

# Planning for the future of Barking and Dagenham

## Barking Town Centre Area Action Plan



Adopted February 2011



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# 1 Introduction

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

## **How to use this document**

- 1.5 Section 2 explains the different documents which comprise Barking and Dagenham's Local Development Framework, their purpose, how they relate to each other, and when they are being prepared.
- 1.6 Section 3 sets out the planning and regeneration policy context within which the Area Action Plan has been produced. The AAP is statutorily required to be:
  - Consistent with national guidance as set out in Planning Policy Guidance Notes, Statements and Circulars as issued by the Government.
  - In general conformity with the London Plan as prepared by the Greater London Authority.
  - In support of Barking and Dagenham's Strategic Partnership's Community Strategy and in conformity with the Council's LDF Core Strategy.

- 1.7 The section, therefore, summarises how the policies and proposals of the AAP conform to and will assist in meeting the wider policy objectives for the Borough, Thames Gateway and London as a whole.
- 1.8 Section 4 provides a very brief snapshot of the existing situation in Barking Town Centre and the wider AAP area and, from that, describes the key issues facing it. These issues have been identified during the preparation of, and consultation on, the AAP and reflect the statutory requirement that the AAP:
- Be founded on a robust and credible evidence base.
  - Address issues and concerns raised by the community and other stakeholders during the earlier stages of public consultation on the AAP.
- 1.9 The snapshot is only a summary of the full evidence base which underpins the AAP. Whilst some of it is set out in more detail in the reasoned justifications to the Area Action Plan policies and the site specific allocations, in the interests of keeping this document usable, a lot of the evidence base is 'signposted' rather than repeated.
- 1.10 Section 5 sets out the Council's Vision for how the town centre will function and look in 2025 and the set of objectives necessary to realise that vision and provide the context for the policies and proposals that will deliver it.
- 1.11 The Area Action Plan policies are provided in Section 6 and are arranged under the relevant objective that they are designed to deliver. Section 7 contains the site specific allocations.
- 1.12 Section 8 sets out the Council's monitoring and implementation framework which describes how the AAP vision, objectives, policies and site specific allocations will be implemented and how their progress and effectiveness will be monitored.

### **Consultation and Sustainability Appraisal**

- 1.13 The Barking Town Centre Area Action Plan has been through a number of stages of consultation (issues and options, preferred options and pre-submission), each of which has informed the development of the document. The Barking Town Centre Area Action Plan Consultation Statement explains how the community have been taken into account. A further stage of consultation was undertaken in advance of the Hearing into the Barking Town Centre Area Action Plan on a Schedule of Proposed Changes.
- 1.14 A Sustainability Appraisal has been undertaken of the Barking Town Centre Area Action Plan. The Pre-Submission Sustainability Appraisal Submission Report documents the Sustainability Appraisal process including the recommendations which influenced the policies of the Barking Town Centre Area Action Plan.

1.15 The appraisals of policies and policy options has taken place at four key stages:

- Initial sustainability appraisal of the policy options for the Barking Town Centre AAP involving stakeholder consultation May to June 2007.
- Sustainability appraisal of the preferred options for the Barking Town Centre AAP involving public and statutory consultation 30 June to 11 August 2008.
- Refinement of the sustainability appraisal to reflect the changes made in the policies between the preferred option and pre-submission stage.
- Sustainability appraisal of the Schedule of Proposed Changes.

1.16 At each of these stages policy options were appraised against the Sustainability Appraisal Framework. This process helped inform both eliminating and refining options. In addition, Chapter 6 of the Pre-Submission Barking Town Centre AAP Sustainability Appraisal details specific changes that have been made to the AAP as a result of the SA process.

## 2 Barking and Dagenham's Local Development Framework

- 2.1 Barking and Dagenham's Local Development Framework (LDF) is made up of a number of planning documents (Local Development Documents) which together will guide the future planning of the Borough until 2025. These documents, together with the London Plan, comprise the Development Plan for the Borough.
- 2.2 These documents are either Development Plan Documents (DPDs) or Supplementary Planning Documents (SPDs). DPDs carry more weight as they are subject to an independent examination by a Planning Inspector before they are adopted whereas the Council can prepare and adopt SPDs without any independent scrutiny.
- 2.3 All the LDF documents that the Council currently intends to produce are listed and described within the Local Development Scheme (LDS) which is available to view at [www.barking-dagenham.gov.uk](http://www.barking-dagenham.gov.uk) . The current LDS indicates that the Council intends to produce the following Development Plan Documents each of which is briefly described below:
- Core Strategy
  - Borough Wide Development Policies
  - Site Specific Allocations
  - Proposals Map
  - **Barking Town Centre Area Action Plan**
  - Joint Waste Plan (with London Boroughs of Newham, Havering and Redbridge)
- 2.4 The Core Strategy provides the framework for all other Local Development Documents including this AAP. It sets out the Council's vision and objectives for the planning of Barking and Dagenham over the next 15 years and includes a number of strategic policies which apply across the whole of the Borough. More detailed development management policies are contained within the Borough Wide Development Policies Document.
- 2.5 The Site Specific Allocations DPD, which runs parallel to the AAP sets out the specific allocations for individual sites across the Borough. Although it is acceptable for the Site Specific Allocations proposed by the AAP to be included within this document, the Council has decided not to do so. To make the AAP as comprehensive as possible, the Site Specific Allocations for the Barking Town Centre area will remain set out within the adopted AAP.
- 2.6 The Proposals Map DPD shows the boundary of Core Strategy and Borough Wide Development Policy designations and the boundary of Site Specific Allocations and boundary of the AAP. The Inset Proposals Map which accompanies the AAP is positioned to the top left hand corner of the Proposals Map.

- 2.7 The Council is preparing a Joint Waste DPD with the London boroughs of Havering, Redbridge and Newham who together form the East London Waste Authority. This is programmed to be adopted in May 2010.
- 2.8 The Council intends to produce a Borough wide Community Benefits Supplementary Planning Document (SPD) and two others with direct relevance to the AAP and which will provide additional guidance to its policies:
- The Barking Station Master Plan SPD
  - The Urban Design Guidance for Barking Town Centre AAP SPD

#### **The Barking Station Masterplan SPD**

- 2.9 This SPD provides more detail on the implementation of BTCSSA3 Barking Station. Whilst this policy sets out the general nature of the uses, indicative capacities, the general design requirements and the transport improvements that are needed the Council considers that it is essential that each are not considered separately but are part of a comprehensive and unified approach. Therefore, the Council has together with the LTGDC prepared a Masterplan for this site which will be adopted as a Supplementary Planning Document. This provides more detail on the scale and massing of buildings, the treatment of the public realm, the disposition of uses and transport improvements particularly improvements to the station and interchange arrangements.

#### **Urban Design Guidance for Barking Town Centre AAP SPD**

- 2.10 The AAP stresses the need for and aims to ensure the provision of a high quality of urban design. This is set out in policies BTC16 Urban Design, BTC17 Tall Buildings, BTC18 Public Realm and BTC19 Heritage and the Historic Environment. Therefore, the AAP establishes that all new development should be of a high standard of urban design and dramatically improve the physical environment of the plan area, sets out the appropriate location for tall buildings, clarifies the Council's approach to ensuring a high quality public realm principally through the Barking Code and the importance of heritage in defining the character of the town centre. It also includes general design requirements for each of the 11 Site Specific Allocations. The Urban Design Guidance for Barking Town Centre AAP SPD works within this framework and explains in more detail how these policies and allocations will be implemented. It therefore includes area wide urban design guidance and detailed guidance for each of the 11 Site Specific Allocations. This includes more specific information on the design of tall buildings within the parameters set by BTC17.
- 2.11 The Local Development Framework is not just concerned with the physical aspects of location and land use but considers environmental, social and economic matters, taking full account of other relevant strategies and programmes, including delivering many of the actions within the Barking and Dagenham Community Plan.
- 2.12 It should be stressed that the LDF is a suite of documents which need to be considered as a whole and Government advice is that duplication of policies in different documents should be avoided. The Core Strategy and Borough Wide

Development Policies contain policies which apply across the whole of the Borough and some have specific provisions for the AAP area. These are not repeated in the AAP and thus the AAP is not a “stand alone” document and the documents will need, on occasion, to be read together to aid decision making.

- 2.13 There are, however, cases where the Council considers that the particular circumstances of Barking Town Centre justify a slightly different policy approach. In these cases a specific policy for the area is put forward in this AAP, albeit in some cases, with a reference back to the relevant policies of the Core Strategy or Borough Wide Development Policies.

## 3 Policy Context

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

### **National Planning Policy**

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

### **Mayor for London and the London Plan**

- 3.3 The London Plan is the Mayor's Spatial Development Strategy and sets out the strategic policy for London. Local Development Documents, such as the Area Action Plan, are required to be in general conformity with the London Plan as set out in paragraph 4.33 of Planning Policy Statement 12.
- 3.4 The London Plan identifies East London as the priority area for new development, regeneration and investment. It classifies Barking Town Centre as a Major Centre and sets a target of 1,190 new homes per year for Barking and Dagenham. References to specific London Plan policies are made, as appropriate, throughout the AAP.

### **Community Plan for Barking and Dagenham**

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

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

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

### **Barking and Dagenham LDF Core Strategy**

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

- Meeting the housing needs of existing and future residents in new balanced communities, most significantly within the Key Regeneration Areas of Barking Riverside, South Dagenham and Barking Town Centre, with an appropriate amount of housing and mix of types and sizes of dwellings, including an increased provision of high quality family homes and affordable housing.
- Ensuring development and growth helps to reduce inequalities and promote community cohesion by providing high quality, accessible, inclusive and integrated social infrastructure.
- Reducing the need to travel by car and ensuring the community can safely and easily access jobs within and outside the Borough and key services by guiding new developments to Barking Town Centre and the District Centres and other places with good public transport accessibility levels, and ensuring that new development makes adequate provision for all travel modes.
- Promoting improved public transport provision within and to and from the Borough, particularly where this will benefit disadvantaged or more remote communities such as Marks Gate and Thames View, and creating an environment in which it is pleasant and safe to walk and cycle.
- Address low income and qualification levels and high unemployment rates by helping local people into more rewarding, better paid jobs and supporting developments and new schemes that will provide accessible and high quality employment, education and childcare opportunities.
- Taking advantage of Barking and Dagenham's locational advantage in heart of the Thames Gateway to support the growth, retention and competitiveness of businesses in the Borough, especially with regards to existing local businesses and the newly emerging creative and cultural industries and sustainable technology sectors.

- Promoting vibrant Barking Town Centre and District Centres, including a new District Centre at Barking Riverside, which offer a mix of uses including retail, leisure, culture and entertainment, housing, community facilities and food and drink, and making sure residents throughout the Borough and beyond have access to them.
- Making sure the major new developments, re-developments and regeneration projects which will take place in Barking Town Centre, Barking Riverside, South Dagenham, Dagenham Dock, and in many of our town centres and estates, meet the needs and reflect the aspirations of both existing and new residents and businesses.
- Rising to the challenge of climate change and maintaining the Council's pioneering work in this area by demanding high levels of sustainable design and construction, especially in relation to water and waste management, resource efficiency and emission control, and by encouraging the efficient use of existing buildings and previously developed land.
- Protecting and enhancing our natural and man made assets including our biodiversity, habitats, landscape character and historic heritage, as identified in the UK, London and Barking and Dagenham Biodiversity Action Plans, the Council's Landscape Framework and Conservation Area Appraisals.
- Requiring high quality design for both buildings and the public realm, which protects and creates local distinctiveness and raises the Borough's visual attractiveness, accessibility and public safety.
- Reducing the risk of flooding for people and property by guiding development to areas where flood risk can be avoided or alleviated and ensuring new development provides for flood control measures where appropriate.
- Improving the health and wellbeing of local residents by ensuring good access to high quality sports, leisure and recreation opportunities and health care provision and addressing the health impacts of new developments.

## 4 Key issues for the Area Action Plan

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

### **Commercial Barking**

#### **a) Shopping**

- 4.2 According to the 2009 Retail Capacity Study, Barking Town Centre contains some 45,500 sq. m. of retail/service floor space spread over 266 retail and service outlets. It had a comparison goods turnover totalling some £122m in 2008 and a convenience goods turnover of some £42.6m. Generally, Barking Town Centre's catchment area is quite limited with the overwhelming proportion of shoppers being drawn from within the Borough.
- 4.3 There has been no investment in additional shopping floorspace in the town centre in the recent past and the under-representation of comparison goods units. The lack of a department store or a large modern food store and the very limited presence of well known national comparison goods retailers is a source of concern. It prevents Barking from reaching its potential and means that local people travel further a-field to secure a greater range and choice of such products in other centres such as Ilford, Romford, Gallions Reach and Lakeside.
- 4.4 There is a very successful street market which is a key element of the attractiveness of Barking as a destination for shoppers and visitors with shopper numbers very significantly higher on market days than non-market days.
- 4.5 The significant levels of housing proposed in the Plan area, at Barking Riverside and elsewhere within the Borough will significantly increase the size of the catchment population in the period up to 2025. This will be the main driver for increased levels of retail spending which Barking Town Centre is well placed to capture.
- 4.6 The Barking Town Centre Retail Study Update 2009 found that, although Barking is relatively healthy in terms of vitality and viability, there is scope to consolidate and improve its retail provision and that it needs to improve its retail offer if it is to prosper. If Barking is to compete with neighbouring shopping destinations such as Ilford, Romford, Gallions Reach, Stratford, East Ham and Lakeside the town centre needs to develop a more diverse multiple retail base. The study concluded that the projected levels of consumer spend in the catchment area suggested that the Council should aim to accommodate up to 9,000 sq. m. (net) of additional shopping floorspace within the town centre up to 2016. Opportunities exist to meet this requirement within a scheme at London Road/North Street (see BTCSSA1) where the Council is advancing a redevelopment scheme which incorporates a superstore of some 4,500 sq. m. net, through the expansion of Vicarage Fields (see BTCSSA10) and through new retail floorspace provided within the Station Masterplan area (see BTCSSA3). The study identifies that whilst Barking has a strong independent retailing offer it also needs to increase the presence of national multiples to help

attract more visitors and these three schemes will be very important in achieving this balance.

- 4.7 There is also significant retailing outside the Primary Shopping Area principally at the London Road Tesco's store and on the edge of centre Abbey Retail Park which the Action Plan must deal with. BTCSSA7 explains that there is merit in allowing the replacement of the existing Tesco store with a larger store on the Abbey Retail Park as part of a single/linked development of both sites therefore moving it from an out of centre location to an edge of centre location. Due to the significant comparison floorspace which exists on the Abbey Retail Park this proposal would only lead to a limited net increase in convenience floorspace. For this reason this should not have any adverse impacts on the viability and vitality of the town centre itself.
- 4.8 The AAP needs to assess whether changes should be made to the boundaries of the primary and secondary shopping areas and the extent of the primary, secondary and unprotected frontages within those areas.

#### **b) Offices**

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

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

- 4.11 Barking has experienced manufacturing decline over recent years and primary and secondary industry is not now a major employer in the plan area following the redevelopment of a number of former industrial premises for retail distribution, hotel and residential use. The significant remaining industrial locations in the Plan area are at Fresh Wharf, Hertford Road and the Gascoigne Business Park.
- 4.12 Although the southern part of the Fresh Wharf Estate (now known as Muirhead Quay) and the western part of the Gascoigne Business Park have been redeveloped to provide modern industrial/commercial units, much of the remaining land within their original boundaries is occupied by low grade industrial/storage uses which, because of low employment densities, offer few jobs and which, because of their poor appearance, detract from the environment and the image of Barking.

- 4.13 There are benefits in releasing them for housing led mixed use schemes although the corollary of that release would need to be strong protection of the remaining land on the estates and of the Hertford Road Estate.
- 4.14 In the area bounded by Abbey Road and the eastern bank of the River Roding, the historic Malthouse and Granary buildings in the area south of the Town Quay are already becoming the focus of cultural and creative industries development and the remaining low grade industrial and storage uses could be redeveloped for similar purposes.

#### **d) Hotels**

- 4.15 Current provision is poor. There is a cluster of budget hotels which were built during the 1990s fronting onto the A406 but they are on the fringe of the AAP area and have little relationship to it due to the lack of direct, easy and pleasant access to the town centre. The hotels are, however, successful and are currently seeking to expand.
- 4.16 A budget hotel opened within the Town Square Phase 2 development in late 2008 but there are no other hotels within the commercial heart of the town centre.

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

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

## **f) Tourism**

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

### **Transport in Barking**

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

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

- 4.23 Barking Town Centre has the highest level of public transport accessibility within the Borough, being served by both mainline and underground train services and 10 bus routes. The focus for current bus activity is along London Road and Station Parade/Longbridge Road and, apart from the station, stops for these services currently cluster in various locations along these roads and at the boundary of the pedestrianised shopping areas of Ripple Road and East Street.
- 4.24 There is substantial scope for qualitative improvements to both bus and rail services in terms of usability, capacity and reliability, as well as further improvements to the sub-regional public transport network, particularly in the form of East London Transit (ELT). The East London Transit Link will link Ilford and Barking Town Centre to the new development at Barking Riverside and to Dagenham Dock. Although planned initially as a dedicated bus service, using state of the art technology, an option for upgrade to a tram service will be retained. Phases 1a and 1b are committed. Phase 1a is in operation and connects Ilford to Dagenham Dock via Barking. Phase 1b is scheduled to commence in 2013 and will connect Barking to Dagenham Dock via Barking Riverside. Phase 2 from Barking Town Centre to Gallions Reach and Phase 3 from Dagenham Dock to Rainham, although included in the London Plan (consolidated with alterations since 2004), are not included in the 2008/09 – 2017/18 Transport for London Business Plan. However, the London Thames Gateway Development Corporation is advancing proposals for the Barking to Royal Docks Bus Corridor scheme which follows a similar route to Phase 2. More detail is provided in the Housing and Implementation Strategy.
- 4.25 Public transport accessibility decreases towards the edges of the Action Plan area, where the public transport network is less dense. Phase 2 of ELT, which was originally conceived to connect Barking to the proposed Thames Gateway Bridge and would have further increased the regeneration benefits for Barking. However, the London Thames Gateway Development Corporation is advancing proposals for the Barking to Royal Docks Bus Corridor scheme which follows a

similar route to Phase 2. The Council still believes that such public transport improvements are essential both because of the local accessibility benefits but also because of the sub-regional benefits that can still be obtained through links to City Airport and to Custom House with interchange to Crossrail.

### **b) Barking Station**

4.26 Barking Station is the busiest rail station in the Borough both for main line and underground services with some 30,000 passenger movements on an average weekday. It is the focus of considerable interchange between different modes of transport and is currently at or close to capacity in both the morning and evening peak hours.

4.27 The station, which is a grade II listed building, suffers from a very congested layout both in the passenger concourse itself because of the retail facilities and at the exits onto Station Parade where the movements of passengers entering and leaving the station conflict with bus passengers waiting at the stops immediately outside. There are also issues around bus stop/ taxi rank conflicts and accessibility to the station platforms for the mobility impaired.

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

4.28 The Council's Local Implementation Plan (LIP), which was adopted in June 2007, is committed to improving the environment and facilities for pedestrians and cyclists in Barking Town Centre and the rest of the Borough.

4.29 Although there are some 2 kilometres of cycle paths in and around the town centre, routes do not always serve their purpose as well as they might as they do not directly reflect cyclist desire lines and no cycle provision is made on footbridges over the railway or the River Roding. The cycle lanes on the Northern Relief Road are alongside fast moving traffic which is an unpleasant environment and there is also a shortage of secure and covered cycle parking facilities within the town centre and particularly at Barking Station.

4.30 In relation to pedestrians, there is significant severance of the town centre from the surrounding residential areas caused by the Northern Relief Road, Abbey Road and St Paul's Road and the high volume of vehicles using them. The railway tracks are a further source of severance since crossings are not on pedestrian desire lines and where there are bridges, the routes are remote and not adapted for use by the mobility impaired. In addition, there are a number of badly lit subways which are intimidating to use, particularly at night.

4.31 Whilst the heart of the shopping centre is pedestrianised providing direct access to shops, services and to the street market, the pedestrian experience can still remain poor because of overcrowding on footways and conflicts with loading/unloading on market days.

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

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

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

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

#### **Housing**

- 4.37 There are both national and regional pressures to accommodate additional housing into the AAP area. The Government sees the Thames Gateway area as a focus for significant growth in new homes and expects that the Borough, including Barking Town Centre, will play a major role in delivering them. The London Plan sets a housing supply target for the Borough of 1,190 additional homes per annum and whilst it does not seek to direct where within the Borough they will be provided, Barking Town Centre has the potential to make a substantial contribution towards meeting the target.

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

### **Community Facilities**

- 4.41 The additional population that the homes will generate will, inevitably, put pressure on current physical and social infrastructure (e.g. schools, health facilities and leisure, play and open spaces) in the Plan area. If Barking is to be a successful, thriving and sustainable community, it needs to have a good range of facilities to satisfy the needs of existing and new residents.
- 4.42 Accordingly, in June 2006, the Council commissioned a Social Infrastructure Assessment and produced the Social Infrastructure Framework for the period between 2006 and 2027. This related to the supply of and future demands for a range of social infrastructure services such as healthcare, education, leisure, recreation, open space and community facilities including libraries and adult learning and youth services.

4.43 The Social Infrastructure Assessment and subsequent work on building the evidence base for the AAP has identified the need to provide various facilities. The Foyer in Wakering Road and the Children's and Family Health Centre next to the Town Hall were completed in 2008 but additional needs have been identified for:

- Two additional primary schools to serve the Plan area.
- Further education and training facilities within the town centre.
- More community and religious meeting space.
- A town centre police shop and 'back office' space elsewhere in the AAP area.

### **Urban Design and Public Realm**

4.44 Although the Council's commitment to high quality design is beginning to change the look of the town centre, apart from some individually fine buildings, public realm improvement schemes such as Town Square and high profile pieces of public art, the standard of urban design throughout the Plan area remains undistinguished.

4.45 It is consequently important that all new buildings and public realm improvements in the AAP area are of the highest quality in terms of architecture and urban design if the quality of life for residents is to be improved and Barking Town Centre is to compete with nearby town centres and attract the right sort of investment. There is significant pressure from developers for tall buildings within the town centre and the wider AAP area. Again it will be important that they are well located and of high quality design.

