

PLANNING COMMITTEE MEETING: 12 August 2010

**PLANNING APPLICATION FOR DETERMINATION BY THE LTGDC
REPORT OF THE DIRECTOR OF PLANNING**

UDC CASE NUMBER:	LTGDC-10-055-FUL	DATE MADE VALID:	15/04/2010
APPLICATION NUMBER:	10/00350/FUL	TARGET DATE:	Subject to a PPA

APPLICANT:	Coplan Estates (Barking) Ltd
AGENT:	Alliance Planning
PROPOSAL:	Erection of 22-storey, 187-bedroom hotel together with restaurant, bar and function room facilities, with associated landscaping and basement parking, and commercial units (A1, A2, A3, A4, B1, D1, or D2 use) to ground floor and first floor (715sqm)
LOCATION:	Car Park to Rear of Trocoll House, Wakering Road, Barking

1. SUMMARY

- 1.1 The application seeks consent for a 22-storey hotel building on the car park site at the rear of Trocoll House in Wakering Road, Barking. The proposed development comprises a 187-bedroom hotel, including restaurant and bar, gymnasium, meeting room facilities, multi-function space and attached roof garden, basement car parking for 32 cars, and 715sqm of active frontage use (A1, A2, A3, A4, B1, D1, or D2 use) at ground and first floor level facing the road.
- 1.2 The main considerations are the principle of the use, siting, design, height, massing, sustainability and energy matters, access, transport, noise, and impact on nearby Listed Buildings, and these are dealt with in detail in the report below.
- 1.3 The principle of the hotel development within a town centre location is considered acceptable.
- 1.4 The provision of a very tall building in this location as a landmark gateway building into Barking Town Centre is compliant with the Barking Town Centre Area Action Plan. The current car park site has very little

townscape value. The proposal represents a tall building and at 22 storeys (74m) high, it overtops the 10-storey Wigham House building opposite by a considerable margin. It will be of comparable height to the recently approved 23-storey residential tower on the Vicarage Field site opposite Barking Station. Whilst the building is tall and the frontage to Wakering Road is quite significant, the site has a very narrow depth. It is considered that the architects have been successful in designing a unique and striking building appropriate to a town centre location and it is the use of a curved organic design, rather than the usual rectangular approach, which reduces the perceived impact of the building and makes the height acceptable.

- 1.5 The application was the subject of a Screening Opinion under the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and it was considered that the development is not of more than local importance, or within a particularly environmentally sensitive location as defined by Regulation 2(1). Accordingly, it was determined that a full Environmental Impact Assessment was not required.
- 1.6 It is considered that the existing site offers very little to the established built environment, and in this respect a high quality new development would improve the visual appearance of the street. For this reason, it is considered that the impacts of the development on the established environment are predominantly positive.
- 1.7 It is considered that the package of energy and sustainability measures proposed is acceptable and complies with both regional and local policies.
- 1.8 The proposal is considered to accord with the planning policies contained in Government guidance and the London Plan. It also accords with policies contained within the emerging Local Development Framework and the saved policies of the Unitary Development Plan. The application is therefore **recommended for approval** subject to conditions and the completion of a S106 legal agreement in respect of:
 - A financial contribution of £100,000 towards the Barking Station public realm improvements.
 - Local labour / goods and services provision.
 - Removal of any redundant crossovers and the repair of footways fronting or surrounding the development site (required to mitigate damage to the footway during the course of construction works).

2. SITE AND PROPOSAL

2.1 Description of Application Site

- 2.1.1 The application site is located adjacent to Barking Railway Station and railway tracks on the south west side of Wakering Road within Barking Town Centre. It forms a rectangular parcel of land extending to 0.1 hectares with Wakering Road forming its north eastern boundary, and the tracks and platforms of Barking Railway Station forming its south western boundary.
- 2.1.2 The site adjoins the rear of Trocoll House, a 5-storey early 1960s building that fronts Station Parade and comprises a pub at ground floor level (The Barking Dog) with serviced office accommodation above, accessed from Wakering Road. These two elements do not form part of the application site and are to be retained. The application site is the private car park to the rear which has a frontage to the road of some 70 metres, but a depth of only 15 metres. It was built in the early 1960s and is arranged on two levels, with a raised ground level and basement below, providing parking for some 95 vehicles. Access and egress to the ground level is provided immediately to the rear of Trocoll House and the access/egress to the basement level is provided further along Wakering Road at the other end of the site.
- 2.1.3 Wakering Road has a one-way traffic restriction and forms a link between the Northern Relief Road (A124) and Longbridge Road/Station Parade. It is characterised by predominantly large footprint buildings and business uses, notably the office blocks of Wigham House (10-storeys) and Phoenix House. However, to the north-west of the site is the Foyer Building which accommodates 116 bedsits with associated services and training facilities (9-storeys).
- 2.1.4 There are two taxi ranks situated along Wakering Road - one adjacent to the site and another adjacent to the neighbouring Trocoll House. Together, these are adequate to accommodate 13 vehicles. In addition, there are 'Pay and Display' parking bays for three vehicles situated on the western side of Wakering Road adjacent to the application site. The remainder of the western side of Wakering Road is subject to double yellow lines. The site is located approximately 60 metres from the junction of Wakering Road and Station Parade, which has retail frontages either side of the Station. Station Parade is one of the main routes through Barking Town Centre, leading to East Street and Ripple Road retail areas. The site is also in close proximity to Vicarage Field Shopping Centre. The application site has a Public Transport Accessibility Level (PTAL) of 6b, which is the highest of nine categories. Barking Station is a key public transport interchange for National Rail, London Underground and over 10 bus routes serving the local area, including the two East London Transit routes.

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2.1.5 The Barking Station ticket office and canopy is a Listed Building and the Spotted Dog Public House, located on the corner of Wakering Road and Station Parade, is a Locally Listed building.

2.2 Description of Proposal

2.2.1 The application seeks consent for a 22-storey building on the car park site for a 187-bedroom hotel, including restaurant and bar, gymnasium, meeting room facilities, multi-function space and attached roof garden, basement car parking for 32 cars, and 715sqm of active frontage use (A1, A2, A3, A4, B1, D1, or D2 use) at ground floor and first floor level facing Wakering Road (*Note that the applicant originally requested that A5 uses also be permitted. In view of the emerging LBBB SPD on Hot Food Takeaways the applicant was advised that A5 uses were not considered acceptable in this location. The applicant has agreed to remove A5 uses from the application*).

2.2.2 Given the constraints of the site the final design comprises a tower 'sitting' on a 4-storey rectangular plinth above the basement car park which is long and narrow. The plinth comprises at ground floor the proposed commercial units which are directly behind Trocoll House, with separate servicing and access. These extend into the first floor as they are double height. The remainder of the ground floor comprises the main access, reception/lobby area, and ancillary office to the proposed hotel. At the north-west end is the access to the car park, service yard, and refuse area. The first floor level comprises the administration, staff and linen areas for the hotel. On the second floor there are six meeting rooms for business use. The hotel restaurant/bar and kitchen is located on the third floor. The fourth floor comprises a multi-function room and provides the supporting link from the plinth to the remainder of the building above. Due to the smaller floorspace the remainder of the floor is to be an outside terrace and roof garden. Above this support is the main hotel room accommodation building extending a further 16 floors in an organic curved structure. The upper two floors contain a double height glazed gymnasium and plant room.

2.2.3 The main plinth and support is to be constructed in brickwork although there is substantial glazing to the meeting rooms and restaurant on the second and third floors. The hotel entrance is defined and the windows to Wakering Road extend slightly over the footway to provide architectural interest to this part of the building. Central to the whole building and providing a visual link between the two elements is a glazed lift shaft. This connection is reinforced by vertical cerise coloured cladding to the glazed areas. The main upper building is given interest by a selection of silver grey panels. Windows are double height which disguises the actual number of floors in the building and visually helps reduce its apparent height, although at 22-storeys this will be one of the tallest buildings in Barking.

3. MAIN ISSUES

3.1 List of main issues:

- Principle of Use
- Siting, Design, Height, and Massing
- Overshadowing
- Sustainability and Energy Matters
- Access
- Transport Matters
- Impacts on nearby Listed Buildings and Archaeology
- Noise
- Section 106 / Planning Obligations

4. RELEVANT SITE HISTORY

- 4.1 63/00088/BAR - Erection of shop and office building with ancillary car parking on 0.5 acres of land. Application approved 10/02/1964. The current application relates to the car park only which is let on short-term agreements to occupiers of Trocoll House and other town centre occupiers.

5. CONSULTATIONS/NOTIFICATIONS

Greater London Authority (GLA):

In the Mayor's Stage 1 report the GLA noted that the proposal was broadly acceptable in strategic planning terms, but they felt that some additional information was required to consider the application. In particular, they considered that the following issues should be addressed:

Urban Design

The design of the north-west elevation requires further improvement; landscape to the roof terrace is of poor quality; proposed plant room to the top floor space is considered inappropriate.

Tall Buildings/Views

Lack of information to demonstrate the cumulative impact of the proposed scheme and other tall buildings proposals within the town centre.

Inclusive Design

The Access Statement has failed to include an Accessibility Management Plan which should set out how the continuing management of the hotel will ensure the accessible rooms are maintained and managed; the detailed layout of wheelchair accessible hotel rooms does not meet the standard set out in the draft replacement London Plan (October 2009); and inadequate blue badge parking provision.

Climate Change Mitigation and Adaptation

The total baseline for emissions has not referred to the 2010 Building Regulations; lack of clear information to confirm that the energy efficiency and conservation measures proposed will achieve the stated reduction over a 2006 Building Regulations compliant development.

Noise

Lack of auto-logging results on the roadside (Waking Road) of the development; and lack of information on noise control measures.

Air Quality

Lack of information on the expected nitrogen oxide emissions from the proposed gas CHP systems.

Transport

Clarification is required on the allocation and amount of parking bays; lack of information on cycle parking provision; lack of information on travel planning measures; lack of information on the design and operation of Waking Road; lack of a Construction Logistics Plan and a Delivery and Servicing Plan; and lack of information on electric charging points.

RECOMMENDED CHANGES

The Mayor's Stage 1 report went on to state that the following changes might remedy the above-mentioned deficiencies, and could lead to the application becoming compliant with the London Plan.

Since the Stage 1 report was received, meetings have taken place between the applicants and officers from the GLA, LTGDC, and LBB. As a result, many of the issues reported above have been progressed. These are noted in italics after each point. It should be noted that these

issues are dealt with in greater detail at Section 9 of this report.

Urban Design

The applicant should revise the design of the elevations and roof terrace and introduce appropriate uses for the top floor space.

