



An aerial photograph of a city street grid, overlaid with a semi-transparent blue filter. The image shows a dense network of streets, buildings, and green spaces, with a prominent road running vertically through the center.

5

URBAN DESIGN STRATEGY

5.1 Introduction

5.2 Public realm strategy

5.3 Key development areas

5.1 Introduction

London Riverside presents an opportunity to bring forward residential development in a variety of urban forms, from the award winning high rise and high densities of Barking Town Centre to the contemporary terraced housing of Barking Riverside; redevelopments that are positively changing the perception of the area. There is huge scope within the opportunity area to provide more traditional housing types with front doors directly onto the street and gardens instead of flats, most of which will have easy access to parks and wildlife reserves and unusually for London, access to the River Thames, whilst still remaining affordable. Higher densities, although not necessarily high rise, are envisioned adjacent to existing historic centres such as Rainham Village and around new centres such as Beam Park.

There is also an opportunity through the potential change of use of industrial land to residential, to better connect new residential neighbourhoods with existing ones, and improve connectivity to the town centres. For example, by de-designating industrial land at Thames Road, the new neighbourhood at Barking Riverside will be better connected to Thames View Estate and Barking Town Centre. In addition, de-designating industrial land at Creekmouth could create the potential for new and improved connections across the River Roding to Beckton and the Royal Docks to the west.

Due to the large scale and under-developed nature of many of the key development areas in London Riverside, such as Barking Riverside and Beam Park, the boroughs and the GLA will support meanwhile uses in these areas. This will assist in creating a sense of place and forming a community ahead

of the delivery of homes and supporting social infrastructure.

The OA has also led the way in high quality design of industrial areas such as the London Sustainable Industries Park (LSIP) and the Centre for Engineering and Manufacturing Excellence (CEME) to show how employment and industrial uses can be delivered in well-designed buildings set in attractive landscapes. This can also help to enhance connectivity. Due to the large scale and under-developed nature of many of the key development areas in London Riverside, such as Barking Riverside and Beam Park, the boroughs and the GLA will support meanwhile uses in these areas. This will assist in creating a sense of place and forming a community ahead of the delivery of homes and supporting social infrastructure.



This urban design chapter is structured in two sections as follows:

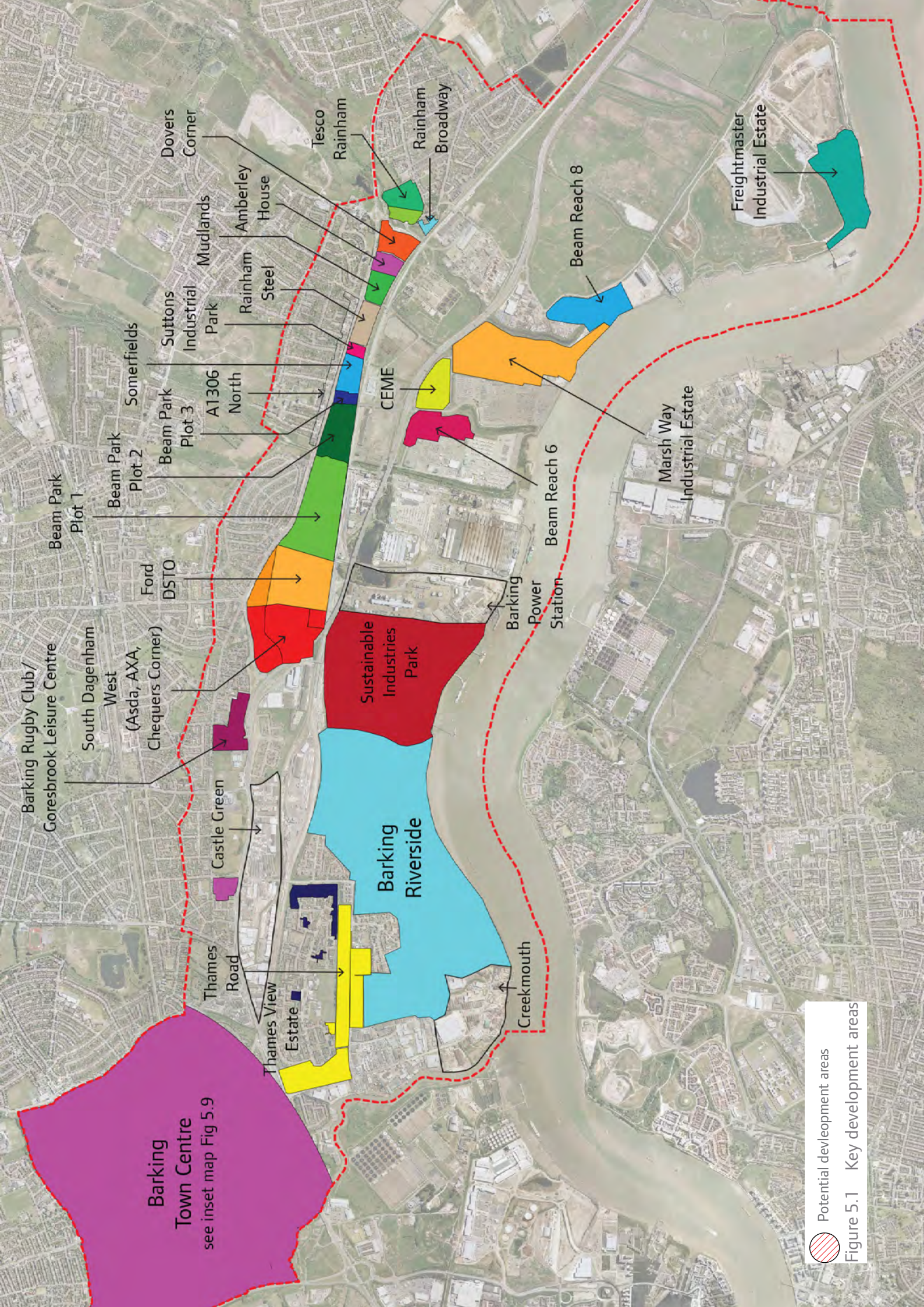
Public realm strategy

- 1: Connecting northern open spaces with the River Thames
- 2: The green spine
- 3: Connecting key centres
- 4: The river walk and riverside park spaces
- 5: Built form

Key development areas

- 1: Barking Town Centre
- 2: The A1306 sites
- 3: Barking Riverside, Creekmouth, Thames Road and Castle Green

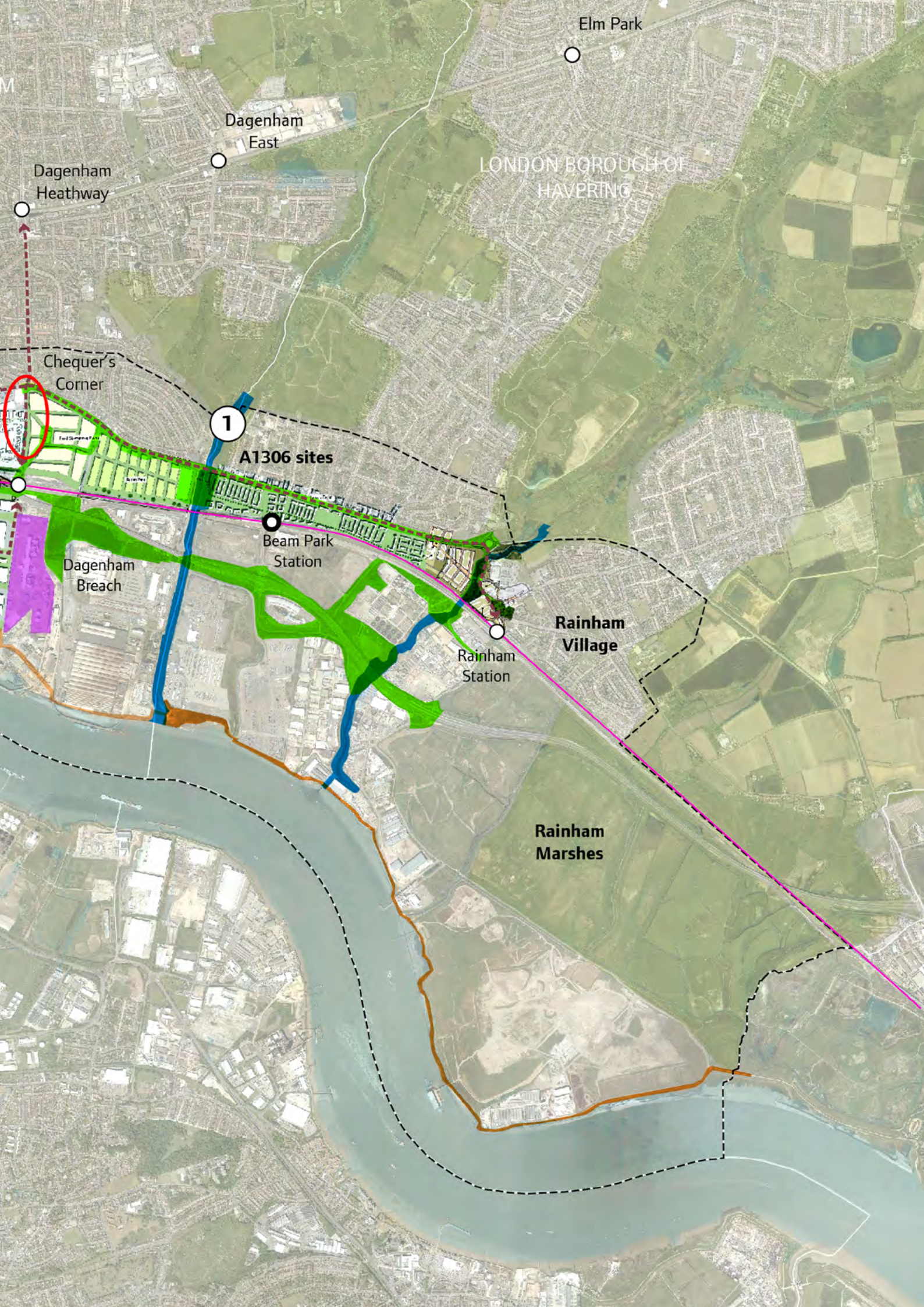
The GLA have a 3D model of the opportunity areas in east London and would like to use this for planning and consultation purposes, and as part of a live 3D model that will eventually cover all of London. Developers of individual sites will be expected to provide 3D models of their schemes in an agreed format which will be used to populate the GLA's model as schemes come forward. Developers will also be expected to contribute to the cost of locating their scheme model within the GLA's wider model.





