

Barking Station Masterplan Draft Supplementary Planning Document

Appendix A: Baseline analysis

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This section of the SPD provides analysis of the Barking Station Masterplan area through a series of plans which are drawn from the work which Atkins undertook in 2008 and 2009.

Urban grain



Barking Town Centre's figure ground form is dominated by late Victorian terrace streets, the railway cut, the retail corridor along Station Parade and 1960's estate developments. Vicarage Fields, is the only site in the town centre currently offering a larger floor plate which attracts key retailers, rather than the converted and extended Victorian units (as recorded in 2008).

However, North Street (BTCSSA1), to the south of the Station Masterplan area will be coming forward in 2011 and will include 3,700 sq.m (net) retail.

Existing character areas



Much of the station's urban hinterland is characterised by the rapid expansion of the Victorian and post war periods, with a dominance of terrace and estate architecture.

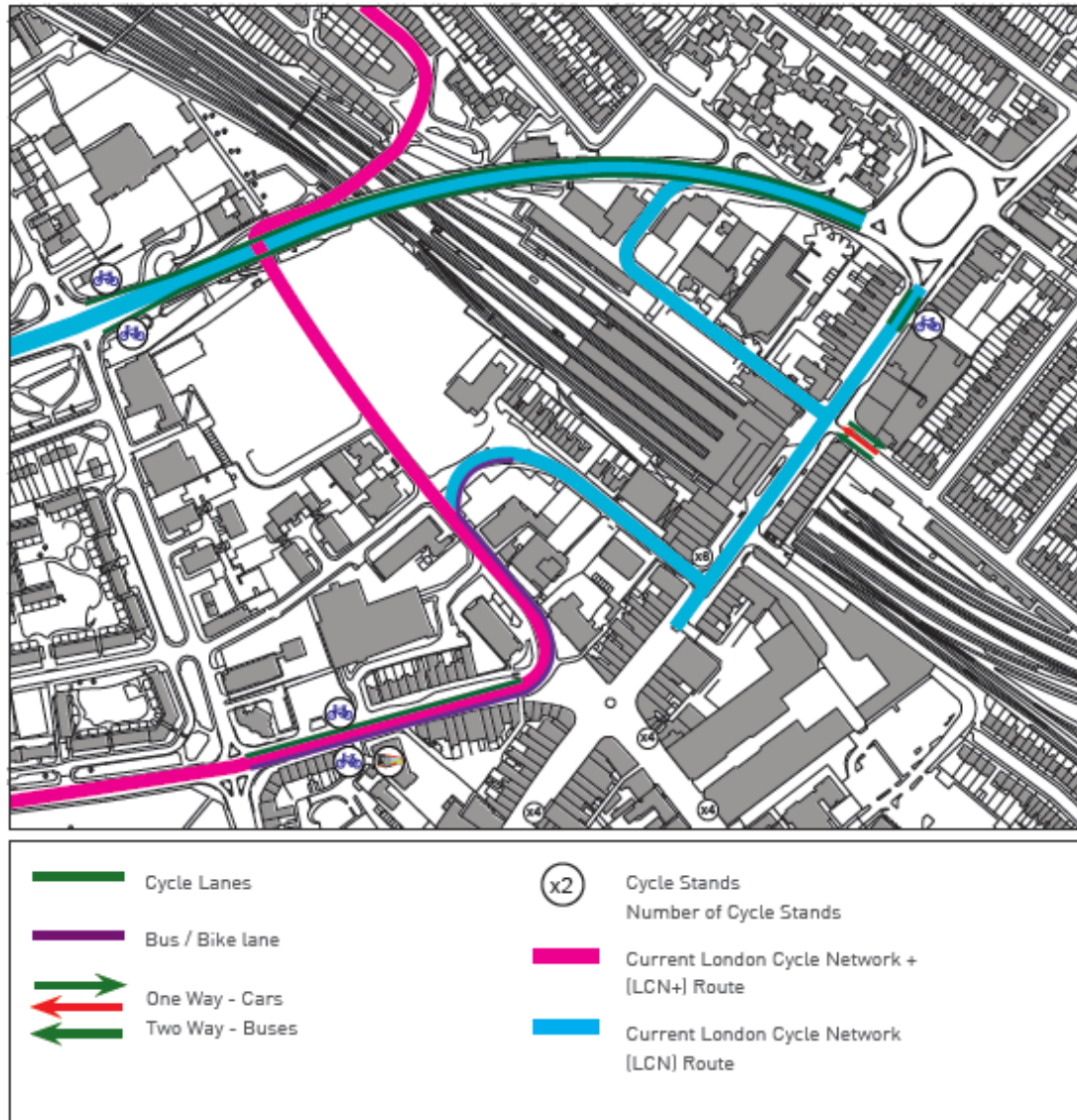
The town's retail and commercial core takes a crucifix form from the Abbey, where it began, past the station as its secondary anchor.

