

Local Development Framework

Barking Town Centre Area Action Plan, Urban Design Guidance SPD

DRAFT

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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 plan-making 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:

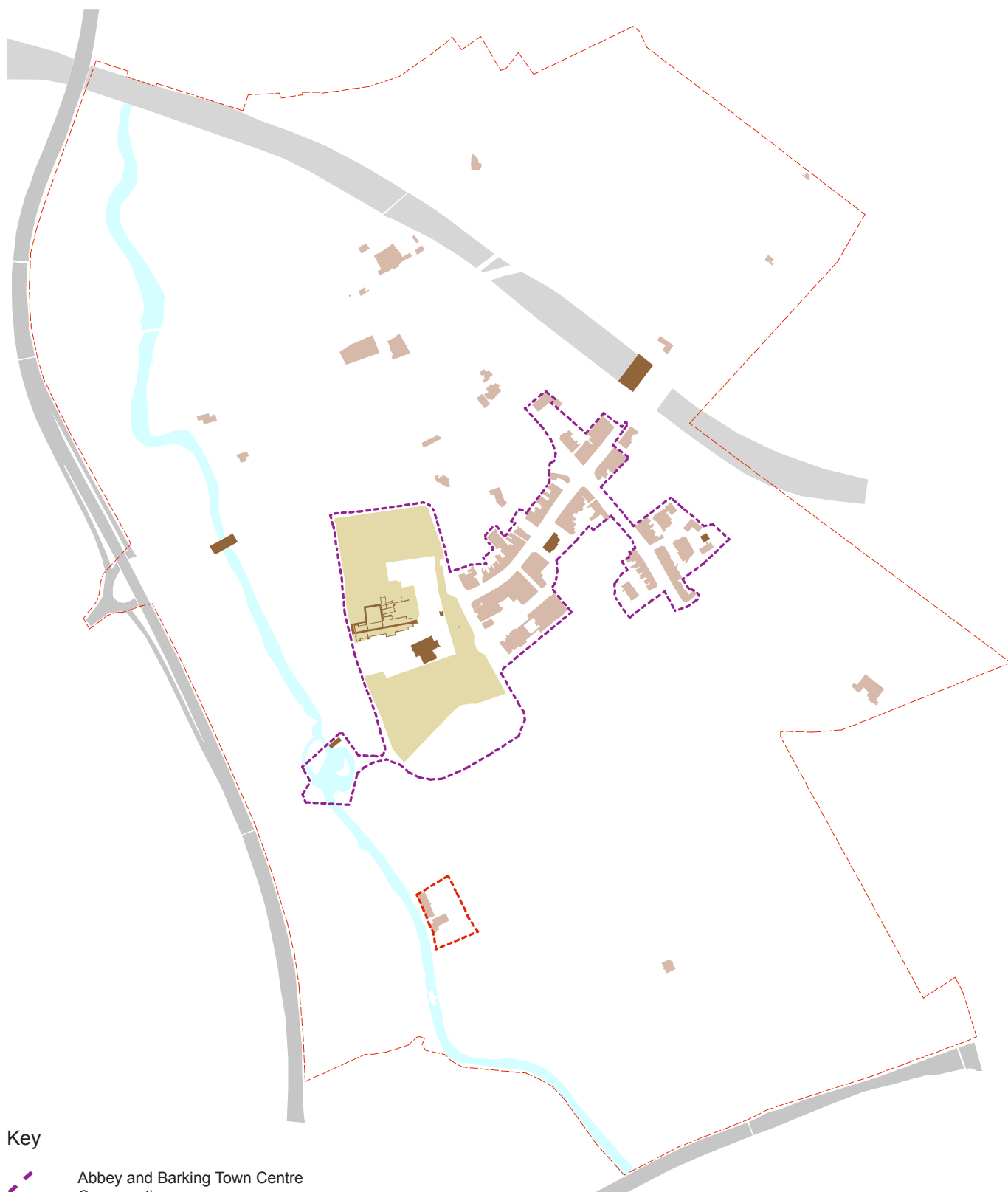
- Design for London Heritage Scoping Study of Abbey + Town Centre Conservation Area (April 2008)
- LBBB Abbey and Barking Town Centre Conservation Area Appraisal (April 2009)
- LBBB Abbey Road Riverside Conservation Area Appraisal (April 2009)

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



Key

- Freestanding pubs (see page 8)
- Existing tall buildings
- Fine grained strip
- Barking Abbey and Abbey Green
- East Street market
- 'Pairings'; rows of similar building types located across the road from each other
- Civic Centre mix
- Barking's edges
- East Street/Station Parade junction (Old bandstand space)
- AAP area

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.