1. Connecting northern open spaces with the River Thames
2. The Green Spine
3. Connecting key centres
4. River Walk and riverside park spaces
5. Built form

Figure 5.2 Public realm strategy



Elm Park

Dagenham East

LONDON BOROUGH OF
HAVERING

Dagenham Heathway

Chequer's Corner

1

A1306 sites

Beam Park Station

Dagenham Breach

Rainham Village

Rainham Station

Rainham Marshes

5.2 Public realm strategy

The London Riverside Opportunity Area is rich in open spaces. However connectivity to these green spaces is limited due to the physical constraints cutting across much of the area, which limits the areas potential. The All London Green Grid (ALGG) provides a green infrastructure framework for London. It is Supplementary Planning Guidance (SPG) to meet the requirements of Policy 2.18 of the London Plan and identifies the potential to create a multi-functional green space network and landscape structure which should sit at the heart of the regeneration of the area. Full details of the projects, including project numbers and references, can be obtained from the All London Green Grid SPG on the GLA website.

Based on the objectives of the ALGG for London Riverside five key principles have been identified drawing on the areas strengths in terms of rich open space and proximity to the river, which can contribute to the areas regeneration. These key principles are set out below and on the following pages:

1. Connecting northern open spaces with the River Thames:

Connecting existing open spaces north of the OA along the river valleys and water courses to the River Thames, including River Roding, Mayes Brook, The Gores, Beam River, River Ingrebourne and Rainham Creek.

2. The Green Spine:

A network of open spaces linking Cross River Park North in Beckton through Barking Riverside and Dagenham Breach to Rainham Marshes, including the Pylon Park at Barking Riverside.

3. Connecting key centres:

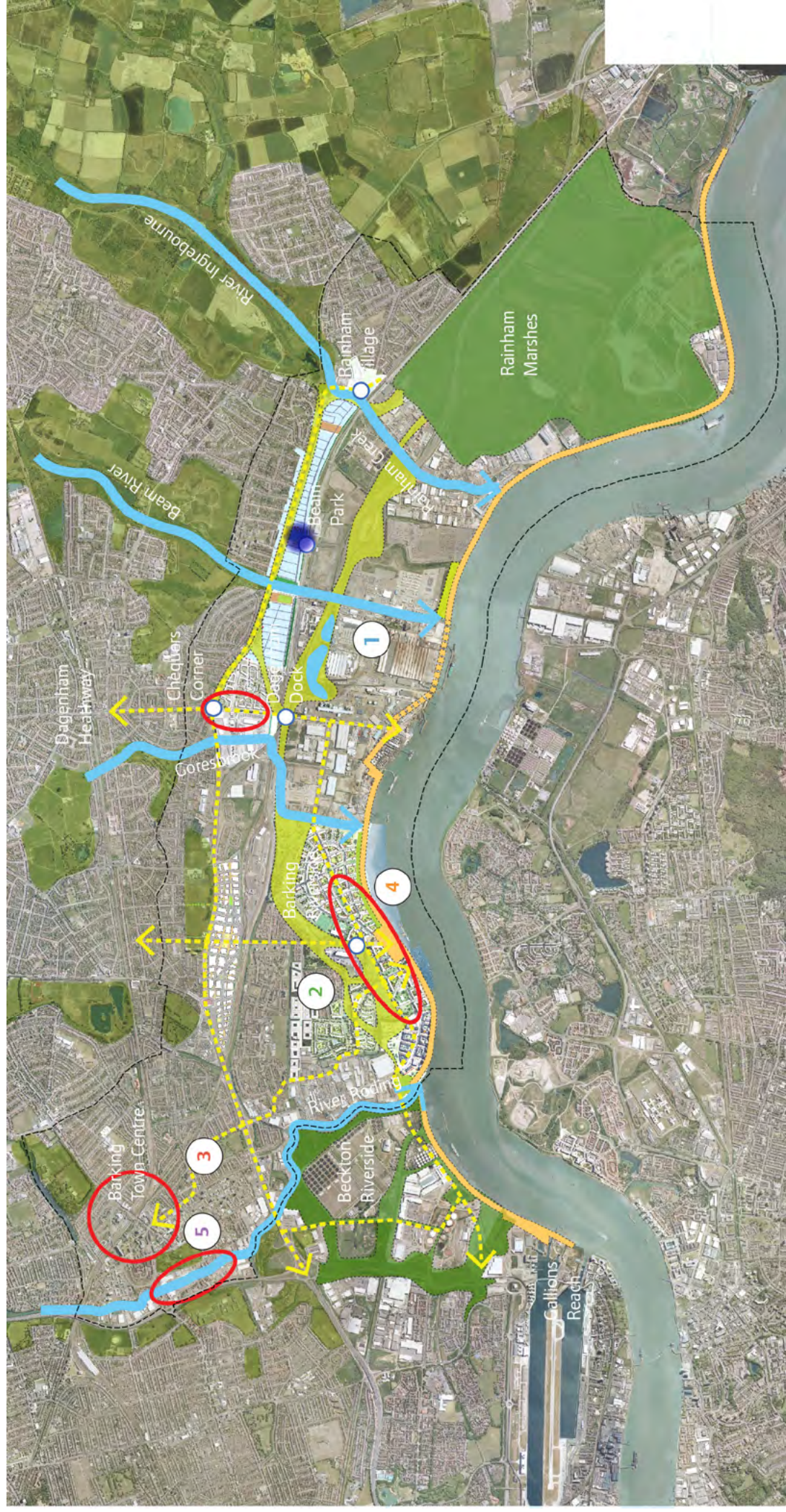
Improving connections between Barking Riverside and Barking Town Centre, Barking Riverside and Dagenham Dock, Dagenham Heathway and Chequers Corner, and between Rainham Village and Chequers's Corner along the A1306 Linear Park.

4. River Walk and riverside park spaces:

A continuous pedestrian and cycle path along the River Thames from Gallion's Reach to Rainham Marshes.

5. Built form:

Higher density built form in town centres and around stations and public transport interchanges



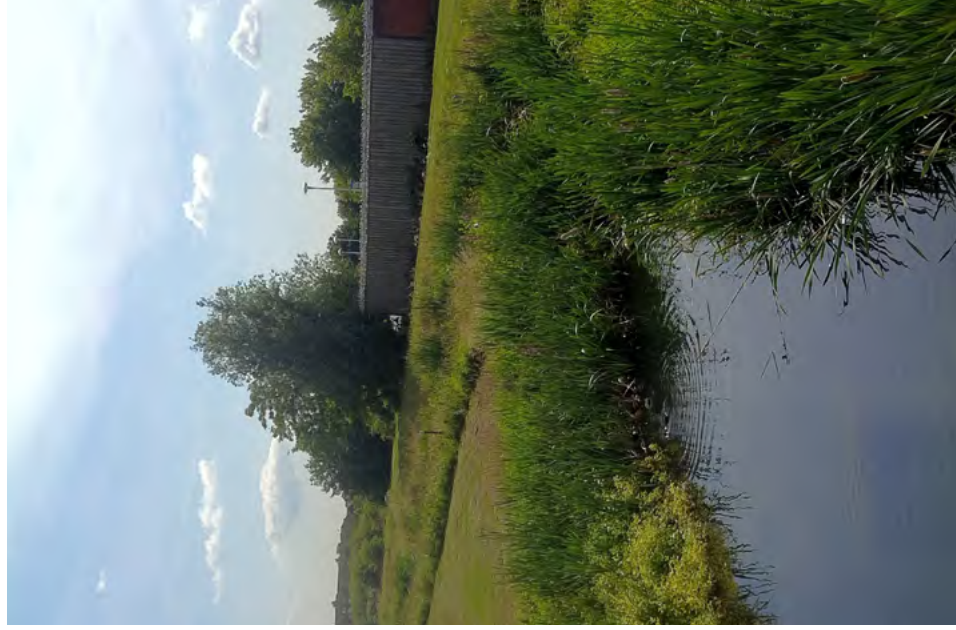
- 1** Connecting northern open spaces with the River Thames
- 2** The Green Spine
- 3** Connecting Key Centres
- 4** River Walk and riverside
- 5** Built form

Figure 5.3 Public Realm Strategy



Figure 5.4 Connecting northern open spaces to the River Thames

1: Connecting northern open spaces to the River Thames



The OAPF supports the retention and improvement of designated open spaces, and new developments should respond positively to key landscape features, enhance natural habitats and, where possible, improve access to them and improve green infrastructure.

The OA benefits from its proximity to large open spaces along its northern boundary in Barking Park, Mayesbrook Park, Castle Green, Parsloes Park, The Gores, Beam Valley Country Park and the Ingrebourne Valley. In addition to the River Roding which has a confluence with the River Thames at Barking Creek, a number of streams and rivers flow through these open spaces and the opportunity area. These include Mayes Brook, Gores Brook, Beam River and the River Ingrebourne. These river valleys could provide significant opportunities to provide relief from the harsh industrial environment within the OA by enhancing wildlife habitats, providing an excellent setting for creating new parks and open spaces and opportunities for walking and cycling links for direct access to the River Thames, for both new residential developments, but also for existing residential communities north of the A13.

Currently, the majority of open spaces to the north of the A13 are accessible to the public but the barriers created by road, railway and industrial uses to the south significantly reduce accessibility in the central and southern part of the opportunity area. The strategy for London Riverside is to open up these areas for recreation, leisure and nature conservation as a key driver for the regeneration of the area, complemented by the proposed improvements to connectivity as outlined in the ALGG.

The river valleys provide opportunities to connect and extend these open spaces to the River Thames by improving the quality and biodiversity along their length. Where possible, these green extensions could include pedestrian pathways and cycle routes to allow access to the river walk. Opportunities should be explored to create new larger open spaces along the river valleys.



Figure 5.5 The Green Spine connecting Rainham Marshes, Dagenham Dock, Barking Riverside and Cross River Park

2: The Green Spine



This key principle sets out the aspiration to connect Rainham Marshes in the east to the proposed Cross River Park to the west of the opportunity area, through the creation of a series of interlinked multifunctional parks, wildlife corridors, cycle routes and tree lined streets.

