

Barking Station Masterplan Supplementary Planning Document



FEBRUARY 2012

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Chapter 1

Barking Station Interchange: **A Vision**

1.1: Introduction

A Vision for Barking Station Interchange

- 1.1.1** Barking Town Centre is one of the most strategically important regional centres in east London, home to a diverse community, a bustling street market, and the historic Abbey ruins. Barking lies in the heart of the London Thames Gateway area, part of the largest regeneration project in Europe.
- 1.1.2** The station is an arrival point and for many, the first impression they have of the Borough. Barking Town Centre has not lost its individuality and spirit of place. Barking Station itself epitomises this spirit. A grade II listed building, it is an example of a station rebuilt during the British Railways 'Modernisation Period'. The station benefits from a wide range of transport connections, but it and the immediate area suffer from poor quality public realm, capacity problems and a general lack of investment¹.
- 1.1.3** In recent years there has been a surge of positive development in the town centre. Much of this has focused around the civic heart with the completion of Barking Central in 2010. This award-winning scheme has created a new public space and vista of the Town Hall. The juxtaposition of the new community and residential buildings against the existing urban fabric testifies how the character of an area should not be eroded but highlighted by new interventions.
- 1.1.4** The civic centre of Barking has set a benchmark for the wider regeneration of the town centre in terms of sensitivity of design and provision of quality public realm. Barking Station Interchange area needs to better integrate with the regeneration which has already taken place in the town centre and to respond to the scale and quality of this new development.
- 1.1.5** Within this context, this Masterplan seeks to draw on the existing elements in the town centre and to build on this success for Barking's gateway. The purpose of the Masterplan is to convey a shared vision for the Barking Station area and to provide a catalyst for the regeneration of this key point in the town centre and Borough. Creating a positive sense of arrival at Barking Station will help strengthen the identity of the town centre, attracting residents and investors to the Borough. The Council and its partners are committed to transforming the station so that it can operate as a best practice transport interchange, radically changing the perception of Barking Town Centre on arrival.
- 1.1.6** The Barking Station Masterplan Supplementary Planning Document (SPD) specifically sets out the need to improve the grade II listed station, the surrounding public realm and presents a number of development opportunities, which build on the areas existing historic assets. It indicates how these proposed development sites connect to their surroundings by all modes of transport including walking, cycling and public transport. It also provides clarity as to appropriate uses in terms of the quantity and location of residential, retail, office and leisure development.

¹ DfT, Better Stations Report, 2010

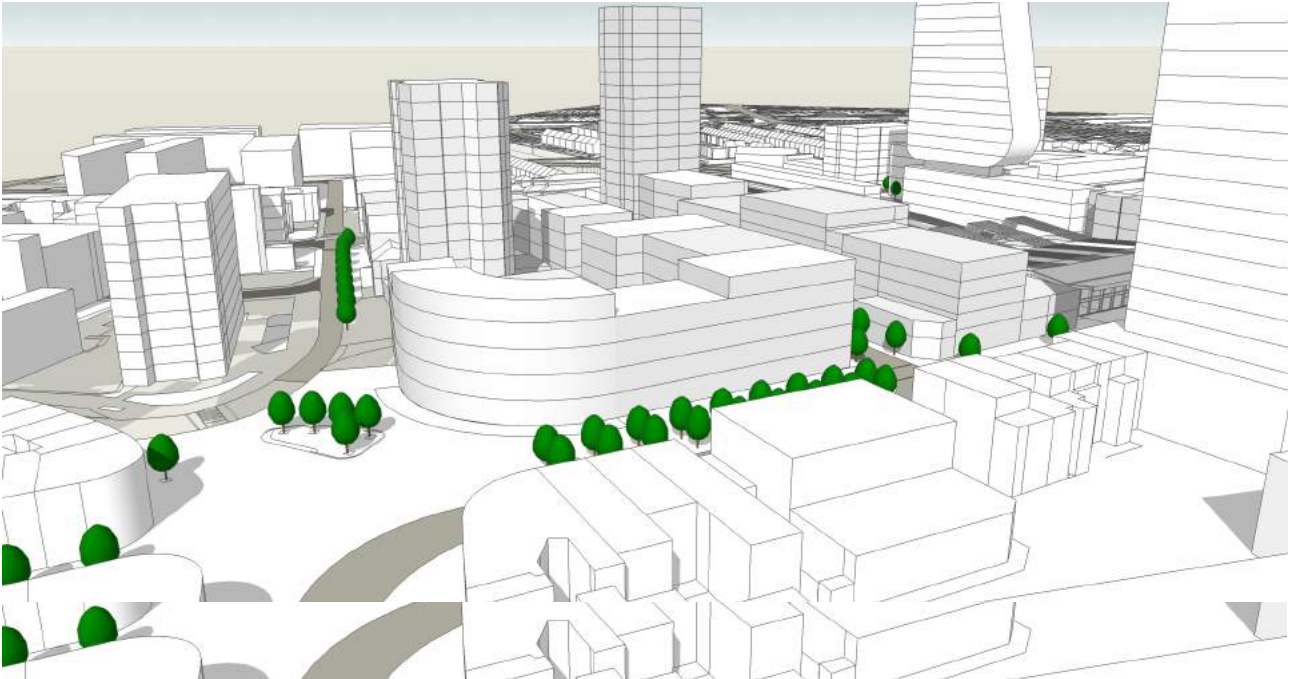


Figure 1: Illustrative Model Views of the Barking Station Masterplan (Indicative Only)



Figure 2: Public realm at Barking Central

Chapter 2

Barking Station Interchange: Setting the Scene

2.1: The Wider Setting

- 2.1.1** Whilst Barking has excellent transport connections, as a gateway it is not providing a fitting arrival for a Major Centre. The refurbishment and renewal of the Station Masterplan area and Barking Station in particular will dramatically improve the town centre. The transformation of the station and its forecourt will be catalytic to the wider town centre regeneration.
- 2.1.2** The London Plan (2011) designates Barking Town Centre as a Major Centre with potential for medium growth and regeneration. Barking and Dagenham's adopted Core Strategy (2010) further recognises the importance of Barking Town Centre in its Strategic Objectives, whilst Policy CM1 of Core Strategy designates Barking Town Centre as a Key Regeneration Area.
- 2.1.3** The Barking Station Masterplan area is set out in the adopted Barking Town Centre Area Action Plan (BTCAAP) as site allocation BTCSSA3: Barking Station. Site Specific Allocation BTCSSA3, proposes that the site is suitable for the following:
- Improved transport interchange
 - Shops, restaurants, cafes
 - Office and other commercial uses including leisure
 - Hotel
 - New homes
- 2.1.4** The engineering and design consultancy Atkins has produced an extensive evidence base for the Masterplan. Appointed in Summer 2008, by London Thames Gateway Development Corporation (LTGDC), to complete a Supplementary Planning Document for Barking Station and its immediate urban area, Atkins made a series of revisions to the Masterplan before arriving at this preferred development scenario. Appendix A to this document details some key background information, which illustrates the findings of this work. The full evidence base produced for the Masterplan can be viewed on the Council's Planning Policy website.
- 2.1.5** A need for change in Barking Town Centre is clearly established in the Council's adopted planning policy. The Core Strategy clearly drives investment and development to Barking Town Centre. Policy CM2, Managing Housing Growth seeks the delivery of 6,000 homes in Barking Town Centre. The requirement for this residential development is echoed in the Barking Town Centre Area Action Plan (2011). Policy BTC13, Housing Supply reiterates this housing target. Increased provision of sustainably accessible, town centre housing will drive forward the associated retail and leisure development required to sustain and support the growing numbers of people living in the Station Masterplan area.
- 2.1.6** Policy CE2: Location of Office Development, of the Core Strategy directs office development to Barking Town Centre, promoting and enhancing its status as a Major Centre. There is need for improved and new additional commercial offices in the Station Masterplan area. Much of the existing stock is of poor quality; upgrading of the office fabric and the delivery of a new office quarter to

the north of the Masterplan area will further support the town centre's economy. The Barking Town Centre Area Action Plan affirms this approach, seeking the development of mixed use office schemes as set out in Policy BTC3: Office Development.

- 2.1.7** Whilst Barking is relatively healthy in terms of vitality and viability there is a need to extend the retail offer and to make provision for larger floor plates to encourage investment from multiples if it is to prosper. This is substantiated by the Barking Town Centre Retail Update (2009) and the market analysis conducted by Savills in 2010². The provision of new and improved retail space will bolster Barking's position in the market; strengthening its competitiveness against neighbouring shopping destinations. Policy CM5: Town Centre Hierarchy of the Core Strategy and Policy BTC1: Additional Shopping Floorspace of the Barking Town Centre Area Action Plan recognises this and sets out the need to develop and reinforce the town centre's retail offer.
- 2.1.8** The attraction of new residents to Barking Town Centre and the creation of increased and enhanced office space in the Station Masterplan area will support the development of a broader range of leisure uses and an improved evening economy. Policy CP1: Vibrant Culture and Tourism, of the Core Strategy and Policy BTC5: Leisure Uses and the Evening Economy, of the Barking Town Centre Area Action Plan seek better provision of leisure and entertainment uses in Barking Town Centre. In creating a vibrant mixed-use area, the Masterplan will build on the assets already present in the Barking Station area, capitalising on its excellent transport connections. Providing a more diverse range of activities in the station quarter will be bring it to life, making Barking Town Centre a dynamic place to live, work and visit. The need for improved hotel accommodation in Barking Town Centre is highlighted in Policy BTC14, Hotel Development of the Barking Town Centre Area Action Plan and further substantiated in work conducted by King Sturge in 2008³ and the market analysis conducted by Savills in 2010².

² Demand for Office Use in Barking Town Centre, April 2008, King Sturge
Barking Stage 3 Market Analysis and Scenario Review, February, 2010, Savills

³ Hotel Requirements in Barking, April 2008, King Sturge

Development Picture

- 2.1.9** Significant investment has taken place in Barking Town Centre in recent years. An important role of the Masterplan is to reflect the principles of a number of schemes in close proximity to the station area, to better connect to and to draw on the regeneration which has, or will be taking place in the near future.

Barking Central

- 2.1.10** The civic core of Barking Town Centre has been radically transformed through a masterplan by Allford Hall Monaghan and Morris. The award winning⁴ scheme includes a Learning Centre which is host to a library, a cafe, an art gallery, a one stop shop for enquires and a range of courses and qualifications. In addition to this community-based learning facility, more than 500 homes have been built as part of the development, unified by a public realm which includes the creation of Town Square. This space also includes a piece of public art implemented by the landscape architects Muf, the 7 metre high folly, which has the appearance of the Barking Abbey ruins, seeks to recreate a fragment of the imaginary lost past of Barking. A number of local groups were involved in the design of this project including students from the Theatre School, elders from the Afro-Caribbean lunch club and apprentices from the local brick laying college. The distinctive use of colour in the scheme reflects the developments central public space, an arboretum, taking inspiration from the trees and the changing seasons. The arboretum provides a tranquil green space in what is a very urban environment. The choice of brick for some of the new buildings is particularly successful, working in harmony with the existing, grand 1950s Town Hall which is given a new lease of life in its stylish setting.



Figure 3: Barking Central

Vicarage Field Shopping Centre

2.1.11 Planning permission was granted in 2010 for the Vicarage Field shopping centre (BTCSSA10 in the Barking Town Centre Area Action Plan). Located to the immediate east of Barking Station, the shopping centre does not contribute positively to the architectural form of Station Parade. The dated design provides little active frontage and has a poor relationship to the external public realm. It does, however, fulfil a key function in the town centre. Its shops and the large floor plate anchor food store strengthen the vitality of Barking and when the shopping centre is open for business it provides a covered pedestrian connection to Ripple Road. There is a recognised need for larger retail floor plates in Barking Town Centre to ensure that it maintains its role as a Major Centre⁵. The proposed scheme for Vicarage Field will rejuvenate the existing building, providing increased unit sizes as part of a mixed-use retail and residential development. Furthermore, both the external articulation and internal space will be subject to significant modernisation and improvement. These works will facilitate the enhancement of the Station Masterplan area, assisting in attracting new traders and brands to the town centre. The approved plans for Vicarage Field include a 23 storey residential building which will become Barking's tallest building. Its proximity to Barking Station means that it will act as an important landmark signifying the location of this key transport node.



Figure 4: Illustration of the Vicarage Field Shopping Centre scheme

⁴ Housing Design Awards 2005, MIPIM Best Mixed Use Award 2007, British Construction Award 2007, British Construction Industry Award 2008 – Local Authority Award, 2008 European Prize for Urban Public Space, London's Public Space Award 2009, Completed Housing Design Award 2010 and a Building for Life Award 2010

⁵ Barking Town Centre, Retail Study Update 2009, King Sturge LPP
Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills

King William Street Quarter

2.1.12 To the west of the Station Masterplan area is the King William Street Quarter. This site was the location of the former Lintons Estate, a dilapidated 1960s housing development. Construction of the first phase of this scheme started in late 2010 and will deliver 31 much needed family homes (3 and 4 bed). It will provide affordable council housing and is the initial phase of the King William Street Quarter Masterplan which seeks to create a new exemplar residential district in the town centre. The new site layout provides an opportunity to improve the north south and east west connections from Linton Road and into William Street. The Station Masterplan seeks to provide improved pedestrian connections to this site to better integrate it into the town centre.

Barking Enterprise Centre

2.1.13 The King William Street Quarter development also includes the creation of a four-storey enterprise centre for small business set-ups. Located at the junction of Cambridge Road and Linton Road, construction began on site in early 2011. Barking and Dagenham has the third highest rate of business start ups in the country⁶ and the Barking Enterprise Centre is part of the Council's strategy to foster business growth, ensuring that new businesses stay within the Borough rather than move elsewhere. In addition to providing almost 50 small office units, the centre will support businesses with a range of facilities and services to ensure that they flourish and grow. The design of the centre includes photovoltaic cells and a brown roof.



Figure 5: Illustration of the Barking Enterprise Centre

⁶ Office for National Statistics, TGLP Knowledge Platform; Business Demography

Tanner Street

2.1.14 The award winning Tanner Street⁷ is a mixed tenure scheme of white rendered residential terraces and a 10 storey tower. Completed in 2006, the development is located to the north west of the Station Masterplan area. Jestico + Whiles and Peter Barber Architects collaborated to create a traditional street pattern of predominantly low-rise terraces with private gardens, delivering a high quality housing scheme which replaced three uninspiring blocks of flats. The high-density homes range from one-bedroom flats to four-bedroom townhouses and include properties for private sale, shared ownership and affordable rent.

London Road / North Street

2.1.15 Located in the heart of the town centre the London Road / North Street site, BTCSSA1 of the Barking Town Centre Area Action Plan, will see the delivery of some 100 homes, a Skills Centre, a large food store together, a number of individual retail units and a new public space - Market Square.

2.1.16 Works began on site in 2010, with phase 1 of the scheme expected to be completed in September 2012. Designed by Rick Mather Architects, the initial phase is for a Skills Centre, a new type of educational facility, providing 14-19 year olds with vocational training in hospitality, construction, hair and beauty and IT. Included in this development is a Bistro, a new eating establishment for the town centre which will give the students an opportunity to train in a real working environment. The Barking Methodist Church will front onto the newly created public realm, Market Square, and will include community function spaces and meeting rooms. The Skills Centre will also provide opportunities for the public to attend seminars, lectures and other events.

2.1.17 Phase 2 of the scheme is due to start on site in Autumn 2012 and is targeted for completion in March 2015. This later development will conclude works to the public realm, deliver new homes, a large food store and see improved active retail frontage onto Abbey Green.

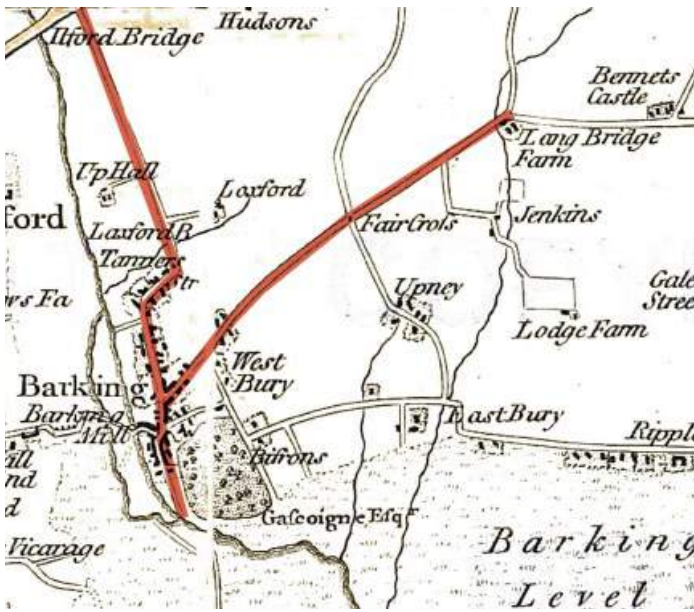


Figure 6: Illustration of the Skills Centre

⁷ RIBA Award Winner, 2007

2.2: Historic Roots

2.2.1 The first settlement at Barking was of Saxon origin, the navigable River Roding leading to this early development. The town evolved around the shores of the river, with a thriving fishing fleet supplying the London market as well as local needs.



1796: Georgian Barking

Georgian Barking was a linear village on a north south axis, know as North Street. Local employment was a mix of agriculture and industry, with a tannery and mill visible on the map.

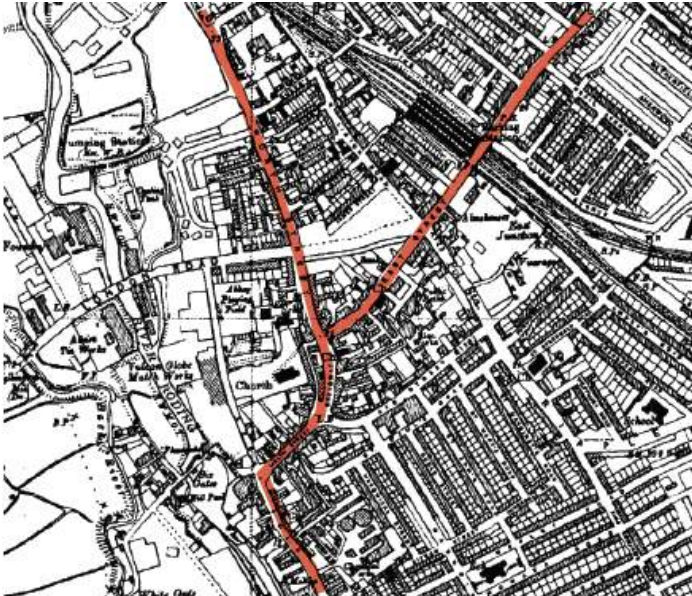
Notable is the lack of development along the road to Long Bridge Farm, which now forms the main East Street / Station Parade and market place armature, along with the north/south route which appears to run on the future railway alignment.



1870 – 1882: The Victorians and the railway

The Victorians built the railway connections to Barking, although it was far less dominant than the current arrangement. The town is still dominated by the north-south axis, although development along East Street is now evident.

The land away from the main linear axis is still largely agricultural, with the exception of a few railway terraces. Farming and the local mill still appear to be the main local employers.



Early 1900's: Rapid intensification

The early 1900's signal a period of rapid local intensification, with the construction of the wider terraced street forms, the expansion of the railway cutting to accommodate more tracks, and the rapid decline of local farmland.

The twin armatures of North Street and East Street now appear to be of equal importance, and the church still holds its local position of significance.



Post War to present day: Severance

The post war period signals both the demolition of much of the Victorian street fabric in favour of modernist estates, and the implementation of 1960's highway design theory.

With this demolition, North Street becomes an urban backwater, with East Street taking the role as the local centre, and the church losing its local significance in location terms. The railway has expanded still further to its current capacity.

Historic buildings and unique spaces

2.2.2 The Barking Station area is a mixture of post war architecture dating from the 1950s to the 1980s. Whilst the townscape quality on the whole is quite poor, there are a number of buildings and spaces with heritage interest which the SPD aims to preserve and enhance (see Figure 7).