It was noted that for both practical and business reasons it was not appropriate for the plant room to be moved from the top floor and a fully glazed element installed. The shape of the building had already been revised to accord with pre-submission comments from the GLA and it was considered that a fully glazed upper floor would not be an effective design solution. This approach was agreed with the GLA. However, it was agreed that the photovoltaic cells would be better placed on the top of the building rather than the elevation facing the railway lines and that more random vertical window openings should be provided in the narrower north-west elevation to provide greater articulation to the north-west elevation. Revised elevations were also prepared which better reflect the use of cladding to the plant area which reduces the visual impact of the ventilation louvres and reduces the visual contrast between the two elements.

Tall Buildings/Views

The applicant should submit a wider contextual review that considers the scale and character of existing and proposed tall buildings in Barking Town Centre.

It was agreed that the building should be shown from a wider context within the town centre in order that the scheme could be compared against other planning consents for tall buildings. This was also raised by English Heritage. It was agreed that additional work should be undertaken and viewpoints and vistas were designated by the authorities, including views from the Conservation Area and Abbey Green.

Inclusive Design

Incorporation of further inclusive design strategies into the scheme is required.

Discussions have been held direct with the Access Officers at the Greater London Authority. As a result revised plans indicating room accessibility have been submitted. However, there was an acknowledgement that without a specified operator for the hotel such layouts would almost

certainly be subject to change. It was agreed that due to this the application would not require an Accessibility Management Plan, but that the future preparation of one should be subject to condition. The general principles of the Accessibility Management Plan should include the following:

- Wheelchair accessibility;
- Sufficient space around all doors for operation from a wheelchair: minimum 300mm leading edge to all doors;
- Bathroom layout that is rational and allows for wheelchair circulation;
- Well-designed support rails by toilet and bath or shower, aiming for minimal visual intrusion;
- Level shower which is open or with easy to use door;
- Toilet and basin that are comfortable to use for all guests, whether disabled or not;
- Details to be reviewed as part of the Building Consent to include: switches, taps and other controls that are easy to operate; multi-sensory alarm and emergency evacuation.

Climate Change Mitigation and Adaptation

The applicant should refer to the 2010 Building Regulations in respect of the total baseline emissions, re-check the extent of the proposed reductions relative to 2006 Building Regulations, and clarify the figures as necessary. The applicant should also provide further information on the technical steps taken to facilitate straightforward connection in the future, continue to prioritise the connection to the Thames Gateway network, and provide evidence of discussions with the London Development Agency's decentralised energy team to support this application. Further clarification of the additional carbon savings from the CHP, and further information on the approach or measures that will be adopted to minimise the requirement for active cooling, and how the chilled water will be distributed around the development and used to cool the air, should be provided. The provision of 410sqm of solar photovoltaic panels should be conditioned.

All the points mentioned within the Stage 1 report on climate issues have been considered by the applicant's consultants, Applied Energy, in a supplementary report dated 26 May 2010 and sent to the GLA, with a copy to the Local Planning Authority. This response is considered to cover the issues raised. The position of the photovoltaic cells has been discussed above and their provision will be conditioned.

Noise

The applicant should provide further information regarding noise

assessment and noise control measures.

A slightly revised Noise Impact Assessment has been submitted. The report identifies Barking Station as the main noise source with regard to both trains and the station tannoy system.

Air Quality

The applicant should provide details of the proposed CHP plant and the likely emissions associated with the plant in terms of its air quality impact. A Construction Dust Management Plan is also required.

The applicant's agents have confirmed that all heating plant will be high efficiency gas fired condensing boilers specified with low Nitrogen Oxide emissions to minimise impact on air pollution.

Transport

Justification of the amount and allocation of car parking, details of electric charging points, cycle parking and travel planning measures, additional information about the design and operation of Wakering Road, including a Construction Logistics Plan and a Delivery and Servicing Plan, are required by TfL, and these should be secured via a S106 legal agreement.

A formal response to the issues raised was prepared and submitted to the GLA, with a copy to the Local Planning Authority.

Transport for London (TfL)

Following issue of the GLA Stage 1 report, the applicant submitted further information to TfL in response to the transport comments contained therein. TfL responded as follows:

Car and Cycle Parking

Other hotels in east London have restricted car parking provision on site in recognition of their excellent accessibility, such as 1-4 Park Lane in Stratford which records a PTAL 6a and is a car-free proposal. It is therefore disappointing that a similar approach has not been proposed for this site in the applicant's response, despite TfL's recommendation at stage 1. However, given the reduction in existing car parking spaces from the current use as a car park for Trocoll House, the proposed level of car parking is accepted in light of the additional information submitted.

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In line with guidance for provision of electric vehicles charging points, confirmation that 20% of spaces (i.e. 6 spaces) will be provided for electric vehicles with an additional 20% (i.e. 6 spaces) for passive provision in the future is however still required. This should be secured by condition.

Cycle parking provision needs also to be confirmed. TfL notes that there would be 3 cycle parking spaces for staff use, which is supported. Additional cycle spaces should however be clarified for each of the retail units: 3 are expected for the mix of proposed uses and 2 for the hotel bike hire which will make a total of 8 spaces. Opportunities to extend the proposals shown in Drawing PL100 alongside space No.19 and the vehicle ramp should therefore be investigated to accommodate these required 8 spaces.

A condition regarding electric vehicles charging points is proposed.

The applicant has since confirmed the provision of 8 cycle parking spaces.

Wakering Road Layout and Access

TfL is content with the response provided by the applicant about the taxi rank. Similarly, the double yellow line arrangements proposed for servicing and coaches to pick up and set down is also considered acceptable. Given that it will be on a Borough road, the developer or operator of the hotel will however need to ensure with the Council that no future traffic orders would potentially prevent this arrangement from being implemented for all potential uses.

It is now accepted that the technical documents provided by the applicant including swept path analysis for service vehicles and coaches satisfactorily address TfL's previous concern regarding the operation of the road and access to the neighbouring London Underground facility.

As Network Rail are the owners of the adjacent land, TfL regards Network Rail as responsible for undertaking any necessary infrastructure protection potentially required for this development.

It is welcomed that the Construction and Logistics Plan and the Delivery and Servicing Plan will be secured by condition on the application.

Conditions requiring submission of a Construction and Logistics Plan and a Delivery and Servicing Plan are proposed.

Section 106

We welcome the contribution being sought of £100,000 towards public realm improvements around the station area, which would assist the LTGDC in delivering the emerging masterplan proposals.

The applicant has agreed a financial contribution towards the Barking Station public realm improvements.

Travel Plan

Although TfL accepts the comments made by the applicant the following details can be provided. The Travel Plan should still be secured by condition or as part of a Section 106 agreement. Details on how the hotel will be funded do not need to be included, but details on future responsibility for the travel plan by the operator will need to be included.

ATTrBuTE is not a methodology against which a Travel Plan should be written, but an assessment tool used to determine if an individual Travel Plan includes the basic components required by TfL guidance, while the appropriateness of the content is at the discretion of TfL.

It is understood that no hotel operator has been secured for this site. It is also understood that the number of staff on site is also unknown and can only be estimated as it has been done in paragraph 1.6 of the original Travel Plan. The hotel is to be built by the developer and then occupied and run by an operator. As a result the construction and phasing of the development should be known for the purposes of the application and should be detailed in the Travel Plan.

We now understand that the retail element of the development falls below the threshold floorspace which requires a Travel Plan. The Travel Plan should state the floorspace of the retail units to allow the requirement for a Travel Plan to be disregarded.

The criticism regarding the survey methodology is not a direct comment regarding the methodology proposed and the quote provided (in paragraph 105) has been taken out of context and omits some information. It is clear that annual surveys have been proposed and this methodology goes beyond the minimum requirements as required by best practice. Identifying that the proposed surveys do not follow best practice guidance is just one example demonstrating how the Travel Plan does not follow best practice guidance.

A Travel Plan condition is proposed.

Conclusion

To summarise, although most of the justification provided by the applicant as part of the additional information is welcomed and addresses TfL's initial concerns, as set out in the Stage 1 report, TfL will still expect the requirements for the following to be secured by condition:

- Delivery and Servicing Plan
- Construction and Logistics Plan
- Amount of electric charging points
- Details of cycle parking provision and provision in line with TfL's cycle parking guidance
- Travel Plan

The above matters have been secured by conditions.

English Heritage – Buildings:

English Heritage (Buildings) advised that the development is within the area identified as BTCSSA3 within the draft Barking Town Centre Area Action Plan (AAP).

'The Schedule of Post-Hearing Changes to the Barking Town Centre Area Action Plan: Tall Buildings 2010' (The Schedule) is nearing adoption but is currently subject to public consultation.

The Schedule states that the Council regards the area around Barking Station as 'sensitive but potentially suitable for tall buildings'. It further states that 'The introduction of tall buildings on the site will be considered in terms of the effect on the setting of the Grade II Listed Station and the Abbey and Barking Town Centre Conservation Area. Tall buildings are not acceptable on or immediately adjacent to the Station Concourse. This and further specific guidance on the appropriate location of tall buildings in BTCSSA3 is to be contained in the Barking Station Masterplan SPD.'

We understand that the Masterplan is in the course of preparation but in our view the Schedule appears to indicate that a full and proper assessment of the suitability of sites within BTCSSA3 is not possible until such time as the document is produced. In our view, the Masterplan should clearly identify those sites where tall buildings would not be acceptable.

The Schedule sets out a broad range of criteria which tall buildings must satisfy. It states that:

"Proposals for tall buildings must:

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- *Conserve or enhance the significance of the area's heritage assets and their settings such as Listed Buildings, Scheduled Ancient Monuments, Abbey Road Riverside and Abbey and Barking Town Centre Conservation Areas, and other townscape features of local distinctiveness and heritage value.*
- *Be of exemplary high quality design.*
- *Take account of natural topography, scale, height, urban grain, streetscape and built form, open spaces, rivers and waterways, and proposals for other tall buildings.*
- *Conserve or enhance important views and skyline including key townscape features such as the Town Hall tower."*

The Borough has indicated that additional views illustrating the proposed hotel development in context will be obtained. We would suggest that (in relation to the Trocoll House site) the location of any additional viewpoints along Station Parade is carefully considered as these views would be important in helping to inform the assessment of the impact of the rather unconventional form of the hotel on the rectilinear frontage of the listed station. Where images indicate that the hotel would not be visible, it would be useful if the hotel form were to be shown in outline.

Additional views have been prepared by the applicant and have been sent to English Heritage (Buildings). No further comments have been received from English Heritage (Buildings) to date.

English Heritage – Archaeology:

The proposal retains the existing basement car park and as a result will not disturb any archaeological remains. No objections.

Essex & Suffolk Water Company:

No comments on the application.