The OA, to the south of the A13 in particular is characterised by industrial uses. The release of some industrial land in this area for housing would require significant transformation of the public realm in order to accommodate new high quality residential developments.

The Green Spine, running east-west along the length of the OA, will link Beckton Riverside across the River Roding, the Pylon Park at Barking Riverside, Dagenham Dock Station with potential links through the industrial areas linking Dagenham Breach, CEME, Rainham Industrial Areas through to Rainham Marshes in the east.

These links will complement the north-south links connecting the northern open spaces to the River Thames, and the continuous walk along the River Thames to provide a strategic network of parks and open spaces, wildlife corridors, and cycle and pedestrian links to drive the transformation of the wider public realm.

This includes the creation of a new park as part of the Barking Riverside masterplan, as well as an aspiration to create a linear park along the A1306 connecting Rainham Village to Beam Park and Chequers Corner / Dagenham Dock Station. The boroughs of Havering and Barking and Dagenham have recently completed a street improvement programme to improve and “humanise” the environment of New Road. Havering Council has an aspiration to reduce the width of this road to create the Beam Parkway linear park along its length, to help integrate existing communities along its northern edge with new developments to the south, and create liveable and attractive spaces.



Figure 5.6 Connecting key centres

3: Connecting key centres



The GLA's July 2014 Town Centres SPG promotes the creation of successful and vibrant town centres, and their evolution and diversification. Town centres play a vital role in London providing sustainable access to jobs, goods and services, particularly by public transport, cycling and walking.

The Mayor's Transport Strategy places strong emphasis on the need for good transport links, to allow easy, efficient access to town centres to enable them to compete and to remain successful. Increased public transport accessibility can benefit town centres also by extending their potential resident and working catchment populations.

The success of London Riverside as a place to live and work will rely significantly on well-connected and thriving urban centres. Barking Town Centre is designated as a Major Town Centre in the London Plan, and will continue to be the main focus of retail, leisure and cultural activity for the area. There is scope for intensification, regeneration and higher density development including housing, capitalising on its existing and future potential accessibility. Improvements to the public realm, particularly around the station are however needed to ensure the space is able to cope with increased pedestrian traffic and acts

as a destination within the town. The Barking Central development around the Town Hall is a good example of how new public realm can transform the town.

In addition, enhancements to other existing centres such as the district centre at Rainham Village and local centre at Lodge Avenue will continue to provide a local asset for the residential hinterlands.

There are also a number of emerging centres, for example at Chequer's Corner/Dagenham Dock, Beam Park and Barking Riverside. Improvements to the existing station at Dagenham Dock and new station planned at Barking Riverside and Beam Park, with an improved service on the C2C line are key to supporting the emerging district centres.

Higher density mixed use development including residential in these areas will provide the critical mass necessary to support the centres and create new neighbourhoods.

Connecting these centres is crucial to support growth, and a package of transport measures is planned to achieve these connections, including new stations, new and improved bus routes and measures to reduce severance, improve the public realm and make the area more convenient and safe for walking and cycling journeys.



Figure 5.7 Continuous river walk and riverside park spaces

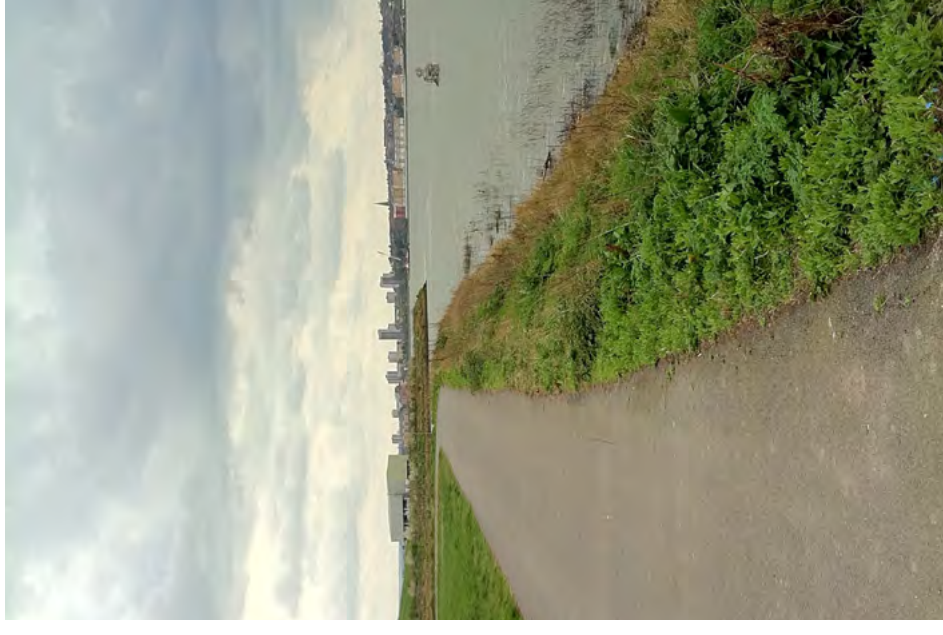
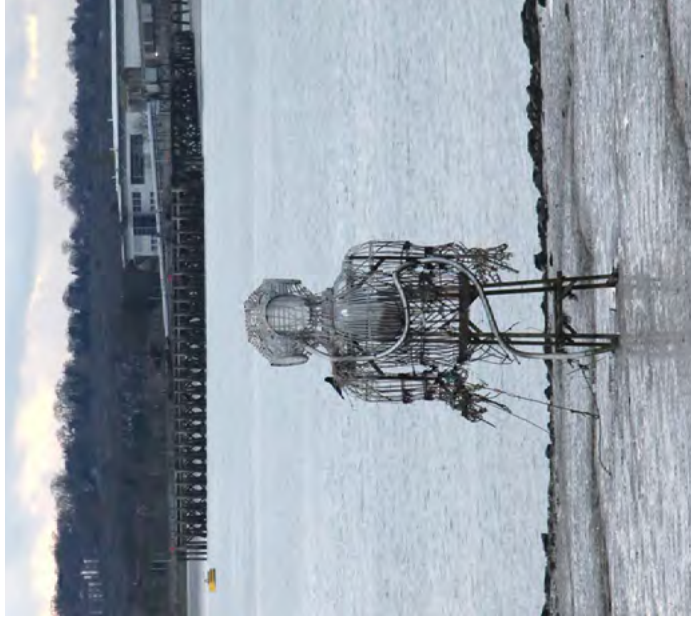
4: Continuous river walk and riverside park spaces

One of the opportunity areas strengths is that it benefits from a stretch of some 10km of south-facing river frontage. Through the creation of a continuous river walk from Gallions Reach in Newham to beyond Rainham Marshes, there is a potential to provide an excellent source of recreation or a more serene route to travel along by foot or bike, providing respite from the more heavily trafficked routes further north.

Part of this route is already established, for example at Rainham Riverside with plans in place for other sections to be implemented (for example as part of Barking Riverside's marina and boardwalk areas), but other sections will require further work and funding such as a connection over the Roding. The Thames Estuary Partnership and Sustrans continue to promote the establishment of a Thames Estuary path continuing from the City through London Riverside and out to Essex and Kent.

There are already plans in place for a number of riverside parks that will punctuate the river walk. These build on the legacy of Lyle Park, Thames Barrier Park and the Royal Victoria Gardens to the west. The delivery of a crossing of the Roding will be a key element in the delivery of this walk – its success and popularity will only be guaranteed if it is contiguous.

Developers and landowners bringing forward development proposals for sites along the river will be expected to work with TfL, the GLA and other key stakeholders to establish new river walkways where possible, connecting into existing routes to achieve the continuous river walk.