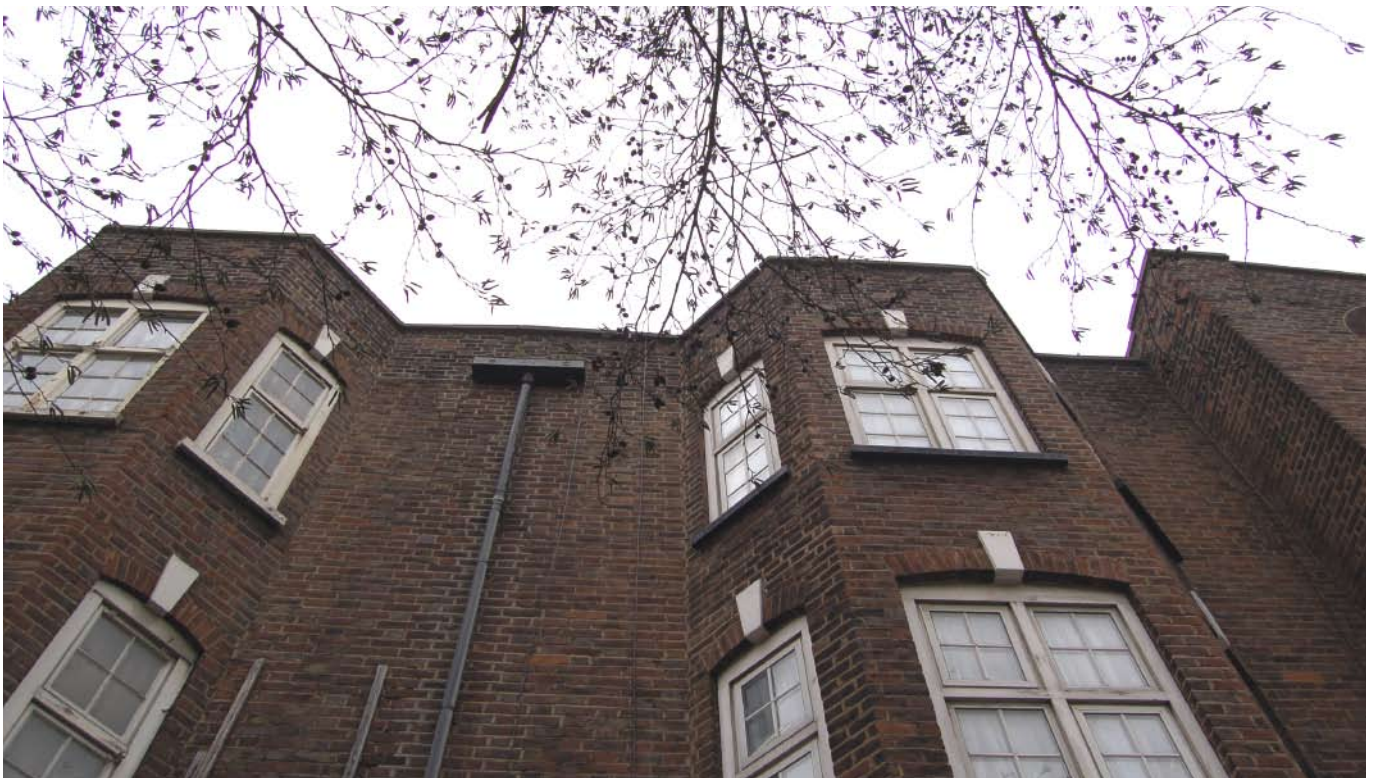
2.3.3 Barking Abbey and Abbey Green

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 curves 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.

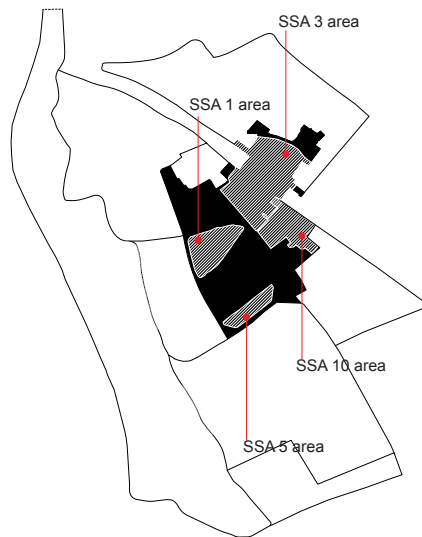
At London Road, terraced strips of shops and houses that mirror each other across the road space make the road feel as if it passes through rather than around the edge of the town centre.

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.

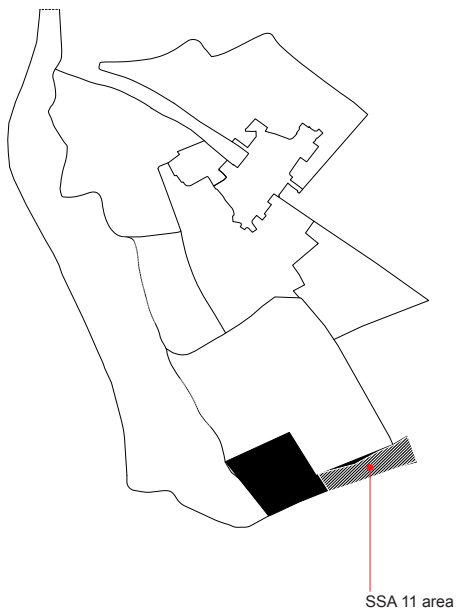
This area currently has no direct relationship with the residential Gascoigne Estate to its north.

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.

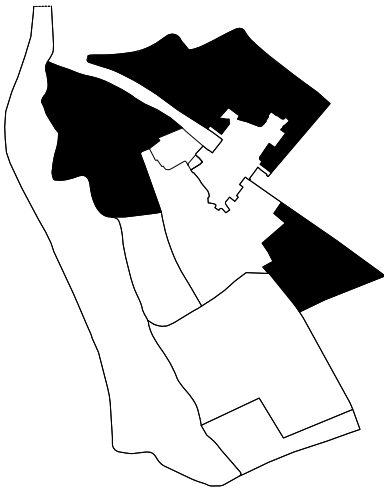
Further guidance for the area between Gascoigne Road and King Edward Road is set out in Section 4 (SSA Site 11).



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

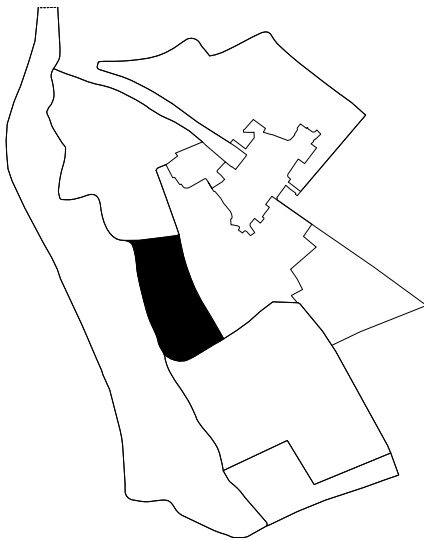
- Borough Wide Development Policies DPD Policies (Policies BP5, BP8, BP10 and BP11)
- Urban Design Framework SPD (Section 5.10)



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.