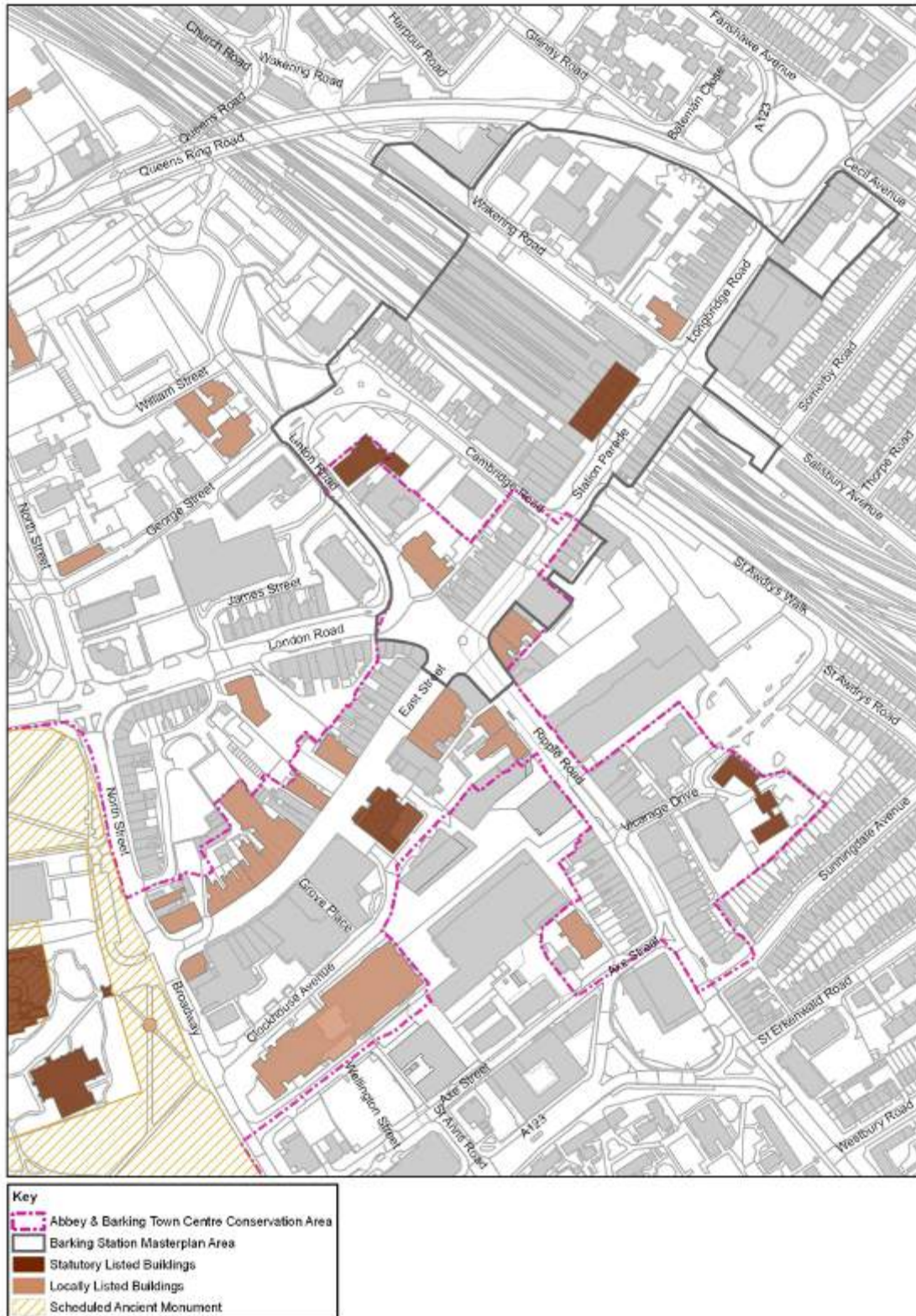


Figure 7: Heritage features in the Masterplan area

2.2.3 The south of the Barking Station Masterplan area lies within the Abbey and Barking Town Centre Conservation Area. The Abbey and Barking Town Centre Conservation Appraisal (2009) highlights the need to incorporate the few remaining heritage assets into the regeneration of the area. The built heritage of the town centre offers important clues as to how to create a sense of place distinctive to Barking. These buildings and their settings should be retained, enhanced and used as inspiration for future development.

Barking Station

2.2.4 The present station, the fourth on the same general site, is grade II listed⁸. The booking hall, which dates from the British Railway Modernisation Period, was designed and built between 1959 and 1963. The image below shows the station as it was in the early 1960s. The simple, continuous fascia and clear views through the glazed corners brought light into the concourse on all four sides.

2.2.5 The station formed part of a wider urban development scheme, which included the creation of Station Parade as a planned streetscape of shops and offices on the railway overbridge.

2.2.6 A bold and innovative structure, the station is formed from cast and pre-stressed concrete. Although not formally acknowledged, the concept for the main station building appears to have been inspired by the main station in Rome, completed in 1950.



Figure 8: Barking Station shortly after completion in 1961

⁸ **Listing text for the Barking Station Booking Hall:** Station booking hall. 1961.

Architect H H Powell, Eastern Region Architect; Project Architect John Ward. Fair-faced concrete and precast concrete with much glazing. The booking hall stands on a bridge over railway tracks and is fourteen bays long. The concrete roof trusses span the booking hall in three unequal pitches, and are cranked out over the road to provide cover for waiting cars. The fascia to the roof over the road is vertically ribbed fair-faced concrete. High level glazing surrounds the building on all elevations and front is fully glazed. Station trading units have been added in recent years adjacent to the street glazing, but there is still a fine sense of space within the hall. A well proportioned and well detailed building.

Listing NGR: TQ4441784334

2.2.7 According to the original drawings the station was partly finished internally in grey and white tiles. The interior of the building has been much altered over the past 50 years, however there is potential to both adapt the building to accommodate anticipated future passenger numbers and to reinvigorate the station and restore the building's open feel.



Figure 9: An internal view of Barking Station, around 1961

2.2.8 The main building was conceived as a light expansive space dominated by glazing and open space. A well-proportioned building, the design of the station provided users with a sense of height, light and space.

2.2.9 Since the station was developed a number of changes have been made to the interior of the main station building these include:

- The retail unit on the frontage between the groups of doors, and the block that was originally the Enquiry and Parcels Offices, have been replaced by modern structures with larger footprints. Consequently, more of the concourse is now occupied by development than the original design envisaged. The retail development has also narrowed the width of the entrances, reducing the Station's capacity to below that originally intended despite passenger numbers increasing.
- One of the two original ticket barrier openings has been blocked by retail units.
- The original design included three bays of doors at each end of the building. Since then, these have been reduced to one bay of doors at each end.
- The upper glazing is now largely obscured by advertising boards and information screens.

- The concrete supports and features are discoloured.
- New lighting has been installed to compensate for loss of natural lighting.

2.2.10 The 1960s buildings on either side of the station (Figure 10) do not have heritage status, however they were conceived at the same time as the station and, as with the retail units at Station Parade, form part of the overall vision for the 1959-1963 Station Masterplan.



Figure 10: Trocoll House (BS4) and Roding House (BS9) form bookends to the main station



Baptist Tabernacle

2.2.11 The grade II listed Baptist Tabernacle. This is an important local landmark. Designed by Holliday and Greenwood, it was built in 1893 in the Renaissance style. The immediate public realm could be enhanced with sensitive treatment to improve the setting of the grade II listed building.



The Barking Tap

2.2.12 The Barking Tap is a locally listed Victorian building and a prominent feature on Linton Road. Dating from 1894, it is all that remains of the Barking Brewery, which was one of the traditional industries of the town.



Station Parade

2.2.13 Units 1 – 9 Station Parade, whilst in a poor state of repair, are some of the last historic buildings in the Town Centre predating World War I. The distinct urban grain and brickwork are a recognisable feature of the high street. These buildings lie within the Abbey and Barking Town Centre Conservation Area.



2.3: Barking Station Today

2.3.1 In this chapter a number of the key challenges and opportunities facing the station area and its immediate surrounds are identified and visually presented to set the context for the Masterplan.

Challenges



Poor arrival experience at Barking Station does not build any expectation of a quality town centre.



Dominance of transport infrastructure.



Physical clutter combined with narrow pavements create a sense of confusion.



Conflict between pedestrians and vehicular traffic.



Overcrowding of narrow pavements on either side of Station Parade at peak times.



Key walking routes are poorly overlooked, lacking active frontages and natural surveillance.



Primary bus routes conflict with the major pedestrian desire line between the Station and East Street.



High levels of informal crossing between public transport stops.



Poor quality public realm visually detracts from the area.



Narrow entrances and extensive retail units exacerbate overcrowding on the concourse.



Lack of cycle parking.



Poor quality building stock does not have a positive impact on the character of Station Parade.



An incoherent mixture of street furniture - litter bins, public toilets and service cabinets break up the public space and are poorly maintained.



Barking edges. The north-west corner of the Masterplan area is poorly defined.

Opportunities



Barking is a local transport hub. It is served by London Underground, London Overground, National Rail operator c2c and many London Bus routes. A frequent service to Central London is only 15 minutes by train.



A range of high quality development is located within the Station's walking catchment.



Under-realised historic assets.



Barking Central, a mix of old and new. Recent development signifies how distinctive buildings and public spaces can transform and work sensitively to unite existing historic architecture.



New paving, street furniture and a new road layout to accommodate the new ELT1 at the southern end of Station Parade and Ripple Road.



The fine street grain of Station Parade needs to be maintained and enhanced to ensure connectivity and local character is retained.



Public art has been used throughout the town centre. This includes temporary installations.



The curvature of the buildings surrounding the old bandstand create a significant space.



New homes at William Street Quarter present the opportunity to improve pedestrian links to this and surrounding residential areas.



East Street Market. The market is an integral part of the social vitality of Barking Town Centre.

2.4: Masterplan Objectives

Aim: Ensure that the plans for the Barking Station area contribute to the sustainable economic regeneration of the town centre by improving the station and interchange so they are fit for the future. Creating inspirational low carbon buildings and spaces which symbolise the importance of this gateway. Drawing on and enhancing the area's existing heritage assets, the Masterplan will make it easier and safer for people to move around and contain a vital mix of retail and commercial uses which will enliven the street scene and increase employment opportunities for local people.

OBJECTIVE 1: Commerce and leisure

Restore Barking's position as an important retail destination. Create more jobs by increasing the low representation of high street multiples to compliment the town centre's strong and independent retail offer, including delivery of an anchor department store on Station Parade. Capitalise on Barking's excellent transport links, its proximity to the Olympic Park and the facilities and services offered by the Barking Enterprise Centre by improving the quality of office and business space and attracting new visitor accommodation.

OBJECTIVE 2: Housing

Increase the numbers of people living in the station area by providing high quality places to live. Make sure that a significant proportion of these are affordable to local people.

OBJECTIVE 3: Place

Make the station area a place where people want to visit and feel safe by revitalising existing heritage assets, conserving and enhancing the area's history to inspire the creation of buildings and places which are cherished in the future. Create a station quarter which uses energy and resources efficiently. Improve legibility and provide a sense of security.

OBJECTIVE 4: Movement

Reinvigorate Barking Station so it can cope with the increasing demands which will be placed on it, by restoring the station's open feel and celebrating its architecture. Provide step free access to all platforms and improve the quality of interchange between different modes of transport. Significantly increase the ease with which pedestrians and cyclists can use and navigate the area.

OBJECTIVE 5: Spaces

Make the station area a place where pedestrians come first by increasing the extent of the public realm, particularly outside the station. Remove street clutter, improve signage and reduce conflict with motorised transport. Create inspirational spaces which enhance the historic context of the area, green the urban environment and minimise redundant space.

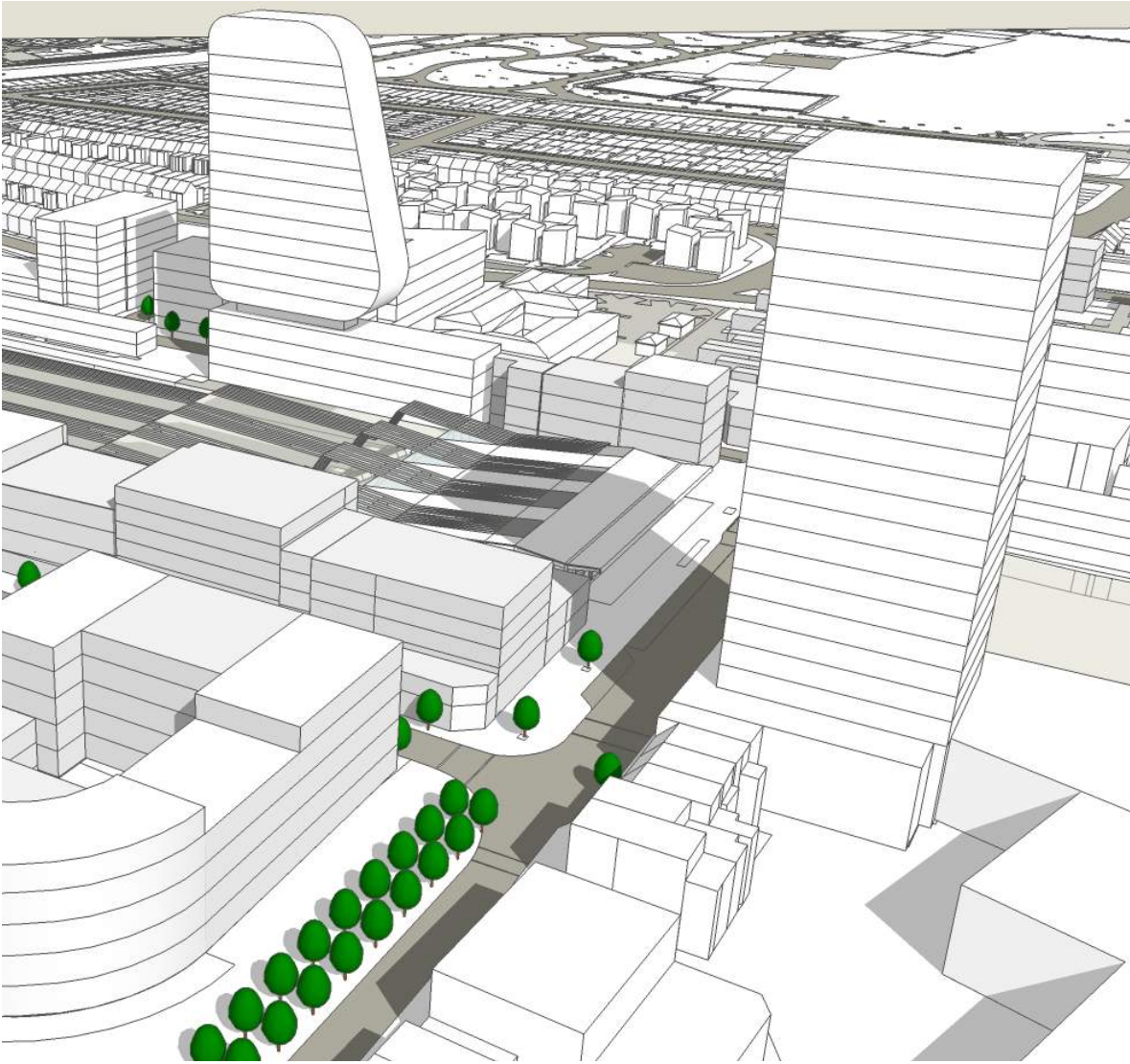


Figure 11: Illustrative Model View of the Barking Station Masterplan (Indicative Only)

2.5: Community Consultation

2.5.1 The process of creating a masterplan for the Barking Station area has involved consultation with stakeholders and councillors at the different stages of the visioning process to ensure that the SPD reflects the aspirations of key parties.

2.5.2 The draft Masterplan was consulted on between 19 July and 13 September 2011. The consultation was in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004 (the regulations) and the Council's adopted Statement of Community Involvement. Further to this, the Council consulted local land owners in the Station Masterplan area to ensure that a response was received from these landowners; consultation to this group was extended to 2 November 2011. The Masterplan was also presented to the Barking Town Centre Working Group at its meeting in March 2011, members were reminded to participate in the consultation at the July 2011 meeting.

2.5.2 Prior to this, the following consultation took place:

Transport for London has had input with respect to the bus network, the public carriageway, freight infrastructure and other public transport infrastructure. Other important stakeholders involved with the project early on include the London Thames Gateway Development Corporation, c2c/NEx, Design for London and the Homes and Community Agency.

Barking Station Forecourt Improvements

2.5.3 Prior to consultation on the draft SPD in 2011, particular elements of the SPD were more advanced than others. Implementation of BS2: Barking Station Forecourt is one of the most advanced site allocations in the Masterplan. The Council undertook public consultation on this element over two days in March 2010. Held in Barking Station, officers provided background information to the scheme and exchanged ideas with the various groups of people using the station. Participants included pedestrians, cyclists, bus passengers, train/underground passengers and private vehicle users.

2.5.4 The themes arising from this consultation were:

- Overcrowding and pedestrian congestion
- Lack of waiting spaces for buses
- Security concerns and poor lighting
- Narrow access points into the station

2.5.5 The primary requirements which came through from the public were:

- Create a safer environment
- Better shelters and regular buses
- Move bus shelters away from the doors
- Make the station accessible to all (DDA compliant)

Residents Urban Design Forum

2.5.6 In December 2010, planning officers at LBBD consulted the Barking and Dagenham Residents Urban Design Forum (RUDF) on the main elements of the emerging draft SPD. The RUDF is a group of residents who have been trained to provide the Council with guidance on development schemes coming forward in the borough. The Forum is intended as a means of opening up the planning and development process and specifically urban design decisions to the community.

2.5.7 The main points raised by the Residents Urban Design Forum were as follows:

Barking Station Forecourt Improvements

- The bus stop arrangement is very confusing, with lots of people moving in different directions
- The location of the bus stops is not obvious
- There is a need for more pavement space outside the station
- A separate waiting area for buses would improve the congestion
- The proposed relocation of the taxi rank to Wakering Road is a good idea

Barking Station Renovation

- A need for better access, the Station is not user friendly
- Concern about the darkness of the south eastern part of the platforms. This is not a popular area when waiting for trains
- A de-cluttered station concourse would be a huge improvement. It needs to be much more legible, allowing you to see the information boards more clearly
- The longer term aspiration to have one central entrance would make a vast improvement
- Provide centralised seating on the concourse, so that you can see people you are meeting coming out of the station. This could be around a feature such as a clock
- There must be clear information boards for people who do not know Barking
- The extended concourse (over bridge extension) looks good because it appears to be light and airy
- The new platforms should be covered because when they are wet it can be dangerous
- Where would the ticket machines be on the concourse? This needs to be thought about in terms of dispersing people across the space so that there is no conflict with the entrance(s) to the station

Bus Movement

- The pedestrian crossing at Cambridge Road/Station Parade causes delays to buses. It would be better to have a direct route
- It would make sense to have a new bus stop outside of the new anchor retail store to encourage shoppers into East Street

Heritage Assets

- Good to see that there is a mixture of refurbishment and new development in the draft plans

Office Development

- Wigham House A and B seem to currently have empty / to let office accommodation. Why is this, how is this situation improved?

2.6: Planning Policy

2.6.1 The Barking Station Masterplan SPD is part of a broader spatial strategy for the Borough. The SPD sets out the Council's overall guidance for the site allocation BTCSSA3 of the Barking Town Centre Area Action Plan (2011). The Masterplan reflects and provides further detail on three adopted planning policy documents and should be read alongside these key Development Plan Documents (DPDs):

- Core Strategy (2010)
- Barking Town Centre Area Action Plan (2011)
- Borough Wide Development Policies (2011)

2.6.2 The SPD does not have the same status as the development plan but it is an important material consideration in the determination of planning applications.

2.6.3 The provisions of this SPD will be implemented through the development management process and the determination of applications in the Barking Station Masterplan area and will also provide the basis for securing external funding

2.6.4 This document is intended to complement rather than duplicate other planning documents. In addition to the three listed DPDs, the Masterplan has been informed by the following national, regional and local planning documents and best practice guidance:

National

- Planning Policy Statement 1 (PPS1): Delivering Sustainable Communities
- Planning Policy Statement 3 (PPS3): Housing
- Planning Policy Statement 4 (PPS4): Planning for Sustainable Economic Growth
- Planning Policy Statement 5 (PPS5): Planning for the Historic Environment
- Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation
- Planning Policy Guidance 13 (PPG13): Transport
- Planning Policy Statement 23 (PPS23): Planning and Pollution Control
- Planning Policy Statement 25 (PPS25): Development and Flood Risk
- DETR – By Design: Urban Design in the Planning System: Towards Better Practice
- The Urban Design Compendium and Urban Design Compendium 2
- Manual for Streets, Department for Transport (2007)
- Manual for Streets 2, Department for Transport (2010)
- English Heritage: Streets for All (2005)
- English Heritage / CABE: Guidance on Tall Buildings (2007)
- English Heritage: Understanding Place, Historic Assessments: Principles and Practice (2010)

Regional

- The London Plan (2011)
- Planning for a Better London (2008) Mayor's Transport Strategy (2010)
- Sub-Regional Development Framework, East London (2006)
- Transport for London Streetscape Guidance (2009)
- Streets for All (2005)
- Transport for London: Making London a Walkable City (2004)
- TfL Interchange Best Practice Guidelines (2009)

Local

- Abbey and Barking Town Centre Conservation Area Appraisal (2009)
- Urban Design Guidance for Barking Town Centre AAP Draft SPD (2009)
- Urban Design Framework SPD (2007)
- Saturation Point: Addressing the health impacts of hot food takeaway SPD (2010)
- Biodiversity, How Biodiversity can be protected and enhanced in the development process Draft SPD (2010)
- Trees and Development Draft SPD (2010)
- Barking Code (2010)
- Urban Design Principles, Barking Town Centre, Allies and Morrison Architects (2006)
- Local Implementation Plan (LIP1 and LIP2)
- Barking and Dagenham Local Strategic Partnership's Community Plan (2009)

Status

- 2.6.5** The SPD has been put together in accordance with the framework provided in the Government's Planning Policy Statement 12: Local Spatial Planning (2008). The Statutory Development Plan is the starting point when determining planning applications for the development or use of land. The Development Plan consists of The London Plan (2011) and the London Borough of Barking and Dagenham's Development Plan Documents (DPDs).

