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1. INTRODUCTION

Vision

- 1.1 Barking town centre's future is to be a lively, urban, mixed-use town centre, incorporating housing, leisure, employment and retail uses with a quality transport hub at its heart. The Barking Town Square scheme is a key part of achieving this vision and is a prestigious and exciting mixed-use proposal, which will radically change the heart of Barking Town Centre.
- 1.2 This brief outlines both phase 1 of the scheme, for which the Council has resolved to grant outline permission and phase 2 – the development of the Axe Street Car park area (this is about 0.45 hectares - see Site Location Plan A). The Axe Street site represents a further opportunity to develop a site for housing using the principles applied in phase 1 of high quality design, density and intensification. These principles were identified in the Urban Task Force report (1999) and have been carried forward by both the Government's Urban White Paper (2000) and the Mayor of London's Draft Spatial Development Strategy (SDS) - The London Plan 2002.
- 1.3 The Council has welcomed the Government's new regeneration agenda and its focus on good design. The Axe Street area will become a high profile location with the implementation of phase 1 Town Square development. The Council therefore wishes to see a development that upgrades and inter-links this part of Barking with the shopping area and is a lively, contemporary high-density development.
- 1.4 This will be a major component in the comprehensive revitalisation of Barking as an area of unique character and quality within London. This area's future should be seen as being an exemplar of sustainable development inspired by the Council's community priorities (attached as Appendix A).

Purpose of the brief

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

local community (including the Gascoigne) in the formulation of detailed plans through to development.

Objectives

1.8 The overall objectives for the brief are to:

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

Aims

1.9 *Regeneration*

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

1.10 *Development*

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

1.11 *Quality design*

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

1.12 *Sustainable development*

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

Site Ownership.

1.13 Phase 1 – Town Square

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

1.14 Phase 2 - Axe Street

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

2. DEVELOPMENT AREA, PROPOSED USES AND DESCRIPTIONS

Development Area:

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

Town Square Phase 1

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

Town Square Phase 2 – Axe Street

- 2.3 This site is to the south of phase 1 across Axe Street. The site is 0.45 hectares, regular in shape and is flat. Axe Street, St Paul's Road and Broadway bound the site. It is currently used as a short stay shopper's car park. At the western end is the Victoria PH and across the road the Abbey Road Leisure Centre which provides swimming and other sports facilities. Entrance and exit from the car park are from Axe Street. Both the Public House and the sports centre are approximately 2 storeys in height.
- 2.4 To the east of the site is the single storey Lidl food store with a shopper's car park. Cars dominate this part of the town centre; at present there are three car parks for council employees and visitors to the shops. St. Paul's Road is a busy dual carriageway with bus routes. Across St. Paul's Road is the Gascoigne Estate, a large housing estate with high-rise blocks and medium rise terraces. A comprehensive regeneration initiative is proposed and currently being developed. Proposals for Axe Street will need to incorporate an attractive route between this estate and phase 1 scheme to the Town Hall (square). To the west of the site are two storey residential terraces with gardens.

Transport projects

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

3. THE DEVELOPMENT SITES AND PROPOSED USES

Town Square – Phase 1

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

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

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

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

Town Square Phase 2 - Axe Street Car Park

3.3 In contrast to phase 1, the Council is seeking only residential development within phase 2. In this location it is anticipated that this will be in the form of high-density flatted development. Any existing public car parking space must be accommodated. Any developer will therefore need to replace the existing 110 public parking spaces with like (subject to the forthcoming car parking strategy for Barking Town Centre). Management of this will need to be negotiated with any potential developer including establishment of an appropriate car parking charge regime.

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

Affordable housing

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

3.6 In order to deliver this a programme of comprehensive estate renewal projects will be undertaken and in the town centre it is likely that over 2500 residents will need to be re-housed. It is envisaged that many of these residents will have re-housing

opportunities as part of their renewal schemes but there will still be a demand for other good quality new affordable housing to assist with these renewal schemes and meet the growing need in the Borough generally.

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

Services

- 3.7 Developers will be responsible for checking services on site. The Essex and Suffolk Water Company, Thames Water, British Telecom, London Power Networks and Transco assets may be on site. The cost of the provision of any new service infrastructure on site or the need for any remedial works, or the relocation of any service infrastructure would have to be met by the developer and not the service providers (refer to Section 6 for further detail).

Development Timescale

- 3.10 It is expected that phase 1 will be brought forward for development at the beginning of 2004. The first part of the development will be amendments and adoptions to the library to accommodate the Life Long Learning Centre. The timescale for the redevelopment of phase 2 will be dependent on affordable housing funding bids.