London Fire & Civil Defence (Water):

No additional hydrants required.

London Fire & Civil Defence (Fire Safety):

No objections to the application.

Environment Agency (EA):

The EA has requested that the following condition is imposed if consent is given:

“Piling using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.”

Such a condition is recommended.

Commission for Architecture and the Built Environment (CABE):

CABE commented on the original details submitted with the application as follows:

Summary

In the absence of adopted tall buildings guidance for Barking, we think the design team make a good case for a building of the height proposed for this site, which lies adjacent to the train station. We support the design rationale and think that it could work well to express the hotel use proposed. Subject to refinements of the elevational strategy, which should be resolved prior to the granting of planning permission, and further assurances regarding the public realm strategy, we think the scheme has the potential to become a positive addition to Barking town centre.

Policy Background

We commend the initiative of the Local Authority and the Development Corporation in taking a pro-active approach to regenerate this area and use this opportunity to raise the quality of the built environment and public realm. However, we are concerned that a robust and coherent planning base is not yet in place to assist the authorities to manage the large amount of developer interest that is coming forward. In addition, in the absence of clear policies, tall buildings proposals such as this have been developed without crucial knowledge of town centre-wide strategic

objectives and about the future of many surrounding sites. We would encourage the Borough and the Development Corporation to adopt guidance for tall buildings as soon as practicable to resolve this.

Notwithstanding, we think that a tall building could be appropriate on this site given its proximity to a major transport node. The Local Authority should, however, satisfy itself that the design team's urban design and contextual analysis justifies a building of the height proposed for this location.

An assessment of the design, height, and massing of the building is dealt with in Section 9 of this report.

Built Form

We are pleased to see that the proposed design is a bespoke response to the site and its specificities. The clarity in the expression of the podium and the tower is welcomed and the podium height works well in terms of scale and definition of the public realm. The resolution to the top of the building, which raises towards the gymnasium side and drops at the plant room end, is well judged.

We think the hotel use proposed could lend itself well to a building of the form and design proposed. However, the Local Authority should consider whether the design is sufficiently flexible, should a change of use be sought in the future, for example, by anticipating conversion to provide cross-ventilated, dual aspect apartments.

We welcome the elevational strategy which has responded well to the revised brief for a hotel use. It has the potential to create a striking building, particularly in views from the south and west. However, given the building's south-west orientation, we think the design team should consider the use of solar shading devices on the railway elevation, which should be carefully integrated so as not to undermine the strength of this façade. The Wakering Road elevation is less successful than that facing the railway. In our view, it is too busy as a composition and would benefit from being simplified. The detailing of the junctions and edges of the cladding solutions proposed should also be conditioned appropriately.

We support the incorporation of photovoltaic panels within the architecture of the building as part of the development's renewable energy strategy. However, in our view, a development of this significance should be achieving higher sustainability targets, as outlined in CABE/English Heritage's Guidance on Tall Buildings, which calls for tall buildings to set exemplary standards in environmental design and energy efficiency.

CABE commented on the original drawings submitted with the application. The elevations of the building have undergone minor revisions during the course of the application in response to comments from the GLA. The changes relate to the treatment of the top floor elevation and alterations to the east elevation (the addition of a single line of slender windows or light boxes down the side of the main glazed strip in response to the GLA's request for additional animation to the elevation).

An assessment of the design of the building and energy/sustainability issues are dealt with in Section 9 of this report.

With respect to solar shading, the applicant has advised that "With one of the main elevations of the development having a southerly orientation, solar gain will have an impact on the requirement for cooling. Therefore it is proposed that solar control film is provided to the glazing with an effective SHGC (solar heat gain coefficient) to minimise heat gain and therefore the need for active cooling. In addition to this, curtains will be provided in the bedrooms, and blinds within the main public areas and commercial space, to allow independent occupant control to further reduce heat gain".

Public Realm

We think the tree-bordered podium terrace has the potential to be a very pleasant space which should be opened up for the wider public to enjoy by allowing access from the restaurant below. It is disappointing to see that despite the quantum of the development the proposal does not make any commitment to improving the public realm around it. Considering the increased footfall in the area, we feel that Section 106 contributions should be negotiated with the Local Authority in order to improve the surrounding ground plane and pedestrian environment.

The applicant has agreed a financial contribution towards the Barking Station public realm improvements.

Conclusion

Given that the refinements to the design suggested above have the potential to impact significantly on the character and appearance of the development we think that these should be resolved to the Local Authority's satisfaction prior to the granting of planning permission.

Given its high profile and local impact, the Local Authority should appropriately condition materials and detailing to guard against the dumbing down of the design in the future.

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A condition regarding the submission of materials is proposed.

London Underground:

No objections.

Network Rail:

Responded to the planning application by providing construction guidance notes. These have been passed to the applicant but will be more relevant when the foundations are designed.

London City Airport (LCA):

Consulted due to the proposed height of the building. LCA have no objections.

Channel Tunnel Rail Link:

No reply received.

Thames Water Utilities Limited:

No reply received.

LBB Transport and Waste Services:

There were some original concerns regarding the size and servicing of the basement waste area, both with regard to the hotel and the ground floor commercial units.

Following a meeting with Transport and Waste Services, revised plans were received and the objections were withdrawn.

LBB Access Officer:

Although the Design and Access Statement says that 10% of the bedrooms will be fully wheelchair accessible and will accommodate a turning circle for wheelchairs, there are some concerns regarding the submitted layout which does not show the en-suite bathrooms to be the required wet rooms.

Discussions have since been held with the Access Officers at the Greater London Authority. As a result revised plans indicating room accessibility have been submitted. However, there was an acknowledgement that without a specified operator for the hotel such layouts would almost certainly be subject to change. It was agreed that due to this the application would not require an Accessibility Management Plan, but that the future preparation of one should be subject to condition.

LBB Environmental Health and Trading Standards:

The team have looked at the sections on noise, air quality, and contamination which were submitted with the application and agree with the conclusions that have been drawn.

They note that the report makes a number of recommendations for the standard of insulation in the bedrooms to the hotel. The recommendations specify a level of insulation, including those of any ventilators that are provided, and have suggested the means by which this can be achieved. They feel that these standards should be met as a minimum to ensure that the internal environment meets the appropriate standard. This matter will be dealt with by condition.

They have also requested a condition to control the hours of construction. Given the proximity of the Foyer Building and Central House it is considered that this is appropriate.

LBB Transportation Development Management:

LBB Transportation and Traffic have made the following comments:

- Heavy Goods Vehicles cannot turn right into Longbridge Road because of the weakened bridge deck. Therefore, any additional vehicles required to service this development will need to turn left into Longbridge Road, adding traffic to Fanshawe Roundabout, but this is considered to be minimal and acceptable.
- Plans are required showing swept paths of the vehicles that will be using the access and egress to the basement parking.
- Details are required showing the provision to allow coach parking for this development and also a plan with swept paths for coaches into Longbridge Road.
- There will be a loss of approximately 52 off-street car parking spaces and this volume cannot be accommodated in the local vicinity. London Road Car Park is at full capacity during the week and would not be able

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to accommodate the displaced vehicles as suggested in the Transport Assessment. We therefore require further information or a discussion on how best this can be resolved or managed within the town centre.

- From Drawing PL100 we are of the opinion that parking spaces No. 1 and No. 18 are impractical thereby reducing the number of on-site parking to 24.
- As there is no designated staff parking, we would need to see a staff travel plan.

This development has the benefit of being located within a high PTAL rated location for accessibility, but there is a concern regarding the impact this may have on the local businesses that use the existing car parking facilities and this has not been addressed in the Transport Assessment.

These points are dealt with in Section 9 of the report but the swept path plans requested have been supplied.

LBB Group Manager Employment and Skills

Note that the planning application talks about the economic benefits of development. In granting permission therefore, the applicant should be encouraged to maximise these by:

- ensuring a high local labour content during the construction phase;
- specifying, where possible, generic materials so that there is an opportunity for local sourcing (and where this is consistent with the design);
- using, where possible, local suppliers both of goods and services, this to apply both during the construction and at end use (although this latter may depend on the final operator; nonetheless it is worth trying to achieve this);
- ensuring that at end use, there are opportunities for local staff.

The applicant should be encouraged to link with both the Skill Centre (which will have a strong hospitality and leisure component) and with the forthcoming Barking Apprentice facility based in Town Square.

From a Training and Employment perspective, we are keen to see the National Skills Academy for Construction (NSAfC) methodology applied to this and future applications and have supplied a general tendering pack for information. This has been passed to the applicant.

Local labour / Local Goods and Services clauses will be incorporated in the S106 legal agreement should consent be granted.

LBBD Planning Policy

Hotel

The proposed use of the site for a hotel fully accords with Policy BTC4 and Site Specific Allocation BTCSSA3.

Commercial

Re-location of the restaurant / bar to the 21st floor should be considered.

This matter was discussed with the applicants, however, it was not considered to be viable or operationally practical.

Tall Building

The built form responds well to the site and has a distinctive sculptural quality which is suited to its location given its close proximity to Barking Station.

Provide drawings to illustrate how the hotel sits in the emerging Barking Town Centre skyline.

Additional illustrative drawings have been provided by the applicant from a number of viewpoints.

Urban Design

More detail with regard to the cladding material is required.

A condition requiring the submission of materials is proposed.

Heritage and Conservation

True impact on heritage assets not reflected in application.

Additional illustrative drawings have been provided by the applicant from a number of viewpoints.

Public Realm

Further detail with regards to landscaping is required.

A Landscaping Strategy has now been submitted.

Sustainability

The proposal would need to meet the requirements set out in Policy BTC22.

Undertake a bespoke BREEAM assessment.

Achieve high carbon reduction targets to be demonstrated in the Energy Strategy.

It is considered that the package of energy and sustainability measures proposed is acceptable.

Accessibility

No toilet facilities provided on the 4th floor.

No toilet facilities provided on the ground floor. Baby change facilities should also be provided on this level.

A toilet facility has now been included on both the ground and 4th floor.

Car Parking

Further detail with regards to how the car park spaces are to be allocated is needed.

Under provision of disabled parking spaces.

Details regarding parking are discussed in Section 9.5 of this report.

Cycle Parking

The scheme should provide a higher number of cycle parking for the staff and visitors of the hotel. Cycle parking facilities should also be provided

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for the staff affiliated to the commercial units in accordance with Policy BTC11 and PPG13.

Additional cycle parking spaces have now been provided.

LBB Development Control Board

The application was reviewed by the LBB Development Control Board on 26 July 2010. Individual members made comments which included the need to ensure traffic congestion in Wakering Road was not made worse, and another commented that although they were happy in principle with the hotel they were not convinced with the design. There was no objection in principle to the development and the Board agreed with the Officer's recommendation that the application be recommended for approval.

