



London Borough of Barking and Dagenham

Barking Station Masterplan Supplementary Planning Document

Statement of Representations

December 2011

Introduction

This Statement of Representations has been prepared in accordance with Regulation 18(4)(b).

The Draft SPD, Barking Station Masterplan, was consulted upon between Tuesday 19 July to Tuesday 13 September 2011.

Representations were received from 47 organisations / persons within this period.

This document includes the following:

- 1 A list of the 47 organisations / individuals that made representations either through letter or by return of the consultation questionnaire.
- 2 A list of the 3 respondents that made no comment.
- 3 A summary of the main issues raised in those representations
 - The first column identifies who made the representation
 - The second column highlights which section of Draft SPD the representation relates to
 - The third column details the representation made
 - The fourth column details the Council's response to the representation
 - The fifth column contains, where it is deemed necessary, the Council's suggested change to the SPD. Deleted text is shown in strikethrough and additional text is underlined

Barking Station Masterplan

Organisations / Individuals that made representations

Title	First Name	Surname	Position	Company. Organisation	Representing on behalf of
Mr	Simon	Flisher	Associate	Barton Willmore	Swan Housing Group
Miss	Nancy	Young	Planning Liaison Officer	Environment Agency	
Mr	Mark	Matthews	Town Planning Manager	Thames Water Property Services	
Ms	Karen	Jones		CgMs Consultancy	Hapag Lloyd
Mr	Tim	Neale	Principal Planner (North East)	Transport for London	
	Nicholas	Bishop	Planning Advisor – London	English Heritage	
Mr	Giles	Dolphin	Assistant Director – Planning	Greater London Authority	
Mr	Levent	Kerimol		Design for London	
Mr	David	Hammond	Lead Advisor	Natural England	
Mr	Alun	Evans	Senior Associate Director	Metropolitan Police Authority	
Mr	Mike	Luff	Owner	Marc Jason's SHOEWORLD 7 Station Parade	
Ms	Gillian	Morris	Director	CHM Management Limited	3 Station Parade
Mr	Steven	Fidget	Director	Alliance Planning	Coplan Estates

Title	First Name	Surname	Position	Company. Organisation	Representing on behalf of
Mrs	Katherine	Vitiello		LV Designs	
Mr	Nicholas	Lester	Resident		
	Dennis	Rayner	Resident		
Mr	Anthony	Maher	Resident		
Miss	Elizabeth	Smith	Resident		
Mr	Deepak	Pancholi	Resident		
Mr	Keith	Langridge	Committee member	CHRA	
Mr	Ryan	Edwards	Resident		
Mr	Trevor	Fisher	Resident		
Mr	Ahmed	Choudhury	Resident		
Mrs	Sushma	Penumarthy	Resident		
Mr	Jit	Chatha	Resident		
Mrs	Natasha	Porter	Resident *		
Mr	Michael	Woods	Resident *		
Mrs	Eileen	Perkes	Resident *		
Ms	Kathy	Mason	Resident *		

Title	First Name	Surname	Position	Company. Organisation	Representing on behalf of
Mr	William	Macleod	Resident *		
Mrs	Christine	Stone	Resident *		
Mrs	Florentine	Kwizera	Resident *		
Mrs	Gillian	Tillett	Resident *		
Mr	A	Hoque	Resident *		
	Raja	Imran Ahmed	Resident *		
Mr	Jay	Dee	Resident *		
			Resident a – no named contact provided *		
			Resident b – no named contact provided *		
			Resident c – no named contact provided *		
			Resident d – no named contact provided *		
			Resident e – no named contact provided *		
			Resident f – no named contact provided *		

Title	First Name	Surname	Position	Company. Organisation	Representing on behalf of
			provided *		
			Resident g – no named contact provided *		

* Responded to the questions in the questionnaire but provided no extended comment

Organisations / Individuals that registered no comment

Title	First Name	Surname	Position	Company. Organisation
	Rose	Freeman	Planning Policy Officer	Theatre Trusts
Mrs	Wendy	Dalton	Corporate Governance Officer	The Joint Nature Committee
	Claire	Streather	Admin Officer	The Coal Authority
Mr	Patrick	Blake		Highways Agency

Barking Station Masterplan SPD

General Comments

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Swan Housing Group	General Comment	In broad terms, the principles and content of the consultation document are supported.	Support for the SPD is noted and welcomed.	None
Environment Agency	General Comment	We support the emphasis on sustainability, green/brown roofs, the use of SUDS and grey water recycling.	Support for the SPD is noted and welcomed.	None
English Heritage	General Comment	We welcome the level of detail provided in the masterplan document regarding the historic environment, which provides a robust and useful basis on which to formulate the policies which follow on later in the document.	Support for the SPD is noted and welcomed.	None
English Heritage	General Comment	We are concerned that the SPD currently appears to be contradictory with its aspirations for sites BS4, BS8 and BS10 (Trocoll House and Roding House and Anchor Retail Store), where the document promotes both a heritage-led and comprehensive redevelopment approach. It is therefore unclear what the Council's aspirations are for these sites.	Noted. The Council acknowledges that site allocations BS4, BS8 and BS10 need refinement. The SPD sought to strike a balance between the feasibility of refurbishment and the desire for redevelopment to deliver a large floor plate unit within the town centre. The refined edited site allocations, as set out below (under the relevant site allocation), seek to clarify the	Please see edits to the draft SPD set out below in the relevant sub-sections of this document namely BS3, BS4, BS8 and BS10.

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>For example, paragraph 2.2.10 states that 'The 1960's buildings on either side of the station... 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'. The rationale with regard to these buildings (sites BS8 & BS4) seems very confused. The document stresses the significance of the buildings and notes with regard to both Roding House and Trocoll House that there is 'the opportunity to restore and refurbish this building ...' However, it doesn't then explicitly state that this is what the Council expect. Both Roding House and Trocoll House clearly contribute to the setting of the Station Booking Hall being a fundamental part of the station forecourt.</p> <p>Regarding BS10, the Council only very recently extended its Conservation Area to include these buildings and the Barking Tap is locally listed. The SPD states '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' while simultaneously expressing a desire to provide a store with a large floorplate of</p>	<p>Council's position on these sites.</p>	

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>3,5,00. This desire would seem to be fundamentally at odds with any realistic hope of preserving the buildings</p> <p>We advise that the SPD should provide a steer on the future development of each site, led by a clear vision. This vision should be considered and justified, particularly in terms of any impacts on the historic environment. English Heritage would oppose any proposals which could have harmful impacts on the heritage assets within the masterplan area, including Barking Station itself, and the Abbey and Barking Town Centre Conservation Area.</p>		
GLA / Mayor of London	General Comment	<p>The SPD appears comprehensive and should provide a useful tool for both planners and prospective developers. However, the SPD should take into account the following issues:</p> <ul style="list-style-type: none"> • Carry out views testing for all the consented and proposed tall buildings • Consideration of the built heritage and conservation areas • Compliance with the design policies of the London Plan 	<p>Support for the SPD is noted and welcomed.</p> <p>Tall buildings / Views testing The three sites which have been allocated in the Masterplan as suitable for tall buildings fully accord with the adopted Barking Town Centre Area Action Plan (2011) which allocates site specific allocation BTCSSA3 as an appropriate location for tall buildings.</p> <p>In March 2006 Allies and Morrison Architects completed a detailed urban design study of Barking Town Centre. The resulting report, Barking Town Urban Design Principles, set out the evolution of Barking, its urban grain,</p>	<p>Tall buildings / Views testing The Masterplan will graphically indicate the key views and vistas in Barking Town Centre.</p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>2011, the emerging London Riverside OAPF and the Council's adopted DPDs and SPDs</p> <p>The SPD should be amended in line with the comments in this letter to ensure general conformity.</p>	<p>significant views, skylines, streetscape, and the scale and height of existing buildings in the area. The design principles established in the document form the basis for the vision of how Barking should be developed to create a distinctive Town Centre, which respects and recognises its existing historic character. This document is referred to in paragraph 3.4.6 of the draft SPD.</p> <p>This plan-led approach to the development urban form and in particular tall buildings in Barking is clearly evidenced through this document. Such an approach is endorsed both by national government (PPS1) and is in accordance with paragraph 2.7 of the CABE/English Heritage Guidance for Tall Buildings (2007).</p> <p>The Barking Town Centre Urban Design Principles Guidance (2006) supports the adopted Barking Town Centre Area Action Plan (see Policy BTC17 specifically) as such the Council feel that any further work with regard to individual tall buildings would not be appropriate. Such detail should be considered at the planning application stage when a specific design will be more fully realised. Any planning application for a tall building in these locations will be expected to demonstrate its impact on views as set out in section 3.4 of the</p>	

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
			<p>SPD, see paragraph 3.4.8 (page 56 of the draft SPD).</p> <p>Section 3.1.17 sets out the key views and vistas in Barking. The Council propose to graphically indicate these in the SPD.</p> <p>Built heritage and conservation areas Objective 3: Place – seeks to draw on and enhance the existing heritage assets in the Masterplan area. Figure 15 in this section depicts the Abbey and Barking Town Centre Conservation Area in addition to historic buildings. These elements of townscape are also clearly set out in detail in Section 2.2 of the SPD. Here, Figure 7 sets out statutory and locally listed buildings and other heritage features. The Council acknowledges that Objective 3 could be enhanced, linking back to this background information to be clearer about which heritage assets the Council seeks to preserve and enhance. Please see edit opposite.</p> <p>The Council acknowledges that site allocations BS4, BS8 and BS10 need refinement. The SPD sought to strike a balance between the feasibility of refurbishment and the desire for redevelopment to deliver a large floor plate unit within the town centre. The refined edited site allocations, as set out below (under the</p>	<p>Built heritage and conservation areas</p> <p>Amend Objective 3 as follows:</p> <p><i>OBJECTIVE 3: Place</i> <i>Make the station area a place where people want to visit and feel safe by revitalising existing heritage assets, <u>conserving and enhancing using 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.</u></i></p> <p>Please see edits to the draft SPD set out below in the relevant sub-sections of this document namely BS4, BS8 and BS10. In addition to this BS3 has been amended to</p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
			<p>relevant site allocation), seek to clarify the Council's position on these sites.</p> <p>The site allocations in the SPD set out which elements of historic fabric need to be preserve / enhanced.</p> <p>Site Allocation BS12: Linton Road Car park needs to be edited to include reference to the Baptist Tabernacle.</p> <p>Compliance with regional and local design policies</p> <p>The Council considers that the SPD fully accords with the design polices set out both at a regional and local level.</p>	<p>better reflect the heritage value of Station Parade and that the Council would consider favourably a heritage-led renovation of this site.</p> <p>Site Allocation BS12. Amend 'Design Requirements' to include:</p> <ul style="list-style-type: none"> • <u>Conserve or enhance the character of the Abbey and Barking Town Centre Conservation Area</u> • <u>Any scheme on this site should respect and conserve or enhance the grade II listed Baptist Tabernacle to the immediate south east of the site.</u>
DfL	General Comment	Our feeling is that the document is relatively light on design ideas. The block massing is relatively crude and possibly unhelpful in terms of achieving good development in the long term.	The block massing diagrams are intended to be indicative of height and massing only. It is not within the scope of the masterplan to establish guidelines for architectural character and treatment. Therefore, the indicative illustrations of the masterplan do not show any architectural treatment. The reasoning for this is set out in paragraph 3.1.2 'The Station Masterplan does not seek to provide definitive	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
			<p><i>designs for site allocations nor does it specify 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.'</i> (p.37 of the Draft SPD).</p> <p>Barking has detailed planning policies requiring high quality design, the Council will work with any scheme coming forward through the pre-application process to respond appropriately and to ensure that good development is achieved in the long term.</p>	
DfL	General Comment	<p>Much of the background information and general guidance is already included in other documents such as the AAP Urban Design Guidance SPD. The detailed and specific masterplan propositions could be included in a revision to section 4.4 in the BTC AAP Urban Design Guidance SPD. We would be happy to help with this, and may even be able to provide some consultant support to help achieve this.</p>	<p>The purpose of the SPD, as set out in paragraph 3.1.2 of the document, is to provide more detail on the implementation of site allocation BTCSSA3 of the Barking Town Centre Area Action Plan. The adopted Area Action Plan sets out, in paragraph 7.3.8, that <i>'More detailed guidance is also required on each of these issues. Accordingly, the Council has, together with LTGDC, commissioned the production of a master plan for the site and this will be adopted as a Supplementary Planning Document'</i>. The Council is therefore fully committed to the need and requirement for an SPD to address the challenges and demands placed on this important area of Barking Town Centre.</p>	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
			<p>Whilst the Draft Urban Design Guidance SPD provides some level of detail for the Station area it is not the correct planning tool alone to address the broader issues set out within the Draft Station Masterplan SPD.</p> <p>The Council welcomes the support offered by DfL in bringing forward the draft Urban Design Guidance SPD, a document which is specifically focused on design issues. The draft Urban Design Guidance SPD considers an area greater than BTCSSA3 and does require some refinement before it can be considered a useful tool for both planning officers and developers.</p>	
DfL	General Comment	<p>There are also other parts of the Barking Station Masterplan SPD that seem too detailed for Planning Policy, and are more related with the specifics of various projects.</p> <p>There are other detailed site allocations, where the proposed redevelopment is virtually the same as the existing envelope and the detail given to these seems out of place.</p>	<p>The SPD is intended to provide greater detail on the policies in the Core Strategy, the Barking Town Centre Area Action Plan and Borough Wide Development Policies DPDs.</p> <p>The Council consider that the correct approach has been taken with regard to the level of detail contained within the SPD. The document is designed to provide greater guidance on the implementation of DPD policy.</p>	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Coplan Esates	General Comment	<p>Coplan are committed to continued investment in Barking and have invested significantly over recent years, both in trying to retain active use of Trocoll House and bring forward new investment in the area. As a result of the difficulties with Trocoll House and the need to provide enhanced business space, Coplan have taken floors in Wigham House (site BS6) which provide a better standard of accommodation and DDA compliant access to meet serviced accommodation needs.</p> <p>Coplan have also invested heavily in bringing forward and securing consent for site BS5 on Wakering Road to a position where it can down be developed into a high quality hotel with supporting services a major addition to the town centre regeneration. Our clients retain an interest in this with the investors and it is understood that contracts are now in place to bring this development forward in early 2012.</p> <p>In order to continue to maximise the benefits of regeneration through to Station Parade, the masterplan needs to be both realistic and flexible to ensure that this investment will not be undermined or blighted by inflexibility or lack of development viability.</p>	Noted	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
LV Designs	General Comment	<p>In reading through the draft masterplan, I did not notice anywhere improvements in the station information boards - realise that this is in conjunction with C2C and London Underground. Currently good travel information for C2C trains and Overground, but nothing for District Line nor more importantly Hammersmith and City which is down at the end of the station - better travel information at the entrance to the station would make travel on this much better.</p>	<p>The Council agree that improved signage / wayfinding is an important issue and one which is addressed in site allocation BS1: Barking Station Renovation. The 'Description' section for this allocation recognises that poor way finding is a problem at Barking Station. In the 'Design Requirements' section for BS1, improved wayfinding and passenger information is one of the key design requirements featured (see pages 66-67 of the draft SPD).</p> <p>This issue is further highlighted on page 71 as one of the key issues which needs to be addressed under 'Description' for the Site Allocation BS2: Barking Station Forecourt Improvements. In the 'Design Requirements' Section which require the provision of signage and 'Legible London' wayfinding.</p> <p>Barking and Dagenham Council is currently working with Transport for London and is implementing 'Legible London' signage as part of Phase 1 of the Station Forecourt improvement works, this will provide clear and consistent wayfinding.</p>	None
Resident Nicolas Lester	General Comment	Combination of old/new works well, but 1970-90s buildings lack lustre.	Noted	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Resident Anon	General Comment	These improvements are needed but LBBD need to keep their commitment to tenants in providing decent homes	Support for the SPD is noted and welcomed. Any planning application for new housing will be expected to demonstrate how it can benefit the local community.	None
Resident Dennis Rayner	General Comment	Any improvement on the movement of traffic through the area must be of benefit. As will improvement and revitalisation of the shopping facilities.	Support for the SPD is noted and welcomed.	None
Resident Anthony Maher	General Comment	Individual residential properties should be of a reasonable size.	<p>Noted. The Council's adopted Development Planning Document – Borough Wide Development Policies (2011) sets out minimum floor space standards for all new residential development (please see Policy BP6). The desire for good size standards for residential units is also contained within the Policy 3.5: Quality and Design of Housing Developments of the adopted London Plan (2011).</p> <p>As set out in Objective 2 of the Draft SPD, on page 39, paragraph 3.1.13, any residential development coming forward would need to adhere to these standards.</p>	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Resident Elizabeth Smith	General Comment	I am pleased overall with the plans I have seen so far but I would like to see much more of the development process focused on creating more affordable housing (both rental properties and properties to purchase).	Noted. Objective 2, page 28, emphasises this approach – seeking a significant proportion of the homes to be affordable to local people. Barking Town Centre is considered an appropriate location for substantial new residential development by local and regional policy. Any planning application for new housing will be expected to demonstrate how it can benefit the local community. This approach is consistent with the London Plan (2011), Policy 3.11: Affordable Housing Targets and Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes seeks the maximum reasonable amount of affordable housing to be provided , taking into account viability. This is echoed in Policy BC1: Delivering Affordable Housing of the Council’s Borough Wide Development Polices DPD (2011).	None
Resident Deepak Pancholi	General Comment	Barking town Centre, needs to be modernized. There is huge scope for Barking Town Centre, with the help of modernization of Barking Station, investments on buildings, tall building, will make Barking Town Centre a thriving place to be. Over the last decade the town centre has fallen back, and surrounding areas outside of Barking e.g other town centres have been able to attract a wide range of new investments and regeneration	Noted. Whilst the comment relating to the DLR is outside the scope of the Barking Station Masterplan SPD, the Council continue to lobby for the extension of the route to Dagenham Dock. Policy CM4: Transport Links, of the adopted Core Strategy (2011) clearly states the Council’s commitment to the DLR extension. This proposed extension from	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>faster. Barking Town Centre can be improved with the help of modernization, taller buildings, investment of new and bigger retail units. In addition to the modernization and refurbishment of the shopping centre, a brand new Leisure Centre, and new modern restaurants, a cinema and office space etc. The centre has far too many empty buildings and space and units which are not being used and being wasted. Barking has excellent road and rail links, but many people would want to see an extension of the DLR to Barking. As well as more bus routes for passengers.</p>	<p>Gallions Reach in Newham to Dagenham Dock via the riverside at Barking would connect the Barking Reach area with the Docklands and provide three new stations in the Borough. Whilst the DLR extension has been omitted from the Transport for London 2008/09 – 2017/18 Business Plan, it is included in the recently adopted London Plan (2011). Page 181 of the London Plan lists the scheme as being completed post 2020. Furthermore the Mayor of London's Transport Strategy (2010) recognises the extension; Proposal 15 of the Strategy seeks to support the safeguarding of the Dagenham Dock extension route.</p>	
<p>Keith Langridge CHRA Committee member</p>	<p>General Comment</p>	<p>I think the format of the plans on line makes it very difficult to see what is going on as the pictures are not the right way round.</p> <p>Too much legal type text does not make for an easy read either, we are therefore somewhat confused as to what is going on.</p> <p>If we had the old forums then it would be easy to go round them and pass on this information, but no, they were done away with and it is disgusting, because the council will only take the view that no views means it is alright when it is NOT ! We need to have a public session or two to discuss this properly</p>	<p>Noted. Consultation material regarding the SPD was made available in various locations and formats including on the Council website, in the borough Libraries, the Planning Reception at Maritime House in addition to the Civic Centre and Town Hall Receptions for the entire consultation period.</p> <p>A notice went into Issue 55 (Cover Date 23 July, circulated on 18 July 2011) of the news to announce the consultation of the Masterplan.</p> <p>The questionnaire also provided a brief summary of the ambitions of the Masterplan and its objectives.</p>	<p>None</p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		and not just an online questionnaire.	We will consider all views received from the consultation.	
Resident Ryan Edwards	General Comment	What about the DLR?	Noted. Whilst the comment relating to the DLR is outside the scope of the Barking Station Masterplan SPD, the Council continue to lobby for the extension of the route to Dagenham Dock. Policy CM4: Transport Links, of the adopted Core Strategy (2011) clearly states the Council's commitment to the DLR extension. This proposed extension from Gallions Reach in Newham to Dagenham Dock via the riverside at Barking would connect the Barking Reach area with the Docklands and provide three new stations in the Borough. Whilst the DLR extension has been omitted from the Transport for London 2008/09 – 2017/18 Business Plan, it is included in the recently adopted London Plan (2011). Page 181 of the London Plan lists the scheme as being completed post 2020. Furthermore the Mayor of London's Transport Strategy (2010) recognises the extension; Proposal 15 of the Strategy seeks to support the safeguarding of the Dagenham Dock extension route.	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Resident Trevor Fisher	General Comment	I feel tall residential buildings create their own problems are there any plans for these.	<p>There are three sites in the Masterplan area which have been allocated as being suitable for tall buildings. Only BS9 has been allocated as suitable for mixed-use residential development.</p> <p>BS5 Wakering Road: Hotel / leisure / commercial / retail</p> <p>BS8: Wigham House B:Office</p> <p>BS9: Cambridge Road: Residential / retail / office / leisure</p> <p>The Barking Town Centre Urban Design Principles Guidance (2006) supports the delivery of tall buildings in the Station Masterplan area as does the adopted Barking Town Centre Area Action Plan (see Policy BTC17 specifically).</p> <p>Any planning application for a tall building in these locations will be expected to demonstrate suitability for residential development. As set out above, of the three site allocations it is only BS9 which is deemed suitable for a residential scheme (as part of a mixed use development). The site allocation text stipulates key issues which need to be addressed to ensure that the scheme a successful place to live.</p>	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Resident Ahmed Choudhury	General Comment	This is a long overdue scheme and am pleased to see it being progressed.	Support for the SPD is noted and welcomed.	None
Resident Sushma Penumarthy	General Comment	I have answered to all because there some really good buildings coming up , but the station and the surrounding building look very old and obsolete. It definitely needs a boost. Barking is a good place and it can be made fantastic with this investment in upgrading everything.	Support for the SPD is noted and welcomed.	None
Resident Jit Chatha	General Comment	Putting up residential buildings overlooking pedestrian areas is a cause for concern. Although initially you may house responsible people in the flats above. Sooner or later, there will be a irresponsible () that will throw objects out of the window(s) overlooking pedestrian areas. It's already happening on the Northern Relief Rd.	Barking Town Centre is considered an appropriate location for substantial new residential development, this approach is supported by adopted local and regional policy.	None