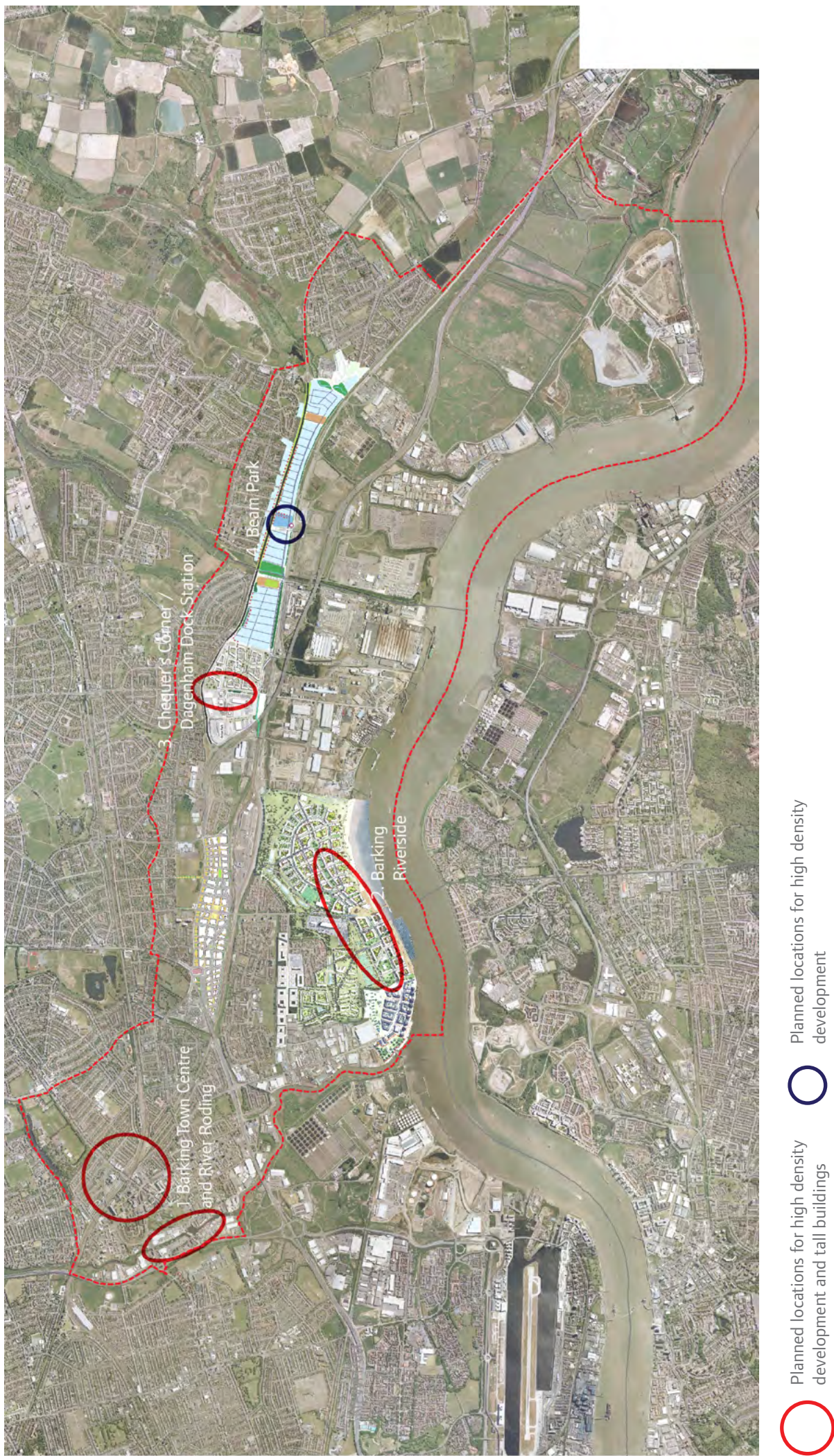


Figure 5.8 London Riverside built form

5: Built form



Urban grain

The urban grain in London Riverside shows clear contrasts between the finer grain in and around Barking town centre and the existing residential areas along the northern edge of the area, and the coarse grain of large, widely-spaced blocks in the employment areas south of the A13.

The varying patterns of residential development derive from the age and type of housing stock, with more traditional grid street patterns in older Victorian and Edwardian streets around Barking town centre, through the distinctive broad patterns of the Becontree Estate, designed around picturesque garden city principles, to the post-war housing estates designed around the car in South Hornchurch and Rainham.

There is also variety in the form of the existing industrial areas, with finer grain smaller plots along the River Roding, in Creekmouth and along Rainham Creek, with the larger units around Dagenham Dock and the Dagenham Stamping and Tooling Plant (DSTO).

Conservation areas and listed buildings

There are three conservation areas in London Riverside, two in Barking Town Centre (Abbey and Barking Town Centre, and Abbey Road Riverside) and one in Rainham (Rainham Village). Listed buildings in the OA are largely clustered in Rainham and Barking although Eastbury Manor House, south-east of Barking Town Centre, is a notable exception.

Heritage considerations apply to sites to the west of Barking Town Centre along the River Roding and particularly around the Barking Abbey, Mill Pond and Town Quay. There are also sensitivities in relation to town centre sites close to Barking Station which is itself Grade II listed. The areas industrial heritage is also recognised and reflected in the local listing of Algor Wharf. A number of buildings within Barking Riverside that, whilst not listed, should be retained within new masterplans. These include the Old School House, the last surviving building of Creekmouth Village that was destroyed by flooding in the 1950s. The Barking Power Station Switch House should be retained and would accommodate new cultural uses within the Barking Reach scheme. Development sites in Rainham Village are subject to local heritage considerations, particularly in the vicinity of the Church of St Helen and St Giles and Rainham Hall. However, the majority of the land available for development in the OA is not affected by heritage considerations.

Topography and views

Despite London Riverside being largely flat, the land starts to rise to the north east, cut through by the shallow river valleys. The land then rises very slowly beyond the OA northwards to the Havering Ridge, reaching 100m at nearly 12km from the Thames.

On the south bank of the Thames, there is a flat flood plain but with a ridge of higher land much closer to the river than on the north side. There are sweeping vistas of the Thames from Beckton Riverside, Barking Riverside and from Coldharbour Point in Rainham Marshes Conservation Park. Whilst the London View Management Framework SPG does not identify any strategic views in London Riverside, the OAPF supports locally designated views as set out by the Councils.

The topography of Barking Riverside is more varied and is entirely artificial being made up of landfill. This provides an opportunity to deliver flood protection as well as a more varied townscape within the masterplan.



Building height strategy

This strategy is informed by local authority planning documents including Barking and Dagenham's Area Action Plan (AAP) and Borough-Wide Urban Design Study, Havering's Site Specific Allocations Document and Rainham Village master plans; strategic policy in the London Plan (Policy 7.7) and national guidance in English Heritage's Guidance on Tall Buildings (2007).

Using this information, the following locations illustrated in Figure 5.8 indicates broad locations for higher density developments and tall buildings in London Riverside and shows where there are emerging clusters of tall buildings in the OA. Proposals for tall buildings or high density development outside of these areas will be considered case by case on individual merit. Consideration will be given to the specific proposals, the location and context and detailed design and layouts.



1. Barking Town Centre and River Roding

- A cluster of tall buildings around Barking Station;
- A secondary cluster of tall buildings to the west of the town centre along the River Roding, on the axis from Barking Park to Canary Wharf;

Tall buildings around the Mill Pond will require careful consideration due to the impacts on heritage assets at Barking Abbey, Abbey Green and the Malthouse. Tall buildings should be considered as key local landmarks adding legibility to the axis from Barking Station, through the town centre to Abbey Green and beyond, with Canary Wharf in the far distance.

2. Barking Riverside

Higher densities or taller buildings can be accommodated around a new Barking Riverside Station, towards the Thames frontage and towards the east in phase three and in some more central parts where there is opportunity around new open spaces created within the masterplan.

3. Chequer's Corner/Dagenham Dock Station

Higher density development in this area should improve legibility of Chequer's Corner and Dagenham Dock Station and should take advantage of the site's higher accessibility. A more dense form of development would help provide the critical mass to deliver a vibrant district centre. The redevelopment of the Dagenham Stamping and Tooling Plant (DSTO) will be central to establishing a new street based urban form.

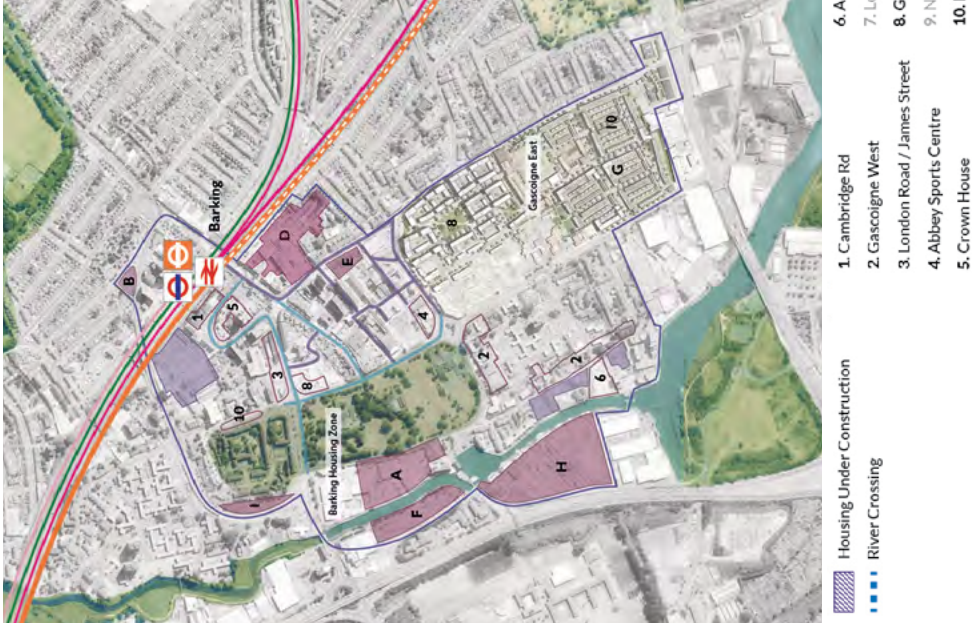
4. Beam Park

High density development should provide legible and easy access to the new Beam Park Station from the A1306 as well as sites to the east and west, whilst allowing for a more suburban character with houses away from the transport hub fitting with the form and typology of existing residential areas to the north.



Key development areas

Development area 1: Barking Town Centre



Barking Town Centre is the largest centre in the opportunity area, and designated a Major centre in the London Plan. It has excellent public transport accessibility with Barking rail and underground station providing frequent and convenient access to the City and the Essex coast via the C2C rail and underground service on the District and Hammersmith & City lines. The centre has significant potential for regeneration, and there have been recent successful schemes such as Barking Central and King William Street Quarter showing how the public realm and the image of the town can be improved.

The market is responding to the area’s potential, which together with the Housing Zone allocation is helping to bring forward development interest on sites such as Cambridge Road, and the Gascoigne Estate.

Barking and Dagenham Council identify the town centre as a key regeneration area, and expect to see a large proportion of its housing delivery to be within the town centre. It has adopted an Area Action Plan and a Station Masterplan which both provide more detailed policy guidance for development coming forward within the centre.

The town centre is recognised as a cultural quarter in the Area Action Plan where creative industries are encouraged together with new arts and leisure activities which will contribute more effectively to the town centre regeneration.

The town centre is identified as a suitable location for high density development including tall buildings, subject to the usual expectation of exemplary design and housing quality and mitigation for social infrastructure, particularly children’s playspace. It is also recognised that in order to achieve the regeneration of the town centre, it is necessary to rebalance its community, as there is a predominance of social rent tenants. Through new residential-led development, the Council and the GLA are keen to introduce other forms of tenure to the town centre such as shared ownership and PRS.