4. PLANNING POLICY

National Context

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

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

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

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

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

Regional Planning Guidance

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

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

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

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

The Unitary Development Plan

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

Site specific policies.

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

Departure Procedure

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

Land Use Policies:

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

Density and mix

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

Internal space standards

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

Environment and amenity

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

Flats

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

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

Noise Attenuation

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

Sustainable development

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

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

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

Archaeology

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

Section 106 Requirements

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

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

5. URBAN DESIGN GUIDANCE

Objectives

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

Principles

Design Quality

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

Quality of public realm

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

Streets for all

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

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

Secured by Design

- 5.8 The site is in an area that suffers from crime, therefore it is of paramount importance that developers should design and build to an acceptable security standard. The Secure by Design certification guidelines produced by the Metropolitan Police and DETR Circular 5/94 'Designing out Crime' are to be followed in principle. Secured by Design Certification is awarded to those developers who achieve a satisfactory standard in design. The Council would encourage developers to aim for this certification and seek dialogue throughout the initial planning stage with local Police Crime Prevention Design Advisors.
- 5.9 Good design of living accommodation will greatly enhance security; the Council wishes to see a high-density flatted development; particular emphasis should be given to guidelines for multi-occupancy dwellings. Communal main entrances should serve a maximum of eight dwellings and incorporate access control. There should be vehicular access to the development via Axe Street, which leads to a secure vehicle parking area. The access may form part of the buildings or be identified by symbolic barriers, brick pillars, or columns and should ideally incorporate a system of access control.
- 5.10 Movement patterns in relation to the development will be expected to produce natural activity and surveillance at street level. All proposed pedestrian links within the site must maintain natural lines of sight and be overlooked. The creation of alleyways, unobserved spaces and recesses that create hiding places must be avoided. Effective artificial and day lighting should be sensitively applied with maximum reduction of shadows. Low-level lighting should be avoided, as it is particularly prone to damage. All street furniture must be robust, discourage graffiti, vandalism and deny climbing access to neighbouring property. The design should also avoid blank flank walls, which appear to lack a sense of ownership, as they can be a target for graffiti, and the creation of recesses and blind corners.

Image and visual impression

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

A sense of place

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

Landscape

- 5.11 Within the public realm, carefully designed landscape treatments should be provided to create and define private and public spaces. Innovative landscape schemes should be provided to ensure that any car parking areas and soft landscape treatments are integrated carefully and into the overall public realm. A Landscape scheme should also consider the potential for creating habitats for urban wildlife and contain species with good wildlife value.

6. TRANSPORT AND INFRASTRUCTURE

Parking and servicing

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

Residential

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

Further information and other uses

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

Provision for bicycles

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

Services

- 6.5 Developers will be responsible for checking for services on site. Evidence suggests that along with an existing statutory fire hydrant, Essex and Suffolk Water Company, Thames Water, British Telecom and London Power Networks could have assets on the site. It should be assumed that Transco pipes are on site - hand dug trial holes maybe required.
- 6.6 Any proposed dwellings would need to be supplied from the existing 9" main water supply in Ripple Road. It is therefore recommended that any planning layout take this into account.
- 6.7 It is the developer's responsibility to make proper provision for the drainage of surface water to ground, watercourses or surface water sewer. This should be in accordance with government guidance. If upgrading of sewage is required developers would be required to fund associated studies and upgrading of the network. Thames Water requires 24-hour vehicular access to any pedestrian area to undertake emergency work this should not be impeded by street furniture. Any tree planting should take account of the location of existing or proposed sewers.

Drainage

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

Foul Sewerage

- 6.9 Under the Water Industry Act, Thames Water has a duty to ensure that its area is effectively drained and to effectively deal with the contents of the sewers. That duty is mindful of available resources. Even small-scale development can have significant impact on infrastructure and, if necessary, developers would be required to fund associated studies and upgrading of the network. In context of this perspective developers should contact Thames Water at the following address:

Thames Water Utilities Ltd
Developers Services Waste
Kew Business Centre
1 Kew Bridge Road
Brentford
Middlesex
TW8 0EE

Contamination

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

7. INFORMATION REQUIRED TO SUPPORT APPLICATION - SECTION 106 REQUIREMENTS

Urban Design Statement

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

Transport Impact and Access Requirements

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

Environmental Impact Assessment

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

Noise Impact Assessment

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

Management of the Public Realm

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

Archaeological Assessment

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

Status of the brief

- 7.8 Executive Committee has approved this planning brief on 25 November 2003. It is therefore a material consideration in the determination of planning applications and supports the Council's Unitary Development Plan.