Summary of main issues

Support

- Support for the principles, content and comprehensive nature of the draft SPD
- Support for the emphasis on sustainability, green roofs, the use of SUDs and grey water recycling
- Improvements contained in the SPD are needed / long overdue
- Barking Town Centre needs to be modernised / investment in new and bigger retail units
- Improvements to the information boards in the station are required
- New homes need to be built to a good standard / reasonable size / affordable to local people

Concerns

- Concerns regarding BS4, BS8 and BS10 – not taking forward a heritage-led approach on these sites
- SPD is light on design ideas, the block massing needs refinement
- The SPD is too detailed in parts
- Concern about tall residential buildings
- A need for DLR extension

Recommendations

- Need to conduct views testing for all consented/proposed tall buildings
- Consideration of the built heritage and conservation areas needed
- SPD needs to comply with the design policies of the London Plan, the emerging Riverside OAPF and the Council's adopted DPDs and SPDs
- The draft Urban Design Guidance SPD should be taken forward instead of the Station Masterplan SPD

Chapter 1: A Vision

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Natural England	Vision	The identification of poor public realm as referenced in paragraph 1.1.2 is acknowledged	Support for the SPD is noted and welcomed.	

Summary of main issues

- Support for the SPD – its identification of the current poor quality public realm

Chapter 2: Masterplan

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
English Heritage	2.2: Historic Roots 2.2.2 p.18	We suggest that the final sentence read “... <i>heritage interest which the SPD aims to preserve and build on enhance</i> ” to be consistent with the terminology of PPS5, and so as not to imply that improvement is synonymous with development.	Noted. Please see edit opposite.	p.18 Paragraph 2.2.2 “... <i>heritage interest which the SPD aims to preserve and build on enhance</i> ”
English Heritage	2.2: Historic Roots 2.2.3	This paragraph should also outline the aspiration to improve the <i>settings</i> of heritage assets (PPS5).	Noted. Please see edit opposite.	p.19 Paragraph 2.2.3 “... <i>These buildings and their settings should be retained,</i> ”

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
	p.19			<i>enhanced and used as inspiration for future development.”</i>
English Heritage	2.2: Historic Roots 2.2.4 - 2.2.9 p.19	We welcome the description of the 1961 Station’s design qualities. These could usefully be framed as elements of its historic significance, providing a clear link between this evidence and the policies which follow later in the SPD.	Support for the level of descriptive detail provided on the Station and its surrounds is noted and welcomed.	None
English Heritage	2.2: Historic Roots 2.2.11 p.19	For consistency with PPS5, it might be useful to describe the suggested public realm improvements as improvements to setting.	Noted. Please see edit opposite.	p.22 <i>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 improved <u>enhanced</u> with sensitive treatment to improve the setting of the grade II listed building.</i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Coplan Estates	2.4: Masterplan Objectives p.28	Coplan welcome the aims and objectives of the Barking Station Masterplan, which seeks to build on the regeneration achieved so far within Barking Town Centre. Coplan own Trocoll House which lies on the corner of Wakering Road and Station Parade. It is identified in the Draft Station Masterplan as site BS4 and adjoins the site identified as BS5, for which permission for the development of a new hotel in the form of a slender tall building has been granted. We would support the overall aims of the Masterplan.	Support for this SPD is acknowledged and welcomed.	None
Environment Agency	2.4: Masterplan Objectives p.28	We would recommend that the Masterplan objectives include a reference to sustainability to reflect the aim.	Noted. Whilst the overall aim does clearly give significant weight to the creation of a sustainable station quarter it is true that this is not then explicitly reflected in the individual Objectives. Whilst it could be argued that sustainability is an inherent quality which should be present in all aspects of the Masterplan the Council agrees that this could come to the fore more clearly. The edit opposite to Objective 3 seeks to make clear the Council's approach.	p.28 OBJECTIVE 3: Place <i>Make the station area a place where people want to visit and feel safe by revitalising existing heritage assets, <u>conserving and enhancing using 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.</u></i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Transport for London	2.4: Masterplan Objectives p.28	TfL fully supports the objective to make Barking Station step free and improve interchange between rail services, but also between rail and access modes.	Support for the SPD is noted and welcomed.	None
English Heritage	2.4: Masterplan Objectives p.28	Masterplan Objectives: The overall aim does not sufficiently recognise the heritage and design aspirations of the masterplan, ie, the aim to enhance Barking Station's local distinctiveness (PPS1, PPS5) and the quality of its built environment as part of holistic regeneration. These aspirations should be identified here.	Noted. Please see edit opposite.	p.28 <i>Aim: "...which symbolise the importance of this important gateway. <u>Drawing on and enhancing the area's existing heritage assets.</u> tThe 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."</i>
English Heritage	2.4: Masterplan Objectives Objective 3: Place p.28	For consistency with PPS5, this objective could usefully be reworded to promote the <i>conservation and enhancement</i> of existing heritage assets.	Noted. Please see edit opposite.	OBJECTIVE 3: Place <i>Make the station area a place where people want to visit and feel safe by revitalising existing heritage assets, <u>conserving and enhancing using</u> the area's history to inspire the creation of buildings and places which are cherished in the future. <u>Create a</u></i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<u>station quarter which uses energy and resources efficiently.</u> Improve legibility and provide a sense of security.
English Heritage	2.4: Masterplan Objectives Objective 5: Spaces p.28	This objective should acknowledge the opportunity to enhance <i>historic context</i> through public realm improvements as a constituent element of high quality spaces. The Station forecourt, for example, provides the setting of a Grade II listed building.	Noted. Please see edit opposite.	OBJECTIVE 5: Spaces <i>Make the station area a place where pedestrians come first by increasing the extent of the public realm, particularly outside the station. Create inspirational spaces which enhance the historic context of the area, greening the urban environment and minimising redundant space.</i>
Natural England	2.4: Masterplan Objectives 2.4	Section 2.4 sets out the Masterplan Objectives, five listed in total, which can be broadly supported, especially Objective 5 which refers to Greening the Urban Environment.	Support for the SPD is noted and welcomed.	None
Natural England	2.6: Planning Policy 2.6	Section 2.6 in relation to Planning Policy, under paragraph 2.6.4 the Council should give consideration to PPS9 Biodiversity and Geological Conservation. This would be appropriate in respect of section 3.3 of the document.	Noted. Please see edit opposite.	p.32 To be added to the list of National Planning Policy: • <u>National Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation</u>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
English Heritage	2.6: Planning Policy 2.6.4 p.33	National: English Heritage's <i>Understanding Place</i> (2010) should be identified here to help ensure that the SPD promotes inform historically contextual design. Local: <i>The Abbey and Barking Town Centre Conservation Area Appraisal</i> should be identified here as a source for historically contextual design.	Noted. Please see edit opposite. The Abbey and Barking Town Centre Conservation Area Appraisal is already listed, it is the first reference under Local Planning documents on page 34. It is furthermore highlighted on page 44 under the Planning Policy Reference section.	p.32 To be added to the list of National Planning Policy: • <u><i>English Heritage: Understanding Place, Historic Area Assessments: Principles and Practice (2010)</i></u>

Summary of main issues

Support

- Welcome the description of the 1961 Station's design qualities
- Support for the SPDs aspiration to improve Barking Station including making it step free accessible
- Support for the aims/objectives of the Masterplan and in particular objective 5

Recommendations

- Minor textural changes to make the text consistent with PPS5
- Include reference to sustainability in the objectives of the Masterplan
- Reiterate the heritage aspirations more fully in the Masterplan's overall aim
- Include reference to PPS9
- Include reference to the English Heritage publication – *Understanding Place (2010)*