6. APPLICATION PUBLICITY

Site Notice Expiry: 07/05/2010

Press Notice Expiry: 07/06/2010

7. REPRESENTATIONS

- 7.1 **Neighbour Notification:** 262 nearby businesses and residents were directly consulted as part of the consultation process. As a result, one response was received from the Managing Agents of Wigham House, the office block directly opposite the proposed site.

Individual Comment:

Concerns were raised regarding noise and dust during construction and additional traffic generation. Also possible loss of light to the office block. Sought confirmation that access to car park would be maintained and was concerned over the possibility of power lines being cut by contractors resulting in loss of power to Wigham House.

Response to Comment:

The proposal actually reduces the amount of car parking currently on site and given the town centre location it is not considered that the proposal will increase the amount of private cars entering and leaving the site when compared with the present situation.

It is anticipated that service deliveries will increase. A service yard is proposed adjacent to the hotel lobby. Deliveries and refuse collection will be from the kerbside,

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through the entrance to this yard, and it is proposed that a 12 metre length of double yellow line be installed in front of this entrance so that it is kept clear of parked vehicles. It is not considered that the servicing of the hotel will impact to a measurable degree on Wigham House opposite. It is considered that the issue will be more problematical during the construction phase, particularly the delivery and storage of materials, as the site is quite restricted. However, such problems are common to major developments within town centre locations and the applicants will be required to submit a Construction Management Plan indicating how this matter will be dealt with. It would be expected that this will contain a commitment to maintain access to Wigham House.

There undoubtedly will be some issues around noise and dust during the construction period, but as described above, the Construction Management Plan will indicate how this will be mitigated. There will also be conditions relating to hours of construction work and dust management.

Wigham House is a 10-storey office building to the north-west of the hotel building. The nearest part of the proposed 22-storey building to Wigham House is 24 metres away on the opposite side of the road. The proposed building will clearly impact on the outlook of Wigham House and the hotel will have some impact on daylight and sunlight received to the elevation opposite. The existing offices are, however, considered to be well lit naturally and, whilst some diminution in light

to some offices would be expected, it is not considered that this would be likely to result in unacceptable working conditions. Indeed it is noted that on sunny days the majority of offices facing the proposed scheme require the use of blinds to shield them from the sun. On this basis, it is expected that the proposal will have some benefit in regard to solar gain as it may help to cool the building in summer.

With regard to the loss of power, this is a possibility in all development but it is not a planning consideration.

8. RELEVANT PLANNING POLICY

National Planning Policy

PPS1 - Delivering Sustainable Development
PPS – Planning and Climate Change – Supplement to PPS1
PPS4 - Planning for Sustainable Economic Growth
PPS5 – Planning for the Historic Environment
PPG13 - Transport
PPS22 - Renewable Energy
PPS23 - Planning and Pollution Control
PPG24 - Planning and Noise

The London Plan (adopted February 2008)

Policy 2A.1 - Sustainability Criteria
Policy 2A.7 - Areas for Regeneration
Policy 2A.8 - Town Centres
Policy 3A.18 - Protection and Enhancement of Social Infrastructure and Community Facilities
Policy 3B.1 - Developing London's Economy
Policy 3B.11 - Improving Employment Opportunities for Londoners
Policy 3C.1 - Integrating Transport and Development
Policy 3C.3 - Sustainable Transport in London
Policy 3C.22 - Improving Conditions for Cycling
Policy 3C.23 - Parking Strategy
Policy 3C.24 - Parking in Town Centres
Policy 3D.1 - Supporting Town Centres

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Policy 3D.2 - Town Centre Development
Policy 3D.7 - Visitor Accommodation and Facilities
Policy 4A.1 - Tackling Climate Change
Policy 4A.3 - Sustainable Design and Construction
Policy 4A.4 - Energy Assessment
Policy 4A.6 - Decentralised Energy: Heating, Cooling and Power
Policy 4A.7 - Renewable Energy
Policy 4A.16 - Water Supplies and Resources
Policy 4A.18 - Water and Sewerage Infrastructure
Policy 4A.19 - Improving Air Quality
Policy 4A.20 - Reducing Noise and Enhancing Soundscapes
Policy 4B.1 - Design Principles for a Compact City
Policy 4B.2 - Promoting World-Class Architecture and Design
Policy 4B.3 - Enhancing the Quality of the Public Realm
Policy 4B.5 - Creating an Inclusive Environment
Policy 4B.8 - Respect Local Context and Communities
Policy 4B.10 - Large Scale Buildings – Design and Impact
Policy 4B.15 - Archaeology
Policy 4C.2 - Context for Sustainable Growth
Policy 5C.1 - The Strategic Priorities for North East London

The London Plan – Consultation Draft Replacement Plan (October 2009)

Policy 6.13 - Parking

London Borough of Barking and Dagenham Local Development Framework & Unitary Development Plan

Local Development Framework – Core Strategy (July 2010)

Policy CM 1 - General Principles for Development
Policy CM 4 - Strategic Transport Links
Policy CM 5 - Town Centre Hierarchy
Policy CR 1 - Climate Change and Environmental Management
Policy CC 4 - Achieving Community Benefits Through Developer Contributions
Policy CE 1 - Vibrant and Prosperous Town Centres
Policy CP 1 - Vibrant Culture, Arts and Tourism
Policy CP 3 - High Quality Built Environment

Local Development Framework – Borough Wide Development Policies Pre-submission Report (November 2008)

Policy BC7 – Crime Prevention
Policy BR1 - Environmental Building Standards

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Policy BR2 - Energy and On-Site Renewables
Policy BR3 – Greening the Urban Environment
Policy BR9 - Parking
Policy BR10 - Sustainable Transport
Policy BR11 – Walking and Cycling
Policy BR13 – Noise Mitigation
Policy BR15 – Sustainable Waste Management
Policy BE2 - Development in Town Centres
Policy BP2 - Conservation Areas and Listed Buildings
Policy BP4 - Tall buildings
Policy BP5 – External Amenity Space
Policy BP8 – Protecting Residential Amenity
Policy BP11 - Urban Design

Unitary Development Plan (1996)

Strategic Policy E & F - Employment
Strategic Policy H - Barking Town Centre
Strategic Policy Q - Design layout
Strategic Policy R - Listed Building & Conservation Areas
Strategic Policy X – Transportation and Movement
Strategic Policy Y - Transportation and Movement
Policy E4 - Access For People With Disabilities
Policy E6 - Employment Promotion
Policy S8 - Food and Drink Uses
Policy BTC1 - Town Centre
Policy BTC 6 - Leisure and Community Facilities
Policy BTC 8 - Provision of a Hotel
Policy BTC12 - Environmental Improvement
Policy G36 - Noise and Vibration
Policy G37 - Light and Dust Pollution
Policy G46 - New Developments
Policy DE1 - Urban Design
Policy DE6 - Safety and Security
Policy DE7 - High buildings
Policy DE8 - Views and Vistas
Policy DE9 - Energy Conservation
Policy DE16 - Hard Landscape
Policy DE17 - Soft Landscape
Policy DE36 - Development on Sites of Archaeological Significance
Policy DE37 - Protection of Archaeological Sites
Policy C2 - Premises For Facilities For the Community
Policy C5 - Facilities Incorporated in New Developments
Policy C15 – Physical Access
Policy C16 - Safety and Security
Policy C17 - Planning Obligations/Community Benefit
Policy T10 - Land Use and Public Transport
Policy T12 - Pedestrian Accessibility

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Policy T17 - Accessible Developments
Policy T19 - Provision for Cycling
Policy T32 - Service Areas

Other Relevant Planning Policies & Supplementary Planning Guidance

Barking Town Centre Action Area Plan – Pre-submission Report (June 2009).

Barking Town Centre Area Action Plan Urban Design Guidance SPD (June 2009).

Barking Town Centre Energy Action Area Implementation Plan (August 2006).

Mayor of London SPGs:

- Accessible London: Achieving an Inclusive Environment (April 2004)
- Sustainable Design and Construction (May 2006)

9. ASSESSMENT OF MAIN ISSUES

9.1 Principle of Use – Policy Issues

9.1.1 In respect of National Policy, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Development Plan comprises the London Plan (as amended February 2008), and the LBD Unitary Development Plan (1995) which was reviewed in 2007 and now comprises 'saved polices'. These policies will be superseded in due course by Development Plan Documents currently under preparation as part of the Local Development Framework (LDF) for Barking. The LDF documents are also very relevant to the application proposals and comprise the Core Strategy (July 2010); Borough Wide Development Policies Pre-submission Report (November 2008); Barking Town Centre Area Action Plan Pre-submission Report (June 2009); Barking Town Centre Area Action Plan Urban Design Guidance SPD (June 2009); Barking Town Centre Energy Action Area Implementation Plan (August 2006); and the draft Barking Station Interchange SPD.

9.1.2 PPS1 sets out the overarching planning principles on the delivery of sustainable development through the planning system. It sets out the Government's key aims for sustainable development. Paragraph 33 of this document advises that good design ensures usable, durable, and

adaptable places and is a key element in achieving sustainable development. Paragraph 35 states that high quality design that creates well-mixed and integrated developments should be the aim of all those involved in the development process. Paragraph 38 goes on to state that design policies should avoid unnecessary prescription or detail and should concentrate on guiding overall scale, density, massing, height, landscape, layout, and access of new development in relation to neighbouring buildings and the local area more generally.

- 9.1.3 There is also relevant guidance set out in the recently published PPS4 which also applies to hotels. One of the key objectives of the guidance note is to promote the vitality and viability of town centres as important places for communities and the Government wants to do this through new economic growth and development of main town centre uses to be focused in existing centres. This has the aim of offering a wide range of services to communities in an attractive and safe environment and remedying deficiencies in areas with poor access to facilities. Policy EC10.1 contained within the statement advises that Local Planning Authorities should adopt a positive and constructive approach towards planning applications for economic development and that planning applications that secure sustainable economic growth should be treated favourably. Planning applications should be considered against 'impact considerations' which are defined within the statement and refer to carbon emissions and climate change, transport options, and inclusive and high quality design.
- 9.1.4 Government transport policy and the integration between transport and development are set out in PPG13. The objectives behind PPG13, as set out at paragraph 4, are to promote more sustainable forms of transport choice; to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and to reduce the need to travel especially by car. Transport implications are dealt with later in this report.
- 9.1.5 PPS5 sets out policies on the conservation of the historic environment and replaces PPGs 15 and 16, on which heritage policies within the London Plan and the LBD Unitary Development Plan and Local Development Framework are based. The policies within are a material consideration which must be taken into account in planning decisions. Decision makers should take into account the desirability of preserving or enhancing the significance of heritage assets and also the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. Policy HE7 sets out principles for guiding the determination of applications for consent and advises Local Planning Authorities to identify and assess the particular 'significance' of any element of the historic environment that may be affected by the relevant proposal. Policy HE8 states that the effect of an application on the significance of such a heritage asset or its setting is a material consideration in determining planning applications.

