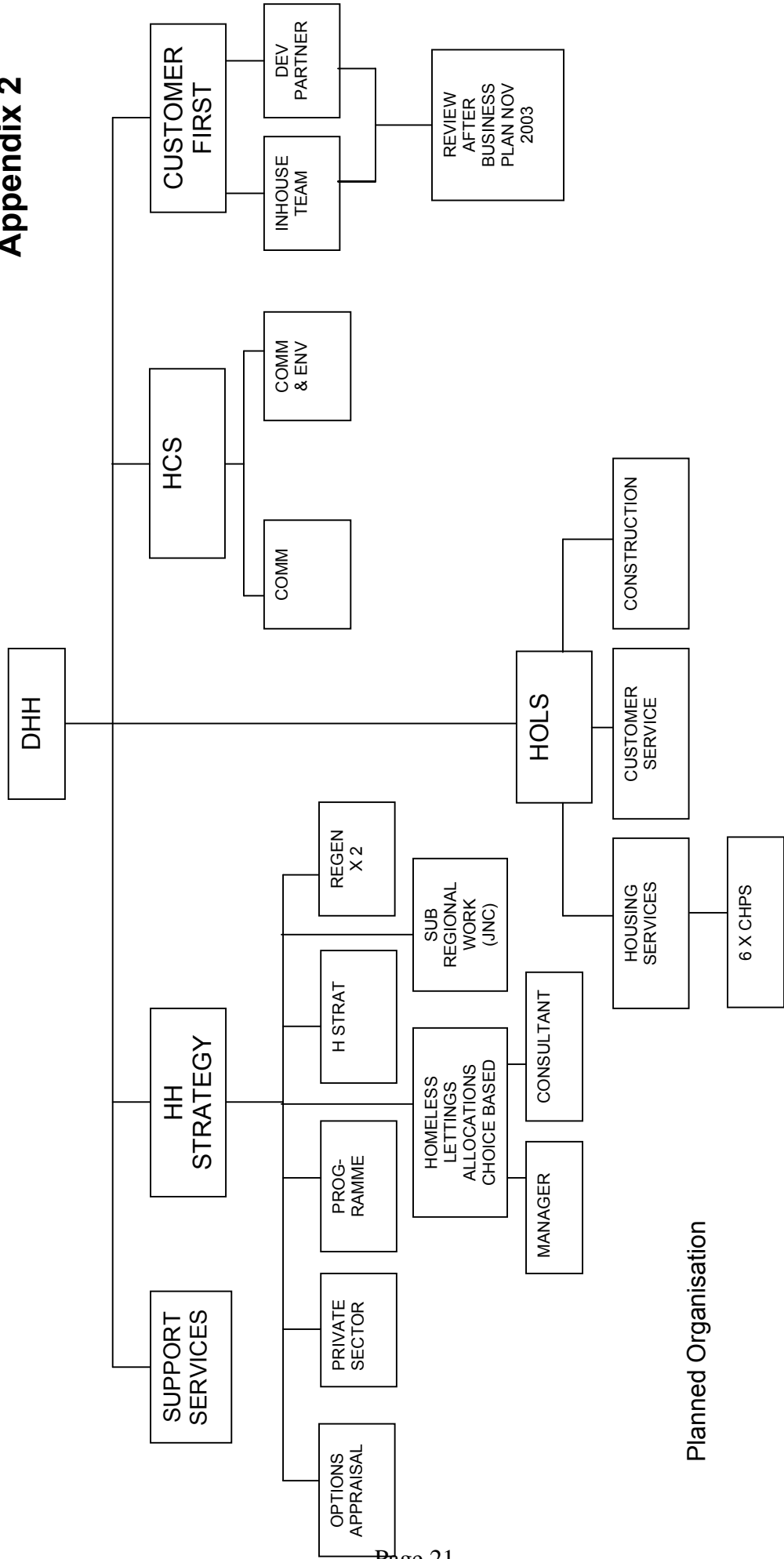
Appendix 1



Organisation as it is now

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Appendix 2



Planned Organisation

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THE EXECUTIVE**9 SEPTEMBER 2003****REPORT OF THE DIRECTOR OF EDUCATION, ARTS AND LIBRARIES**

DRAFT SCHOOL ORGANISATION PLAN 2003	FOR DECISION	
<i>This report is submitted as part of the Council's statutory duty to prepare a draft School Organisation Plan for consultation.</i>		
<u>Summary</u>		
The draft School Organisation Plan sets out the Council's proposals to provide school places within the borough. It was submitted to the School Organisation Committee on 24 June 2003 for approval before being published for consultation by 1 August 2003. A copy of the plan has been circulated separately as it is over 80 pages. It is also available in the Members Rooms and is available on the Intranet / Internet.		
<u>Recommendation</u>		
The Executive is asked to make any comments on and to agree the Draft School Organisation Plan as part of the consultation process for the plan.		
<u>Reason</u>		
The Council has a statutory duty to prepare a draft School Organisation Plan and to consult on it.		
Contact: Jenny Crossley	Head of Policy and Management Services	Tel: 020 8227 3507 Fax: 020 8227 3101 Minicom: 020 8227 3180 E-mail: jenny.crossley@lbbd.gov.uk

1. Background

- 1.1 The School Organisation Plan identifies how the Council as the Local Education Authority intends to meet its statutory responsibility to secure sufficient education provision within its area in order to promote higher standards of attainment. It is designed to help key stakeholders, schools, parents and local communities to understand what school places are needed both present and future and how they will be provided.
- 1.2 In February 2003 the DfES published new draft Guidance and Regulations to revise the current regulations and guidance on School Organisation Plans and statutory proposals. The new regulations have been prepared against a background of changes made in the Education Act 2002, which come into force on 1 June 2003. The changes have implications for the publication of the plan in terms of timing.
- 1.3 One of the changes from previous years is the proposal to require a revised plan every 3 years as opposed to annually. The demographics of the borough will remain updated each year and where there are exceptional changes in local circumstances a full plan will be published in the intervening years. The School Organisation Plan should describe:

- How the LEA intends to secure the provision of primary and secondary education (including the provision for children with special needs) to meet the needs of the local population
- Demographic information about the borough and provision of school places
- The LEA's policies and principles
- Conclusions about the need to add or remove school places

1.4 For this year **only** the timings for the publication of the Plan will differ from that for 2004 onwards. For LEAs to take account of the new DfES guidance and regulations, the draft Plan was not required to be published until 1 August 2003. An eleven-week consultation period is given for comments/objections and thereafter the School Organisation Committee will be given one month to approve the final Plan.

1.5 In subsequent years the Plan is to be published in draft form by 1 June and a ten-week period is provided for any objections to be received. The process requires the unanimous approval of the SOC who will consider the Plan and any written objections that have been made. If the SOC fail to reach a unanimous decision, then the matter will be referred to an Adjudicator. The SOC then has up to one month to approve the Plan.

2. The Plan

2.1 The draft Plan has been updated from last year's Plan to include:

- Details of the new admission arrangements
- The Council's response to government initiatives relative to the provision of school places including the transformation agenda and the extended school model
- The latest forecasts showing the anticipated demand for school places and associated impact on school provision and additional capacity in schools
- A new section covering the extensive new house building programme in the borough and the associated impact on the provision of places
- Information concerning new DfES guidance and regulations affecting the provision of the Plan
- Information concerning the new method of calculating the physical capacity of schools
- Details of the Action Plan on School Places and the progress made towards achieving it
- A link to the Ofsted quarterly monitoring report detailing progress in the first year.