4.46 The Plan area lies within an Area of Archaeological Significance and also has a rich architectural and historic heritage containing two Conservation Areas, the Barking Abbey Ancient Monument site and a number of statutory listed buildings and other buildings of local interest, which, although they do not meet the criteria for statutory listing, are nevertheless worthy of protection/preservation. The protection and enhancement of these assets is an important element of Barking's attractiveness as a commercial, cultural and residential town centre.

### **Parks and Open Spaces**

4.47 Although there are many grassed amenity areas within housing estates in the town centre, the Plan area contains few parks and public open spaces. Consequently, there are significant areas with deficient access to local parks.

4.48 As well as a need to provide additional parks and open spaces to remedy this deficiency, there are qualitative issues in terms of facilities and environmental quality about the condition of many of the existing parks and open spaces in the AAP area.

- 4.49 Abbey Green is the most central open space in the town centre, it contains key heritage sites and buildings and is occasionally used for major events. However, it is an under-exploited resource with almost no provision of amenities such as seating areas, sports spaces or play areas for children.
- 4.50 Although not open space in the usual sense of the word, the publicly accessible banks of the River Roding offer very significant opportunities for informal leisure to the local population. Sites with frontages to the River Roding are likely to be brought forward for development during the Plan period and it will be important that the AAP secures enhancements to the continuity and the quality of riverside areas rather than allowing developments to disrupt public access and thus reduce access to informal leisure.

### **Sustainability**

- 4.51 The issues of achieving low carbon development and securing high standards of sustainable design and construction in new developments have been explored during successive stages of producing the AAP, particularly in the context of the AAP area being designated as a pilot Energy Action Area (now Low Carbon Zone) by the Mayor for London in 2005.
- 4.52 However, the Council is of the view that, as the relevant policies in the Core Strategy and the Borough Wide Development Policies apply to the AAP area, this Plan need contain no additional general policies around these issues. Despite this, it does need to address the issue of implementing the combined heat and power system to serve the new developments within the Plan area which is a vital element of working towards achieving the challenging low carbon targets set for the AAP area.
- 4.53 Whilst the town centre itself has a low probability of flooding (Flood Zone 1), areas adjacent to the River Roding and towards the southern boundary of the plan area are at high risk of flooding (Flood Zone 3a). Consequently, as part of the evidence base for the AAP, the Council has undertaken the Sequential and, where necessary, Part a and Part b of the Exception Tests in respect of all of the sites where the Preferred Options Report suggested a Site Specific Allocation would be made.
- 4.54 The application of the tests has indicated that the forms of development which the AAP proposes on sites within Flood Zone 3a are acceptable subject to developers submitting a flood risk assessment (completing Part c of the Exceptions Test) setting out details of on-site measures to reduce the likelihood and impact of flooding. Developers should refer to the Council's document "PPS25 Sequential Test for Barking Town Centre Area Action Plan" for further information.

## **Developer Contributions**

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

## 5 Vision and Objectives

### The Vision

- 5.1 By 2025, Barking Town Centre will become a vibrant, environmentally sustainable, prosperous and well designed destination. Its distinctive character will be preserved and enhanced through increasing access to heritage assets such as Abbey Green and improving the setting of the town centre's two Conservation Areas. A high quality public realm will be sought through the implementation of the Barking Code. There will be excellent transport accessibility with marked improvements to the town centre's gateway Barking Station. The health, educational attainment and qualification levels of the local population will have significantly improved, assisted by new primary education facilities and a Skills Centre for young people. In addition to providing 6,000 new homes for all sections of the community, the town centre will serve as the retail, leisure, commercial and training centre for Borough residents and grow in vitality and importance as it plays its full part in the expansion of the Thames Gateway.

### The Objectives

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

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

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

- 5.3 Produce an efficient, integrated and sustainable transport system by improving public transport through implementation of East London Transit and the Barking to Royal Docks Bus Corridor, providing appropriate levels of car parking, improving conditions for cyclists and pedestrians, mitigating the impacts of road based freight and promoting alternatives and reducing reliance on the car.

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

- 5.4 Deliver 6,000 high quality homes, including affordable housing. Seeking to balance this requirement with the need to create a more balanced community by providing a greater variety of housing types and ensuring that the appropriate social infrastructure is in place to serve both the existing and new communities.

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

- 5.5 Improve the health, educational attainment and qualification levels of local people. Ensure that all new development, including the provision of new health, education, training and community facilities such as the Skills Centre, build on local strengths, promote a sense of pride and fosters community cohesion.

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

- 5.6 Protect local character by ensuring that new development and improvements to the public realm are of the same high quality design as the award winning Town Square and create a safe and secure environment accessible to all. Conserve, invest and increase access to Barking's heritage assets and wider historic

environment, including the Abbey and Barking Town Centre and Abbey Road Riverside Conservation Areas.

**Objective 6: Parks and Open Spaces**

- 5.7 Protect and improve the accessibility, connectivity and quality of parks, play areas and open spaces within and outside the town centre such as Abbey Green at the heart of the town centre and Barking Park which is on the edge. To also open up the frontages of the River Roding and its corridor and seek opportunities to enhance biodiversity as identified in the Barking and Dagenham Biodiversity Action Plan.

**Objective 7: Sustainability**

- 5.8 Champion sustainable design and construction in new development and initiatives such as the Barking Town Centre Low Carbon Zone. Avoid, reduce and manage flood risk and other impacts of climate change, remediate previously contaminated land and minimise carbon production.

**Objective 8: Developer Contributions**

- 5.9 To secure appropriate developer contributions that will assist in meeting the key priorities of Barking Town Centre.

## 6 The Policies of the Area Action Plan

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

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

#### **POLICY BTC1: ADDITIONAL SHOPPING FLOORSPACE**

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

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

**Within the town centre, schemes which help to maintain a balance between Barking's local distinctiveness and the larger national multiple retailers currently missing will be particularly encouraged.**

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

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

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

## **REASONED JUSTIFICATION**

- 6.1.1 The Barking Town Centre Retail Study Update 2009 concluded that, although Barking is relatively healthy in terms of the vitality and viability, there is scope to consolidate and improve its retail provision and that it needs to improve its retail offer if it is to prosper. The study concluded that, in the light of the forecast substantial house building in the area and the consequent projected levels of consumer spend in the catchment area, the Council should aim to accommodate up to 9,000 sq. m. of additional shopping floorspace within the town centre up to 2016. The study indicated that of this, some 2,250 sq. m. should be for convenience goods, some 5,800 sq. m. for of comparison shopping and the balance in retail services.
- 6.1.2 Whilst it will be important to ensure that Barking retains its character and does not become a bland shopping centre, the proposed level of increase will allow for improved comparison shopping not only for the immediate population but also for people elsewhere in the Borough including the new communities at Barking Riverside for whom Barking will be their nearest Major Centre. It can also assist in overcoming the identified shortage of larger shop units. However, developers bringing forward proposals for shopping floorspace are urged to take account of the English Heritage document: "Retail Development in Historic Areas".
- 6.1.3 The Barking Town Centre Retail Study Update 2009 identifies that one of Barking Town Centre's defining features is its unusually large proportion of independent retailers at the same time it explains that those town centres which have a higher proportion of national multiples tend to be more successful. Therefore, whilst the Council expects that the major schemes which will supply the identified additional floorspace up to 2016 will increase the number of national multiples within the town centre these schemes will need to be carefully designed so that they help support Barking Town Centre's strong independent retailing offer and in particular are designed and laid out so that they function as part of the primary shopping area rather than as standalone schemes.
- 6.1.4 The greatest part of this expansion is proposed to be provided by the large food/non food store of some 4,500 sq. m. (net) within the London Road/North Street development (see BTCSSA1) and the some 2,500 sq. m. (net) expansion of the Vicarage Field Shopping Centre (see BTCSSA10). It is likely that the remainder of the additional floorspace will be provided within the Barking Station Masterplan SPD area (see BTCSSA3) but much of the retail floorspace there may be delivered after 2016.
- 6.1.5 The delivery of the large food/ non food store in the London Road/North Street development is central to the Council's strategy for shopping in the town centre. Although it will not wish to ensure that the delivery and ongoing viability of the

store is not prejudiced, it believes that there may also be an opportunity to rationalise the existing large scale shopping on the outskirts of the town centre.

- 6.1.6 The existing Tesco store at the London Road/A406 junction is in an out of centre location which encourages single trip car borne shopping. The Council originally opposed it because of concerns about its impact on the vitality and viability of the town Centre although permission was granted on appeal to the Secretary of State.
- 6.1.7 The Abbey Retail Park is an edge of centre site which currently accommodates a low density single storey development including electrical, home furnishing and DIY stores. It appears to be underperforming in trading terms with a number of stores closed or closing, whilst its undistinguished appearance makes a very poor setting for the heritage sites at Barking Abbey.
- 6.1.8 The Council considers that there is merit in allowing the replacement of the existing Tesco store with a larger store on the Abbey Retail Park as part of a comprehensive development of both sites. The new store will be on an edge of centre site rather than, as at present, an out of centre site and this better aligns with the provisions of Planning Policy Statement 4.
- 6.1.9 To be acceptable, any scheme will need to ensure that all retailing ceases on the existing Tesco site and that, apart from the possibility of small local shops to serve the new residential community, the new store is the only retail on the Abbey Retail Park. It is anticipated there will only be a limited net increase in convenience retail floorspace because most of the additional space in the new superstore will be for the comparison goods not sold in the existing store and this increase will be outweighed by the removal of the current non-food retail warehouses on the Abbey Retail Park.
- 6.1.10 It is considered that due to the removal of the comparison goods floorspace at Abbey Retail Park and provided the increase in convenience floorspace is limited, a larger store at this edge of centre site should not have adverse impacts on the viability and vitality of the town centre itself, including the proposed retail developments. However, the Council will expect any planning application to demonstrate this.
- 6.1.11 The Council acknowledges that the 2009 Retail Capacity Study only provides projections to 2016 and that these may require re-appraisal as retail development in the town centre takes place and the catchment population grows. Consequently the Council will keep the need for additional shopping under review and will update the retail capacity study as necessary but certainly by 2012.

## **POLICY BTC2: PRIMARY AND SECONDARY SHOPPING FRONTAGES**

**The primary and secondary shopping areas, and the constituent frontages, are set out below and defined on the Inset Proposals Map:**

### **Primary shopping frontages**

East Street: 1-35, 41-67, 2a-42, 54-68 and 2 Ripple Road

Station Parade: 1-27, 2-18, 24-38

Vicarage Field: Ground Floor, First Floor

Ripple Road: 1-5

The Town Square Phase 2 frontage onto Ripple Road

### **Secondary shopping frontages**

Station Parade: 29-41, 51-61, 50-74

Ripple Road: 13-23

London Road: 1-29

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

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

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

London Road: 14-34

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

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

## **REASONED JUSTIFICATION**

- 6.2.1 The AAP proposes changes to the UDP designations which are designed to protect the retail nature of the core of the centre but retain sufficient flexibility to accommodate other appropriate town centre uses. The changes are not substantial. The East Street frontages are redefined because of the demolition of numbers 37 and 39 as part of the London Road/North Street scheme (see BTCSSA1). The small area of primary frontage 13-23 Ripple Road is downgraded to secondary status because it is separated from the rest of the primary area by the service road to the Vicarage Field Shopping Centre and already contains one large non-retail use.
- 6.2.2 The frontages 32-58 Ripple Road and 25-55 Ripple Road are downgraded from secondary to unrestricted frontages. They already significantly exceed the maximum % of non retail envisaged by the policy for secondary frontages, only

perform a limited retail role and removing the retail protection will enable them to develop a new role in the town centre and, by providing an appropriate location for non retail uses, take pressure for changes of use off those frontages which retain their primary or secondary designation.

- 6.2.3 9-29 London Road was designated in the UDP as an unprotected frontage. However despite the existing high levels of non retail use, it is now redesignated as a secondary shopping frontage because of the impact on shopping in that part of the town centre which the London Road/ North Street development (see BTCSSA1) is expected to have. Conversely, the frontages 37-57 London Road and 2-42 North Street have been omitted completely from the policy since the development will demolish them and re-provide no retail frontages in their place.
- 6.2.4 It has been difficult to give postal addresses for some of the relevant frontages because developments currently underway or proposed for the future involve demolition of existing premises. For instance, 14-26 Ripple Road has been demolished to make way for the Town Square Phase 2 development and these will provide new retail units but their postal addresses are not yet fixed. In other cases including London Road/North Street and Vicarage Field only general designations can be given since the form of the development and the numbers and orientation of retail uses is, at present, unknown.

### **POLICY BTC3: OFFICE DEVELOPMENT**

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

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

### **REASONED JUSTIFICATION**

- 6.3.1 Although there are some 50,000 sq. m. of office floor space in the town centre, much of the existing commercial stock is becoming dated, is often of poor quality and does not meet the needs of current and future potential occupiers.
- 6.3.2 Refurbishment/redevelopment of this space or the creation of new office floorspace in mixed use developments would assist in maintaining the vitality of the town centre and increase the availability of local jobs. Office development can also be a spur for wider improvement such as providing a stronger and more attractive lunch and evening environment and economy for workers and

residents for example through the creation of new public spaces and cafes and restaurants.

- 6.3.3 The Barking Station Masterplan Supplementary Planning Document will provide more details about how and where office provision around the station area may be provided.

Although in the short term at least, there is little prospect of attracting significant office development to Barking, the 2008 King Sturge report “Demand for Office Use in Barking Town Centre” concluded that there is a latent demand for small scale offices in the town centre. It would be short-sighted, therefore, to rule out any prospect for modest office floorspace over the plan period and consequently the policy enables its provision should proposals be brought forward.

#### **POLICY BTC4: HOTEL DEVELOPMENT**

**The Council will encourage the provision of hotels within the town centre (as defined on the Inset Proposals Map) and regards the inclusion of a hotel in the mixed use development for the transport interchange site at Barking Station (see BTCSSA3) as particularly appropriate.**

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

#### **REASONED JUSTIFICATION**

- 6.4.1 Barking’s proximity to London and its excellent public transport links to it make it a suitable hotel location, particularly in the light of the 2012 Olympics. Hotels are also uses that one would expect to find in a Major Centre such as Barking. However, apart from a cluster of budget hotels fronting onto the A406 and a recently opened hotel as part of the Town Square Phase 2 development, there are no hotels within the commercial heart of the town centre.
- 6.4.2 The Council wish to remedy this as hotel development can have positive effects on the image and the prosperity of the town centre and will be particularly useful if Barking develops the greater suburban office and tourism roles that the AAP promotes.
- 6.4.3 The 2008 King Sturge report “Hotel Requirements in Barking” concluded that there is scope for additional hotel accommodation in the town centre, albeit at budget and lower mid market levels.

- 6.4.4 The requirement for any proposals for expansion of the A406 hotels to be of a high quality design is in order to improve the look of what is a highly visible but utilitarian frontage to the A406. Improved pedestrian links to the town centre will secure some benefit to the town centre economy from those staying there rather than as at present these functioning as motels with little or no relationship to the surrounding economy.
- 6.4.5 Any such expansion proposals will be required to submit Transport Impact Assessments detailing their effects on both the local road system and the Strategic Road Network and proposals to remediate any adverse impacts.

#### **POLICY BTC5: LEISURE USES AND THE EVENING ECONOMY**

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

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

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

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

#### **REASONED JUSTIFICATION**

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

- 6.5.2 A strong evening economy is important to the image and prosperity of Barking and the Council wishes to increase the leisure opportunities for local people and the scope such uses bring with them for additional employment.
- 6.5.3 Although the Council recognises the need for the town centre to provide facilities for, and to be attractive to, all sections of the community, it is keenly aware of the need to minimise the potential risks associated with a drinking based evening economy (anti-social behaviour, crime and amenity). Accordingly, the Council will, either through planning or licensing controls and in liaison with the Metropolitan Police, limit the numbers of vertical drinking bars and late night entertainment venues uses in the town centre. It will aim to provide evening uses suitable for all sections of the community including families and will also work with developers and operators to secure more restaurants in the town centre.
- 6.5.4 A balanced evening economy will increase the attractiveness of the Barking to all sections of the community and hopefully give confidence to family-friendly and quality operators that it is a place for them to locate.
- 6.5.5 There are benefits to concentrating evening economy uses within the town centre and particularly around the station in that it enables people to arrive by public transport and to be readily dispersed at the end of the evening. However, such an approach can lead to the over concentration of such uses in a relatively small area and, whilst being good for vibrancy, cause noise and public order difficulties.
- 6.5.6 As part of opening East Street to vehicular traffic, the Council will explore the potential for a number of the evening parking bays to be created to be dedicated for car club usage (see Policy BTC9).
- 6.5.7 The Council regards the area around Town Quay as a Planning Policy Statement 4 edge of centre location where leisure and evening economy uses are entirely appropriate and thus one which provides this greater distribution of evening economy uses through the wider Barking Town Centre area. It will also provide a night time economy which can contribute to the regeneration of the waterfront and provide for the needs of the residents of the new housing proposed at the Fresh Wharf Estate (see BTCSSA2), the Abbey Retail Park (see BTCSSA7) and the Cultural Industries Quarter (see BTCSSA9). It also supports the proposed cultural industries quarter itself and strengthens the links between the Town Centre and the waterfront.

## **POLICY BTC6: BARKING AS A VISITOR DESTINATION**

**In line with Policy CP1 of the Core Strategy, the Council will seek to develop and promote Barking as a recognised visitor destination. As part of this, the Council will seek to improve the interpretation resources and visitor facilities associated with the Abbey ruins, the Curfew Tower and St Margaret's Church.**

### **REASONED JUSTIFICATION**

- 6.6.1 Although the AAP area has a number of potential attractions, little is currently made of them and Barking does not function as a visitor destination in any real sense other than as a shopping centre. Making Barking a visitor destination will help to create jobs and improve the vitality and prosperity of the town centre and this would be particularly the case if town centre hotel development associated with tourism takes off.
- 6.6.2 Strengthening and diversifying the street market and promoting it as a major visitor attraction, making the most of a burgeoning evening economy, ensuring the success of the Cultural Industries Quarter and building on the success of the Broadway Theatre possibly by the development of a cultural hub around it, all have the potential to give Barking Town Centre some tourism potential.
- 6.6.3 However, the Council considers that the significant heritage assets located within the Plan area are the key element and that these will be supplemented as the industrial, maritime and fishing heritage assets of the River Roding area are reclaimed and made more accessible from the town centre through work to Abbey Green and Town Quay.
- 6.6.4 Improving the interpretation facilities at, and the promotion of, the historic Abbey monument, St. Margaret's Parish Church and the Curfew Tower (see BTCSSA8), improving the links between heritage assets and linking them with the closely adjacent and historic Eastbury Manor House are essential elements of this.

## **Objective 2: Transport**

### **POLICY BTC7: IMPROVING PUBLIC TRANSPORT**

**The Council will seek improvements to the public transport network serving Barking Town Centre and the rest of the Plan area and land will be safeguarded for transport infrastructure schemes that could be implemented in the lifetime of the Plan.**

**In particular, it welcomes and will promote the development of East**

**London Transit and the Barking to Royal Docks Bus Corridor through the town centre and the wider AAP area on the alignments shown on the Inset Proposals Map, subject to:**

- **Design and layout of the initial bus based systems not precluding subsequent upgrading to a tram based system.**
- **The provision of appropriate associated public realm improvements undertaken in line with the Barking Code.**
- **Acceptable interchange arrangements as part of the creation of a major transport interchange at Barking Station (see BTCSSA3).**
- **It not causing unacceptable environmental impacts on areas within the Plan area through which the transit schemes pass.**
- **Ensuring that the detailed design provides fully for pedestrian safety in the town centre, including for those with physical or visual impairment.**

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

## **REASONED JUSTIFICATION**

- 6.7.1 Barking Town Centre is a major transport hub giving connections onwards to other local and sub-regional areas, London wide and national destinations. It is also a major destination for shopping, employment and a range of other services. Given this, the Council will continue to lobby Transport for London and Service Operators for improvements to the public transport network, particularly bus, rail and underground services, to meet the needs of residents, employees, businesses and visitors to the area.
- 6.7.2 East London Transit is a Transport for London (TfL) project to upgrade public transport in Thames Gateway on the north side of the River Thames. ELT is designed to help meet the growing demand for travel in the area and will offer passengers quicker journeys through better segregation and bus priority measures, new vehicles, better information and new, modern stops and shelters.
- 6.7.3 The construction of the Phase 1a, which connects Ilford to Dagenham Dock via Barking Town Centre, became operational in early 2010. It is bus based, although the detailed design will allow for upgrading to a tram based system if this proves viable.
- 6.7.4 Phase 1a enters the AAP area at the Longbridge Road roundabout and passes along Longbridge Road past the station before entering the pedestrianised

sections of Station Parade and Ripple Road. The streets remain essentially pedestrian in nature but with ELT buses running down the middle. The Council will ensure that ELT is accompanied by significant improvements to the quality of the town centre environment and rigorous safety measures to protect pedestrians.

- 6.7.5 Phase 1b will also use the pedestrianised sections of Station Parade and Ripple Road but as it begins and completes its route at Barking station, it will require waiting space for its buses to be incorporated as part of the overall scheme to improve the Barking Station Interchange (see BTCSSA3).
- 6.7.6 The Council welcomes ELT since it will assist the regeneration and enhance the image of the town centre and improve the accessibility of Barking Town Centre from the surrounding areas including the new residential developments at Barking Riverside and South Dagenham. It will also, in line with its sustainable transport objectives, encourage modal shift away from the private car and onto public transport.
- 6.7.7 Phase 2 of ELT, which was originally conceived to connect Barking to the proposed Thames Gateway Bridge and which would have further increased the regeneration benefits for Barking, was omitted from the 2008/09 Transport for London Business Plan. However the Council still believes that such public transport improvement is essential both because of the local accessibility benefits but also because of the sub-regional benefits that can still be obtained through links to City Airport and to Custom House with interchange to Crossrail. The Council is, therefore working with the London Thames Gateway Development Corporation and Transport for London to deliver the Barking to Royal Docks Bus Corridor (BRDBC).
- 6.7.8 BRDBC will follow the same route as ELT Phase 1 as far as the bandstand but from there it will go along London Road and North Street providing ready access to the shopping and the further education facilities proposed as part of the London Road/North Street Site Specific Allocation (see BTCSSA1). The route will then use the Broadway and Gascoigne Road before turning right along the Shaftesburys and crossing the River Roding by a new bridge linking the Cultural/Creative Industries Quarter (see BTCSSA 9) and the Fresh Wharf Estate (see BTCSSA2).
- 6.7.9 In order to improve public transport accessibility for the community, the Council will wish to explore with TfL the scope for and the benefits of BRDBC being delivered as part of the creation of a new neighbourhood where the Gascoigne Estate currently is.