Chapter 3: Masterplan

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Environment Agency	Chapter 3: Masterplan	<p>Whilst there is no specific reference to ground water protection or contaminated land, the SPD does refer to Planning Policy 23 and other key Development Plan Documents such as the Core Strategy, Barking Town Centre Area Action Plan and the Borough Wide Development Policies (2011).</p> <p>However, we would like to see ground water protection referenced in the document. We consider that this is a crucial inclusion because the ground water in the Barking area is abstracted locally for public water supply and it is essential that its quality is protected. Given the structure of this document we think that the best place for this would be the sustainability section in Chapter 3. We would like to see the following paragraph or something similar, added to the document.</p> <p><i>'Any proposed development will need to assess whether the land is contaminated in order to ensure that the groundwater, which in the Barking area is abstracted locally for public water supply, is protected from</i></p>	Noted. Please see edit opposite.	<p>3.1.26 <u><i>Any proposed development will need to assess whether the land is contaminated in order to ensure that the groundwater, which in the Barking area is abstracted locally for public water supply, is protected from pollution.</i></u></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<i>pollution</i> '.		
Natural England	Chapter 3: Masterplan	<p>In respect of the proposal for new homes in the area the Council may find the following information of use. Natural England believes that local authorities should consider the provision of natural areas as part of a balanced policy to ensure that local communities have access to an appropriate mix of green-spaces providing for a range of recreational needs, of at least 2 hectares of accessible natural green-space per 1,000 population. This can be broken down by the following system:</p> <ul style="list-style-type: none"> • No person should live more than 300 metres from their nearest area of natural green-space; • There should be at least one accessible 20 hectare site within 2 kilometres; • There should be one accessible 100 hectares site within 5 kilometres; • There should be one accessible 500 hectares site within 10 kilometres. <p>This is recommended as a starting point for</p>	<p>Noted. The Masterplan does not go into this level of detail with respect to open spaces, although detail regarding amenity is contained within the Design Requirements for sites delivering residential accommodation (BS3, BS6, BS9 and BS12).</p> <p>Policy CM3: Green Belt and Public Open Space, of the adopted Core Strategy (2010), Policy BR7: Open Space (Quality and Quantity) of the adopted Borough Wide Development Polices DPD (2011), the adopted Sites Specific Allocations Plan (2011) and the adopted Barking Town Centre Area Action Plan (2011) all consider the need and importance of open space when considering new residential development.</p>	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		consideration by local authorities and can be used to assist with the identification of local targets and standards. Whilst this may be more difficult for some urban areas/authorities than other, Natural England would encourage local authorities to identify the most appropriate policy and response applicable to their Borough.		
English Heritage	3.1 Planning Principles 3.1.14	We suggest that this paragraph include a specific reference to historic context as part of strengthening local character (PPS5).	The Council consider that the SPD already makes this point, as illustrated below, text highlighted in bold: 3.1.14 New buildings should engage with the existing urban structure. Schemes should strengthen local character and positively engage with 3.1.15 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).	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
English Heritage	3.1 Planning Principles 3.1.20	We welcome the identification of protected views here. It would be helpful if these could be illustrated in addition on a plan.	Noted.	Graphically indicate the key views and vistas in Barking Town Centre, to be included in the Planning Principles section of the SPD.
Environment Agency	3.1 Planning Principles 3.1.26	<p>Bullet Point 7 states that the Council desires schemes in the Masterplan to achieve the following:</p> <ul style="list-style-type: none"> • Provide sustainable urban drainage systems and/or grey water recycling <p>We would suggest that bullet point 7 could be split into two separate items. The current wording seems to indicate that wither SUDS or grey water recycling should be used. Whereas the emphasis should be on the developments utilising both where possible.</p>	Noted. Please see edit opposite.	<p>3.1.26</p> <p>...</p> <ul style="list-style-type: none"> • Provide sustainable urban draining systems <u>where appropriate and/or grey water recycling</u> • Employ grey water recycling <u>where appropriate</u>
Keith Langridge CHRA Committee member	Chapter 3 3.1 Planning Principles	<p>I do not like the buildings or the closeness of them in the town centre near the Town Hall, they are ghastly and many people I know dislike them.</p> <p>We do not want too many housing buildings</p>	Noted. The Council has detailed planning policies requiring high quality design. The Council will work with any scheme coming forward through the pre-application process to respond appropriately and to ensure that good development is achieved in the long term.	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		with lots of balconies as a lot of residents make them look too cheap with all their clothes drying out.		
English Heritage	Objective 4: Movement p.45	We support policies to reduce traffic for the benefits this can have for the historic environment. However, it is important that any new transport infrastructure is sensitive to its historic context in terms of design and materials.	Support for the SPD is noted and welcomed. The main body of the SPD text and the site allocations make reference to the need for all development to be sensitive to historic context. However, the Council propose the edit opposite to further clarify that this approach includes transport infrastructure.	Amend paragraph 3.2.4 as follows: 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. <u>It is important that new transport infrastructure is sensitive to its historic context in terms of design and materials.</u>
TfL	Objective 4: Movement	The section on movement should include references, or cross-references to section BS1 for example, to the desired improvements to Barking station, including re-iteration of the overall objective set out above in 2.4.	Noted and acknowledged. Please see edit opposite.	Additional text to the end of paragraph 3.2.3 (p.45): <u>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.</u>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
TfL	Objective 4: Movement 3.2.3	<p>The boarders and alighters forecast presented in this paragraph are taken from analysis of the East Sub-Regional Reference Case version 1 but is incorrect. TfL would propose using the following wording instead:</p> <p><i>'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 the morning peak. Analysis of these forecasts suggests the need for more capacity at the at the gatelines and ticket hall in order to accommodate this increased use.'</i></p>	Noted and acknowledged. Please see edit opposite.	<p>Amend paragraph 3.2.3 as follows:</p> <p><i>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 area, which is being progressed in the emerging London Riverside Opportunity Area Planning Framework (OAPF). Data from Transport for London forecasts that from 2007 to 2031 the number of boarders at Barking Station will increase by 70 percent and the number of alighters by 130 percent. <u>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 the morning peak. Analysis of</u></i></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p><i>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 cutter 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.</i></p>
TfL	<p>Objective 4: Movement</p> <p>3.2.7</p> <p>London Plan reference: 6.9 Cycling</p>	<p>The SPD is very supportive of cycling, which is welcomed. It will however be useful to clarify what is meant by 'cycle hub' in the document and its implications for Barking town centre.</p>	<p>Support for the SPD is noted and welcomed. Please see edit opposite for clarification of the term 'Cycle Hub'.</p>	<p>p.48</p> <p>Amend paragraph 3.2.7 as follows:</p> <p><i>In January 2010, Barking and Dagenham was awarded 'Outer London Biking Borough Status' by the Mayor and TfL. The <u>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</u></i></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p><u>bikes. and as part of this 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</u></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p><i>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.</i></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
TfL	Objective 4: Movement 3.2.8 – Transport London Plan reference: Policy 6.7 Better Streets and Surface	The safeguard and provision of additional bus stands as well as the improvement of bus journey times are welcomed, and TfL would encourage LBBB to discuss proposals for new stand locations with TfL Buses.	Support for the SPD is noted and welcomed. Please see edit opposite.	p. 48 <i>“3.2.9 Bus standing facilities may also need to be increased to meet future demand. <u>The Council will continue to work with TfL Buses to identify any future requirement for bus standing facilities.</u> 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...”</i>
TfL	Objective 4: Movement 3.2.9 London Plan reference: Policy 6.7 Better Streets and Surface	For clarification, please revise the sentence relating to London Road to read: <i>‘There is a further standing facility within the wider town centre area, in the bus garage on at London Road.’</i>	Noted. Please see edit opposite.	p.48 <i>“3.2.9...There is a further standing facility within the wider town centre area, in the bus garage on at London Road. Increased bus stands are required in the town centre for a range of reasons, including:</i>
TfL	Objective 4:	Apart from the future provision of bus standing, TfL would encourage the Council to investigate ways in which bus journey times	The Council acknowledges that re-routing bus route through Station Parade, rather than through the current configuration on	None.

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
	Movement 3.2.8 - 3.2.10 London Plan reference: Policy 6.7	could be improved in the Masterplan area. For example, TfL has identified that if buses were using Station Parade rather than Cambridge Road as currently, there could be an average journey time reduction on those services by approximately a minute. Initial assessment would therefore suggest that passenger benefits of this improved journey time would amount to approximately £800,000 p.a. If we were to evaluate this in more detail, this figure could prove to be even greater while also resulting in some marginal operating cost savings. Therefore, TfL strongly encourages the borough to investigate the possibility of such re-routing	Cambridge Road, would give significant passenger benefits. However, this element of the Masterplan was not taken forward.	
TfL	Objective 4: Movement 3.2.11 Cars London Plan reference: Policy 6.11 Smoothing Traffic Flow and Congestion	The SPD does not mention in detail options to reduce or limit car-use, although the potential for car-free developments and car clubs is noted and welcomed. We would also suggest including “Electric vehicle charging points should be provided within any new or enhanced car parking provision.” In recognition of the excellent accessibility of the area (PTAL of 6), methods to reduce private car use circulating in the area should be referenced in more detail.	Noted. Please see edit opposite.	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 access <u>accessibility of the area (PTAL of 6)</u> to sustainable forms in the Station Masterplan area, schemes also have the potential to be car-free.

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<u>Electric vehicle charging points should be provided, where viable, within any new or enhanced parking provision.</u>
TfL	Objective 4: Movement 3.2.13 Barking TC Model	In this section, TfL sub-regional models (highway and public transport) could be mentioned as they should assist in testing the impact of a large development on the highway and public transport networks. Any changes to the highway flows at a strategic level could also be used as an input to the Barking Town Centre VISSIM model.	Noted. Please see edit opposite.	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. <u>Transport for London (TfL) sub-regional models (highway and public transport) can also be utilised for testing the impact of large developments on</u>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<u>the highway and public transport networks.</u>
Keith Langridge CHRA Committee member	Objective 4: Movement Car parking	The master plan does not mention any parking facility or issues relating to disabled people!! Will there be lifts at the station? Why have a leisure space so big when it could be for cars to park if you want people to use the shops.	<p>The Barking Town Centre Area Action Plan aims to increase the number of car parking spaces for town centre users to 1600 in line with the findings of the 2009 Public Off-Street Parking Demand Study.</p> <p>With regards to accessibility for disabled people the draft SPD does reflect the need to improve accessibility in a number of instances throughout the document. Paragraph 3.2.5 (p.45) states that in terms of the pedestrian environment '<i>...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</i>'.</p> <p>Furthermore, Objective 4: Movement, states that the intention is to '<i>...Provide step free access to all platforms and improve the quality of the interchange between different modes of transport.</i>'</p> <p>The Design Requirements for Site Allocation BS1: Barking Station Renovation, require any scheme coming forward to deliver '<i>DDA (Disability Discrimination Act) compliant access to all platforms</i>'.</p>	None.

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Keith Langridge CHRA Committee member	Objective 4: Movement Car parking	Is the Vicarage going to be revamped or will it still have that car park on top of it?	There is an approved planning application for the Vicarage Field shopping centre (09/00476/FUL). The proposals will see parking provided on two internal car parks (79 spaces and 86 spaces) and on the roof (277 spaces).	None
Keith Langridge CHRA Committee member	Objective 4: Movement Cyclists	Too much emphasis on cycles and yet you hardly see them in Barking why pander to them as they do not pay road tax like car owners and enough money of the taxpayer and council tax payer have been wasted on cycle lanes that do not get used.	Barking and Dagenham has been designated as a Biking Borough by the Mayor of London. Both regional and local policy is supportive of people using their bikes more frequently to make journeys. This forms part of the Borough's Local Implementation Plan and is adopted planning policy both in Barking and the wider borough.	None
Keith Langridge CHRA Committee member	Chapter 3 3.2 Movement	It was a bad thing to knock down the bandstand and have traffic roar through the town again, not a good move, it made a mess of our market place and it is a long trot for the less able to the market these days. What about pubs, they have not been mentioned either, we lost the old Britannia due to the careless attitude of the council in not listing it, the Spotted Dog is listed but is not a good drinking venue. There needs to be a very big look at the bus layout as this will just lead to a mad rush which stops some of us getting on especially the Number 5.	Noted. It is the remit of English Heritage to statutorily list buildings not the Council. The draft SPD does recognise that the Spotted Dog is a locally listed building. It further highlights the Barking Tap as an important locally listed building.	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Natural England	Objective 5: Spaces 3.3	Section 2.6 in relation to Planning Policy, under paragraph 2.6.4 the Council should give consideration to PPS 9 Biodiversity and Geological Conservation. This would be appropriate in respect of section 3.3 of the document.	Noted. Please see edit opposite.	p.33 To be added to the list of National Planning Policy: <ul style="list-style-type: none"> • <u>National Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation</u>
Natural England	Objective 5: Spaces 3.3	Section 3.3 refers to Objective 5 – Spaces, there is reference to the provision of green walls, biodiverse brown and green roofs, wildlife planting and street trees all of which would be welcomed and encouraged.	Support for the SPD is noted and welcomed.	None
English Heritage	Objective 5: Spaces 3.3.1 – 3.3.4 p.52	We support policies to declutter the station forecourt and create a more unified public realm. Objective 5 should recognise the need to enhance the setting of the Grade II listed station in terms of choice of materials and design of any public furniture.	Support for the SPD is noted and welcomed. Please see edit opposite.	3.3.1 <i>New development around the station should be designed around an integrated public space <u>that enhances the setting of the grade II listed station</u>. 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.</i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
TfL	Objective 5: Spaces 3.3.7 London Plan reference: Policy 6.7	TfL would propose additional wording along the lines of "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, <u>or to obstruct movement and lines of sight for all users.</u> "	Noted. Please see edit opposite.	3.3.7 <i>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, <u>or to obstruct movement and lines of site for all users.</u></i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
English Heritage	Chapter 3 3.4: Tall Buildings p.55 3.4	Tall Buildings: we welcome the level of detail provided regarding the location for tall buildings, and the use of the EH/CABE Guidance to promote high quality design.	Support for the SPD is noted and welcomed	None
Thames Water	Chapter 3 3.5: Phasing and Delivery Paragraph 3.5.4	<p>Thames Water support section 3.5 on Phasing and Deliverability. We suggest additional text within this section which refers to utility infrastructure. Specifically the following statement should be included within the Masterplan document:</p> <p><i>‘Development should be phased and monitored to allow infrastructure to be put in place ahead of development’.</i></p> <p>We would also encourage additional sub text to the policy as follows:</p> <p><i>‘Up to a three-year lead time is needed for provision of extra capacity to supply and drain new development site. If any large engineering works are needed to upgrade infrastructure the lead time could be up to 8 to 10 years.</i></p> <p><i>TWUL’s infrastructure capability would have to be reviewed once more detail is known with regard to the density and type of</i></p>	<p>Support for the SPD is noted and welcomed.</p> <p>Policy BC11 of the Borough Wide Development Policies DPD makes clear that new development within Barking Town Centre will place significant pressure on existing utilities and that no development should proceed unless adequate utility connections and infrastructure are in place without adversely impacting on the levels of service experienced by existing homes and businesses..</p>	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p><i>developments promised.</i></p> <p><i>Developers will be required to demonstrate that there is adequate water supply and wastewater infrastructure capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to assert whether the proposed development will lead to overloading of existing infrastructure.</i></p>		
Metropolitan Police Authority / Service	Chapter 3 3.6: Planning Obligations	<p>The MPA/S support Chapter 3.6 which provides guidance on the use of planning obligations within the masterplan area. In particular, the MPA/S support paragraph 3.6.1 which states that <i>'contributions from developers through negotiations on Section 106 will be sought by the Council on individual development sites in the Masterplan area...Of these, public realm improvements [including] policing will be particularly pertinent'</i>.</p> <p>This is consistent with Policy 8.2 of the London Plan (2011), Policy CC3 of the Core Strategy (2010) and Policy BTC23 of the Barking Town Centre Area Action Plan documents (2011).</p> <p>The MPA/S therefore support this statement</p>	Support for the SPD is noted and welcomed.	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		and respectfully request that paragraph 3.6.1 is retained within the emerging and adopted SPD.		
Thames Water	Chapter 3 3.7: Planning Applications Paragraph 3.7.4	Section 3.7.4 refers to the information that should be included with any planning application. We would recommend that the developer(s) include a drainage strategy with the application submission to demonstrate that sufficient water and wastewater capacity exists.	Paragraph 3.7.4 refers to the information required as part of the pre-application process and not information required for a planning application. As such, we would not require developer(s) to provide a drainage strategy at this stage of the application process.	None

Summary of main issues

Support

- Welcome the identification of protected views in the plan
- Support for policies to reduce traffic in the town centre
- Welcome the SPDs commitment to cyclists, clarification sought on the term 'cycle hub'
- Support for the safeguarding / provision of additional bus stands
- Support for the SPDs stance towards promoting car clubs
- Welcome the documents promotion of biodiverse green/brown roofs, wildlife planning and street trees
- Support for the SPDs commitment to decluttering the station forecourt / creation of a unified public realm
- Welcome the level of detail provided regarding the location of tall buildings
- Support for guidance on planning obligations

Concerns

- Concern regarding the density and design of the of the buildings currently in Barking Town Centre
- Proposition of an alternative bus route, removing public transport from Cambridge Road and re-routing through Station Parade onto Linton Road

- Masterplan needs to consider better the needs of disabled people
- New transport interventions need to be sensitive to historic context
- More detail needed regarding the options available to reduce or limit car use - including the use of electric vehicle charging points

Recommendations

- The SPD should make reference to groundwater abstraction / land contamination
- Information provided regarding appropriate provision of green space
- Further reference should be made to historic context strengthening local character (PPS5)
- Illustrate the protected views in an additional plan
- Clarification of the need for sites to provide both sustainable urban drainage and grey water recycling where appropriate
- Include cross reference to site allocation BS1 under Objective 4
- Correction – update on statistics provided on forecast passenger numbers at Barking Station
- Clarification of the text regarding existing bus standing facilities provided
- Recommendation to include reference to the TfL sub-regional highway and public transport models
- Include reference to PPS9 under paragraph 2.6.4
- Objective 5 to include reference to the need to enhance the setting of the Grade II listed station
- Street trees should not obstruct movement / sight lines for all users
- Further text to be provided regarding utility infrastructure