3. New School Provision

3.1 The plan identifies that demand for school places in the Borough is driven by a range of factors, investment in new housing being one of the most significant of factors. DEAL will be working closely with colleagues in other departments to ensure that the provision of places grows in line with the provision of new housing. The LEA has already identified that new school provision is needed in the south of the borough. Initial indications show that two primary schools are required on Barking Reach, though much depends on upon the mix of housing. The size of the schools will depend on the outcome of continuing discussions concerning the housing density proposed for the site.

3.2 Effects of the new development planned on the Lymington Fields site and Borough wide pressure on schools places will also mean that additional two form of entry primary

school will be needed. The scale of the development of Barking Town Centre, South Dagenham and the potential for the development of University of East London site is also expected to mean that demand for school places will increase still further. As soon as details concerning the development of these sites are confirmed, a more detailed assessment can be made.

4. Consultation

4.1 The draft Plan was published for consultation on 1 August 2003 for an eleven-week consultation period, via:

- A public notice in the Dagenham Post
- Copies sent to all schools, chairs of governors and other related bodies
- Copies held in all Libraries
- A copy available on the LEA web site

4.2 *Feedback:* The School Organisation Committee, which met on 24 June 2003 endorsed the plan

4.3 *Objections:* Responses will be provided for any objections, which are received. An update report will be provided to the Executive before the papers are submitted to the School Organisation Committee for final approval. The Plan will then be published.

5. Conclusion

5.1 The Plan is part of the ongoing statutory requirement to produce a draft School Organisation Plan for consultation and is part of the Council's process to provide a school place within the borough for all children who need one. The Executive are asked to endorse the Plan as part of the consultation process.

Background Papers

- DfES Guidance on Statutory Proposals
- School Organisation Plan 2002

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THE EXECUTIVE**9 SEPTEMBER 2003****JOINT REPORT OF THE DIRECTOR OF LEISURE AND ENVIRONMENTAL SERVICES
AND THE DIRECTOR OF HOUSING & HEALTH**

TOWN SQUARE PHASES 1 AND 2, DRAFT PLANNING BRIEF	FOR DECISION
<p><i>This report includes recommendations on issues, which are the Executive's responsibility.</i></p> <p><u>Summary</u></p> <p>This report presents to Members the draft Planning Brief for the Axe Street Car Park. Approval is also sought to the draft consultation strategy attached as annex 1. Members are also requested to agree to the disposal of the Axe Street car park. Public consultation will be carried out in line with the enclosed consultation strategy (annex 2).</p> <p>The draft development brief aims to co-ordinate the development of the Axe Street car park and Town Square (phase 1). The brief has been prepared in the context of current regional guidance for increased urban density the Barking Town Centre Framework, which aims for the revitalisation of Barking as an area of unique character and quality within London.</p> <p>The draft development brief aims to co-ordinate the development of Town Square (phase 1) for mixed use and the Axe Street car park (phase 2) for 100% affordable housing.</p> <p>The brief will be the context for the consideration of development proposals, and it highlights all the key issues that need to be addressed in any major redevelopment scheme. It promotes a design led approach for redevelopment, public spaces and transport infrastructure.</p> <p><u>Wards Affected:</u> Abbey and Gascoigne Wards.</p> <p><u>Recommendations</u></p> <p>The Executive is asked to agree:</p> <ol style="list-style-type: none"> 1. The Draft Town Square Phases 1 and 2 Planning Brief (annex 1) 2. The Consultation Strategy as set out in annex 2 3. The disposal of the Axe Street car park site with the terms of the disposal being confirmed by the Director of Leisure and Environmental Services. <p><u>Reason</u></p> <p>This will pave the way for the development of new affordable homes allied to Town Square Phase 1.</p>	

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1. Background

- 1.1 The preparation of this development brief has been prompted by the need to bring forward sites within Barking Town Centre in order to implement the regeneration agenda for Barking Town Centre as outlined in the Barking town centre framework plan. This Framework was agreed by the Council in April 2003 and is a radical vision for Barking suggesting that it is possible to build 4000 new homes (net) in the area. It was envisaged that a range of sites currently not in use as residential sites along with estate renewal would assist in the delivery of this target. The aim is to achieve a balanced community with a better mix of housing type and tenures.
- 1.2 This brief has therefore been prepared in order to promote the redevelopment of the Axe Street area, and to set out the principles to guide future redevelopment, to ensure it is line with the BTC framework and to secure maximum regeneration benefits.

2. The Draft Brief

- 2.1 The draft brief is seeking radical and bold development in this gateway location. The area being covered by the brief includes both Town Square (phase 1) and the Axe Street car park, which is seen as a second phase in the town square vision (see Plan A).
- 2.2 Phase 1, which the Council has resolved to grant outline-planning consent, provides up to 35,000 m² of mixed-use development in a range of buildings. This scheme establishes a critical density of development and extends the existing retail and leisure activities into the town square area, helping to create a vital core to the existing town centre. It creates a series of new public spaces and key landmark buildings in a range of building forms and types creating a robust and attractive built fabric.
- 2.3 Phase 2 is the redevelopment of the Axe Street car park for 100% affordable housing. Barking Town Centre will make a major contribution to meeting London's need for additional housing, especially affordable homes, and the identification of this site for 100% affordable housing has been done in the context of both national and regional policies for the provision of new homes in East London. It is also in line with the Boroughs Housing Strategy and Business Plan, documents for 2003 – 2006 and the recently agreed Barking Town Centre Framework Plan.

- 2.4 The BTC Framework Plan identifies the major regeneration and renewal projects in Barking Town Centre that are key the delivery of the aims of the Housing Strategy. This includes the Axe Street Site as an affordable housing site.
- 2.5 The brief also highlights all the issues that need to be addressed in any major redevelopment proposal. Appropriate land uses, future circulation patterns for pedestrians and vehicles, and access arrangements are considered.
- 2.6 The brief states that any public car parking to be lost by the redevelopment needs to be replaced in either phase 1 or 2.

3. Development Principles

- 3.1 A number of key aims are identified for any development proposal. Any proposal will be required:
- 3.2 To create a development of the highest quality and of outstanding design, which will contribute to the distinctive place being created by the town square development to be sustainable environmentally, economically and socially To provide affordable housing to enable local people to have a choice in housing provision.

4. Consultation Strategy

- 4.1 Consultation will be carried out with an extensive list of stakeholders (annex 2). These will be mainly statutory bodies but all residents and businesses immediately adjacent to the site or with an interest in sites covered by the brief will be consulted. This will specifically include the ongoing involvement of residents on the Gascoigne Estate. It is expected that consultation will be carried out through letter and through a series of meetings.
- 4.2 An analysis of the public consultation responses will be prepared to inform the final version of the document. This will be presented to committee at the same time as the final version of the brief is reported.

5. Timetable

- 5.1 The following is the estimate timescale for the development of the Axe Street car park site. A report to Members to the Executive regarding the disposal of a range of potential housing sites including this one is to be made at a later date (September/October). The report to Members (in the table below) on the revised planning brief will provide an update on the progress in relation to this timescale.