## **POLICY BTC8: 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 St Paul's Road (as defined on the Inset Proposals Map) 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.**

**All traffic calming measures will be assessed to ensure that there is no adverse impact for other road users including buses.**

## **REASONED JUSTIFICATION**

- 6.8.1 The Council wishes to deter traffic from using Abbey Road, St Paul's Road and either Gascoigne Road or King Edward Road as a rat run to avoid the Beckton roundabout because of the adverse environmental impacts it has on that part of the AAP area and because its continuation will frustrate what the AAP seeks to achieve for the Gascoigne Estate (see BTCSSA6) and the Abbey Green/Town Quay area (see BTCSSA8).
- 6.8.2 The interim measures will provide a more appropriate setting for the heritage assets on Abbey Green and the new residential development proposed for the Abbey Retail Park (see BTCSSA7) and will reduce severance/improve pedestrian links between the town centre and the River Roding.
- 6.8.3 The Council will look to Local Implementation Plan funding and developer contributions through either Section 106 Agreements or the LTGDC tariff to fund the implementation of the scheme.
- 6.8.4 The Council's long term aim to completely close Abbey Road, grass it over and integrate it into the improved Abbey Green open space is because the Council regard Abbey Green, together with the River Roding, as having the potential to be the unifying element between the major areas of change proposed by the AAP. The town centre and the western part of the Gascoigne Estate front onto Abbey Green; the Fresh Wharf Estate, the Cultural Industries Quarter and the existing Tesco site all have frontage onto the river whilst Town Quay and the Abbey Retail Park have frontages to both the river and the green.
- 6.8.5 The improvements proposed for both Abbey Green and the River Roding offer the prospect of the, predominantly housing, development envisaged for these sites being set within an integrated, high quality, natural and historic environment. However,

Abbey Road, even with the proposed Home Zone type treatment, would remain an obstacle both to this integration and to better pedestrian and cycle links between the river and the town centre.

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

#### **POLICY BTC9: TOWN CENTRE CAR CLUB**

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

#### **REASONED JUSTIFICATION**

- 6.9.1 A car club provides its members with quick and easy access to a vehicle for short term hire. Cars are located at designated parking bays in the area and the driver returns the car to one of the bays at the end of the journey. Members pay a monthly or annual subscription and pay-as-you-go charges include fuel and maintenance cost.
- 6.9.2 The proposed club is designed to encourage and facilitate a move away from private car ownership and complement the Council's other policies and strategies to facilitate a modal shift to more sustainable forms of transport. The Council considers it necessary, viable and useful in the town centre because of:
- Parking pressures and the existence of controlled parking zones.
  - The good public transport links within the town centre.
  - Town centre housing developments having reduced or no parking.
  - A business community with potential for corporate use of the car club.
- 6.9.3 The Club is operated and managed by a private sector company and will be initially be focussed on the Axe Street/Town Square area but will, if successful, later be extended to other parts of the town centre. At that point the Council will explore the potential for a number of the evening parking bays to be created on East Street (see Policy BTC5) to be dedicated for car club usage.

## **POLICY BTC10: 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 two additional pedestrian crossings of the River Roding , one on the bridge that will carry the Barking to Royal Docks Bus Corridor and one further north (as defined on the Inset Proposals Map) linking the Fresh Wharf Estate (see BTCSSA2) and Cultural Industries Quarter (see BTCSSA9).**
- A third bridge across the River Roding linking the existing Tesco site and the existing Abbey Retail Park if a single or linked scheme comes forward for the redevelopment of the two sites (see BTCSSA7).**
- Encouraging rail and underground operators to improve the pedestrian footbridges in the Plan area including adaptation to make them usable by the mobility impaired.**
- Making significant improvements to the materials and lighting of the Lintons subway under the Northern Relief Road (as defined on the Inset Proposals Map) 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 BTC8) 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. Any such calming measure will only be permitted where there is no negative impact on the existing bus network.**
- Improving currently confusing and disjointed pedestrian routes as part of creating a new Gascoigne neighbourhood (see BTCSSA6).**
- Implementing the Barking Park-Greatfields Park-Roding Valley Loop Greenway Trail (dual use with cyclists).**

- **Reducing the adverse impacts on the pedestrian environment of loading and unloading in the town centre, particularly on market days.**
- **Ensuring that the detailed design of East London Transit and the Barking to Royal Docks Bus Corridor provides fully for pedestrian safety in the town centre, including for those with physical or visual impairment (see Policy BTC7).**
- **Implementing a town centre pedestrian signage project**
- **Improving the connectivity and quality of the riverside pedestrian route (see Policy BTC21).**
- **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 area.**

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

## **REASONED JUSTIFICATION**

6.10.1 For most people, walking is part of every journey made and it will be particularly the case with certain groups like the young and those who cannot afford a car. Encouraging walking will, more generally, help reduce reliance on car use and help to encourage healthy and active lifestyles. However, pedestrians currently experience significant severance of the town centre from the surrounding residential areas because of busy roads, the railway tracks with poorly located bridges which are not adapted for use by the mobility impaired and by the River Roding. Badly lit subways which are intimidating to use are a further problem, particularly at night, although the arts installation within the Wakering Road subway helped to foster public confidence and usage there.

6.10.2 The River Roding is also a barrier to pedestrian movement and one which will become more acute if and when developments along the west side of the river such as the housing/mixed use schemes on the Fresh Wharf Estate and the housing scheme on the existing Tesco site at the junction of London Road and the A406 are completed. Proposed additional bridges will be the subject of a transport assessment undertaken as part of development proposals, demonstrating a need for additional pedestrian linkages. Such linkages may offer good pedestrian linkages into Abbey Green and the town centre. The Council will consult the Environment Agency and Natural England as proposed schemes come forward for new bridges. Proposed schemes will need to be assessed against impacts on the management of the River Roding tidal defences and on the ecology of the river and mitigation measures incorporated as appropriate.

- 6.10.3 Although large parts of the town centre are currently pedestrianised, the pedestrian experience can still remain poor because of overcrowding on footways and conflicts with loading/unloading on market days.
- 6.10.4 Existing pedestrian signage within the town centre is currently poor and the pedestrian environment would be enhanced by being more legible. A town centre Pedestrian Signage Project would help reinforce a sense of identity in Barking, improve legibility and people's ability to navigate through the area, as well as making a positive contribution to the public realm.
- 6.10.5 Redevelopment of the Fresh Wharf site (see BTCSSA2), the Tesco/Abbey Retail Park (see BTCSSA7) and the Cultural/creative Industries Quarter site (see BTCSSA9), all offer the opportunity to improve the connectivity and quality of the riverside walkway. In addition to enhancing the recreational potential of the river, the proposed bridges, would improve pedestrian links from the river area into the town centre.
- 6.10.6 Additional crossings over the A13 would facilitate movement to and from the areas to the south towards the town centre and allow ready pedestrian/cycle access by residents of the AAP area and particularly the Gascoigne to the employment and leisure opportunities on the south side of the A13.
- 6.10.7 The Council will continue to seek funding from TfL for feasibility studies into upgrading existing pedestrian routes on an annual basis through the LIP Annual Reporting and Funding Submission. It will also, where appropriate, seek funding from external sources, including developers, to fund or partially fund the feasibility, design and implementation of such schemes.

#### **POLICY BTC11: CYCLING FACILITIES**

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

- **Investigating the opportunities to create more dedicated cycle routes through and into the town centre.**
- **Seeking additional crossings of the River Roding, including the provision of a cycle path on the bridge that will carry the Barking to Royal Docks Bus Corridor and one further north (as defined on the Inset Proposals Map) linking the Fresh Wharf Estate (see BTCSSA2) and the Cultural Industries Quarter (see BTCSSA 9) and a possible third linking the existing Tesco site and the Abbey Retail Park (see BTCSSA7).**
- **Encouraging rail and underground operators to consider the adaptation of the pedestrian footbridges in the Plan area to make them usable by cyclists.**
- **Securing the provision of additional covered and secure bicycle parking facilities, in line with TfL's minimum cycle parking**

standards at Barking Station, in the town centre and as part of major new developments.

- Improving the cycling routes across Abbey Green in order to improve links between the town centre and the historic waterfront.
- Making the London Cycle Network Route (LCN+) route which links the London Boroughs of Redbridge and Newham more effective by overcoming the barrier currently posed by the Northern Relief Road.
- Extending the existing cycle route which runs along the River Roding between London Road and Cowbridge Lane northwards to the Borough boundary where it can cross into the London Borough of Newham.
- Implementing the Barking Park-Greatfields Park-Roding Valley Loop Greenway Trail (dual use with pedestrians).
- Securing the implementation of TfL's Cycle Super Highway to improve links between Outer and Central London.

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

## **REASONED JUSTIFICATION**

- 6.11.1 As with walking, promoting cycling will help reduce reliance on car use and help to encourage healthy and active lifestyles. Again however, the cycling environment in and around Barking Town Centre is currently quite poor in a number of respects as set out below and the policy is designed to improve these situations.
- 6.11.2 The policy will encourage more cycling in the AAP area. Reallocating road space for well designed cycle routes or providing new off-road routes will have positive effects upon safety and comfort for cyclists and, hopefully therefore, encourage modal shift away from the car. Providing safe, convenient and secure bicycle parking at key town centre destinations such as Barking Station (see BTCSSA3) will have the same effect.
- 6.11.3 The Council will continue to seek funding from TfL for feasibility studies into upgrading existing cycle routes and developing new cycle routes on an annual basis through the LIP Annual Reporting and Funding Submission. It will also, where appropriate, seek funding from external sources, including developers, to fund or partially fund the feasibility, design and implementation of cycle routes and facilities.

## **POLICY BTC12: OFF-STREET PUBLIC CAR PARKING**

**The Council will manage its off-street public parking spaces to favour shoppers and other short stay visitors to the town centre so as to support the vitality and viability of the centre and discourage car journeys to work.**

**It will also assist town centre residents. This will be achieved by the charging regime and by seeking to reduce the number of long stay parking season tickets for office workers issued for the London Road Car Park.**

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

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

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

## **REASONED JUSTIFICATION**

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

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

6.12.3 Such replacement is particularly important in the light of the significant increases in retail floorspace that the AAP seeks to deliver in the town centre and to the substantial number of additional households that will be created within Thames Gateway that will have Barking as their nearest Major Centre. Not to provide it would lead to shoppers driving to other centres such as Ilford and Romford leading to no sustainable transport benefits but adverse impacts on the vitality and viability of Barking Town Centre.

6.12.4 The 2009 Public Off-Street Parking Demand Study surveyed the use of existing town centre car parks. This found that whilst during the week London Road was well used because of worker parking, usage levels on Saturdays plummet to

some 10%. The Council intends to introduce a Vehicle Messaging System to provide real time information on the availability of parking which may help to overcome this problem

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

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

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

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

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

6.12.9 This strategy provides a better distribution of shoppers/visitors car parking around the town centre, deals with the under-usage of London Road and enables adequate car parking to be provided for nearby residential schemes. Losing shopper/visitor spaces in the London Road multi-storey is not considered

a problem because of the significant under use on a Saturday and the new car park in the London Road/North Street scheme is just across the road from it.

- 6.12.10 Such a reduction will accompany the Council seeking to limit long stay parking in the London Road multi-storey and avoid the current situation where many spaces in the car park are occupied all day by town centre workers using season tickets which both encourages unsustainable commuting to work by car and reduces the spaces available to shoppers and other town centre users.
- 6.12.11 Implementing the VMS system will offer significant benefits to shoppers arriving by car who will immediately be aware of where there are available parking spaces and sustainable transport benefits in reducing congestion from motorists trying to find a space or queuing at a full car park. The Council will seek funding from TfL for a feasibility study of the scheme through the LIP Annual Reporting and Funding Submission.
- 6.12.12 This policy only relates to off-street car parks within the defined town centre. Although the Council acknowledges that significant spaces are also provided at the Abbey Retail Park and at the Tesco store at the junction of London Road and the A406, these perform little or no town centre function. There is also likely to be a significant reduction in the number of these spaces with the implementation of BTCSSA7.

### **Objective 3: Housing**

#### **POLICY BTC13: HOUSING SUPPLY**

**The Council intends that, in line with Policy CM2 of the Core Strategy, the AAP area will accommodate at least some 6,000 additional homes in the 15 year period between 2009/10 and 2023/24. Some 5,000 of these additional homes will be provided at the sites set out in Section 7 of the Plan.**

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

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

**proceed unless the additional infrastructure will be provided prior to its opening or to a guaranteed and agreed timetable.**

## **REASONED JUSTIFICATION**

- 6.13.1 The London Plan sets a housing supply target for the Borough of 1,190 additional homes each year although it does not seek to direct where within the Borough they will be provided. This corresponds to a requirement for 17,800 dwellings over the 15 year period of the Core Strategy. The Borough's LDF Core Strategy accepts the London Plan housing targets and acknowledges that Barking Town Centre will make a significant contribution to meeting them by delivering some 6,000 additional homes between 2009/10 and 2023/24. The Core Strategy provides a trajectory of when this additional housing is likely to be developed and an indication of the split between large and small sites.
- 6.13.2 The major housing sites are identified in the Site Specific Allocations DPD and the Barking Town Centre Area Action Plan DPD. These identify the following capacities from Site Specific Allocations in the three Key Regeneration Areas identified in Policy CM1 of the Core Strategy:
- Barking Riverside Key Regeneration Area – 7,500
  - South Dagenham Key Regeneration Area – 4,000
  - Barking Town Centre Key Regeneration Area – 5,016
- 6.13.3 The Site Specific Allocations DPD also identifies capacity for 3,181 new homes outside these three Key Regeneration Areas giving a total housing supply figure by 2025 of 19,697. Within Barking Town Centre there are also a number of smaller sites where housing proposals are under construction, have planning permission or are at the pre-application stage. There will also inevitably be further supply from windfall development in the town centre before 2025. As explained in BTCSSA7 there is also the potential for a further 400 units on the site of the existing Tesco's store on London Road if the store is replaced by a new store on the Abbey Retail Park. Therefore, taking these sources of supply into account the Barking Town Centre Area Action Plan area has the potential to provide 6,000 new homes by 2025.
- 6.13.4 Therefore, the trajectory reflects the Council expectation that the great majority of the additional homes to be built in the AAP area will be provided at the sites for which specific allocations are made in Section 7 of this Plan. Some of the sites have planning applications made for them and others have already been the subject of detailed discussion with the Council and the housing capacity robustly assessed. Others are less well developed and, whilst the estimates are regarded as valid, they imply no presumption that permission will be granted for the number of units shown. In all cases, final figures will depend on the achievement of an acceptable scheme for which planning permission can be granted.
- 6.13.5 The issue of the provision of the additional physical, social and green infrastructure in the Plan area is dealt with in Chapter 8 Implementation and Monitoring and Policy BTC23 on developer contributions.

## **POLICY BTC14: ESTATE REGENERATION**

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

### **REASONED JUSTIFICATION**

- 6.14.1 The Borough's 2007-2010 Housing Strategy identifies that 425 new affordable homes will have to be built each year if Barking and Dagenham is to meet its housing need and the Local Area Agreement target of 590 affordable homes per annum.
- 6.14.2 The two wards which together form the greatest part of the Action Plan area are within the top 10% of most deprived in England which reinforces the point that there will be a strong need for affordable homes in the Plan area.
- 6.14.3 Whilst the Council is sympathetic to the need to produce greater levels of affordable housing, it also recognises that this needs to be balanced against the relatively high current levels of affordable/Council owned homes in the Plan area and the desire to create more balanced communities and give greater housing choice.
- 6.14.4 Schemes, such as that on the Gascoigne Estate, must balance the needs of the existing community and also contribute to the aim of changing the balance of tenure and property types in the area. This will also assist in making the developments financially viable.

## **Objective 4: Social Infrastructure**

### **POLICY BTC15: SOCIAL INFRASTRUCTURE/COMMUNITY FACILITIES**

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

**As part of this, the Council will work with Her Majesty's Court Services to meet the additional space requirements of the existing Magistrates Court in East Street and will encourage the provision of a police shop within the**

**town centre and the creation of a centre for its non-public facing functions on the Muirhead Quay part of the former Fresh Wharf Estate site.**

**REASONED JUSTIFICATION**

- 6.15.1 Whilst the AAP deals with the provision of additional homes and the encouragement of economic development that will underpin the regeneration of the area, it also needs to focus on the provision of the infrastructure necessary to support it.
- 6.15.2 The AAP itself deals with the “softer” issues of the social infrastructure and community uses which are designed to enhance the quality of life for local residents as well as putting in place measures for improving health standards and educational attainment.
- 6.15.3 Significant growth in net new homes and the number of people resident in the Barking Town Centre area and the rest of the Borough in the coming 10-20 years will put considerable pressure on existing social and community resources. If Barking is to be a successful, thriving and sustainable community, it needs to have a good range of facilities to satisfy the needs of existing and new residents.
- 6.15.4 The Foyer in Wakering Road and the Children’s and Family Health Centre were both completed in late 2008 but this policy, together with a number of the Site Specific Allocations, responds to other identified needs.
- 6.15.5 Further consideration is now being given to the re-use of the former Westbury School site just outside the Plan area and accordingly the AAP proposes that the school need is met by the development of additional primary educational facilities on the Council depot site within the Gascoigne Estate (see BTCSSA6), and inclusion of a further new three form entry primary school within the Development Plan area. Further Education facilities are proposed in the form of a Skills Centre within the London Road/North Street scheme (see BTCSSA1).
- 6.15.6 The current Magistrate’s Court on East Street is already under pressure in view of the level of business the Court currently accommodates and this is also increasing the pressure on other Court facilities in the region. However, there is limited scope to upgrade, convert and/or extend the current facilities given the building’s status as a grade II listed building and the constrained size of the site itself.
- 6.15.7 The Metropolitan Police Service has identified the need for a police “shop” in one or other of the key retail frontages in the town centre. This would see them vacating the existing Police Station in Ripple Road and having a shop unit which would be the “front office” for the police and provide a readily accessible and highly visible police presence in the town centre. In preparation for this, the police have already moved the more land intensive parts of their operations and those not requiring accessibility by the public, including a custody centre and the

base for patrol cars, from the Town Centre to Muirhead Quay at the southern end of the Fresh Wharf Estate.

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

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

### **POLICY BTC16: 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 take full account of:**

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

### **REASONED JUSTIFICATION**

- 6.16.1 A high quality town centre environment should promote civic pride and instil a sense confidence amongst the community and investors: conversely a poor environment compromises the quality of life for the local community and, in presenting a poor image to developers and investors, is a barrier to attracting inward investment and the consequent economic, social and environmental regeneration that it can bring. Consequently, it is important that all new development in Barking Town Centre is of the highest quality in terms of architecture and urban design.
- 6.16.2 The AAP only provides a general policy stressing the need for and requiring the provision of a high quality of urban design because more detailed guidance is provided within associated documents. The key document is the Barking Town Centre AAP Urban Design Guidance which the Council and the London Development Agency has commissioned and which will be adopted as a Supplementary Planning Document to the AAP. Other documents such as the

Abbey Road Riverside and the Abbey and Barking Town Centre Conservation Areas Character Appraisals will also provide useful guidance as will the Barking Station Masterplan which it is also intended to adopt as an SPD.

### **POLICY BTC17: TALL BUILDINGS**

The Council regards the following locations in the AAP area as 'sensitive' but potentially suitable for tall buildings:

- The area near the junction of London Road and North Street site (see BTCSSA1).
- Northern end of the Fresh Wharf Estate (see BTCSSA2).
- Around Barking Station (see BTCSSA3). Suitable locations will be defined in the Barking Station Masterplan and will need to conserve or enhance the setting of the grade II listed Barking Station and the grade II listed Barking Baptist Tabernacle.
- Within the King William Street Quarter (see BTCSSA4).
- The Gascoigne Estate (see BTCSSA6).
- The northern end of the Abbey Retail Park and the existing Tesco site at the junction of London Road and the A406 (see BTCSSA7).
- The Cultural Industries Quarter (see BTCSSA9).
- Vicarage Fields (see BTCSSA10) on the station parade frontage.

Proposals for any tall building must:

- Conserve or enhance the significance of the area's heritage assets and their setting such as listed buildings, Scheduled Ancient Monuments, Abbey Road Riverside and Barking Town Centre Conservation Areas, and other townscape features of local distinctiveness and heritage value.
- Be of exemplary high quality design.
- Take account of natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, and proposals for other tall buildings.
- Conserve or enhance important views and skylines including key townscape features such as the Town Hall tower.
- Where they are close to the River Roding, minimise any adverse impact on the biodiversity and amenity value of the river and riverside walk.

All proposals will need to have regard to the Barking Town Centre AAP Urban Design Guidance SPD and (for the station area) the Barking Station Interchange Master Plan SPD. Proposals must also address the evaluation criteria as set out in English Heritage / CABI Guidance on Tall Buildings (2007).