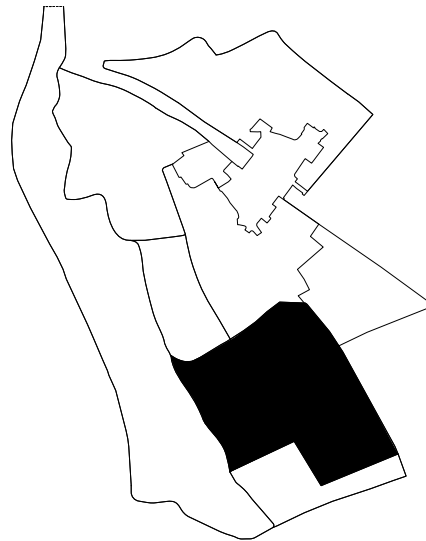
For guidance, see Section 4.9 (SSA Site 8).



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.

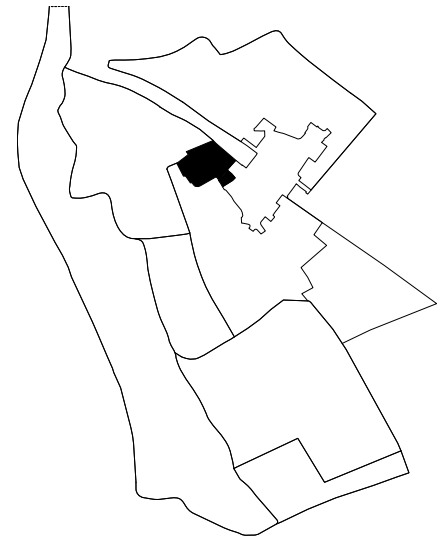
For guidance, see Section 4 (SSA Site 6).



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

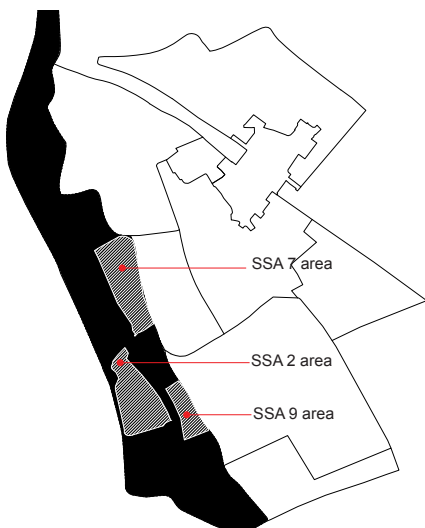
The River Roding and associated spaces is of great historical significance to Barking and is a great asset which needs to be exploited.

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



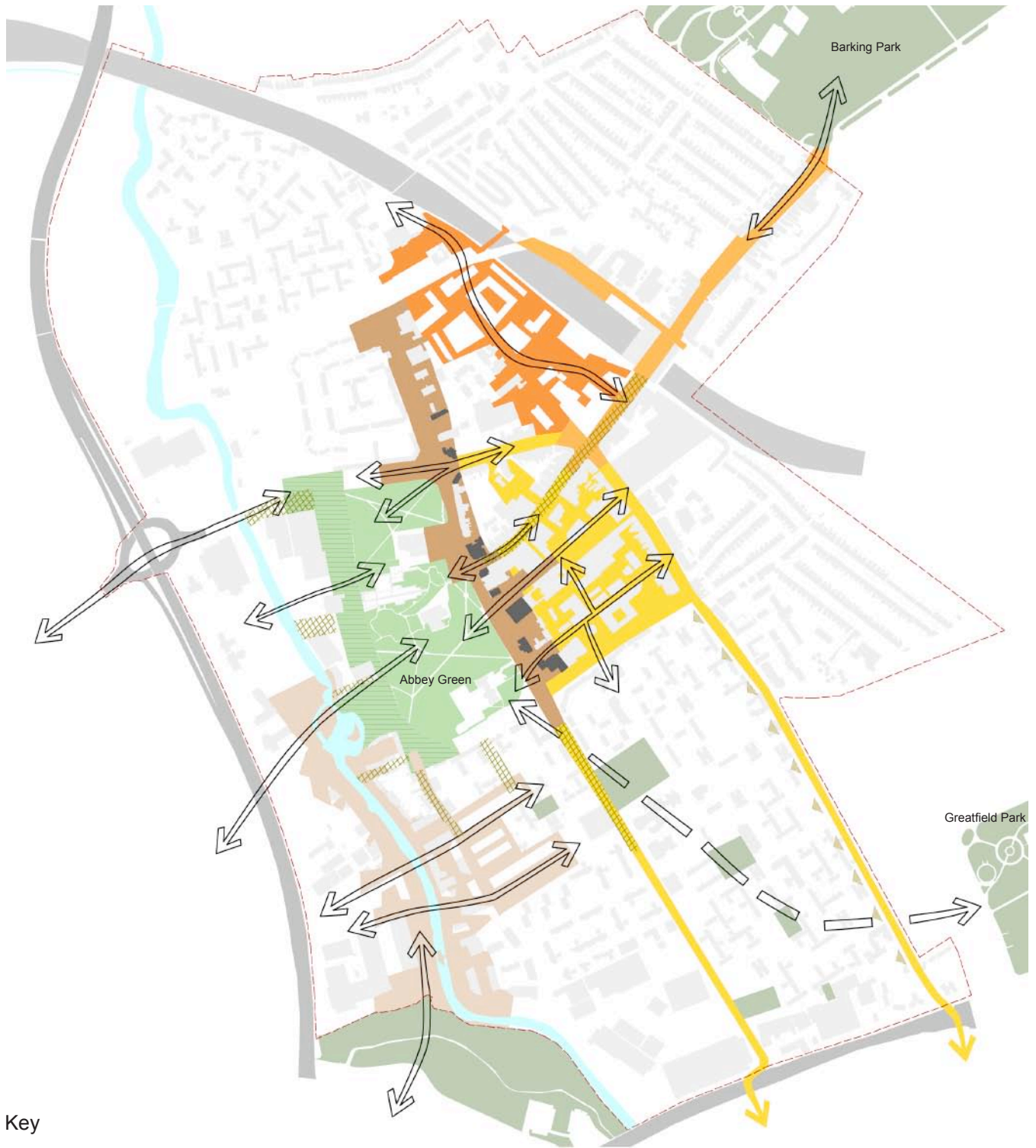
should be discourages along here, or managed so that they contribute to a positive active front of Barking along this edge.