5.2

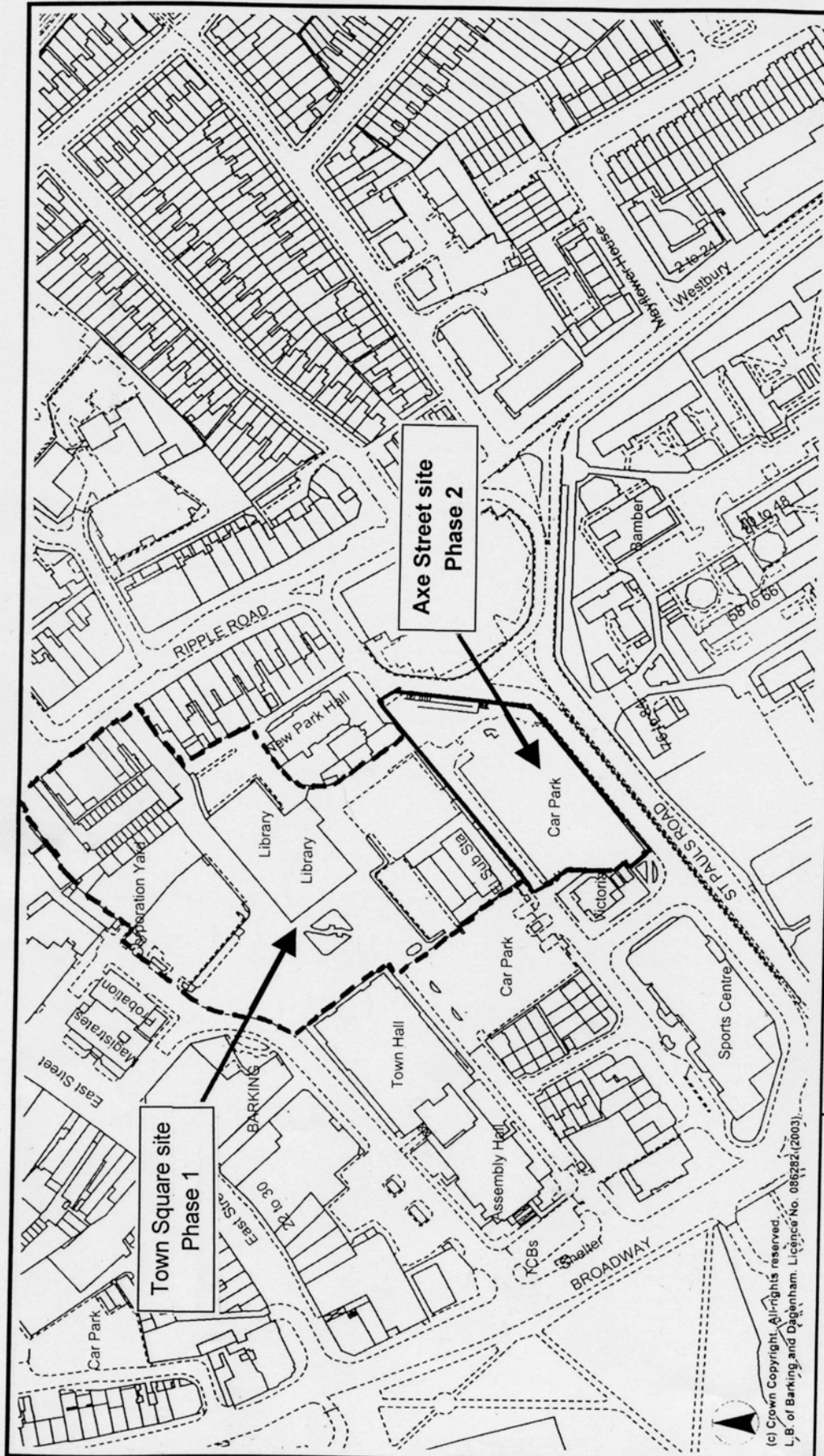
Commence Consultation	Sept - October 2004
Appoint approved RSL	September 2003
Report to executive approval of Draft Planning Brief	Oct/Nov 2003
Bid for approved for Approved Development Programme	October 2003
Planning application	October 2003
Planning Decision	December 2003
Housing Corporation Decision on funding	January 2003
Grant Available (if successful)	April 2003
Start on site	June/July 2004
Completion	Approx. 2005

6. **Conclusions**

- 6.1 The area is a key opportunity to continue the regeneration process for Barking Town Centre in line with the recent Framework Plan. The decisions requested in this report would enable this project to proceed to the next stage in delivering these outcomes.

The following Background Papers were used in the preparation of this report:

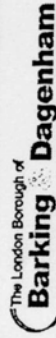
- LBBB Unitary Development Plan 1996
- Planning Policy Guidance (PPG) 1: General principles 1997
- PPG 3: Housing 2000
- PPG 13: Transport 2001
- The Draft London Plan 2002
- LBBB Housing Policy Commission 2001
- LBBB Interim Car Parking Standards 2002
- LBBB Housing Strategy 2002/3
- Barking Town Centre Framework 2003
- Inclusive mobility: A guide to best practice on access to pedestrian and transport infrastructure OPDM 2002



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TITLE: Axe Street site

Scale: 1:1,721
Mapsheet: TQ4483NW
Date: 19/08/2003 09:33
Produced by: Jabeed Rahman (Planning Assistant)



Town Hall, Barking, IG11 7LU
 Tel: 020 8592 4500

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1. INTRODUCTION

Vision

- 1.1 Barking town centre's future is to be a lively, urban, mixed use town centre, incorporating housing, leisure, employment and retail uses with a quality transport hub at its heart. The Barking Town Square scheme is a key part of achieving this vision and is a prestigious and exciting mixed-use proposal, which will radically change the heart of Barking Town Centre.
- 1.2 This brief outlines both phase 1 of the scheme, for which the Council has resolved to grant outline permission and phase 2 – the development of the Axe Street Car park area. The Axe Street area as phase 2 presents a further opportunity to develop the site for housing using the principles applied in phase 1 of high quality design, density and intensification. These principles were identified in the Urban Task Force report (1999) and have been carried forward by both the Government's Urban White Paper (2000) and the Mayor of London's Draft Spatial Development Strategy (SDS) - The London Plan 2002.
- 1.3 This Council has welcomed the Government's new regeneration agenda and its focus on good design. The Axe Street area will become a high profile location with the implementation of phase 1 Town Square development. The Council therefore wishes to see a development that upgrades and links of this part of Barking with the shopping area and is a lively, contemporary high-density development.
- 1.4 This will be a major component in the comprehensive revitalisation of Barking as an area of unique character and quality within London. This area's future should be seen as being an exemplar of sustainable development inspired by the Council's community priorities (attached as Appendix A).

Purpose of the brief

- 1.5 The aim of this brief is to assist in the delivery of this vision, providing a framework for the consideration of development proposals, and to highlight all the key issues that need to be addressed in any major redevelopment scheme.
- 1.6 This brief considers appropriate land uses, future circulation patterns - routes for pedestrians and vehicles, and access arrangements. The brief also includes detailed design guidance. It aims to give the local community, prospective developers and development partners a clear idea of the Council's requirements.
- 1.7 The brief has been prepared within the context of national policy guidance, the Draft London Plan 2002, and the Barking and Dagenham Unitary Development Plan (UDP) 1995. The brief also takes into account the emerging Framework for Barking town centre approved by the Council in 2003.