Chapter 3

Barking Station Interchange: Masterplan

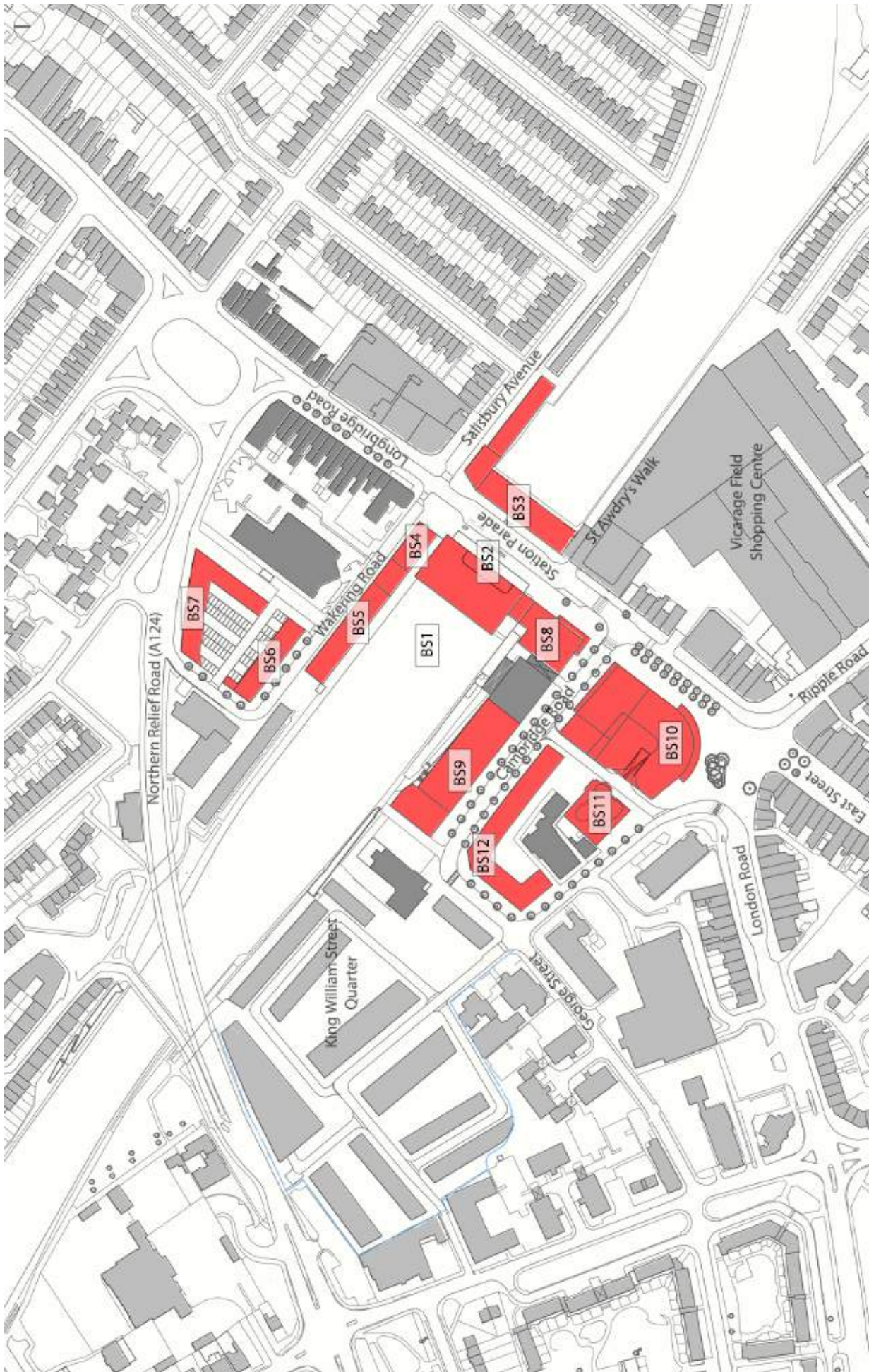


Figure 12: The Barking Station Masterplan

3.1 Planning Principles

- 3.1.1** This first section of Chapter 3 highlights locally specific design and planning considerations, which must be satisfied when delivering a scheme in the Station Masterplan area. Objective 4: Movement (3.2), Objective 5: Spaces (3.3) and tall buildings (3.4) are to be considered separately owing to the importance of each of these elements in the future success of the station area.
- 3.1.2** The Barking Station Masterplan provides more detail on the implementation of site allocation BTCSSA3: Barking Station, of the Barking Town Centre Area Action Plan (2011). It should be impressed that this SPD is part of a suite of documents that need to be considered as a whole. The Core Strategy (2010), the Borough Wide Development Policies DPD (2011) and the Barking Town Centre Area Action Plan (2011) all contain policies, which provide guidance on principles such good urban design, tall buildings, conservation and sustainability. In accordance with government advice, these policies are not duplicated within this Masterplan.
- 3.1.3** The Station Masterplan does not seek to provide definitive designs for site allocations nor does it set specific storey heights for individual buildings or stipulate exacting material choices for public realm interventions. Instead, this section seeks to convey a shared set of principles to guide development in the Station Masterplan area.

Compatible land uses

- 3.1.4** The Barking Station Masterplan area will accommodate the following⁹:
- 400-500 new homes
 - 7,000 sq.m additional shopping space (net)
 - 30,000 sq.m additional office space
 - Improvements to transport connections, including renovation of the grade II listed station, improved bus links, cycle facilities and the pedestrian environment
- 3.1.5** The Thames Gateway is a focus for delivering a significant number of new homes. The London Plan defines the need to make optimum use of sites in areas with good public transport and community facilities. As such, Barking Town Centre will play a major role in delivering additional residential accommodation. The Barking Town Centre Area Action Plan (2011) and the Core Strategy (2010) set out that the wider town centre will provide some 6,000 quality new homes, including provision of affordable housing. Homes in the Barking Station Masterplan area must be of exceptional quality, providing enough space in dwellings with adequate room sizes and storage to ensure they can be used flexibly and by a range of residents.

⁹ The figures provided here reflect those of the Barking Town Centre Area Action Plan (BTCAAP, 2011) and indicate additional floorspace only (not refurbished accommodation). The BTCAAP sets out that there is capacity in the Masterplan area for 2,000 sq.m of additional retail space until 2016 (reflecting the Barking Town Centre Retail Study Update, 2009) and a total of 7,000 sq.m over the Plan period (until 2025).

3.1.6 The Station Masterplan area needs to provide a range of retail units from small, medium and large to ensure a healthy balance between independent and large multiples. Barking is defined in the London Plan as a Major Centre. In contrast to other comparable shopping destinations Barking has a relative undersupply of multiple retailers¹⁰. This is particularly apparent in the comparison goods sector. The town centre has a strong independent retail presence, this is a positive quality but if Barking is to prosper it needs to attract a greater diversity of national multiples.

3.1.7 The office fabric in Barking Town Centre is outdated and of poor quality¹¹. Whilst the office stock in the Station area is suitable for the current demand, there is a need to improve the quality of existing accommodation and to make provision for future demand.

3.1.8 The figures below illustrate the proposed arrangement of land uses:

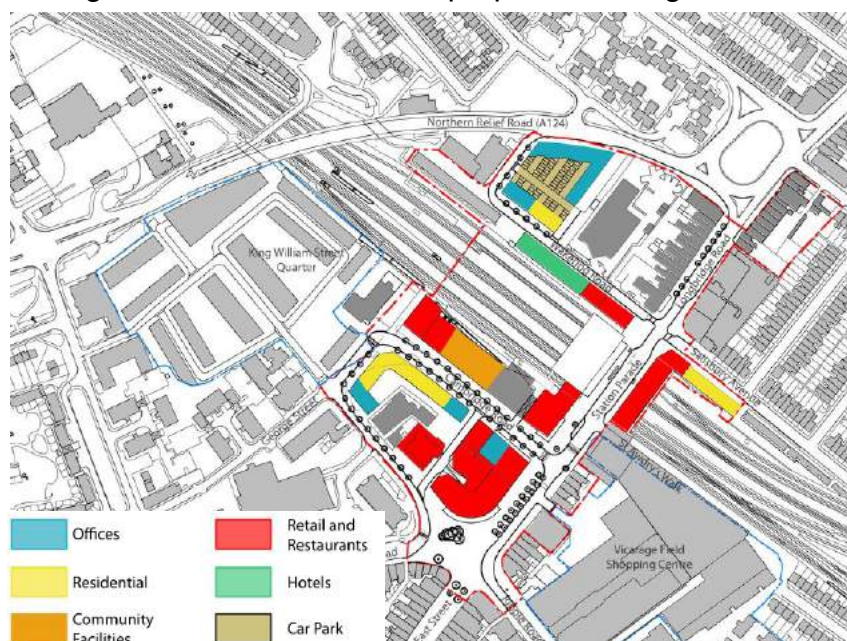


Figure 13: Predominant ground floor land use

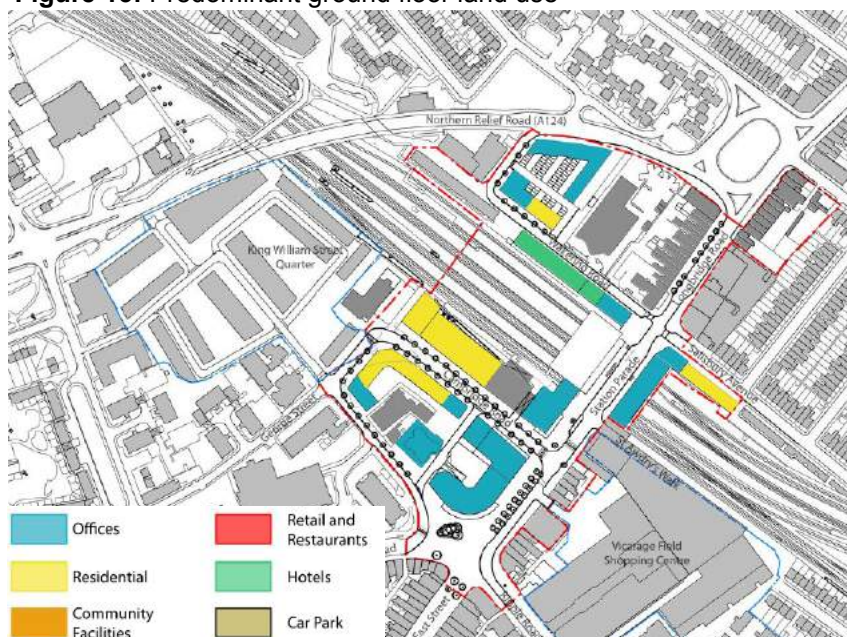


Figure 14: Predominant land use above ground floor

Objective 1: Commerce and Leisure

A vibrant major centre

3.1.9 The Masterplan must deliver a station area which meets the needs of those living in and around, working and visiting the town centre and to encourage new residents, businesses and retailers to Barking. To help achieve this new buildings should provide active frontages at the ground floor and be designed to ensure that there is overlooking from windows and balconies into the spaces outside and below.

3.1.10 Building on the success of recent development at Barking Central, schemes should be designed to feel safe both during the day and at night. The design and landscaping of developments should reduce possible hiding places to reduce crime and the fear of crime in the area. When designing schemes crime should be considered to ensure that a positive image is promoted and that new developments foster a safe and secure environment.

Developing a strong evening economy

3.1.11 Improving the range of evening activities in Barking Town Centre is fundamental to the success of the Station Masterplan area. Evening activities will enhance the vibrancy of Barking Town Centre beyond normal working hours making the area a more attractive place to live and work.

Objective 2: Housing

A place to live and work

3.1.12 The introduction of new residential and office accommodation in the Masterplan area will provide added vitality to the town centre. Mixed-use development will make the station area a dynamic and exciting place to live and work. Greater numbers of people in the station area will sustain and drive improvements to the retail and leisure environment making it a place where people will want to dwell and spend more time.

3.1.13 It is imperative that new homes coming forward in the Station Masterplan area are of an exceptional standard. It is especially important in flatted developments that the design of homes incorporates adequate storage and secure cycle parking. Homes must conform to the space standards set out in Policy BP6: Internal Space Standards of the Borough Wide Development Policies DPD (2011). The standards set out here are broadly consistent with those in the Mayor's London Housing Design Guide (2010). Should the GLA standards be adopted as supplementary planning guidance to the London Plan, it is considered acceptable for developers to follow the Mayor's approach instead of that set out under Policy BP6.

¹⁰ Barking Town Centre, Retail Study Update 2009, King Sturge LPP

¹¹ Demand for Office Use in Barking Town Centre, April 2008, King Sturge
Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills

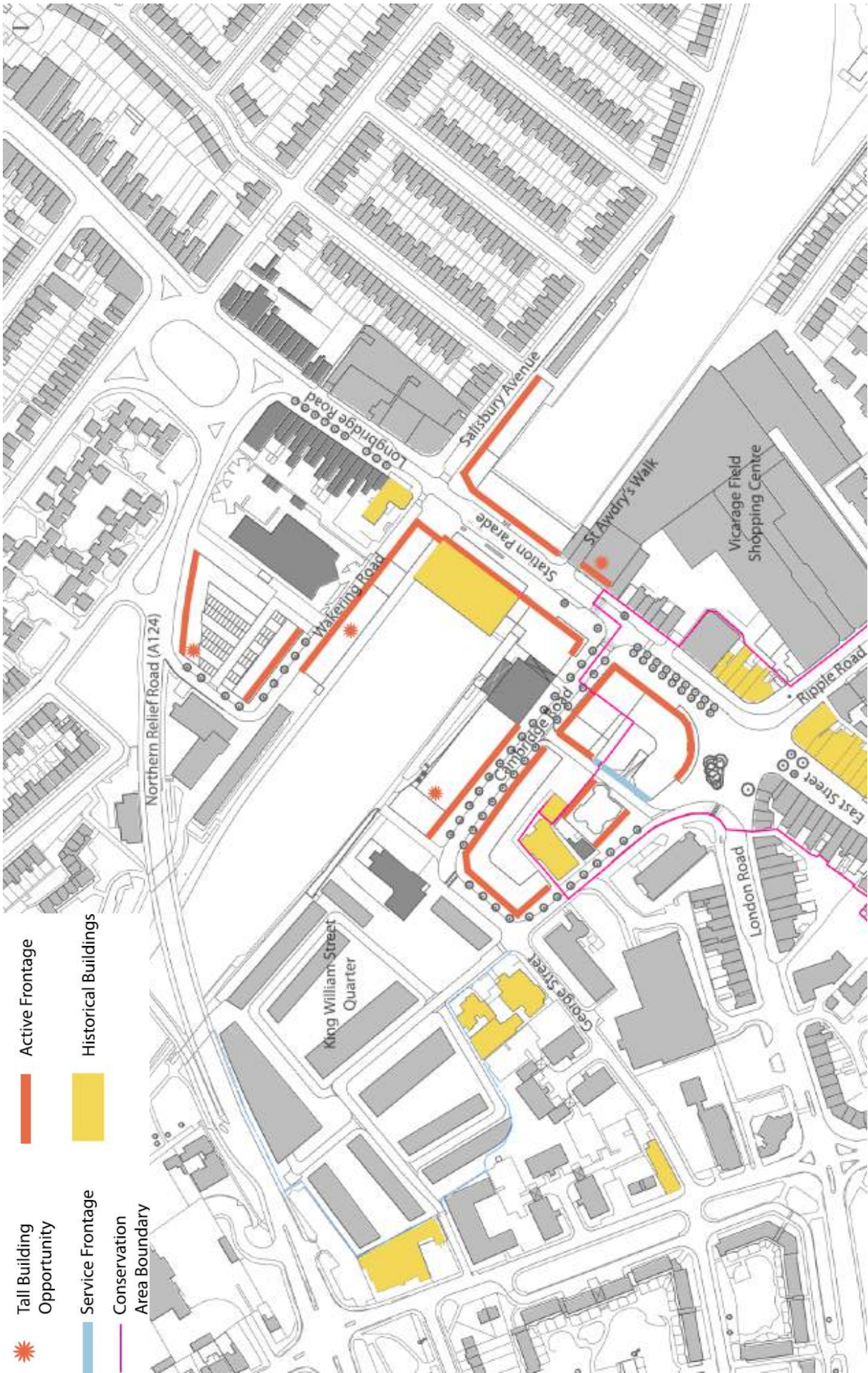


Figure 15: Planning Principles

Objective 3: Place

Locally distinctive character

- 3.1.14** New buildings should engage with the existing urban structure. Schemes should strengthen local character and positively engage with the Abbey and Barking Town Centre Conservation Area and the statutory and locally listed buildings in the station quarter. Development in the Station Masterplan area should draw upon and reveal the heritage assets already in place. More detailed information on urban design and appropriate interventions can be found in the Barking Town Centre Area Action Plan (2011) and the Borough Wide Development Policies DPD (2011).
- 3.1.15** The design of shop fronts within the Barking Station Masterplan is an area where more control is needed. The explosion of neon and badly located signage in the station area currently detracts from the architecture of the high street, creating a cluttered and overly busy environment. Shop frontages coming forward must accord with Policy BP7 of the Borough Wide Development Policies DPD. The design of shop fronts should harmonise with the character of the building. Fascias should be contained within the shop front surround; the Council will also discourage neon and flashing signs. The placement of projecting signage should also relate to the appearance of the surrounding area and not be sited at variant heights as this too has created a discordant street scene.
- 3.1.16** Development in the Masterplan area should try to conserve and enhance the nature of Barking Town Centre and its fine grain of shop frontages. Where larger retail floorplates are proposed, the design should be sympathetic to the character of the town centre's existing street pattern.

Key views and vistas

- 3.1.17** Barking's natural topography is relatively flat, limiting the opportunities for views within the Barking Masterplan SPD area.
- 3.1.18** The two buildings flanking Barking Station are set back from Station Parade. This enables clear views of the Station both from East Street / Station Parade and Longbridge Road. These setbacks should be preserved in any redevelopment, ensuring the retention of these views.
- 3.1.19** The main views include:
- 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 Ripple Road entrance of Vicarage Fields shopping centre to the Police Station and JD Sports.
- 3.1.20** Longer views include:
- From the A406 across Town Quay towards St Margaret's Church and the Town Hall.
 - From the bridge on the A13 which crosses the River Roding towards the Town Centre and the clock tower.

Creating a healthy town centre

- 3.1.21** It is also important that the Masterplan promotes healthy lifestyles by encouraging walking, cycling and leisure pursuits that help to prevent obesity and weight problems. Schemes should make it easy for people to choose to move around either on foot or by bike. The provision of good quality public space will directly improve the quality of life for those living and working in the area by facilitating a more outdoor lifestyle and providing a calming environment¹².
- 3.1.22** The Masterplan area is located in the 'Hot Food Takeaway Exclusion Zone' set out in the SPD 'Saturation Point', 2010. As such, no new hot food takeaways will be able to come forward in the Station Masterplan area. Saturation Point is part of a wider Council strategy to reduce the high levels of obesity in the borough.

Sustainability

- 3.1.23** Sustainable development is a core principle underpinning the Masterplan which aims to create a station quarter which uses energy and resources efficiently. The Council aspires for Barking Town Centre to be an environmental exemplar, raising the quality of life for the local community now and in the future. In 2005 Barking Town Centre was designated as an Energy Action Area under the Energy Action Areas programme launched by the GLA. The town centre was re-classified as a Mayoral Low Carbon Zone in 2009. The purpose of the Low Carbon Zone is to achieve carbon reduction targets through joint working between the local authority, the community and developers.
- 3.1.24** As part of this, the Council will expect sites in the Masterplan area to incorporate decentralised heating/energy systems. This will be subject to the heat load demand of the proposed development being appropriate. Any decentralised energy systems should be made technically compatible with the London Thames Gateway Heat Network. Where decentralised energy systems are incorporated, on-site renewables should be electricity generating only.
- 3.1.25** Schemes should respond to the surrounding environment both urban and natural. Buildings should use energy efficiently and incorporate the following measures:
- Built to high standards of sustainable design and construction
 - Minimise CO² emissions
 - Apply the sequential approach to preserving and enhancing the natural environment
 - Be designed around the needs of pedestrians and cyclists
 - Mitigate noise
 - Not cause a breach of air quality standards
- 3.1.26** Any proposed development will need to assess whether the land is contaminated in order to ensure that the ground water, which in the Barking area is abstracted locally for public water supply, is protected from pollution.

- 3.1.27** Development will need to comply with the Borough Wide Development Policies DPD (2011). The Council also desire schemes in the Masterplan to achieve the following:
- Respond to solar orientation. Minimise single aspect homes, particularly

¹² Sustainable places for health and well-being, CABE, 2009

- those which face south or north
- Maximise natural light and ventilation. Orientate and arrange buildings to manage solar heat gain
- Be designed for passive energy efficiency
- Use construction material manufactured from recycled or renewable resources
- Re-use and refurbish, where possible, appropriate existing buildings and infrastructure
- Incorporate features such as photovoltaics, green walls and brown or green roofs
- Provide sustainable urban drainage systems where appropriate
- Employ grey water recycling where appropriate

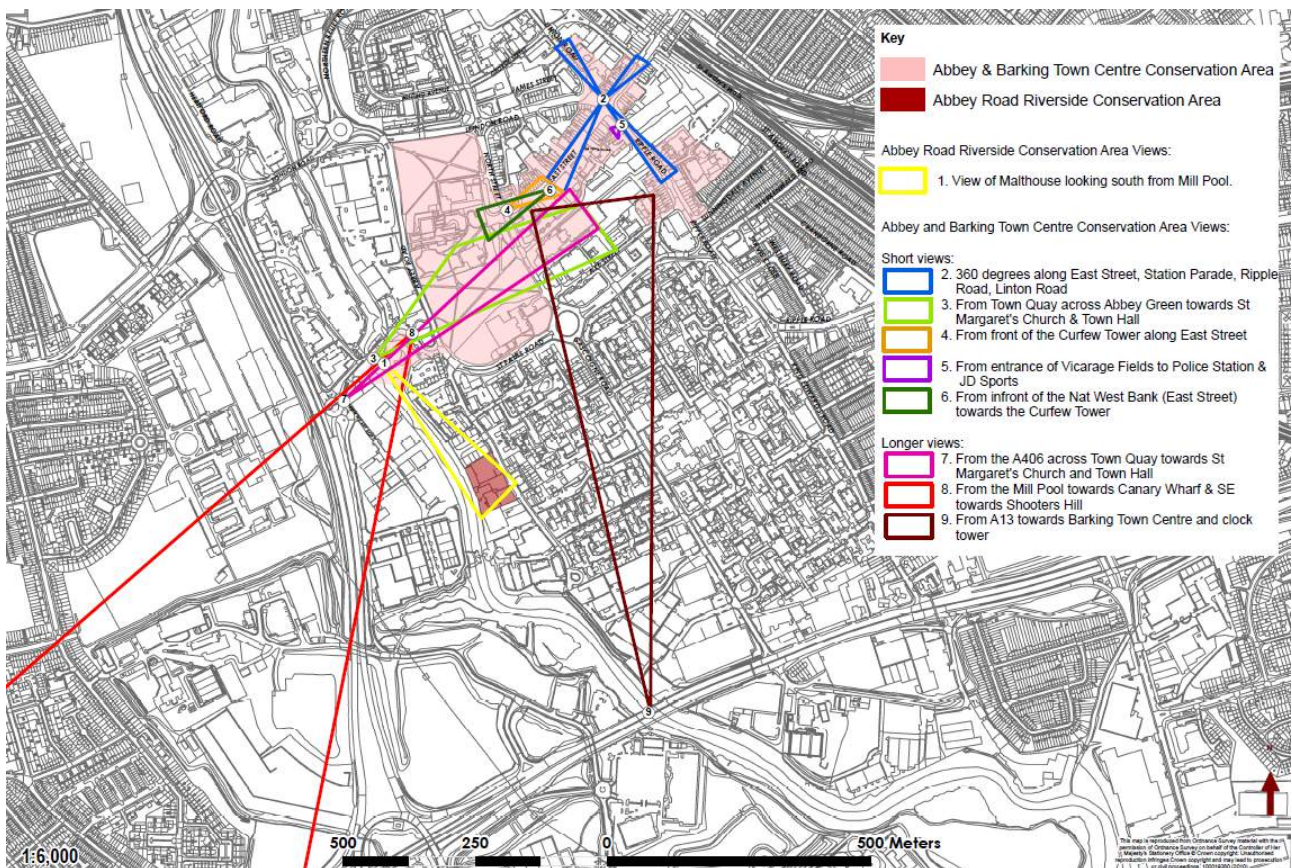


Figure 16: Key views and vistas in the wider Barking Town Centre setting

| |
|---|
| <p>Planning Policy Reference</p> <p>Core Strategy DPD</p> <p>CM1: General Principles for Development</p> <p>CM2: Managing Housing Growth</p> <p>CM3: Green Belt and Public Open Space</p> <p>CM5: Town Centre Hierarchy</p> <p>CR1: Climate Change and Environmental Management</p> <p>CR2: Preserving and Enhancing the Natural Environment</p> <p>CR3: Sustainable Waste Management</p> <p>CR4: Flood Management</p> <p>CC1: Family Housing</p> <p>CC2: Social Infrastructure to Meet Community Needs</p> |
|---|