Existing pedestrian movement



Pedestrian Flow Analysis: People Per Hour, Day Average

Existing cycle movement links

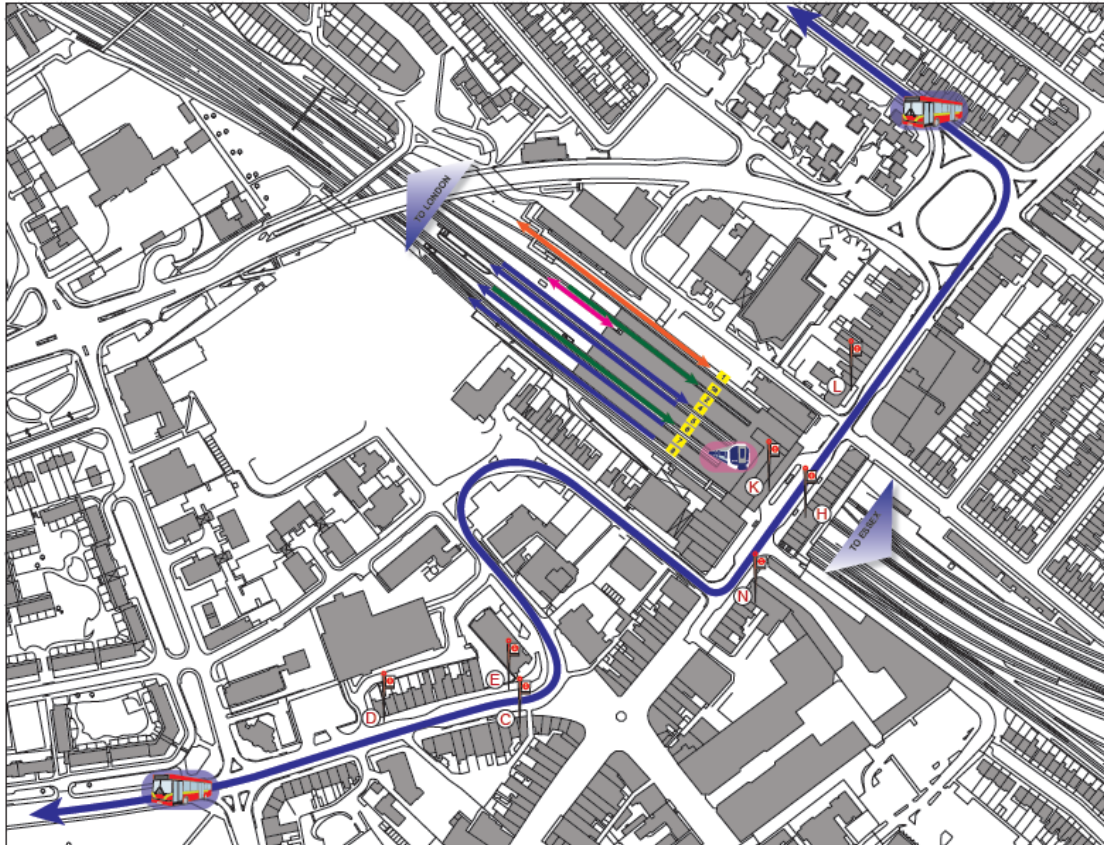


The local access patterns and street permeability are heavily dictated by the severance of the railway and River Roding Corridors (as recorded in 2008).