Chapter 4: Site Allocations

General

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Environment Agency	General	We would suggest that the reference to SUDs is consistent with the wording in the Design Requirements for individual sites eg:	The Council acknowledge that an inconsistent approach has been taken to the site specific allocations with regard to sustainable urban drainage, green/brown	For consistency, the Council propose to remove all reference to Sustainable Urban Drainage Systems and

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD																												
		<ul style="list-style-type: none"> • Provide sustainable urban drainage systems to minimise surface run off and improve air quality • Provide grey water recycling <p>There appears to be a significant disparity between the Design Requirements for the individual site allocation, BS1 to BS13. It is unclear why only one site has a reference to grey water recycling, or why some sites e.g. BS9 have no requirements for SUDS, or why some have no requirement for green roof eg. BS5 (see below table). We suggest that a revision of the design requirements is necessary to ensure that all of the sites are required to utilise SUDS, green roofs and grey water recycling where possible.</p> <p>The table below shows which Design Requirements for SUDS, green roof and grey water recycling each site has:</p> <table border="1" data-bbox="595 1046 1182 1337"> <thead> <tr> <th>Site</th> <th>SUDS</th> <th>Green Roofs</th> <th>Grey water recycling</th> </tr> </thead> <tbody> <tr> <td>BS1</td> <td></td> <td></td> <td>Yes</td> </tr> <tr> <td>BS2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>BS3</td> <td>Yes</td> <td></td> <td></td> </tr> <tr> <td>BS4</td> <td>Yes</td> <td>Yes</td> <td></td> </tr> <tr> <td>BS5</td> <td>Yes</td> <td></td> <td></td> </tr> <tr> <td>BS6</td> <td>Yes</td> <td></td> <td></td> </tr> </tbody> </table>	Site	SUDS	Green Roofs	Grey water recycling	BS1			Yes	BS2				BS3	Yes			BS4	Yes	Yes		BS5	Yes			BS6	Yes			<p>roofs and grey water recycling. The proposed edit opposite seeks to unify the approach taken to each site and to keep the SPD consistent with adopted planning policy documents.</p>	<p>grey water recycling from individual site allocations. Policy BR4 of the Borough Wide Policies DPD sets out the Council's approach to water resource management. An amendment to paragraph 3.1.26 of the SPD (see above) seeks schemes to consider SUDs and grey water recycling where appropriate. Furthermore, Chapter 3 of the Barking Station Masterplan directs the reader to this policy which states that: 'Developments must ensure that greenfield surface water run-off rates are achieved, where possible, through the use of Sustainable Urban Drainage Systems (SUDS).' The Policy goes on to state that '...new developments will be expected to achieve a high standard of water efficient, by incorporating appropriate measures to minimise the use of water by reduction, reuse and recycling...'. The Council will ensure that</p>
Site	SUDS	Green Roofs	Grey water recycling																													
BS1			Yes																													
BS2																																
BS3	Yes																															
BS4	Yes	Yes																														
BS5	Yes																															
BS6	Yes																															

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD																												
		<table border="1"> <tr> <td>BS7</td> <td>Yes</td> <td></td> <td></td> </tr> <tr> <td>BS8</td> <td>Yes</td> <td>Yes</td> <td></td> </tr> <tr> <td>BS9</td> <td></td> <td>Yes</td> <td></td> </tr> <tr> <td>BS10</td> <td>Yes</td> <td>Yes</td> <td></td> </tr> <tr> <td>BS11</td> <td>Yes</td> <td>Yes</td> <td></td> </tr> <tr> <td>BS12</td> <td>Yes</td> <td>Yes</td> <td></td> </tr> <tr> <td>BS13</td> <td>Yes</td> <td></td> <td></td> </tr> </table>	BS7	Yes			BS8	Yes	Yes		BS9		Yes		BS10	Yes	Yes		BS11	Yes	Yes		BS12	Yes	Yes		BS13	Yes				<p>the wording regarding biodiversity measures, including green roofs, is consistent across all sites. This involves amending the following site allocations:</p> <ul style="list-style-type: none"> • BS1 • BS3 • BS5 • BS6 • BS7 <p>It is not appropriate to amend Site Allocation BS2 to incorporate green roof since this allocation is for public realm works. Site Allocation BS13 is being deleted from the SPD.</p>
BS7	Yes																															
BS8	Yes	Yes																														
BS9		Yes																														
BS10	Yes	Yes																														
BS11	Yes	Yes																														
BS12	Yes	Yes																														
BS13	Yes																															
Hapag Lloyd	General	<p>The Hapag Lloyd building does not sit inside the designated Barking Station Masterplan area, and nor does it fall within the adjacent King William Street Quarter.</p> <p>Whilst there are no proposals currently for refurbishment, extension or redevelopment that is not to say that there will be no investment in the future, wither in the medium or longer term.</p>	<p>Both Design for London and Hapag-Lloyd have made representations to seek that the Hapag Lloyd office block on Cambridge Road is included in the boundary of the Masterplan.</p> <p>This cannot be done because the boundary of the Masterplan area was fixed during the examination and adoption of the Barking Town Centre Area Action Plan</p>	None																												

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>As a consequence, and given the significant development proposed immediately adjacent and within the vicinity, at sites BS12 and BS9, the Hapag Lloyd buildings sits as an obvious anomaly.</p> <p>Our Client embraces the core objectives of the Barking Station Masterplan which are to regenerate this key area, provide a positive sense of arrival to strengthen the identity of the Town Centre.</p> <p>Therefore it is strongly requested that the Hapag Lloyd building is included within the boundary of the Barking Station Masterplan. It is in a strategic location and in terms of any future investment / redevelopment, should be considered as an integral part of the overall Masterplan area.</p> <p>Unless there are clear reasons identified by the Council for why the Hapag Lloyd building should be left out of the Masterplan area, we formally request that the defined boundary includes this site.</p>	<p>(2011). It should be noted that the interests of Hapag Lloyd have been carefully considered in the drafting of Site Allocations BS9: Cambridge Road.</p>	
Natural England	Site Allocations - general	<p>Natural England does not wish to offer any substantive comments on this section, comments can be made on specific, individual site proposals as they are brought forward.</p> <p>To assist the Council in development proposal</p>	Noted.	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>consideration the following is offered as general information and standing advice.</p> <p>Protected species</p> <p>If representations from other parties highlight the possible presence, or the Council is aware of a protected or Biodiversity Action Plan (BAP) species on sites, the Council should request survey information from the applicant before determining applications. Paragraph 98 and 99 of ODPM Circular 06/2005 and Paragraph 16 of Planning Policy Statement 9 provide information on BAP and protected species and their consideration in the planning system.</p> <p>We would draw the Council's attention to our protected species standing advice, which provides guidance on when protected species may be impacted by a proposal. The advice can be found at: http://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/spatialplanning/standingadvice/default.aspx</p>		

Summary of main issues

Recommendation

- **Clarify approach regarding SUDs and grey water recycling**
- **Include Hapag-Lloyd within the boundary of the Masterplan**

Site: BS1: Barking Station Renovation

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
TfL	BS1: Barking Station Renovation	TfL supports these proposals although it could be incorporated or have cross-references in the main Movement section.	Noted and acknowledged. Please see edit opposite.	<p>Additional text to the end of paragraph 3.2.3 (p.45):</p> <p><i>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.</i></p>
English Heritage	BS1: Barking Station Renovation	Barking Station Renovation: English Heritage supports the proposal to enhance the historic significance of Barking Station through renovations to the interior and exterior of the building. In reflection of this, and PPS5, we suggest that the first objective be reworded to read: “Sensitively renovate the interior and exterior of the grade II listed station to <u>enhance its historic significance, including restoring the building’s open and modernist aesthetic.</u> ”	Support for the SPD is noted and welcomed. Please see edit opposite.	<p>Amend Objectives text as follows:</p> <ul style="list-style-type: none"> • <i>Sensitively renovate the interior and exterior of the grade II listed station to <u>enhance its historic significance, including restoring the building’s open and modernist aesthetic.</u></i> • <i>Create an uncluttered and efficient main ticket hall.</i> • <i>Ensure future capacity needs are met.</i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Coplan Estates	BS1: Barking Station Renovation	In the commentary for BS1 the references to figures 19 and 20 are not correct. We assume they refer to the subsequent images, though the entrances and colouration of the illustrations are not clear as to what is intended.	Noted. This is a typographical error and will be amended in the final copy of the SPD.	Change reference to figure 19 and 20 on page 66 of the draft SPD to read 26 and 27,
Coplan Estates	BS1: Barking Station Renovation	While supporting the measures to improve the station and its concourse as well as public realm works to de-cultter the station parade, we would question the funding viability of a new overbridge with reduced retail space.	The work conducted by Atkins in preparation of the SPD revealed that the creation of one larger floorplate retail unit within the station concourse would be both a more conducive environment for movement / transport interchange and a more viable retail option. It should also be noted that the plans for the Station will be subject to a detailed planning application and as such viability will be considered again at this time.	None
Coplan Estates	BS1: Barking Station Renovation	We would support the comments that there is a possible future potential for connections through to adjoining sites, including Trocoll House on Wakering Road where there is the potential to provide access to new retail space as part of any future development.	Support for the SPD is acknowledged and welcomed.	None

Summary of main issues

Support

- Support for BS1 but include more cross reference to the main Movement section
- Support for the intention to enhance the historic significance
- Support for the identification of potential for connections between Trocoll House and the Station

Concern

- The delivery of reduced retail on the concourse may not be viable

Recommendation

- Text change to better reflect PPS5

Site: BS2: Barking Station Forecourt Improvements

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
TfL	BS2 Barking station forecourt improvements London Plan reference: Policy 6.7	There is a need for sufficient space to be identified and provided to prevent potential conflict between buses and general traffic. TfL believes that improved interchange between bus and rail modes should be a prime consideration at this particular location.	The Council acknowledges that there is a need for an improved interchange between bus and rail modes at Barking Station. As such, the site allocations BS1 and BS2 seek to achieve an improved interchange, including providing step free access in the Station and a more spacious pedestrian area to the front of the Station. Public realm works are underway currently (Autumn 2011) to improve circulation space in front of the station and along Station Parade. TfL Buses and PCO (Public Carriage Office) have sat on the Steering Group for these works.	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
English Heritage	BS2	<p>The Barking Station Forecourt is a key location in which to deliver Masterplan Objective 3: Place.</p> <p>We therefore suggest that the objectives set out for BS2 include a specific reference to the ambition to create a locally distinctive entrance to Barking, drawing on the historic design of the forecourt.</p> <p>This should be reflected in the design requirements on page 71.</p>	Noted. Please see edit opposite.	<p>Amend Objectives text as follows:</p> <ul style="list-style-type: none"> • <i>Deliver a generous and welcoming entrance to Barking.</i> • <i><u>Create a locally distinctive entrance to Barking, drawing on the historic design of the forecourt</u></i> • Create an efficient and clear transport interchange. <p>Amend the Design Requirements as follows:</p> <ul style="list-style-type: none"> • <i><u>Draw on the historic design of the forecourt, conserving and enhancing the setting of the grade II listed station</u></i> • <i>Remove the existing bus lay-by to create new on-street bus bays which can also facilitate the ELT.....</i>
Keith Langridge	BS2: Barking Station Forecourt	The station forecourt is ridiculous as there is no canopy over the bus stops so we all get drowned in a down pour!! At least the present bus stops	The new bus stands provided as part of stage 1 of the Barking Station Forecourt improvement works have canopies.	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
CHRA Committee member		are under cover which is what we want and not just those silly useless TFL bus shelters that are hopeless. Try looking at Stratford bus centre and get a few ideas from them on protecting the passengers from the elements.		

Summary of main issues

Support

- Support for the need to provide sufficient space to prevent conflict between buses and general traffic

Recommendation

- Include reference to the need to ensure that improvements made to this space are locally distinctive

Site: BS3: Station Parade

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
English Heritage	BS3	We welcome opportunities to sensitively enhance Station Parade, but support refurbishment rather than comprehensive redevelopment, since the parade was a part of the original design concept. Surface treatments and other public realm	Both English Heritage and Design for London have called for Station Parade to be sensitively refurbished and not allocated for comprehensive redevelopment as set out in the Draft SPD. It should be noted that Design for	Amend description on page 73 - 74 of the draft SPD as follows: <i>The redevelopment of this site requires careful consideration.</i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>materials should enhance the historic character of the Station forecourt as the setting of a Grade II listed building.</p>	<p>London is supportive of the approach taken to Salisbury Avenue and the delivery of housing on this portion of the site.</p> <p>The proposal for Station Parade is a longer term aspiration in the Masterplan (15-25 years) which depends on the willingness of the landowner to bring forward the site for redevelopment. The site allocation involves redeveloping the existing parade with larger shop units and office accommodation above to create a higher quality frontage opposite the station and a residential terrace along Salisbury Avenue.</p> <p>The Draft Masterplan text acknowledges, in the description of BS3, that whilst Station Parade is not part of the grade II listing of Barking Station it was part of the 1959-1963 Masterplan and that it therefore reflects the overall approach to the station area. However, the units have been much altered over time and are of varying quality. The Council proposes to amend the Masterplan text to clarify that, should a developer come forward seeking to refurbish Station Parade that the Council would support this approach in addition to the comprehensive redevelopment of the site.</p>	<p><i>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.</i></p> <p><u><i>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.</i></u></p> <p><i>Alternatively, the The comprehensive redevelopment of Station Parade provides the opportunity to deliver larger floorplate units and to improve the quality of the retail</i></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p>environment.</p> <p><i>This will encourage a broader range of retailers to this prime site opposite Barking Station. <u>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.</u></i></p> <p><i>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.</i></p> <p>Amend the Design Requirements as follows:</p> <ul style="list-style-type: none"> • <u>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</u>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<u>Barking Station.</u> <ul style="list-style-type: none"> • This would not be an appropriate location for a tall building •
Design for London	BS3	The whole of Barking Station Parade doesn't need to be promoted for redevelopment, shop floor plates seem suitable, and the building forms part of the station set-piece. However Salisbury Avenue could be separated from this site as having potential for redevelopment as suggested.	Noted	Please see above.

Summary of main issues

Support

- **Salisbury Avenue could be brought forward for redevelopment as suggested**

Concern

- **Station Parade should be refurbished and not comprehensively redeveloped**

Site: BS4: Trocoll House

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
English Heritage	BS4: Trocoll House	<p>The policy stance and vision for this site (in addition to BS8 and BS10) is currently unclear and contradictory on its aspirations, indicating a preference both for incorporation of the existing buildings and comprehensive redevelopment. We advise that the Council should take a clear position and vision for each of the sites, either for comprehensive redevelopment, or for retention and incorporation of the existing buildings as part of a more historic-led approach.</p> <p>Should the Council wish to pursue comprehensive redevelopment, this should be clearly and openly stated, and justified in terms of its impacts on the historic environment, including on the Station and its historic masterplan in the case of BS4 and BS8, and in the case of BS10, on the Abbey and Barking Town Centre Conservation Area and the Locally Listed Barking Tap Public House. Should comprehensive redevelopment of this site go ahead, we advise that de-designation of this part of the Conservation Area might be required to sustain the integrity of the Conservation Area as a whole. We advise that English Heritage would strongly oppose the comprehensive redevelopment of these sites for their impacts on the heritage assets concerned.</p>	<p>Noted. The Council acknowledges that this site allocation requires refinement.</p> <p>The draft Masterplan text allocates the site for a flexible approach, whilst seeking a historic-led refurbishment, the site allocation also acknowledges that a comprehensive redevelopment approach may be a more viable option.</p> <p>This is a medium term aspiration in the Masterplan (5-15 years) which depends on the willingness of the landowner to bring forward the redevelopment. The aim here is to improve the retail offer aside the station by bringing forward either refurbishment or a comprehensive scheme which will deliver high quality office buildings which complement the station with retail at ground floor level.</p> <p>Please see opposite for the proposed edit to this allocation.</p>	<p>Amend the objectives on page 75 as follows:</p> <ul style="list-style-type: none"> • <i>Create a quality retail environment on arrival to Barking.</i> • Redevelop as a <i>Deliver high quality office space.</i> • <i>To frame the view of the grade II listed Barking Station</i> <p>Amend the 'Description' on page 76 as follows:</p> <p><i>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</i></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p>site.</p> <p><i>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. <u>The Council would favour this approach, restoring and enhancing the existing building on this site.</u></i></p> <p><i><u>However, should this not be viable and the site is instead brought forward for a Should this site be comprehensively redeveloped site, it should be noted that allocation</u></i></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p><i>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.</i></p> <p>Amend the bullet points of the 'Design Requirements' as follows to create a new bullet point:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i><u>The Council favour a sensitive historic-led refurbishment of Trocoll House.</u></i> • <i><u>Whether a historic-led restoration approach or a Comprehensive</u></i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p><i>development or redevelopment of this site takes place has the scheme must potential to significantly enhance the setting of the grade II listed Barking Station Parade and its setting.</i></p>
Coplan Estates	BS4: Trocoll House	<p>We welcome the recognition of the potential for the further development of Trocoll House. However, we would question whether the approach envisaged is viable and consider the ranges of uses and options currently identified in the Draft Masterplan are too restrictive.</p>	<p>Noted. The Council acknowledges that this site allocation requires refinement.</p> <p>Whilst historic-led refurbishment of this site is the Council's favoured option, it is recognised that the Masterplan needs to be flexible and not prescriptively restrain but guide development within the Masterplan area. To restrict this site to a purely historic-led refurbishment scenario would be overly constraining and may led to further deterioration of the site, detracting from the regeneration of Barking Town Centre. The textural changes to BS4 make it clear that whilst historic-led redevelopment is favoured, the Council will take a balanced approach to the site and consider viability.</p> <p>Please see above for proposed edit to this site allocation.</p>	Please see above.