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

**and do not cause harm to the historic significance of Barking Town Centre and its component parts.**

## **REASONED JUSTIFICATION**

- 6.17.1 For the purposes of this policy, tall buildings are defined, in line with CABE / English Heritage Guidance (2007), as ‘buildings which are significantly taller than their neighbours and/or which significantly change the skyline’.
- 6.17.2 In the appropriate place, tall buildings can be excellent works of architecture in their own right and individually, or in groups, they affect the image and identity of a city as a whole. In the right location they can serve as beacons of regeneration, and stimulate further investment. Conversely however, by virtue of their size and prominence, such buildings, if poorly designed or located, can also harm the qualities that people value about a place.
- 6.17.3 This policy draws on the Barking Town Centre Urban Design Principles Guidance (2006) and the Conservation Area Appraisals for Abbey and Barking Town Centre and Abbey Road Riverside Conservation Areas. The Barking Town Centre Urban Design Principles Guidance (2006) sets out the evolution of Barking, its urban grain, significant views, skylines, streetscape and the scale and height of existing buildings in the area. The design principles established in the document form the basis of the vision of how Barking should be developed to create a distinctive town centre which respects and recognises its existing historic character.
- 6.17.4 Consequently, BTC17 identifies those locations within the AAP area where tall buildings are, in principle, considered acceptable. However, in all cases tall buildings will need to be of exemplary high quality design if they are to be approved.
- 6.17.5 The ‘Urban Design Principles’ includes specific guidance for tall buildings. It recognises that at present tall buildings appear to be located randomly within the Action Plan area. In establishing a strategy for tall buildings it identifies four main factors:
- Buildings should be lower in the historic areas of the town and work with the scale of existing streets where historic buildings are maintained.
  - Around the Town Hall views of the Town Hall tower should be protected by buildings generally below 6 stories.
  - Buildings could be higher around the station and close to the river around the rim of the town centre.
  - Buildings could be higher where sites are adjacent to the major access roads and railways where they would act as landmarks.
- 6.17.6 It is in response to this advice that the Council has identified the appropriate locations for tall buildings in the town centre. This policy aims to establish a group of tall buildings around Barking Station, and landmark buildings at the River Roding Gateway entrances to Barking Town Centre. This will both signify

these gateways to Barking and also to help tie the town centre and riverside zone together. A more detailed justification for each of the appropriate locations for tall buildings set out in this policy is provided below including the London Road/North Street (see BTCSSA1) and Gascoigne Estate (see BTCSSA6) locations which fall outside of the Barking Station Grouping and River Roding Gateways zones.

### **The Barking Station Grouping**

6.17.7 The Station Gateway area comprises Barking Station (see BTCSSA3), King William Street Quarter (see BTCSSA4) and Vicarage Field (see BTCSSA10). Here there is the opportunity to create higher density development including a grouping of tall buildings to reflect the status of this area as the main arrival point into Barking Town Centre. The area is currently characterised by physical and visual clutter and low quality building stock. The area already includes a number of tall buildings including the Foyer, Crown House, Roycroft House and Maritime House. The Area Action Plan provides the opportunity to create a more coherent and legible skyline. This is particularly the case in the area around the station which contains elements of poor townscape quality and impacts negatively on the setting of the grade II listed station.

#### 6.17.8 BTCSSA3: Barking Station

Tall buildings within the Barking Station Interchange site (see BTCSSA3) should be designed to increase the legibility of the town centre and signifying the status of this location as the Borough's principal public transport interchange. The introduction of tall buildings on this site will be considered in terms of the effect on the setting of the grade II listed station and the Abbey and Barking Town Centre Conservation Area. Tall buildings are not acceptable on or immediately adjacent to the station concourse. This and further specific guidance on the appropriate location of tall buildings in BTCSSA3 is to be contained in the Barking Station Masterplan SPD.

#### 6.17.9 BTCSSA4: King William Street Quarter

There is an opportunity to site a tall building to the north of the King William Street Quarter, on the frontage towards Linton Road, to act as a marker to the development. A tall building on the site could also be introduced on the frontage towards George Square and Linton Road. These buildings should be considered as part of the Barking Station Group.

#### 6.17.10 BTCSSA10: Vicarage Field

There is a potential for a tall building to be sited over the top of the existing station Parade service access as part of the Barking Station Group. Whilst the existing building is of low architectural merit, the building could become refreshed with a new skyline and improved entrances and active edges. The scale of buildings elsewhere on the site should respect the scale and character of neighbouring residential streets. Any development should preserve or enhance the significance including the setting of the St Margaret's Vicarage grade II listed building and preserve or enhance the setting of the Abbey and Barking Town Centre Conservation Area.

## River Roding Gateways

6.17.11 The River Roding has great historical significance, with Barking having developed from Roman times as a village on its banks and more recently the fishing fleet fuelling Barking's growth. It also acts as a defining feature for the two eastern entrances to the town along London Road and Highbridge Road and the proposed new Gateway at the Creative Industries Quarter. The regeneration of this area will increase access to the area's significant heritage interest and ensure that the riverside is a more utilised destination befitting its pivotal role in Barking's development. Tall buildings on the sites adjacent to the River Roding could help give a sense of place to the regeneration area, help act as gateways to the town centre and provide visual signposts to it from the town centre.

### 6.17.12 BTCSSA2: Fresh Wharf

The Fresh Wharf site enjoys an extensive frontage onto the River Roding. A tall building at the northern end of the site would create an attractive landmark and act as a catalyst for regeneration, enabling a visual connection between the riverside and the town centre and signposting this important historical entrance to the town. The provision of a tall building to the northern end of the site would unlock this currently under-realised location and act as a focal point, drawing people to the nearby heritage assets. Any development should preserve or enhance the settings of listed and locally listed buildings on the River Roding. It must also preserve or enhance the setting of both Abbey Road Riverside and Abbey and Barking Town Centre Conservation Areas.

### 6.17.13 BTCSSA7: Abbey Retail Park

Currently, the buildings on this site are not of particular architectural merit and do not enhance the setting of Abbey Green, the River Roding or the adjoining heritage assets. The most appropriate location for a tall building is to the north of the site, acting as a marker and to improve the perception of Barking Town Centre as people approach from the west along London Road. Buildings fronting Abbey Green should create a defining edge whilst being sensitive to the historic significance and setting of the Scheduled Ancient Monument and the open nature of the green.

### 6.17.14 BTCSSA9: Creative Industries Quarter

This site includes the Abbey Road Riverside Conservation Area. Development of this site should bring the two existing nineteenth century buildings (the Malthouse and the Granary), back into active use and re-establish the importance of these heritage assets. These locally listed buildings are key to the redevelopment of this site. The site also includes the proposed bridge across the River Roding for the new Barking to Royal Docks Bus Corridor. Any tall buildings in this location must conserve or enhance the significance of the areas heritage assets and their settings and help signify this new Gateway into Barking.

## **Tall buildings outside the Barking Station Grouping and River Roding Gateways**

### **6.17.15 BTCSSA1: London Road/North Street**

This site is sensitive to views of the Town Hall tower and therefore in line with the advice in the 'Urban Design Principles Guidance' buildings here should not exceed 10 storeys (a storey is considered to be 2.5 - 3 metres). The most appropriate location for a building up to 10 storeys is near the junction of London Road and North Street as this will better define this prominent corner. Buildings fronting Abbey Green should create a defining edge whilst being sensitive to the Scheduled Ancient Monument and the open nature of the green. Generally buildings on this site should respect the grade II listed Magistrates Court, improve the setting of the Methodist Chapel and conserve or enhance the Abbey and Barking Town Centre Conservation Area.

### **6.17.16 BTCSSA6: Gascoigne Estate**

The Gascoigne Estate comprises a significant number of tall buildings. The regeneration of the estate provides the opportunity to significantly improve the areas townscape and to better integrate the estate into the town centre through the disposition of uses and scale, massing and height of development. Therefore, the east of the Gascoigne site is considered more appropriate for denser urban development and taller buildings, aligned with the character of the town centre. In addition to satisfying the criteria of this policy any tall building element which seeks to replace the existing tall buildings on the estate should be designed to create safe and attractive spaces around their entrances.

#### **POLICY BTC18: PUBLIC REALM**

**The Council will implement public realm improvement schemes in Abbey Road south (as defined on the Inset Proposals Map as 'Abbey Road Public Realm Improvement').**

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

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

#### **REASONED JUSTIFICATION**

6.18.1 The quality of public spaces in the town centre is important to retaining its attractiveness to users. The design of streets, buildings, shop fronts, signage, street furniture and public art can all have a significant impact on the quality of

the town centre experience and can also be important in encouraging walking and cycling. A high quality public realm has the potential to inspire and attract more people to come to and stay in the town centre for longer periods of the day and evening.

6.18.2 The Barking Code is a statement of the Council's commitment to improving the quality of public spaces in the town centre and sets out a comprehensive collection of materials, products and detail finishing techniques which should be used in the undertaking and ongoing maintenance of all public realm improvements in the town centre. Although it may stifle diversity and some flexibility in dealing with particular schemes, the benefits are a much more unified feel to the town centre and the wider Plan area and a means of ensuring the necessary high quality in all public realm schemes. The Barking Code will of course, in some instances, require flexibility in its application. For example, the Council would veer from certain aspects of the Code should all parties agree that this would be of benefit to the design of the scheme and that it would not compromise integration into the wider town centre or the quality of the public realm.

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

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

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

6.18.6 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 BTC19: HERITAGE AND THE HISTORIC ENVIRONMENT**

**The Council will protect and enhance the Abbey Road Riverside and the Abbey and Barking Town Centre Conservation Areas (both as defined on the Inset Proposals Map). 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.**

**Developments in a Conservation Area or involving a building of historical and/or architectural interest (statutory listed and locally listed) or affecting their setting will be required to conform with Policy CP2 of the Core Strategy and take full account of the relevant Conservation Area Appraisal.**

### **REASONED JUSTIFICATION**

- 6.19.1 The two Conservation Areas are important elements in defining the character and the environment of Barking Town Centre and in Spring 2009 the Council adopted Conservation Area Character Appraisals for both of them. These appraisals will inform Council decision making about protecting and enhancing the Conservation Areas.
- 6.19.2 The Abbey Road Riverside Conservation Area is small but it contains buildings of great historical importance to the former role of Barking as a leading fishing port in the nineteenth century and then as a centre for brewing. The Malthouse and the Granary are both locally listed buildings and this together with the riverside setting gives it potential to be an integral part of the regeneration of the town.
- 6.19.3 The Abbey and Barking Town Centre Conservation Area is much larger and, as well as Abbey Green and Town Quay, contains much of the town centre. Its boundary was extended by the Council in April 2009 as a result of the character appraisal and in order to ensure that it adequately protects all of the historic parts of the town centre. The boundary encompasses all of the buildings of historic and architectural interest that also logically read as part of the commercial character and appearance of the town centre.
- 6.19.4 The Barking Abbey ruins are an Ancient Monument Site. There is one listed building of grade I importance –the parish church of St Margaret’s in the Broadway, two buildings of grade II\* importance –the Curfew Tower in the Broadway and the Magistrates Court in East Street and five grade II listed buildings. In April 2009 the Council added a number of buildings to the list of

buildings of local interest, which, although they do not meet the criteria for statutory listing, are nevertheless worthy of protection and preservation.

- 6.19.5 The policy has strong links to the intention to develop heritage based tourism in the Plan area which is set out under Policy BTC18 as well as positive implications for the character, environment and image of the town centre. The extension of the Conservation Area and the protection and enhancement of listed buildings (both statutory and local) will give an added emphasis to the Council's ambition to drive up design quality in the town centre. Developers bringing forward proposals for shopping floor space are urged to take account of the English Heritage document: "Retail Development in Historic Areas".
- 6.19.6 The whole of the AAP lies within an Area of Archaeological Significance, developers should take into account the archaeological significance of sites and take appropriate measures to safeguard that interest.
- 6.19.7 In accordance with Policy BTC17 any proposals for tall buildings must conserve or enhance the significance of the area's heritage assets and its setting such as listed buildings, Schedule Ancient Monuments, the Abbey Road Riverside and Abbey and Barking Town Centre Conservation Areas. This includes other townscape features of local distinctiveness and heritage value. Key views, which are set out in the Abbey Road Riverside and Abbey and Barking Town Centre Conservation Area Appraisals must also be taken into account.

The main views include:

- The main view of the Malthouse south from the Mill Pool.
- 360 degree views from junction of Station Parade, London Road and Ripple Road, north along Station Parade, east along Ripple Road and west along Linton Road.
- From Town Quay across Abbey Green towards St Margaret's Church and Barking Town Hall.
- From the front of the Curfew Tower along East Street.
- From the Ripple Road entrance of Vicarage Fields shopping centre to the Police Station and JD Sports.
- The view from in front of the National Westminster Bank (East Street) towards the Curfew Tower, this gives a glimpse of the Abbey Green area and a hint of the Abbey beyond.

Longer views include:

- From the A406 across Town Quay towards St Margaret's Church and the Town Hall.
- From the Mill Pool west towards Canary Wharf and south east towards Shooters Hill.
- From the bridge on the A13 which crosses the River Roding towards the town centre and the clock tower.

## **Objective 6: Parks and Open Spaces**

### **POLICY BTC20: 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 (as defined on the Inset Proposals Map) 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 (as defined on the Inset Proposals Map) in order that it functions as part of the play space provision for Northbury Primary School, the Abbey Children's Centre and the King William Street Quarter development (see BTCSSA4).
- Include a communal open space and children's play areas within the King William Street Quarter development (see BTCSSA4).
- Require other major housing developments, where appropriate, to provide adequate on-site open spaces and play areas or developer contributions towards off-site provision of public open space and/or improvement of existing spaces (see Core Strategy CM3).
- 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 and open spaces also softens the environment, and provides pleasant routes for pedestrians and cyclists.

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

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

## **REASONED JUSTIFICATION**

- 6.20.1 The Plan area contains few parks and public open spaces and, as a result, there are areas within the AAP boundary that have deficient access to local parks and/or small local parks. Undertaking work to the Quaker Burial Ground to make it into a local park and providing new and additional local park space within the creation of the new Gascoigne neighbourhood will help to overcome these deficiencies as will the Council seeking to secure the provision of additional small local parks and open spaces in areas of deficiency through developer contributions.
- 6.20.2 Quantitative deficiency is not, however, the sole problem. The quality of the existing parks and open spaces is not high and this needs to be addressed. The works to the Quaker Burial Ground and the insistence on any new areas of open space in the Gascoigne Estate and elsewhere in the AAP area being of high quality will assist, but the most significant improvements will be made in respect of Abbey Green (see BTCSSA8).
- 6.20.3 Tree planting will form one significant element of the improvements to open spaces and to the development of the “green streets” that will link them. In addition, the Council wishes to increase tree planting generally within the Plan area and will prefer the use of native species.
- 6.20.4 Accordingly, the Council will work in partnership with developers and funding agencies to increase green space and tree planting within the AAP area. Developers will, where appropriate, be expected to contribute towards programmes of tree planting in the sites they are developing, the town centre generally and particularly along thoroughfares and, where appropriate, along the banks of the River Roding.

### **POLICY BTC21: RIVERSIDE DEVELOPMENT AND INFORMAL LEISURE**

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

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

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

**In all development proposals and in respect of any related new bridges across the river, the Council will require that full account is taken of the need to provide and maintain adequate flood protection, plan for the likely**

**impacts of climate change and deliver more sustainable measures to reduce flood risk. In addition proposals must protect/enhance the biodiversity importance of the river and its banks and not prejudice the navigability or conservancy of the river.**

## **REASONED JUSTIFICATION**

- 6.21.1 It is important that the publicly accessible banks of the River Roding should be protected and enhanced in the same way as they offer very significant opportunities for informal leisure to the local population. The Council wishes to see a continuous riverside walk from the Millpond at the north down to Handtrough Creek at the south.
- 6.21.2 Many sites with frontages to the River Roding are likely to be brought forward for development during the Plan period. This policy is designed to avoid any potential for these to disrupt public access but rather to ensure that they incorporate open spaces and improve both the connectivity and quality of riverside paths in order to ensure good access to informal leisure both for residents and occupiers of the proposed developments and for the wider community.
- 6.21.3 Public spaces should be organised around and towards the river and be linked by the riverside paths which themselves are likely to be a mixture of hard and soft surface treatments, responding to the character of their immediate environments. Soft banking and landscaping can increase the wildlife capacity of the river and reduce the risk of flooding. Further guidance about where hard and soft treatments may be appropriate can be gained from the non-statutory River Roding Masterplan produced by the London Thames Gateway Development Corporation.
- 6.21.4 These enhancements have, therefore, the capacity to provide an important recreational resource, an important wildlife habitat and a significant contribution to the improvement of what is currently a somewhat degraded public realm. In doing so it also provides an attractive setting for the development sites along the river, better integrates the sites on the west bank of the river with the town centre and thus improves the prospects of these significant regeneration opportunities being taken up.
- 6.21.5 More guidance on water space management plans is provided in the Barking Town Centre AAP Urban Design Guidance SPD.

## Objective 7: Sustainability

### **POLICY BTC22: SUSTAINABLE ENERGY**

**The Council will support and, as necessary, facilitate the provision of the underground pipes and other related infrastructure to implement the district heating network as part of the London Thames Gateway Heat Network.**

### **REASONED JUSTIFICATION**

- 6.22.1 The Council aspires for Barking Town Centre to be an environmental exemplar and one that will raise the quality of life for the local community now and in the future. This policy together with other policies of the AAP on issues such as sustainable transport and urban design and Core Strategy policies that will apply in the AAP area on issues such as climate change, flood management and sustainable waste management will assist in meeting this aspiration.
- 6.22.2 Barking Town Centre was designated as an Energy Action Area under the Energy Action Areas programme launched by the GLA in 2005. In 2009 Barking Town Centre was re-classified a mayoral Low Carbon Zone. The purpose of Low Carbon Zones is to achieve carbon reduction targets through joint working between the local authority, the community and developers.
- 6.22.3 An Implementation Plan for Barking Town Centre Energy Action Area Low Carbon Zone included plans for a new town centre community heating network. The Implementation Plan was developed in 2006 and provides the evidence to demonstrate that by connecting to this network, developments will achieve an immediate 22% carbon reduction beyond Building Regulations.
- 6.22.4 The London Development Agency (LDA) is developing a sustainable district energy system referred to as the London Thames Gateway Heat Network. It is a planned hot water transmission network which will connect homes, businesses, schools, hospitals and buildings throughout the London Thames Gateway. The LDA produced a map in 2008 illustrating the proposed core of the Network. South Dagenham, Barking Riverside and Barking Town Centre are shown on this map as destinations where the network will reach and where future development proposals are to provide heatloads.
- 6.22.5 The Council is working with developers to ensure heating systems within developments are technically compatible with the wider community heating plans and have produced technical specifications for developers to follow. The document 'Community Heating Technical Specifications for Barking Town Centre Energy Action Area: Developers Guidance' is available to view on the Council's website.

## Objective 8: Developer Contributions

### **POLICY BTC23: DEVELOPER CONTRIBUTIONS**

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

- **Abbey Green – repair of heritage assets and improvement of interpretation facilities for heritage assets (see Policy BTC6 and BTCSSA8).**
- **Abbey Road Home Zone (see Policy BTC8).**
- **Car parking Variable Message Signing project – initial provision and ongoing management (see Policy BTC12).**
- **Climate change adaptation measures such as green roofs.**
- **East London Transit and the Barking to Royal Docks Bus Corridor (see Policy BTC7) and the transport interchange at Barking Station (see BTCSSA3).**
- **Policing throughout the town centre and/or new, improved or replacement court facilities.**
- **Public realm improvements (including high quality public art) – initial provision and ongoing management.**
- **Renewable energy sources and supporting the combined heat and power network (see Policy BTC22).**
- **Riverside walk (see Policy BTC21).**

The Council recognises that a development will only come forward when it is viable and will consider the effect of contributions on scheme viability.

### **REASONED JUSTIFICATION**

- 6.23.1 The Council has set out in Policy CC4 of the Core Strategy its policy regarding the circumstances in which it will seek Section 106 contributions from developers and lists a number of priorities for developer contributions. This policy will apply across the whole Borough, including the AAP area. The London Thames Gateway Development Corporation has also adopted its own Planning Obligations Community Benefit Strategy which sets out mechanisms for pooling contributions on a London Riverside and Lower Lea Valley basis.
- 6.23.2 Accordingly, the AAP does not attempt to suggest a different policy approach but, instead, sets out some priorities for developer contributions that are specific to the AAP area and which the Council and LTGDC will consider when making decisions about developer contributions.

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

## 7 Site Specific Allocations

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

### **BTCSSA1: LONDON ROAD/NORTH STREET**

Location	The site (as defined on the Inset Proposals Map) is in the middle of the town centre and is bounded on three sides by London Road, North Street and East Street. The eastern boundary is formed by existing commercial premises in East Street and London Road.
Size	1.3 hectares
Timescale	Work on site to implement Phase 1 of the Scheme started in 2010. The Skills Centre is expected to become operational during 2011/12. The completion and occupation of the large food/non food store, other retail units, final market square, new housing and the extension to the Methodist Church is expected in 2012/13.
Implementation	The Homes and Communities Agency and the London Thames Gateway Development Corporation have assisted the Council in both property acquisition costs and in part funding the preparation of the masterplan for the site which has formed the basis for the Site Specific Allocation. Further funding for the implementation of the Skills Centre will be provided by the Learning and Skills Council and the Department for Children, Schools and Families.  The scheme will be delivered by the Council in partnership with a large retail operator.
Flood Zone	1
PTAL	6
Indicative Capacity	A large food/non food store of up to 4,500 sq. m. together with individual A1 and A3 units. Up to some 200 new homes, a further education facility of some 4,500 sq. m. and a 310 space

	car park.
Existing Uses	<p>The ground floors of all 3 frontages are in mixed commercial uses with a predominance of A1 and A3 uses. Upper floors are in residential, storage or office uses although the upper floors of the London Road (no 37-57) and North Street (no 14-42) frontages are vacant, following decanting of Council tenants during 2007.</p> <p>The East Street shops form one of the primary shopping frontages of the town centre. The Methodist Church fronts onto London Road whilst the heart of the site is occupied by a few small scale commercial uses to the rear of the shops and a Council owned pay and display surface car park.</p>
Proposed Uses	<ul style="list-style-type: none"> <li>• A large food/non food store together with a number of individual A1 and A3 units.</li> <li>• New homes.</li> <li>• A skills centre for young people and adults</li> <li>• Shoppers car park.</li> <li>• New market square to accommodate stalls relocated because of East London Transit.</li> <li>• Extension to the existing Methodist Church to improve facilities</li> <li>• Green open space.</li> </ul>
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Takes full account of the Abbey and Barking Town Centre Conservation Area Character Appraisal and, in particular, respects and enhances the setting of the nearby Magistrates Court listed building and the heritage assets opposite on Abbey Green.</li> <li>• Ensures a high quality public realm throughout the scheme but particularly for the new market square by landscaping and use of the Barking Code for hard surfaced areas.</li> <li>• Provides active frontages at ground floor fronting onto the Market Square.</li> <li>• Restricts building heights to a maximum of 10 storeys at the junction of London Road and North Street.</li> <li>• Encourages use by non car borne shoppers by incorporating good pedestrian linkages to bus stops in London Road and North Street.</li> <li>• Improves pedestrian routes between London Road and East Street.</li> <li>• Will not have unacceptable impacts on bus operations or journey times.</li> </ul>

	<ul style="list-style-type: none"> <li>• Will not have unacceptable traffic impacts on the strategic and /or local highway network and is accompanied by any necessary improvements to the local road system such as alterations to the North Street/London Road junction.</li> </ul>
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## REASONED JUSTIFICATION

- 7.1.1 The site is well located in the heart of the town centre but is not fulfilling its potential either in terms of the uses it accommodates or the contribution it makes to the environment and image of the town centre. The quality of the existing shopping is relatively poor, even on the East Street frontage and there is, consequently, little to draw shoppers to this part of the town. The middle of the site behind the commercial frontages is of a very low environmental quality with poorly surfaced car parks, poor building stock, untidy rear extensions and abandoned buildings.
- 7.1.2 The 2009 Barking Retail Capacity Study has identified the need for additional shopping floorspace and this is the only site of sufficient size within the town centre to accommodate a large food/non food store. Such a store will do much to improve the quality of shopping in this part of the town centre, will improve shopper footfall and may, therefore, be the springboard for improvement to the shopping in the rest of the street block not directly affected by the proposal.
- 7.1.3 Because any scheme will need to include well designed buildings and a very high quality public realm including the new market square and green space associated with the housing, it will have the potential to make a major transformation to the environment of the area and thus, once again, be the springboard for further private sector investment in the rest of the street block.
- 7.1.4 The residential element of the scheme will make a significant contribution to meeting the AAP housing target of some 6,000 additional homes.
- 7.1.5 There is an identified need for a skills centre for young people and adults in the Borough since measures to raise educational attainment and provide training opportunities for local people are important in enabling them to better compete for the jobs which the AAP seeks to stimulate in the area. The London Road/North Street site is well placed to accommodate such a use because of its very good public transport accessibility and the fact that it has the ability to provide practical work opportunities for students in one of the retail/commercial units within the scheme.
- 7.1.6 The Methodist Church building is of insufficient size to deliver everything they wish to do and accordingly they require an extension to it. This extension will be provided as part of the overall scheme whilst the remainder of their site is incorporated into the overall scheme.