There are a number of bus stops outside the station which create pedestrian interchange desire lines, although movement is made difficult by the combination of car, cycle, bus and taxi facilities.

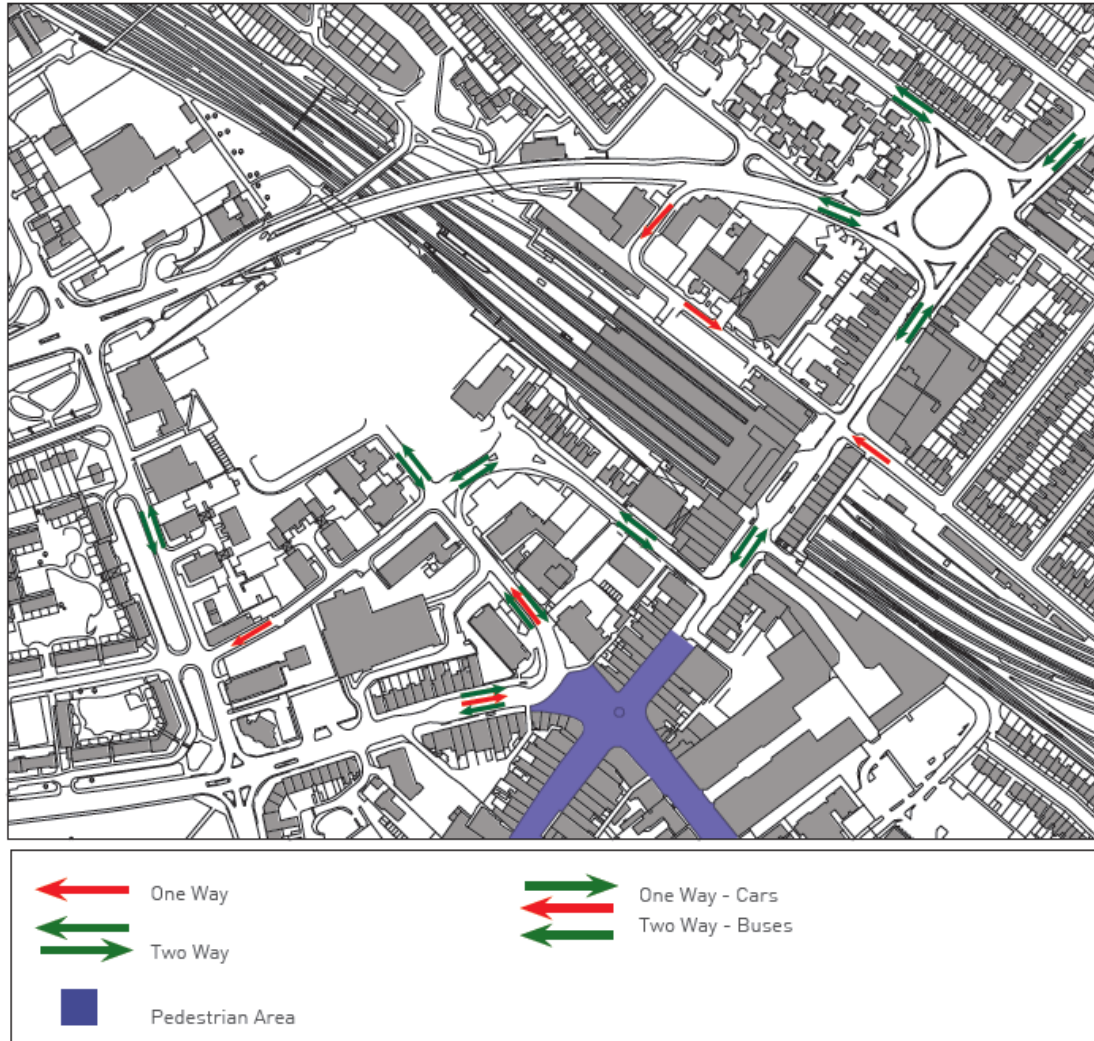
The surrounding streets of Victorian terrace are generally permeable and well connected, although the effect of the railway means that much of the pedestrian and vehicular traffic moving across town is funnelled via the station, or the relief road further north.