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Coplan Estates	BS4: Trocoll House	<p>The building is in a poor condition that reflects its age and currently has a negative appearance in the area. While we agree that the building retains some original features, it is considered that the external appearance is poor. It does not provide a positive image and has a number of features that undermine its future as a viable office building.</p> <p>While investment has been made in the accommodation provided by the building, this is limited by the returns that it is able to generate and the essential fabric of the building itself.</p> <p>Aside from the public house at ground level, the office building does not have a viable frontage presence, it is not DDA compliant, had no real entrance, falls well short of current standards of accommodation and had poor internal building infrastructure. As a result of these and other factors, it has increasing levels of vacancy.</p> <p>As such there is likely to be a requirement in the short term to consider other options for the site. This could be in the redevelopment of the site to provide more floorspace that more closely meets modern requirements and/or the consideration of alternative uses that will provide the value necessary to invest in the building fabric.</p>	<p>Noted. The Council acknowledges that this site allocation requires refinement.</p> <p>Please see above for proposed edit to this site allocation.</p>	Please see above.

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Coplan Estates	BS4: Trocoll House	While the building's inherent properties mean that it is very difficult and not viable to update the building for office use, it is more suited to the consideration of residential use. This is a town centre use that is supported in the Masterplan and which would be suited to the form and structure of the building, using the above ground accommodation efficiently. I would also provide the potential for a possible development or refurbishment, subject to detail consideration. Combined with active frontage use at ground level, either retail or the existing public house, would be an appropriate consideration.	This site has not been allocated as one suitable for residential development.	None.
Coplan Estates	BS4: Trocoll House	The redevelopment of sites within the local area able to provide larger floorplates and met the other requirements of office accommodation would perhaps fit the requirements of the area.	Noted	None
Coplan Estates	BS4: Trocoll House	<p>The building is, in effect, already 6 storeys along the rear Waking Road elevation, while being 5 storeys on Station Parade. Only the frontage of the building on the corner of Waking Road and Station Parade is in reality part of the visual setting of the listed station, the rear of the site along Waking Road is hidden from view by the frontage and the station itself.</p> <p>As such there is the potential to increase the height of the building to provide additional accommodation in what is essentially a very sustainable location with the highest PTAL rating,</p>	The adopted Barking Town Centre Area Action Plan (2011) clearly stipulates that tall buildings are not acceptable immediately adjacent to the grade II listed Barking Station (see Policy BTC17 and BTCSSA3). It is not proposed to change this aspect of the SPD.	None.

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>where policy tells us to optimise the use land. While not necessarily proposing a tall building, some flexibility is both desirable and essential achieving a viable future for the site and one that compliments the regeneration of the station. The proposed restriction to five floors we do not consider to be justified or appropriate, provided the form respects the listed station and maintains an acceptable relationship with Roding house or its redevelopment.</p>		
Coplan Estates	BS4: Trocoll House	<p>In respect of Roding House, it must be remembered that these are separate buildings that are some distance apart and generally not viewed in the same context. While they provide bookends to the station parade, there is sufficient distance between the two to allow for a degree of flexibility in the approach to any future redevelopment. It is equally the case that their separate ownerships and their very difference immediate context of ground floor uses and relationship to the station, allow for a different approach to be adopted.</p> <p>As long at there are corner features of a form that respects this historical relationship, but which embrace the needs of the present in terms of land use, quality of built environment and form, then this should be supported. The whole approach to the masterplanning of the Station Parade can be enhanced significantly if high</p>	<p>Noted. Whilst the Council acknowledges that these are separate buildings in different ownership, the units do at present effectively 'frame' the station. The Heritage Impact Analysis (2008) which supports this SPD highlighted the benefit of mirroring this symmetrical approach in any comprehensive redevelopment of the site.</p> <p>The Council is taking a flexible approach to this site. Whilst we consider it preferable to take forward a restoration approach to this site, viability needs to be acknowledged. The Site Allocation is flexible in that it does not prohibit comprehensive redevelopment of this site coming forward.</p>	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>quality design is pursued within more flexible parameters. This would be possible while providing a complimentary design that enhances the character and appearance of the area.</p> <p>We would wish to underline the point that an inflexible approach that looks backwards to preserve buildings that were essentially a product of their time and which do not reflect the needs or aspirations of today will perpetuate the decline seen in lettings, the uses to which the building can be put and ultimately a further decline in the fabric and appearance of the buildings themselves.</p>		

Summary of main issues

Concern

- **Policy stance for this site is unclear – the Council need to take a clear steer to either refurbish this site or comprehensively redevelop**
- **Strongly opposed to comprehensive redevelopment of this site**

Site: BS6 and BS7: Wigham House Site A and B

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Design for London	BS6 and BS7 Northern Relief Road	While there is nothing inherently wrong with the massing of BS6 and BS7, the space around the Northern Relief Road needs to be thought about as a whole including the development potential of ambiguous open spaces and roundabouts, rather than being limited by the red line boundary of the masterplan area.	Noted and acknowledged. Please see edit opposite.	Amend the Design Requirements to both BS6 and BS7 as follows: <ul style="list-style-type: none"> <i>Proposals for this allocation should consider especially the potential of, and connectivity to the surrounding public realm.</i>

Summary of main issues

Concern

- The space around the northern relief road needs to be considered as a whole – there are ambiguous open spaces which have been left out of the redline boundary of the Masterplan area

Site: BS8

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
English Heritage	BS8 Roding House	The policy stance and vision for this site (in addition to BS4 and BS10) is currently unclear and contradictory on its aspirations, indicating a	Noted. The Council acknowledges that this site allocation requires refinement.	Amend the objectives on page 87 as follows:

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>preference both for incorporation of the existing buildings and comprehensive redevelopment. We advise that the Council should take a clear position and vision for each of the sites, either for comprehensive redevelopment, or for retention and incorporation of the existing buildings as part of a more historic-led approach.</p> <p>Should the Council wish to pursue comprehensive redevelopment, this should be clearly and openly stated, and justified in terms of its impacts on the historic environment, including on the Station and its historic masterplan in the case of BS4 and BS8, and in the case of BS10, on the Abbey and Barking Town Centre Conservation Area and the Locally Listed Barking Tap Public House. Should comprehensive redevelopment of this site go ahead, we advise that de-designation of this part of the Conservation Area might be required to sustain the integrity of the Conservation Area as a whole. We advise that English Heritage would strongly oppose the comprehensive redevelopment of these sites for their impacts on the heritage assets concerned.</p>	<p>English Heritage and Design for London have called for Roding House to be sensitively refurbished. The draft Masterplan text allocates the site for a flexible approach. Whilst seeking a historic-led refurbishment, the site allocation also acknowledges that a comprehensive redevelopment approach may be a more viable option.</p> <p>This is a medium term aspiration in the Masterplan (5-15 years) which depends on the willingness of the landowner(s) to bring forward the redevelopment. The aim here is to improve the retail offer aside the station by bringing forward either refurbishment or a comprehensive scheme which will deliver high quality office buildings which complement the station with retail at ground floor level.</p> <p>As with site BS4: Trocoll House, the proposed textural changes to BS8: Roding House seek to further clarify the Council's approach to this site. Whilst a historic-led refurbishment of this site is the favoured option, the Council recognise that the Masterplan needs to be flexible and not prescriptively constrain but guide development within the Masterplan area. To restrict this site to a historic-led</p>	<ul style="list-style-type: none"> • <i>To add retail and a prominent office lobby to the ground floor to deliver an attractive public space.</i> • Redevelop as a <i>Deliver high quality office space.</i> • <i>To frame the view of the grade II listed Barking Station</i> <p>Amend the 'Description' on page 88 as follows:</p> <p><i>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.</i></p> <p><i>Roding House is one of a pair of buildings which bookend</i></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
			<p>refurbishment scenario would be overly constraining and may led to further deterioration of the site, detracting from the regeneration of Barking Town Centre. The Masterplan text has been tightened to clearly state that a balanced approach will be taken to this site. Should a comprehensive redevelopment scheme come forward in the future, the Masterplan text clearly sets out the priorities for the site.</p> <p>Please see opposite for the proposed edit to this allocation</p>	<p><i>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. <u>The Council would favour this approach, restoring and enhancing the existing building on this site.</u></i></p> <p><i><u>However, should this not be viable and the site is instead brought forward for a Should this site be comprehensively redeveloped site, it should be noted that allocation BTCSSA3, of the Barking Town Centre Area Action Plan, clearly establishes that</u></i></p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p><i>sites on or immediately adjacent to the station concourse are not suitable for tall buildings.</i></p> <p>Amend the bullet points of the 'Design Requirements' as follows:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i><u>The Council favour a sensitive, historic-led refurbishment of Roding House.</u></i> • <i><u>Whether a historic-led restoration approach or a comprehensive development of this site takes place the scheme must significantly enhance</u></i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<i>the setting of the grade II listed Barking Station and its setting.</i>
Design for London	BS8 Roding House	This building provides a coherent set piece around the station of rather good quality modernist architecture. Refurbish and upgrade the office elements including cleaning the exterior, rather than “redevelop” as the objectives suggest.	Noted. The Council acknowledges that this site allocation requires refinement. Please see above for proposed edit to this site allocation.	Please see above.

Summary of main issues

Concern

- **Policy stance for this site is unclear – the Council need to take a clear steer to either refurbish this site or comprehensively redevelop**
- **Roding House should be refurbished and upgraded not comprehensively redeveloped**

Site: BS9: Cambridge Road

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Swan Housing Group	BS9	It is noted that the consultation document seeks to 'encourage the exploration opportunities' for a recreational/gym use. On the basis of the latest market analysis, Swan consider that such a proposal is not attractive to the market at the Cambridge Road site. The Development Control Team have requested supporting information to this effect and it is considered that the final details will be a matter for the planning application to determine.	It remains the desire for some form of leisure/recreation use to be considered on this site. The site allocation does not state that this site must bring forward a gym but that it should deliver recreational uses. This approach fully accords with the adopted Borough Wide Development Policies DPD (2011) - Policy BC8: Mixed Use Development and the adopted Barking Town Centre Area Action Plan - Policy BTC5: Leisure Uses and the Evening Economy.	None
Swan Housing Group	Approach to non residential floorspace	The current planning application indicates the potential for a mix of non-residential floorspace at ground level. The approach that has been taken is consistent with the 'Description' section at Page 91 of the consultation document, which states that 'the site has potential for new residential apartments with commercial uses at ground floor'.	Noted	None
Swan Housing Group	BS9	Swan's approach is to ensure that the ground floor space is as flexible and attractive to occupiers as possible. It is therefore considered that to be too prescriptive in the policy section at Page 90 of the consultation document, which is to list a range of uses, is appropriate.	Noted. The Council considers the proposed uses to be suitable for Site Allocation BS9 and as such provide helpful guidance when bringing forward the site.	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD		
Swan Housing Group	BS9	It is considered that the reference to 'office accommodation above' at Page 92 should be removed or reworded, because the upper floor accommodation on the latest proposals for the redevelopment of the site is fully residential.	Noted. This is a typographical error, please see edit opposite which deletes this section of the site allocation.	<p data-bbox="1738 370 2114 405">Amend page 92 as follows:</p> <table border="1" data-bbox="1738 405 2114 1015"> <tr> <td data-bbox="1738 405 1890 1015">Proposed Uses</td> <td data-bbox="1890 405 2114 1015"> <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 </td> </tr> </table>	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
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 					

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD		
				Amend page 91 as follows: <table border="1" data-bbox="1744 435 2123 986"> <tr> <td data-bbox="1744 435 1832 986">Proposed Uses</td> <td data-bbox="1832 435 2123 986"> <ul style="list-style-type: none"> • Residential • Retail at ground floor. <u>Uses should contribute to the vitality of Barking Town Centre – retail uses (A1), restaurants, cafes and or drinking establishments (A3 and A4)</u> • Office • Leisure </td> </tr> </table>	Proposed Uses	<ul style="list-style-type: none"> • Residential • Retail at ground floor. <u>Uses should contribute to the vitality of Barking Town Centre – retail uses (A1), restaurants, cafes and or drinking establishments (A3 and A4)</u> • Office • Leisure
Proposed Uses	<ul style="list-style-type: none"> • Residential • Retail at ground floor. <u>Uses should contribute to the vitality of Barking Town Centre – retail uses (A1), restaurants, cafes and or drinking establishments (A3 and A4)</u> • Office • Leisure 					
Hapag Lloyd	BS9	This Site Allocation relates to land at 16 – 48 Cambridge Road. The development site has been subject to a planning application by Swan Housing Association (Reference: 10/00438/FUL). The detailed planning application submitted in 2010 is currently in abeyance and it is understood that there are on-going discussions taking place with the applicants in relation to the overall massing of the scheme. It is also understood the	Noted. Support for the approach to Site Allocation BS9 is noted and welcomed.	None		

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>revised planning proposals are likely to be formally submitted and re-consulted on later this year.</p> <p>Our client is engaged with the applicant in discussing the emerging revisions. This is in the context of the considerable concerns that Hapag Lloyd had in relation to the previous height, form and massing of the proposed residential-led mixed use development comprising 8-20 storeys.</p> <p>The main planning issues raised by our client during the active consideration of the previous application, focussed on three key areas, comprising:</p> <ul style="list-style-type: none"> • Design quality, • Amenity of the office workers in the building; and • Future redevelopment options. <p>We have noted that the Barking Station Masterplan document does identify the previous concerns over the development BS9, establishing that the site:</p> <ul style="list-style-type: none"> • Should be of exemplary design • The form of the building at ground floor level is particularly important • The building must relate positively to the Hapag Lloyd office block 		

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<ul style="list-style-type: none"> • Ground floor of the scheme must relate positively to Cambridge Road with active uses to animate the street frontage <p>We are pleased that our client's and no doubt, others' concerns regarding the scale, over dominance and design of this Site Allocation have been clearly identified and are required to be responded to in any future reactive planning application.</p> <p>The tall element or elements of any future proposal must be exemplary and must relate exceptionally well to the surroundings, including our client's asset at 48a Cambridge Road.</p> <p>We will continue to be active participants in the future development of this site to ensure that it does not adversely affect our client's commercial operation or enjoyment of the streetscape, and to ensure that it does not adversely impact or prejudice any future redevelopment proposals.</p>		

Summary of main issues

Support

- **Welcome the recognition that the building on the site needs to be of an exemplary design**
- **Support the need for BS9 to relate positively to the Hapag Lloyd building**
- **Welcome the need for active uses at ground floor**
- **Pleased that there is recognition that an appropriate density and massing is required at this site**

Concern

- A gym use is not viable in this location
- The uses prescribed are too prescriptive / need refinement