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

## BTCSA2: FRESH WHARF ESTATE

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

	<p>and its phasing reflects the level of public transport accessibility of the site.</p> <ul style="list-style-type: none"> <li>• Vehicular access is taken from the A406.</li> <li>• It utilises the River Roding as an informal leisure and amenity asset, minimises any risk of its pollution and enhances its ecological value.</li> <li>• It provides a pedestrian and cycle route along the river.</li> <li>• It accommodates the route of and a bridge across the River Roding for the Barking to Royal Docks Bus Corridor.</li> <li>• It improves links to Barking Town Centre by accommodating the landing of a pedestrian/cyclist bridge across the River Roding linking to the Cultural Industries Quarter.</li> <li>• It potentially, includes a tall building but only if it is of exemplary design, is located at the northern end of the site and it fully respects the significance and setting of the adjacent Abbey and Barking Town Centre Conservation Area and the grade II listed Granary on the Town Quay. It must also respect the amenity and biodiversity value of the river.</li> <li>• It includes area(s) of open space and children’s play space to serve the new residential community.</li> <li>• It makes provision for the rationalisation and improvement of boat moorings with improved servicing facilities.</li> <li>• It demonstrates to the Council and the Environment Agency’s satisfaction (through the submission of a detailed flood risk assessment and the implementation of any necessary prevention or mitigation measures) that it will reduce the flood risk and the potential intensity of flooding both within the scheme and in the local area.</li> </ul>
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**REASONED JUSTIFICATION**

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

7.2.2 This allocation responds to the Core Strategy’s statement that this part of the site “is better suited to residential/mixed uses”. The allocation assists in meeting the targets for additional housing within the town centre area, assisting the regeneration of the waterfront and will also generate significant improvements to the environment, character and image of the area. Additionally, the redevelopment of the southern part of the Estate Fresh Wharf site that has already taken place as Muirhead Quay will generate more jobs than the low

grade storage and industrial uses did on the whole of the site as the employment density of the new modern units is significantly higher.

- 7.2.3 The housing element of the scheme will make a useful contribution to meeting the AAP housing target of some 6,000 additional homes.
- 7.2.4 Public transport accessibility levels on the site are currently not very high and therefore to sustain the high densities that are proposed, it will be essential that the construction of the Barking to Royal Docks Bus Corridor (see Policy BTC7) is secured.
- 7.2.5 Any scheme should provide a range of complementary facilities for the occupants of the new homes, including local convenience shopping, cafes, restaurants, open space including children's play spaces as well as community uses such as a crèche and flexible community hall space.
- 7.2.6 Any commercial elements should be located to provide a potential synergy with the Cultural Industries Quarter on the east bank of the river or with the Town Quay area.  
Neighbourhood retail and food and drink uses provided adjacent to Town Quay, will create a lively and interesting environment, promoting local economic vitality and viability and promoting active frontages and movement within the public realm. Any retail floor space provided on the site must be in the form of small local shops to serve the needs of the immediate surrounding community and not in itself become a retail destination.
- 7.2.7 The principle of a tall building on the Fresh Wharf site may be acceptable as long as it conserves or enhances the significance of the areas heritage assets. Such development has the potential to create a landmark and act as a catalyst for regeneration enabling a visual connection between the River Roding and Barking Town Centre.
- 7.2.8 The site is very important in terms of realising the Council's ambition of the creation of a continuous riverside walk from the Millpond at the north down to Handtrough Creek at the south (see Policy BTC21). It currently forms a barrier to those wishing to travel north south along the river walk and there is currently no access to the river along the site. Any scheme must overcome this by the provision of a pedestrian and cycle route alongside the river as well as a pedestrian and cycle bridge linking the development to the Shariston Wharf part of the Cultural Industries Quarter and from there with Abbey Green and the town centre.

### BTCSA3: BARKING STATION

Location	The site (as defined on the Inset Proposals Map) forms the north east quadrant of the town centre. It is bounded to the west by Linton Road, to the east by the Northern Relief Road and contains not only the existing station itself but premises on both sides of Station Parade, Longbridge Road and Wakering Road
Size	7.9 hectares
Timescale	It is expected that the improved station will be completed by 2014 and the housing is expected to be delivered in a phased manner between 2013/14 to 2016/17. The timing of the commercial elements of the allocation is expected to be in much the same time frame although they may take longer to complete. More detail will be given in the Barking Station Interchange Masterplan SPD.
Implementation	<p>The Council, LTGDC, Transport for London and the public transport operators will all be involved in the planning, funding and implementation of the transport infrastructure elements of the overall scheme whilst the private sector will deliver the commercial and residential development elements.</p> <p>The Council has, together with LTGDC, commissioned the production of a master plan for the site which will be adopted as a Supplementary Planning Document. The masterplan will provide the details of the phasing, funding and implementation of the overall scheme.</p>
Flood Zone	1
PTAL	6
Indicative Capacity	Although the Barking Station Interchange Masterplan SPD will refine these figures, the site can accommodate up to some 600 new homes, some 7,000 sq. m. (net) of shopping and some 30,000 sq. m. of offices.
Existing Uses	Mixed uses including railway station, bus stops and taxi rank retail, residential, and commercial.
Proposed Uses	<ul style="list-style-type: none"> <li>• Improved transport interchange</li> <li>• Shops, restaurants, cafes</li> <li>• Office and other commercial uses including leisure</li> <li>• Hotel</li> <li>• New homes</li> </ul>
Design Requirements	A scheme or schemes providing these uses will be encouraged and permitted provided that it:

	<ul style="list-style-type: none"> <li>• Respects and conserves the scale, height and setting of the existing grade II listed station building and the grade II listed Baptist Tabernacle and the character and setting of the Abbey and Barking Town Centre Conservation Area.</li> <li>• Sites on or immediately adjacent to the station concourse are not suitable for tall buildings, taking into account CABE and English Heritage 'Guidance on Tall Buildings' (2007), in order to respect the historic significance and setting of the grade II listed station building.</li> <li>• Any tall buildings are of the highest design quality.</li> <li>• Takes account of structural capacity of the Station Road bridge over the railway.</li> <li>• Promotes and intensifies retail, employment, leisure and residential uses and opportunities for mixed-use development.</li> <li>• Enhances public realm and provides strong and attractive arrival to the town centre.</li> <li>• Incorporates the route of and facilities for East London Transit and the Barking to Royal Docks Bus Corridor, including a standing area for ELT Phase 1b and BRDBC vehicles.</li> <li>• Improves bus stop arrangements and provides bus standing room and associated driver facilities.</li> <li>• Creates improved passenger entrances to the station in order to reduce peak hour congestion.</li> <li>• Resolves the current conflicts between those accessing the station and passengers waiting for buses.</li> <li>• Rationalises the arrangements for taxis.</li> <li>• Improves access to the station for people with disabilities.</li> <li>• Improves pedestrian links to residential areas and the rest of the town centre, possibly by new entrances such as from Wakering Road.</li> <li>• Improves personal safety by increasing natural surveillance of walking routes and introducing additional security measures such as CCTV.</li> <li>• Offers safe and direct cyclist access to the station from the surrounding area and provides covered and secure cycle parking.</li> <li>• Incorporates sustainable urban drainage techniques to minimise surface water run off and improve water quality.</li> </ul>
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## REASONED JUSTIFICATION

- 7.3.1 Barking Station is the major gateway into the town centre and provides the first impression of the centre to the large numbers of people who use it including visitors to the town. However, currently the station is failing Barking since:
- The station layout is inadequate in many respects, interchange arrangements need improving and the station is already operating at or close to full passenger capacity in peak hours.
  - The commercial, and particularly the retail uses, which surround the station are of very poor quality in both visual/architectural and shopping terms.
  - The public realm outside the station is degraded by poor design and materials and this is exacerbated by its lack of capacity to accommodate the very large numbers of people using it.
- 7.3.2 The Council and its partners (London Thames Gateway Development Corporation, Network Rail and the various public transport operators) are committed to transforming the station and its surrounding area so that it can operate as a best practice transport interchange, can contribute to the retail and commercial regeneration of the town centre and present a positive and attractive environment and image for people arriving and departing.
- 7.3.3 The internal layout of the station with its narrow entrances from Station Parade, the retail concessions on the passenger concourse and the narrow set of ticket barriers all contribute to the passenger congestion which needs to be addressed, particularly in the light of the additional passengers likely to be generated by the significant numbers of new homes to be built in the surrounding area and the increases in public transport use likely to be engendered by the introduction of East London Transit and its interchange at Barking Station. Any remodelling of the internal layout will also need to address the substandard access from the passenger concourse to the train platforms for disabled people.
- 7.3.4 The quality of the interchange experience for passengers also needs to be addressed. Immediately outside the station exits are a number of bus stops and there is significant conflict between the movements of those entering and exiting the station and those queuing to catch a bus on the narrow and inadequate forecourt/pavements there. This conflict is further exacerbated by conflicts between the buses accessing the bus lay-by and stops and taxis entering, waiting at and exiting from the immediately adjacent taxi rank. This gives force to the arguments for reworking the interchange, incorporating better integrated facilities between different transport modes and possibly including a bus station within the scheme which would also assist the considerable levels of bus to bus interchange that happens within the town centre, not always at adjacent stops. The case is further strengthened by the fact that Stage 1b of East London Transit will require waiting space at the station since it begins and completes its route there and the same will be true of the Barking to Royal Docks Bus Corridor (BRDBC) if it is implemented.

- 7.3.5 On exiting the station passengers and visitors first impression of the town centre is given by the very poor shopping in Station Parade which is dominated by hot food take-aways and, apart from Vicarage Field, contains no substantial shopping whatsoever. The commercial uses here should give a sense of arrival and excitement but they do the opposite. This is an area at the heart of the town centre and one with first class public transport accessibility. For these reasons it is seen as an area which can and should accommodate additional and better quality shopping (see Policy BTC1), office uses (see Policy BTC4), a hotel (see Policy BTC5) and commercial leisure/evening economy uses such as a small cinema or a bowling alley.
- 7.3.6 The area can accommodate significant levels of additional high density housing which will help the AAP to meet the housing target of some 6,000 additional homes set out in the LDF Core Strategy as well as, potentially, providing a site to meet the need for the new and larger Magistrates Court identified in Policy BTC15.
- 7.3.7 The Council will require a scheme of very high quality design in order to deliver the change of character, environment and image that it seeks. Tall buildings are not acceptable on or immediately adjacent to the station concourse. CABI and English Heritage 'Guidance on Tall Buildings' (2007) will be taken into account when considering development proposals for tall buildings in the site allocation area. All buildings should be of exemplary high design, take account of existing and other proposed tall buildings. Development should conserve or enhance the significance including the setting of the Barking Town Centre Conservation Area and views of the Town Hall tower.
- 7.3.8 Whilst this policy sets out the general nature of the uses that the Council expects, the transport improvements that are needed and the design considerations it will make, the Council considers that it is essential that each are not considered separately but are part of a comprehensive and unified approach. More detailed guidance is also required on each of these issues. Accordingly the Council has, together with LTGDC, commissioned the production of a master plan for the site and this will be adopted as a Supplementary Planning Document.

## BTCSSA4: THE KING WILLIAM STREET QUARTER

Location	The site (as defined on the Inset Proposals Map) is at the northern extent of the town centre, the site abuts the Northern Relief Road and is immediately to the west of the railway tracks.
Size	2.5 hectares
Timescale	The Business Centre will be ready for occupation in spring 2010. It is expected that 210 new homes will be ready for first occupation during 2010/11 and the remaining 250, together with the community uses, during 2011/12.
Implementation	<p>Funding from the DCLG/GLA Estate Renewal Grant, English Partnerships and the London Thames Gateway Development Corporation have assisted the Council in both property acquisition costs and the preparation of the masterplan for the site which has formed the basis for the Site Specific Allocation.</p> <p>The scheme will be delivered by the Local Housing Company which is a partnership between the Council and the private sector company First Base. The Business Centre, which has been funded by the Local Enterprise Growth Initiative (LEGI) and will be operated and managed by the East London Small Business Centre.</p> <p>The adjacent Working Men's Club is not included within the site and has permission for residential development. Its inclusion in the overall scheme would offer the potential for a comprehensive approach to the area and accordingly the design of the King William Street Quarter development allows for this to happen at a later date should the site become available.</p>
Flood Zone	1
PTAL	6
Indicative Capacity	A Business Centre of some 4,000 sq. m. together with some 460 new homes and associated community facilities.
Existing Uses	Now a cleared site following demolition in 2008 but formerly was a 1960's Council housing estate (called The Lintons) comprising 1 high and 2 medium height blocks and 256 homes together with the former Abbey Works factory.
Proposed Uses	<ul style="list-style-type: none"> <li>• Barking Business Centre</li> <li>• New homes</li> <li>• Community facility and corner shop</li> <li>• A new communal public space and a series of play spaces</li> </ul>

Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Ensures no overall loss of affordable housing.</li> <li>• Incorporates a community facility, a corner shop and some communal open space and children’s play areas.</li> <li>• Recreates the traditional street pattern and better connects the site to the surrounding area.</li> <li>• Improves the pedestrian subway under the Northern Relief Road</li> <li>• Provides some tall buildings.</li> <li>• Incorporates a Home Zone.</li> <li>• Provides reduced levels of car parking for housing and no parking for the Business Centre.</li> <li>• Ensures a high quality public realm through high quality amenity space and use of the Barking Code for landscaped areas.</li> <li>• Incorporates sustainable urban drainage techniques to minimise surface water run off and improve water quality.</li> </ul>
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## REASONED JUSTIFICATION

- 7.4.1 Built in 1962, the condition of the Lintons deteriorated and in 2008 the estate was demolished in order for the site to be redeveloped to provide new high quality homes for the community. The Lintons was then renamed the King William Street Quarter to provide a fresh start and a new identity.
- 7.4.2 The Business Centre will support business start-ups. Space will be provided on a short lease basis and will provide serviced accommodation with additional provision for reception and communal facilities including meeting rooms, break-out areas, and a ground floor cafe. Within the office space the individual units will be flexible to allow the space to change as the businesses grow and develop.
- 7.4.3 The inclusion of the community facility within the scheme is an example of the Council implementing AAP Policy BTC15 and the provision of communal open space is in line with AAP Policy BTC20. Because the GLA play space standards cannot be met within the development itself, the Victoria Gardens open space on the north side of the Relief Road will be improved in order that it can act as further play space. Such use underlines the importance of improving the pedestrian subway under the Northern Relief Road.
- 7.4.4 The requirement that no affordable housing be lost in the scheme means that, if 460 is the number of units achieved, 50% of the new homes will need to be in affordable tenures to replace the 233 flats that were rented from the Council in the Lintons.

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

## BTCSSA5: AXE STREET/ABBEY SPORTS CENTRE

Location	The site (as defined on the Inset Proposals Map) is the southern extent of the town centre, has the Town Hall and the Barking Learning Centre adjacent to the north and is bounded to the south by St Paul's Road.
Size	0.85 hectares
Timescale	It is expected that development of the site will be completed by 2013.
Implementation	<p>The Council has prepared a brief in order to appoint a development partner to deliver a comprehensive mixed use scheme in line with the Site Specific Allocation.</p> <p>The Council intends to retain freehold ownership of the land. The car park would either be handed back to the Council on completion or subject to a 15/20 year management agreement/lease to the operator.</p>
Flood Zone	1
PTAL	6
Indicative Capacity	The car park will provide 250 spaces. The size of any commercial and leisure uses is being addressed in the Development Brief which the Council is preparing. Decisions on this will affect whether or not there is scope to include an element of housing within the scheme.
Existing Uses	Captain Cook Public House and car park, the Axe Street Drugs Project, Sure Start premises, Abbey Sports Centre and the temporary Wellington Street surface car park.
Proposed Uses	A mixed use development comprising improvements to the Abbey Sports Centre together with commercial and leisure uses such as a cinema, new homes and a multi-storey town centre car park.
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Provides active street frontages and vibrant ground floor uses.</li> <li>• Provides a creative design solution and iconic building.</li> <li>• In its building heights and design, respects and avoids adverse visual impacts on the nearby Town Hall and Broadway Theatre.</li> <li>• Allows for continuity of operation of the Abbey Sports Centre.</li> <li>• Ensures safety and security for car park users including</li> </ul>

	<p>the provision of CCTV.</p> <ul style="list-style-type: none"> <li>• Uses the Barking Code for associated public realm work.</li> <li>• Reflects the London Plan density of between 215 and 405 units per hectare in any housing element.</li> <li>• Includes an underground recycling bank within the scheme.</li> </ul>
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## REASONED JUSTIFICATION

- 7.5.1 The Axe Street area is a key location within the town centre. It is located adjacent to the civic core focused around the Town Hall, Barking Learning Centre, the Child and Family Health Centre and the Broadway Theatre.
- 7.5.2 The Council has invested considerable funding into The Broadway to create a modern and successful performance space. As well as providing an important resource for the Borough and the wider area, it also incorporates the Barking College Performing Arts course. To build on the success of The Broadway, the Council is keen to see further commercial and leisure uses to complement existing provision. This may be a suitable location for educational use to create synergy with existing uses within the Theatre, particularly as Barking College's Performing Arts Department are already located within The Broadway.
- 7.5.3 The Council will consider residential use, but only if space allows after provision for commercial and leisure uses is made. Because of this, no assumption about numbers of new homes on this site is included in the housing capacity estimates
- 7.5.4 The Abbey Sports Centre improvements will be planned to accommodate facilities and services which meet the growing demand from the existing population and from the additional residents which will be generated by the levels of housing proposed within the AAP area.
- 7.5.5 The site is currently in an important location for car parking, particularly for traffic entering the town centre from Ripple Road. However, the existing surface level car park is inadequate and further provision must be made to meet current and future need. Provision of a new multi-storey car park as part of a mixed use development on Axe Street provides a key opportunity to contribute to the regeneration of Barking Town Centre and serve the adjacent civic uses.
- 7.5.6 The car park should conform to the 'Safer Parking Scheme' in order to reduce crime and the fear of crime and CCTV should be employed to monitor vehicular and pedestrian movements which can both deter criminal activity, but also provide a sense of protection and security to users, both of which will encourage multi-storey use.
- 7.5.7 The Council will also wish to retain control of pricing and length of stay policies for the car park in order that it conforms to its policy of managing car parking to favour shoppers and other short stay visitor to the town centre (see Policy BTC12).

## BTCSSA6: THE GASCOIGNE ESTATE

Location	The estate (as defined on the Inset Proposals Map) is to the south of the town centre and is bounded by Abbey Road to the west, St Paul's Road to the north, King Edward Road to the east and the A13 to the south.
Size	35 hectares
Timescale	It is expected that the first demolitions will take place during 2009/10 with the first 100 new homes being ready for occupation in 2010/11. It is then expected that some 190 new homes will be built each year from 2013/14 to 2023/24, with the remainder of the new housing on the site being delivered beyond this time.
Implementation	<p>In early 2009 the Council finalised a high level Strategic Development Framework Plan for the regeneration of the Gascoigne Estate which it had commissioned in collaboration with the Homes and Communities Agency.</p> <p>This Development Framework Plan will be refined by a series of masterplans for distinct areas of the existing estate and/or distinct phases of the overall implementation.</p> <p>Three areas/phases have been broadly identified: that will be developed within the first 5 years, then the next 5 years and the third phase being an area that will develop in the last 5 years of the anticipated implementation period. Within each phase of development there will be sub phases to ensure that decanting and re housing of families and individuals within each phase is strategically planned for every sub phase.</p> <p>The Local Housing Company will be the key organisation in delivering the implementation of the proposals.</p>
Flood Zone	1/ 2 / 3a
PTAL	The level changes as one moves further south and away from the town centre/station. The majority of the area is Level 6 but this reduces to Level 2/3 at the southern end of the Site allocation.
Indicative Capacity	East Gascoigne can accommodate some 2,340 new homes with a net gain of some 570 units whilst the mainly infill schemes on west Gascoigne will add another some 280, meaning that the overall proposal should provide some additional 850 homes.