Existing bus routes



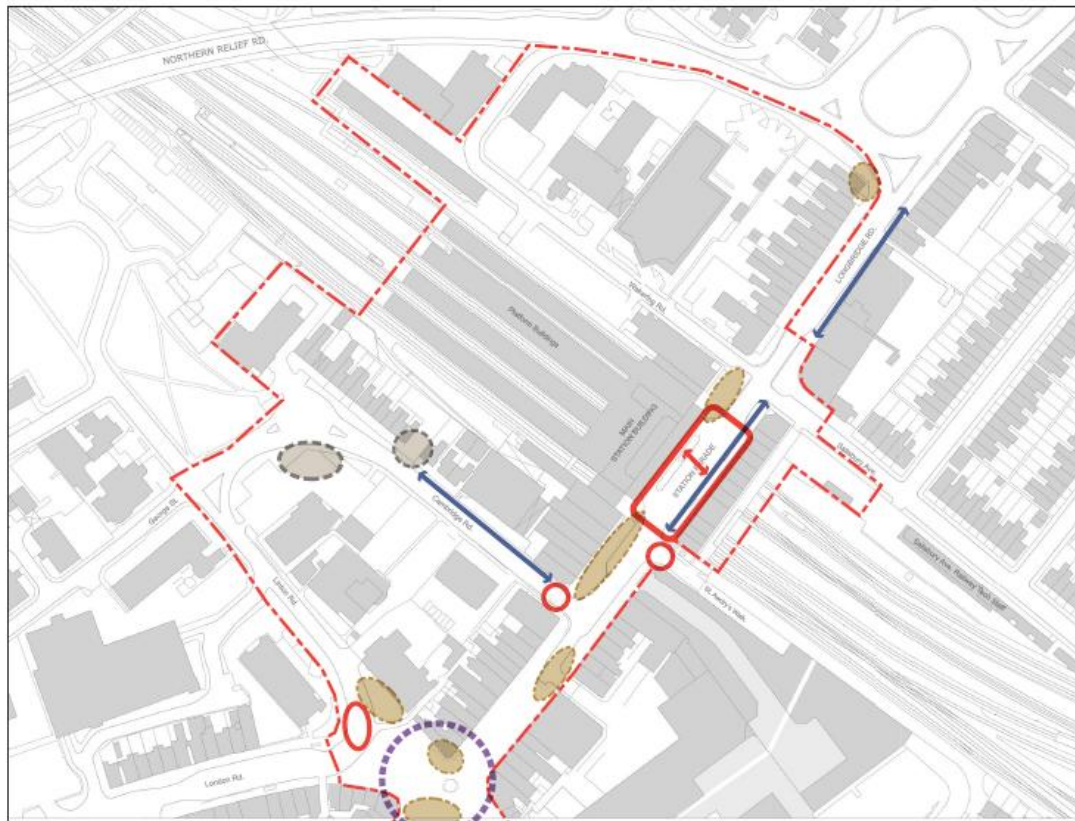
The station and its bridge deck accommodates a major bus corridor which includes ELT1, along with vehicular traffic by passing the pedestrianised Town Centre (as recorded in 2008).


Existing vehicle links



The major town centre highway network operates as a loop system, drawing the majority of Town Centre traffic across Station Parade (as recorded in 2008).