- 9.1.6 Whilst the existing car park is not listed, the site is in close proximity to Barking Station booking office and canopy which is a Grade II listed structure. The Abbey and Barking Town Centre Conservation Area is some distance away. Guidance on Listed Buildings and Conservation Areas is set out in PPS5.
- 9.1.7 With regard to regional planning policy, the relevant document is the London Plan (2008) and regard must be had to its policies when determining this application. Barking is identified as a 'Major Centre' within the plan and Policies 2A.8, 3D.1 and 3D.2 seek to support town centre uses and to encourage retail, leisure and other related uses to locate within them. Paragraph 5.95 states that the potential of centres like Barking to provide accessible and more sustainable alternative attractions to regional shopping centres outside London, and to increase housing and viable employment capacity, should be explored. Policy 3D.7 deals with visitor accommodation and facilities. It states that the Mayor will work to achieve 40,000 net additional hotel bedrooms by 2026 and to improve the quality, variety and distribution of accommodation. In order to reduce pressures on central London, provide more affordable hotel development capacity, increase London's tourism attractions, and contribute to broader regeneration and sustainability objectives, other locations should play a greater role in provision for visitors. Policy 3D.7 advises that Outer London Boroughs should identify capacity for new visitor facilities in town centres.
- 9.1.8 Policy 3C.23 seeks to ensure that on-site car parking in new developments is the minimum necessary and there is no over-provision that could undermine more sustainable non-car modes. The only exception to this approach is to ensure that developments are accessible for disabled people. It goes on to state that in the most accessible locations, this should sometimes extend to car-free developments.
- 9.1.9 In respect of design, Policy 4B.1 states that the Mayor and Boroughs should seek to maximise the potential of the site taking into consideration the local context and design principles. It seeks to promote world-class, high quality design, by encouraging contemporary and integrated designs. Policy 4B.9 seeks to promote tall buildings where they:
- create attractive landmarks that enhance London's character;
 - help to provide a coherent location for economic clusters of related activities;
 - act as a catalyst for regeneration; and
 - are acceptable in terms of design and impact on their surroundings.
- Policy 4B.10 further states that all large scale buildings, including tall buildings, should be of the highest quality and should maintain existing views, the relationship with other buildings, and prevailing beneficial townscape features.

- 9.1.10 With regard to the policies in the emerging Local Development Framework and the Barking Town Centre Area Action Plan, it is considered that the proposal wholly accords with Policy BTC4 (Hotel Development) and Site Specific Allocation BTCSSA3 of the Barking Town Centre AAP which "...encourages the provision of hotels within the town centre (as defined on the Inset Proposals Map) and regards the inclusion of a hotel in the mixed use development for the transport interchange site as particularly appropriate."
- 9.1.11 The Barking Town Centre Area Action Plan states that the wider BTCSSA3 site is a suitable location for a tall building and this is in accordance with Core Strategy Policy CP3. Guidance on tall buildings is set out in Policy BP4 of the Borough Wide Development Policies and Policy BTC17 of the AAP. This states that the Council considers King William Street Quarter and the area around Barking Station to be appropriate for tall buildings because "*they are within the heart of the town centre, have good public transport accessibility, and will have no significant impact on important local heritage and views*". The policy goes on to state that all tall buildings should be of exemplary high design quality, and should take account of existing and other proposed tall buildings.
- 9.1.12 Policy BR2 requires that all major and strategic development must demonstrate in an Energy Assessment that heating, cooling and power systems have been selected to minimise CO₂ emissions. Within Barking Town Centre the on-site renewable energy target is 10% saving in carbon emissions. All major developments that fall within the Barking Town Centre Energy Action Area are expected to be compatible with the community heating network (which will achieve a 22% carbon reduction beyond Building Regulations). The network is only compatible with electricity-generating renewable technologies, hence the target is lower to reflect this.
- 9.1.13 In conclusion, emerging policy within the LBBD Core Strategy, Barking Town Centre Area Action Plan, and Barking Station Area Masterplan, all identify the area around Barking Station to have significant development and regeneration potential for retail, residential, offices, and a hotel. The area around the hotel is also identified as an area appropriate for tall buildings because the area forms the heart of the town centre and has good public transport accessibility. The proposed use as a hotel is supported by planning policy at both strategic level in the London Plan (Policy 3D.7) and at local level in the UDP (Policy BTC1), the draft Core Strategy (Policy CP1), and the draft Barking Town Centre Area Action Plan (Policy BTC4). It is considered that the sections below show that the development complies with the relevant national, regional, and local policies and that there is no objection to the principle of a hotel development in policy terms.

9.2 Siting, Design, Height, and Massing

- 9.2.1 Policies 4B.1, 4B.2 and 4B.10 of the London Plan, and Policies BP4 and BP11 of the emerging Local Development Framework, all deal with the need for good design in buildings, particularly if they have the potential to be highly visible. There is no question that the proposal represents a tall building and at 22-storeys (74m) high, it overtops the 10-storey Wigham House building by a considerable margin. It will be of comparable height to the recently approved 23-storey residential tower on the Vicarage Field site. Whilst the building is tall and the frontage to Wakering Road is quite significant, the site has a very narrow depth with the railway lines and Barking Station to the rear. The width of the site is only 15 metres and the building itself is only 13 metres from front to back. This obviously produces a unique set of design problems and the design and layout of the scheme has been the subject of detailed discussion and has undergone a number of re-designs at pre-application stage, and during the consideration of the application following input from the GLA, LTGDC, and LBBB case officers. It must be remembered that this building will be visible from some distance. Not only from the Northern Relief Road, but also from the A13 and A406 approaches into the borough. It forms a high profile gateway development which has the function of landmarking the town centre as a destination. Visually it will define the town centre and, as a result, the design is critical.
- 9.2.2 As part of the submission, the applicants have submitted photomontages illustrating the appearance of the building from various locations within the town centre. It was considered that these were too restrictive in scope and additional views were requested from the bridge over the Northern Relief Road, Abbey Green, and the Fanshawe Roundabout. These show that the proposed building will be a substantial element on the town centre skyline, particularly from the north-east and south-west. It will also have a considerable impact from the station platforms and, as a result, the front and rear elevational treatments are considered to be equally important.
- 9.2.3 The site was originally proposed as a mixed use, residential-led scheme with commercial units on the ground floor and flats over. Early on a more rectilinear scheme was considered inappropriate for this landmark site and the architects were encouraged to look at a more sculptural form of building with an organic feel. Due to the proximity of the building to the back edge of the footpath, the earlier square approach was felt to produce a "canyon" feel to the road, which was out of character and oppressive in this location. It is considered that the architects have been successful in designing a unique and striking building appropriate to a town centre location and it is the use of this curved design, rather than square, which reduces the perceived impact of the building and makes the height acceptable. It is considered that a strong design concept emerged at an early stage in the design process, with a 'sculptured' tower of high architectural quality sitting on a podium building that matches the height of

the adjoining Trocoll House. The more traditional design of the lower floors maintains a coherent and contextually sympathetic streetscape at lower levels. This approach was the response and design solution to the specific constraints of the site and to the surrounding context in terms of its built form, uses, and potential heritage impacts, particularly in relation to the station booking hall, fronting Station Parade.

- 9.2.4 Above the podium, which contains the reception, restaurant/bar, and meeting facilities, is the organic shape of the main building which contains the majority of the hotel rooms. The transition point is a smaller podium which includes the multi-function room, which leads out onto a terrace garden area over the restaurant. The two elements are linked by the glazed lift shaft which will provide a strong vertical emphasis and some visual interest as the lift goes up and down. This glazed element leads directly to the double height glazed gymnasium at the top of the building. The GLA did originally express some concern regarding the external finishes to the plant area as they felt that the louvre finish was too much of a contrast with the variegated silver and grey panels which clad the remainder of the front and rear elevations. Revised plans were submitted which reduced the visual contrast in order that this element did not stand out from the remainder of the building. This was achieved, in part, by the relocation of photovoltaic cells, required for renewable energy production, to the roof of the building, where they cannot be seen. The design of the windows has been carefully considered as the change from residential to hotel reduced the requirement for window openings by a considerable margin. The use of double height windows has visually reduced the scale of the building as the eye sees only eight levels, and the connection of the various building elements is reinforced by the use of coloured vertical stripes.
- 9.2.5 In the early stages of the design process it was realised that the narrower 'edge' elevations were also very important as these provide the main view from Station Parade. The 'edge' elevations are also a prominent view from trains as they approach Barking Station. As a result, there were several incarnations of the design of the narrow elevations to introduce visual interest. Originally they comprised a silver grey cladding with a vertical line of glazing to the central hotel hallway on each floor. As these elements would be constantly lit this vertical line would provide relief for the plainer elevations. However, it was considered that more visual detail was required and revised plans were submitted which retained the central window but also inserted a pattern of vertical hotel room windows to the mix. These will obviously be randomly lit dependent on occupation and will have the effect of changing the perceived pattern of the elevation around the central constant spine illumination.
- 9.2.6 CABE has provided generally positive comments on the original drawings submitted with this application. CABE's detailed comments are set out in Section 5 of this report. It is considered that the comments made by CABE have been sufficiently considered within the assessment of this

report.