Existing Uses	Council housing estate of some 2,500 dwellings (predominantly flats and including medium and high rise blocks) built between 1966 and 1971. It includes a number of community facilities including a Primary School, a Health Centre and a Community Centre.
Proposed Uses	<ul style="list-style-type: none"> <li>• New homes</li> <li>• Inclusion of small scale commercial and/or community uses along the St Paul's Road frontages to provide vitality to the area, active frontages and an area of transition between the Gascoigne and the town centre</li> <li>• Additional primary educational facilities on the site of the Council Depot on the north side of the Shaftsburys.</li> </ul>
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Offers varying housing densities in line with the London Plan policies throughout the site with highest densities at the northern end closest to the town centre.</li> <li>• Involves no overall loss of social housing and provides 40% family housing.</li> <li>• Improves pedestrian permeability, removing the estate feel and particularly enhancing east-west routes and links to the Cultural Industry Quarter and the River Roding.</li> <li>• Any tall buildings are of the highest design quality and create safe and attractive spaces around their entrances.</li> <li>• It includes area(s) of open space and children's play space to serve the new residential community.</li> <li>• Creates smaller neighbourhoods and delivers a sustainable community through a more diverse housing mix.</li> <li>• Offers existing residents the opportunity to return to new homes in the area.</li> <li>• Downgrades the traffic function of St Paul's Road (including the possible conversion of the existing roundabout to a traffic light junction) in order to reduce severance and provide better integration between the Gascoigne and the town centre.</li> <li>• Implements traffic management measures (particularly in King Edward Road and Gascoigne Road) to deter extraneous traffic from using the area.</li> <li>• Addresses community safety and designing out</li> </ul>

	<p>crime</p> <ul style="list-style-type: none"> <li>• Provides a better relationship with the employment land at the southern end of the estate.</li> <li>• Facilitates better bus services including making provision for the Barking to Royal Docks Bus Corridor and ensuring traffic management measure are designed to enable effective bus access and usage.</li> <li>• Demonstrates to the Council and the Environment Agency's satisfaction (through the submission of a detailed flood risk assessment) that it will reduce the flood risk and the potential intensity of flooding both within the scheme and in the local area.</li> </ul>
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## REASONED JUSTIFICATION

- 7.6.1 Along with the physical regeneration of the estate, the Council wishes to build a mixed community, with a variety of tenures living in high quality homes of different sizes and type, supporting high quality local services and providing long term social and economic change. Key to the Council's vision is that the perception of Gascoigne as an Estate should disappear, with the area becoming simply integrated, as a largely residential area, within the overall regeneration of the town centre.
- 7.6.2 The Estate is divided into East and West Gascoigne by Gascoigne Road. There are some 2,260 homes, with just under 1,800 of these on East Gascoigne. Both areas have distinct differences in types of housing, occupancy and layout. The eastern area contains most of the current Estate's high rise blocks and is seen as the priority for regeneration.
- 7.6.3 The western area has less immediate need but needs to accommodate the alignment of the Barking to Royal Docks Bus Corridor (see Policy BTC7). It also needs to house an educational facility which will relieve some of the pressure on the currently overcrowded Gascoigne Primary School.
- 7.6.4 There should be a diverse range of housing types and choices, enabling residents to stay in the area as their needs and situations change. However, in line with Policy CC2 of the Core Strategy, the area is regarded as one where family housing is particularly appropriate and in which therefore 40% family housing should be sought.
- 7.6.5 Densities should be higher in the busier north east section adjoining the town centre and reduce progressively southwards towards fairly low densities in the quiet residential central area, closer to the Gascoigne Primary School. Similarly to the proposed density distribution, taller buildings should be located closer to the busier town centre, stepping down towards the centre of the estate, where buildings will be lower and the scale and density of development will drop.

- 7.6.6 A small component of mixed use development will be regarded as appropriate, particularly along the St Paul's Road frontage, where they can provide opportunities for local employment and businesses taking advantage of proximity to the town centre and other local amenities.
- 7.6.7 The estate has a cluster of community facilities within its centre and improving them and the connections to them will be crucial to the success of the new neighbourhood.  
In particular the existing Gascoigne Primary School is under severe pressure by accommodating many more pupils than it was designed and intended to teach. Whilst some of this pressure will be reduced by the re-use of the former Westbury Primary School just outside of the AAP area, further assistance will be given by the development of an educational facility on the former Council depot site on the north side of the Shaftsburys.
- 7.6.8 In line with Policy BTC20, a large central public open space should be provided within East Gascoigne and this should be connected by green streets to a network of smaller local area play spaces and public spaces and to the wider network of larger area wide open spaces, such as Abbey Green and Greatfields Park. This will help to promote a healthy and enjoyable living environment as well as supporting the Council's encouragement of walking (see Policy BTC10).
- 7.6.9 In line with Policy BTC8, the Council will wish to see the Gascoigne become a place where pedestrians and cyclists have priority over the private car; where walking is easy and where strong pedestrian links are made to the town centre, the River Roding and other local amenities.
- 7.6.10 As part of integrating the Gascoigne into the wider area the Council wishes to reduce the current severance from the town centre caused by St. Paul's Road and Abbey Road (see Policy BTC8). This may include reducing the width of the roads and giving them pedestrian priority status, replacing the roundabout at the St. Paul's Road/Gascoigne Road junction with a four way street junction in order to ease the movement to and from the town centre for pedestrians and cyclists and changing the gyratory system at the St. Paul's Road/Ripple Road junction to a T-junction.
- 7.6.11 It also wishes to eliminate the through-routes from the A13 to the town centre, and providing a dedicated HGV route for the industrial areas to the south of the estate would resolve rat-running and considerably reduce noise along Gascoigne Road and King Edward's Road.
- 7.6.12 This site falls within Flood Zone 3 and has been sequentially tested in accordance with Planning Policy Statement 25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council's document "PSS25 Specific Allocations 25 Sequential Test for Barking Town Centre Area Action Plan" for further information.

## BTCSA7: THE ABBEY RETAIL PARK

Location	The site (as defined on the Inset Proposals Map) is bounded by Abbey Road to the east, London Road to the north, the River Roding to the west and Town Quay to the south.
Size	3.6 hectares
Flood Zone	1 / 3a
PTAL	6
Existing Uses	Retail warehouse park with associated car parking and a small office block in the north east corner.
Proposed Uses	Acceptable uses on this site would be: <ul style="list-style-type: none"> <li>• New homes</li> <li>• Ancillary leisure use such as restaurants, cafes or bars and local shopping</li> <li>• A retail superstore (subject to the linked redevelopment of the existing Tesco site on Highbridge Road for residential use)</li> </ul>
Indicative Capacity	<p>The housing capacity of the site will depend on whether a retail superstore is to be provided. It is expected that, the site will accommodate some 1,000 new homes in a scheme that does not include the superstore. A scheme that does include a superstore would reduce the number of homes on the site itself but have the potential for some 1,400 new homes across both sites.</p> <p>Any ancillary local shopping/leisure uses will be small scale.</p>
Implementation	<p>The whole of the site is in private sector ownership. In 2009, the owners produced a masterplan for the site which reflected the land uses and design requirements of this allocation.</p> <p>The housing and commercial use elements of the allocation will be developed by the private sector.</p>
Timescale	It is anticipated that development will be phased and will be completed in the period 2013-2017.
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Will not have unacceptable traffic impacts on the strategic and /or local highway network.</li> </ul>

	<ul style="list-style-type: none"> <li>• Improves the public transport accessibility of the site by, for instance, changes to local bus routes and stops.</li> <li>• Improves pedestrian and cyclist access from the town centre, across Abbey Green and along the River Roding this may include enabling the provision of a new bridge across the River Roding.</li> <li>• Minimises any risk of pollution to the River Roding and enhances the informal recreational and biodiversity value of the riverbank by sympathetic handling of frontage to the river.</li> <li>• Delivers a residential development within the 140 – 355 units per hectare density range.</li> <li>• Provides a very high quality of design and layout that preserves or enhances the character of adjacent Conservation Areas, the setting of the adjacent Barking Abbey and the views from Abbey Green.</li> <li>• Demonstrates that any tall buildings are of the highest design quality.</li> <li>• Provides a heritage statement which evidences how the development preserves or enhances the character of the Conservation Area and enhances the setting of the listed buildings and Scheduled Ancient Monument.</li> <li>• Includes areas of open space/children’s play space to serve the new residential community.</li> <li>• Demonstrates to the Council and the Environment Agency’s satisfaction (through the submission of a detailed flood risk assessment) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area.</li> </ul>
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## REASONED JUSTIFICATION

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

7.7.2 Although the site is outside of the core town centre it benefits from having a central setting and is highly accessible to public transport. As such, it is considered that it is more suited to a high density residential development, with regard to the London Plan Density Matrix.

- 7.7.3 Because of the proximity of the heritage assets on Abbey Green and the proposed improvements to Abbey Green itself, the Council will require any scheme to provide a very high quality of design and layout. Within that, and in line with Policy BTC17, the Council will regard landmark tall buildings as appropriate at the northern end of the site to mark the western gateway entrance to the town centre. It may be that a tall building which can act as a signpost for River Roding from the town centre will be appropriate at the southern end of the site. However, this will need to be assessed against the impact on the adjacent Scheduled Ancient Monument, the Conservation Area, and views across Abbey Green toward the Town Hall Clock Tower and from Abbey Green towards the Town Quay and Granary building.
- 7.7.4 The site should also provide an attractive active frontage to Abbey Road and London Road and provide a pedestrian access from Abbey Road.
- 7.7.5 The Council understands that discussions have been taking place between the two landowners that separately own the Abbey Retail Park site and the Tesco site regarding the possibility of bringing both sites forward as a single or linked development.
- 7.7.6 For the reasons set out in the Reasoned Justification to Policy BTC1, the Council acknowledges the potential benefits of an approach to this site involving a reduction in the number of homes on the site but including the replacement of the existing Tesco store at the junction of London Road and the A406 with a larger store of some 7,500 sq. m. (net) on the Abbey Retail Park. This, however, would only be acceptable as part of a single or linked development of both sites which ensures that the existing Tesco site is used for residential development. In such circumstances, the same residential density and family housing requirements will apply to the Tesco site and it is considered that the single or linked scheme for both sites could deliver some 1,400 new homes.
- 7.7.7 The requirements for high quality design noted above will be especially important because of the location of a retail superstore in close proximity to the heritage assets on Abbey Green. The Council will expect a particularly high quality scheme that takes full account of and respects and enhances the setting of the heritage assets and will wish to involve English Heritage and CABI in the evaluation of any proposals. To this end, the Council would prefer the orientation and main frontages of the store to be towards London Road and the River Roding.
- 7.7.8 In line with Policy BTC17, the Council would be content with the provision of a well designed landmark tall building at the northern end of the existing Tesco site to mark the western gateway entrance to the town centre.
- 7.7.9 Although it may not affect the timing of the construction of the school and some of the free standing housing on the Abbey Retail Park part of the site, it is acknowledged that a single or linked development of both sites will take longer to implement. Since the provision of the new homes on the existing Tesco site

must await the demolition of the existing store, the new homes there are unlikely to be delivered until 2017/18 and 2018/19.

- 7.7.10 If a single or linked scheme for the redevelopment of both sites is to be implemented, the Council will require the provision of a new pedestrian/cycle bridge linking the two sites across the River Roding since this will improve pedestrian/cycle links to Abbey Green and the town centre. The Council will also wish to explore with the developers the physical and financial viability of such a bridge providing a vehicular link across the river in order that the superstore and the rest of the northern part of the existing Abbey Retail Park site can take vehicular access from Highbridge Road.
- 7.7.11 If built, the Council would not wish to see any vehicular connection between this access road and Abbey Road. Thus, the new access would help to reduce levels of traffic congestion on London Road between the A406 and the Lighted Lady roundabouts whilst not prejudicing the implementation of the Home Zone treatment of Abbey Road proposed by Policy BTC8.
- 7.7.12 In order to ensure that any proposal, whether for the Abbey Retail Park site alone or the two sites together, will not have unacceptable traffic impacts on the strategic and /or local highway network, the Council will require any proposals to be supported by a Traffic Impact Assessment.
- 7.7.13 This site falls within Flood Zone 3 and has been sequentially tested in accordance with Planning Policy Statement 25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council's document "PSS25 Specific Allocations 25 Sequential Test for Barking Town Centre Area Action Plan" for further information.

## BTCSSA8: ABBEY GREEN

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

	<p>linkages between the town centre and Town Quay and the historic riverfront.</p> <ul style="list-style-type: none"> <li>• High quality play opportunities.</li> <li>• Protection and improvement of any biodiversity value together with additional tree and shrub planting as well as herbaceous gardens.</li> <li>• Sustainable urban drainage techniques to minimise surface water run off and to improve water quality.</li> <li>• Top quality furniture including additional seating.</li> <li>• Lighting improvements.</li> <li>• Public Art.</li> <li>• Screening of the Abbey Retail Park site with trees and shrubs.</li> </ul>
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## REASONED JUSTIFICATION

- 7.8.1 Although Abbey Green is the most central open space in the town centre contains key heritage sites and buildings and is occasionally used for major events, it is an under-exploited and therefore underused resource with almost no provision of amenities such as sitting areas, sports spaces or play areas for children. Despite this, the green is valued by the local community and accordingly the Council will wish to balance the retention of the characteristics that give it this value with the need for it to become a prestigious town park with the church and the Abbey ruins as key features and better integrated into the town centre.
- 7.8.2 It is because of this, that community consultation will be an integral element of the design process.
- 7.8.3 Although Abbey Green is a space in its own right and needs to have its potential fully realised, it is also a key space in the Council and London Thames Gateway Development Corporation's strategic objective of establishing very strong functional, visual and pedestrian links between the town centre and Barking's historic river frontages. The site is also a key project in the East London Green Grid which aims to connect places of importance via green spaces. It will link one of the Mayor of London's 'lost rivers' (the Roding) to one of his 100 Public Squares (Barking Town Square).
- 7.8.4 In addition to its own qualities, the Council regards Abbey Green, together with the River Roding, as having the potential to be the unifying element between the major areas of change proposed by the AAP. The town centre and the western part of the Gascoigne Estate front onto Abbey Green; the Fresh Wharf Estate, the Cultural Industries Quarter and the existing Tesco site all have frontage onto the river whilst Town Quay and the Abbey Retail Park have frontages to both. The improvements proposed for both Abbey Green and the River Roding offer the prospect of the, predominantly housing, development envisaged for these sites being set within an integrated, high quality, natural and historic environment.

## BTCSSA9: THE CULTURAL/CREATIVE INDUSTRIES QUARTER (CIQ)

Location	The site (as defined on the Inset Proposals Map) lies immediately to the west of the Gascoigne Estate from which it is separated by Abbey Road. The River Roding forms the site's western boundary. Part of the site is within the Abbey Road Riverside Conservation Area and contains the Granary and the Malthouse locally listed buildings.
Size	1.45 hectares
Timescale	It is intended that the refurbishment and extension of the Malthouse and the Granary will be completed by 2010, some 200 new homes built in 2011/12 and a further 120 new homes in 2012/13. The remainder of the buildings and the pedestrian/cycle bridge are expected to be completed by 2013 and the public transport bridge by 2016.
Implementation	<p>Although the Cultural Industries Quarter has been a long standing aspiration of the Council and some of the earlier refurbishment of the Malthouse building was undertaken by the Council, the key implementing body will be the London Thames Gateway Development Corporation (LTGDC).</p> <p>LTGDC commissioned the River Roding Masterplan (September 2008) and a planning application for the majority of the site was submitted in November 2008. The Corporation has also acquired or is in the process of acquiring (either by negotiation or compulsory purchase) a number of pieces of land to implement the scheme.</p> <p>LTGDC are currently looking to identify and then appoint private sector partner(s) to undertake the development and to provide the ongoing management of the Cultural Industries Quarter.</p> <p>The Council and LTGDC are working with TfL to secure the funding for and the implementation of the Barking to Royal Docks Bus Corridor scheme which passes through the site and which is essential to its development along the lines set out in this Allocation. The route is depicted on the Inset Proposals Map and will be safeguarded for the duration of the Plan period. There will be a need for Section 106 contributions from the developer towards the cost of BRDT provision and particularly the funding for the public transport bridge across the river.</p> <p>The planning application approved in May 2009 does not cover the whole of the Site Specific Allocation as the LTGDC were unable to reach agreement about the</p>

	inclusion of the site of Sharleston Wharf to the north. This element of the Site Specific Allocation including the pedestrian bridge will be implemented independently and is, again, expected to be delivered by 2012.
Flood Zone	1/ 2 / 3a
PTAL	4 - 6
Indicative Capacity	320 homes and up to 3,500 sq. m. of office, cultural and creative industries and ancillary leisure/community uses.
Existing Uses	Predominantly existing and former low grade commercial and industrial uses and the now vacant site of the former Fishing Smack Public House, although parts of the Malthouse have already been refurbished and brought into use for cultural and creative industries purposes.
Proposed Uses	<p>A mixed use scheme comprising:</p> <ul style="list-style-type: none"> <li>• Workshops and studios for cultural and creative industries and an element of B1 office use, provided it is associated with and ancillary to cultural and creative uses.</li> <li>• Cultural and creative activities within Use Class D1 such as a museum, art gallery, exhibition hall or non-residential education and training centre.</li> <li>• Restaurant, pub, snack bar, cafe and/or wine bar, provided that they are ancillary to and do not dominate the cultural and creative uses.</li> <li>• New homes.</li> </ul>
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that it:</p> <ul style="list-style-type: none"> <li>• Is in character with the Abbey Road Riverside Conservation Area.</li> <li>• Facilitates improved public transport access to the area including accommodating the route of a new public transport bridge across the River Roding for the Barking to Royal Docks Bus Corridor.</li> <li>• Accommodates a new pedestrian and cycle bridge across the River Roding linking it to the Fresh Wharf site.</li> <li>• Provides a new public square within the scheme, a positive frontage to the river and high quality landscaping along Abbey Road.</li> <li>• Minimises any risk of pollution to the River Roding</li> <li>• Enhances the informal recreational and biodiversity value of the riverbank by sympathetic handling of the</li> </ul>

	<p>frontage to the river.</p> <ul style="list-style-type: none"> <li>• Facilitates public access to and along the river frontage.</li> <li>• Protects and enhances the historic Malthouse and Granary buildings.</li> <li>• Ensures the recording of any archaeological remains including any former ice houses.</li> <li>• Includes a creche.</li> <li>• Demonstrates to the Council and the Environment Agency's satisfaction (through the submission of a detailed flood risk assessment and the implementation of any necessary prevention or mitigation measures) that it will not increase the risk or the potential intensity of flooding both within the scheme and in the local area.</li> </ul>
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## REASONED JUSTIFICATION

- 7.9.1 Much of the site is currently in a tired, dilapidated condition and in their present condition the remaining heritage buildings do little to preserve or enhance the character and appearance of the Conservation Area. The current uses do not attract specific trips from the town centre and public access to the river in this location is very limited.
- 7.9.2 The mixed-use scheme envisaged by the Allocation based on cultural and creative industries and offices around a new public square and also incorporating a range of residential and public uses will help the area to become a hub of activity in its own right, and for a sense of place to be created. It will act as a significant focus for regeneration, both within the River Roding area and the wider Barking Town Centre area and will reinforce the connection between Barking Town Centre and the River Roding by encouraging permeability through the site towards both the established and the new developments and open up new areas of river frontage to public access.
- 7.9.3 The development of a cultural/creative industries quarter will contribute towards local distinctiveness and diversify the economic base of Barking, providing skills and employment opportunities and uses which can offer the opportunity for young people from the local community to work alongside industry professionals and service providers to learn more about the skills required and the career opportunities that are available will be particularly welcomed. The commitment to ensuring that the CIQ quarter and the workspaces provided are available to all sections of the community is underpinned by the requirement to include a crèche in order to meet the needs of single parent households who do not have access to affordable childcare provision.
- 7.9.4 It is possible that to support the establishment of the creative and cultural industries complex, other uses such as an element of B1 offices will be needed to help subsidise the creative industries elements. General commercial offices should be located in the town centre (see Policy BTC4) but an element of office

space associated with cultural or creative uses would be appropriate, particularly where it would support and contribute towards the success of the establishment of the Creative and Cultural Industries Quarter.

- 7.9.5 The housing provision will make a significant contribution to meeting the AAP housing target of some 6,000 additional homes.
- 7.9.6 The inclusion of small-scale A1 (shops) and A3 (cafe / restaurant etc) uses in the scheme is regarded as essential to the success of the Cultural Industries Quarter as they will complement the mix of uses and provide facilities for those working at and visiting the site. They will also help to create a destination, to guarantee use of the public space and to animate building edges.
- 7.9.7 The inclusion of the public transport bridge is important to the regeneration of the Roding Valley and the wider area. It was originally conceived as carrying East London Transit Phase 2 (ELT2) which was, in strategic terms, to link Barking Town Centre to the proposed Thames Gateway Bridge and which, in more local terms, greatly improved the public transport accessibility of sites such as the Cultural Industries Quarter and the Fresh Wharf Estate.
- 7.9.8 Phase 2 of ELT was omitted from the 2008/09 Transport for London Business Plan. However the Council still believes that such public transport improvement is essential both because of the local accessibility benefits but also because of the sub-regional benefits that can still be obtained through links to City Airport and to Custom House with interchange to Crossrail. The Council is, therefore working with the London Thames Gateway Development Corporation and Transport for London to deliver the Barking to Royal Docks Bus Corridor (BRDBC).
- 7.9.9 Although the public transport bridge should include provision for pedestrian and cyclist crossing of the river, this will not be sufficient to attain the level of connection across the river necessary to fully integrate the west side of the River Roding and the Fresh Wharf development into the wider Barking Town Centre area, particularly in the short term since it is not expected to be in place before 2016. The second bridge within the Site Specific Allocation, which as it will be only for pedestrians and cyclists can be constructed more quickly and more cheaply, will be located further to the north, landing within the Shariston Wharf element of the CIQ.
- 7.9.10 Apart from its historic significance the current townscape value of the CIQ is very low and would be greatly enhanced by a high quality scheme which included sympathetic refurbishment of and extension to the Malthouse and Granary Buildings. It is acknowledged that a successful and thriving cultural industries quarter can make a very significant contribution to the regeneration of the riverside area and Barking Town Centre. On this basis, it is likely that well-designed and appropriate tall buildings could be acceptable on this site.
- 7.9.11 This site falls within Flood Zone 3 and has been sequentially tested in accordance with Planning Policy Statement 25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment

to complete part c) of the Exceptions test. Developers should refer to the Council's document "PSS25 Specific Allocations 25 Sequential Test for Barking Town Centre Area Action Plan" for further information.