Objectives

1.8 The overall objectives for the brief are to:

- Clarify and interpret UDP policies and other policies
- Provide design guidance to achieve a quality development for Barking
- Enable the community's concerns to be addressed effectively, including LBBD's Community Priorities
- Ensure integration of development of this area with the existing town centre
- Ensure environmental improvements within the planning brief area

Aims

1.9 *Regeneration*

- To raise the profile of Barking by creating a development of the highest quality and of outstanding design incorporating a gateway feature
- To act as a catalyst for the continued revitalisation of Barking town centre
- To promote investment and give focused support for local initiatives in the town centre

1.10 *Development*

- To provide affordable housing with mix of tenures to enable local people to have a choice in housing provision
- To provide a safe and pleasant environment that enables people to move between this area and other parts of the town centre and to provide and interface with residential areas to the south, particularly the Gascoigne Estate.

1.11 *Quality design*

- To contribute to the distinctive place being created by the town square development which is based on an attractive public realm of lively streets, and a range of activities to complement and expand the town centre in the most suitable/appropriate way
- To encourage the use of lasting and robust materials

1.12 *Sustainable development*

- To achieve sustainable development which is environmentally, economically and socially viable

Site Ownership.

1.13 Phase 1 – Town Square

This area is in multiple ownership, though the Council owns the majority. The Council is in a joint venture partnership with the innovative developer Urban Catalyst and has signed a Development Agreement to enable the construction of a comprehensive, quality mixed use scheme outlined in more detail below

1.14 Phase 2 - Axe Street

The site is in the freehold ownership of the London Borough of Barking and Dagenham.

2. DEVELOPMENT AREA, PROPOSED USES AND DESCRIPTIONS

Development Area:

- 2.1 The land and properties referred to in this brief are found within the designated boundary of Barking town centre (UDP 1995). It is less than a 10 minute walk from Barking Station, which is the second most important transport interchange in East London after Stratford. (See site location plan A).

Town Square Phase 1.

- 2.2 This project is the flagship of the regeneration of Barking Town Centre. This site consists of the area to the front of the Town Hall. It incorporates the existing Central Library, two over-spill car parks, the Axe Street electricity sub-station, the public car park to the rear of the Magistrates' Court, the Town Yard, the Liberal and Labour Club on Ripple Road and the adjoining parade of shops comprising numbers 10-26 Ripple Road.

Town Square Phase 2 – Axe Street

- 2.3 This site is to the south of phase 1 across Axe Street. The site is regular in shape and flat. Axe Street, St Paul's Road and Broadway bound the site. It is currently used as a short stay shopper's car park. At the western end is the Victoria PH and across the road the Abbey Road Leisure Centre which provides swimming and other sports facilities. Entrance and exit from the car park are from Axe Street. Both the Public House and the sports centre are approximately 2 storeys in height.
- 2.4 To the east of the site is a newly developed single storey Lidl food store with a shopper's car park. This part of the town centre is dominated by cars at present there is s three car parks for council employees and visitors to the shops. St Paul's Road is a busy dual carriageway with bus routes. Across St Paul's Road is the Gascoigne Estate, a large housing estate with high rise blocks and medium rise terraces. A comprehensive regeneration initiative is proposed and currently being developed. Proposals for Axe Street will need to incorporate an attractive route between this estate and phase 1 scheme to the Town Hall (square). To the west of the site are two storey residential terraces with gardens.

Transport projects

- 2.5 The Mayor of London has decided (May 2002) to progress the East London Transit (ELT) scheme. Phase 1 of which is due for completion in 2006 and will run between Ilford, Barking, Barking Reach and Dagenham Dock station. The scheme will be designed to achieve priority for transit vehicles and by necessity this will change access and priorities along the route. It will form a vital public transport link from Barking town centre to Ilford town centre. It will run past the town square scheme on Ripple Road.

3. THE DEVELOPMENT SITES AND PROPOSED USES

Town Square – Phase 1

3.1 The Council has resolved to grant outline-planning consent for a scheme, which provides up to 35,000 m² of mixed-use development in a range of buildings. This scheme establishes a critical density of development and extends the existing retail and leisure activities into the town square area, helping to create a vital core to the existing town centre. It creates a series of new public spaces and key landmark buildings in a range of building forms and types creating a robust and attractive built fabric. The proposed development comprises:-

- **The Arc** - This building has a curved southern edge and is located on the northern edge of the site spanning from Ripple Road to the new Town Hall Square. It is proposed that the ground floor would be retail with 4 floors of offices above giving 2,185 m² of retail floorspace and 7,345 m² of office space. Discussions are also underway to secure a new Primary Care Trust facility within this building. The building would have a walk through ("The Arcade") to provide a link through to the rear of the Magistrates' Court and the Clockhouse.
- **The Library and Life Long Learning Centre (LLLC)** - It is intended that the Library be completely refurbished and will be extended at ground, mezzanine and first floor levels (2,729 m²) to provide a complementary Life Long Learning Centre. Part of the Life Long Learning Centre will be located above a new retail unit (approx. 392 m²) fronting onto Ripple Road. The broad aim of the LLLC is to develop a flagship centre in the middle of Barking offering learning from adult education to further education and higher education. It would therefore form a 'one-stop' shop for people to access quality educational provision at all levels. The key partners of the project are the Council, University of East London and Barking College. Additional services will be linked to the new centre such as career advice, job search, and the local Sure Start facility.
- **The Lighthouse** - This building will be located on the frontage to Ripple Road and will be 11 storeys in height with the top two floors tapering back. It is intended that the ground floor would be used for retail with residential above. The building comprises 564m² of retail with 54 two bedroom flats above.
- **The Garden Housing** - would be built above the Library and Life Long Learning Centre and comprise 4 floors of residential development incorporating 72 two bedroom flats. The intended layout indicates 2 rows of 9 flats facing each other with an area of amenity space between on a raised deck level (= the roof of library). It is anticipated that a proportion of this housing will be discounted sale ring - fenced to keyworkers in health professions.
- **The Pavilion** - This building would front the southern edge of the new Town Hall Square and incorporates a large front canopy extending to the front of the Town Hall. The intended use of this building would be for leisure purposes and comprise 1,846 m² of floorspace on 3 levels.

- **The Car Park** – This would be located on land at the rear of the Library, primarily located on the site of the over-spill Town Hall car park. The car park would have 4 levels (basement, ground, mezzanine and first floors) and have a gross area of 4,736 m² to provide 141 car-parking spaces.
- **The Courtyard Housing** - This would be located immediately above the car park and comprise 4 floors of residential providing 40 two bedroom flats. The intended layout indicates 2 rows of 5 flats facing each other with an amenity area at second floor level and criss-crossing walkways above.
- **New Public Realm** - The scheme also indicates the provision of 3 distinct public spaces, namely Town Hall Square, Library Square (between the extended library and the Arc) and Gateway (at the Ripple Road frontage). This public realm space will need to be of a high quality and will attract money from the 'Artscape' – and Arts Council funded project - to ensure artist involvement in the final proposals.