CE1: Vibrant and Prosperous Town Centres
CE2: Location of Office Development
CP1: Vibrant Culture and Tourism
CP2: Protecting and Promoting our Historic Environment
CP3: High Quality Built Environment

Barking Town Centre Area Action Plan

BTC1: Additional Shopping Floorspace
BTC2: Primary and Secondary Shopping Frontages
BTC3: Office Development
BTC4: Hotel Development
BTC5: Leisure Uses and the Evening Economy
BTC6: Barking as a Visitor Destination
BTC13: Housing Supply
BTC14: Estate Regeneration
BTC15: Social Infrastructure and Community Facilities
BTC16: Urban Design
BTC19: Heritage and the Historic Environment
BTC22: Sustainable Energy
BTCSSA3: Barking Station

Borough Wide Development Policies DPD

BR1: Environmental Building Standards
BR2: Energy and On-Site Renewables
BR3: Greening the Urban Environment
BR4: Water Resource Management
BR11: Walking and Cycling
BR13: Noise Mitigation
BR14: Air Quality
BE1: Protection of Retail Uses
BE2: Development in Town Centres
BE4: Managing the Evening Economy
BE5: Offices – Design and Change of Use
BC1: Delivering Affordable Housing
BC2: Accessible and Adoptable Housing
BC6: Loss of Community Facilities
BC7: Crime Prevention
BC8: Mixed Use Development
BC9: Live-Work Units
BC10: The Health Impacts of Development
BC11: Utilities
BP1: Culture, Leisure and Tourism
BP2: Conservation Areas and Listed Buildings
BP3: Archaeology
BP5: External Amenity Space
BP7: Advertisement Control
BP8 Protecting Residential Amenity
BP10: Housing Density
BP11: Urban Design

Abbey and Barking Town Centre Conservation Area Appraisal

3.2 Objective 4: Movement

- 3.2.1** Integral to the success of the SPD is improving the means by which people move through the Station Masterplan area; whether by foot, cycle, public transport or car.
- 3.2.2** The ease by which people can make connections to Barking Station and the type of environment created in the surrounds will very much depend on transport layout, the pedestrian environment and use of the public realm to ease conflicts.
- 3.2.3** With 3.7 million people already travelling through Barking Station every year, this figure is likely to significantly increase over the next decade. Barking Station will also serve as an important transport hub to support the proposed growth in the London Riverside area, which is being proposed in the emerging London Riverside Opportunity Area Planning Framework (OAPF). Forecasts from TfL's public transport model (Regional Railplan) suggest that from 2007 to 2031, the number of alighters at Barking Station will increase by 70 percent while the number of boarders by 130 percent, in morning peak. Analysis of these forecasts suggests the need for more capacity at the gatelines and ticket hall in order to accommodate this increased use. Whilst the area is well connected by public transport links, the visual environment, street clutter and narrow pavements outside Barking Station make for a very poor arrival experience. There is little space for people to enjoy their surroundings and the lack of clear wayfinding often leads to conflict between pedestrians and vehicles. Key site allocations which aim to deliver improvements to the station quarter include BS1: Barking Station Renovation and BS2: Barking Station Forecourt Improvements, please see Chapter 4 of this document for more detail of these schemes.
- 3.2.4** A key aim of the Masterplan is to reduce the negative impacts of traffic and to give priority to the pedestrian and public transport. It is important that new transport infrastructure is sensitive to its historic context in terms of design and materials.

Pedestrians

- 3.2.5** De-cluttering the Station Forecourt (BS2) and Station Parade will increase permeability and legibility. Improvements made to the walking environment will make it easier for people to move around the whole of the station area. The choice of materials introduced to the streetscape should comply with the Barking Code and must be convenient for wheelchair users, people with impaired vision and those using pushchairs. The Station Forecourt (BS2) works will deliver three 'Legible London' wayfinding signs. This is a clear and intuitive mapping system which is already being provided in Central London.
- 3.2.6** The approved planning application for the refurbishment of the existing Vicarage Field shopping centre (BTCSSA10, of the Barking Town Centre Area Action Plan) has made provision for improvements to St. Awdry's Walk. This will see a change in the level of the route, to bring it flush with the proposed cafe uses in the shopping centre. This will enhance connectivity and the pedestrian environment providing a key link between the shopping centre and the railway station.

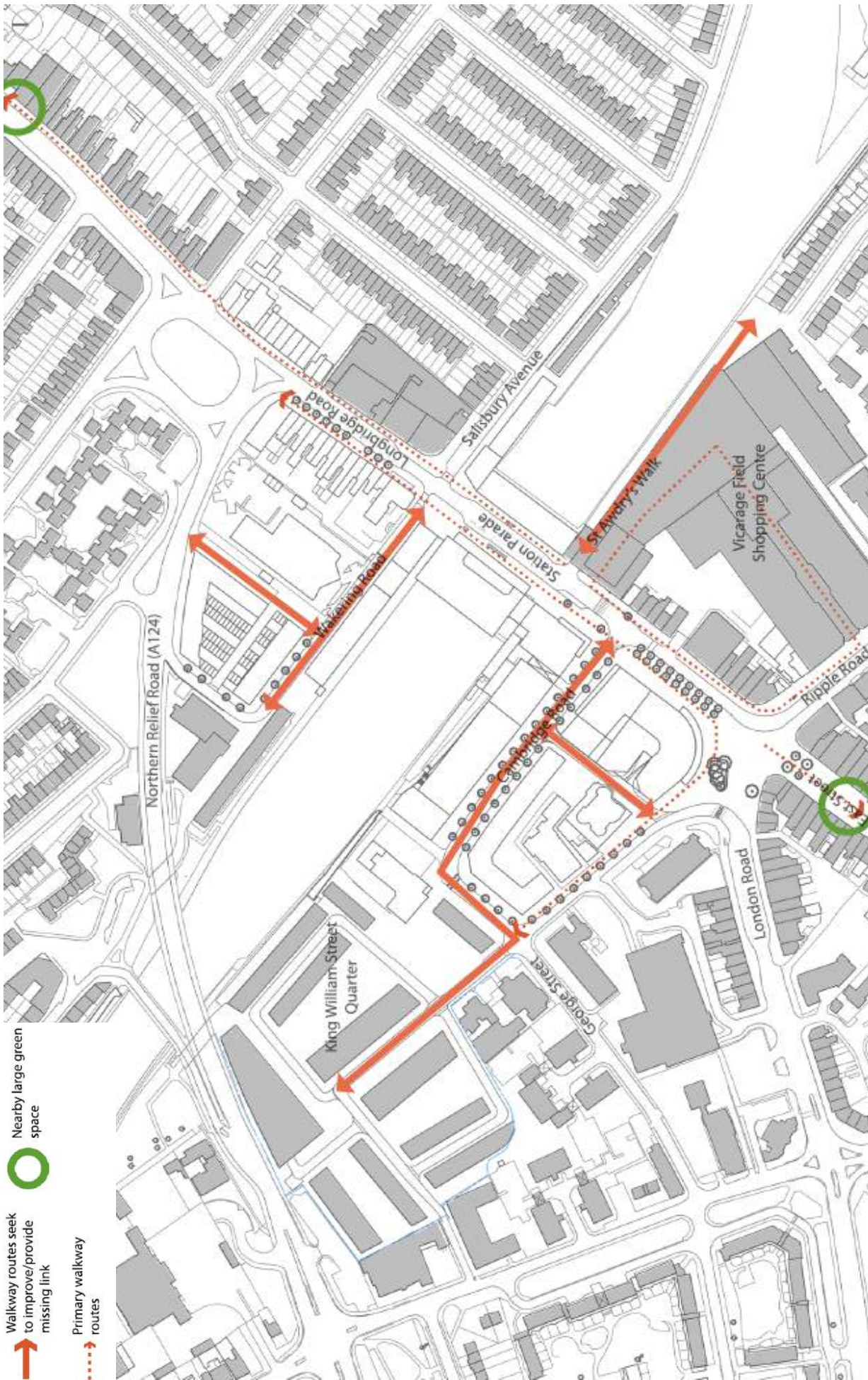


Figure 17: Pedestrian Links



Figure 18: Cycle Links

Cycling

3.2.7 In January 2010, Barking and Dagenham was awarded 'Outer London Biking Borough Status' by the Mayor of London and TfL. The London Biking Borough project actively encourages boroughs to create cycle hubs. These are places which are dedicated to promoting cycling and enabling people to get from A to B on their bikes. Barking Town Centre has been identified as a 'Cycle Hub'. The town centre provides a key destination within the borough with excellent transport links, retail, leisure and a flagship park surrounded by numerous residential properties within easy cycling distance. This makes Barking the perfect multipurpose cycling destination, covering commuter, social and leisure cycling. Funding was secured through the Outer London Biking Borough scheme to improve connectivity to the town centre, with improvements being made with links to the Cycle Super Highway and beyond. It is therefore imperative that developments coming forward in the Masterplan area provide secure cycle parking for residents and that office and larger retail schemes provide shower facilities for staff to encourage people to make more journeys by bike. Baseline analysis conducted for the Masterplan in 2008 found that there was low use of bicycles in the station area. This was surmised to be due to the lack of cycle parking in the station surrounds and the unfriendly street environment. Since this time, the numbers of people cycling in the town centre has increased year-on-year. Indeed, currently the cycle parking facilities at Barking Station are nearing capacity on a daily basis. The Station Forecourt (BS2) development will see an increased provision of on-street cycle parking, however further secured provision should also be delivered as part of the Barking Station Renovation (BS1). Increasing the numbers of cycle parking facilities, creating a cycle friendly environment and providing better links to key destinations, such as local schools, public buildings and surrounding residential areas, is crucial if connectivity is to be improved and people are to choose to travel by bike.

Buses

3.2.8 Improvements to the Station Forecourt (BS2) will see enhanced waiting facilities, improving access to Barking Station, and a more welcoming environment for passengers.

3.2.9 Bus standing facilities may also need to be increased to meet future demand. The Council will continue to work with TfL Buses to identify any future requirement for bus standing facilities. The Barking Town Centre Area Action Plan sets out, in the Reasoned Justification text to Policy BTC7: Improving Public Transport, that facilities for bus standing should be provided for in the Station Masterplan area. There is an existing bus standing facility within the Masterplan area on Longbridge Road, opposite the Spotted Dog pub. There is a further standing facility within the wider town centre area, at London Road. Increased bus stands are required in the town centre for a range of reasons, including:

- To enable parking and layover of buses
- To regulate service and frequencies
- Change drivers
- Allowing bus breaks
- Occasional need to turn buses round in case of disruption

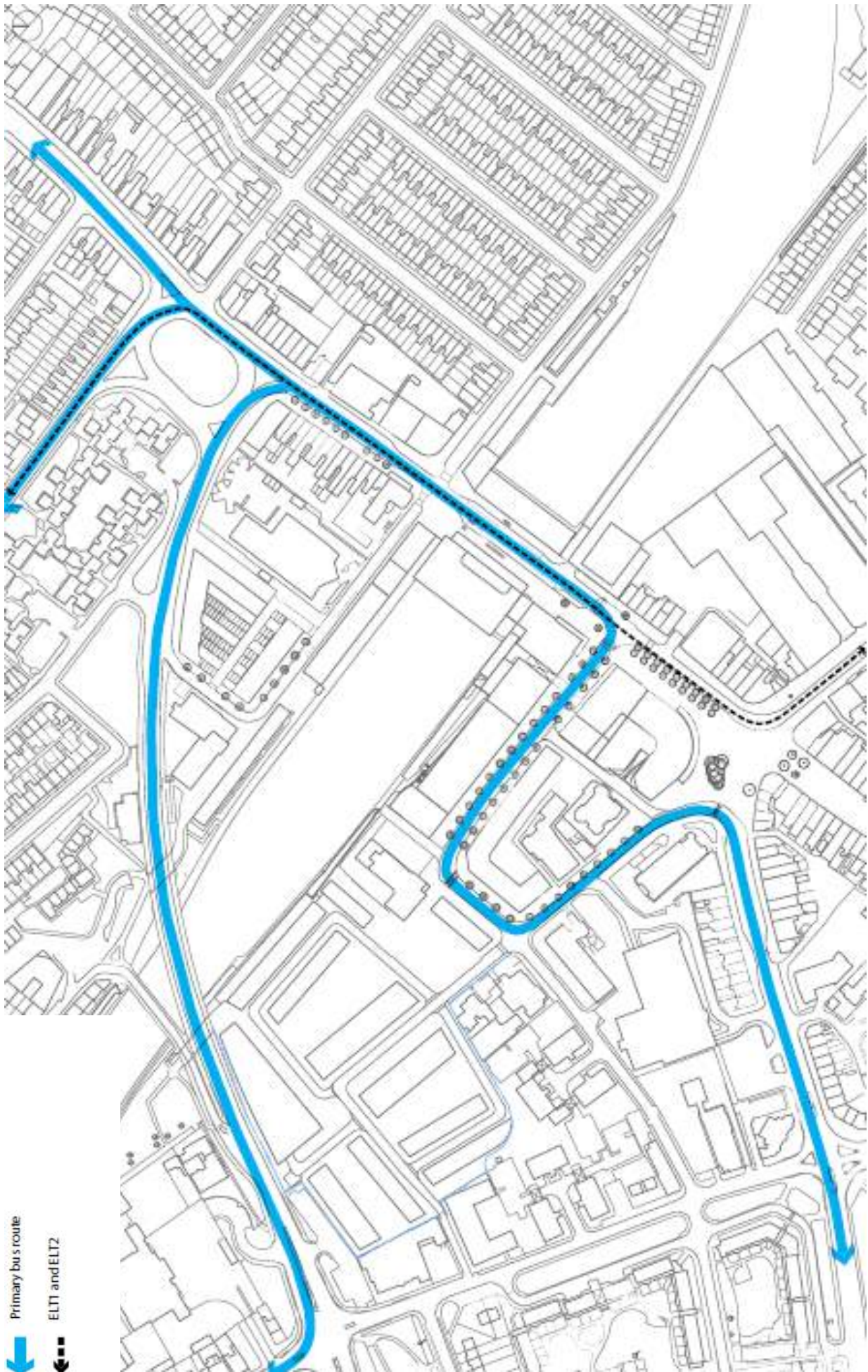


Figure 19: Bus Links

3.2.10 Bus standing facilities are therefore as important as bus stops for the smooth operation of the bus network in Barking Town Centre. The number of stands required is related to the amount and frequency of bus routes. Future growth in the town centre bus network may therefore require provision of additional bus standing facilities in the Station Masterplan area. The Council will work with Transport for London to decide where this provision should be best located during the lifetime of the SPD.

Cars

3.2.11 Limited provision will be made outside the station for pick up/drop off. A car club already operates in the town centre and developments will be expected to consider the provision of car club bays. Given the excellent accessibility of the area (PTAL 6) schemes also have the potential to be car-free. Electric vehicle charging points should be provided, where viable, within any new or enhanced parking provision.

Taxis

3.2.12 The proposals as part of the improvements to Barking Station Forecourt (BS2) include the relocation of the taxi lay-by to Wakering Road. Two bays will remain at the front of the station; these will also act as an accessible drop off point and loading bay. The re-provision of the majority of the taxi lay-by to Wakering Road will not only reduce pedestrian, vehicle conflict on Station Parade but will also provide a complimentary service to the proposed hotel development at site allocation BS5.

Barking Town Centre Transport Model

3.2.13 Transport for London and the Council have developed a transport model of the Barking Town Centre area. The VISSIM micro simulation traffic model is available to developers as a resource to test the transport impact of schemes proposed in the town centre area. The model will provide the Council with a consistent basis for assessing Transport Assessments and allow for a cumulative impact assessment approach. Transport for London (TfL) sub-regional models (highway and public transport) can also be utilised for testing the impact of large developments on the highway and public transport networks.

Planning Policy Reference

Core Strategy

CM4: Transport Links

Barking Town Centre Area Action Plan

BTC7: Improving Public Transport

BTC8: Traffic Management / Abbey Road Home Zone

BTC9: Town Centre Car Club

BTC10: Pedestrian Movement

BTC11: Cycling Facilities

BTC12: Off-Street Public Car Parking

Borough Wide Policies

BR9: Parking

BR10: Sustainable Transport

BR11: Walking and Cycling

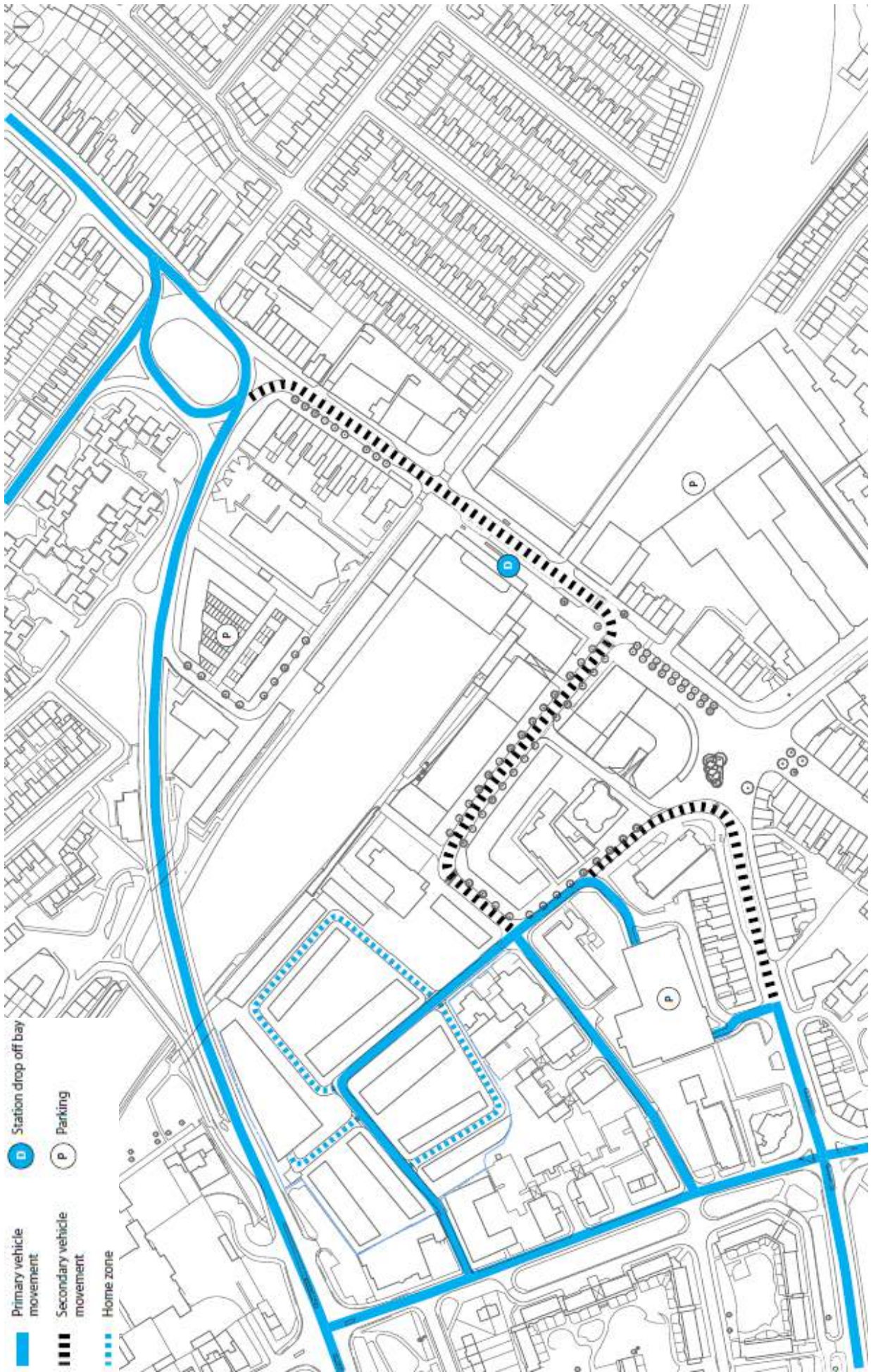


Figure 20: Vehicular Links

3.3 Objective 5: Spaces

3.3.1 New development around the station should be designed around an integrated public space that enhances the setting of the grade II listed station. A strong and unified public realm will vastly improve the visual connection between the station area and the rest of the town centre and in particular the distinctive civic heart at Barking Central.

3.3.2 Projects in the Station Masterplan should be guided by the principles of the Barking Code:

1. Use a simplified palette of quality materials and high quality of workmanship on site.
2. Create a simple and robust streetscape that acts as a foil for lyrical interventions.
3. Limit carbon footprint through the careful specification of materials.
4. Prioritise pedestrian movement over car use.
5. Enable equal and inclusive use and enjoyment of the public realm for all ages.
6. Including play as an essential dimension for the public realm.
7. Make ease of future maintenance an essential foundation for any proposal.
8. Enable events to take place through the provision of appropriate infrastructure.