9.3 Overshadowing

- 9.3.1 As part of the planning submission the applicants submitted a Sunlight and Daylight Report. This report noted that premises in Cambridge Road were being demolished and that a planning application for residential redevelopment was imminent. This has now been received and an application for the erection of a mixed use development comprising 286 residential units and 1,050sqm of A1, A2, A3, B1, D1 or D2 floorspace ranging between 8 - 20 storeys in height was received on 17 May 2010 and is currently being considered (10/00438/FUL refers). The consultants have factored this in and have carried out an assessment for the existing conditions to the rear elevations of the Cambridge Road properties, and also a more realistic analysis of a ground floor residential block that will be more akin to the type of building that would replace the original buildings. The assessment was undertaken in accordance with the Building Research Establishment (BRE) Guidelines, '*Site Layout Planning for Daylight and Sunlight*', which provides the criteria and methodology for calculation in connection with daylight and sunlight, and is the standard used by the Local Planning Authority in assessing planning applications.
- 9.3.2 The report concerns itself with the nearest residential uses only and is not intended as a tool to gauge light loss to adjoining commercial uses, as explained above in the section on consultation responses. The requirements governing daylighting to existing residential buildings around a development site are set out in the guidelines. This states that the amount of light available to any window depends upon the amount of unobstructed sky that can be seen from the centre of the window under consideration. The amount of visible sky, and consequently the amount of available daylight, is assessed by calculating the vertical sky component (VSC) at the centre of the window. The vertical sky component can be calculated by using the skylight indicator provided as part of the guidelines, or by mathematical methods using what is known as a waldram diagram. The consultants consider the mathematical method, which actually measures the amount of visible sky, gives far more accurate and truly representative results, and this is the method that they have used. If the vertical sky component is greater than 27% then enough daylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum. If the vertical sky component with the new development in place, is both less than 27% and less than 0.8 times its former value, then occupants of the existing building will notice the reduction in the amount of daylight.
- 9.3.3 With regard to sunlight, the criteria for this is set out in Part 3.2 of the BRE Guidelines. There is a requirement to assess windows of surrounding properties where the main windows face within 90 degrees of due south. The properties in Cambridge Road have only been assessed in respect of

possible impact on daylight as they are to the south of the application site. With regard to the proposed building in Cambridge Road, the assessment was done using a generic design and extrapolating the impact on ground and first floor windows. It was not done using the actual submitted plans. The vertical sky component showed that all of the values are above 27% and therefore these points would be considered well lit. In the report it was demonstrated that all of the values remained at more than 27%, with the exception of the window location tested to the far west of the building whereby the vertical sky component value was reduced to 24.56%. The BRE Guidelines state, however, that a reduction of less than 20% of the existing vertical sky component would not result in a noticeable change and therefore the reduction of 11% from the existing value is considered to be fully compliant with the BRE Guidelines. The report concludes that there will be no issues with the daylighting values of any new scheme that would be put on the Cambridge Road site.

- 9.3.4 It was noted, however, that whilst the report was detailed in respect of the site in Cambridge Road there was no assessment of the possible impact on the recently constructed Foyer Building to the north-west of the site. Although separated by a distance of nearly 50 metres, it is essentially a residential use that should be factored in and the consultants were requested to calculate the impact of the proposal on this building. A supplementary report was submitted which carried out an assessment of the windows of the first to sixth floors using the same methodology as above. With regard to daylight, one window on the first floor has a reduction in the vertical sky component of 20.3% (from 24.87% to 19.81%), which is marginally above the 20% that the standards say is not noticeable. The consultants state that the 0.3% of difference would not be noticeable and this is accepted. All the other windows are fully BRE compliant. It is considered that all of the hostel windows will still receive high levels of sunlight.

9.4 Sustainability and Energy

- 9.4.1 Policy 4A.3 of the London Plan and Policy BR1 of the Council's Borough Wide Development Policies Document requires all major and strategic developments to meet a high standard of sustainable design and construction. As part of the application, an Energy and Sustainability Statement was submitted which deals with these issues.
- 9.4.2 The Energy and Sustainability Statement shows that the proposed hotel building will exceed Part L 2006 Building Regulations requirements for energy performance by improving energy efficiency and following the London Plan's 'Be Lean' strategy. These measures were estimated to result in a 50.98% reduction in CO₂ emissions when compared to the Target Emissions Rate (TER). In keeping with the 'Be Clean' step of the London Plan guidance and following the advice of the Barking Town Centre Energy Action Area guide it is proposed that the development

makes provisions to connect to the future Thames Gateway heat network to provide the majority of the development's heating and hot water needs. By utilising this low carbon heat source, CO₂ emissions can be reduced by a further 22%. In order to incorporate renewable energy and 'Be Green' it has been identified that the development could utilise solar photovoltaic technology. Also initial analysis has shown that the proposed development would achieve a BREEAM rating of 'excellent'. Calculations submitted have shown annual water consumption per bed space has been reduced by utilising water saving devices.

9.4.3 The GLA and the Borough's climate change team have looked at this report and their responses have been generally favourable. There was a question regarding the proposed changes to the Building Regulations in October 2010 and the developers have confirmed that these will be complied with. It is considered at this stage that the developer is unlikely to commence work prior to October, after which compliance will be required anyway. As a result it is not considered that this is an issue which needs to be conditioned. Of more substance is the lack of detail provided in respect of the proposed connection to the heat network. Plant rooms were originally shown on the 5th and 22nd floors and there was concern that the plant areas shown were not of sufficient size, nor conveniently placed, to facilitate future connection to the heat main, especially as connection requires additional heat exchangers and meters. The consultants have confirmed that an additional plant room can be provided at first floor level which will house the main heating plant for the hotel, including the Combined Heat and Power unit, gas fired high efficiency boilers, circulating pumps, pressurisation sets, and other associated equipment. They confirm that the plant room will have adequate space allocated for the future installation of a packaged plate heat exchanger to allow connection to the district heating network when available. The specification and design of the heating system will follow the guidance within the Council's 'Community Heating Specifications for Barking Town Centre Energy Action Area — Developers Guide' document. Discussions have taken place with the London Development Agency's Decentralised Energy Team, as well as the Borough's Climate Change Team and Regeneration Division. It is suggested that a condition is imposed to ensure that the plant room is of sufficient size and in the right location to future proof the site so that it can be connected to the proposed heat network. The plant room should be placed in a part of the building that will have good access to the proposed heat network, i.e. it should be on the corner of the building, beside the main road to ensure connectivity.

9.4.4 As part of the renewable energy package, 410sqm of solar photovoltaic louvres and cladding with an annual energy yield of 38,841 kWh are proposed. This is projected to contribute 10.96% carbon dioxide emissions reductions over and above those due to other measures. Given that there was some concern regarding the design of the cells on the upper levels of the building it was decided to relocate them to the top

of the building. It is considered that here they will be both more effective and less visually intrusive.

- 9.4.5 In conclusion, it is considered that the package of energy and sustainability measures proposed is acceptable and complies with both regional and local policies.

9.5 Transport

- 9.5.1 Planning Policy Statement 1 states that new development should be located where users can access the building by public transport and reduce the need to travel by car, whilst Planning Policy Guidance Note 13 identifies key objectives for the integration of planning and transport by promoting more sustainable transport choices for people; giving accessibility to jobs, shopping, leisure facilities and other services by public transport, walking and cycling; and reducing the need to travel, especially by car. These policies are echoed in the London Plan. At a local policy level the development proposal seems to be in accordance with UDP and LDF policies and, in particular, Policy BR10 regarding sustainable transport and Policy BR11 regarding walking and cycling. Policy BR10 specifically aims to reduce the need to travel and encourage modal shift away from the private car. The policy supports development locations that are easily accessed by public transport. The town centre location for the proposed hotel, with excellent access to public transport services, also accords with this policy.

- 9.5.2 These policies are reflected in the Local Implementation Plan (LIP) which sets out transport policies and proposals which will implement the Mayor's Transport Strategy at the borough level. Its time span is from 2006 to 2011 and for the most part, it supersedes the UDP in terms of transport policies and issues. Policy P3 states:

“Land use, design and location of development and transport need to be planned and implemented in an integrated way to reduce the need to travel, and to ensure development/land uses are served by transport networks that are fit for purpose, of appropriate capacity and sustainable (and include the needs of the community and the environment)”.

The hotel proposal adheres to the guidance and policies set out in the LIP in that it will offer a facility to the wider community and is very well connected to existing public transport services.

- 9.5.3 Public Transport Accessibility Levels (PTALs) have been accepted by the London Borough-led PTAL development group as the most appropriate public transport model for use within London. The PTAL is calculated in 6 levels, 1 to 6, where 1 represents a very poor level of accessibility and 6 represents an excellent level of accessibility. The application site benefits

from a PTAL of 6b, which is the highest possible. This means that the existing public transport services operating nearby are 'excellent'. These have been recently improved by the introduction of Phase 1a of the East London Transit route.

- 9.5.4 It would be normal for a development within this area to be car-free, but the application retains one level of the existing car park with 32 spaces, including two blue badge parking bays. 26 No. of these spaces are to be allocated to the hotel facility and the remaining 6 No. spaces will be allocated to the adjoining Trocoll House. LBBB's Transport Development Management Team has questioned the loss of the upper floor car park and the possible displacement of cars, whilst the GLA have indicated that the retention of this number of car parking spaces is excessive. On balance it is considered that the level of car parking is acceptable. The displaced upper floor parking spaces were short-term lets to the existing office units, as well as other businesses within the town centre. It is felt that these spaces can be accommodated within the existing 'Pay and Display' facilities within the area. It must be noted, however, that the main multi-storey car parking facility nearest to the application site closes at 21.00 in the evening and is not available for overnight car parking. Given this situation, it is considered reasonable that a limited amount of car parking should be provided for guests. Given that the facility exists, it is not unreasonable that it should be retained.
- 9.5.5 The traffic consultant's report identifies the need for cycle parking provision and states "cycle parking forms an integral part of the cyclists' network, because cyclists need to be able to park securely at the ends of their journeys". As such the proposed scheme should accommodate a sufficient number of cycle storage spaces in accordance with the local standards. Whilst Local Authority standards do not ask for cycle spaces for hotel guests, it is expected that secure cycle spaces should be provided for staff and this is usually on the basis of one space per ten staff. The GLA have estimated that the staffing levels will be 100+ and indeed the planning application forms put this figure at 115. The applicants point out that the staff will be operating in shifts and only a maximum of 30 will be on site at any one time, which reduces the actual requirement to three. The applicant has also advised that they will provide a cycle hire facility for guests. Originally the plans showed four cycle parking spaces but the submitted drawings have now been revised to show provision for eight cycle parking spaces within the basement car park, which is considered adequate in this case.
- 9.5.6 Planning Policy Guidance Note 13 (PPG13) states that "The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel even for locations very well served by public transport". Therefore the low car parking provision at the site is, in itself, of assistance in reducing car borne traffic. However, in accordance with

Government policy, there is the opportunity for the operator of the hotel facility to reduce car borne traffic further by compiling a Travel Plan, and a framework Travel Plan was submitted with the application. The GLA raised some concerns regarding the lack of detail in the plan, but as the applicant points out, at this stage there is no identified operator for the hotel so only an Interim Travel Plan can be prepared, incorporating generic types of measures. Furthermore, with no existing facility on the site, there is no reliable basis for establishing likely modal share and, therefore, targets for the Travel Plan. It is considered therefore that this can be appropriately dealt with by condition or via a S106 legal agreement once an operator is identified.