3.2 This phase also includes the Axe Street electricity sub-station. It is proposed to screen this building to provide visual improvement and a better outlook for occupants of the development.

Town Square Phase 2 - Axe Street Car Park

3.3 In contrast to phase 1, the Council is seeking only residential development within phase 2. In this location it is anticipated that this will be in the form of high-density flatted development. Though within the total town square development the existing public car parking space must be accommodated.

3.4 Total residential development is being considered on this site to achieve a link between the predominately residential area of the Gascoigne Estate and the commercial heart of the town centre. In addition the provision of housing on this site will contribute to the wider regeneration objectives for the town centre by providing a range of housing tenure type thus helping to secure a mixed and balanced community.

Affordable housing

3.5 The Barking town centre framework plan suggests that it is possible to build 4000 new homes in the identified Town Centre area, these homes will be built on a variety of sites with a range of existing uses. Sites currently not in use, as residential sites will, along with estate renewal schemes assist in the delivery of this target. The aim is to achieve a balanced and mix of housing type and tenures in Barking..

3.6 In order to deliver this a programme of comprehensive estate renewal projects will be undertaken and in the town centre it is likely that over 2500 residents will need to be re-housed. It is envisaged that many of these residents will have re-housing opportunities as part of their renewal schemes but there will still be a demand for other good quality new affordable housing to assist with these renewal schemes and meet the growing need in the Borough generally.

Therefore across the 2 phases an element of affordable housing will be required, including key worker housing phase 1 though it is anticipated that the majority of the affordable housing will be provided in phase 2.

Development Timescale

- 3.5 It is expected that phase 1 will be brought forward for development at the end of 2003. The first part of the development will be amendments and adoptions to the library to accommodate the Life Long Learning Centre. The timescale for the redevelopment of phase 2 will be dependent on affordable housing funding bids. However, a planning application is expected in 2003 to link to the phase 1 development.

4. PLANNING POLICY

National Context

4.1 **Planning Policy Guidance (PPG) 1: General principles 1997** discusses three themes, which underpin the Government's approach to the planning system. These are sustainable development, mixed use and design. It sets out the operational principles to be observed in the planning system. These are:

- Sustainable development
- Mixed use development
- Good design
- Integrated land use and transport
- Importance of town centres in delivering sustainable development

These operational principles are applicable to this site and are incorporated in the aims of this brief.

4.2 **PPG 3: Housing 2000** states the intention that everyone should have the opportunity of a decent home, greater choice and that housing should not reinforce social distinctions. New housing should seek to meet the housing needs of all, including those in need of affordable housing and special accommodation. In order to achieve these objectives, local authorities should plan for the housing requirements of the whole of the community, provide choice and a mix in terms of size, type and location. Sustainable patterns of development should be encouraged with priority given to previously used land within urban areas. This brief aims to address these government intentions and requires any development to provide affordable housing, a range of housing types and to address sustainability issues.

4.3 **PPG 13: Transport 2001.** Paragraph 3 outlines the fact that land use planning has a key role in delivering the Government's integrated transport strategy. By shaping the pattern of development and influencing the location, scale, density, design of and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling. The area that is the subject of this brief is close to a major transport interchange, and in a town centre. In accordance with this guidance therefore a dense development with a range of uses is considered appropriate.

Regional Planning Guidance

4.4 The Mayor of London has produced his draft 'Spatial Development Strategy' (SDS), ('London Plan'). This plan will replace existing strategic guidance (RPG 3) and seeks to guide development over the next 15-20 years. The Draft London Plan is now a 'material consideration', which the boroughs must take into account when considering planning applications and in the review of Unitary Development Plans.

4.5 The Draft London Plan (2002) has been consulted upon and a government appointed panel held an examination in public on the Plan in Spring 2003. The

report of the panel is due in July 2003. Taking account of the report of the panel, and subject to any direction by the Secretary of State, the Mayor will then publish the final London Plan.

- 4.6 All London Boroughs, in the review of their Development Plans, will be expected to be in general conformity with the London Plan. The Draft London Plan includes an analysis of the issues facing the capital. There is an emphasis on sustainability, the need to tackle the supply of housing particularly affordable housing, the promotion of public transport and the continued focus on the development of east London and the Thames Gateway area. This brief has been prepared in the context of this analysis and the policy recommendations for UDPs.

The Unitary Development Plan

- 4.7 The Barking and Dagenham Unitary Development Plan was adopted in 1995 (published 1996). In light of the recent changes outlined above in the government of London and the regional policy context, the Council is undertaking a review of the existing development plan. The existing UDP, however, is the statutory legal document for land-use planning. All planning applications will be determined in accordance with this document. Where policies have been superseded by national planning policy guidance, these guidance notes will be a material consideration in determining planning applications and are reflected in this brief.

Site specific policies.

- 4.8 The Phase 1 site is covered by policies BTC 21, BTC22, BTC24 and BTC25. These policies envisage the site being developed for a range of uses including shopping, leisure, community uses and offices. Policy BTC 22 proposes the extension of the library to provide additional space for cultural and community facilities. The current scheme is in accordance with these policies.
- 4.9 Phase 2 is covered by policy BTC23 the policy proposes that the site is redeveloped for shopping leisure or community uses and public parking. In the light of current national and regional policy, however, and the established housing need in the borough this site is now considered suitable for housing development. The use of the site for residential also reflects the comprehensive mixed-use nature of the phase 1 scheme. This brief therefore proposes that housing is the preferred use for the Axe Street car park, although public car parking places will need to be provided for within the development either in phase 1 or phase 2.

Departure Procedure

- 4.10 It should be recognised, that the use of the car park site will have to be advertised as a departure from the adopted development plan and referred to the Government Office for London and the Greater London Authority.

Land Use Policies:

- 4.11 Residential is the preferred use in phase 2 and the following policies will be applied to proposals:

Density and mix

- 4.12 Supplementary Planning Guidance (SPG No.1) to the LBBB UDP sets out guidance on residential densities. For this area, policy currently recommends a density in the range of 40-80 dwellings per hectare. However, as stated, the adopted LBBB UDP is under review, as it does not currently comply with current national and regional planning guidance. In addition LBBB has recently published its Housing Strategy for 2003 – 2006. This document states that the Council is 'keen to pursue the option of denser development... aiming for 4,000 homes in Barking town centre' over 20 years.
- 4.13 In addition the LBBB Housing Policy Commission (2001) recommended a density of sites within 300m of Barking Station of 250-700 habitable rooms per hectare and for areas between 300m and 500m of Barking Station of 200-350 habitable rooms per hectare (55 – 116 dwellings per hectare).
- 4.14 In light of the Draft London Plan and the London wide agenda for increasing density in urban areas with good transport links we are seeking a density higher than suggested by the Housing Policy commission. This area has excellent links to Barking Station, transport links and all town centre amenities, therefore a density of around 350 – 500 hr per HA/116-166 dwellings per HA will be considered acceptable subject to the quality of design and layout. This will be net density calculated using the methodology outlined in PPG 3 and includes access roads, private gardens, incidental private space and car parking areas.

