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COPLAN ESTATES LTD

PROPOSED HOTEL DEVELOPMENT WAKERING ROAD, BARKING

**Technical Note
Re
Servicing and Coach Drop Off**

GDB/3864

May 2010



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Drawing

3864/TR/002

1.0 INTRODUCTION

This Technical Note has been prepared in response to requests from the Thames Gateway Development Corporation for additional information regarding servicing and coach drop off arrangements for the proposed hotel, together with vehicle tracking diagrams for these aspects. The question of vehicle servicing has been dealt with in previous exchanges of emails between the applicant's planning consultant and TGDC but is summarised in this brief Note for the sake of completeness. The Note also incorporates Drawing No 3864/TR/002 which shows vehicle tracks for a typical goods vehicle delivering to the hotel and for a coach utilising the drop off arrangements proposed, as described below.

2.0 SERVICING

- 2.1 The proposed hotel development has restricted depth from front to back by virtue of the site lying between Wakering Road and the railway.
- 2.2 A service yard is shown on the layout drawings towards the western end of the development (and indicated on Drawing 3864/TR/002 attached). Because of the restricted depth of the building it is not feasible to create an off-street servicing area capable of accommodating delivery vehicles. The area shown on the drawings is of insufficient depth to accommodate a typical 10 metre long delivery vehicle with room to unload from the rear of it, and the rear wall of that service area cannot be moved further back because of the down ramp into the car parking below. The gradient and radius of that down ramp are already critical and cannot be further amended.
- 2.3 There are also significant Health and Safety objections to vehicles reversing into a service area from Wakering Road. Large vehicles reversing in the public highway and, in particular, across a footway, are something to be avoided at all costs because of the risk to pedestrians (and cyclists) from the reversing vehicle.

- 2.4 For all of the above reasons an off-street service area involving vehicles reversing off Wakering Road is not feasible.
- 2.5 Formation of a servicing lay-by in front of the hotel has also been considered but this would take out a substantial part of the ground floor area of the hotel and involve wide crossings of the footway to allow the swept path of a delivery vehicle. This would provide an unsatisfactory crossing environment for pedestrians and would have major implications for the pedestrian access and lobby area of the hotel. Furthermore, it is considered that in overall design terms, what is proposed with the submitted application scheme, including the introduction of active frontage uses along Wakering Road, would be seriously compromised by the introduction of an unsightly service lay-by.
- 2.6 Accordingly, it is proposed that servicing of the hotel will take place from the kerbside of Wakering Road adjacent to the service area as indicated on Drawing No 3864/TR/002 attached. This will not entail any additional disruption to through traffic, because that side of the road is already occupied by taxi bays and, at present, some Pay and Display bays.
- 2.7 The number of service vehicles and their size can vary significantly between hotels and the nature of the facilities they offer. Typically, there is refuse collection two or three times a week (it can be daily with a busy restaurant), laundry either daily or every other day, fresh food daily, and other food and beverage once or twice a week.
- 2.8 Generally, an average of about four service vehicles a day would be expected. Most of these would be 10 metre long rigid chassis HGVs but some would be large box vans (typically for laundry, bread etc).

3.0 COACH DROP OFFS

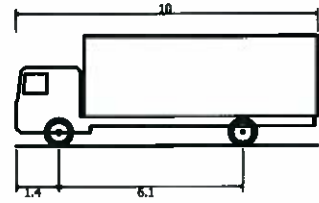
- 3.1 As with servicing of the hotel, it is proposed that vehicle drop off, including coaches, would take place outside the hotel entrance using the double yellow

line waiting restricted area in that vicinity. The attached Drawing No 3864/TR/002 shows how the coach would typically park to drop off and/or pick up passengers in that location, and the swept path indicates that it is able to pull out around the extremity of the taxi bay area from that position. There is sufficient double yellow line frontage along the front of the hotel to accommodate both a typical 12 metre long coach and a 10 metre HGV delivery vehicle.