Figure 5.9 Key sites in Barking Town Centre

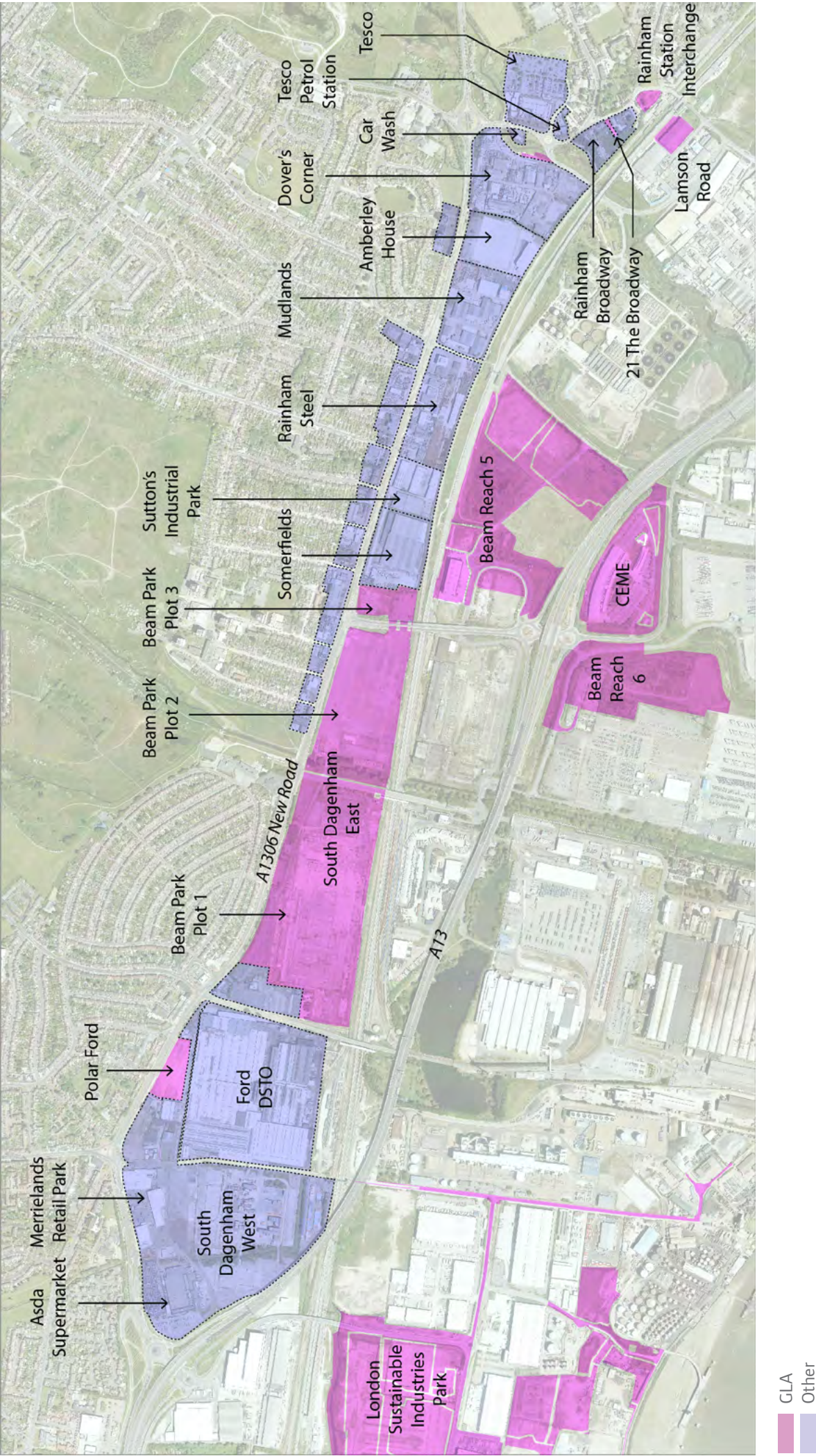


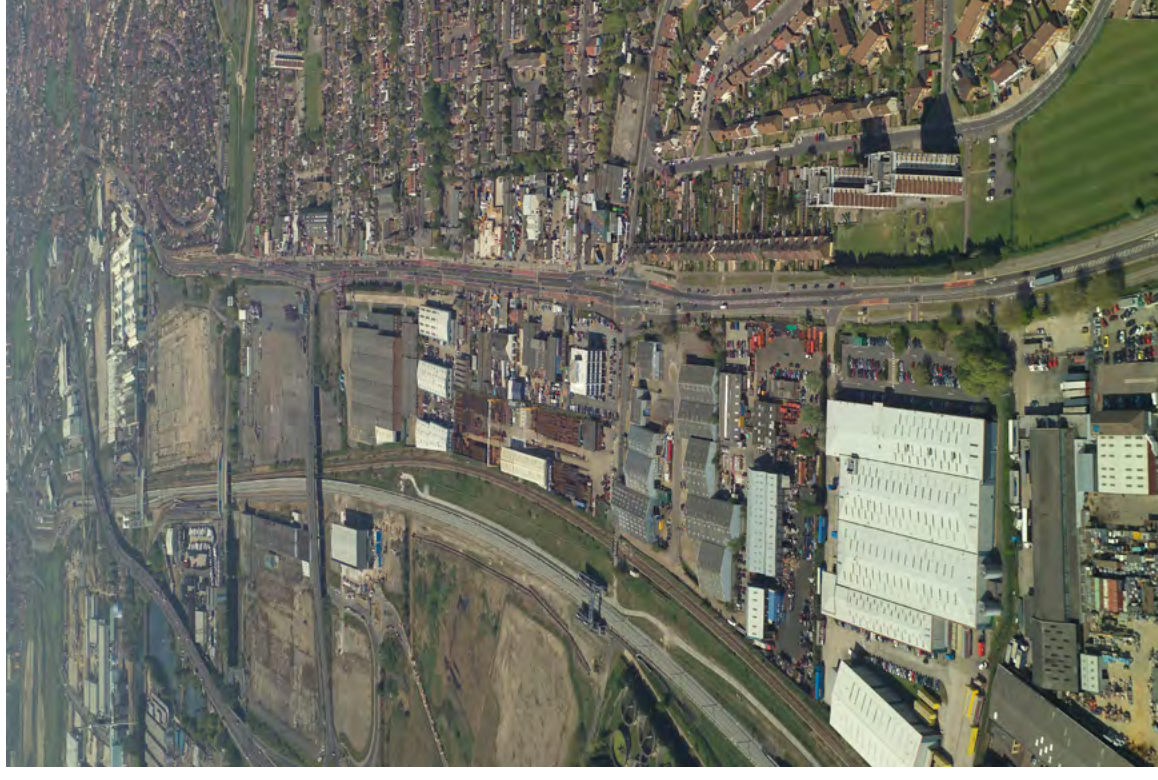
Figure 5.10 Land ownership on the A1306

Development area 2: The A1306 sites

The key sites are between the A1306 and the London, Tilbury and Southend railway line, from Chequers Corner, Dagenham to Rainham Village (see Figure 5.10). Almost all were employment sites and the majority have been out of use for a number of years. The realignment of the A13 has meant that their location has a reduced strategic commercial advantage and, with the consolidation of employment sites in London Riverside, they are now suitable for release for other uses. Many of these sites are in public ownership, as shown on Figure 5.10, so they provide an opportunity to make a significant contribution to local and regional housing needs through residential-led mixed use developments.

A strategy is proposed for this development area based on five key principles and includes a brief summary of the condition, history and future potential of the individual sites. This builds on the land use, development capacity, infrastructure constraints and public realm strategies set out in this document. The result is a set of flexible urban design principles for the A1306 corridor that will enable developers to respond effectively to market opportunities and changing circumstances.

A Rainham and Beam Park Masterplan and Planning Framework is also in preparation and due to be adopted as non-statutory planning policy by Havering Council in late 2015. This will form part of the evidence base for the forthcoming Local Plan. This document will set out the Council's investment priorities and guide the quality of the development that comes forward. It will set a clear vision supported by key design principles that will insure a coherent approach to any development activity. The framework will set out a comprehensive approach to improve connectivity to functioning neighbourhoods that are well served by transport, schools and health services, and avoid the dangers of a piecemeal approach with developments that are inward looking.





South Dagenham West

The site comprises the Merrilands Crescent retail park which includes an ASDA superstore. Immediately to the south of this are proposals for a mixed use retail/residential development. The rest of the site to the west of Chequers Lane is owned by AXA Sunlife and has planning permission for employment uses.

The Kuehne and Nagel warehouse was completed in 2014 and the remainder of the site is due for completion in 2015. To the west of Chequers Lane and north of the Dagenham Stamping and Tooling

Plant (DSTO) site are a number of small areas of land including the Chequers Corner/Polar Ford site to the east, which is close to Dagenham Dock Station.



Dagenham Stamping and Tooling Plant (DSTO)

This site is currently owned by Ford Motor Company although its previous use ceased in 2014. The GLA and Barking and Dagenham Council's aspiration is to bring this site forward for residential-led mixed use development with provision for managed workspaces along the A1306 and additional retail, community and leisure uses (including the potential for a Ford Heritage Centre) as part of the District Centre development at Chequer's Corner. This form of development would make the most use of Dagenham Dock Station and have a good fit with planned land uses on the Beam Park sites to the east. As a result of the tendering process, a preferred bidder is expected to be announced by the end of 2015.



Beam Park (South Dagenham East)

This vacant brownfield site owned by the GLA straddles the River Beam and lies between the DSTO site in Barking and Dagenham and the edge of the Somerfield site in Havering. This site will provide a



residential-led mixed use development around the a new Beam Park station.

Rainham West

Rainham West comprises the area east of Beam Park from the former Somerfields to Rainham Creek, including the mixed uses on the north side of New Road. From west to east, the sites are Somerfield's, Suttons Industrial Park, Rainham Steel, Mudlands, Carpet Right (Havering College), Dover's Corner. Many of these sites have uses commensurate with its previous designation as an employment area. The OAPF anticipates that these sites will come forward for mainly residential use with SME uses along the A1306. There will no longer be a requirement to retain 33% of the land in employment uses, with residential-led mixed uses preferred.



Rainham Village

The land in historic Rainham Village situated between the Broadway and the London, Tilbury and Southend Railway is another key development site. There is a collection of listed buildings that individually and collectively contribute to the character of the Conservation Area.

The site to the south of Wennington Road, to the west of Anglesey Drive and to the north of and including Rainham Station is referred to as Rainham Station Transport Interchange and Civic Square. Rainham Station provides direct train links into London but is perceived as being detached from the heart of Rainham Village.

Rainham Central includes land east of Bridge Road, south of Ingrebourne Creek, north of Bridge Road/Upminster Road south and west of Rainham Village Primary School and includes Tesco supermarket. These sites are comprehensively dealt with in the Rainham Village Masterplan. In addition, the OAPF has considered the car wash site between Ingrebourne Creek and Bridge Road and the Tesco Petrol Station site near the roundabout as they have the potential to significantly enhance the setting of the Ingrebourne Valley and Rainham Village Centre respectively.