Station Forecourt

3.3.3 The first project to come forward in the Station Masterplan is the delivery of improvements to the station forecourt area. This upgrade will see de-cluttering of the street environment and reorganisation of the bus standing facilities to give pedestrians priority and space to make arriving at Barking Station a more pleasurable experience. Cycling facilities, seating and wayfinding will also be enhanced.

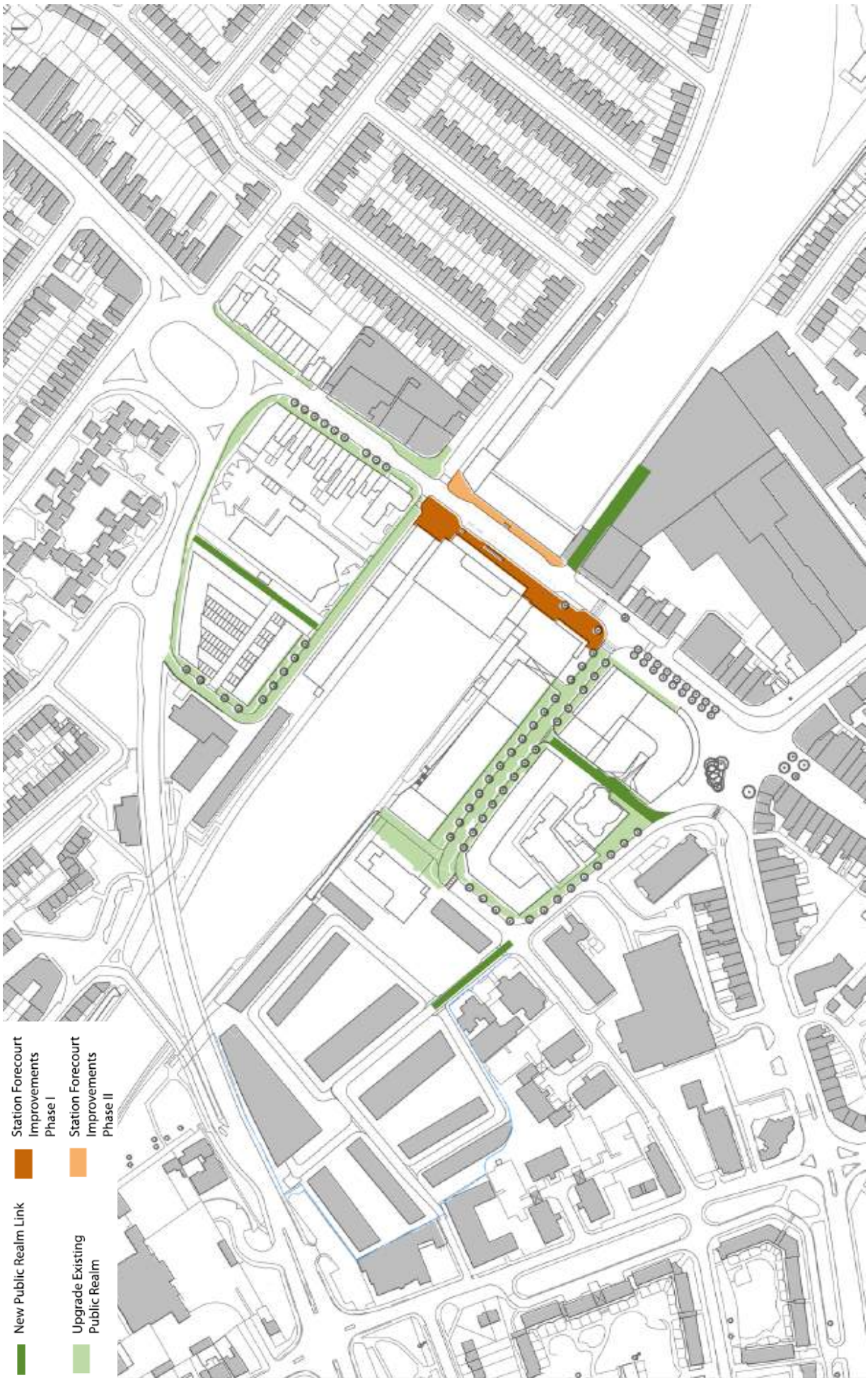


Figure 21: Public Realm

Urban Ecology

- 3.3.5** Cities are not void of biodiversity. At a time when nature is being increasingly recognised for its contribution to the mental and physical health of society¹³, engagement with urban ecology is of intrinsic importance to the well-being of Barking Town Centre's residents. The utilisation of vertical building facades for vegetation and the implementation of brown and green roofs within cities evolves the traditional concept of habitat¹⁴. Delivery of the Masterplan will see an increase in green landscaping, utilising native species.
- 3.3.6** Ecological features such as green walls, bio-diverse brown and green roofs, wildlife planting, nesting and roosting boxes, and mature tree planting not only soften bleak areas of townscape but provide urban dwellers with a relaxing environment and a much needed connection to nature.
- 3.3.7** Policy BTC20 of the Barking Town Centre Area Action Plan designates a route from Abbey Green to Barking Park as a key corridor for the development of a tree lined street. Street trees are visually attractive and help to mitigate wind speeds and improve air quality. The introduction of street trees to Station Parade will provide a pleasant route for pedestrians and cyclists, absorb carbon dioxide and limit the impact of the urban heat island. Street trees should be integrated into public realm schemes for ease of maintenance and so as not to contribute to the deterioration of hard landscaping, or to obstruct the movement and lines of site for all users.

Public Art

- 3.3.7** There is a strong precedent for developments in Barking and Dagenham successfully incorporating public art as an integral part of the design process. The key to successful public art is early collaboration, engaging planners, developers, the private and public sector with artists from the beginning of a project. Schemes in the Station Masterplan area should explore the history of Barking and reflect the locality. The involvement of Barking residents and local groups in the production of public art projects will be encouraged.

Planning Policy Reference

Barking Town Centre Area Action Plan

BTC18: Public Realm

BTC20: Parks, Open Spaces, Play Areas and Tree Planting

Borough Wide Development Plan

BR3: Greening the Urban Environment

The Barking Code for the Public Realm

**Trees and development, Draft Supplementary Planning Document
Biodiversity. How biodiversity can be protected and enhanced in the
development process, Draft Supplementary Planning Document**

¹³ Community green. using local spaces to tackle inequality and improve health, CABI, 2010

¹⁴ Policy 5.10, Urban greening and Policy 5.11, Green roofs and development site environs of the London Plan 2011

3.4 Tall Buildings

- 3.4.1** Tall buildings within the Barking Station area should be designed to increase the legibility of the town centre and signify the status of this location as the main arrival point into Barking. As set out in Policy BTC17 of the Barking Town Centre Area Action Plan, there is the opportunity to create higher density development at Barking Station and this includes a grouping of tall buildings.
- 3.4.2** It is vital that the introduction of a tall building is considered in terms of its effect on the setting of the grade II listed Barking Station and the Abbey and Barking Town Centre Conservation Area. This is reflected in the Barking Station Site Allocation BTCSSA3, of the Barking Town Centre Area Action Plan, which denotes that tall buildings are unlikely to be acceptable on or immediately adjacent to the station concourse.
- 3.4.3** The majority of the town centre is characterised by 2-5 storey development, punctuated by a number of prominent taller, post-war buildings. Whilst the surrounding area already contains a number of tall buildings, including the Foyer, Crown House, Roycroft House and Maritime House, there is clearly a need for a more coherent and legible skyline in Barking Town Centre. This is especially so around the station, which currently contains elements of poor townscape quality



Figure 22: Crown House,
15 storeys



Figure 23: Foyer
9 storeys



Figure 24: Maritime House,
10 storeys

which impacts negatively on the setting of the grade II listed Barking Station.

- 3.4.4** A tall building is defined as ‘a building which is significantly taller than its neighbours and/or which significantly changes the skyline’. Within this context, in the town centre any building above 5-6 storeys could be considered as tall. This will, of course, be dependent on contextual factors such the scale and pattern of adjacent buildings and the relationship to existing and proposed tall buildings.
- 3.4.5** In 2010, a tall building at the site of Vicarage Field shopping centre (BTCSSA10, of the Barking Town Centre Area Action Plan) was granted consent. At 23 storeys this scheme, opposite Barking Station, will become the tallest building in Barking Town Centre. Located adjacent to the station it will act as a marker for the railway station and provide a visual sense of arrival. It is important therefore that no buildings in Barking Town Centre exceed or compete with the height of Vicarage Field.
- 3.4.6** The Barking Town Centre Area Action Plan (2011) draws on the Barking Town Centre Urban Design Principles Guidance (2006) which establishes the following strategy for tall buildings:
- 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 storeys.
 - 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.
- 3.4.7** In light of the Urban Design Principles Guidance and the masterplanning process, the Station Masterplan has identified three sites as suitable for tall buildings:
- **Site BS5 Wakering Road**
 - **Site BS8 Wigham House B**
 - **Site BS9 Cambridge Road**
- 3.4.8** All applications for tall buildings in the Station Masterplan area must be accompanied by accurate and realistic representations of the building, as set out in the CABE and English Heritage ‘Guidance on Tall Buildings’ (2007, paragraphs 3.1 – 3.6). Proposals should consider the impact on the skyline and have regard to topography, legibility and be sensitive to their surroundings. The form of tall buildings at ground level is particularly important, as is how the podium relates to the surrounding built form. Buildings must be of the highest quality in terms of architectural design and materials used. The impact on adjacent properties in terms of privacy and overshadowing must also be considered in addition to the impact on microclimate, for example wind, sunlight and reflection. More comprehensive detail regarding the specific requirements for the design of tall buildings can be found in Policy BP4: Tall Buildings, of the Borough Wide Development Policies (2011).
- 3.4.9** In accordance with Policy BTC17: Tall Buildings, of the Barking Town Centre Area Action Plan, any proposals for tall buildings must conserve or enhance the significance of the area’s heritage assets, its listed buildings, scheduled ancient

monuments, conservation areas and other townscape features of local distinctiveness and heritage value. Key views, which are set out in this SPD, and are contained in the Barking Town Centre Area Action Plan and in the Barking Town Centre Conservation Area Appraisal must also be taken into account.

- 3.4.10** It should also be recognised that high density can also be achieved without requiring tall buildings or small units. Inspiration should be taken from Barking’s existing higher density low-rise developments such as Tanner Street to the north of the Station Masterplan area.

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|--|
| <p>Planning Policy Reference</p> <p>Barking Town Centre Area Action Plan BTC17: Tall Buildings BTC19: Heritage and the Historic Environment</p> <p>Borough Wide Development Policies BP4: Tall Buildings BP11: Urban Design</p> <p>Barking Town Centre AAP Urban Design Guidance, Draft SPD</p> <p>Urban Design Framework, SPD</p> <p>Barking Town Centre Urban Design Principles Guidance</p> |
|--|



Figure 25: Lemonade Building, at 18 storeys, both the design of the building and its name respond to Barking’s industrial heritage, the R Whites factory once occupied the site

3.5 Phasing and Deliverability

3.5.1 It is imperative that the Masterplan is deliverable, for this reason, in 2010, Savills undertook a market analysis of the work produced by Atkins¹⁵. By reviewing three regeneration scenarios for the Barking Station Masterplan area; minimal growth, cautious growth and aspiration growth Savills guided the design team as to appropriate quantum and typology of development. The analysis took account of varying market conditions, and looked at office, retail, residential and leisure use across the Masterplan area.

3.5.2 Information relating to the phasing and implementation of each element of the SPD is set out in Chapter 4. A summary of the timescale of the elements is as follows:

| | |
|--------------------|--|
| Short Term: | Next 5 Years |
| | BS2 Barking Station Forecourt Improvements |
| | BS5 Wakering Road |
| | BS9 Cambridge Road |
| | BS1 Station Renovation |

| | |
|---------------------|---------------------------|
| Medium Term: | 5-15 Years |
| | BS11 Crown House |
| | BS12 Linton Road Car Park |
| | BS4 Trocoll House |
| | BS8 Roding House |
| | BS10 Anchor Retail Store |

| | |
|-------------------|--------------------|
| Long Term: | 15-25 Years |
| | BS3 Station Parade |
| | BS6 Wigham House A |
| | BS7 Wigham House B |

Delivering the vision

3.5.3 In early 2011 the Council established the Barking Town Centre Working Group. This forum has been created to bring together the key stakeholders discuss the wider strategic issues affecting Barking Town Centre. Formed of landowners, businesses, members and Council officers the Barking Town Centre Working Group will be an important driver in achieving the projects set out in the Barking Station Masterplan.

¹⁵ Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills

3.6 Planning Obligations

Section 106 Contributions

3.6.1 Contributions from developers through negotiations on Section 106 will be sought by the Council on individual development sites in the Masterplan area. Policy CC3: Achieving Community Benefits through Developer Contributions, of the Core Strategy sets out that Section 106 Contributions will be sought on a site by site basis. The Barking Town Centre Area Action Plan reiterates this approach, Policy BTC23: Developer Contributions outlines some priorities for the wider town centre. Of these, public realm improvements, climate change adaptation measures such as green roofs, policing and support of the combined heat and power network will be particularly pertinent to the Masterplan area.

3.6.2 The enhancement of the public realm in the station area, including sites BS2 and BS13 will be of benefit to all of the sites set out in the Masterplan. The Council will therefore use Section 106 to secure improvements to the legibility and visual cohesiveness of the station area.

London Thames Gateway Development Corporation Tariff

3.6.3 The London Thames Gateway Development Corporation (LTGDC) has also adopted its own Planning Obligations Community Benefit Strategy. The tariff based system, now operated by the Council, ensures that proposals contribute financially and in kind towards the infrastructure that is required in the area to support the developments that are coming forward for planning approval. For residential developments the normal contribution will continue to be a discounted Standard Charge of £6,000 per unit. Monies collected from the tariff will aid the delivery of infrastructure in the Masterplan area.

Community Infrastructure Levy

3.6.4 In 2011, the Council will be consulting on a 'Charging Schedule' as part of its preparation to introduce a Community Infrastructure Levy (CIL). The Levy is a mechanism proposed in the Planning Act 2008 to fund the infrastructure necessary to support development in an area via a standardised infrastructure charge. The Levy will allow cumulative contribution to necessary infrastructure including roads, transport facilities, schools and other educational facilities, medical facilities, sport and recreational facilities, open spaces and affordable housing.

3.6.5 The introduction of CIL will end contributions being sought from the LTGDC tariff. Once CIL is implemented Section 106 contributions will still be relevant, provided that the existing Section 106 tests are met. These include ensuring that the contribution or undertaking is necessary; directly related to the development; and reasonably related in scale and kind to the development. However, payments can no longer be made towards infrastructure covered by the CIL once adopted.

Viability

3.6.6 It is recognised that schemes will only come forward when they are viable, the Council will therefore consider the impact of Section 106 contributions on schemes. Negotiations will ensure that the viability, deliverability and design of

schemes are not compromised or that projects are prevented from coming forward.

Planning Policy Reference

Core Strategy

CC3: Achieving Community Benefits through Developer Contributions

Barking Town Centre Area Action Plan

BTC23: Developer Contributions

3.7 Planning Applications

- 3.7.1** On the 31 October 2005 London Thames Gateway Development Corporation (LTGDC) took over planning powers for certain large planning applications in parts of the Borough. Whilst the Council still processed planning applications, the LTGDC decided whether to grant or refuse permission for certain developments. From April 2011 these planning powers for Barking Town Centre and land to the south of the A13 were returned to the Council.
- 3.7.2** For strategic and larger schemes the Council encourages applicants and their agents to take part in pre-application meetings. The Council is committed to providing clear and consistent advice and the process of pre-application meetings enable Development Management to provide detailed written advice on how national and local planning policies may affect a development, speeding up the development process and avoiding unacceptable proposals. Pre-application advice enable developers to acquire clear, impartial professional advice at an early stage regarding key issues which should be addressed prior to submitting a formal development proposal.
- 3.7.3** To request a pre-application meeting please download a request form, available from the Council's website, under the Development Management section. The website also gives full details as to the charges for pre-application advice. Completed forms should be sent via post or email to the address below.

Development Management
Barking Town Hall
1 Town Square
Barking
IG11 7LU

Phone: 020 8227 3933
Fax: 020 8227 3490
Email: planning@lbbd.gov.uk

3.7.4 You should include the following information with the request form to help Development Management make an assessment of whether the service is right for the application.

- Ownership details
- Full site address
- 1:1250 location plan, with the site outlined in red and adjoining land outlined in blue
- Drawings and photographs of the existing site / building(s)
- Drawings of the proposal
- Photographs of the site and surroundings

3.7.5 It should be recognised that comments and advice given during the pre-application process will be given on an informal basis only and will not prejudice any subsequent decision by the Council on determination of any formal application.

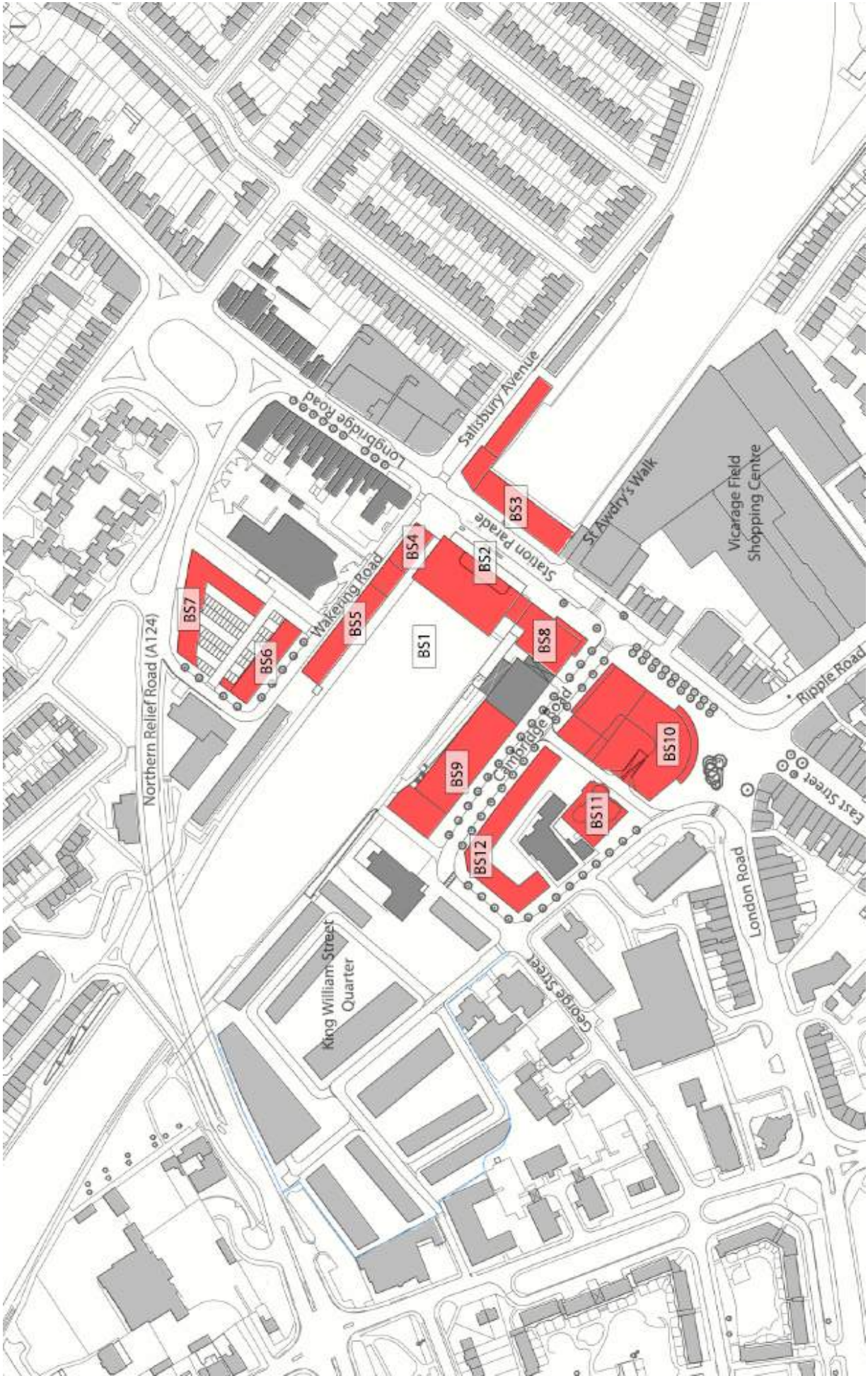


Figure 26: The Barking Station Masterplan

Chapter 4

Barking Station Interchange: **Site Allocations**

4.1 Introduction

This section describes each of the elements, which form the Barking Station Masterplan area under the following headings:

Objectives

Why the intervention is required to meet both the aspirations and objectives set out in Chapter 2 and to deliver the wider vision for the Station Masterplan area.

Location

Where it is. The extent of the site boundary in relation to the wider masterplan area.

Size

The extent of the site.

Timescale

An indication as to when the site will come forward (SHORT TERM: NEXT 5 YEARS, MEDIUM TERM: 5 – 15 YEARS, LONG TERM: 15- 25 YEARS).

Implementation

How the project will be delivered. Identifying the stakeholders responsible for supporting, funding and or delivering the project.

Existing Uses

How it is used currently.

Proposed Uses

How it should be used in the future.

Description

An overview of the main characteristics and constraints of the site.

Design Requirements

Identifying the main physical characteristics, appropriate dimensions and how development on the site should integrate and relate with the surrounding area.