9.5.7 With regards to servicing, minor amendments will be required to existing waiting restrictions in Wakering Road in order to create kerb space for servicing the hotel and a drop-off/pick-up area for guests. The existing taxi bay capacity of 13 vehicles will be retained, in one single length, but the existing three 'Pay and Display' parking spaces will be lost. A service yard is proposed adjacent to the hotel lobby. No vehicular access for servicing within the site is possible due to the limited depth of the development site and as a result deliveries and refuse collection will be from the kerb side, through the entrance to this yard. It is suggested that a 12 metre length of appropriate yellow lines be installed in front of this entrance so that it is kept clear of parked vehicles and indicated for servicing purposes only. Direct pedestrian access into the facility is available from Wakering Road and there is a dedicated lift shaft/stair well. This arrangement was the subject of consultation with the Borough's Waste Services Manager and was agreed subject to revised plans showing a larger refuse area, and separate facilities for the ground floor commercial uses and Trocoll House. There was originally some discussion regarding the widening of the footpath along Wakering Road. The applicants did not feel that the benefits of this proposal outweighed the disbenefits. They stated that if the carriageway width of Wakering Road was reduced to the minimum allowable for safe fire access that in turn would increase the width of the footway to between 2.3 and 2.9 metres along its length, compared with the existing width of approximately 2 metres. They felt that the benefits for pedestrian movement are modest, and had concerns that the narrow carriageway would be likely to get blocked for fire access due to indiscriminate parking by people waiting to pick up passengers from the station. After consideration this stance was accepted.

9.5.8 The application has indicated both an on-road service area and a coach pick-up and drop-off area outside the proposed hotel, together with a swept path analysis to show that the vehicles can get to and from the site. However, given the restricted nature of the site and the size of the building involved it is considered that there is a need for a Construction Logistics Plan and a Delivery and Servicing Plan. It has been demonstrated that the accesses and kerb radii are sufficient and the access/egress to and from the site has no requirement to pass over the weight-restricted bridge,

and as a result it is felt that this can be dealt with by condition.

9.5.9 The application refers to the emerging Barking Station Interchange Masterplan, which includes a revised station forecourt. As the improvements identified in this Masterplan will directly benefit the development site it is expected that the applicant should contribute towards the implementation and delivery of these proposed enhancements. It is noted that the applicant considers that the development, by its presence, will have an uplifting effect on the area, but in consideration of the fact that many of the guests will arrive by train a financial contribution will be expected.

9.6 Listed Buildings and Archaeology

9.6.1 As the proposal retains the existing basement car park the ground is unlikely to be disturbed by the development to a degree where archaeological remains will be compromised. As a result there are no objections from English Heritage in respect of archaeology.

9.6.2 The heritage aspects of the application are considered very important as the building is close to the listed ticket hall of Barking Station and will be seen from the recently listed Barking Baptist Tabernacle. The building will also be visible from the Abbey and Town Centre Conservation Area. There was some concern that the visual representations of the building provided with the application did not show the proposed hotel and Listed Buildings and that there was an absence of long views from the Conservation Area to properly assess the proposal. The applicants have done more work in this regard after being given additional locations from which to show the visual impact. English Heritage are concerned about the potential impact of tall buildings within the town centre on heritage assets.

9.6.3 Policy BTC17 (Tall Buildings) in the Barking Town Centre Area Action Plan has been recently amended as a result of concerns from English Heritage and a revised version has been out for consultation. This now states that the Council considers certain locations in the AAP area 'sensitive', but as potentially suitable for tall buildings and defines the area around Barking Station as such a location. It states that suitable locations will be defined in the Barking Station Masterplan and will need to conserve, preserve, or enhance the setting of the Grade II Listed Barking Station and the Grade II Listed Barking Baptist Tabernacle. The revisions state that proposals for any tall building must conserve or enhance the significance of the area's heritage assets and their settings such as Listed Buildings, Scheduled Ancient Monuments, Abbey Road Riverside and Abbey and Barking Town Centre Conservation Area, and other townscape features of local distinctiveness and heritage value. It goes on to state that they should be of exemplary high quality design and preserve and enhance important views and skylines.

- 9.6.4 Policy CP2 of the Council's Core Strategy notes that the Borough has limited protected historic environment assets and with this in mind, the Council needs to take particular care to protect and, wherever possible, enhance the historic environment. In addition, Policy CP2 requires new development to be of a high quality that respects and reflects the historic context and assets. Policy BP2 of the Council's emerging Borough Wide Development Policies Document advises that new regeneration initiatives and development proposals in or affecting the setting of a Conservation Area should have full regard to the preservation and enhancement of all those buildings, groups of buildings, trees and other features which make a positive contribution to its special character, including its setting. In addition, proposals should take advantage of opportunities to positively change any negative factors which detract from the special character of the area and/or enhance any neutral areas. Policy BP2 further advises that development proposals and regeneration initiatives which affect a Listed Building or its setting will be expected to demonstrate that any social and economic benefits of the scheme are balanced to ensure the development is in keeping with its special architectural and historic interest.
- 9.6.5 Finding a compromise between new development and the historic environment is a finely balanced judgement. Policies that are too restrictive can unjustly prohibit acceptable development and policies that are too lenient can result in irreversible adverse impacts. The existing external appearance of the car park has no architectural quality or merit and is an unattractive site. It is therefore considered presently to have very little positive impact on the Conservation Area or Barking Station Listed Building. The proposed development would result in a tall building of high quality design on a presently unattractive site.
- 9.6.6 Policy BTC19 of the Barking Town Centre AAP advises that the Council will, inter alia, protect and enhance the Abbey and Barking Town Centre Conservation Area and will also protect and enhance Listed Buildings. In addition to this, the AAP policies promote the application site as suitable for a tall building, the justification being that tall buildings can represent excellent works of architecture. They can enhance the image and identity of the town centre by acting as beacons for regeneration and can stimulate further investment. In addition, a tall building would improve legibility within the town centre by signifying the status as a gateway into Barking from Barking Station which is the principal public transport interchange. Furthermore, it should be noted that tall buildings within historic environments are not necessarily incompatible and there are a number of examples to justify this, most notably within central London.
- 9.6.7 On balance, it is considered that the existing site offers very little to the historic environment and in this respect, a high quality new development would improve this. In addition, the urban design justification identified above for a tall building is strong. For this reason, it is considered that the

impacts of the development on the historic environment are predominantly positive.

9.7 Noise

9.7.1 In this case the location of the proposed hotel close to Barking Station has the potential for noise and disturbance for future hotel guests. Noise sources have been identified both from the trains and the passenger announcement tannoy system. Also taken into account were vibrations from different types of trains and the impact of freight movement along the line at night. As a result the application is accompanied by a Noise Impact Assessment. The most relevant noise guidance for assessing a new development is Planning Policy Guidance 24:1994 (PPG 24). This document recommends the use of noise exposure categories (NEC) for new dwellings near existing noise sources. These are given for day and night periods in terms of LAeq(16hr) and LAeq(8hr) noise levels. Hotels are not normally treated strictly as residential dwellings, as these are temporary accommodation and may have their own operator criteria as in this case. However, they are noise sensitive spaces of habitat, and as such PPG 24 has some application. In this respect BS 8233 Section 7.6.2.1, states “the recommendations for hotel bedrooms are similar to those for dwellings” when referring to internal noise levels.

9.7.2 Hotel chains normally have their own specifications (many of which fall within the same principles as BS 8233) which are as follows:

Night-time: Not to exceed 30 dB LAeq(1hr) and 45 dB LAmax
Day-time: Not to exceed 35 dB LAeq(1hr)

These are in line with BS 8233 guidance in terms of reasonable noise limits for bedrooms during the night period and living spaces during the day period, as advised within BS 8233 Section 7.3. For restaurant or office areas within a hotel general advice is available within BS 8233:1999. It is recommended that these spaces do not exceed 40 dB LAeq.

9.7.3 The report states that, provided suitable noise control measures are included within the development, noise issues can be sufficiently addressed so that occupiers of the hotel will not be unduly prejudiced by noise and disturbance from the station. The glazing required to the windows to reduce noise to acceptable levels has been indicated and will be conditioned. The noise levels are such that double glazing will be mostly sufficient. Should the rooms be air conditioned, openings should not be made in the wall facing the station unless adequately protected from noise.

9.7.4 The noise report was the subject of consultation with the Local Authority Environmental Health and Trading Standards Group. They agree with the

conclusions reached. They also commented on the need for limitations on hours of construction given the proximity of residential premises and this will also be conditioned.

9.8 S106 Legal Agreement

9.8.1 A Section 106 agreement is proposed to cover the following Heads of Term:

- A financial contribution of £100,000 towards the Barking Station public realm improvements.
- Local labour / goods and services provision.
- Removal of any redundant crossovers and the repair of footways fronting or surrounding the development site (required to mitigate damage to the footway during the course of construction works).

10. CONCLUSION AND REASONS FOR APPROVAL

10.1 The Core Strategy and emerging Barking Town Centre Area Action Plan support the principle of a hotel scheme at this location within the town centre. The height of the tall building is consistent with the Barking Town Centre Area Action Plan and the development would help to improve the vitality and viability of the centre. The Barking Town Centre Area Action Plan is clear that tall buildings should be of exemplary design and this is reinforced by the London Plan. It is considered that in terms of siting and external appearance the hotel represents an exciting and innovative design and it is for this reason that the high building is acceptable in this location. It is considered that the scheme represents a good gateway development and provides a landmark building at the hub of the town centre. Efficient use has been made of space in what is a highly constrained site. The existing car park site adds little to the townscape and its redevelopment is welcomed.

10.2 The proposal has been designed to ensure that the building will not have an unacceptable impact on the amenity of surrounding properties in terms of sunlight, daylight and noise levels. In scale, it is considered appropriate to the town centre location and does not prejudice the nearby Listed Buildings and Conservation Area. The negotiated improvements in design have improved the appearance of the building and its integration into the town centre.

10.3 The proposal is designed to provide a highly sustainable building that will minimise energy, water and waste demands to deliver significant reductions in carbon emissions, and it is designed to potentially achieve BREEAM 'Excellent' rating, achieving policy targets on sustainability and

renewable energy.

- 10.4 The application site benefits from a high level of public transport accessibility and is an appropriate location for high density development. The proposal will encourage travel by walking, cycling and public transport in accordance with measures set out in a Travel Plan and will not give rise to an unacceptable impact on the surrounding highway network.
- 10.5 It is considered that following revisions, comments from the GLA, CABE, and English Heritage have been addressed or can be addressed by conditions and S106 Heads of Terms.
- 10.6 For these reasons the application is recommended for approval.

11. RECOMMENDATION

That the application be delegated to the Director of Planning to APPROVE subject to:

- (1) any direction from the Mayor of London, and
- (2) the conditions listed below (with any amendment that might be necessary up to the issue of the decision), and
- (3) delegation to the Director of Planning of the completion of a S106 Agreement securing the following Heads of Term:
 - A financial contribution of £100,000 towards the Barking Station public realm improvements.
 - Local labour / goods and services provision.
 - Removal of any redundant crossovers and the repair of footways fronting or surrounding the development site (required to mitigate damage to the footway during the course of construction works).