Character analysis of the A1306 sites

Built form

The character of this area is largely defined by its industrial legacy, associated rail and road infrastructure and utility constraints.

The grain of the residential areas in the north, which consist largely of two storey terraced houses with back gardens is in sharp contrast to the large industrial blocks south of the A1306. There are taller residential blocks in Mardyke Estate and the tower blocks of Plymouth House and Napier House near Dovers Corner.

Rainham Village has retained much of its historic core. The church, public square and clock tower define the village centre which has a much finer grain compared with the later developments around it.

Road network

The A1306 Ripple Road and New Road forms the spine of the road network in this area with roads branching off it perpendicularly. The roads to the north serving the residential areas are relatively closely spaced while those to the south are much wider apart and largely retain their industrial character. Some of the roads on the north side are closed to traffic at their junction with New Road.

Heritage assets

Rainham Village is a conservation area. The centre of the village, visually and historically, is the churchyard with the two main streets converging at an open space around the War Memorial with a collection of listed buildings including the church around it defining its character.

There are a few locally listed assets at the western end of New Road in Barking and Dagenham of which Dagenham Dock Station and Imperial House are under consideration. To the north of the New Road around Chequers Corner, St. Martin's Church, Marsh Green Primary School and 1-15 Princess Parade are also locally listed.

Natural assets

The area benefits from its proximity to open spaces in Goresbrook Park and the Beam and Ingrebourne valleys. The Goresbrook, Beam River and River Ingrebourne flow through the area providing wildlife habitats at Chequers Corner, Beam Reach and Dovers Corner. In addition, there are mature trees in several places along New Road which provide relief from the harsh industrial environment. The boroughs of Havering and Barking and Dagenham have recently completed a street improvement programme to improve and "humanise" the environment of New Road. Near its junction with Dovers Corner, the road has a well defined green edge with trees on either side.

Land use

The A1306 currently defines very clearly the separation of residential and industrial land uses. The map of existing land uses (2007) at Figure 5.11 shows this.

There are a variety of uses along the northern side of New Road. From Chequers Corner to the junction with Ballards Road and Kent Avenue, there is a mix of retail and residential uses. A predominantly residential edge defines its length until its intersection with the Beam Valley. The edge between the Beam Valley and Cherry Tree Lane comprises high road commercial uses such as car garages, workshops, automobile spare part retailers, tyre shops, car sales, car wash, fuel stations, building material suppliers, workers' cafés and restaurants and local newsagents.

The southern edge is mostly defined by larger industrial sites, warehouses and open storage, some of which are still in use.

Social context

The population of South Dagenham and Rainham is relatively deprived when considered against a number of indices. Many people still use and are employed by businesses on the A1306.

Key design principles for the A1306 sites

Five key design principles have been developed. Besides helping to create good forms of development, they should help to ensure that new development is not seen in isolation but, rather, stitched into the existing fabric. By taking into account the existing context and constraints, new development will be able to complement established communities and enhance the character of the wider area.

The design principles have been developed primarily to reflect anticipated residential led development and these are shown on Figures 5.13 to 5.18.



Figure 5.12 Minoco Masterplan (Royal Docks) potential reference layout for DSTO site – public square connected to two destinations – Dagenham Dock Station and Merrilands Retail Park

1. The Beam Park Way

The A1306 will be transformed into an integrating element that is at the heart of a new urban structure connecting new residential development in the south with the existing residential areas to the north.

This will be achieved by providing a variety of employment uses, particularly managed workspaces for small-medium sized enterprises (SME). To establish legibility and a sense of place, a variety in the intensity and type of activities will be encouraged along its length.

Dagenham Dock Station will provide a new district centre at Chequer's Corner to the west and the new Beam Park Station with high density residential development will provide a new local centre destination near the Beam River washlands to the east.

The existing retail uses and new high density residential-led mixed use development with the potential for a public square are encouraged on the DSTO site as indicated on Figure 5.13.

Further east, Havering Council has aspirations to transform the A1306 into a linear park connecting the new Beam Park Station to Rainham Village. This vision sets out the aspiration of accommodating all vehicular traffic within the northern carriageway and freeing up the central median, southern carriageway and southern footway to be transformed into a Linear Park. This approach could be extended to the west up to Chequer's Corner and Dagenham Dock Station. This would enable the linear park to serve as a unifying element across borough boundaries and give this area a strong identity.

Measures to humanise the road include the creation of a pedestrian-friendly environment, cycle routes and easy access to bus stops. Pedestrian and cycle crossings will be provided at appropriate points and made "straight across" in order to facilitate movement and encourage integration across the road. Such public realm proposals to further scale down and humanise the road environment are further supported in the Green Grid SPG. Whilst the re-imagined A1306 will remain a through route for local traffic, providing connectivity between Chequers Corner, Beam Park and Rainham Village, measures to minimise congestion and maintain bus journey time reliability will be required.

Existing mature trees on the edge of the Beam Park Way should be retained as part of the emerging masterplans and where possible integrated into the new linear park.

The A1306 should be treated with simple and consistent styles of street furniture, lighting and signage along with appropriate tree planting to improve legibility and the experience of using the space. Safety is another important consideration and crime must be "designed out" in order to ensure that people using the area can feel safe.

Refuse collection needs to be considered comprehensively and at an early stage in design development. The use of some form of waste management system, such as EnVac is encouraged to avoid the visual impact of refuse storage at street level.

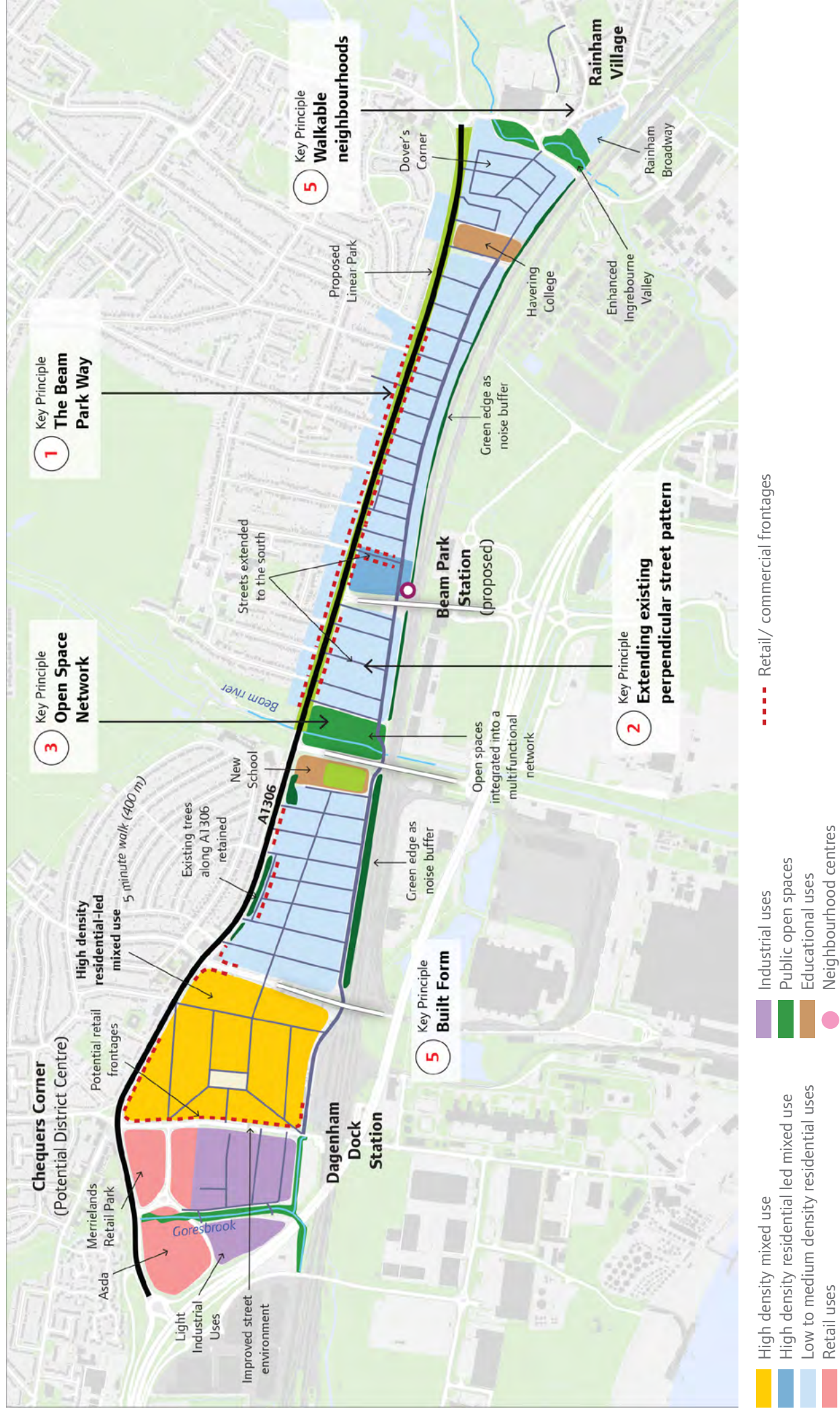


Figure 5.13 Key design principles for A1306 sites

2. Extending the existing perpendicular street pattern

The development on the south side of New Road should be based on streets that are perpendicular to the main road. This can be seen as extending the current arrangement from the northern residential areas across the Beam Park Way into the sites to the south.

This is both a familiar and a practical layout, robust and flexible enough to accommodate a variety of residential-led development blocks and allow for changes over time. East-west roads will be necessary to provide internal access within each development area but should not encourage rat-running traffic. A secondary road at the southern end of the sites avoids the creation of cul-de-sacs and could potentially connect sites across land ownership boundaries and provide convenient access to Dagenham Dock Station across the DSTO site. It is important that new housing with front door access addresses this road to provide passive surveillance and create a safe environment.

These roads should provide good quality street environments, accommodating cars without allowing them to dominate, and create safe, functional and attractive spaces.

3. Open space network

This area already has wetlands, waterways and green spaces which form a disconnected open space network. It is important to protect, restore and enhance these natural assets and connect the gaps to create a comprehensive open space network connecting development sites across land ownership, administrative and physical boundaries. A well

connected and high quality open space network will help to improve visual attractiveness as well as biodiversity of the area, and to help define its character and identity. This will help attract inward investment to create places where people want to live and work.