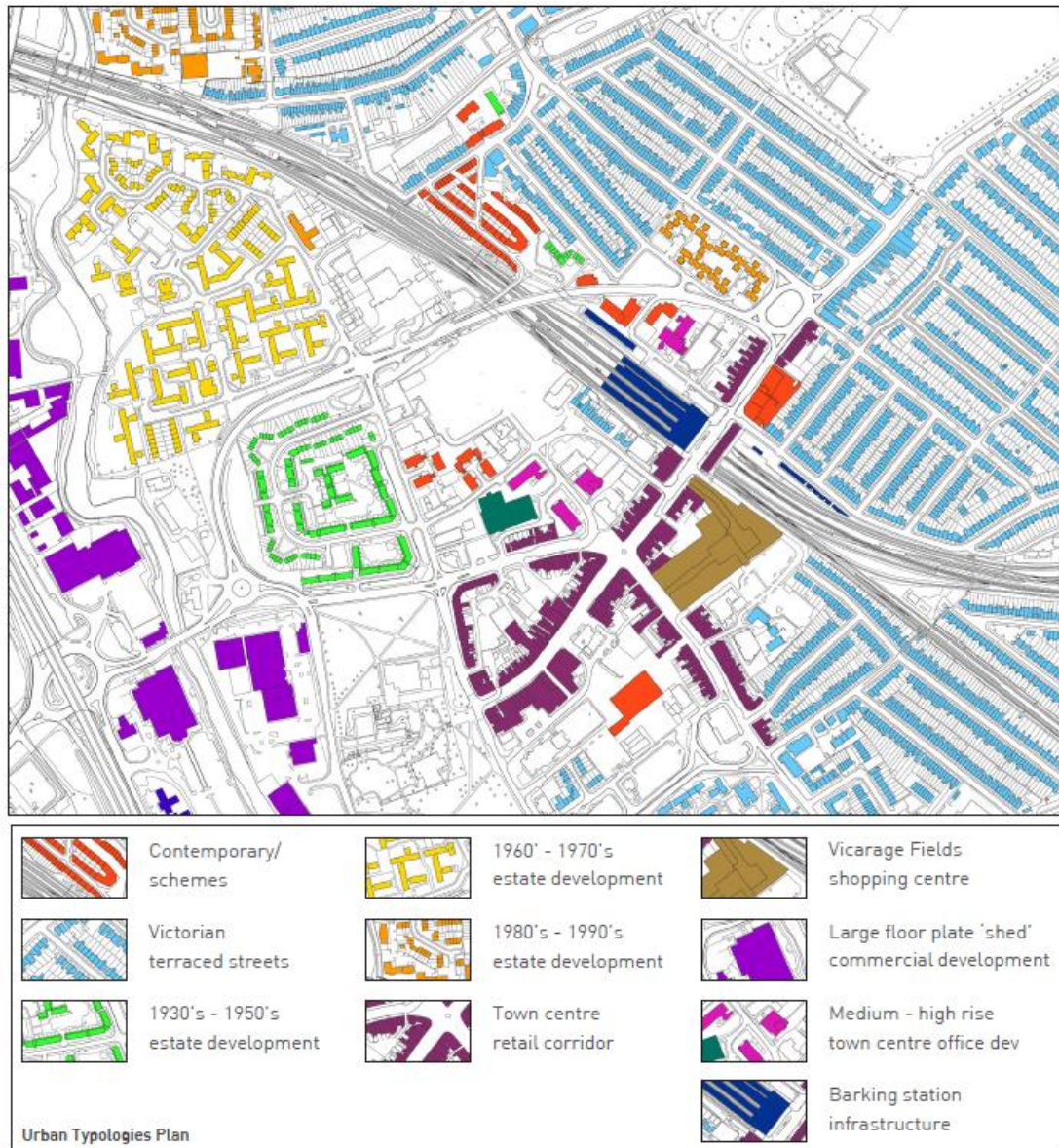
Public realm



| | | | |
|---|--|---|--|
|  | Areas of excessive street clutter. |  | Areas of conflict between pedestrians and other modes. |
|  | Narrow footways causing capacity issues. |  | Areas of particularly poor quality and inconsistent materials. |
|  | Pedestrian walking hazards. |  | High instances of informal crossing |