BS1 Barking Station Renovation

| | |
|-----------------------|--|
| Objectives | <ul style="list-style-type: none"> • Sensitively renovate the interior and exterior of the grade II listed station to enhance its historic significance, including restoring the building's open and modernist aesthetic. • Create an uncluttered and efficient main ticket hall. • Ensure future capacity needs are met. |
| Location | Barking Station is located at the centre of the Masterplan area. |
| Size | 7,329 sq.m |
| Timescale | SHORT TERM |
| Implementation | <p>Barking Station is in need of substantial improvement, as recognised in the Better Rail Stations report published by the Government in 2010¹⁶ and the Second Mayor's Transport Strategy¹⁷. Whilst these funds are no longer available, the Council and its partners (London Thames Gateway Development Corporation, Network Rail and the various transport operators) still aspire to make the necessary improvements to renovate the station to ensure that it is capable of accommodating future growth and provides a befitting gateway to Barking Town Centre. The Council will continue to lobby the Department of Transport to secure funding for the improvements.</p> |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <ul style="list-style-type: none"> • Transport interchange • Public realm • Associated retail • Office space for rail staff |

¹⁶ DfT, Better Rail Stations Report, 2010

¹⁷ GLA, Mayor's Transport Strategy, 2010

| | |
|-----------------------------|--|
| <p>Proposed Uses</p> | <ul style="list-style-type: none"> • Improved transport interchange and associated public realm. • Provision of 12 ticket barriers to meet current demand and accommodate future growth. • Equivalent ticket window provision and additional space for oyster card machines. • Retail provision equivalent to the existing station (taking into account opportunities for flanking buildings) with direct access from the station forecourt and concourse. • Mezzanine level office. |
| <p>Description</p> | <p>Currently, the environment at Barking Station is congested and cluttered with poor wayfinding. The concourse area has become dominated by retail expansion, creating a cramped and confusing thoroughfare. The station is already operating at or close to full passenger capacity at peak hours. Access to the platforms is by a narrow passage and there is limited capacity to accommodate future passenger growth.</p> <p>The transformation of Barking Station will be driven by the Council and its Partners. It is vitally important that Barking Station is upgraded to enable it to better meet both current and the future demand from the new residential and office development expected in the area. Crucially, it needs to operate as a best practice transport interchange, radically changing the perception of Barking Town Centre on arrival.</p> <p>As part of the masterplanning work Atkins and its partners Grimshaw, have produced a concept design for the renovation of Barking Station, see Figure 27 and Figure 28 for an illustrative representation of the scheme¹⁸.</p> <p>By removing the retail units from the main concourse, the station will be restored to its former open structure. This will allow for better movement through the station.</p> <p>Retail will be re-provided on an overbridge extension. This will deliver an easier to access retail space, within a larger floorplate. Whilst this configuration will reduce the number of individual retail units on the main concourse, the improvement to passenger circulation and the functionality of the station significantly outweighs this loss. There also is the potential to provide access to retail space to the adjoining sites.</p> |

¹⁸ Barking Station Interchange Masterplan, ODA Station Feasibility Study, July 2009

| | |
|-----------------------------------|--|
| | <p>The new canopy extension to the rear of the existing station envelope will allow natural daylight to flood into the concourse area. This will create a much improved space for people transferring between platforms.</p> |
| <p>Design Requirements</p> | <ul style="list-style-type: none"> • On taking forward this element of the masterplan it is imperative that further work is conducted to confirm that the provision of 12 ticket barriers will meet passenger growth forecasts. • Any redevelopment of the station must conserve or enhance the significance of the grade II listed structure, including its setting. • Detailed designs will need to take into account the structural capacity of the 1960s over deck. • To improve the exterior of the station, it would be desirable to remove the blue paint currently present on the lower areas of the station building's main uprights. This will enable their revision to the original bare concrete finish. • De-clutter the main ticket hall. • Remove retail from the main concourse area and locate to an overbridge extension to provide a larger floor plate than existing units. • Centralise both the entrance to Barking Station and the ticket gateline to provide a greater quality of space and ease congestion. • Improved wayfinding and passenger information. • Overbridge extension sufficient to incorporate ideal runoff zones, retail and office provision. • New canopy and platform access. Works should explore the retention of the more decorative canopy elements which remain from the 1905 – 1908 station. • DDA (Disability Discrimination Act) compliant access to all platforms. • Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity. • Provide secure cycle parking / bike store and, if viable, a repair facility. This will serve to strengthen Barking Town Centre's status as a 'Cycle Hub' and support the Borough's status as an 'Outer London Biking Borough'. |

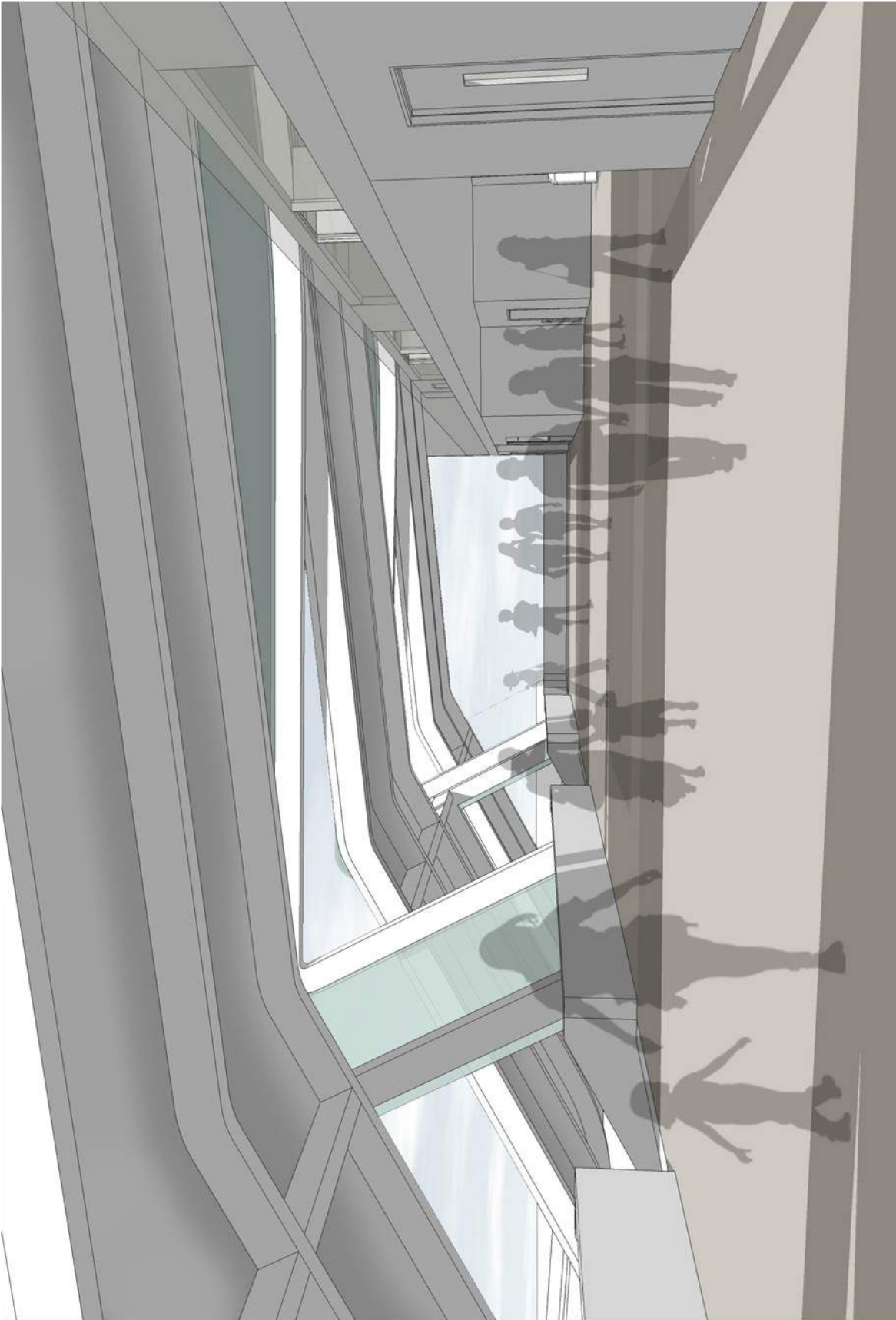


Figure 27: An illustration of how the station overbridge extension will allow for a clutter free, light and welcoming entrance to Barking Station before passengers reach the ticket barriers (Indicative Only).

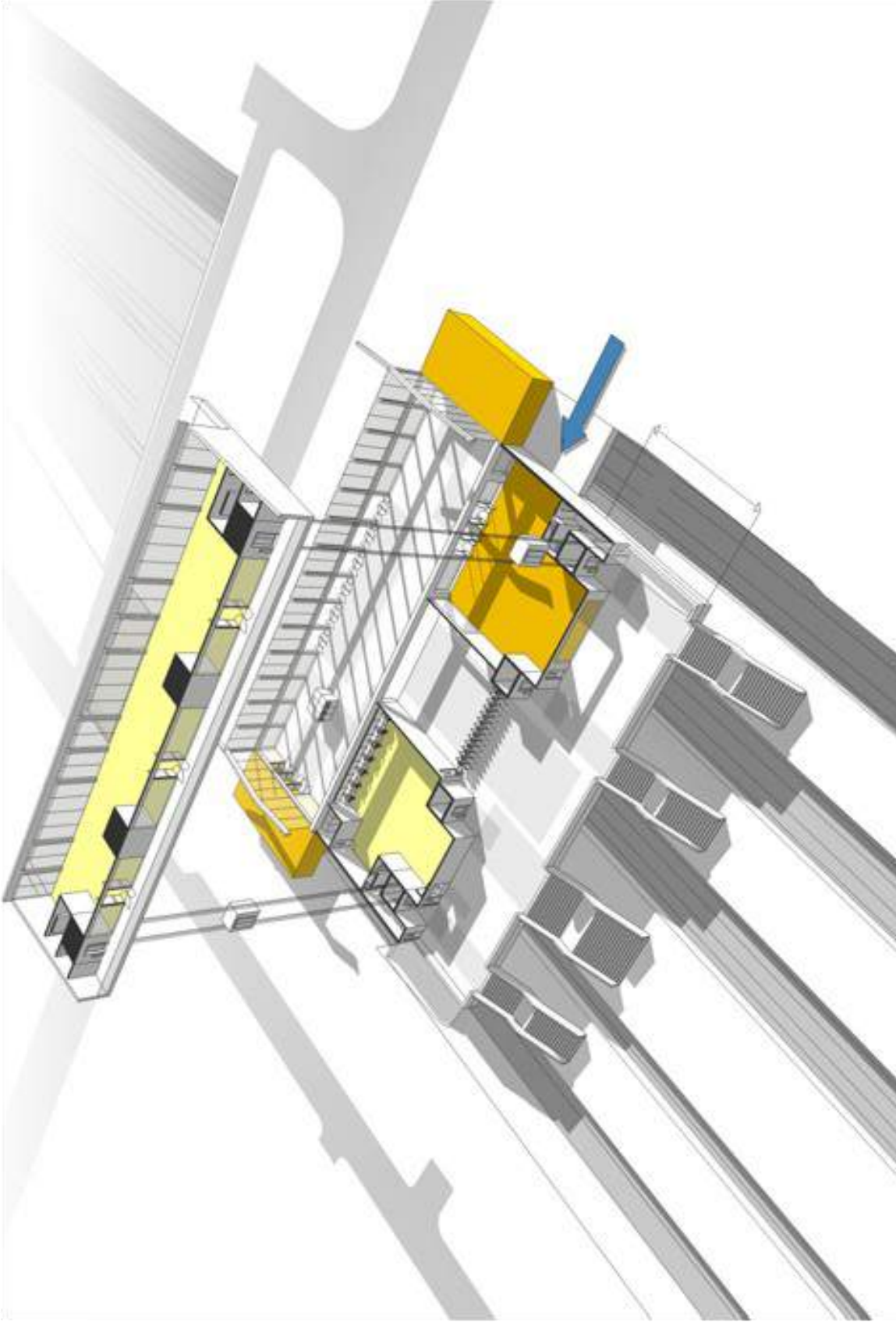


Figure 28: The preferred option for Barking Station, taking into account the heritage, operational and spatial aspirations for improvements (Indicative Only).

BS2: Barking Station Forecourt Improvements

| | |
|-----------------------|---|
| Objectives | <ul style="list-style-type: none"> • Deliver a generous and welcoming entrance to Barking. • Create a locally distinctive entrance to Barking drawing on the historic design of the forecourt. • Create an efficient and clear transport interchange. |
| Location | The forecourt area outside of Barking Station. The site extends to Wakering Road to the north and Cambridge Road to the south and encompasses both sides of Station Parade. |
| Timescale | SHORT TERM |
| Implementation | <p>The overall cost of the Barking Station public realm improvement implementation has been estimated at £1,119,038, with Phase 1 estimated at £883,503.</p> <p>In addition to TfL LIP funding (£480,000), the project implementation will be funded through a combination of external funding including Section106 money.</p> <p>Works are scheduled to being on site late Summer 2011.</p> |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <ul style="list-style-type: none"> • Transport interchange • Public realm |
| Proposed Uses | <ul style="list-style-type: none"> • Transport interchange • Public realm |
| Description | <p>The forecourt area is the first impression many experience of Barking Town Centre. An important focus for overland transport services, 11 bus routes, including the East London Transit (ELT), pass through this key transport interchange.</p> <p>The high level of passengers using the constrained forecourt area has a significant impact on the public realm; leading to conflict between pedestrians and traffic outside the Station. Currently the vehicle dominates the street environment. Street</p> |

| | |
|-----------------------------------|--|
| <p>Description</p> | <p>clutter, a lack of wayfinding and poor quality design further contribute to an undefined and confusing space outside the station.</p> <p>Improvements to this area of the Masterplan would greatly enhance the arrival experience to the town centre. It is for this reason, that this site is regarded as the first catalytic phase of the Masterplan, to be delivered in 2011. The north side of Station Parade will be vastly improved as part of these works.</p> <p>This leaves the south of Station Parade to be enhanced at a later date. These much needed public realm works will come forward, in part, with the development of the Vicarage Field planning application (site BTCSSA10, of the Barking Town Centre Area Action Plan).</p> <p>By using materials consistent with the Barking Code, the forecourt area will better integrate into the wider town centre and the improvement works associated with the ELT link already completed in 2010.</p> <p>Key issues which need to be addressed include:</p> <ul style="list-style-type: none"> • Pedestrian congestion, which is exacerbated by the location of bus stops conflicting with one of the station's entrances. • High levels of informal pedestrian crossing causing safety risks. • Poor quality public realm, with low quality materials, incoherent street furniture and poor space provision for pedestrians. • Lack of provision for cyclists. • Poor legibility and lack of signage. |
| <p>Design Requirements</p> | <ul style="list-style-type: none"> • Draw on the historic design of the forecourt, conserving and enhancing the setting of the grade II listed station. • Remove the existing bus lay-by to create new on-street bus bays which can also facilitate the ELT. • Relocate the majority of the taxi rank from the front of Barking Station to Wakering Road, with two spaces remaining on Station Parade to provide an accessible drop off facility and loading bay. • Provide signage and 'Legible London' wayfinding. • Remove street clutter, street furniture and unnecessary signage. • Introduce co-ordinated street furniture and lighting, adhering to the principles of the Barking Code. |

- Resurface the pavements using high quality materials to comply with the Barking Code.
- Increase the provision for cycle parking.
- Introduce street trees contribute to the creation of a tree lined connection between Abbey Green and Barking Park. Trees however, cannot be provided on the railway bridge area due to loading constraints and a lack of substrate.



Figure 29: Barking Station Forecourt (Indicative only)

BS3 Station Parade

| | |
|-----------------------|---|
| Objectives | <ul style="list-style-type: none"> To introduce a higher quality retail frontage. Enhance the character of Station Parade. |
| Location | The row of shops immediately opposite Barking Station fronting onto Station Parade. |
| Size | 1,586 sq.m |
| Timescale | LONG TERM |
| Implementation | Implementation of this scheme depends on the private owner of the commercial premises. |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <ul style="list-style-type: none"> Retail Office |
| Proposed Uses | <ul style="list-style-type: none"> Retail Office Residential |
| Description | <p>The redevelopment of this site requires careful consideration. Whilst Station Parade is not contained within the grade II listing of Barking Station, it was part of the 1959-1963 Barking Station Masterplan, and constructed at the same time. It therefore reflects the overall approach to the station area at that time of development. However, Station Parade has been much altered and the retail units are of varying quality.</p> <p>This is an important focal frontage in Barking Town Centre. The Council would look favourably on an approach which sought to sensitively refurbish and enhance Station Parade as part of a historic-led renovation project.</p> <p>Alternatively, the comprehensive redevelopment of Station Parade provides the opportunity to deliver larger floorplate units and to improve the quality of the retail environment.</p> |

| | |
|-----------------------------------|---|
| | <p>This will encourage a broader range of retailers to this prime site opposite Barking Station. Should this comprehensive approach be taken, the scheme would need to be of exceptional architectural merit and enhance the setting of the grade II listed station.</p> <p>The redevelopment of this site also sees the delivery of residential accommodation on Salisbury Avenue. Development of this site would be subject to Network Rail releasing the land from operational duty.</p> |
| <p>Design Requirements</p> | <ul style="list-style-type: none"> • Whether a historic-led restoration approach or a comprehensive development of this site take place the scheme must significantly enhance the setting of the grade II listed Barking Station. • This would not be an appropriate location for a tall building • Generally a comprehensive scheme in this location should be 2-3 storeys, however a 4-5 storey element may be appropriate on the northern corner of the site to reflect the block opposite at Salisbury Avenue. The exact height of this scheme will be determined by the planning process. • Provide retail uses at ground floor to maintain and strengthen the quality of the positive frontage onto Station Parade. • Conserve or enhance the grade II listed Barking Station and its setting. • Development of this site would need to take into account the structural limitations of the 1960s over deck. • Deliver the required amount of child play space or contributions to off-site provision and/or improvement of existing spaces. • Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity. • Provide secure cycle parking spaces, changing and shower facilities for staff. |

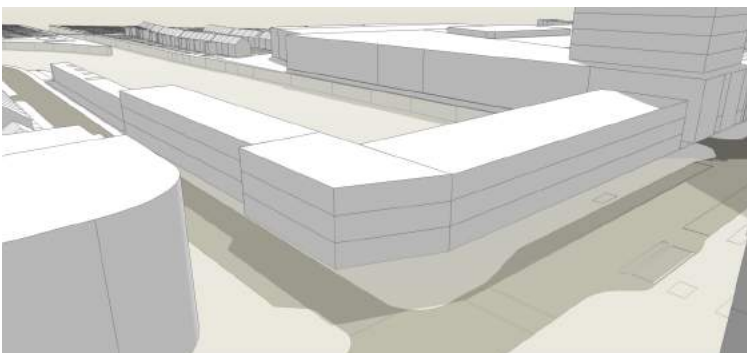


Figure 30: Model View of Station Parade (Indicative Only).

BS4 Trocoll House

| | |
|-----------------------|--|
| Objectives | <ul style="list-style-type: none"> • Create a quality retail environment on arrival to Barking. • Deliver high quality office space. • To frame the view of the grade II listed Barking Station. |
| Location | Trocoll House abuts Barking Station to the north. The site fronts onto Station Parade and adjoins site allocation BS5 (Waking Road) to the rear. Waking Road runs alongside the far edge of the site. |
| Size | 629 sq.m |
| Timescale | MEDIUM TERM |
| Implementation | <p>This is a medium term aspiration for the Masterplan area which depends on being brought forward and delivered by a private developer.</p> <p>Trocoll House is one of a pair of buildings which bookend Barking Station. Roding House (BS8) and Trocoll House were part of the 1959-1963 wider Barking Station Masterplan. As such they exhibit similar features in terms of materials, height and massing. The Council therefore requires that any comprehensive development of this site maintain this relationship with Roding House and Barking Station.</p> |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | A 5-storey early 1960s building that fronts Station Parade and comprises a pub at ground floor level (The Barking Dog) with serviced office accommodation above, accessed from Waking Road. |
| Proposed Uses | <ul style="list-style-type: none"> • Retail units at the ground floor. Uses should contribute to the vitality of Barking Town Centre – retail uses (A1), restaurants, cafes and or drinking establishments (A3 and A4) • Office accommodation above |

| | |
|-----------------------------------|---|
| <p>Description</p> | <p>The office fabric in Barking Town Centre is outdated and of poor quality¹⁹. Whilst the office stock in the area is suitable for the current demand, there is a need to improve existing accommodation. Given the agenda to make significant improvements to the railway station, the surrounding public realm and to diversify the retail offer, the masterplan aspires improve the potential of this site.</p> <p>Trocoll House is one of a pair of buildings which bookend Barking Station. Trocoll House and Roding House (BS8) both retain detailing, such as the bands of green mosaic tiles on the exterior walls, which were present when the buildings were constructed; at a similar time to the grade II listed station. Whilst not listed buildings themselves they do contribute to the setting and character of Barking Station. This site therefore provides the opportunity to restore and refurbish this building, retaining and enhancing its original features. The Council would favour this approach, restoring and enhancing the existing buildings on this site.</p> <p>However, should this not be viable and the site is instead brought forward for a comprehensive redevelopment, it should be noted that site allocation BTCSSA3, of the Barking Town Centre Area Action Plan, clearly establishes that sites on or immediately adjacent to the station concourse are not suitable for tall buildings.</p> |
| <p>Design Requirements</p> | <ul style="list-style-type: none"> • Respect and enhance the grade II listed Barking Station. • This would not be an appropriate location for a tall building. Should the site be compressively re-developed then the height of the building must not exceed 5 storeys (in accordance with Policy BTC17). The exact height of this scheme will be determined by the planning application process. • Any future replacement building should mirror the approach at Roding House (Site BS8) in terms of height and not overly dominate the main station building in terms of massing. • The use of colour within any comprehensive redevelopment of this site should be muted and a comparable pallet to the existing building, rather than using strong colours that would draw the eye away from the understated grey-and-glass of the station. • The Council favour a sensitive, historic-led refurbishment of Trocoll House • Whether a historic-led restoration approach or a comprehensive development of this site takes place the scheme must significantly enhance the grade II listed Barking station and its setting. |

- The frontage of this building is well set back from the line of the carriage way. This enables clear views of the station from East Street, Station Parade and Longbridge Road. This approach should be taken forward in the design of any replacement building, so that these views can be retained.
- Active retail frontage at ground floor is a key requirement for this building if it is to be successful and improve the character of Station Parade.
- Both refurbishment and comprehensive redevelopment of this site should explore the possibility of the ground floor retail unit being accessible from the Station concourse. This will be subject to the refurbishment of Barking Station.
- Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity.
- To be a car free development.
- Provide secure cycle parking spaces, changing and shower facilities for staff.
- Any comprehensive redevelopment will need to ensure opportunities for decentralised energy systems are fully exploited (subject to appropriate levels of predicted heatload) and compatibility with the district heating network.
- Provide secure cycle parking spaces, changing and shower facilities for staff.
- Section 106 contributions to the public realm improvements.