- 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

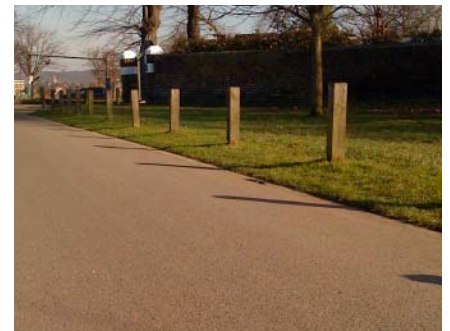
Abbey Road is a primary route within the town centre. It is not intended to be a connecting route between the A13 and the A406. AAP Policy BTC8 makes clear that the Council wants to see traffic calmed along Abbey Road between the Lighted Lady Roundabout and its junction with Town Quay.

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

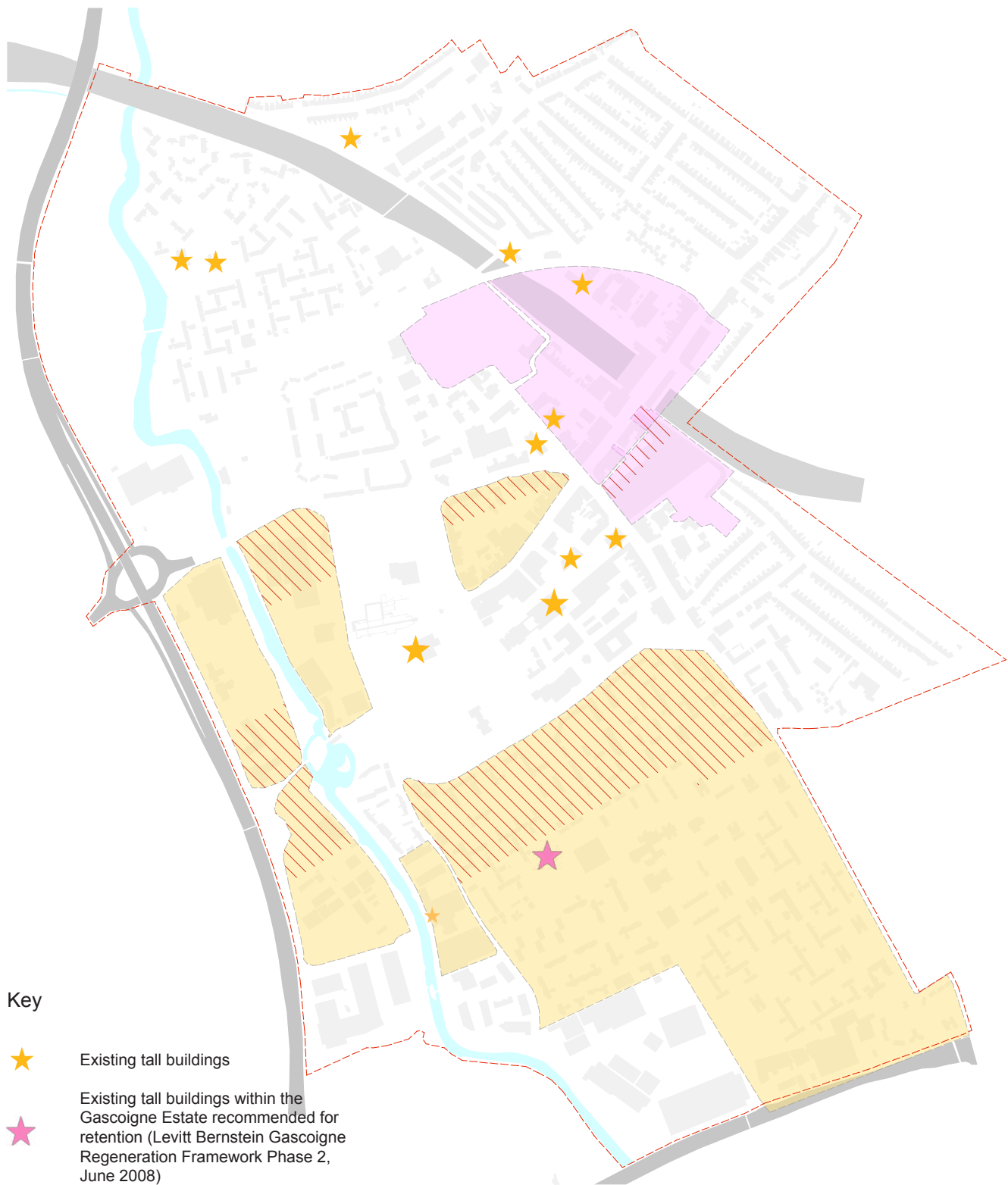
- Existing edges of severance for pedestrian and cycle access
- Possible pedestrian routes
- Possible crossing improvements
- Possible pedestrian routes along linking Greatfields Park and Abbey Green via new green spaces in Gascoigne redevelopment

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, LBB 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, brise 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