7. DRAWINGS ILLUSTRATIONS REFERENCES

Illustrations

Plan A The site Location
Diagram

References

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

APPENDICES

APPENDIX A

LBBD Community Priorities

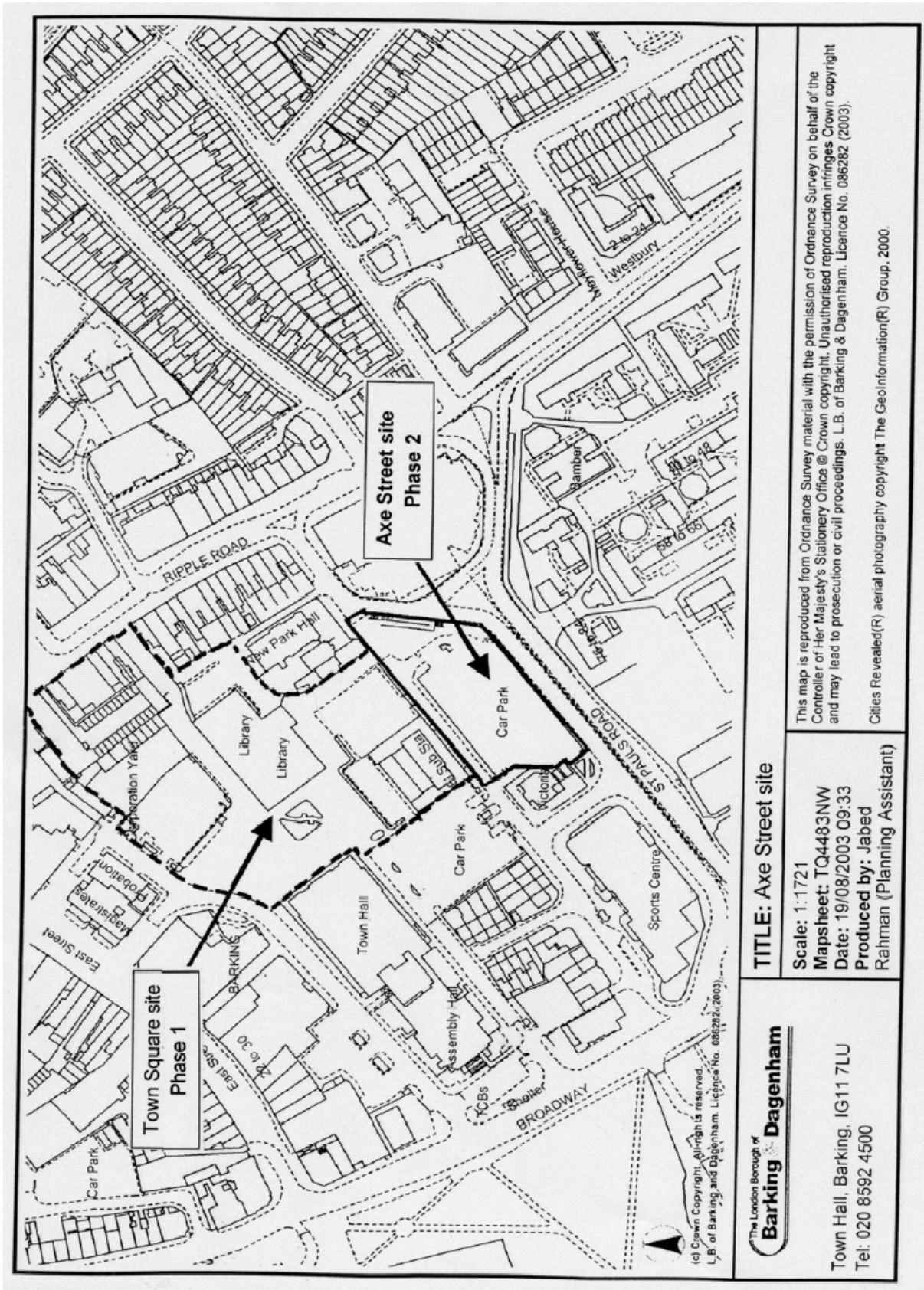
- Promoting Equal Opportunities and Diversity
- Better Education and Learning for All
- Developing Rights and Responsibilities with the Local Community
- Improving Health, Housing and Social Care
- Making Barking and Dagenham Cleaner, Greener and Safer
- Raising General Pride in the Borough
- Regenerating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

APPENDIX B: Life Time Homes Summary

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

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

Site Location Plan A



TITLE: Axe Street site

Scale: 1:1721
 Mapsheet: TQ4483NW
 Date: 19/08/2003 09:33
 Produced by: Javed
 Rahman (Planning Assistant)

The London Borough of
Barking & Dagenham

Town Hall, Barking, IG11 7LU
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