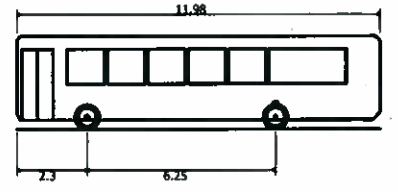
- 3.2 The number of coach trips generated by a hotel varies according to the nature of the hotel and its location. Generally speaking, coach trips are more prevalent with hotels in tourist locations and in other locations, such as central London, where there are a large number of tourist sites and coach trips are organised for guests staying in the hotel to do mini-tours of those sites.
- 3.3 The Wakering Road site in Barking does not fit with either of those descriptions in terms of its location, and the nature of the proposed hotel having regard to the extent of the public areas, dining facilities, and room sizes, is such that it is considered unlikely that there will be any significant number of coach visits in relation to this proposal.
- 3.4 Reference to the TRICS database indicate that on average, across all types of hotel included within it, a development of this scale might be expected to attract one coach trip every other day. We believe that, in reality, there would be fewer coach trips than that to this location, but on the basis of that figure, the proposed extent of kerbside drop off facility is clearly sufficient.

Appendix 5

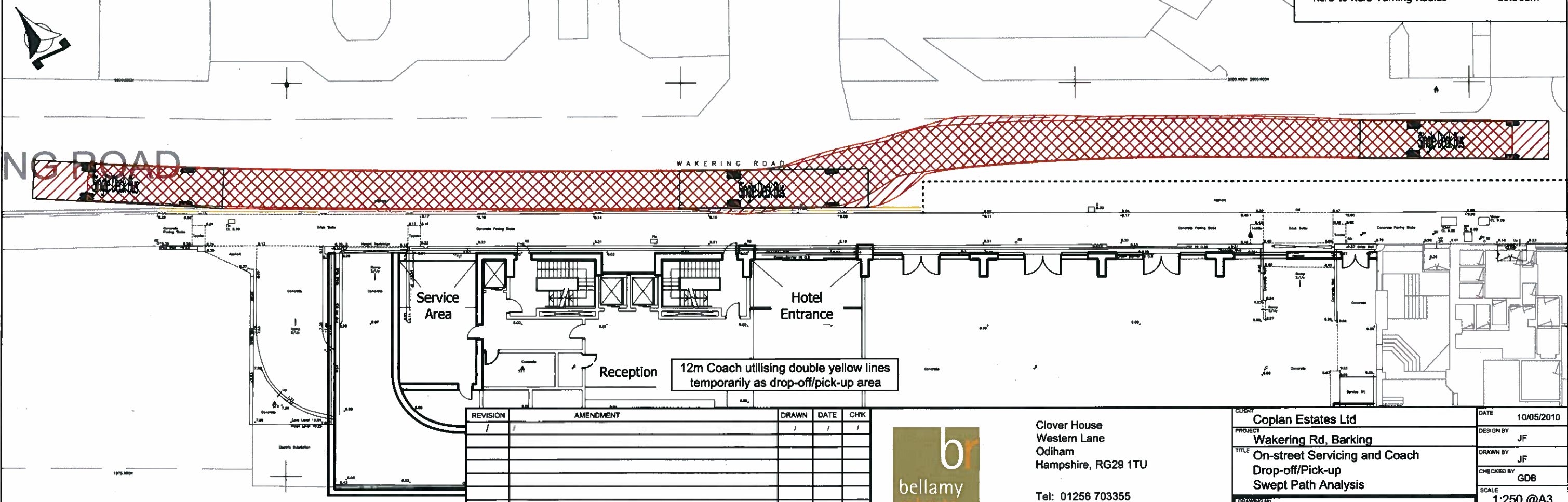
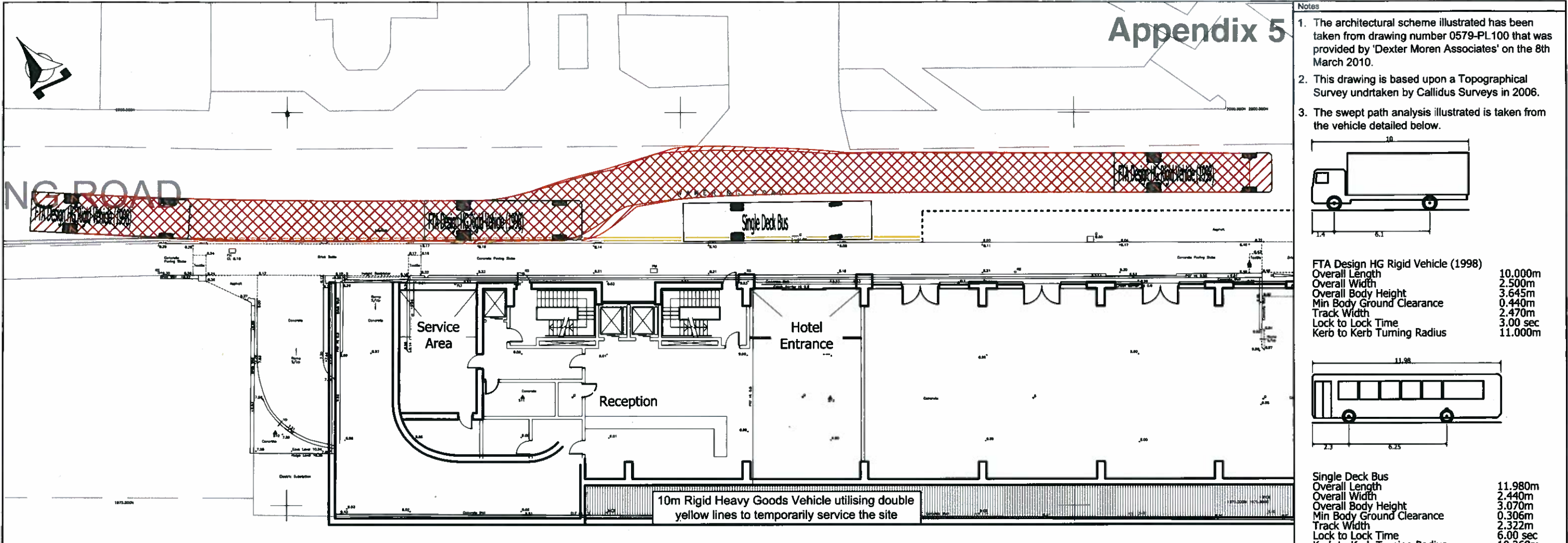
- Notes**
1. The architectural scheme illustrated has been taken from drawing number 0579-PL100 that was provided by 'Dexter Moren Associates' on the 8th March 2010.
 2. This drawing is based upon a Topographical Survey undertaken by Callidus Surveys in 2006.
 3. The swept path analysis illustrated is taken from the vehicle detailed below.



FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to Lock Time 3.00 sec
 Kerb to Kerb Turning Radius 11.000m



Single Deck Bus
 Overall Length 11.980m
 Overall Width 2.440m
 Overall Body Height 3.070m
 Min Body Ground Clearance 0.306m
 Track Width 2.322m
 Lock to Lock Time 6.00 sec
 Kerb to Kerb Turning Radius 10.368m

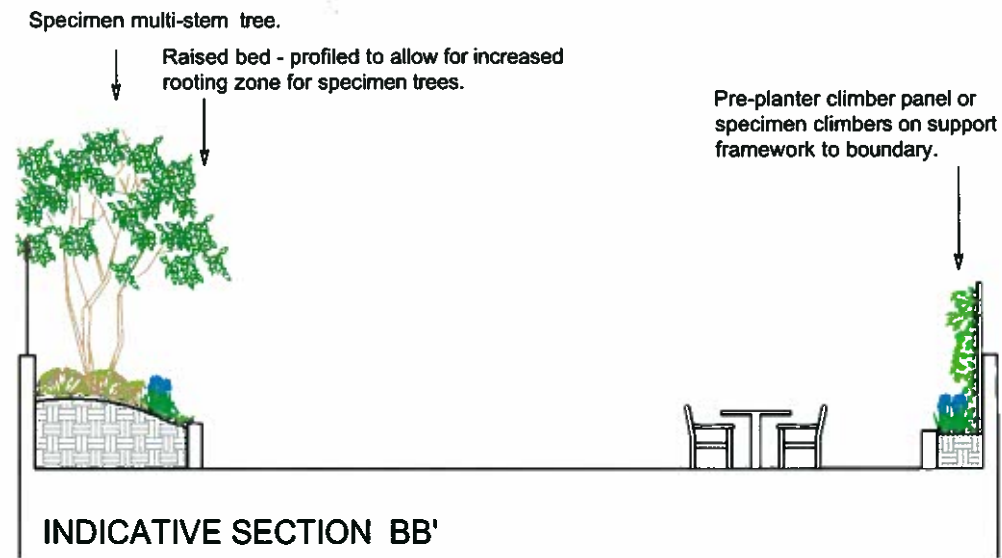
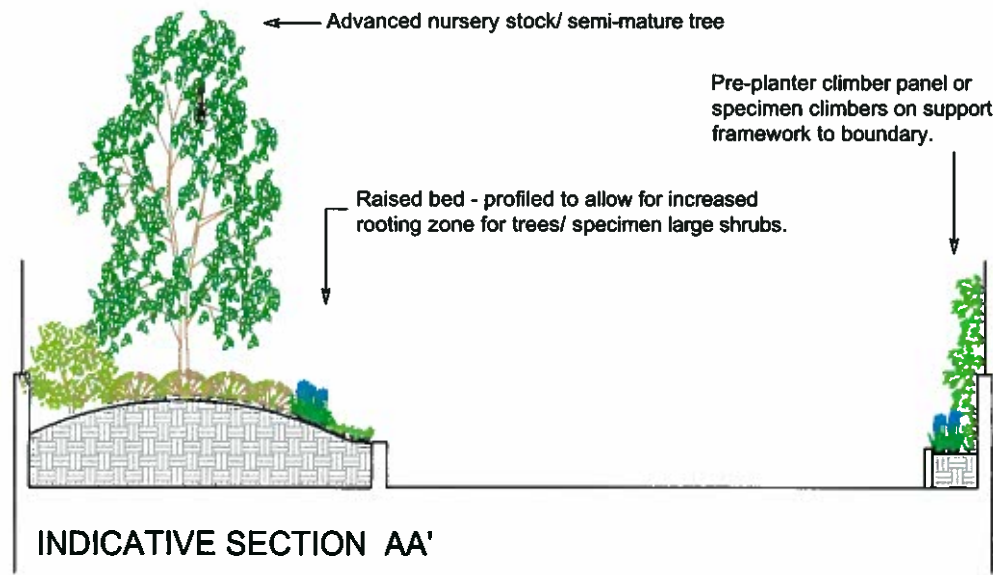