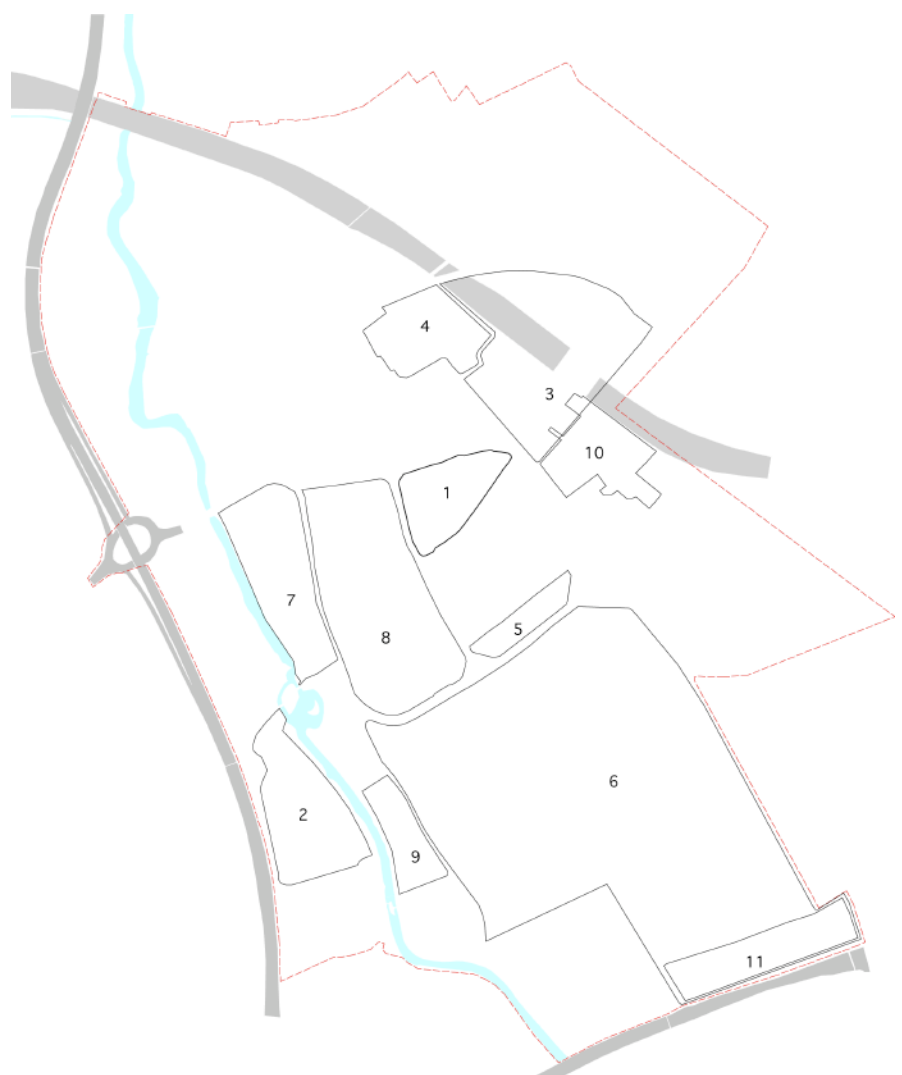
4. Site specific guidance



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.

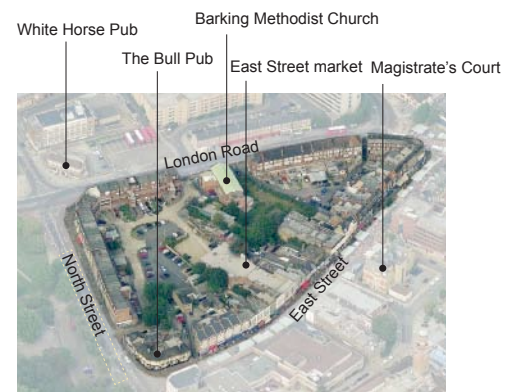
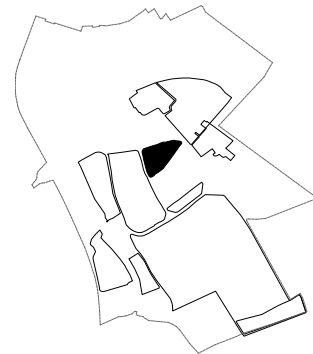
- 1 London Road/North Street - BTCSSA1 plus buildings to the east of the Site
- 2 Fresh Wharf - BTCSSA2
- 3 Barking Station - BTCSSA3
- 4 The William Street Quarter - BTCSSA4
- 5 Axe Street/Abbey Sports Centre - BTCSSA5
- 6 The Gascoigne Estate - BTCSSA6
- 7 The Abbey Retail Park - BTCSSA7
- 8 Abbey 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
- 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
- Provides active frontages at ground floor fronting onto the Market Square
- 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
- Improves pedestrian routes between London Road and East Street
- 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
- 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.



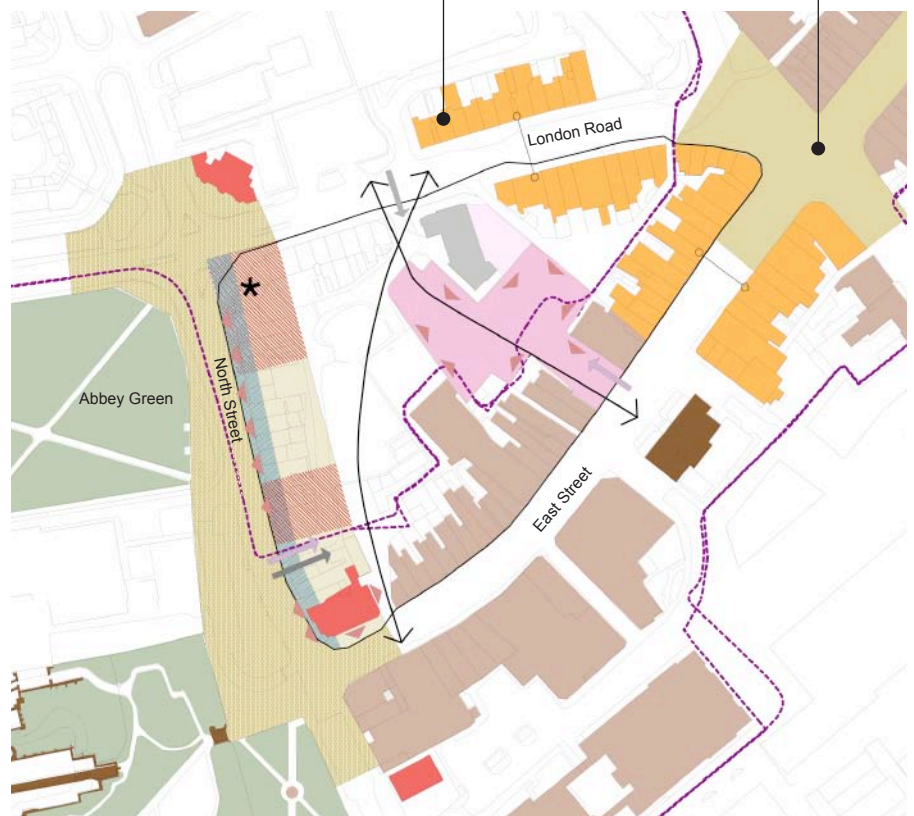
Building type pairings
(see Section 2.3.6)