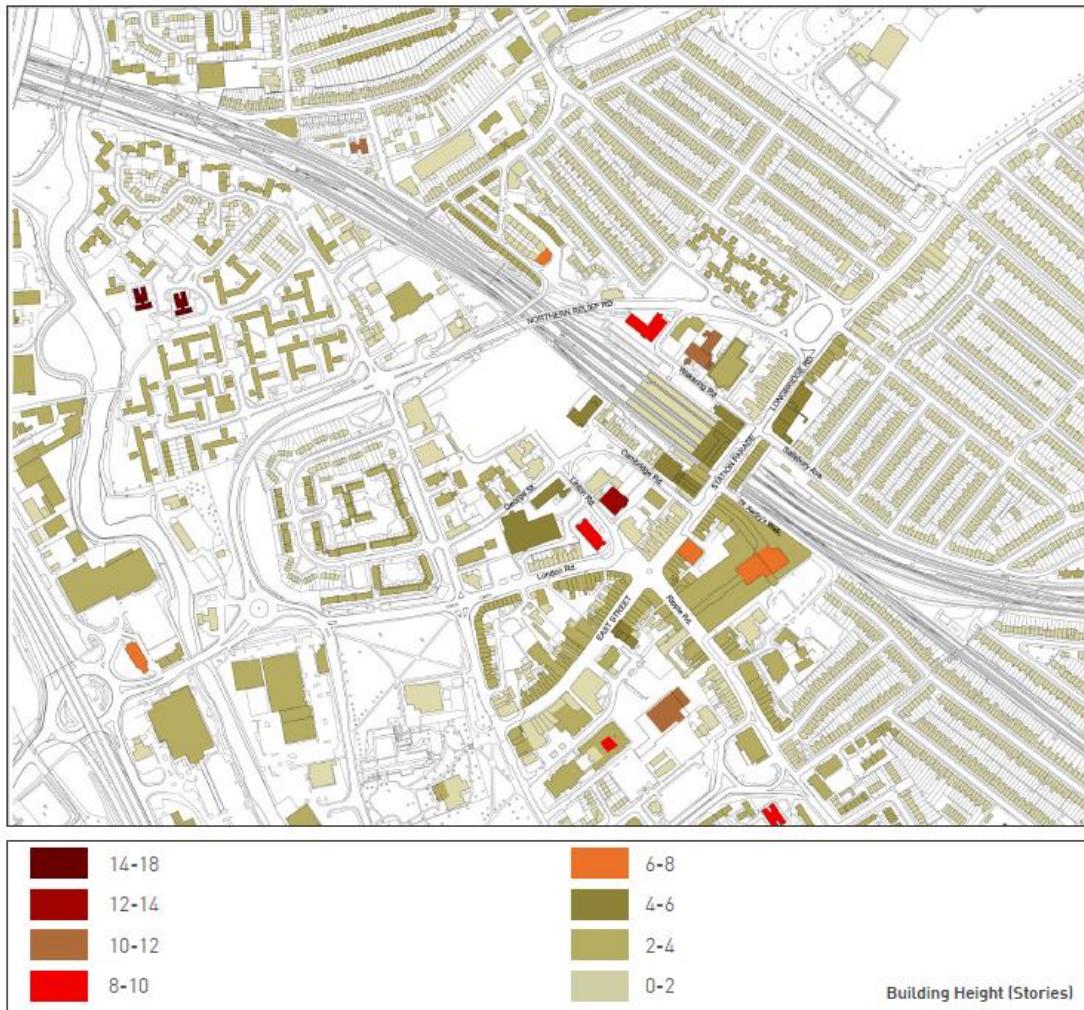
Public realm in the Station Masterplan area is currently dominated by space for vehicles with little provision for pedestrians.

Existing townscape qualities



As recorded in 2008.