Internal space standards

- 4.15 UDP Policy H16 defines the internal space standards to which residential properties are expected to conform. These are *minimum* standards for living space. The standards for *total habitable floor area* are as follows:
- One bed flats or houses 28.5 sq.m
 - Two bed flats or houses 40 sq.m
 - Three bed flats or houses 49 sq. m
- 4.16 In addition in accordance with LBBB's Housing Strategy all units should be built to 'lifetime home' standards. This means they are designed to be capable for adaptation for use by a person with disabilities. A checklist for these standards is included at in Appendix B.

Environment and amenity

- 4.17 The Council will require that adequate private amenity space be provided. UDP policies H14 and H15 set out the following guidelines:
- Houses:
- 2 bedroom houses 50 sq. m
 - 3 bedroom houses 60 sq .m
 - 4 bedroom houses 75 sq. m

Flats

- 1 bedroom dwellings 20 sq. m
- 2 bedroom+ dwellings 40 sq. m

- 4.18 In calculating private amenity space, front gardens open to the public will not usually count towards amenity space requirements. This will include car parking and refuse storage areas.
- 4.19 The Town Square scheme is, however, an example of high-density urban living and with the type of accommodation proposed it is not expected that the entire scheme could comply with the UDP amenity space requirements which were designed with more suburban sites in mind. The eastern part of the site is also located only approximately 150 metres from Abbey Green.
- 4.20 In the circumstances it is considered that an exceptions may be made to UDP standards to reflect emerging Government advice on making the best use of brownfield sites, particularly those with good public transport accessibility. Before such exceptions are made, however, developers must, demonstrate to the satisfaction of the Council that they have made every effort to comply with the existing standards. It will be a requirement in these circumstances that all flats to have access to balconies, terraces or gardens of useable dimensions.

Noise Attenuation

- 4.21 The acoustic comfort of habitable rooms and private amenity areas contributes greatly to the physical and mental well being of the residents/occupants. New development will need to concern itself with keeping the residential quality high. Apart from choosing good quality materials and construction techniques, an appropriate layout and well-located openings will help to keep the noise levels down.

Sustainable development

- 4.22 Developments are sustainable when people like to live there, feel at home and are in control of their surroundings. In general terms the building and spaces should be of human scale and relate to people's desire for assurance and privacy.
- 4.23 All proposals must be of a high standard of design and workmanship, with low maintenance and energy efficient. The layout should be orientated to ensure that courtyards and balconies benefit from sunlight and the number of dual aspect apartments within the housing scheme should be maximised.
- 4.24 Redevelopment proposals should improve markedly on environmental sustainability issues relating to solar gain, water consumption, and wind and waste matters. There are several ways that designers can improve the environmental sustainability of new buildings including:
- Solar designs: including active solar panels, photovoltaic cells, daylight and sunlight gain

- Natural and passive ventilation including 'stack' effects and shading to reduce heat gains
- Water: the collection, storage and recycling of rainwater. The re-use of 'grey' water for households.
- Recycling: including during construction, and the use of buildings and their components and materials

4.25 Materials, technologies and practices that rely on non-renewable energy-sources should be avoided. Reference can be made to the Government publications 'Planning for Passive Solar Design' and 'Planning for Sustainable Development – Towards better practice'. Development standards produced by BREEAM 'EcoHomes' and the National Energy Foundation's 'National Home Energy Rating' should also be considered for benchmarking purposes and applied where possible. Developers are referred to policy H13 in relation to general standards for refuse storage, and recycling facilities.

Archaeology

4.26 The majority of the Axe Street site is within an archaeological priority area as defined in the UDP. It will therefore be necessary for redevelopment proposals to recognise the provisions of UDP policy DE37 and an archaeological desktop study will be required before construction work can take place. This should be prepared with reference to the GLAAS Archaeological Guidance Paper 1 (June 1998) and look at the impact of on potential remains of all aspects of the development.

Section 106 Requirements

4.27 All proposals will be expected to identify impacts, benefits and mitigation measures arising from the proposal. It is expected that the Council will secure any benefit, control or mitigation through the use of a section 106 agreement (Town and Country Planning Act 1990). The following items as identified in the Barking Town Centre Action Plan are likely to be required, although it is anticipated this may change during detailed negotiations and consultation on the scheme:

- Affordable housing (of which at least 50% for rent, and 50% shared ownership/intermediate/covenanted resale)
- Modern communications technology (e.g. broadband) enabling to all new affordable homes
- Easily convertible loft space for learning or work space in all new housing
- Energy efficiency in all new homes
- Contribution towards community facilities
- Contribution towards improving and maintaining the public realm
- Improvements to local social infrastructure
- Contribution towards training
- Contribution towards public transport and traffic management

5. URBAN DESIGN GUIDANCE

Objectives

- 5.1 At present it is expected that the sites will be developed separately, however, none of the sites will be considered in isolation. Developers will be required to consider their site in the context of the entire Town Square/Axe Street area as the Council wishes to ensure that all the developments co-ordinate in terms of design, density, and mix of uses, and the linking of routes and spaces.
- 5.2 Any future schemes should reflect an urban character suitable to the town centre and connect the different neighbourhoods. This will expand the town centre and support the regeneration of Barking. This is an excellent opportunity to reshape a long neglected part of the town centre and reintroduce new volumes for and established urban pattern of streets and walkways.

Principles

Design Quality

- 5.3 The overall design must be of the highest quality to reflect the high ambitions there are for Barking Town Centre, and as advocated by the Commission for the Built Environment (CABE) and the Mayor of London's Architecture and Urbanism Unit (AUU). The design should be informed by the best examples of housing recently completed as illustrated in the AUU's recently produced publication 'Housing for a Compact City' 2003. The design must respond carefully to the site in terms of site layout, form, appearance, materials and access.

Quality of public realm

- 5.4 It will be necessary for developers to demonstrate improved urban quality in line with the Barking Town Centre Public Realm Strategy. This is to be achieved with tight building lines that will complete and enclose the urban pattern. Proposals must address the street to create a legible and attractive urban space. Spaces should be designed to accommodate changing patterns of use.
- 5.5 It is expected that comprehensive proposals will create pleasant and interesting urban spaces that are secured, overlooked and where the disabled, pedestrians and cyclists can move about in comfort and safety. Ground floor uses should provide, as appropriate, interest and security for the occupiers and community. A clear demarcation of public and private areas is required, but all public areas must be open, well lit and welcoming and of the highest quality.

Streets for all

- 5.6 Development of the site must allow for convenient and safe pedestrian and cycle routes throughout the area which link together the various phases of development, adjacent residential development, the town centre and the station. New crossing facilities may be required on Axe Street and/or St Paul's Road.

- 5.7 The proposed scheme will need to define street patterns, access and movement arrangements, and public spaces. Any proposals must also demonstrate an inclusive design approach with a scheme that considers how the whole community might be able to use the area. The needs of disabled people are to be considered as a design principle throughout the scheme. Developers are referred to the Department of Transport publication 'Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure'.