Important space
(see Section 2.3.10)

Key

- Site boundary
- Area to be retained and enhanced in conjunction with new development
- Indicative location for tall buildings
- New active frontage
- * Good location for Café
- East Street Market space
- Area of footway and pedestrian crossings to be improved, with wider footway and decluttering
- No blank frontages
- Locally listed buildings to be retained
- Statutory listed buildings
- Special buildings (see Section 3.3)
- Methodist church to be retained
- Abbey+ Barking Town Centre Conservation Area
- Safe, legible north/south pedestrian routes
- Pedestrian access improved
- 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.

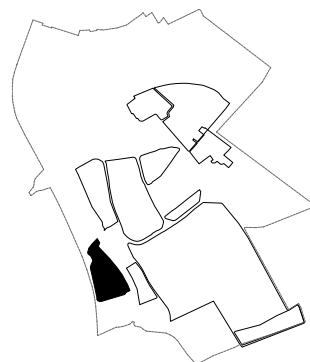
Lighting of buildings/spaces

- 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.

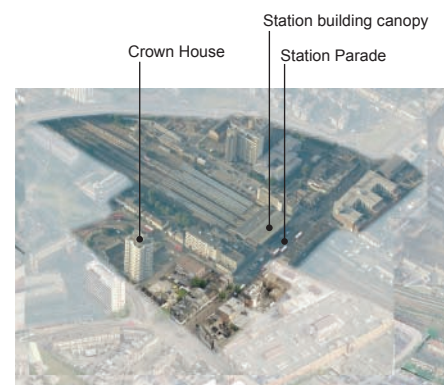
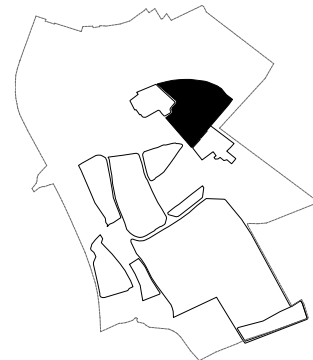
Inclusive design

- 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.

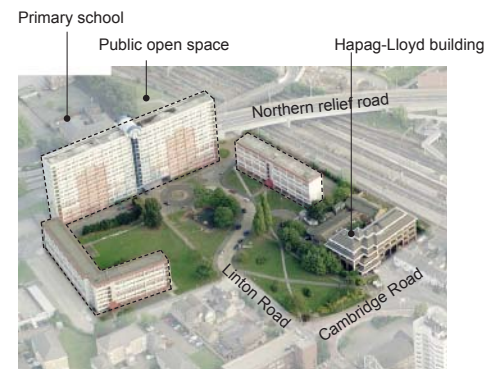
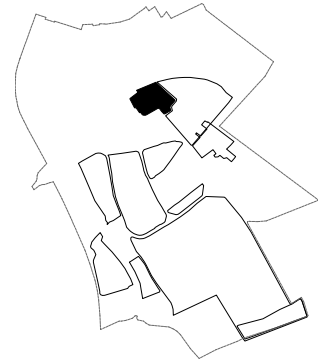
Architecture and landscape

- 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

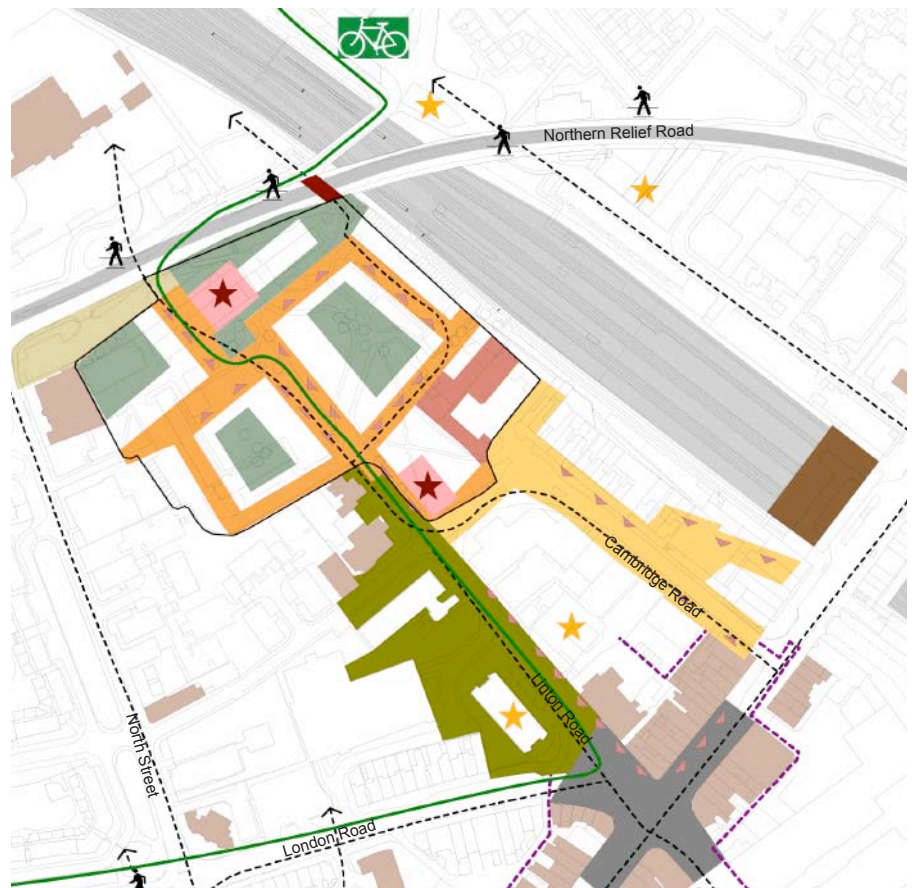
- Ensures no overall loss of affordable housing
- Incorporates a community facility, a corner shop and some communal open space and children's play areas
- Recreates the traditional street pattern and better connects the site to the surrounding area
- Improves the pedestrian subway under the Northern 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.