## BTCSA10: VICARAGE FIELD

Location	The shopping mall (as defined on the Inset Proposals Map) has shopper entrances onto Station Parade almost opposite Barking Station and onto Ripple Road.
Size	2.4 hectares
Timescale	The development is expected to be completed in 2012/13
Implementation	The shopping centre is privately owned and it is expected that the owners will implement the scheme themselves.
Flood Zone	1
PTAL	6
Indicative Capacity	Some 2,500 sq. m. (net) of retail floorspace and 250 homes.
Existing Uses	Covered shopping mall with associated car park.
Proposed Uses	Additional shopping floor space and some 250 new homes.
Design Requirements	<p>A scheme providing these uses will be encouraged and permitted provided that:</p> <ul style="list-style-type: none"> <li>• It reviews car parking provision and servicing arrangements to encourage a more efficient use of the site and a reduced impact on the local road system.</li> <li>• The Station Parade facade provides a fitting response to its location opposite Barking Station.</li> <li>• The quality of pedestrian movement through both the shopping centre itself and St Awdrey's Walk is improved.</li> <li>• It addresses the need for enhanced integration of the scheme into the town centre.</li> <li>• A sympathetic relationship with the houses in Vicarage Drive is provided and residents' environment protected.</li> <li>• Conserve or enhance the significance including its setting of St Margaret's Vicarage (Cosco House), a grade II listed building.</li> <li>• Conserve or enhance the significance including its setting, and views in and out of the Abbey and Barking Town Centre Conservation Area.</li> </ul>

## REASONED JUSTIFICATION

- 7.10.1 Vicarage Field is at the heart of the shopping centre with access from Station Parade and Ripple Road. It is, therefore, well located to provide part of the additional floorspace identified as necessary by the Retail Capacity Study. There is scope to improve the existing centre by creating a more attractive shopping environment as well as by creating larger shop units and attracting higher end retailers.
- 7.10.2 Whilst they are not an essential element of any scheme, the Council would encourage the exploration of opportunities for, and will be content to allow, the inclusion of appropriate leisure uses.
- 7.10.3 The residential element of the scheme will make a significant contribution to meeting the AAP housing target of some 6,000 additional homes.
- 7.10.4 Because the frontage to Station Parade is very high profile and is the first view of the town centre that people arriving by train get, the Council will require a scheme of very high quality design that delivers a significant improvement in townscape. The Council considers this to be a location close enough to Barking Station to be suitable to include a particularly tall building on the Station Parade frontage (see Policy BTC17).
- 7.10.5 The current arrangements for servicing and car park access to the existing shopping mall are poor and they contribute to congestion outside Barking Station. In order to reduce that congestion, any scheme will need to rationalise these arrangements by, for instance, ceasing to take access to the car park from Station Parade.
- 7.10.6 The current pedestrian route through the centre is somewhat convoluted and does little to integrate the centre into the wider town centre. St Awdrey's Walk which runs alongside the centre and offers access from the Station to the residential areas off Ripple Road is poor both in terms of its environment and fear of crime issues. The Council would expect to see any scheme seek to bring improvement to both issues.

**BTCSSA11: A13 FRONTAGE AROUND GASCOIGNE ROAD AND KING EDWARD ROAD**

Location	The site (as defined on the Inset Proposals Map) is the north side of the A13 around Gascoigne Road and King Edward Road
Size	2.67 hectares
Timescale	Scheme expected to be completed in 2013/14.
Implementation	Implementation will be through a partnership between the Council and the private owner of the majority of the commercial premises which front onto the A13.
Flood Zone	3a
PTAL	2 / 3
Indicative Capacity	Some 250 new homes and up to 4,000 sq. m. of business and commercial uses.
Existing Uses	Housing, petrol filling station and various commercial uses.
Proposed Uses	A mixed use scheme comprising: <ul style="list-style-type: none"> <li>• Additional homes</li> <li>• Business and commercial uses</li> <li>• Small scale shopping to serve the local community</li> </ul>
Design Requirements	A scheme providing these uses will be encouraged and permitted provided that : <ul style="list-style-type: none"> <li>• The commercial uses fronting onto the A13, provide an attractive frontage to it and a buffer from it for the homes to be built on the site.</li> <li>• There is no overall loss of employment.</li> <li>• It facilitates better bus services both to the site and within the wider Gascoigne Estate.</li> <li>• Demonstrates to the Council and the Environment Agency's satisfaction (through the submission of a detailed flood risk assessment and the implementation of any necessary prevention or mitigation measures) that it will reduce flood risk or the potential intensity of flooding both within the scheme and in the local area.</li> </ul>

## REASONED JUSTIFICATION

- 7.11.1 Rationalisation of that part of the Gascoigne Business Park fronting the A13 between Gascoigne Road and King Edward Road will provide enhanced employment land and an improved frontage to the A13. The current townscape value of the site is very low and would be greatly enhanced by a high quality scheme. The inclusion of the existing Council housing land facing directly onto the A13 from either side of King Edward Road allows for a comprehensive approach and the chance to improve the living conditions for the existing residents.
- 7.11.2 Whilst it is likely that there will be a net loss of employment space within the scheme, there will be no overall loss of jobs because of the existing low employment density.
- 7.11.3 Although it is likely that any scheme would deliver some 250 new homes, the net gain is likely to be only some 150 units because of the need to demolish the existing Council flats on either side of King Edward Road. Nevertheless, the housing element of the scheme will make a useful contribution to meeting the AAP housing target of some 6,000 additional homes.
- 7.11.4 This site falls within Flood Zone 3 and has been sequentially tested in accordance with Planning Policy Statement 25. The site meets parts a) and b) of the Exceptions test but the developer must complete a Flood Risk Assessment to complete part c) of the Exceptions test. Developers should refer to the Council's document "PSS25 Specific Allocations 25 Sequential Test for Barking Town Centre Area Action Plan" for further information.

## 8 Implementation and Monitoring

### Implementation

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

the Local Implementation Plan (LIP) process, funding from the London Development Agency and the Council's own capital funding.

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

### **Monitoring**

- 8.11 Schedule 1 below sets out a robust Monitoring Framework to ensure that the AAP is delivered and implemented as intended and that the significant effects arising from the SA (both positive and negative) are monitored. It sets out a range of indicators against which the performance of each of the AAP policies will be assessed. Performance against these indicators will be reported in the Council's Annual Monitoring Report where targets for each of these indicators will be developed. Progress on implementing the Site Specific Allocations will also be reported in the Council's Annual Monitoring Report.
- 8.12 The Site Specific Allocations included in this document are necessary to deliver the policies in this Action Plan and in the Core Strategy and therefore will be very important in delivering the indicators and targets set out in the Monitoring and Implementation Framework provided in Schedule 1 of this document. These indicators and targets will be reported annually in the Council's Annual Monitoring Report. There follows an explanation of the main indicators and targets each allocation will help deliver and against which their performance will be assessed.
- The Site Specific Allocations BTCSSA1, BTCSSA2, BTCSSA3, BTCSSA4, BTCSSA6, BTCSSA7, BTCSSA9, BTCSSA10 and BTCSSA11 are critical to the delivery of BTC13 'Housing Supply' and therefore to the achievement of the Council's housing supply target of 1,190 new homes per year set by Indicator CM2(b).

- BTCSSA1, BTCSSA3 and BTCSSA10 will help deliver Policy BTC1 'Additional Shopping Floorspace' and help meet the identified requirement for 9,000 sq. m. of additional shopping floorspace by 2016 and therefore will be monitored against Indicator CC4(b) which measures the amount of completed new retail floorspace each year.
- BTCSSA3 has the potential to include a significant amount of office space and hotel bed space and this will be monitored against Indicator CC4(c) which measures the amount of office development completed in the Action Plan area each year and as a sub-set of CP1(a) which records the number of hotel bedrooms completed each year.
- A number of the Site Specific Allocations will help boost the evening economy and provide commercial leisure uses these include BTCSSA2, BTCSSA7 and BTCSSA9, the provision of this commercial leisure space will be monitored against Indicator CM5(a) which will include the measurement of the number and type of new commercial leisure uses opened each year within the town centre and in the Town Quay/River Roding area.
- A number of the Site Specific Allocations will help boost Barking as a visitor destination in particular BTCSSA2, BTCSSA8 and BTCSSA9 which will collectively help enhance the setting, prominence and accessibility of the town centre's heritage assets. The success of these allocations will be monitored by recording visitor numbers at the Abbey Green interpretation centre.
- BTC7 sets out the public transport improvements that the Council will seek through the Action Plan area. BTCSSA2 and BTCSSA8 are crucial to the implementation of the Barking to Royal Docks Bus Corridor and the successful implementation of this scheme will be monitored through CM4 (a2). BTCSSA3 is intended to bring substantial improvements to Barking Station and its interchange and the success of this will be monitored through bus and transit passenger numbers provided by London Buses and Transport for London.
- BTCSSA6 and BTCSSA7 include significant traffic management measures and therefore will help implement Policy BTC8. Before and after traffic counts will be used to measure their success.
- A number of the Site Specific Allocations include the provision of community facilities including for example a new primary school on the Gascoigne Estate. The delivery of new community facilities will be measured through Indicator CC3(a) which records the number of new community facilities provided.
- BTC16 expects all new developments in the Action Plan area to be of a high standard of urban design and the success of the Site Specific Allocations in this regard will be measured through Building for Life Assessments via Indicator CM1(f).

- BTC17 identifies which Site Specific Allocations are appropriate for tall buildings. The success of this policy will be measured by recording which tall buildings have been completed in line with BTC17 and the respective Site Specific Allocation and any instances where tall buildings have been built in other locations contrary to the policy.
- BTC18 aims to ensure that a high quality public is provided in the Action Plan area. In their own way of the Site Specific Allocations will have an impact on the public realm. The success of Site Specific Allocations in this regard will be covered by the aforementioned Building for Life Assessments.
- The success of the Site Specific Allocations in delivering BTC19 will be measured against Indicators CP2(a) and (d) which monitor the loss of listed buildings and the number of buildings on the English Heritage at risk register. BTCSSA9 is within an at risk Conservation Area and the successful implementation of this allocation should remove it's at risk status.
- BTC20 makes clear that BTCSSA6 and BTCSSA4 should include communal open space and children's play areas and the success of these allocations in this regard will be measured against Indicator CM3(a) which measures the number of open spaces created in areas of identified open space deficiency.
- Those Site Specific Allocations along the River Roding, that is BTCSSA2, BTCSSA7 and BTCSSA9 will help implement BTC21 which seeks to enhance public access to the river frontage and the success of this will be measured by recording the length of restored and publicly accessible river frontage.

# SCHEDULE 1: MONITORING FRAMEWORK

Policy	Subject Area	Indicators	Target
<b>Objective 1: Commercial Barking</b>			
<b>BTC1</b>	<b>ADDITIONAL SHOPPING FLOORSPACE</b>	<ul style="list-style-type: none"> <li>Amount and type of completed new retail floorspace each year (will be collected as a sub-set of LDF Indicator CC4 (b))</li> </ul>	9,000 sq. m. additional retail floor space
<b>BTC2</b>	<b>PRIMARY AND SECONDARY SHOPPING FRONTAGES</b>	<ul style="list-style-type: none"> <li>% of retail frontage which is vacant for more than 6 months (will be collected as a sub-set of LDF Indicator CC4 (b))</li> </ul>	No more than 10%
<b>BTC3</b>	<b>OFFICE DEVELOPMENT</b>	<ul style="list-style-type: none"> <li>Amount of office development completed in the town centre each year (will be collected as a sub-set of LDF Indicator CC4 (c)).</li> </ul>	No target
<b>BTC4</b>	<b>HOTEL DEVELOPMENT</b>	<ul style="list-style-type: none"> <li>Number of hotel bedrooms completed each year (will be collected as a sub-set of LDF Indicator CP1 (a))</li> </ul>	250 new rooms by 2026 (Barking and Dagenham)
<b>BTC5</b>	<b>LEISURE USES AND THE EVENING ECONOMY</b>	<ul style="list-style-type: none"> <li>Number and type of new commercial leisure uses opened each year a) within the town centre b) In Town Quay/River Roding area (will be collected as a sub-set of LDF Indicator CM5 (a))</li> </ul>	No target

<b>Policy</b>	<b>Subject Area</b>	<b>Indicators</b>	<b>Target</b>
<b>BTC6</b>	<b>BARKING AS A VISITOR DESTINATION</b>	<ul style="list-style-type: none"> <li>• Audience numbers at the Broadway Theatre</li> <li>• Visitor numbers to the proposed interpretation facilities associated with heritage attractions on Abbey Green (will be routinely collected by the theatre and the proposed heritage/interpretation centre once established)</li> </ul>	<p>No target</p> <p>No target</p>
<b>Objective 2: Transport</b>			
<b>BTC7</b>	<b>IMPROVING PUBLIC TRANSPORT</b>	<ul style="list-style-type: none"> <li>• Bus and Transit Passenger numbers (will be collected by TfL/London Buses)</li> <li>• Successful implementation of continuing phases of East London Transit and the Barking to Royal Docks Bus Corridor (will be collected as a sub-set of LDF Indicator CM4 (a2))</li> </ul>	<p>Increase in Bus and Transit Passenger Numbers from 2010 baseline</p> <p>East London Transit (2010 1a – 2013 1b)</p> <p>These are indicative dates based on the Mayor's Transport Strategy 2009</p>
<b>BTC8</b>	<b>TRAFFIC MANAGEMENT / ABBEY ROAD HOME ZONE</b>	<ul style="list-style-type: none"> <li>• Implementation of the scheme and traffic management measures Gascoigne and King Edward Roads.</li> <li>• Before and after traffic counts in the Home Zone</li> </ul>	No Target

Policy	Subject Area	Indicators	Target
<b>BTC9</b>	<b>TOWN CENTRE CAR CLUB</b>	<ul style="list-style-type: none"> <li>• Growth of Membership Numbers</li> <li>• Growth of number of vehicles available for hire</li> <li>• Total car club vehicle mileage (will be collected as part of performance data required by the Council of the chosen operator)</li> </ul>	<p>100% user ship rates for car club cars in Barking Town Centre (this means that the car clubs cars are not under or over subscribed)</p> <p>No target</p>
<b>BTC10</b>	<b>PEDESTRIAN MOVEMENT</b>	<ul style="list-style-type: none"> <li>• Number of Pedestrian improvement schemes undertaken</li> </ul>	No target
<b>MONITORING THE PROGRESS OF SPECIFIC BTC10 PEDESTRIAN MOVEMENT INITIATIVES</b>			
<b>Scheme</b>		<b>Timescale</b>	<b>Delivery</b>
Additional pedestrian crossings on the River Roding			
<ul style="list-style-type: none"> <li>• One on the bridge that will carry the Barking to Royal Docks Bus Corridor</li> </ul>		2013	TfL/LTGDC
<ul style="list-style-type: none"> <li>• One further north (as defined on the Inset Proposals Map) linking the Fresh Wharf Estate (see BTCSSA2) and Cultural Industries Quarter (see BTCSSA9)</li> </ul>		2016	TfL/LIP2/ Section 106 monies
<ul style="list-style-type: none"> <li>• A possible third linking the existing Tesco site and the Abbey Retail Park (see BTCSSA7)</li> </ul>		NA	Section 106 monies
Encouraging rail and underground operators to improve the pedestrian footbridges in the Plan area including adaptation to make them usable by the mobility impaired		Ongoing	TfL LIP2 NR funding

Policy	Subject Area	Indicators	Target
		Making significant improvements to the materials and lighting of the William Street Quarter subway under the Northern Relief Road (as defined on the Inset Proposals Map) in order to improve the pedestrian environment and reduce people's personal safety concerns about using it	2014  LBBD will deliver this scheme through LIP2 funding
		Improving the pedestrian routes across Abbey Green and implementing the Home Zone approach to Abbey Road (see Policy BTC8) in order to improve links between the town centre and the historic waterfront	Dependant on the outcome of the Heritage Lottery Funding application.  LBBD Design for London Heritage Lottery Funding
		Improving the currently very difficult pedestrian access at the Longbridge Road roundabout.	2014  TfL/LIP2/ Section 106 monies
		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	2010-2025  TfL LIP2
		Improving currently confusing and disjointed pedestrian routes as part of creating a new Gascoigne neighbourhood see BTCSSA 6)	2010-2025  LBBD
		Reducing the adverse impacts on the pedestrian environment of loading and unloading in the town centre, particularly on market days.	2014  LBBD/LIP2 funding

Policy	Subject Area	Indicators	Target
	Ensuring that the detailed design of East London Transit and the Barking to Royal Docks Bus Corridor provides fully for pedestrian safety in the town centre, including for those with physical or visual impairment (see Policy BTC7).		<p>Phase 1a: complete</p> <p>Phase 1b: 2013</p> <p>BRDBC 2013</p> <p>Delivered by TfL</p> <p>The route has been funded by additional contributions from the HCA and the LTGDC</p>
	Implementing a town centre pedestrian signage project		<p>Barking Station improvement works: Autumn 2010</p> <p>LBBB LTGDC</p>
	Improving pedestrian access across the A406 as part of the proposals for the Fresh Wharf Estate (see BTCSSA2)		<p>Within the Plan period</p> <p>TfL/LIP2/ Section 106 monies</p>
	Improving the connectivity and quality of riverside pedestrian route (see Policy BTC21)		<p>2010/11</p> <p>LIP Funding Section 106 monies</p>
	Exploring with Transport for London the scope to provide additional and better pedestrian crossing facilities over the A13 into the area		<p>Within the Plan period</p> <p>TfL/LTGDC funding</p>

Policy	Subject Area	Indicators	Target
<b>BTC11</b>	<b>CYCLING FACILITIES</b>	<ul style="list-style-type: none"> <li>Survey of number of cyclists using key junctions into Barking Town Centre</li> <li>Numbers of bicycle parked at Barking Station(data collected by LBBD Cycling Officer)</li> </ul>	<p>Increase in number of cyclists using key junctions into Barking Town Centre compare to 2010 baseline</p> <p>No target</p>

<b>MONITORING THE PROGRESS OF SPECIFIC BTC11 CYCLING INITIATIVES</b>		
<b>Scheme</b>	<b>Timescale</b>	<b>Delivery</b>
<p>Investigating the opportunities to create more dedicated cycle routes through and into the town centre.</p> <ul style="list-style-type: none"> <li>Revoking the one way for cyclists (only) at Salisbury Avenue junction with Station parade.</li> <li>Axe Street one way street will maintain 2 way cycle access.</li> <li>Cycle signage and destination signage review to be undertaken.</li> <li>The new ELT route permits cycle access and has provided a key cycle link through the heart of the town centre.</li> <li>Work with potential developers to ensure suitable cycle access is included as part of schemes and cycle parking for all users is suitable, safe and secure.</li> </ul>	<p>Summer 2010</p> <p>Summer 2010</p> <p>Summer 2010</p> <p>Completed Early 2010</p> <p>On going</p>	<p>TfL LIP Funding/ Section 106 monies</p>

<b>MONITORING THE PROGRESS OF SPECIFIC BTC11 CYCLING INITIATIVES</b>		
<b>Scheme</b>	<b>Timescale</b>	<b>Delivery</b>
Seeking additional crossings of the River Roding, including: <ul style="list-style-type: none"> <li>• The provision of a cycle path on the bridge that will carry the Barking to Royal Docks Bus Corridor and one further north (as defined on the Inset Proposals Map)</li> <li>• Linking the Fresh Wharf Estate (see BTCSSA2) and the Cultural Industries Quarter (see BTCSSA9)</li> <li>• A possible third linking the existing Tesco site and the Abbey Retail Park (see BTCSSA7)</li> </ul>	2013  2016  NA	TfL/LTGDC  TfL/LIP/ Section 106 monies TfL/LIP2/ Section 106 monies
Encouraging rail and underground operators to consider the adaptation of the pedestrian footbridges in the Plan area to make them usable by cyclists	Ongoing	TfL LIP NR funding
Securing the provision of additional covered and secure bicycle parking facilities at Barking station, in the town centre and as part of major new developments.	Ongoing	Section 106 monies TfL / LTGDC funding
Improving the cycling routes across Abbey Green in order to improve links between the town centre and the historic waterfront	Dependant on the outcome of the Heritage Lottery Funding application.	LBBD DfL Heritage Lottery Funding
Making the London Cycle Network Route (LCN+) route which links the London Boroughs of Redbridge and Newham more effective by overcoming the barrier currently posed by the Northern Relief Road.	In accordance with the development programme for the William Street Quarter.	TfL/ LIP2 funding
Extending the existing cycle route, which runs along the River Roding between London Road	2010-2012	TfL LIP funding and

<b>MONITORING THE PROGRESS OF SPECIFIC BTC11 CYCLING INITIATIVES</b>			
<b>Scheme</b>		<b>Timescale</b>	<b>Delivery</b>
and Cowbridge Lane northwards to the Borough boundary where it can cross into L.B. Newham.			Section 106 monies
<b>BTC12</b>	<b>OFF-STREET PUBLIC CAR PARKING</b>	<ul style="list-style-type: none"> <li>Progress on implementing VMS scheme (will be collected as a subset of LDF Indicator CM4 (b))</li> </ul>	Operational in 2015
<b>BTC13</b>	<b>HOUSING SUPPLY</b>	<ul style="list-style-type: none"> <li>Number of net additional homes completed each year (will be collected as a sub-set of LDF Indicator CM2 (c))</li> </ul>	6,000 homes (annual target 400 units)
<b>Objective 4: Social Infrastructure</b>			
<b>BTC15</b>	<b>SOCIAL INFRASTRUCTURE/ COMMUNITY FACILITIES</b>	<ul style="list-style-type: none"> <li>Number of new community facilities (will be collected as a sub-set of LDF Indicator CC3 (a))</li> </ul>	No target
<b>Objective 5: Urban Design and the Public Realm</b>			
<b>BTC16</b>	<b>URBAN DESIGN</b>	<ul style="list-style-type: none"> <li>New developments receiving awards under the Building for Life Assessments (will be collected as a sub-set of LDF Indicator CM1 (f))</li> </ul>	<p>100% schemes achieving 14 or more points</p> <p>Building for Life contains 20 criteria. Schemes which score between 14 – 20 points qualify for</p>