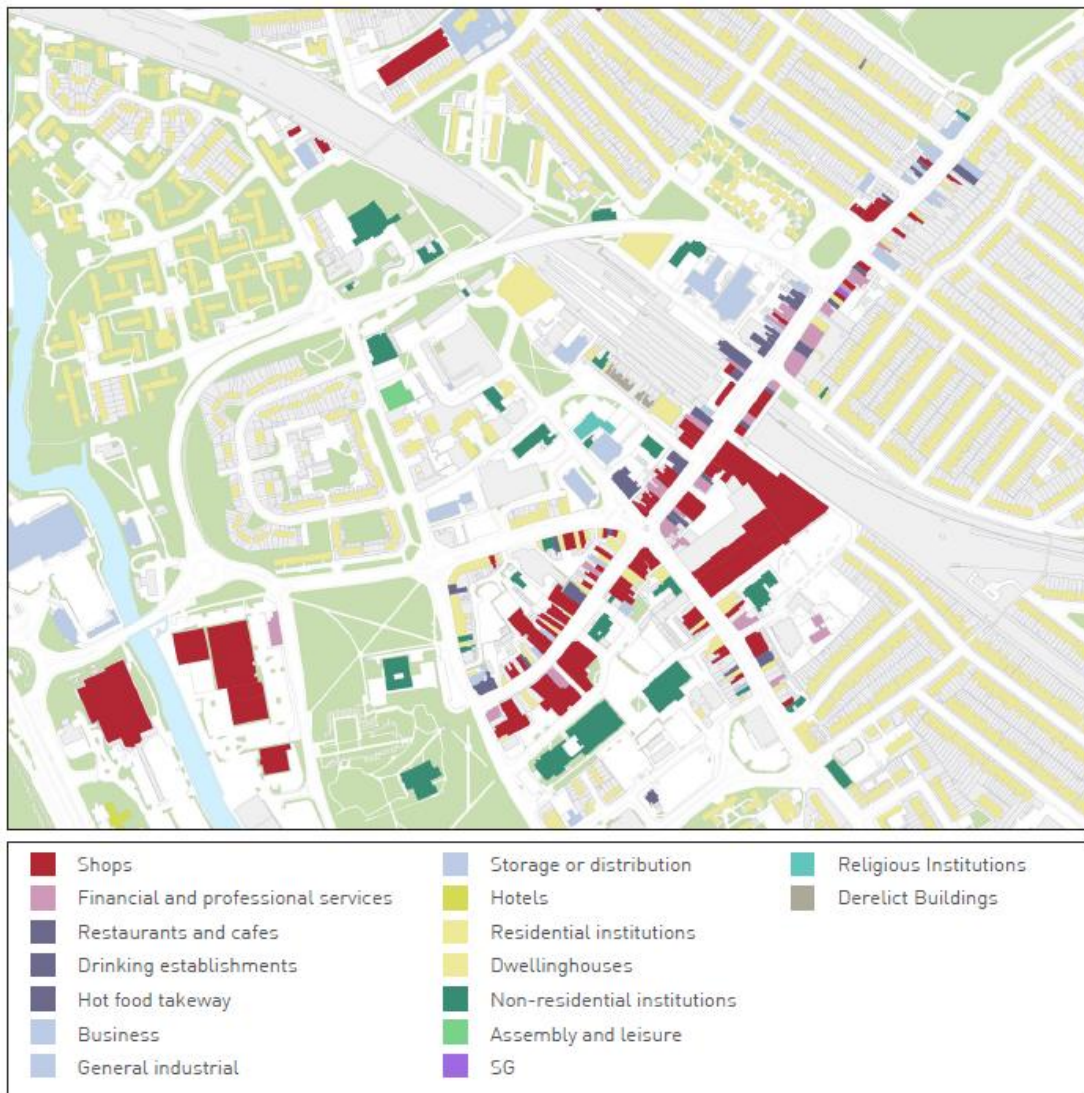
Existing building heights



Barking Town Centre is predominately low rise, with much of the context comprising two storey terrace housing. The main retail corridor does include some buildings of up to five storeys, although these tend to be in the heart of the town (as recorded in 2008).

Redevelopment of the Vicarage Field shopping centre granted permission in 2010 for a tall building. At 23 storeys it will be the tallest building in the town centre.