REVISION	AMENDMENT	DRAWN	DATE	CHK

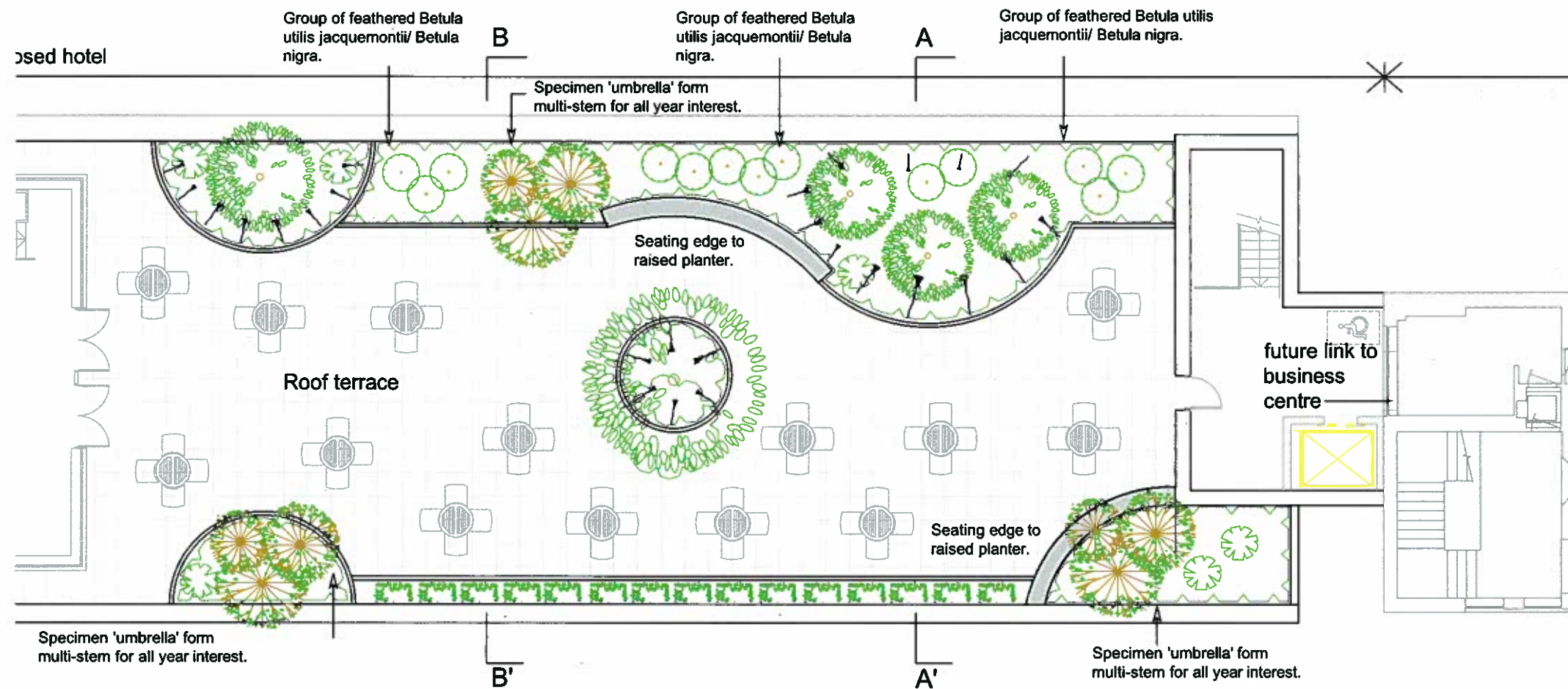


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
CLIENT	Coplan Estates Ltd	DATE	10/05/2010
PROJECT	Waking Rd, Barking	DESIGN BY	JF
TITLE	On-street Servicing and Coach Drop-off/Pick-up Swept Path Analysis	DRAWN BY	JF
		CHECKED BY	GDB
		SCALE	1:250 @A3
DRAWING No.	3864/TR/002	REV No.	/



Mounded raised beds to achieve planting depth for sustainable tree growth.
 Use of multi-stem and feathered trees with shrub planting and groundcover to create tiered vegetation structure.
 Increased planting width to Wakering Road frontage enables layered canopy structure, visible from street level, to be established.



LEGEND

-  PROPOSED SEMI-MATURE/ ADVANCED NURSERY STOCK TREES
-  PROPOSED FEATURE 'UMBRELLA' FORM MULTI-STEM TREES/ LARGE SHRUBS
-  PROPOSED FEATHERED TREES
-  PROPOSED SPECIMEN SHRUBS
-  PROPOSED SHRUBS PLANTING
-  PROPOSED CLIMBERS - pre-formed panels/ specimen climbers with support framework
-  SLABS/ FLAG PAVING - large unit light grey paving to roof garden. Materials to be agreed.

Pre-planted 2m high ivy panels to boundary to create enclosure without introducing high shade levels.
 Raised beds with sculptural multi-stems and specimen shrubs.

PROPOSED HOTEL AT WAKERING ROAD, BARKING

Charnwood Landscape Design Ltd

for
COPLAN