The watercourses and rivers running north-south provide significant opportunities to improve and enhance wildlife habitats, create new parks for communities and subtly yet firmly embed new developments into the existing urban structure.

The Goresbrook improvements identified in the ALGG will include restoration and enhancement

of the existing watercourse and wildlife habitat. It will improve pedestrian and cycling experience and provide connections from Goresbrook Park across Ripple Road to Dagenham Dock Station. The road environment on Chequers Lane should be improved and new development on the Dagenham Stamping and Tooling Plant site should provide active frontages along its length, extend retail activity of Chequers Corner towards Dagenham Dock Station and provide passive surveillance to create a safer street environment.

A local park south of the New Road around the River Beam would extend public access to the Beam Washlands which have recently received significant



investment in flood storage capacity and public walking routes. Provision of a park and play space in this area will provide a local public amenity and enhance the character and identity of the area as well as minimising local flood risk, protecting habitats and biodiversity, and making use of land otherwise constrained for development due to underground utilities.

The valley of the Ingrebourne is the subject of a programme of schemes including continuous north-south paths. Where the river becomes Rainham Creek, it is particularly constrained at Bridge Road, between Rainham Village and the Dovers Corner site. Relocating the car wash on Bridge Road and widening the open space on both sides of the creek will provide continuity and definition to the Ingrebourne Valley, enhance its prominence, leisure and recreational value and enhance the setting of the historic village. As a shared public space, this creekside park will serve as a focus for community cohesion and help to integrate new and existing communities. Direct pedestrian and cycle connections across the Creek from Rainham Village through the Dovers Corner site will provide easy access to local amenities and transport.

A comprehensive sustainable urban drainage system will be an essential component of any development. The perpendicular road layout will enable storm water to drain into a green corridor with a drainage ditch and a bund parallel to the railway. This would serve also as a buffer between housing and the railway and as a corridor for wildlife linking the Beam, Ingrebourne and intermediate spaces.

4. Walkable neighbourhoods

Walkable neighbourhoods are typically characterised

by having a range of facilities available to residents that can be accessed comfortably on foot. Making the local environment convenient and attractive to walk in can help enhance the vibrancy of a community and reduce reliance on motor transport.

One of the values of mixed use developments is that they can provide facilities that people walk to frequently, such as local shops. A widely used benchmark is for a neighbourhood to cover a 400m radius, equating to about 5 minutes' walk. 400 metres is also the target maximum walking distance to a bus stop.

The provision of new clusters of local facilities at intervals along the A1306 as part of the new developments will complement the larger existing centres and help create local identities.

Barking and Dagenham Council's aspiration is to upgrade Chequer's Corner into a district centre with new high-density residential led mixed use development on the DSTO site, providing convenient access in a more walkable environment from Beam Park to Dagenham Dock Station.

The junction of the extended First Avenue from Rylands Estate across the A1306 is within a five minute walk of most of the South Dagenham East site and this provides an opportunity to cluster local retail and community facilities and bus stops. Its position on the A1306 will benefit both new and existing communities, help their integration and add variety and intensity to the uses on the New Road.

The proposed Beam Park station and new high density residential development will form a new local centre and serve new and existing developments.

The road to the station could provide local small scale retail and community facilities and improve the legibility of the new Beam Park railway station from the A1306.

5. Built form

Housing development is expected to follow the established perpendicular street pattern. These development blocks should generally incorporate a mix of housing typologies including flattened accommodation of up to 6 storeys and terraced houses of two to four storeys. The Barking Riverside development provides an example.

Development along New Road, around Beam Park, Chequer's Corner and to the east of Dagenham Dock Station may be of a higher density flattened typology, with feature buildings introduced on corner sites or centres of activity to add interest, identity and to serve as way-finding features. These guidelines should achieve a compact but still predominantly suburban form of development.

Placing most of the housing on roads that are on broadly north-south alignments will enable sustainable residential developments that benefit from natural day-lighting and passive solar gain.

It is vital that all development sites in and around Rainham Village complement and enhance the character and setting of the historic centre in order to reinforce its distinct identity. Development at Dover's Corner provides an opportunity to extend the positive qualities of the village towards the west and form a transition between old and new, small scale and larger. This can be achieved at a relatively high density without being high rise.

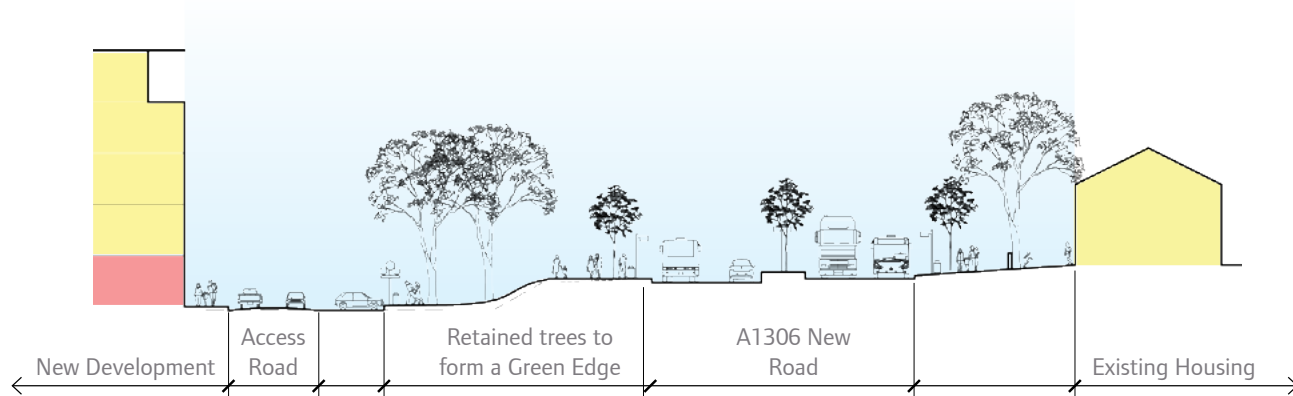


Figure 5.14 Sketch illustrating treatment of edge between the A1306 and new development - existing trees are retained and a new road provides access to active ground floor uses.

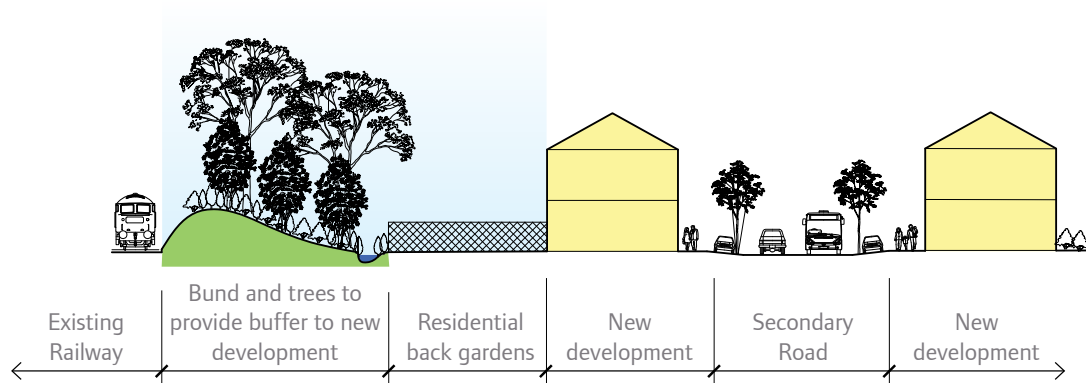


Figure 5.15 Sketch illustrating treatment of the edge between railway and housing - A bund and private back gardens provide a green buffer along the railway tracks while residential front doors provide active frontage and surveillance onto the street

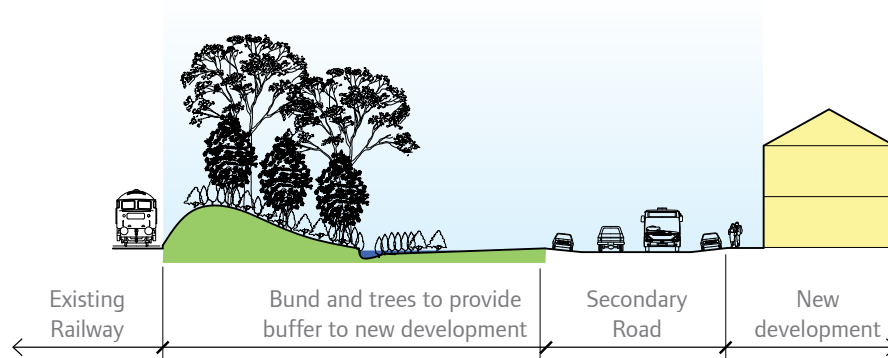


Figure 5.16 Sketch section illustrating treatment of the edge between railway and housing - A bund and SUDS provide a green buffer along the railway tracks while residential front doors provide active frontage and surveillance onto the street