If Members resolve that planning permission be granted that the Committee confirms that they are satisfied that the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010 are met in relation to the contribution referred to in the Heads of Term above.

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12. CONDITIONS AND REASONS

1. The development hereby permitted shall be commenced not later than the expiration of THREE YEARS from the date of this permission.

Reasons: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended.

2. All works are to be completed in accordance with Drawing Numbers:

0579 PL100 Rev A
0579 PL101 Rev A
0579 PL102 Rev A
0579 PL103 Rev A
0579 PL104 Rev A
0579 PL120 Rev A
0579 PL121 Rev A
0579 PL122 Rev A
0579 PL500

No further drawings apply, unless otherwise approved in writing by the Local Planning Authority.

Reasons: To ensure that the development is undertaken in accordance with the approved drawings, and to protect the local amenity with regard to Policy 4B.1 of the London Plan (2008). The development is acceptable on the basis of the particulars contained within the application and this condition seeks to ensure the development is undertaken in strict accordance with those details as approved.

3. Prior to the commencement of development a landscaping scheme in accordance with the landscaping strategy by Charnwood Landscape Design Ltd, a management plan, long-term design objectives, management responsibilities, maintenance schedules and regimes, shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme and landscape management plan as approved shall be implemented prior to occupation of the development and any subsequent variations shall be agreed in writing by the Local Planning Authority.

Reasons: To provide an appropriate level of landscaping and open space to the site and to encourage wildlife and nature conservation in accordance with Policies BR3 and BP5 of the Borough Wide Development Policies Pre-submission Report (2008).

4. 10% of the guest rooms shall be wheelchair accessible and usable by a range of disabled and older people and the development shall not commence

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until an Access Management Plan has been submitted to and agreed in writing by the Local Planning Authority. This plan shall be based on the access strategies recommended by Visit England and best practice contained within Publicly Available Specification (PAS) 88: 2008, Guidance on Accessibility of Large Hotel Premises and Hotel Chains and Accessible Hotels in London (Grant Thornton 2010), and shall demonstrate how the management and operation of the hotel delivers an inclusive service.

Reasons: In order to ensure the hotel meets the needs of disabled people.

5. Prior to the commencement of development an Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include the details and mechanisms for the use of renewable energy. The scheme shall ensure that there is:

- connection to the London Thames Gateway Heat Main;
- an initial BREEAM 'Excellent' rating. Should connection to the Heat main become available and is economically viable then the developer will be required to conduct a BREEAM Post Construction Review to achieve a BREEAM 'Excellent' rating; and
- the provision of 410sqm of solar photovoltaic panels on the roof of the building.

After RIBA Stage E the Energy Assessment shall be re-submitted to the Local Planning Authority for their written approval. This scheme shall then be installed and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

Reasons: In order to ensure compliance with the submitted Energy Strategy in accordance with Policies 4A.6 and 4A.7 of the London Plan (2008) and Policy BR2 of the Borough Wide Development Policies Pre-submission Report (2008).

6. Piling using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reasons: As the proposed building is 22-storeys in height, this will potentially require deep piling to be undertaken. The London Clay is 20 metres deep at this site, so there may be a risk to the underlying chalk aquifer if piling was to penetrate this water body. A Piling Method Statement will reveal any risk, and should be able to minimise the risk to the major aquifer.

7. The permitted development shall not be commenced until details/samples of all facing materials to be used in the development have been submitted to and

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agreed in writing by the Local Planning Authority and no facing materials shall be used except those so approved.

Reasons: To safeguard the appearance of the development in accordance with Policy BP11 of the Borough Wide Development Policies Pre-submission Report (2008).

8. Glazing and ventilation to the proposed building shall be constructed to the standard proposed in paragraphs 4.13 to 4.22 (Sound Insulation Requirements and Ventilation) of the Sharpes Redmore Acoustic Assessment Report dated 3 March 2010 submitted with the application.

Reasons: To protect the amenities of guests of the hotel and to comply with Policy BR13 of the Borough Wide Development Policies Pre-submission Report (2008).

9. No development shall commence until an Environmental Code and Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority, in respect of such building construction matters as are likely to cause nuisance to adjoining occupiers. Details should include any demolition, ground works (including decontamination), construction and access to the site, hours of operation, noise, dust, smoke, road cleaning, odour control, wheel washing and any other matters relevant to this particular site. The approved Environmental Code and Construction Logistics Plan shall be adhered to for the duration of the construction works.

Reasons: To ensure that the construction phases do not prejudice the amenity of neighbouring occupiers and to accord with Policies BR15 and BP8 of the Borough Wide Development Policies Pre-submission Report (2008).

10. No external construction works, deliveries, external running of plant and equipment, or internal works audible outside the site boundary shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0800 to 1300 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

Reasons: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours and in accordance with Policy G36 of the London Borough of Barking and Dagenham Unitary Development Plan (1996) (saved from 27th September 2007 in accordance with the direction from the Secretary of State).

11. No development shall commence until full details of access control and secure storage measures for 8 No. cycle parking stands has been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall

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be provided prior to the occupation of the development, and shall be retained thereafter, and used for no other purpose.

Reasons: In order to encourage the use of cycling as a sustainable mode of transport, in accordance with Policies 3C.3 and 3C.22 of the London Plan (2008) and Policy BR10 of the Borough Wide Development Policies Pre-submission Report (2008).

12. No development shall commence until a Delivery and Servicing Plan, detailing the management of commercial deliveries to improve the safety and reliability of deliveries, reduce congestion, and minimise environmental impact, has been submitted to and approved in writing by the Local Planning Authority.

Reasons: To ensure the effective management of delivery vehicles in accordance with Policy 3C.25 of the London Plan (2008).

13. No development shall commence until the proposed details of the external lighting scheme, including any lighting of the buildings, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reasons: In order to safeguard the appearance of the development and in the interests of crime prevention and to accord with Policies BP11 and BC7 of the Borough Wide Development Policies Pre-submission Report (2008).

14. Prior to the occupation of the development, the Travel Plan Co-ordinator identified in the submitted Interim Travel Plan (ITP) shall complete a staff travel survey which shall be used to inform the Travel Plan. Within three months of occupation of the development a Full Travel Plan shall be prepared which confirms the modal split and target reduction over the first five years. This shall be submitted to the Local Planning Authority for approval in writing. After this an annual monitoring survey shall be undertaken to track progress against targets within the plan.

Reasons: In the interests of sustainability and the need to minimise trips by private cars in accordance with Strategic Policy X of the London Borough of Barking and Dagenham Unitary Development Plan (1996) (saved from 27th September 2007 in accordance with the direction from the Secretary of State).

15. Prior to the occupation of the hotel, six parking spaces (20%) shall be fitted with vehicle electric charging points and a further six parking spaces shall be designed for future passive provision in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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Reasons: In order to comply with Policy 6.13 of the Draft Replacement London Plan 2009.

16. No works on the development hereby permitted shall commence until full details of the grease trap or grease digester system to be installed for the hotel kitchen have been submitted to and approved in writing by the Local Planning Authority. Details should include plan and sectional drawings with measured drain sizes and invert levels, full manufacturers specifications etc. The development shall not be occupied until the approved system has been installed. Thereafter the approved system shall be permanently maintained.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to Policy 4B.1 of the London Plan (2008).

17. No works on the development hereby permitted shall commence until full details of any mechanical ventilation or other plant required for the hotel have been submitted to and approved in writing by the Local Planning Authority. Details should include full specifications of all filtration, deodorising systems, noise output and termination points. Particular consideration should be given to the potential high level discharge of kitchen extract air / the discharge of toxic or odorous extract air where a high level of discharge is usually essential. The development shall not be occupied until the mechanical ventilation has been installed. Thereafter, it shall be permanently maintained.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to Policy 4B.1 of the London Plan (2008).

18. No works on the fit out of any Use Class A3 unit within the commercial premises hereby permitted shall commence until full details of the grease trap or grease digester system to be installed for the commercial kitchen of any Use Class A3 unit has been submitted to and approved in writing by the Local Planning Authority. Details should include plan and sectional drawings with measured drain sizes and invert levels, full manufacturers specifications etc. The commercial premises of any Use Class A3 unit in the development shall not be occupied until the approved system has been installed. Thereafter the approved system shall be permanently maintained.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to Policy 4B.1 of the London Plan (2008).

19. No works on the fit out of any ground or first floor commercial unit within the development shall be commenced until full details of any mechanical ventilation or other plant associated with the relevant commercial unit has been submitted to and approved in writing by the Local Planning Authority. Passive provision for such ventilation and other plant should be included in the overall design of the

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building. Details should include full specifications of all filtration, deodorising systems, noise output and termination points. Particular consideration should be given to the potential high level discharge of kitchen extract air / the discharge of toxic or odoriferous extract air where a high level of discharge is usually essential. The relevant commercial unit shall not be occupied until the mechanical ventilation has been installed. Thereafter, it shall be permanently maintained.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to Policy 4B.1 of the London Plan (2008).

20. The ground and first floor commercial units within the development shall not be used except for uses falling under Use Classes A1, A2, A3, A4, B1, D1 or D2 unless otherwise agreed in writing by the Local Planning Authority. Furthermore once a use has been implemented any subsequent change should be the subject of a planning application if required by the General Development Order as amended.

Reasons: To ensure the use complies with the relevant policies in the London Borough of Barking and Dagenham Unitary Development Plan (1996 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policy 4B.1 of the London Plan (2008).

21. Prior to occupation of the commercial units, details regarding the delivery and servicing arrangements for each unit shall be submitted to and approved in writing by the Local Planning Authority.

Reasons: To ensure that satisfactory provision is made for vehicles servicing the site in the interests of highway safety and in accordance with Policy T32 of the London Borough of Barking and Dagenham Unitary Development Plan (1996 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State).

22. Accommodation shall be provided on the site for 32 car parking spaces as shown on the approved drawings. The development hereby permitted shall not be occupied unless and until the car parking spaces have been surfaced/marked out/provided in accordance with the approved drawings and the Local Planning Authority has confirmed in writing that it is satisfied with their provision. The parking spaces shall thereafter be permanently maintained.

Reasons: To ensure that adequate parking is provided for the users of the development, in accordance with Policy 3C.23 of the London Plan (2008).

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CASE OFFICER: Adele Williamson

Appendix 1: Site Location Plan

Appendix 2: Proposed Floor Plans

Appendix 3: Proposed Elevations

Appendix 4: Proposed Sections

Appendix 5: Delivery / Servicing Technical Note and Plan

Appendix 6: Landscape Strategy