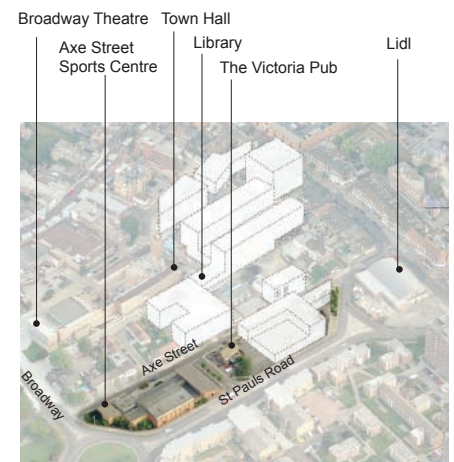
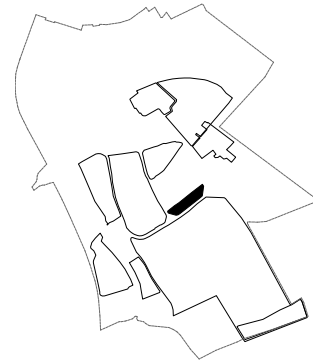
Architecture and landscape

- 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 signalised 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.

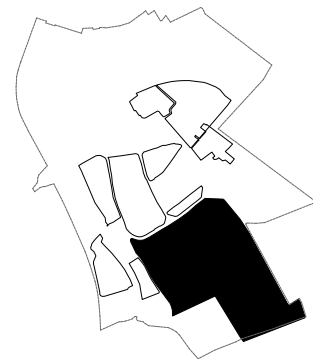


Above
Example of how an existing building, such as a pub or bar, may be retained and incorporated as part of a new mixed use development.

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.



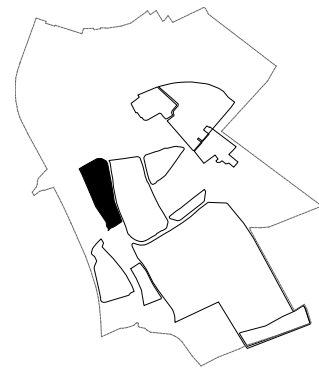
Above

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.

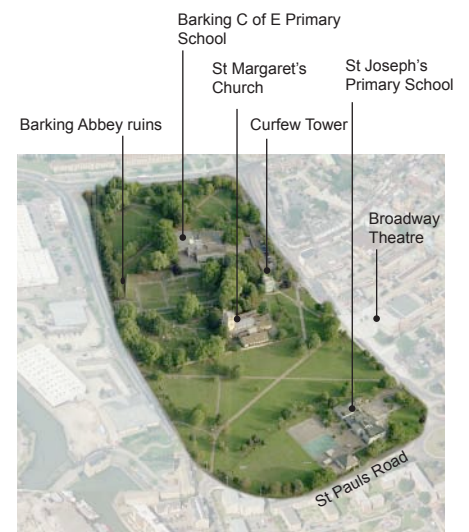
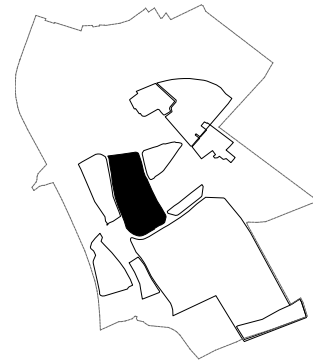
Adjoining sites

- 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.