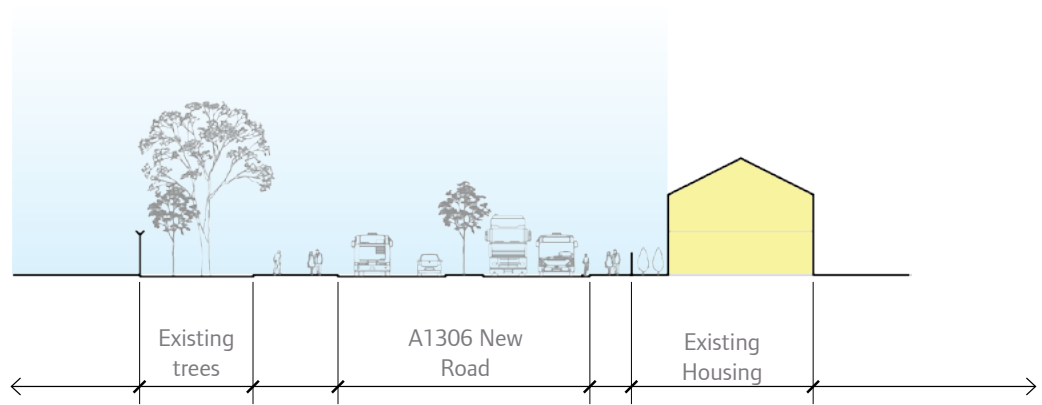


Figure 5.17 Sketch section illustrating the existing A1306 road section

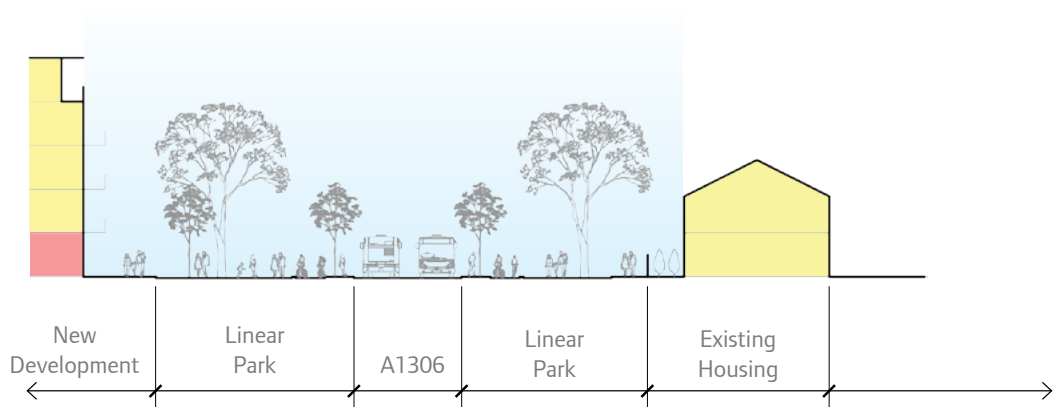


Figure 5.18 Sketch section illustrating the potential reduction of carriageway to create a new linear park

Development area 3: Barking Riverside, Creekmouth, Thames Road and Castle Green

Barking Riverside is a brownfield site of over 170 hectares on the north bank of the River Thames. The site benefits from a 2 kilometre riverfront and is close to Barking town centre, 14 kilometres east of the city of London and 6 kilometres east of London City Airport.

In the 1920s, tidal marshland was drained for the construction of the coal-fired Barking Power Station, built to supply Essex and Kent with electricity. The station closed in 1981 leaving behind the significant power infrastructure of the National Grid switching and sub stations and many overhead lines and below ground cables. Elsewhere on the site, an area of some 27 hectares was used from the early 1950s to the 1980s as a landfill for domestic, commercial and industrial waste. With the exception of a number of commercial tenants the site remained largely derelict since the 1980s.

The site was acquired by Bellway in 1998 and an initial development of circa 900 homes was completed during the early 2000s.

In 2004 the Barking Riverside Limited (BRL) joint venture (JV) was formed between Bellway plc and English Partnerships (EP). The latter's interests were transferred to the GLA following devolution of powers to the Mayor in 2012 from the Homes and Communities Agency (HCA). The GLA and Bellway PLC, each own 49% and 51% of the shares in BRL respectively. The purpose of the JV is to prepare the site, provide serviced development plots for house builders and to provide the essential physical infrastructure including highways, utilities and the wider public realm and community facilities.





Figure 5.19 Consented sub-framework plan

The development and planning permission

The vision for Barking Riverside is of a vibrant, sustainable community that will transform one of the largest brownfield sites in the UK. Outline planning consent is in place for 10,800 new, mixed-tenure homes within a high quality urban environment alongside a full range of healthcare, shopping, community and leisure facilities and environmental amenities, all supported by new public transport links.

Outline planning permission for the whole site was secured in 2007 and provides for:

- 10,800 homes
- 65,600 sq.m of commercial, retail and community facilities
- One secondary and up to four primary schools
- Major new highway infrastructure and extensive public realm and landscaping
- East London Transit bus service and land safeguarded for DLR extension

To date 686 homes have been completed alongside the Rivergate Centre, including a primary school and place of worship, 7,000 sq.ft of commercial floorspace including a local format Morrison's store of 4,000 sq.ft which is now open. A further 660 homes within the remainder of phase one are planned to come forward in two further phases up to 2017.

The project recently won Development of the Year at the Sunday Times British Homes Awards 2013 and the 2013 Housing Design Award for completed schemes. The first homes completed during 2012 within the Buzzards Mouth Court area, won a prestigious

Housing Design Award in 2010 and were shortlisted in the Best New Place to Live category in the London Planning Awards 2012/13.

Overall, the first phase of development is likely to deliver between 1,100 and 1,400 homes. This, and the next phases of development, will be supported by a transport strategy underpinned by the London Overground extension, which is key to unlocking further development of Barking Riverside and shape its density and viability. As part of the 2014 Autumn Statement, the Chancellor of the Exchequer announced that the Government will provide a loan of £55 million to support the extension to Barking Riverside. TfL is progressing the design of the scheme with a Transport and Works Act Order application proposed to be made in December 2015.

The consented sub-framework plan (Figure 5.19) was based on the extension of the DLR from Gallions Reach through Barking Riverside to Dagenham Dock, and so work is progressing between BRL, the GLA, TfL and the borough on a revised masterplan reflecting this alteration (Fig 5.20). The GLA and Barking and Dagenham Council have an aspiration to develop a new District Centre around this new station and the Council have also expressed their aspiration for an additional station on this extension in the proximity of Renwick Road to serve businesses and communities in and around the Thames View Estate and potentially a new community at Castle Green. The indicative masterplan for the Castle Green area would deliver up to 500 homes and a new green link from Pylon Park to Castle Green, knitting together the new and existing communities. This was also raised by respondents to the initial public consultation on the Overground extension and TfL are undertaking a review of the case for a second station.

BRL, TfL and Network Rail are continuing to work closely to develop and refine this option and to consider its impact upon the consented masterplan.

Options are also being considered for release of industrial land to the north along Thames Road and to the south along River Road, west of the existing masterplan area to provide additional housing along the riverfront and create better connections across the River Roding to the Royal Docks OA and City Airport. This is shown in more detail on Figure 5.20. The masterplans should retain the old Barking Power Station Switch House, as it has potential to be used for a cultural use. The building on the site of Squibb Demolition should also be retained due to its distinctive 1950s engineering aesthetic. The Creekmouth Village School House should also be retained.



Remains of Barking Power Station Switch House



Figure 5.20 Indicative masterplans for Barking Riverside, Creekmouth, Thames Road and Rippleside

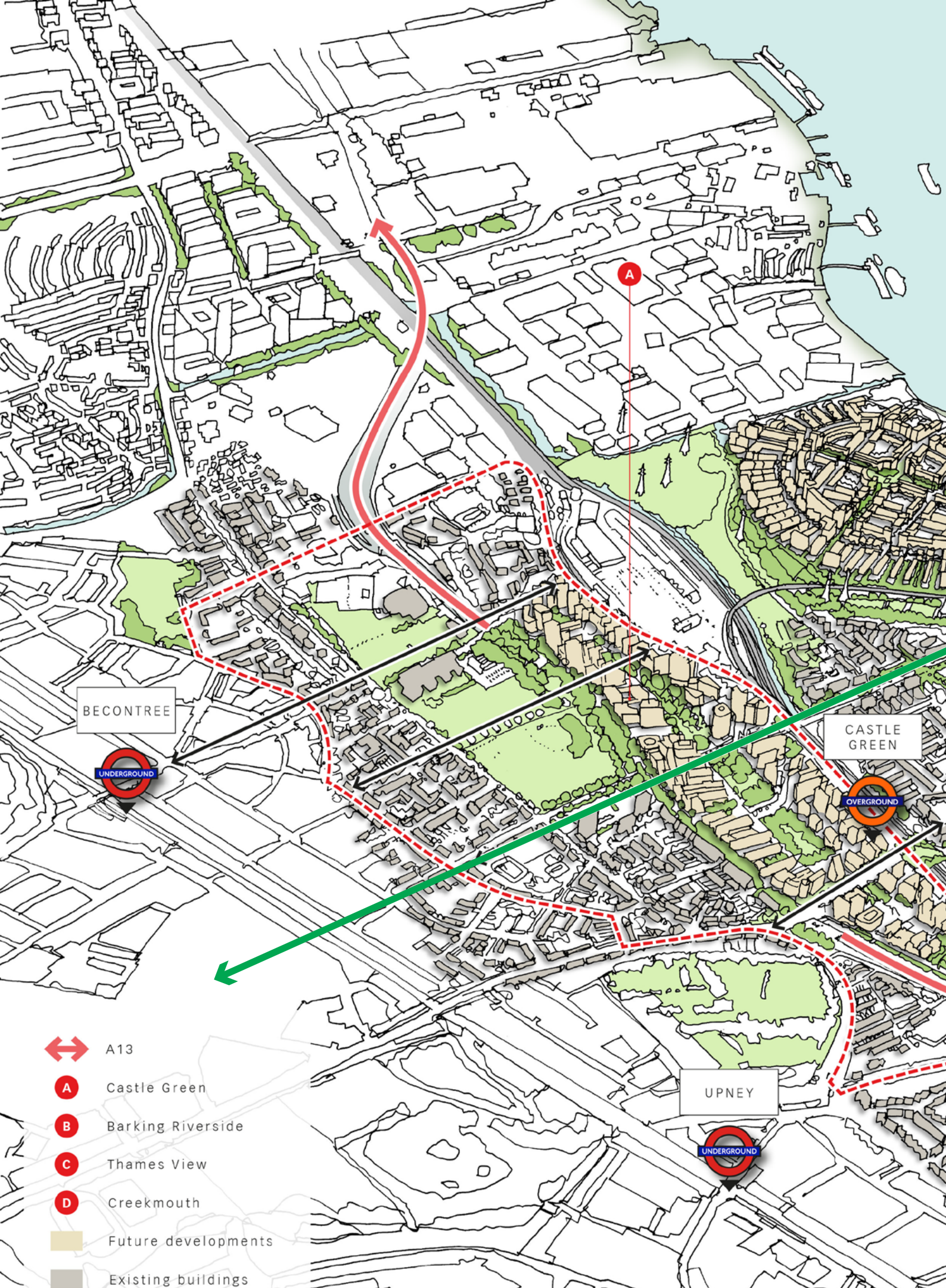


Figure 5.21 Visionary sketch for Barking Riverside, Creekmouth, Thames Road and Castle Green