Figure 31: Model View of Trocoll House (Indicative Only).

¹⁹ Demand for Office Use in Barking Town Centre, April 2008, King Sturge

BS5 Wakering Road

| | |
|-----------------------|---|
| Objectives | <ul style="list-style-type: none"> To develop this narrow site as a high quality hotel scheme. Create a building which accentuates the arrival into Barking. |
| Location | Car park to the rear of Trocoll House on Wakering Road. The site abuts Barking Station to the south and the Signal Box to the west. |
| Size | 1,030 SQ.M |
| Timescale | SHORT TERM |
| Implementation | The site is privately owned and it depends on the landowners to implement the scheme. |
| Flood Zone | 1 |
| PTAL | 6b |
| Existing Uses | An early 1960s car park arranged on two levels, with a raised ground level and basement below. It provides parking for 95 vehicles. |
| Proposed Uses | <ul style="list-style-type: none"> Hotel Leisure Ancillary retail/commercial uses to activate the ground floor Public realm improvements Basement car park |
| Description | The hotel market in Barking is currently underdeveloped, with the town centre deficient in good quality hotel accommodation ²⁰ . A hotel scheme in this highly accessible location will provide multiple benefits to the area. Generating local employment, its conferencing facilities will serve local business, whilst associated |

²⁰ Hotel Requirements in Barking, April 2008, King Sturge
Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills

| | |
|-----------------------------------|---|
| <p>Description</p> | <p>retail and leisure uses will provide evening activities, extending the vitality of the area beyond normal working hours.</p> <p>A hotel would also be beneficial in promoting tourism and supporting the longer-term aspiration for an improved business district to the north of the Masterplan area, stimulating further investment in the town centre (BS6 and BS7).</p> <p>In 2010 a planning application was approved for a hotel on this site which has determined proposed height of the development.</p> <p>At 22 storeys, and due to the topography of the site, it falls beneath the height of the permitted tall building at the Vicarage Field shopping centre, which is in close proximity. It is important that no buildings exceed or compete with the height of Vicarage Field, which will act as a marker to the town centre.</p> <p>The slender, organic design of the scheme has been applauded by CABE and the GLA. It is imperative, given the strategic location of this tall building and its immediacy to the grade II listed Barking Station, the Abbey and Barking Town Centre Conservation Area and a number of other heritage assets that the integrity of the architecture is not subject to dumbing down. Whilst the site in its current form is of no architectural merit or quality, a tall building on this prominent site in the town centre must be sensitive to its surrounding context and be visually innovative and exciting.</p> |
| <p>Design Requirements</p> | <ul style="list-style-type: none"> • This site is considered to be a suitable location for a tall building of the highest quality, signifying the arrival into Barking Station. • Conserve or enhance the scale, height and setting of the Barking Station, a grade II listed building and the Spotted Dog public house, a locally listed building, located on the corner of Wakering Road. • The height of this building should not exceed that of Vicarage Field shopping centre (23 storeys). • Any tall building must be of exemplary quality in terms of design and accord with Policy BTC17: Tall Buildings, of the Barking Town Centre Area Action Plan and Policy BP4: Tall Buildings, of the Borough Wide Development Policies DPD. • Ground floor uses should animate the street frontage. • Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity. • Provide secure cycle parking spaces for hotel staff and guests. |

- Provide the facility for charging electric vehicles.
- Ensure opportunities for decentralised energy systems are fully exploited (subject to appropriate levels of predicted heatload) and compatibility with the district heating network.
- Section 106 contributions towards public realm improvements to Waking Road and the surrounding area, including the Station Forecourt (BS2).

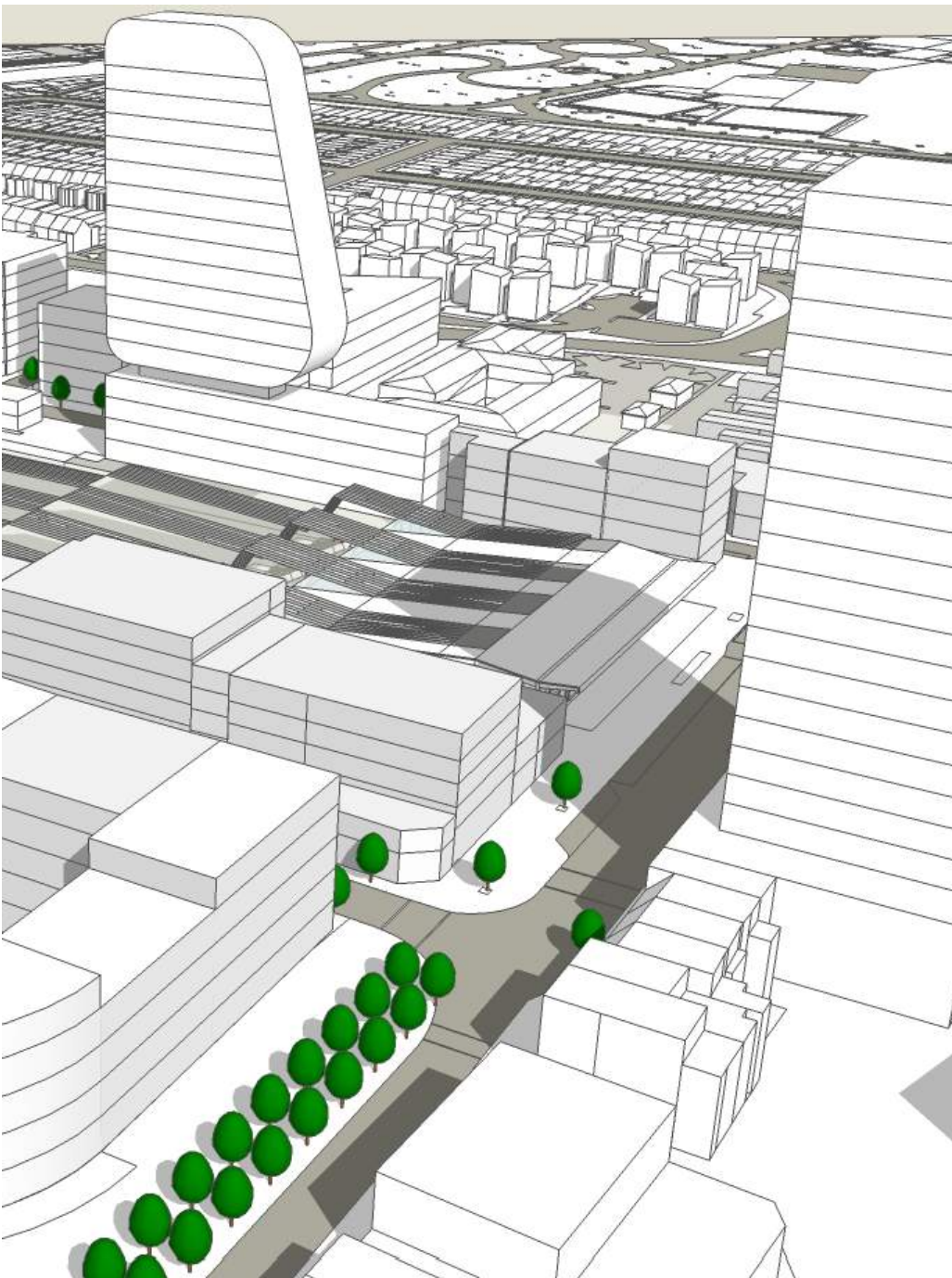


Figure 32: Model View of Waking Road Hotel (Indicative Only).

BS6 Wigham House Site A

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| Objectives | <ul style="list-style-type: none"> • Create a mixed office and residential development as part of a longer term phase of regeneration. • To establish a revitalised office and living quarter, retaining existing and attracting new businesses to Barking Town Centre. |
| Location | <p>This site forms the north west corner of the Station Masterplan area. To the east is a part 2, 3 and 4 storey office block, Phoenix House. The northern boundary of the site abuts the Northern Relief Road. The prominent 9 storey Foyer building is to the immediate west of the site.</p> |
| Size | <p>643 sq.m</p> |
| Timescale | <p>LONG TERM</p> |
| Implementation | <p>This is a long term aspiration for the Masterplan area which depends on being brought forward and delivered by a private developer.</p> <p>Redevelopment of this site will require the demolition of two existing office blocks, which span site allocations BS6 and BS7. Therefore, the Council seeks a comprehensive approach to the development of these sites to deliver the optimal scheme and to best realise the potential of this later component of the Masterplan.</p> |
| Flood Zone | <p>1</p> |
| PTAL | <p>6</p> |
| Existing Uses | <p>The site is currently occupied by two office blocks. To the north west corner is Monteagle Court a 7 storey, 1980s office block. To the east of the site is Wigham House, this distinctive 1970s office accommodation stands at 10 storeys and is a predominant feature of Barking's skyline.</p> |
| Proposed Uses | <ul style="list-style-type: none"> • Mixed office and residential scheme |

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| <p>Description</p> | <p>There is a need to enhance the quality of office space in Barking Town Centre to encourage new organisations to locate in Barking, to take advantage of the excellent transport links²¹.</p> <p>A thriving office quarter to the north of the Station Masterplan area will rejuvenate this section of the town centre. An increase in the numbers of people working and living in the Barking Station Masterplan area will drive and sustain associated uses such as cafes, restaurants and the leisure economy.</p> <p>Wakering Road provides an important pedestrian link in the town centre but is currently poorly overlooked. As such, there is potential to better animate the frontage, providing a safer street environment. New development on this site should therefore be outward facing, in contrast to an inward-looking scheme. This will open up this site and better integrate it with the wider Station Masterplan area. Improvements to the public realm and pedestrian walkways to this site will dramatically improve the northern end of the station quarter, strengthening the sense of place.</p> |
| <p>Design Requirements</p> | <ul style="list-style-type: none"> • Buildings across this site should be comprehensively planned to ensure that there is a coherent transition from the low-rise residential accommodation to the south and the tall building element to the north on Wigham House Site B (BS7). • The residential element of this site should be orientated towards Wakering Road and the Wakering Road site (BS5) rather than the northern relief road. • Proposals for this allocation should consider especially the potential of, and connectivity to the surrounding public realm. • Introduce soft landscaping and ecological measures to increase urban biodiversity. • An above ground area of parking is included to enhance viability. • Deliver the required amount of child play space or contributions to off-site provision and/or improvement of existing spaces. • Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity. • Provide secure cycle parking spaces, changing and shower facilities for staff. • Ensure opportunities for decentralised energy systems are fully exploited (subject to appropriate levels of predicted heatload) and compatibility with the district heating network. |

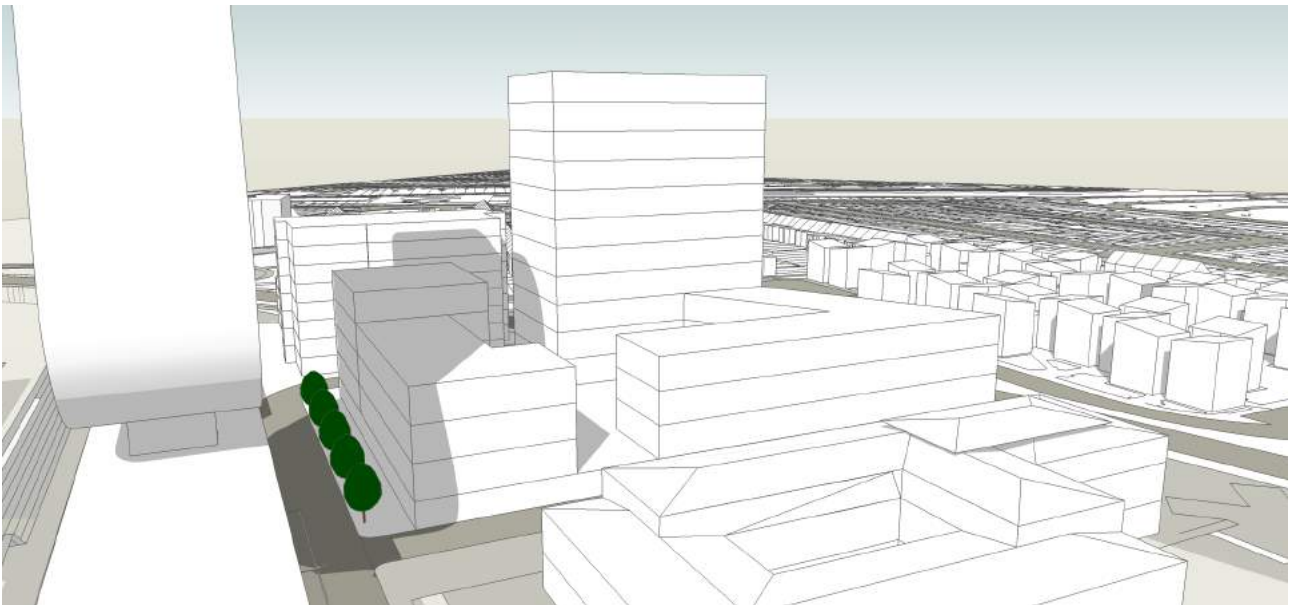


Figure 33: Model View of Wigham House A and B (Indicative Only).

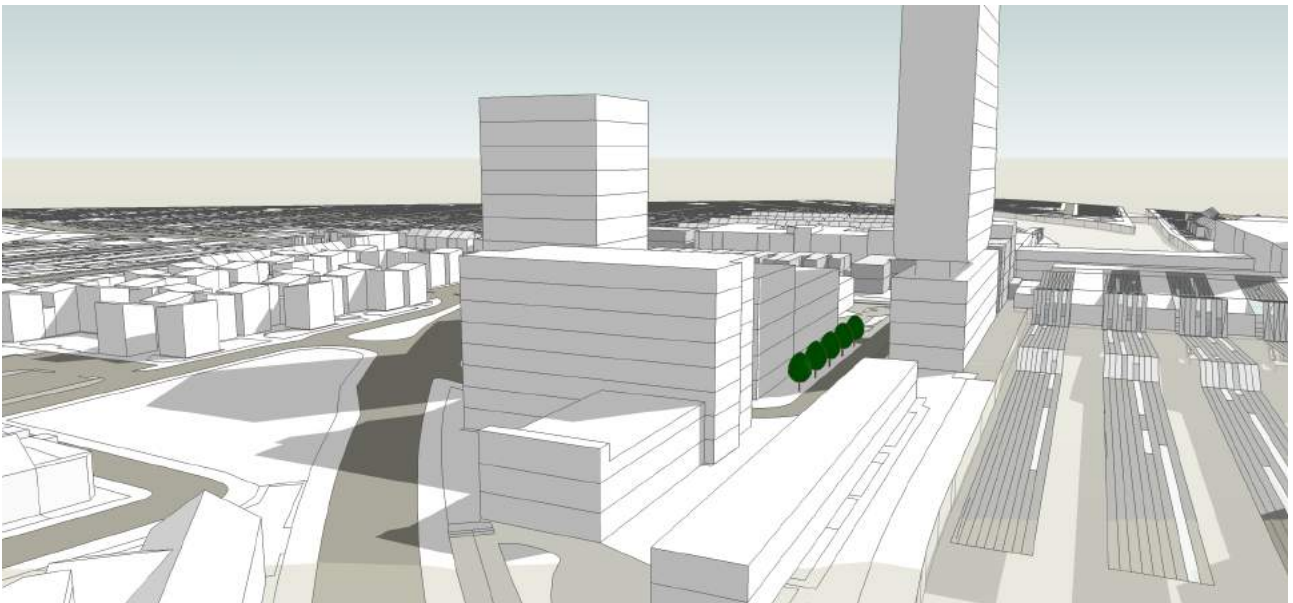


Figure 34: Model View of Wigham House A and B (Indicative Only).

²¹ Demand for Office Use in Barking Town Centre, April 2008, King Sturge
Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills

BS7 Wigham House Site B

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| Objectives | <ul style="list-style-type: none"> • Create an office development as part of a longer term phase of regeneration. • To establish a revitalised office and living quarter, retaining existing and attracting new businesses to Barking Town Centre. |
| Location | <p>This site forms the north west corner of the Station Masterplan area. To the east is Phoenix House, a part 2, 3 and 4 storey office block. The northern boundary of the site abuts the northern relief road. The south of the site fronts onto Wigham House Site A (BS6). The prominent 9 storey Foyer building is to the immediate west of the site.</p> |
| Size | 1133 sq.m |
| Timescale | LONG TERM |
| Implementation | <p>This is a long term aspiration for the Masterplan area which depends on being brought forward and delivered by a private developer.</p> <p>Redevelopment of this site will require the demolition of two existing office blocks, which span site allocations BS6 and BS7. Therefore, the Council seek a comprehensive approach to the development of these sites to deliver the optimal scheme and to best realise the potential of this later component of the masterplan.</p> |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <p>The site is currently occupied by two office blocks. To the north west corner is Montague Court a 7 storey, 1980s office block. The east of the site is occupied by Wigham House, this 1970s office accommodation stands at 10 storeys and is a predominant feature of Barking's skyline.</p> |

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| Proposed Uses | <ul style="list-style-type: none"> • Office |
| Description | <p>As stated previously (BS6), there is a need to enhance the quality of the outdated office space in Barking Town Centre to encourage new organisations to locate in Barking, to take advantage of the excellent transport links²².</p> <p>This site offers the opportunity to deliver a prominent new office development, to be constructed as part of the long term phased renewal of the northern corner of the study area.</p> <p>This site is clearly visible from the northern relief road and currently does not give a good image of Barking Town Centre. A signature tall building of 10-12 storeys on the northern corner would accentuate and better define the edge of this site. This location accords with the Barking Town Centre Urban Design Principles Guidance (2006) which identifies that buildings could be higher where sites are adjacent to major access roads.</p> <p>New development on this site should be outward facing, in contrast to an inward-looking scheme. This will open up this site and better integrate it with the wider Station Masterplan area. Improvements to the public realm and pedestrian walkways to this site will dramatically improve the northern end of the station quarter, strengthening the sense of place.</p> |
| Design Requirements | <ul style="list-style-type: none"> • Buildings across this site should be comprehensively planned to ensure that there is a coherent transition from the mid-rise residential and office accommodation to the south (BS6) and the tall building element to the north of this site. • This site may be a suitable location for a tall building. A building of 10-12 storeys is considered to be appropriate on the north-west corner of this site to better define its edge. Located in full sight from the northern relief road, this site is prominent on arrival to Barking by car. It is therefore important that any tall building in this location is of an extremely high quality, signifying the importance of this site. • Any design for a tall building will need to relate to the Foyer, an existing and distinctive neighbouring tall building (9 storeys). |

²² Demand for Office Use in Barking Town Centre, April 2008, King Sturge
Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills

- This scheme should not seek to compete with Vicarage Field which, at 23 storeys is to be the tallest building in Barking Town Centre, it should also take into consideration the tall building allocation at Wakering Road (BS5).
- Any tall building must be of exemplary quality in terms of design and accord with Policy BTC17: Tall Buildings, of the Barking Town Centre Area Action Plan and Policy BP4: Tall Buildings, of the Borough Wide Development Policies DPD.
- The remainder of the site provides the opportunity for mid-rise buildings (4-6 storeys). These should relate sensitively to the adjacent part 2, 3 and 4 storey building.
- Proposals for this allocation should consider especially the potential of, and connectivity to the surrounding public realm.
- Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity.
- As with Wigham House Site A, an above ground area of parking is included to enhance viability.
- Provide secure cycle parking spaces, changing and shower facilities for staff.
- Ensure opportunities for decentralised energy systems are fully exploited (subject to appropriate levels of predicted heatload) and compatibility with the district heating network



Figure 35: Model View of the tall building at Wigham House B (Indicative Only).