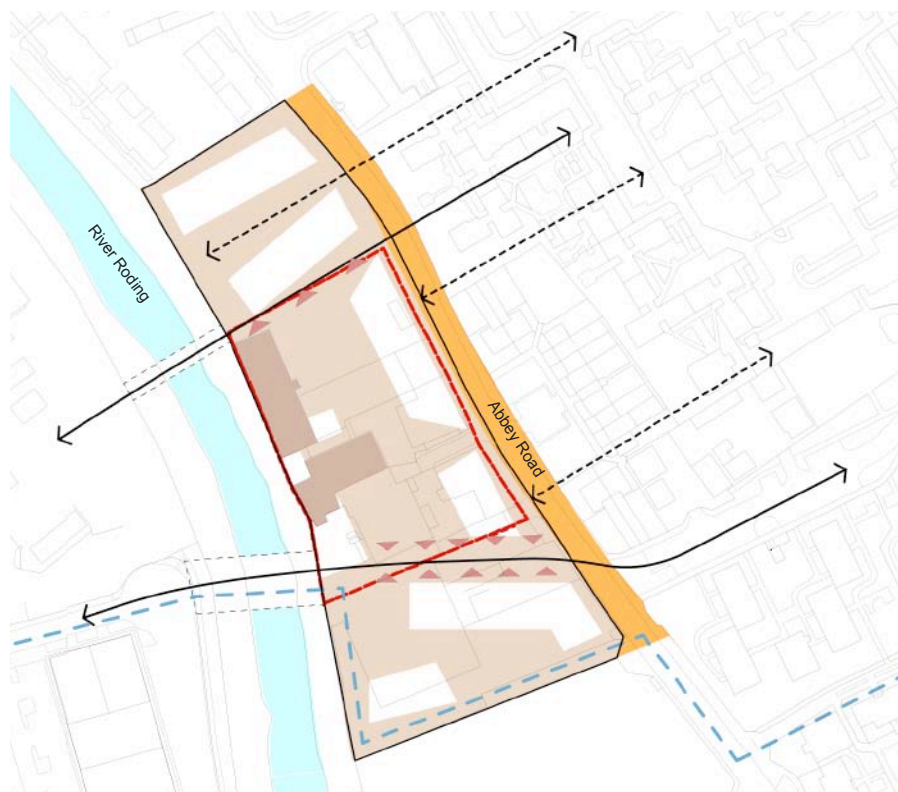
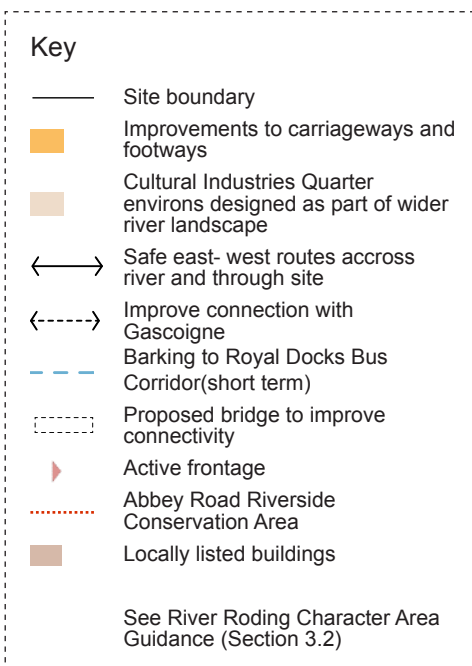
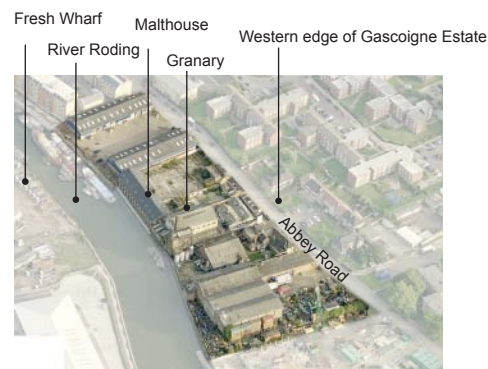
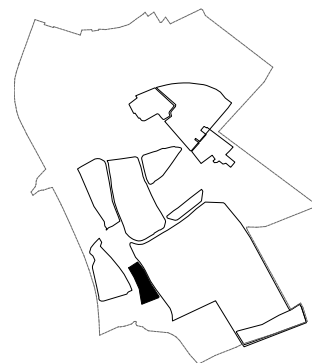
The recently launched Abbey Green Design Competition should address the negative aspects of the Green referred to above and:

- 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.



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 emphasise 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.

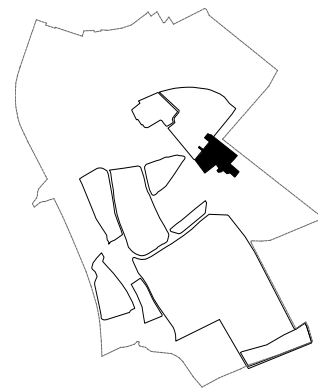


*Above
Example of bridge design which
responds to industrial and natural
context of the Creative Industries
Quarter site*

4.11 Vicarage Field – BTCSSA 10

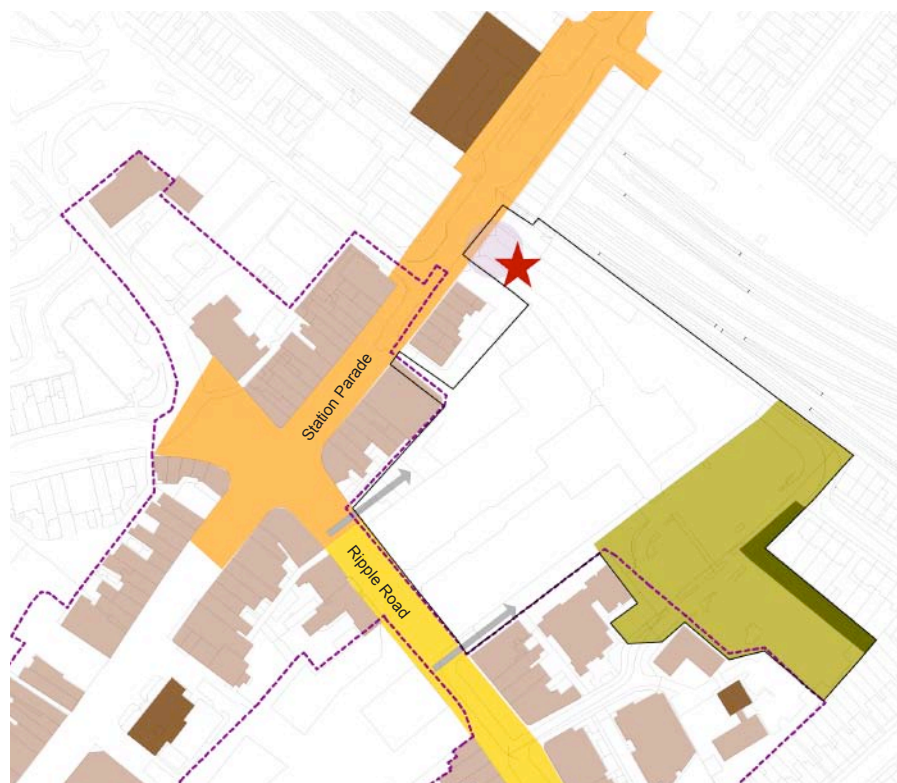
AAP Design Requirements

- 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.

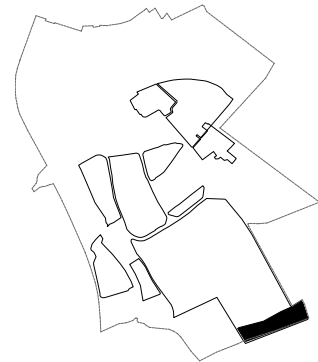
Architecture and landscape

- 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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REGENERATION



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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.