Site: BS10: Anchor Retail Store

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
TfL	BS10: Anchor retail store London Plan Policy Reference: Policy 6.3 Assessing Effects of Development on Transport Capacity	The design requirements should also include the provision of off-street servicing and deliveries. It is welcomed that the development will be car-free.	Noted. Please see edit opposite.	Amend bullet point 17 as follows: <ul style="list-style-type: none"> • <i>To be a car free development. <u>All servicing and deliveries should be off-street.</u></i>
English Heritage	BS10	The policy stance and vision for this site (in addition to BS4 and BS8) is currently unclear and contradictory on its aspirations, indicating a preference both for incorporation of the existing buildings and comprehensive redevelopment. We advise that the Council should take a clear position and vision for each of the sites, either for comprehensive redevelopment, or for retention and incorporation of the existing buildings as part of a more historic-led approach.	Noted. Site Allocation BS10 seeks to deliver a 3,500 sqm floorplate which would meet the identified need for future retail 'comparison' floorspace in the town centre. This is a medium term aspiration in the Masterplan (5-15 years). The site is in multiple ownership and would need to be assembled for delivery by the private sector. BS10 seeks a flexible approach for the site. Whilst primarily seeking a historic-led refurbishment which would retain the	Amend the seventh paragraph of the Description to BS10 as follows: <i><u>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.</u></i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>Should the Council wish to pursue comprehensive redevelopment, this should be clearly and openly stated, and justified in terms of its impacts on the historic environment, including on the Station and its historic masterplan in the case of BS4 and BS8, and in the case of BS10, on the Abbey and Barking Town Centre Conservation Area and the Locally Listed Barking Tap Public House. Should comprehensive redevelopment of this site go ahead, we advise that de-designation of this part of the Conservation Area might be required to sustain the integrity of the Conservation Area as a whole. We advise that English Heritage would strongly oppose the comprehensive redevelopment of these sites for their impacts on the heritage assets concerned.</p>	<p>existing buildings of historic interest (namely the Locally Listed Barking Tap and units 1-9 Station Parade), the Masterplan also acknowledges that comprehensive redevelopment may be a more viable option. The heritage value of units 1-9 is recognised and, as such, BS10 sought to strike a balance between the feasibility / viability of refurbishment and the desire for redevelopment and the delivery of a large floor plate retail unit within the town centre. It is recognised that the text for BS10 should be amended to more clearly stipulate that a development option which preserved the Barking Tap and units 1-9 Station Parade would be favoured.</p>	<p><i>The development of this site would need to incorporate these buildings of historic interest unless a comprehensive scheme of exceptional architectural merit is proposed.</i></p> <p>Amend paragraph nine as follows:</p> <p><i>The development of this site will support the town centre as an attractive place to shop and relax. The associated Leisure Square to the west of the development will create a community focus, ensuring that this part of the town centre becomes a vibrant location within Barking, enhancing its sense of place. 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.</i></p> <p>Amend the Design Requirements as follows:</p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<p>Bullet point five:</p> <ul style="list-style-type: none"> • 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 (<u>Units 1-9</u>).
Design for London	BS10 Anchor Retail Store	<p>The Barking Tap is a distinctive and prominent feature in the town centre, the use could be changed if the pub is not viable, but the building itself is large enough and generous enough to be converted into a restaurant, a showroom with offices above, a gym etc. The row of shops on East Street particularly the ones on the northern end of the terrace are also of conservation interest.</p> <p>There should be a more detailed assessment of the typical retail floor space that would be required by the likely kind of “anchor retail” (eg Wilkinson, Primark, TX Maxx). This can be across several floors, and much of the area required for an anchor store could be located on the site of the Cambridge House office building at the rear of the site, with an access from one of the frontage plots. The remaining terrace could continue to be used as smaller retail units.</p>	<p>Noted. With regards to an assessment of the floor space required for an anchor retail store, in preparing the masterplan Savills advised on the market demand, and requirements for such a site. This document can be found on the Council website: http://www.lbbd.gov.uk/Environment/PlanningPolicy/LocalDevelopmentFramework/Pages/DraftBarkingStationMasterplanSPD.aspx / Barking Stage 3 Market Analysis and Scenario Review, February 2010, Savills</p> <p>In the report Savills set out that for a cautious growth scenario the Masterplan should seek to provide the following:</p> <p>‘...This would include a development on the corner of Linton Road and Station Parade. We would expect this unit to be</p>	None

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>The curve on the block massing model is too crude and doesn't merit the demolition of much of the existing buildings to achieve it. The main purpose of a curve would be to ensure that the frontage continues around the corner to the Barking Tap, which is partly the situation at the moment. Additionally a curved corner could provide some coherence to the former bandstand space, reflecting the other curved corners. However the curve shown on the massing model is too large and bulky, and could instead be reduced to encompass one or maybe two ownership plots.</p>	<p>approximately 4 – 5 storeys and be capable of being split into differing floor plates and retail uses / offices.</p> <p>We would expect that to entice an anchor tenant / occupier for a development / variety store operator, a unit would need to measure a minimum of 35,000 sq.ft. (3,252 sq.m). ..'</p>	
<p>Mike Luff Owner, Marc Jason's SHOEWORLD 7 Station Parade</p>	<p>BS10: Anchor Retail Store</p>	<p>Please forward this to the 'murders' of Barking town centre, who wishes to waste millions of pounds of tax payers money and rate payers money by destroying what is a successful town centre At present we do not need to 'revitalising existing heritage assets'.....IE PULL DOWN ALL THE SMALL RETAILERS IN STATION PARADE, who are really supporting the LOCAL needs of the LOCAL people. The people of Barking are not all rich and well paid like the 'government employees' who wastes hundreds of thousands of pounds and time in producing a '103 page ' document which most retailers or owners of the properties in this area do not have the time to read. The people of Barking do not want a massive new 'department store' IE TESCO's' right in the middle of Barking, sucking</p>	<p>Noted. As set out above the Council favour an approach which would see the retention of Units 1-9 Station Parade.</p>	<p>Please see above.</p>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		<p>out all the small retailers that making a living from this town and serve the needs of the local population.</p> <p>In the past we have seen what Barking Council did to the other parts of Barking, totally destroying the business of many retailers in George Street area, they have been empty for many years since the previous plans of the council that created a 'green field' opposite these shops. Yes of course the council will reap the rewards of extra rates from the BIG stores, but what makes Barking a successful at the moment is the mixture of the independent retailers, the market and the local people of Barking who support the shops.</p> <p>I have not had a chance to read the complete consultation, but if you want to build a new TESCO's then Ok knock down George Street, I am sure the tenants there would love to move out. BUT PLEASE LEAVE US ALONE, and no more roadwork's,</p> <p>I am annoyed, as I hate to see MY money being wasted on such nonsense as this, commonsense should tell you where to build and what to pull down, and please don't send me long letters, I have enough work trying to make my business success without further wasted correspondence from you.</p> <p>I have worked or owned premises in Barking,</p>		

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		Essex for over 40 years and whilst I would like to see improvements to the area, you have many other run-down sites that need to be developed before you destroy the heart of the town centre.		
CMH Management Limited 3 Station Parade	BS10: Anchor Retail Store	<p>While attempts to improve the local environment and economic activity in Barking are to be welcomed, the loss of older historic buildings of a sympathetic scale while retaining the glass and multi-storey structures of the 1960s and the addition of similar cityscape developments will not in our view improve the appearance of the area under consideration. The positive references to the conjunction of old and new buildings created in Barking Central reflect a subjective judgement which may not be shared by all.</p> <p>We refute the many references to the buildings on Station Parade and office provision as being in a poor state of repair (e.g. at 2.2.13: "Units 1-9 Station Parade, whilst in a poor state of repair..."; and BS10 Anchor Retail Store Description : "retail frontage which, although in a poor state of repair") as in any way a description of our own property at 3 Station Parade.</p> <p>We understand that the particular development which would affect 3 Station Parade (BS10 Anchor Retail Store) is envisaged as taking place within the medium term, and have concerns over</p>	Noted. As set out above the Council favour an approach which would see the retention of Units 1-9 Station Parade.	Please see above.

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
		the possible blighting of this area in the town. We have long term tenants successfully trading from our premises and are therefore concerned that there will be proper provision made for full and fair compensation both for them and for ourselves which would reflect the loss of both capital value and income and disruption to trading.		

Summary of main issues

Support

- Welcome that development will be car free
- A curved faced (albeit reduced bulk than currently indicated) could provide some coherence to the former bandstand space

Concern

- Policy stance for this site is unclear – the Council need to take a clear steer to either refurbish this site or comprehensively redevelop
- Design needs to include provision of off-street servicing / deliveries
- Strongly oppose comprehensive redevelopment of this site
- The locally listed Barking Tap should be retained
- The curve on the massing diagrams is too crude
- This proposal will destroy what is a successful town centre
- The SPD is not supportive of the small businesses operating from Station Parade currently
- There is not need for a massive new department store
- What makes Barking successful is the mix of independent retailers
- Loss of historic buildings on this site is not welcomed
- The buildings at 1-9 Station Parade are not in a state of repair
- There would need to be compensation to the businesses should this site go ahead, these units are operating successfully

Recommendation

- Should be a more detailed assessment of the typical retail floor space which would be required by the anchor retail user. Should consider a smaller floor plate spread over several levels. Locate only on the Cambridge House office building site.

Site: BS12: Linton Road Carpark

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
TfL	BS12: Linton Road Car Park London Plan Policy Reference:	The design requirements should include that little or ideally no parking should be provided in this development given its excellent accessibility.	Noted. Please see edit opposite.	Amend the text to add the following to the 'Design Requirements': <ul style="list-style-type: none"> • <u>To be a car free development</u>
English Heritage	BS12: Linton Road Car Park	We support the provision of a building at this site which can create a positive street frontage and reinstate the historic street alignment of Cambridge Road. The design requirements should ensure that any development respects the scale of the Grade II listed Baptist Tabernacle.	Support for this site allocation is welcomed. Please see edit opposite.	Site Allocation BS12. Amend 'Design Requirements' to include: <ul style="list-style-type: none"> • <u>Conserve or enhance the character of the Abbey and Barking Town Centre Conservation Area</u> • <u>Any scheme on this site should conserve and enhance the grade II</u>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
				<u>listed Baptist Tabernacle to the immediate south east of the site.</u>
Design for London	BS12: Linton Road Car Park	<p><u>Cambridge Road routes</u> Cambridge Road should become more of a street with clear built edges.</p> <p>Opportunities to make movement routes to King William Street Quarter clearer and more direct should be considered. Any opportunities for a small pedestrian route at the end of Cambridge Road, between the Hapag-Lloyd building and the new Enterprise Centre should be explored, or included as part of proposals to redevelop the Hapag-Lloyd building, which could itself be included in the Station Area masterplan.</p>	<p>Noted. The creation of a street, as you state, with clear edges is what the Council seek to achieve with site allocation BS12. Please see the edit opposite which clarifies that this is the Council's approach to the site.</p> <p>The creation of a pedestrian link to the King William Street Quarter between Hapag-Lloyd has been explored as part of the masterplan process. Whilst this is a desirable connection with the bring forward of the Barking Enterprise Centre development, which is nearing completion, this link is not possible.</p> <p>Both Design for London and Hapag-Lloyd have made representations to seek that the Hapag Lloyd office block on Cambridge Road is included in the boundary of the Masterplan.</p> <p>This cannot be done because the boundary of the Masterplan area was fixed during the examination and adoption of the Barking Town Centre Area Action Plan (2011). It should be noted that the</p>	<p>Amend objectives as follows:</p> <ul style="list-style-type: none"> • <i>Deliver a high quality residential and office scheme in close proximity to the station.</i> • <i>To reinstate the historic street alignment and containment of Cambridge Road.</i> • <i><u>Create a street with clear built edges</u></i> <p>Amend the second bullet point of the design requirements as follows:</p> <ul style="list-style-type: none"> • <i>Positive street frontage and natural surveillance should be formed by a mix of residential and small office units fronting onto Cambridge Road. <u>This should form a street with a clear built edge.</u></i>

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
			interests of Hapag Lloyd have been carefully considered in the drafting of Site Allocations BS9: Cambridge Road.	

Summary of main issues

Support

- Support for provision of a building at this site

Recommendation

- Design requirements should stipulate that this is a car free / low car development
- Design requirements should include reference to the Grade II listed Baptist Tabernacle
- Look to improve pedestrian connections to King William Street Quarter

Site: BS13

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
Design for London	BS13: Leisure	The square isn't needed in terms of movement patterns, and could be a confusing addition to the	Noted.	The Masterplan has been re-drawn to reflect these

Name / Organisation	Section of Document	Summary of Representation	Council Response	Proposed Changes to the SPD
	Square	main new spaces in the town centre, namely the Market Square, and the recently completed Town Square. Instead this car park land could provide an incentive for the office-led redevelopment of the tower on BS11, forming a deeper plan element of 5 storeys integrated with the tower element, and forming a built edge to the route north of the Barking Tap. Alternatively the massing block for BS12 could be continued around, to form a street frontage to Cambridge Road.		concerns. Site Allocation BS13 has been removed and Site Allocation BS12 amended to extend the line of the building to activate this portion of Cambridge Road as suggested.

Summary of main issues

Concern

- A square is not needed at this site and could be confusing

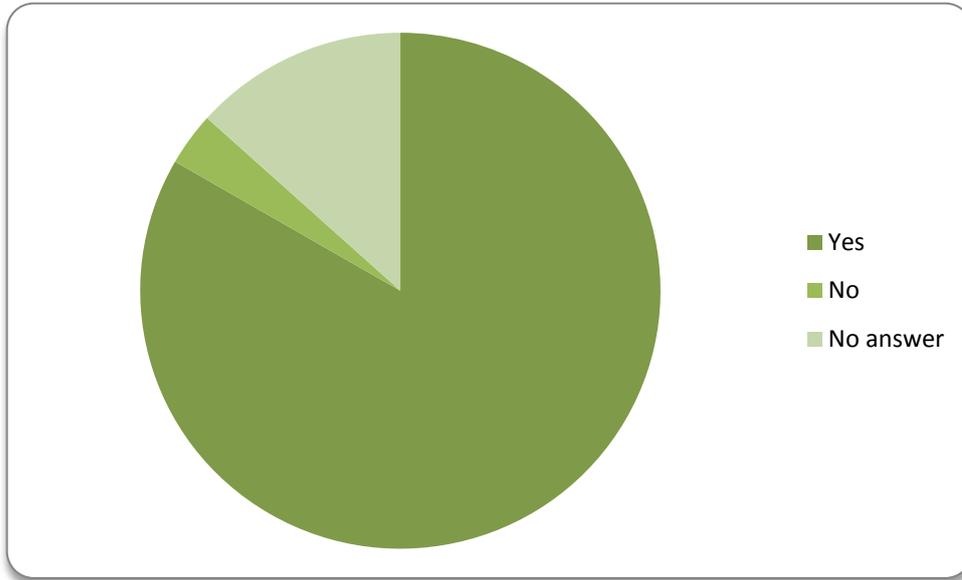
Recommendation

- The car park land could provide incentive for the office-led redevelopment on BS11 – forming a deeper plan element of 5 storeys integrated into the existing Crown House OR the massing block for BS12 could be considered to provide a street frontage onto Cambridge Road

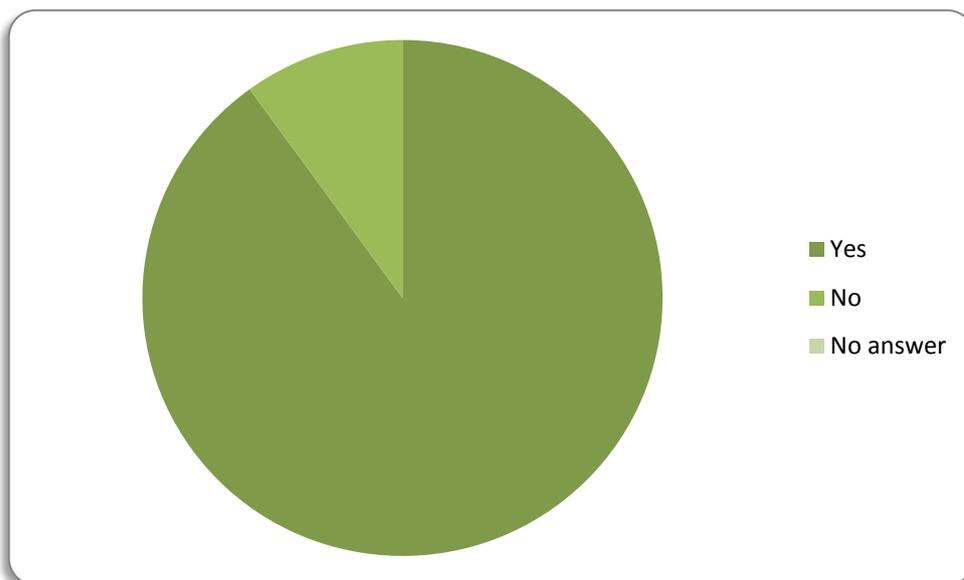
Questionnaire

A total of 30 responses to the questionnaire were received. The questionnaire was available to complete online, to download from the consultation website and at Council libraries. A copy of the questionnaire is included in Appendix A.