Secured by Design

- 5.8 Safety and security issues are of prime importance in today's environment. People need to feel safe and secure to enjoy their neighbourhoods. The Secure by Design certification guidelines produced by the Metropolitan Police and DETR Circular 5/94 'Designing out Crime' are to be followed in principle. Secured by Design Certification is awarded to those developers who achieve a satisfactory standard in design. The Council would encourage developers to aim for this certification and detailed advice is available. In summary movement patterns will be expected to produce natural activity and surveillance at street level. All proposed pedestrian links within the site must maintain natural lines of sight and be overlooked. Effective artificial and day lighting should be sensitively applied with maximum reduction of shadows. Low level lighting should be avoided, as it is particularly prone to damage. All street furniture must be robust, discourage graffiti, vandalism and deny climbing access to neighbouring property. The design should also avoid blank flank walls, which appear to lack a sense of ownership, as they can be a target for graffiti, and the creation of recesses and blind corners.

Image and visual impression

- 5.9 It is important to introduce a development that raises the profile of Barking as an attractive place to live work and visit. The involvement of an artist in the design of the scheme and/or the design of features including, lighting, signs/way marking and balconies or bay-windows, will help create an identity and legibility of the area, and make an impact along the public transport routes. Careful consideration must be given to massing, height and appearance.

A sense of place

- 5.10 In addition to high quality architecture, the land use proposals, shop front design, and choice of materials must all contribute to the effective revitalisation of the public spaces. Developers must demonstrate how their proposed scheme links as two phases and a consistent and sensible approach must be taken to street furniture and cluttering routes should be avoided. Proposals will need to solve the ambiguity between private and public space and the backs and fronts of buildings.

Landscape

- 5.11 Within the public realm, carefully designed landscape treatments should be provided to create and define private and public spaces. Innovative landscape schemes should be provided to ensure that any car parking areas and soft

landscape treatments are integrated carefully and into the overall public realm. A Landscape scheme should also consider the potential for creating habitats for urban wildlife and contain species with good wildlife value.

6. TRANSPORT AND INFRASTRUCTURE

Parking and servicing

- 6.1 The Council has published interim car parking standards (January 2002). The area is partly within the Barking Town Centre Buffer Zone i.e. located within a 400m radius from Barking Station. The standards are as follows:

Residential

- 6.2 *Maximum* number of car spaces per unit: 0.5 spaces. Car free housing will be considered in areas that are within walking distance and close to public transport facilities.

Further information and other uses

- 6.3 For more detailed information and for the level of car parking required for other uses developers are referred to the interim parking standards. It should also be noted that the site is within the Barking town centre Controlled Parking Zone (CPZ). It is expected that the CPZ will be extended to this site. The costs of this will be required from the developer via a section 106 agreement.

Provision for bicycles

- 6.4 In line with Policy T19 the council requires that proposals have appropriate provision for cycle access and parking. There should also be adequate provision of secure cycle storage in any housing scheme.

Services

- 6.5 Developers will be responsible for checking for services on site. The Essex and Suffolk Water Company, Thames Water, British Telecom, London Power Networks and Transco pipes may be on site.

Drainage

- 6.6 It is the developer's responsibility to make proper provision for drainage of surface water to ground, watercourses or surface water sewer. This should be in accordance with government guidance. If upgrading of sewage systems were required, developers would be required to fund associated studies and the upgrading of the network. Thames Water requires 24-hour vehicular access to any pedestrianised area to undertake emergency work this should not be impeded by street furniture. Tree planting should take account of the location of existing or proposed sewers.

Contamination

- 6.7 As with all brownfield sites' there is potential for the site to be contaminated. The Council will provide as much information as there is available to developers on the site's history, and previous uses. If contamination is found remediation to current standards will be required.

7. INFORMATION REQUIRED TO SUPPORT APPLICATION - SECTION 106 REQUIREMENTS

Urban Design Statement

- 7.1 The Council will require proposals to be accompanied by a statement explaining the rationale behind the design for the development. This should include the reasons behind the bulk and height of the proposed developments, how they relate to each other and to existing buildings and an analysis of potential movement around the site. The statement should also include information on how quality considerations and sustainability aspects have been addressed in the design approach proposed (see CABI's Design Review) Accurate drawings showing adjoining existing development should be part of the submission.

Transport Impact and Access Requirements

- 7.2 Any development should be of a scale commensurate with the surrounding road infrastructure. A Transport Impact Assessment will be required including the ELT and should be submitted as part of any major development scheme.

Environmental Impact Assessment

- 7.3 The Council requires a detailed assessment of the environment impact of the proposed development in the form of an Environmental Impact Assessment. This should be a detailed technical statement with an executive summary and show existing and forecast impacts.

Noise Impact Assessment

- 7.4 A statement on the impact of noise from the road and how this is to be addressed will be required.

Management of the Public Realm

- 7.5 The Council will require details of the management plans for areas of open space (both public and private) to be submitted with any planning application.

Archaeological Assessment

- 7.6 The Council requires a desk based archaeological prepared with reference to the GLAAS Archaeological Guidance Paper 1, Desk Based Assessments (June, 1998) and look in detail at the impact on potential remains of all aspects for the redevelopment.

Status of the brief

- 7.8 *(Executive Committee **** has approved this planning brief. It is therefore a material consideration in the determination of planning applications and supports the Council's UDP).*

7. DRAWINGS ILLUSTRATIONS REFERENCES

Illustrations

Plan A The site Location
Diagram

References

- The Draft London Plan 2002
- The LBBU Unitary Development Plan 1996
- Inclusive mobility: A guide to best practice on access to pedestrian and transport infrastructure OPDM 2002
- Urban White Paper 2000
- Barking Town Centre Framework 2003

APPENDICES

APPENDIX A

LBB Community Priorities

- Promoting Equal Opportunities and Diversity
- Better Education and Learning for All
- Developing Rights and Responsibilities with the Local Community
- Improving Health, Housing and Social Care
- Making Barking and Dagenham Cleaner, Greener and Safer
- Raising General Pride in the Borough
- Regenerating the Local Economy

APPENDIX B: Life Time Homes Summary

- 1 Where there is car parking adjacent to the home, it should be capable of enlargement to attain 3300mm width
- 2 The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping
- 3 The approach to all entrances should be level or gently sloping
- 4 All entrances should:
- a) be illuminated
 - b) have level access over the threshold and
 - c) have a covered main entrance
- 5 a) Communal stairs should provide easy access and
- b) where homes are reached by a lift, it should be fully wheelchair accessible
- 6 The width of the doorways and hallways should conform to the specifications in the next column .
- 7 There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchair users elsewhere
- 8 The living room should be at entrance level
- 9 In houses of two or more storeys, there should be space on the entrance level that could be used as a convenient bed- space
- The general provision for a car parking space is 2400mm width. If an additional 900mm width is not provided at the outset, there must be provision (e. g. a grass verge) for enlarging the overall width to 3300mm at a later date
- It is preferable to have a level approach. However, where the topography prevents this, a maximum gradient of 1: 12 is permissible on an individual slope of less than 5 metres or 1: 15 if it is between 5 and 10m, and 1: 20 where it is more than 10m.* Paths should be a minimum of 900mm width
- See standard 2 above for the definition of gently sloping
- The threshold upstand should not exceed 15mm
- Minimum dimensions for communal stairs*
Uniform rise not more than 170mm
Uniform going not less than 250mm
Handrails extend 300mm beyond top and bottom step
Handrail height 900mm from each nosing
- Minimum dimensions for lifts*
Clear landing entrances 1500x1500mm
Min. internal dimensions 1100x1400mm
Lift controls between 900 and 1200mm from the floor and 400mm from the lift's internal front wall
- Doorway clear opening width (mm)*
Corridor/ passageway width (mm)
750 or wider
900 (when approach is head- on)
750 1200 (when approach is not head- on) 775
1050 (when approach is not head- on) 900
900 (when approach is not head- on)
The clear opening width of the front door should be 800mm. There should be 300mm to the side of the leading edge of doors on the entrance level
- A turning circle of 1500mm diameter or a 1700x1400mm ellipse is required