BS8 Roding House

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| Objectives | <ul style="list-style-type: none"> To add retail and a prominent office lobby to the ground floor to deliver an attractive public space. Deliver a high quality office space. To frame the view of the grade II listed Barking Station. |
| Location | <p>Roding House abuts Barking Station to the south. The site fronts onto Station Parade and adjoins a residential development, Central House, to the rear. The site is bound by Cambridge Road to the south, while Barking Station forms the northern edge of the site.</p> |
| Size | 957 sq.m |
| Timescale | MEDIUM TERM |
| Implementation | <p>This is a medium term aspiration for the Station Masterplan which depends on being brought forward and delivered by a private developer.</p> <p>Roding House is one of a pair of buildings which bookend Barking Station. Trocoll House (BS4) and Roding House were part of the 1959-1963 Barking Station Masterplan. As such they exhibit similar features in terms of materials, height and massing. The Council therefore requires that any comprehensive development of this site maintain this relationship with Trocoll House and Barking Station.</p> |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <p>A 5-storey early 1960s building that fronts Station Parade with office accommodation above, accessed from Cambridge Road. There are seven units at the ground floor, these comprise:</p> <ul style="list-style-type: none"> Cafe Fast food restaurant Bank Pharmacy Convenience store |

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| | <ul style="list-style-type: none"> • Betting shop • Games, computer retailer |
| Proposed Uses | <ul style="list-style-type: none"> • Retail units at the ground floor. Uses should contribute to the vitality of Barking Town Centre – retail uses (A1), restaurants, cafes and or drinking establishments (A3 and A4) • Office accommodation above |
| Description | <p>The office fabric in Barking Town Centre is outdated and of poor quality²³. Whilst the office stock in the area is suitable for the current demand, there is a need to improve existing accommodation. Given the agenda to make significant improvements to the railway station, the surrounding public realm and to diversify the retail offer, the Masterplan aspires improve the potential of this site.</p> <p>Roding House is one of a pair of buildings which bookend Barking Station. Roding House and Trocoll House (BS4) both retain detailing, such as the bands of green mosaic tiles on the exterior walls, which were present when the buildings were constructed; at a similar time to the grade II listed station. Whilst not listed buildings themselves they do contribute to the setting and character of Barking Station. This site therefore provides the opportunity to restore and refurbish this building, retaining and enhancing its original features. The Council would favour this approach, restoring and enhancing the existing building on this site.</p> <p>However, should this not be viable and the site is instead brought forward for a comprehensive redevelopment, it should be noted that allocation BTCSSA3 of the Barking Town Centre Area Action Plan, clearly establishes that sites on or immediately adjacent to the station concourse are not suitable for tall buildings.</p> |
| Design Requirements | <ul style="list-style-type: none"> • Respect and enhance the grade II listed Barking Station. • This would not be an appropriate location for a tall building. Should the site be compressively re-developed then the height of the building should not exceed 5 storeys (in accordance with Policy BTC17 of the Barking Town Centre Area Action Plan). The exact height of this scheme will be determined by the planning application process. |

²³ Demand for Office Use in Barking Town Centre, April 2008, King Sturge
Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills

- Any future replacement building should mirror the approach at Trocoll House (Site BS4) in terms of height and not overly dominate the main station building in terms of massing.
- The use of colour within any comprehensive redevelopment of the site should be muted and comparable pallet to the existing building, rather than using strong colours that would draw the eye away from the understated grey-and-glass of the station.
- The Council favour a sensitive, historic-led refurbishment of Roding House
- Whether a historic-led restoration approach or a comprehensive development of this site takes place the scheme must significantly enhance the setting of the grade II Barking Station and its setting.
- The frontage of this building is well set back from the line of the carriage way. This enables clear views of the station from East Street, Station Parade and Longbridge Road. This approach should be taken forward in the design of any replacement building, so that these views can be retained.
- The ground floor of any new building on this site could incorporate a setback/canopy to further open up the view of the station from the south.
- Active retail frontage at ground floor is a key requirement for this building if it is to be successful and improve the character of Station Parade.
- Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity.
- To be a car free development.
- Any comprehensive redevelopment will need to ensure opportunities for decentralised energy systems are fully exploited (subject to appropriate levels of predicted heatload) and compatibility with the district heating network.
- Provide secure cycle parking spaces, changing and shower facilities for staff.
- Section 106 contributions to the public realm improvements.

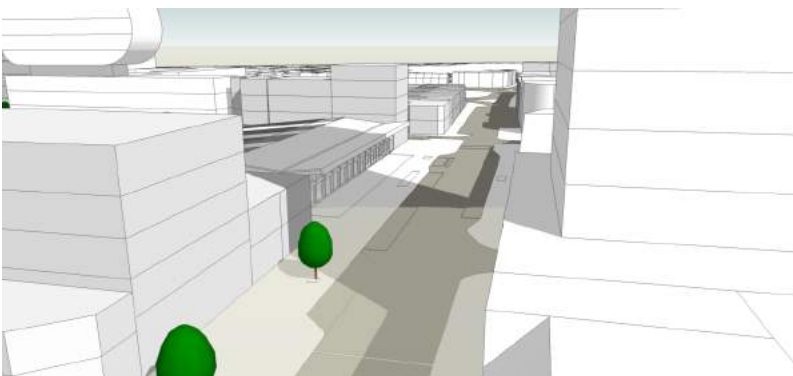


Figure 36: Model View of Roding House (Indicative Only).

BS9 Cambridge Road

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| Objectives | <ul style="list-style-type: none"> To transform Cambridge Road into a thriving residential and mixed use quarter. Deliver new housing in close proximity to the station. Introduce recreational uses, such as a budget gym, to provide amenity for the new residents and to enhance the town centre's evening offer. |
| Location | <p>This site is located to the south of Barking Station. The northern boundary of the site abuts the railway line while to the east is Central House a 7 storey residential development. The south of the site fronts onto Cambridge Road, to the west are the offices of Hapag-Lloyd.</p> |
| Size | 1,782 sq.m |
| Timescale | SHORT TERM |
| Implementation | <p>This site is being brought forward by Swan Housing Association. In 2010 the Council received a planning application for the development of this site for a high density residential-led mixed use scheme. The application is currently (in 2011) undergoing a detailed design review following concerns from the Council, the GLA, LTGDC and CABE. Conversations are taking place with the GLA and the Council regarding a revised planning application for this site, taking into consideration concerns about the design form of development and over densification of the initial scheme.</p> |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <ul style="list-style-type: none"> Cleared brownfield land |
| Proposed Uses | <ul style="list-style-type: none"> Residential Retail at ground floor. Uses should contribute to the vitality of Barking Town Centre - retail uses (A1), restaurants cafes and or drinking establishments (A3 and A4) Office |

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| | <ul style="list-style-type: none"> Leisure |
| Description | <p>This site has potential for new residential apartments with commercial uses at ground floor. The Council is working with Swan Housing Association to bring forward a residential-led mixed use scheme for this site. The excellent transport connections and central location of this site make it an ideal location for new homes. The residential element of this scheme will make a contribution to meeting the Barking Town Centre Area Action Plan housing target of some 6,000 additional homes.</p> <p>The Council would also encourage the exploration of opportunities for the inclusion of an appropriate recreational uses, potentially a private gym, to reflect the need for improved facilities in the Station Masterplan area²⁴.</p> <p>This is also a site identified as suitable for a tall building. Proposals for this site must consider the impact on the skyline and be of exceptional design and use materials which are appropriate to its setting. The form of the building at ground level is particularly important, as is how the podium relates to the surrounding built form.</p> |
| Design Requirements | <ul style="list-style-type: none"> This site is a suitable location for a tall building. The tall building element of this scheme should be designed in harmony with the hotel development at Wakering Road (BS5). It should not compete with, or exceed, the height of Vicarage Field and must relate positively to the Hapag Lloyd office block. A tall building element of up to 20 storeys is considered to be appropriate to the western end of the site. The remainder of the site should relate to the height of the adjoining residential block Central House (7 storeys). Any tall building must be of exemplary quality in terms of design and accord with Policy BTC17: Tall Buildings, of the Barking Town Centre Area Action Plan and Policy BP4: Tall Buildings, of the Borough Wide Development Policies DPD. It must conserve or enhance the Abbey and Barking Town Centre Conservation area and the grade II Baptist Tabernacle and the locally listed Barking Tap which are in close proximity to the site. The ground floor of this scheme must relate positively to Cambridge Road with active uses to animate the street frontage. |

- Deliver the required amount of child play space or contributions to off-site provision and/or improvement of existing spaces.
- Should leisure use be delivered on this site, such as a private gym, it should be accessible to the public and not be exclusive to the residents of Cambridge Road.
- Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity.
- Ensure opportunities for decentralised energy systems

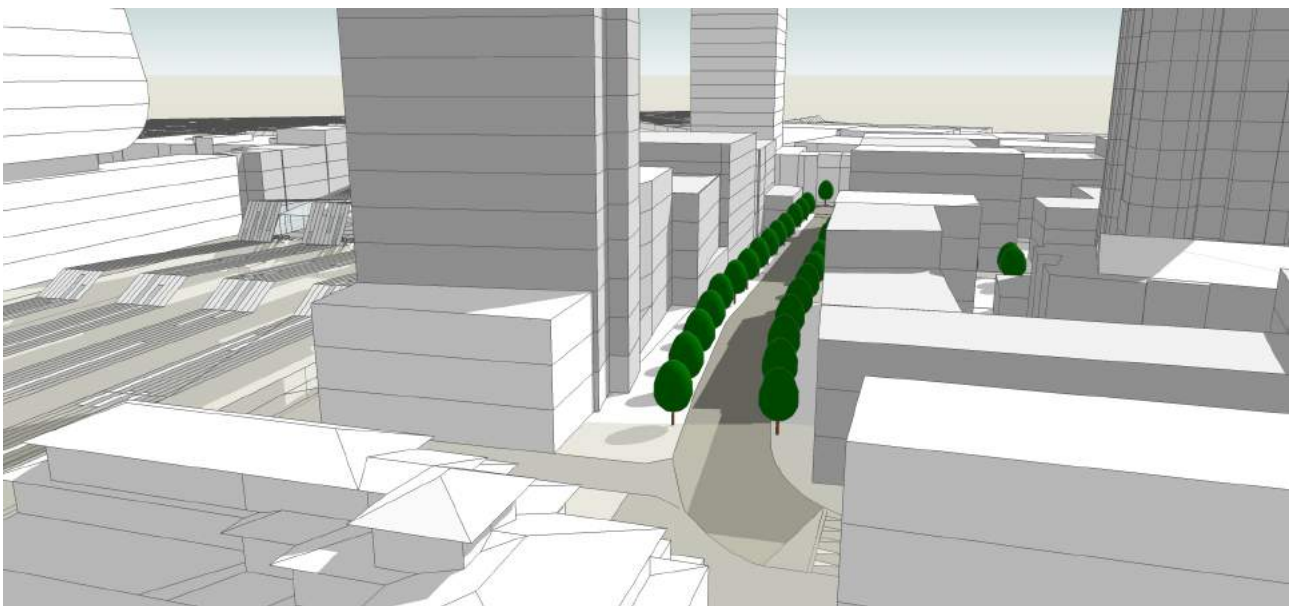


Figure 37: Model View of Cambridge Road (Indicative Only).

BS10 Anchor Retail Store

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| Objectives | <ul style="list-style-type: none"> • Deliver a large floor plate for comparison retail. • Improve the quality of the retail offer in Barking Town Centre. |
| Location | <p>The site is located in the south east corner of the Station Masterplan area. It sits beside an important junction, the meeting of East Street, London Road, Linton Road, Ripple Road and Station Parade.</p> |
| Size | 3,574 sq.m |
| Timescale | MEDIUM TERM |
| Implementation | <p>The site is in multiple ownership. This scheme would be brought forward and delivered by the private sector.</p> <p>There will be a need for Section 106 contributions from the developer towards public realm improvements.</p> |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <p>This site comprises a mixture of uses and buildings.</p> <p>To the north west of the site and fronting onto Cambridge Road is a 1950s office building, Cambridge House, and associated car parking.</p> <p>The eastern edge of the site includes units 1 – 25 Station Parade. These are retail units at ground floor, with the exception of no.25, which is the Barking Arms public house. The buildings are a mixture of residential and back office accommodation above.</p> <p>The locally listed Barking Tap public house forms the south west corner of the site.</p> |

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| Proposed Uses | Anchor retail store(s) to provide comparison retail and leisure. |
| Description | <p>Barking is defined in the London Plan as a Major Centre. In contrast to other comparable shopping destinations Barking has a relative undersupply of multiple retailers²⁵. This is particularly apparent in the comparison goods sector. The Town Centre has a strong independent retail presence, this is a positive quality but if Barking is to prosper it needs to attract a greater diversity of national multiples. The Station Masterplan area needs to provide a range of retail units from small, medium and large to ensure a balance between independent and large multiples.</p> <p>This site has been established as an important opportunity within the town centre to provide a large floorplate of some 3,500 sq.m (net) of retail space. Barking does not currently have any department stores and this site, given its central and corner plot location, has been identified as having the potential to deliver an anchor retail store. Such a development will offer a hugely valuable contribution to regeneration and have a profound impact on the surrounding community.</p> <p>However, this parcel of land also lies within the Abbey and Barking Town Centre Conservation Area. This encompasses retail frontage, which, although in a poor state of repair, are some of the last historic retail buildings in the Town Centre predating World War I (units 1-9 Station Parade).</p> <p>The allocation also includes the Barking Tap Public House. This locally listed Victorian building is a prominent feature of Linton Road. Dating from 1894, it is all remains of the Barking Brewery, which was one of the traditional industries of the town.</p> <p>To the west of the site and in immediate proximity is the grade II listed Baptist Tabernacle.</p> <p>This site is a vital opportunity to provide comparison retail in Barking Town Centre but requires sensitive design to maximise the existing heritage assets whilst ensuring that the site remains viable and deliverable. One of the unique features of Barking Town Centre is its ability to integrate new and old architecture, as evidenced at Barking Central.</p> <p>The Council favour a retail development on this site which preserves the Barking Tap and Units 1-9 Station Parade, all of which fall within the Abbey and Barking Town Centre Conservation Area.</p> |

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| | <p>The development of this site would need to incorporate the existing buildings of historic interest unless a comprehensive scheme of exceptional architectural merit is proposed.</p> <p>Any proposal for this site would need to reflect the distinctive curve of Station Parade / East Street junction, mirroring the line of the buildings opposite. The design of any new building should respond to this feature as it forms an important point in the Town Centre.</p> <p>The development of this site will support the town centre as an attractive place to shop and relax. The arrival of a large retail store to the town centre will also benefit the training of local people, providing service sector employment and improved skills.</p> <p>The bandstand area, which is to the immediate south of the Anchor Retail Store site is an important space in the town centre. Whilst there have been improvements to the paving in this area, as a result of the works conducted to create the East London Transit Line 1a route (ELT) down Ripple Road, there remains an incoherent mixture of street furniture - litter bins, public toilet and service cabinets. These are poorly maintained; this not only detracts from the area but breaks up the public space.</p> <p>The delivery of the Anchor Retail Store on this site presents an opportunity to create an enhanced public realm, providing a quality space for pedestrians. The comprehensive development of this site could also see the set back of the building line fronting Station Parade to align with Roding House and the Station. This will provide better sight lines towards Barking Station and create a wider pavement, assisting pedestrian flows.</p> |
| <p>Design Requirements</p> | <ul style="list-style-type: none"> • This would not be an appropriate location for a tall building. • Building heights should relate to articulation of 2 Station Parade (the Barclays bank opposite) and not exceed 5 storeys. • Respect and enhance the grade II listed Baptist Tabernacle. • Provide a heritage statement which evidences how the development preserves and enhances the character of the Conservation Area and enhances the setting of listed and locally listed buildings. • The Council favours the partial retention of the Barking Tap public house in any scheme and would seek to preserve the units of historical merit on Station Parade (Units 1-9). |

²⁵ Barking Town Centre, Retail Study Update 2009, King Sturge LPP

- Provide a unit of a minimum of 3,500 sq.m for comparison retail. Floorspace should be flexible to allow for subdivision if necessary.
- A variety of smaller units ranging from between 140 sq.m and 470 sq. m (weighted towards the smaller sizes).
- In accordance with the London Plan²⁶, the Council will seek contributions through Section 106, if viable, to support the provision of affordable shop units suitable for small or independent retailers.
- Any building(s) in this location would need to be of an exceptional standard and relate to the fine grain of the buildings in the vicinity.
- Any development of this site must be of high quality. New retail buildings in this area must be worthy of civic pride, appropriate to their location and enhance the urban environment.
- Comprehensive development of this site could see the setting back of the building line fronting Station Parade to align with Roding House and Barking Station.
- The design should respect and reinforce the rhythm of the curved facade at 1 Station Parade.
- Active frontages are key on this corner location.
- Connectivity is an important feature. The comprehensive development of this site would have to provide good connections through the site, between the store and the wider area. The scheme should not focus inwardly, but embrace its central setting.
- To be a car free development. All servicing and deliveries should be off-street.
- Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity.
- Provide secure cycle parking spaces, changing and shower facilities for staff.
- Ensure opportunities for decentralised energy systems are fully exploited (subject to appropriate levels of predicted heatload) and compatibility with the district heating network.
- Section 106 contributions to the public realm.

²⁶ Policy 4.9, Small shops, of the London Plan (2011)

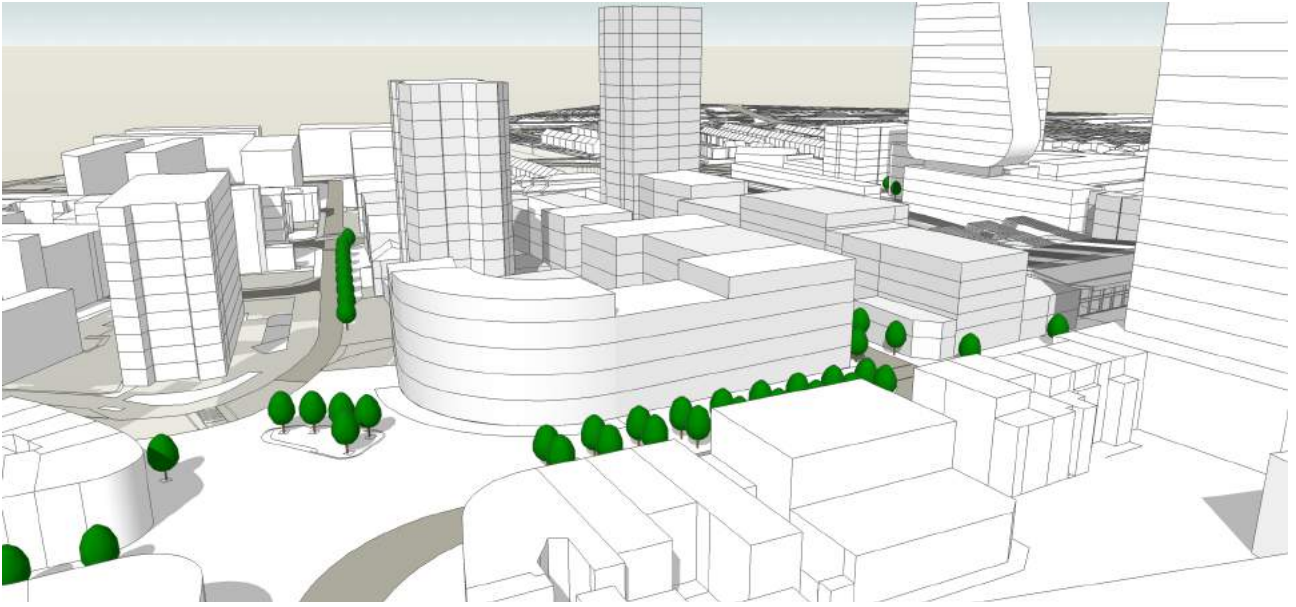


Figure 38: Model View of Anchor Retail Store (Indicative Only).

BS11 Crown House

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| Objectives | <ul style="list-style-type: none"> • Deliver better quality office accommodation. • Improve the vitality of the ground floor, introducing commercial uses to enliven the existing office accommodation. |
| Location | Crown House |
| Size | 761 sq.m |
| Timescale | MEDIUM TERM |
| Implementation | This site depends on being brought forward and developed by the private sector. |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <ul style="list-style-type: none"> • Office accommodation • Ground floor car parking |
| Proposed Uses | <ul style="list-style-type: none"> • Retail units at ground floor. Uses should enhance the vitality of Linton Road – retail uses (A1) and cafes (A3) • Refurbished office accommodation above |
| Description | Crown House falls within the Abbey and Barking Town Centre Conservation Area. In the Conservation Appraisal for this area the building is identified as a negative contributor. There is therefore a requirement to improve the visual impact of this building on the local setting. |

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| Description | <p>There is a need for an improved quality of office accommodation in Barking Town Centre²⁷. This site allocation sets out the need for a major refurbishment of the existing Crown House offices while creating a podium to enable the provision of commercial uses at ground floor level fronting Linton Road. This will create smaller retail and cafe units along the ground floor to enliven the front of the building.</p> |
| Design Requirements | <ul style="list-style-type: none"> • Refurbishment of Crown House must conserve or enhance the character of the Abbey and Barking Town Centre Conservation Area. • Any scheme on this site should conserve and enhance the grade II listed Baptist Tabernacle to the immediate west of the site. • Refurbishment of office accommodation to include a full external makeover in addition to an internal refit. • Active frontage should be created to maximise the relationship to Linton Road. • Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity. • Provide secure cycle spaces, changing and shower facilities for staff. |



Figure 39: Model View of Crown House (Indicative Only).

²⁷ Demand for Office Use in Barking Town Centre, April 2008, King Sturge
 Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills

BS12 Linton Road Car Park

| | |
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| Objectives | <ul style="list-style-type: none"> • Deliver a high quality residential and office scheme in close proximity to the station. • To reinstate the historic street alignment and containment of Cambridge Road. • Create a street with clear built edges. |
| Location | <p>This site is to the immediate west of the grade II listed Baptist Tabernacle. The north and west boundary of the site fronts onto Cambridge Road. Crown House and its surface level car park form the eastern boundary.</p> |
| Size | 1,536 sq.m |
| Timescale | MEDIUM TERM |
| Implementation | <p>The majority of this site is owned by the Council and it is anticipated that Barking and Dagenham will retain the freehold ownership of the land. The Council will prepare a brief for the site in order to appoint a development partner to deliver a comprehensive scheme in line with this site allocation.</p> <p>Prior to delivery of this site, any proposal for this site will need to ensure that suitable alternative parking is made available for the market traders who use the land for storing vehicles on market days.</p> |
| Flood Zone | 1 |
| PTAL | 6 |
| Existing Uses | <ul style="list-style-type: none"> • Car park used for market traders, 46 spaces |
| Proposed Uses | <ul style="list-style-type: none"> • Residential • Small office units |

| | |
|-----------------------------------|--|
| <p>Description</p> | <p>This proposal involves reinstating the historic street alignment of Cambridge Road by providing a new residential and small office development. The provision of small offices in this location will compliment the Enterprise Centre which is adjacent to this site.</p> <p>The introduction of new residential accommodation into Barking Town Centre will provide added vitality and vibrancy. This will support restaurants and leisure uses, which should help to change the perception of Barking which is currently has very little evening activity.</p> <p>The animation of Cambridge Road will also lend natural surveillance to a key walking route, linking the new King William Street Quarter Development to the wider town centre.</p> |
| <p>Design Requirements</p> | <ul style="list-style-type: none"> • This would not be an appropriate location for a tall building. • Conserve or enhance the character of the Abbey and Barking Town Centre Conservation Area. • Any scheme on this site should conserve and enhance the grade II listed Baptist Tabernacle to the immediate south of the site. • Positive street frontage and natural surveillance should be formed by a mix of residential and small office units fronting onto Cambridge Road. This should form a street with a clear built edge. • Introduce ecological measures such as green roofs and soft landscaping to increase urban biodiversity. • Deliver the required amount of child play space or contributions to off-site provision and/or improvement of existing spaces. • To be a car free development. • Provide secure cycle parking spaces for residents and changing and shower facilities for the staff of the office units. |