Existing land use

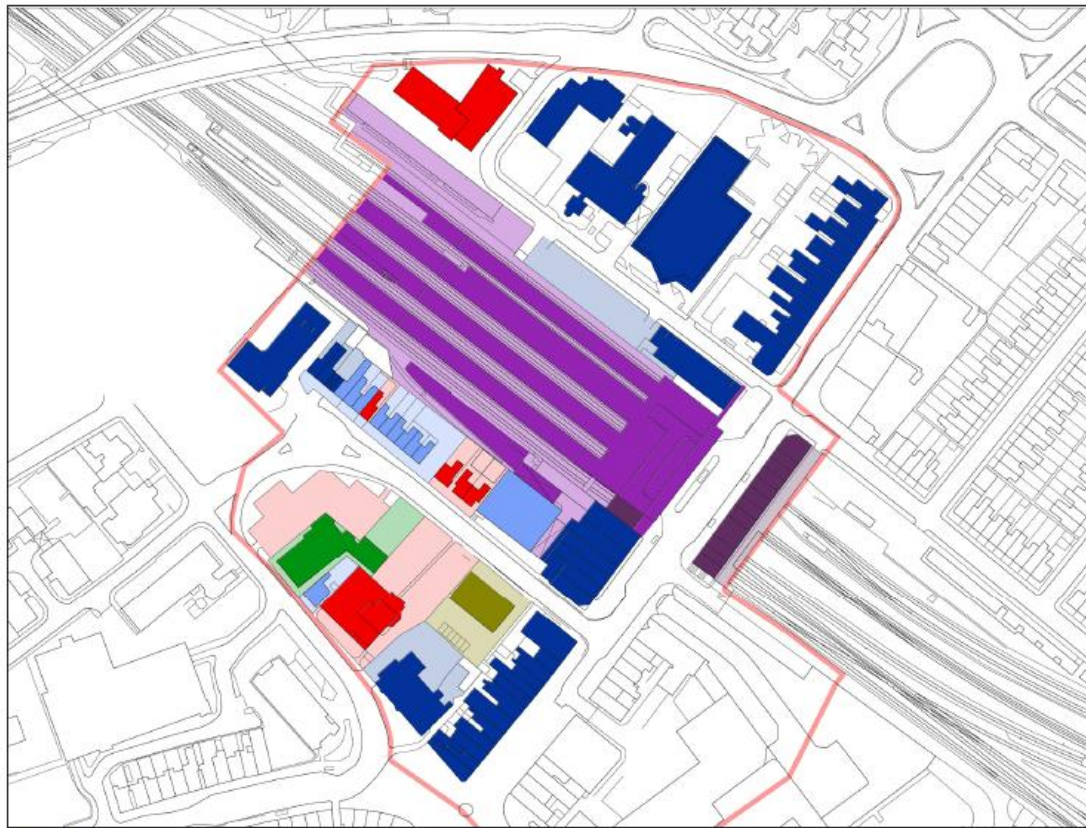














A corridor of retail uses form the main commercial axis along Station Parade. Much of the adjacent area is residential, while office development seems to cluster to the north of the commercial axis and either side of the station.

The civic heart of the town is where Barking Central has been developed, reinforced by the development of the Barking Learning Centre.

While there are a few industrial units within residential area, the majority are scattered along the waterways to the north and west (as recorded in 2008).

Existing major land ownership



| | | | |
|---|--|---|-----------------------------------|
|  | Privately Owned (Commercial) |  | Registered Social Landlord |
|  | Privately Owned (Statutory Service Provider) |  | Church Owned |
|  | LBBB Owned/ Operated |  | Network Rail Owned |
|  | LBBB Owned/ Leased to 3rd Party |  | Network Rail Owned/ Leased to C2C |
|  | LTGDC Owned/ Operated |  | Network Rail (Spacia) Owned |
|  | LTGDC Owned/ Operated to 3rd Party |  | Study Area Boundary |

Land Ownership Plan - Reflecting data provided by LBBB and initial discussions with project stakeholders. Individual landowners to be identified during development of masterplan options.

This plan shows the major land ownership within the study area (as recorded in 2008).