- 10 There should be:
- a) a wheelchair accessible entrance level WC, with
 - b) drainage provision enabling a shower to be fitted in the future
- 11 Walls in bathrooms and toilets should be capable of taking adaptations such as handrails
- 12 The design should incorporate:
- a) provision for a future stair lift
 - b) a suitably identified space for a through-the-floor lift from the ground to the first floor, for example to a bedroom next to a bathroom
- 13 The design should provide for a reasonable route for a potential hoist from a main bedroom to the bathroom
- 14 The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin
- 15 Living room window glazing should begin at 800mm or lower and windows should be easy to open/ operate
- 16 Switches, sockets, ventilation and service controls should be at a height usable by all (i. e. between 450 and 1200mm from the floor)
- The drainage provision for a future shower should be provided in all dwellings
- Dwellings of three or more bedrooms*
For dwellings with three or more bedrooms, or on one level, the WC must be fully accessible. A wheelchair user should be able to close the door from within the closet and achieve side transfer from a wheelchair to at least one side of the WC. There must be at least 1100mm clear space from the front of the WC bowl. The shower provision must be within the closet or adjacent to the closet (the WC could be an integral part of the bathroom in a flat or bungalow)
- Dwellings of two or fewer bedrooms*
In small two- bedroom dwellings where the design has failed to achieve this fully accessible WC, the Part M standard WC will meet this standard
- Wall reinforcements should be located between 300 and 1500mm from the floor
- There must be a minimum of 900mm clear distance between the stair wall (on which the lift would normally be located) and the edge of the opposite handrail/ balustrade. Unobstructed 'landings' are needed at top and bottom of stairs
- Most timber trusses today are capable of taking a hoist and tracking. Technological advances in hoist design mean that a straight run is no longer a requirement
- Although there is not a requirement for a turning circle in bathrooms, sufficient space should be provided so that a wheelchair user could use the bathroom
- People should be able to see out of the window whilst seated. Wheelchair users should be able to operate at least one window in each room
- This applies to all rooms including the kitchen and bathroom

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Consultation Strategy

**Town Square Phases 1 and 2
Planning Brief**

Introduction

The draft planning brief for the Town Square Phases 1 and 2 been developed in the context of the current regional guidance for increased urban density and the Barking Town Centre Framework Plan.

The draft development brief aims to co-ordinate the development of Town Square (phase 1) for mixed use and the Axe Street Car Park for 100% affordable housing.

Phase 1, which the Council has resolved to grant outline-planning consent, provides up to 35,000 m² of mixed-use development in a range of buildings. This scheme establishes a critical density of development and extends the existing retail and leisure activities into the town square area, helping to create a vital core to the existing town centre. It creates a series of new public spaces and key landmark buildings in a range of building forms and types creating a robust and attractive built fabric.

Phase 2 is the redevelopment of the Axe Street car park for 100% affordable housing. Barking Town Centre has a key role in delivering the boroughs Housing Strategy, and will make a major contribution to meeting London's need for additional housing, especially affordable homes. The identification of this site for 100% affordable housing will assist in meeting this need.

Borough Consultation Strategy

As part of the Boroughs growing commitment to consultation this strategy has been developed in line with the Borough's Draft Consultation Strategy. The key principles are that consultation should be:

- Planned in advance
- Fed-back to participants
- Cost effective and of consistent high quality
- Accessible to the whole Council and its partners
- Targeted to secure the views of the whole community including hard to reach groups
- Used to improve policies and service delivery

Proposed Strategy

It should be noted that at this stage only the Planning Brief is being consulted on, it would necessary to re-consult when redevelopment projects are finalised and a planning application submitted. Table 1 presents a list of Stakeholders all of whom will be involved in or consulted on the Proposals set out in the Brief, the type and methods of this consultation will vary, as will the issues that are of most relevance to the different parties. The strategy will involve local residents on an ongoing basis particularly residents on the Gascoigne Estate. The table below sets out the Stakeholder, relevant issues and concerns for them, the method it is proposed to use and the timescale for responses.

Table 1 Consultees

Stakeholder	Possible issues/concerns	Method	Timescale	Comments
Local Residents	<ul style="list-style-type: none"> Housing issues (mix, tenure and type) Increased density 	Letters with brief summary to residents and presentation to the Community Forum Meeting	4 weeks	Residents will be able to respond by letter, e-mail or telephone. Translations/large print will be made available where required.
Local Businesses and landowners	<ul style="list-style-type: none"> Changes to roads and infrastructure Effects on business CPO's Disruption during work 	Letter to businesses and presentation to the Community Forum Meeting. Individual meetings as necessary	4 weeks	As above
Voluntary and Charity and Faith Groups	<ul style="list-style-type: none"> Provision of Community use facilities Effect of redevelopment on existing community 	Letters and meetings	4 weeks	As above
Greater London Authority – Planning Decision and Architecture and Urbanism Unit	<ul style="list-style-type: none"> Proposals in line with Draft London Plan Providing affordable housing Developed in line with the Barking Town Centre Framework Plan Design quality 	Send copy of brief for comment follow up with meeting etc	4 weeks	
Transport for London	<ul style="list-style-type: none"> Links with town centre transport nodes and East London Transit 	Send copy of brief for comment follow up with meeting etc	4 weeks	
London Development	<ul style="list-style-type: none"> Links with all current guidance from ODPM, 	Send copy of brief for comment	4 weeks	

Agency	GLA and TGP.	follow up with meeting etc		
London Transport (Buses)	<ul style="list-style-type: none"> Links with town centre transport nodes and East London Transit 	Send copy of brief for comment follow up with meeting etc	4 weeks	
Thames Water	<ul style="list-style-type: none"> Impact on any infrastructure on or near the site 	Send copy of brief for comment follow up with meeting etc	4 weeks	
Electricity Company	<ul style="list-style-type: none"> Impact on any infrastructure on or near the site 	Send copy of brief for comment follow up with meeting etc	4 weeks	
Gas Companies	<ul style="list-style-type: none"> Impact on any infrastructure on or near the site 	Send copy of brief for comment follow up with meeting etc	4 weeks	
BT	<ul style="list-style-type: none"> Impact on any infrastructure on or near the site 	Send copy of brief for comment follow up with meeting etc	4 weeks	
Urban Catalyst	<ul style="list-style-type: none"> Planning permission granted 	Send copy of brief for comment follow up with meeting etc	4 weeks	
Local Health Authority	<ul style="list-style-type: none"> Impact on local health centre Change in demographic 	Send copy of brief for comment follow up with meeting etc	4 weeks	
Police crime prevention team	<ul style="list-style-type: none"> Street patterns Secured by design 	Send copy of brief for comment follow up with meeting etc	4 weeks	

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