<b>MONITORING THE PROGRESS OF SPECIFIC BTC11 CYCLING INITIATIVES</b>			
<b>Scheme</b>		<b>Timescale</b>	<b>Delivery</b>
			a silver or gold award
<b>BTC17</b>	<b>TALL BUILDINGS</b>	<ul style="list-style-type: none"> <li>Number of tall buildings completed a) In line with policy and/or site specific allocation b) As an exception to or on appeal against the policy</li> </ul>	No target
<b>Objective 6: Parks and Open Spaces</b>			
<b>BTC18</b>	<b>PUBLIC SPACES</b>	<ul style="list-style-type: none"> <li>Number of public realm schemes receiving awards under the Building for Life Assessments (will be collected as a sub-set of LDF Indicator CM1(f))</li> </ul>	100% schemes achieving 14 or more points
<b>BTC19</b>	<b>CONSERVATION AREAS AND LISTED BUILDINGS</b>	<ul style="list-style-type: none"> <li>Number of applications resulting in loss of listed buildings (will be collected as a subset of LDF Indicator CP2 (d))</li> <li>Change in Number of historic buildings at risk (will be collected as a sub-set of LDF Indicator CP2 (a))</li> </ul>	<p>No loss of statutory or locally listed Buildings</p> <p>No increase in the number of historic buildings at risk in Barking Town Centre</p>
<b>BTC20</b>	<b>PARKS, OPEN SPACES AND TREEPLANTING</b>	<ul style="list-style-type: none"> <li>Quantity (sq. m.) of open spaces created in areas of identified open space deficiency (will be collected as a sub-set of LDF Indicator CM3 (a))</li> </ul>	No target

<b>MONITORING THE PROGRESS OF SPECIFIC BTC11 CYCLING INITIATIVES</b>			
<b>Scheme</b>		<b>Timescale</b>	<b>Delivery</b>
<b>BTC21</b>	<b>RIVERSIDE DEVELOPMENT &amp; INFORMAL LEISURE</b>	<ul style="list-style-type: none"> <li>Length of restored and publically accessible river frontage</li> <li>Water space Management Plans submitted</li> </ul>	<p>100% of river frontage where appropriate.</p> <p>No target</p>
<b>Objective 7: Sustainability</b>			
<b>BTC22</b>	<b>SUSTAINABLE ENERGY</b>	<ul style="list-style-type: none"> <li>Properties built or adapted to accept the Combined Heat and Power energy source and those connected to it (will be collected as a subset of LDF Indicator CR1 (g))</li> </ul>	All major developments within the Barking Town Centre Energy Action Area

<b>MONITORING THE PROGRESS OF SPECIFIC BTC11 CYCLING INITIATIVES</b>			
<b>Scheme</b>		<b>Timescale</b>	<b>Delivery</b>
<b>Objective 8: Developer Contributions</b>			
<b>BTC23</b>	<b>DEVELOPER CONTRIBUTIONS</b>	<ul style="list-style-type: none"> <li>Number and % of planning applications within AAP area where the developer has made a contribution towards the local priorities identified in the policy (will be collected as a sub-set of LDF Indicator CC4 (a))</li> </ul>	No target

## 9 APPENDIX 1

### Saved UDP policies to be superseded by the BTCAAP

Superseded UDP policies:

<b>Saved UDP Policy</b>	<b>Status</b>
STRATEGIC POLICY B HOUSING	Superseded Core Strategy
STRATEGIC POLICY C HOUSING	Superseded Core Strategy
STRATEGIC POLICY E EMPLOYMENT	Superseded Core Strategy
STRATEGIC POLICY F EMPLOYMENT	Superseded Core Strategy
STRATEGIC POLICY G SHOPPING	Superseded Core Strategy
STRATEGIC POLICY H SHOPPING	Superseded Core Strategy
STRATEGIC POLICY I ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY J ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY K ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY L ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY M ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY N ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY O ENVIRONMENT	Superseded Core Strategy
STRATEGIC POLICY X TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY Y TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY Z TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY AA TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY BB TRANSPORT	Superseded Core Strategy
STRATEGIC POLICY CC TRANSPORT	Superseded Core Strategy
POLICY H2 HOUSING	Saved
POLICY H3 HOUSING	Saved
POLICY H5 HOUSING	Saved
POLICY H7 HOUSING	Saved
POLICY H8 HOUSING	Superseded Core Strategy
POLICY H9 HOUSING	Saved
POLICY H10 HOUSING	Saved
POLICY H11 HOUSING	Saved

POLICY H12 HOUSING	Saved
POLICY H14 HOUSING	Saved
POLICY H15 HOUSING	Saved
POLICY H16 HOUSING	Saved
POLICY H18 HOUSING	Saved
POLICY H19 HOUSING	Saved
POLICY H22 HOUSING	Saved
POLICY E1 EMPLOYMENT	Superseded Core Strategy
POLICY E2 EMPLOYMENT	Superseded Core Strategy
POLICY E3 EMPLOYMENT	Superseded Core Strategy
POLICY E4 EMPLOYMENT	Superseded Core Strategy
POLICY E6 EMPLOYMENT	Superseded Core Strategy
POLICY E7 EMPLOYMENT	Saved
POLICY E8 EMPLOYMENT	Superseded BTC AAP
POLICY E9 EMPLOYMENT	Superseded BTC AAP
POLICY E10 EMPLOYMENT	Superseded BTC AAP
POLICY E12 EMPLOYMENT	Superseded BTC AAP
POLICY E14 EMPLOYMENT	Superseded BTC AAP
POLICY S2 SHOPPING	Saved
POLICY S3 SHOPPING	Saved
POLICY S4 SHOPPING	Saved
POLICY S5 SHOPPING	Saved
POLICY S6 SHOPPING	Saved
POLICY S7 SHOPPING	Saved
POLICY S8 SHOPPING	Saved
POLICY S9 SHOPPING	Saved
POLICY S11 SHOPPING	Saved
POLICY S12 SHOPPING	Saved
POLICY S13 SHOPPING	Saved
POLICY S14 SHOPPING	Saved
POLICY S15 SHOPPING	Saved
POLICY S16 SHOPPING	Saved
POLICY S17 SHOPPING	Saved
POLICY S19 SHOPPING	Saved

POLICY B.T.C. 1	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY B.T.C. 2	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY B.T.C. 3	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY B.T.C. 4	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY B.T.C. 6	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY B.T.C. 8	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY B.T.C. 10	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY B.T.C. 12	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY B.T.C. 9	BARKING TOWN CENTRE	Superseded BTC AAP
POLICY BR1	BARKING REACH	Superseded SSA DPD
POLICY BR2	BARKING REACH	Superseded SSA DPD
POLICY BR4	BARKING REACH	Superseded SSA DPD
POLICY BR6	BARKING REACH	Superseded SSA DPD
POLICY BR7	BARKING REACH	Superseded SSA DPD
POLICY BR8	BARKING REACH	Superseded SSA DPD
POLICY BR9	BARKING REACH	Saved
POLICY BR10	BARKING REACH	Superseded Core Strategy
POLICY BR11	BARKING REACH	Superseded SSA DPD
POLICY BR12	BARKING REACH	Saved
POLICY G1	ENVIRONMENT	Superseded Core Strategy
POLICY G2	ENVIRONMENT	Superseded Core Strategy
POLICY G3	ENVIRONMENT	Superseded Core Strategy
POLICY G4	ENVIRONMENT	Superseded Core Strategy
POLICY G5	ENVIRONMENT	Superseded Core Strategy
POLICY G6	ENVIRONMENT	Saved
POLICY G7	ENVIRONMENT	Saved
POLICY G8	ENVIRONMENT	Superseded Core Strategy
POLICY G9	ENVIRONMENT	Superseded Core Strategy
POLICY G11	ENVIRONMENT	Superseded Core Strategy
POLICY G12	ENVIRONMENT	Superseded Core Strategy
POLICY G13	ENVIRONMENT	Superseded Core Strategy
POLICY G14	ENVIRONMENT	Saved
POLICY G15	ENVIRONMENT	Saved
POLICY G16	ENVIRONMENT	Saved

POLICY G17 ENVIRONMENT	Superseded Core Strategy
POLICY G19 ENVIRONMENT	Superseded Core Strategy
POLICY G20 ENVIRONMENT	Superseded Core Strategy
POLICY G21 ENVIRONMENT	Saved
POLICY G22 ENVIRONMENT	Saved
POLICY G27 ENVIRONMENT	Saved
POLICY G28 ENVIRONMENT	Saved
POLICY G29 ENVIRONMENT	Saved
POLICY G30 ENVIRONMENT	Saved
POLICY G31 ENVIRONMENT	Saved
POLICY G32 ENVIRONMENT	Saved
POLICY G33 ENVIRONMENT	Superseded Core Strategy
POLICY G34 ENVIRONMENT	Superseded Core Strategy
POLICY G35 ENVIRONMENT	Superseded BTC AAP
POLICY G36 ENVIRONMENT	Saved
POLICY G37 ENVIRONMENT	Saved
POLICY G38 ENVIRONMENT	Saved
POLICY G39 ENVIRONMENT	Saved
POLICY G42 ENVIRONMENT	Superseded Core Strategy
POLICY G43 ENVIRONMENT	Superseded Core Strategy
POLICY G44 ENVIRONMENT	Saved
POLICY G46 ENVIRONMENT	Saved
POLICY G47 ENVIRONMENT	Saved
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POLICY G49 ENVIRONMENT	Saved
POLICY G50 ENVIRONMENT	Saved
POLICY G51 ENVIRONMENT	Saved
POLICY G53 ENVIRONMENT	Saved
POLICY G54 ENVIRONMENT	Saved
POLICY G56 ENVIRONMENT	Superseded SSA DPD
POLICY G57 ENVIRONMENT	Superseded Core Strategy
POLICY G58 ENVIRONMENT	Superseded Core Strategy
POLICY G59 ENVIRONMENT	Superseded Core Strategy
POLICY G60 ENVIRONMENT	Superseded Core Strategy

POLICY G61 ENVIRONMENT	Superseded Core Strategy
POLICY G62 ENVIRONMENT	Saved
POLICY G63 ENVIRONMENT	Saved
POLICY G64 ENVIRONMENT	Superseded Core Strategy
POLICY G65 ENVIRONMENT	Saved
POLICY G67 ENVIRONMENT	Saved
POLICY G68 ENVIRONMENT	Saved
POLICY G70 ENVIRONMENT	Saved
POLICY G71 ENVIRONMENT	Saved
POLICY G73 ENVIRONMENT	Saved
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POLICY G75 ENVIRONMENT	Saved
POLICY G76 ENVIRONMENT	Saved
POLICY G77 ENVIRONMENT	Saved
POLICY DE1 DESIGN	Superseded Core Strategy
POLICY DE2 DESIGN	Saved
POLICY DE3 DESIGN	Saved
POLICY DE6 DESIGN	Saved
POLICY DE7 DESIGN	Saved
POLICY DE8 DESIGN	Superseded Core Strategy
POLICY DE9 DESIGN	Superseded Core Strategy
POLICY DE11 DESIGN	Saved
POLICY DE12 DESIGN	Saved
POLICY DE13 DESIGN	Saved
POLICY DE14 DESIGN	Saved
POLICY DE15 DESIGN	Saved
POLICY DE16 DESIGN	Saved
POLICY DE17 DESIGN	Saved
POLICY DE19 DESIGN	Saved
POLICY DE20 DESIGN	Saved
POLICY DE22 DESIGN	Saved
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POLICY DE26 DESIGN	Saved
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POLICY DE33 DESIGN	Saved
POLICY DE35 DESIGN	Saved
POLICY DE36 DESIGN	Saved
POLICY DE37 DESIGN	Saved
POLICY DE40 DESIGN	Saved
POLICY DE42 DESIGN	Saved
POLICY DE44 DESIGN	Saved
POLICY DE45 DESIGN	Saved
POLICY C2 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C3 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C4 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C5 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C6 COMMUNITY FACILITIES	Superseded SSA DPD
POLICY C9 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C11 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C13 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C14 COMMUNITY FACILITIES	Saved
POLICY C15 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY C16 COMMUNITY FACILITIES	Saved
POLICY C17 COMMUNITY FACILITIES	Superseded Core Strategy
POLICY A.T.3 ARTS AND TOURISM	Superseded Core Strategy
POLICY A.T.6 ARTS AND TOURISM	Saved
POLICY A.T.8 ARTS AND TOURISM	Saved
POLICY T 3 TRANSPORT	Saved
POLICY T 5 TRANSPORT	Superseded Core Strategy
POLICY T 7 TRANSPORT	Superseded BTC AAP
POLICY T 8 TRANSPORT	Superseded BTC AAP
POLICY T 9 TRANSPORT	Superseded BTC AAP

POLICY T 10TRANSPORT	Saved
POLICY T 12TRANSPORT	Saved
POLICY T 16TRANSPORT	Saved
POLICY T 17TRANSPORT	Saved
POLICY T 19TRANSPORT	Saved
POLICY T 20TRANSPORT	Saved
POLICY T 21TRANSPORT	Saved
POLICY T 23TRANSPORT	Superseded SSA DPD
POLICY T 24TRANSPORT	Saved
POLICY T 25TRANSPORT	Saved
POLICY T 26TRANSPORT	Saved
POLICY T 27TRANSPORT	Saved
POLICY T 30TRANSPORT	Superseded BTC AAP
POLICY T 31TRANSPORT	Saved
POLICY T 32TRANSPORT	Saved
POLICY T 33TRANSPORT	Superseded Core Strategy
POLICY T 34TRANSPORT	Superseded Core Strategy
POLICY T 36TRANSPORT	Saved

## 10 Glossary of Terms

Term	Definition
<b>Adoption</b>	The final confirmation of a Local Development Document as having statutory status by a Local Planning Authority.
<b>Affordable Homes</b>	Housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in their borough. Affordable housing comprises social housing and intermediate housing.
<b>Annual Monitoring Report</b>	Annual report on the progress of preparing the Local Development Framework Report and the extent to which policies are achieved.
<b>Area Action Plan</b>	A Development Plan Document that establishes a planning framework for areas of change or conservation.
<b>Barking and Dagenham Partnership</b>	The Local Strategic partnership which is focused on and committed to improving the quality of life and governance in the Borough. The partnership consists of people representing public services, local business, residents and community and voluntary groups.
<b>Barking Code</b>	Set outs a comprehensive collection of materials, products and detail finishing techniques which should be used in the undertaking and ongoing maintenance of all public realm improvements in the town centre.
<b>Borough Wide Development Policies</b>	A Development Plan Document within the Local Development Framework which contains detailed development policies focused on the implementation of the Core Strategy.
<b>Building of Local Heritage Interest</b>	A building or structure which, whilst not listed by the Secretary of State, the Council feels to be an important part of Barking's heritage due to its architectural, historic or archaeological significance.
<b>Community Facilities</b>	Sometimes called social infrastructure, this refers to (but is not limited to) children's play and recreation facilities; education facilities (early years, primary and secondary); children's centres and child care facilities (including private nurseries); health, medical, social and residential care facilities; public libraries; adult learning facilities; one stop shops, community centres, halls and meeting rooms; public sports and leisure facilities; religious meeting places; public conveniences; cemeteries and crematoria; open spaces and green spaces (including allotments); and emergency services.
<b>Community Strategy</b>	The Community Strategy "Building Communities, Transforming Lives" provides a long term vision and action plan for Barking and Dagenham articulating the aspirations, needs and priorities of the

Term	Definition
	local community – prepared by the Barking and Dagenham Local Strategic Partnership.
<b>Comparison Goods</b>	Goods which people buy from the store offering the best value for money rather than the one closest to them. They include household appliances, furniture, clothing and footwear.
<b>Conservation Areas</b>	Areas of special architectural or historic interest, the character, appearance or setting of which is desirable to preserve or enhance.
<b>Convenience Goods</b>	Goods which are commonly purchased everyday. They include food, drink, tobacco and newspapers.
<b>Core Strategy</b>	The Local Development Framework document which sets out the long term spatial vision for the local authority and the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.
<b>Cultural Quarters</b>	Areas where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environments.
<b>Developers Brief</b>	A document that outlines detailed planning requirements for the development of a site. It is usually subject to public consultation.
<b>Development Plan</b>	LBBD's Statutory Development Plan comprises the London Plan and the Development Plan Documents contained in the Local Development Framework.
<b>Developer Contributions</b>	A financial or in kind contribution usually made by a binding agreement between the Council as set out in the Government's 'Circular 05/2005: Planning Obligations', Developer contributions may be used to <i>prescribe</i> the nature of a development (e.g. by requiring that a given proportion of housing is affordable); or to secure a contribution from a developer to <i>compensate</i> for the loss or damage created by a development (e.g. loss of open space or community facilities); or to <i>mitigate</i> a development's impact (e.g. through increased public transport provision).
<b>Diversity</b>	The difference in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.
<b>East London Green Grid</b>	The network of spaces, corridors and links in-between of 'green infrastructure' that provide the context for open space enhancement in east London, identifying how boroughs and other stakeholders should shape policies and actions to deliver the network.

<b>Term</b>	<b>Definition</b>
<b>Evening Economy</b>	Uses that attract people to an area in the evening, especially cultural and entertainment facilities and associated bars and restaurants.
<b>Housing Trajectory</b>	A forecast, usually across ten years, of how many new homes are likely to be built in the Borough taking into account development opportunities and existing planning permissions.
<b>Independent Examination</b>	A hearing chaired by an Independent Inspector to assess the soundness of Development Plan Documents.
<b>Infrastructure</b>	Basic services necessary for development to take place such as roads, electricity, sewage, water, education and health facilities.
<b>Intermediate Housing</b>	Housing whose rent or costs is above social rent housing but below normal open-market levels. This includes low-cost home-ownership schemes and housing for “key workers” (teachers, nurses, police officers and so forth).
<b>Local Development Document</b>	The various individual documents (Development Plan Document, Statement of Community Involvement, Supplementary Planning Document) in the Local Development Framework.
<b>Local Development Framework</b>	A replacement for the Unitary Development Plan which comprises a portfolio of documents including documents containing local planning policies and planning guidance, a Proposals Map, a project plan for producing the Local Development Framework called the Local Development Scheme, the Annual Monitoring Report and the Statement of Community Involvement.
<b>Local Development Scheme</b>	A work programme setting out what Local Development Framework documents will be produced over the next three years. It also sets out the timescale for preparation of these documents.
<b>Local Implementation Plan</b>	A statutory transport plan produced by each London borough which sets out how they will implement the Mayor’s Transport Strategy in their area.
<b>Local Strategic Partnership</b>	The Local Strategic Partnership is an umbrella partnership that brings together organisations from the public, private, community and voluntary sector in a local authority area. The key objective of the LSP for Barking and Dagenham is to improve the quality of life for its residents.
<b>London Plan</b>	The London Plan is the name given to the Mayor's spatial development strategy which replaces the previous strategic planning guidance for London.

<b>Term</b>	<b>Definition</b>
<b>LTGDC</b>	The London Thames Gateway Development Corporation is the Government created urban development corporation responsible for delivering regeneration in London Riverside (which includes the AAP area) and the lower Lea Valley and is the Local Planning Authority for major planning applications.
<b>Market Housing.</b>	Owner-occupied and private rented housing which does not meet the affordability and access criteria for social housing or intermediate housing.
<b>Mixed-use Development</b>	Development of a range of activities on single sites or across wider areas such as town centres.
<b>National Planning Guidance</b>	Sets out the Governments national policies and principles on planning which local planning policy must be consistent with. These take the form of Planning Policy Guidance Notes and Planning Policy Statements.
<b>Police Shop Units</b>	Shops which house police “front office” functions (such as public reception desks) to provide the public with a readily accessible and visible police presence in the high street.
<b>Proposals Map</b>	The adopted Proposals Map illustrates on a base map all the policies contained in the Development Plan Documents. The Proposal Map will be revised each time a new Development Plan Document is prepared which has site specific policies or proposals. It will always reflect the up-to-date planning strategy for the area.
<b>Public Open Space</b>	Public open space includes parks, playing fields, outdoor sports facilities and allotments with public access.
<b>Public Realm.</b>	Space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.
<b>Public Transport Accessibility Levels (PTAL)</b>	A detailed and accurate measure of the accessibility to the public transport network, taking into account the walk access time and service availability.
<b>Regeneration</b>	The economic, social and environmental renewal/ improvement of an area.
<b>Retail Park</b>	A group of 3 or more retail warehouses, usually outside of town centres.
<b>Retail Warehouses</b>	Large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering mainly for car-borne customers.
<b>Section 106 contributions</b>	Section 106 of the Town and Country Planning Act 1990 allows the local authority to enter into an agreement which can mean that a developer must make a financial or non-financial contribution to

Term	Definition
	reduce the effect of a development and make it acceptable in planning terms. Section 106 agreements are sometimes referred to as developer contributions or planning obligations.
<b>Site Specific Allocation</b>	The process of identifying land which can be used only for specific purposes. For example, land could be “allocated” (set aside) for employment uses, retail uses or open space or a mixture of these.
<b>Social infrastructure</b>	Includes health, education, childcare, facilities for older people and disabled people, as well as libraries, community halls, meeting rooms and places of worship.
<b>Social Rent</b>	Set by local authorities or other social landlords and below the normal market cost, The housing is normally set aside for people who need housing and cannot afford the normal market rent.
<b>Spatial Planning</b>	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
<b>Statement of Community Involvement</b>	Document setting out how and when stakeholders and other interested parties will be consulted and involved in the preparation of the Local Development Framework and in the consideration of individual planning applications.
<b>Submission</b>	The stage in preparing Development Plan Documents when they are submitted to the Secretary of State for Independent Examination.
<b>Supplementary Planning Document</b>	Elaborates on policies or proposals in Development Planning Documents and gives additional guidance on how policies will be taken forward.
<b>Sustainability Appraisal</b>	Assesses the likely economic, social and environmental effects of the LDF. It aims to promote ‘sustainable development’ which is about ensuring there is better quality of life for everyone, now and in the future.
<b>Sustainable Development</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Tall Building</b>	A building which is significantly taller than its neighbours and/or which significantly changes the skyline.

Term	Definition
<b>Thames Gateway</b>	A corridor of land on both sides of the Thames extending from east London through to north Kent and south Essex. The London part of the area extends eastwards from Deptford Creek and the Royal Docks and includes parts of the lower end of the Lee Valley around Stratford. It includes Barking Town Centre.
<b>Town Centre Hierarchy</b>	Categories for town centres depending on their role and the area they serve. Barking and Dagenham contains one Major Centre (Barking) three District Centres (Green Lane, Dagenham Heathway and Chadwell Heath) and several smaller Neighbourhood Centres.

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