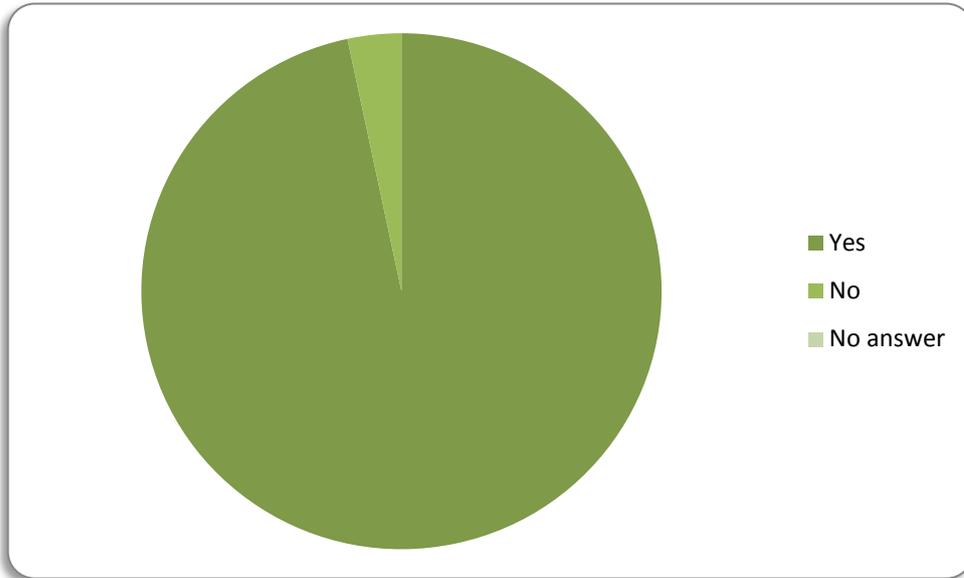
Question 1. Do you support the vision for the Barking Station area?



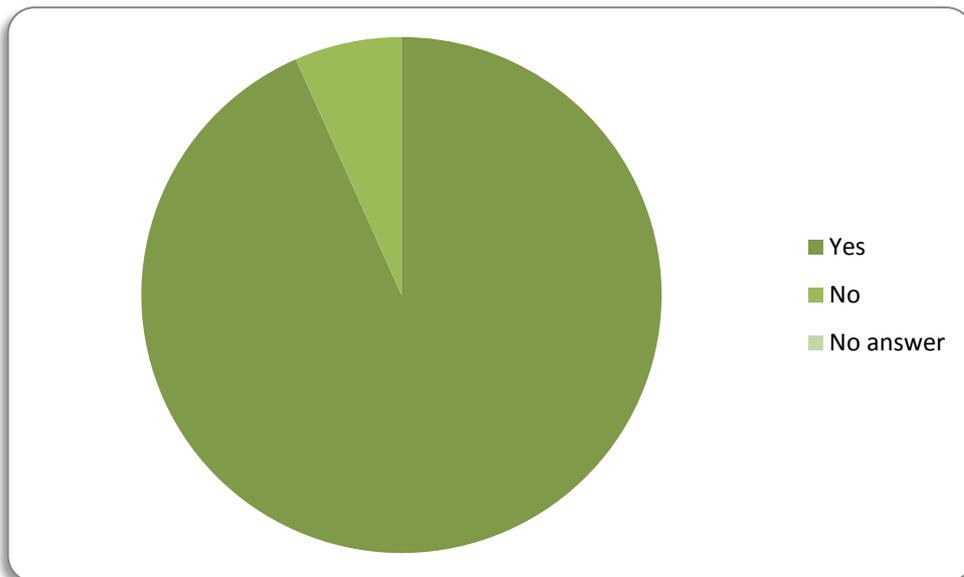
Question 2a. Do you support the need to bring forward a site which can accommodate a large floor plate to provide space for a department store?



Question 2b. Do you support prioritising pedestrian and cycle movement through the barking station area?



Question 2c. Do you support the creation of Leisure Square?

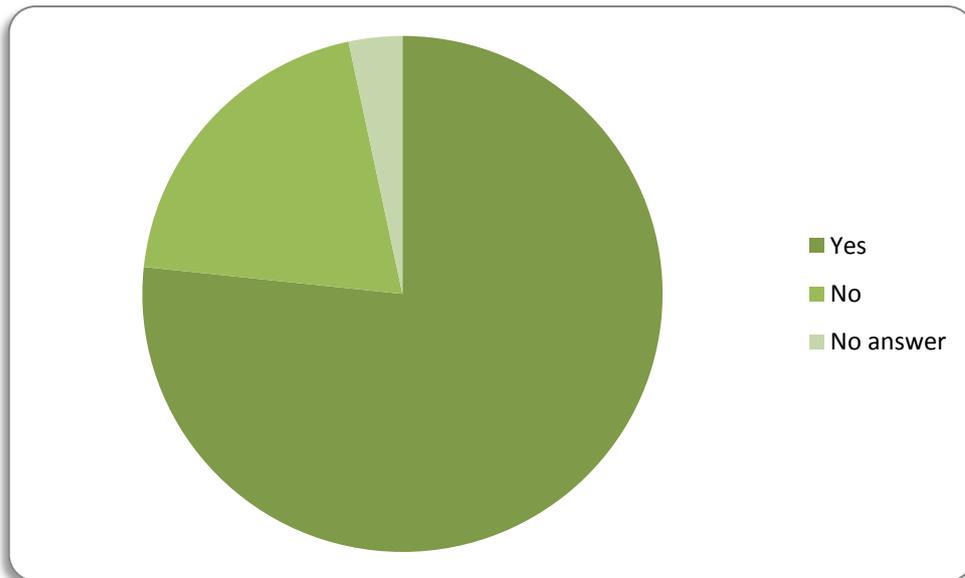


Question 2d.

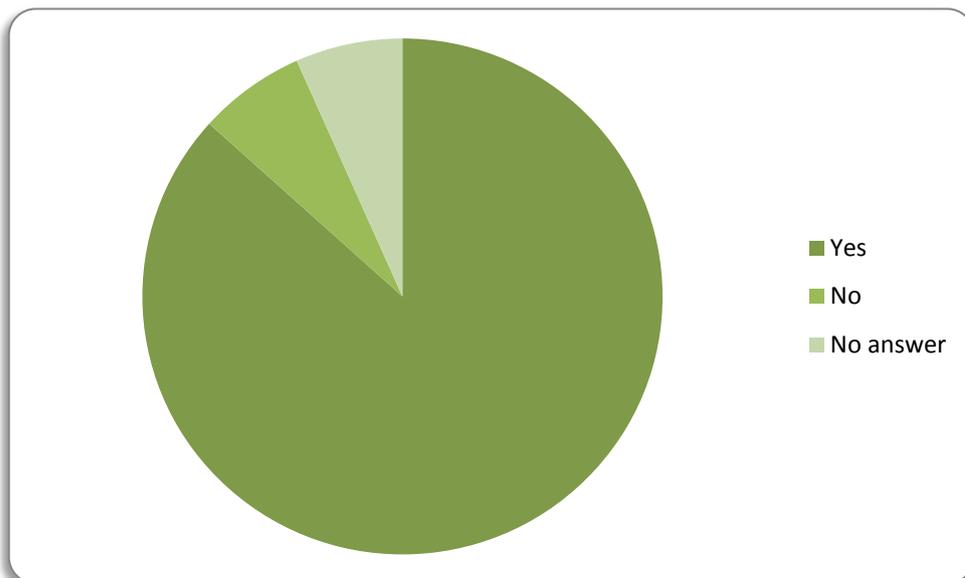
Tall Buildings. The adopted Barking Town Centre Area Action Plan identifies the Masterplan area as being suitable for tall buildings. The Masterplan SPD identifies only three sites as being appropriate.

Do you Agree with these?

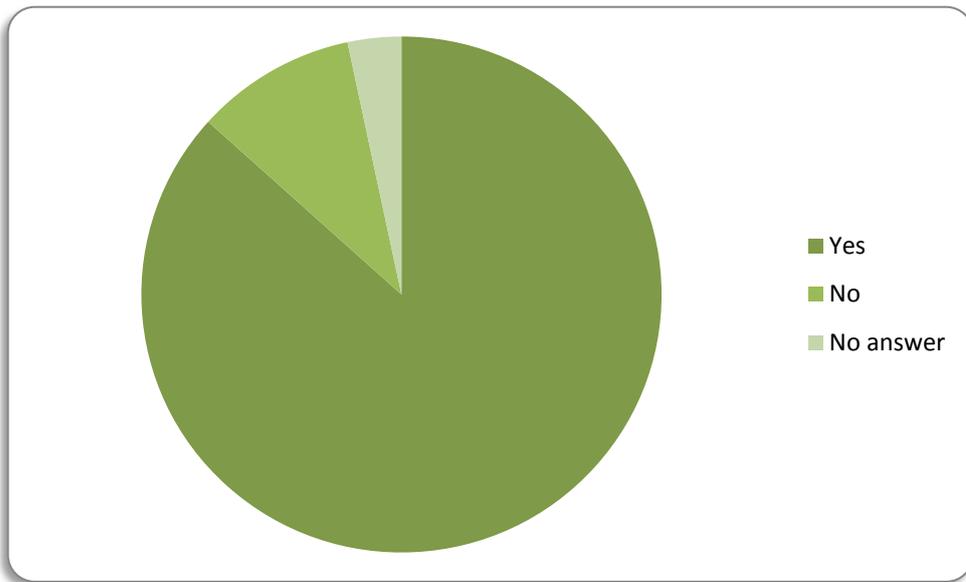
BS5 Wakering Road



BS9 Cambridge Road

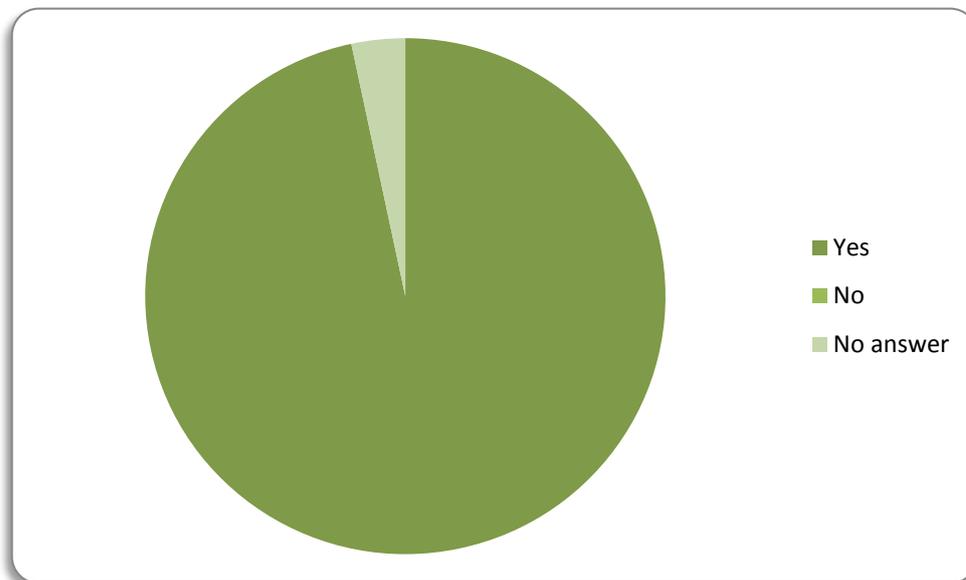


BS7 Wigham House B

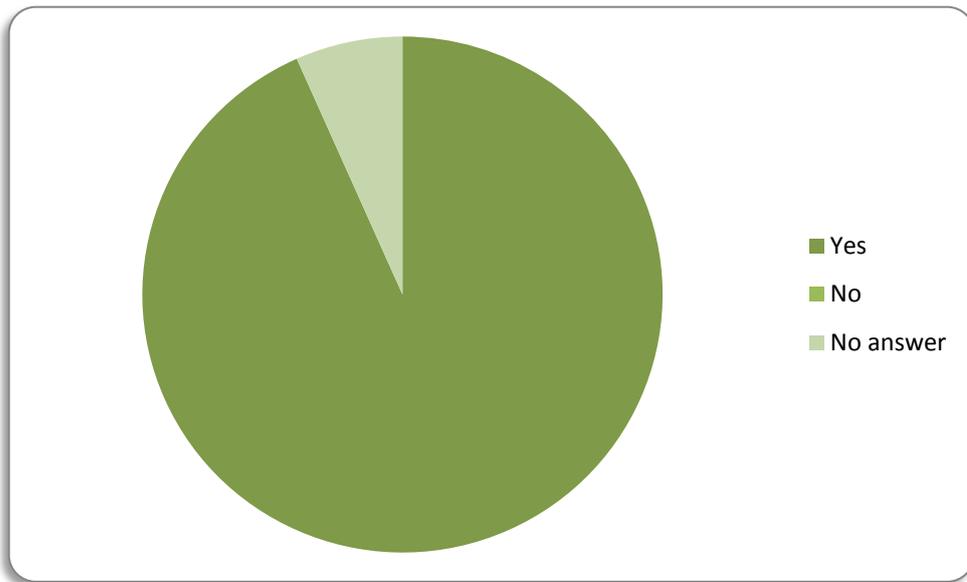


3. Do you support the proposals on the draft Masterplan site allocations?

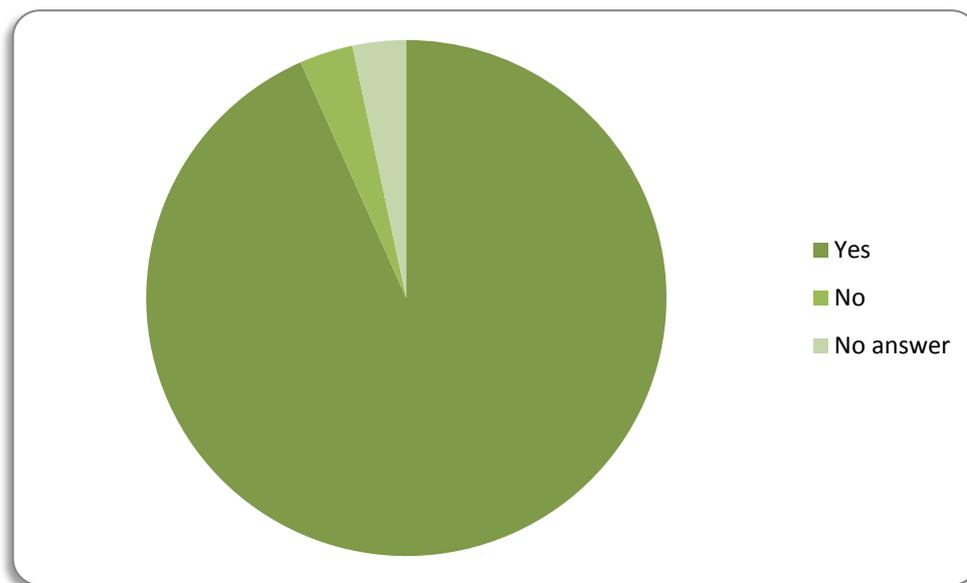
BS1 Barking Station Renovation



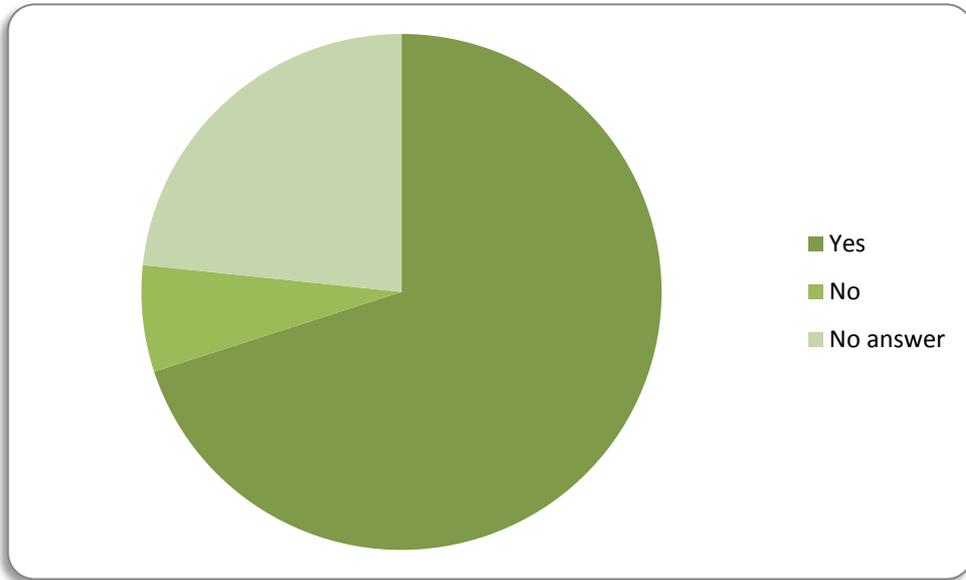
BS2 Barking Station Forecourt Improvements



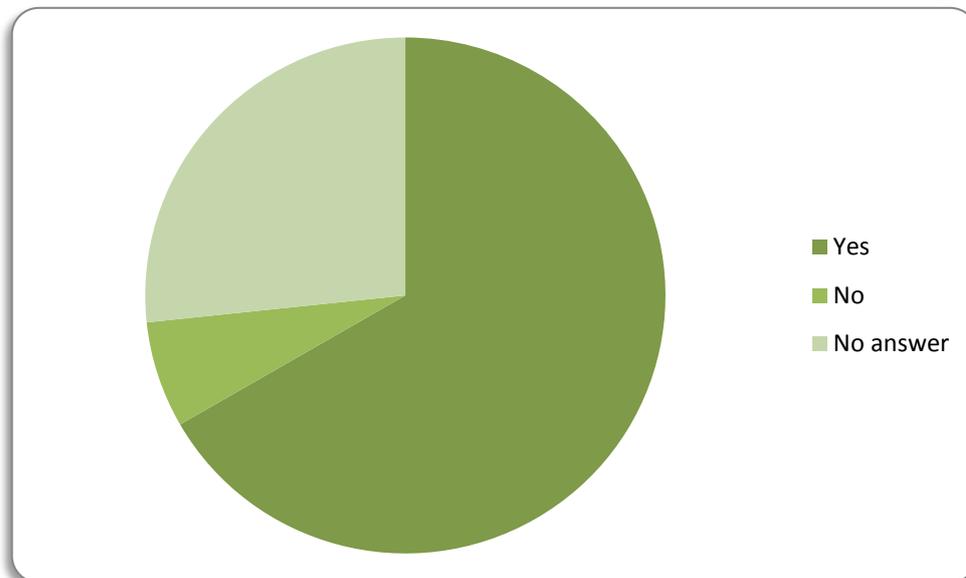
BS3 Station Parade



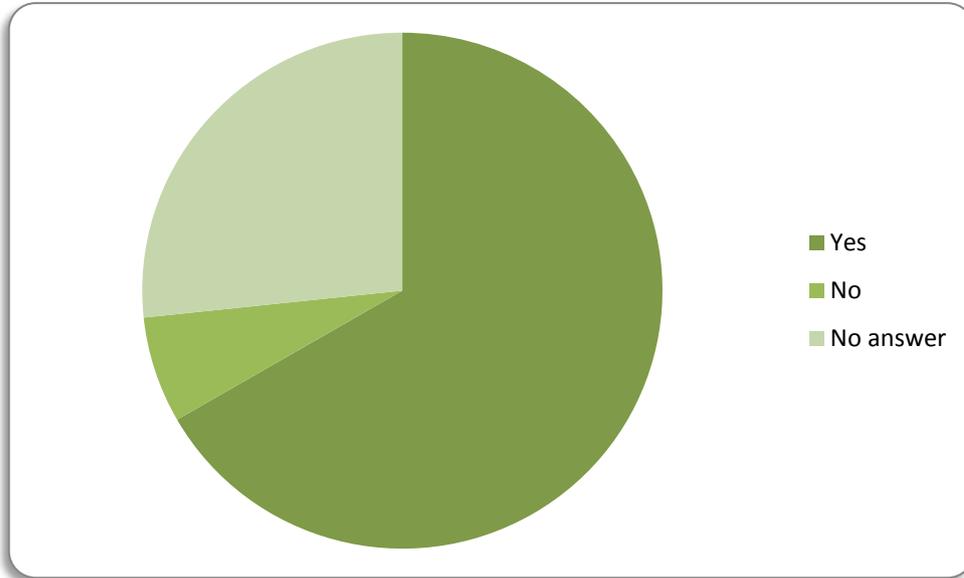
BS4 Trocoll House



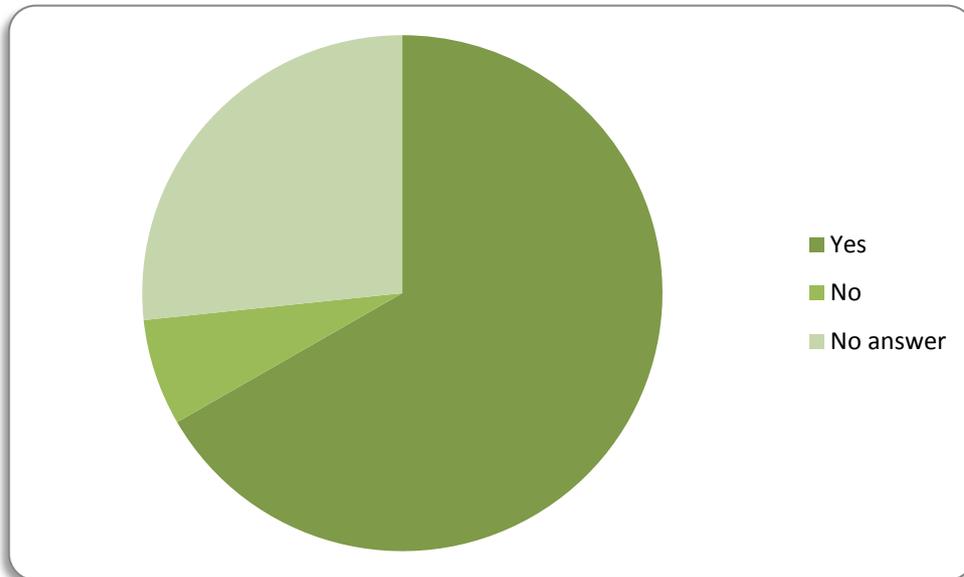
BS5 Wakering Road



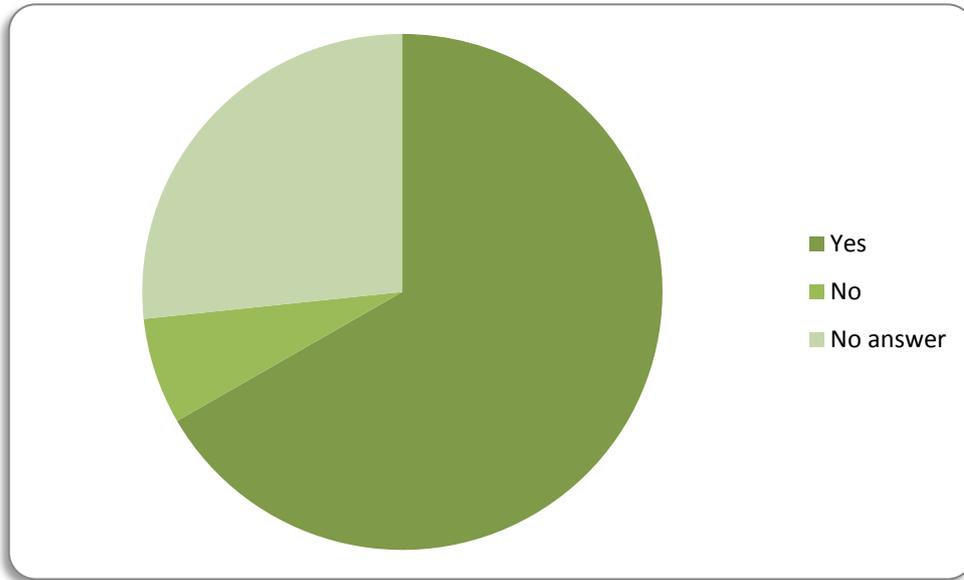
BS6 Wigham House Site A



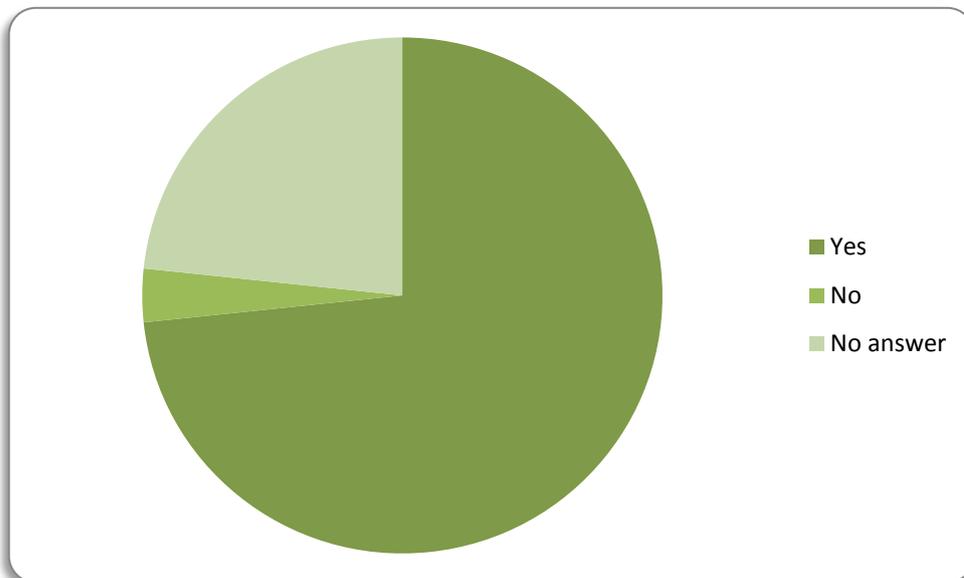
BS7 Wigham House Site B



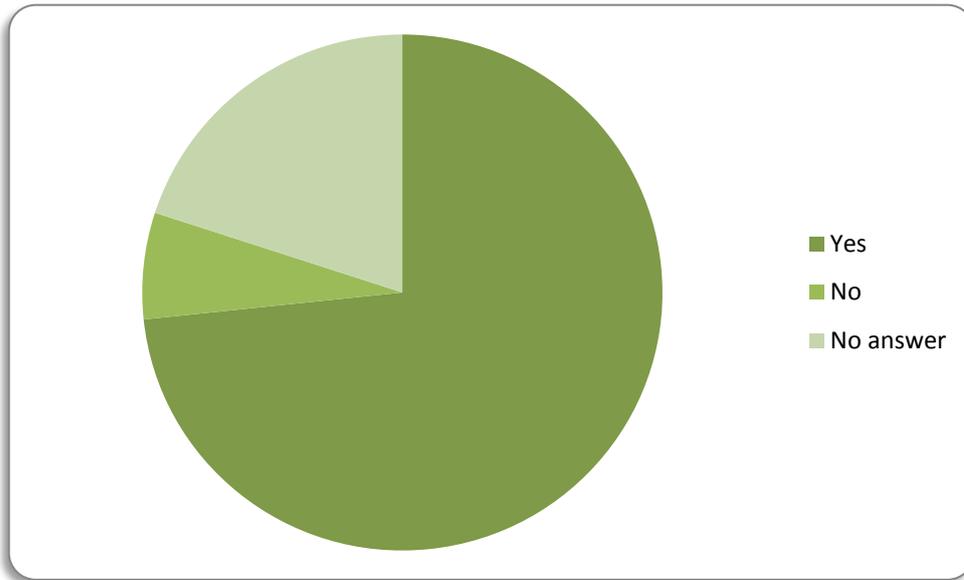
BS8 Roding House



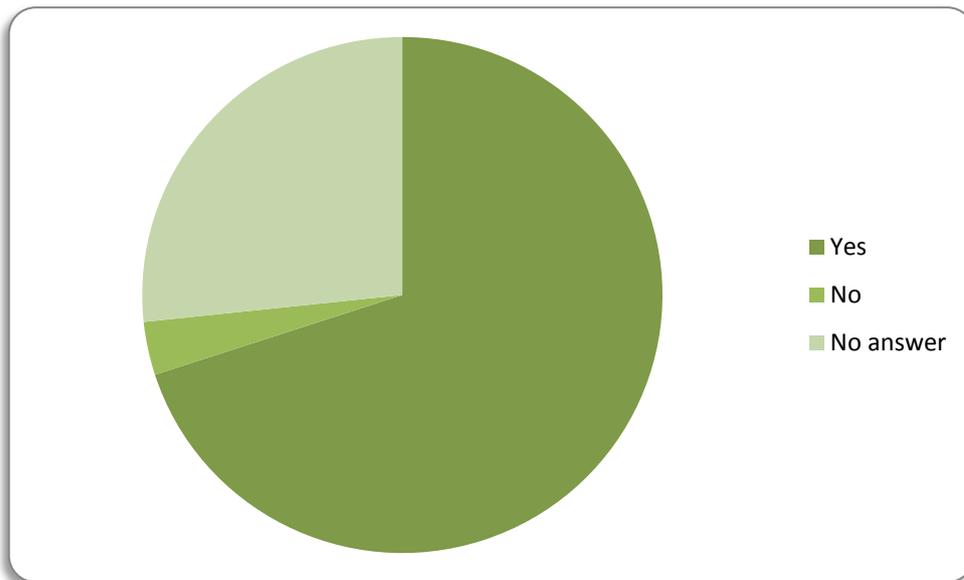
BS9 Cambridge House



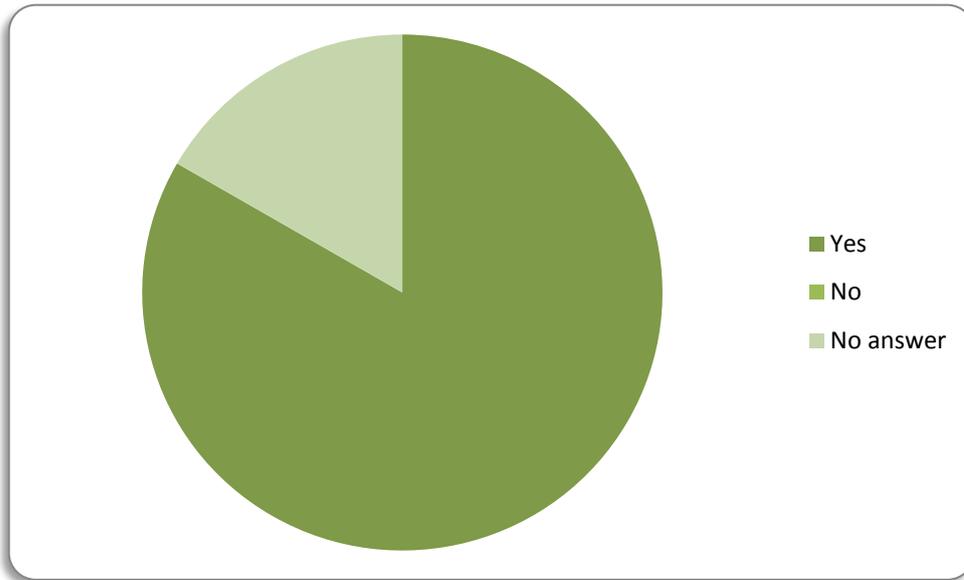
BS10 Anchor Retail Store



BS11 Crown House



BS12 Linton Road Car Park



BS13 Leisure Square

