An aerial photograph of a city street grid, overlaid with a semi-transparent white map. A dark river flows through the city, and a railway line runs horizontally across the lower half. The text is overlaid on the map.

MASTERPLAN REPORT BROMLEY-BY-BOW MASTERPLAN

Supplementary Planning Document

May 2012

East

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FOREWORD

Tower Hamlets needs to respond positively to the challenging economic climate and take advantage of the once in a lifetime opportunity of the Olympic Games and its legacy.

With the adopted Core Strategy in place, setting out the long-term spatial strategy for Tower Hamlets, the Council is now developing a detailed planning document to guide and deliver the vision and objectives established in the Core Strategy, for the Bromley-by-Bow area.

The Mayor's Pledges for more affordable family sized housing, maximising job opportunities, and improving the built environment and public realm, will be key regeneration drivers for the Bromley-by-Bow area. The creation of a mixed use vibrant town centre in Bromley-by-Bow and addressing the severance of the A12 and River Lea Navigation, will provide a unique opportunity to ensure local people, are able to access employment opportunities in the area.

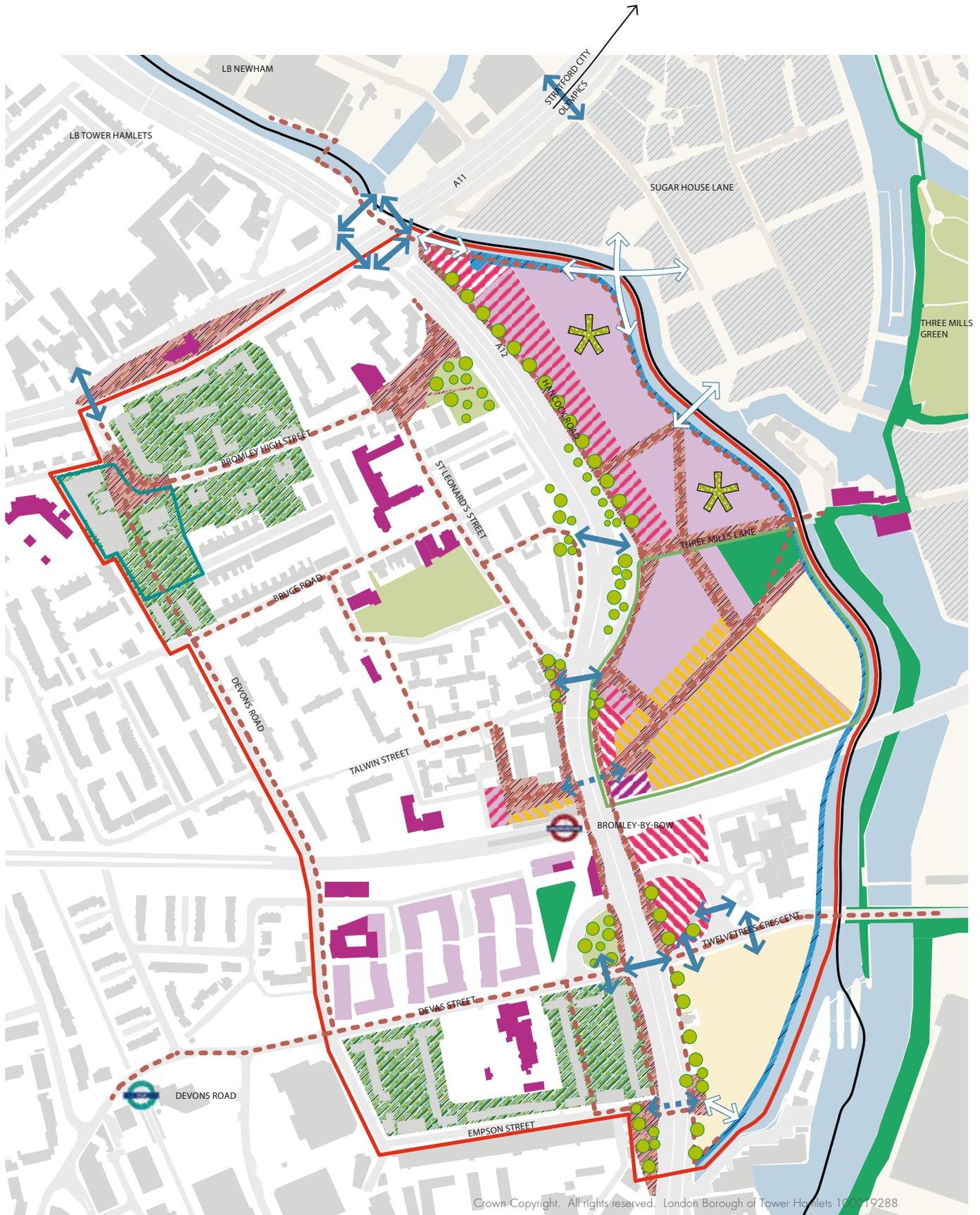
The Bromley-by-Bow Masterplan is a Supplementary Planning Document (SPD) and provides the necessary detail to support the delivery of affordable and family housing, jobs, open space, schools and other important services. The Masterplan (SPD) will be of assistance to investors, developers and the community as they make their development decisions, in the knowledge that the Council will be generally supportive of proposals that are consistent with the Masterplan SPD.



May 2012



1.1 VISION STATEMENT



Bromley-by-Bow Tomorrow: Vision Plan

-  Borough boundary
-  Masterplan boundary
-  London Borough of Newham
-  Draft Sugar House Lane Land Use and Design Brief
-  Residential
-  Estate regeneration improvements
-  Retail uses with residential uses above
-  Commercial
-  Commercial uses with residential above
-  Education
-  Existing key green spaces
-  Future key green spaces
-  Key future public spaces (new or improved existing)
-  Enhanced towpath and opportunities for biodiversity improvements
-  High quality local buildings contributing to unique character / existing local attractors i.e. school, community
-  Future high quality building or local attractor
-  Opportunities for open green spaces
-  Proposed or improved pedestrian crossing
-  Improved underpass
-  New bridge crossing or improved access to towpath
-  Proposed district centre
-  Proposed neighbourhood centre boundary - Stroudley Walk
-  Key pedestrian routes across the area
-  Potential new planting along A12

Bromley-by-Bow Tomorrow

Bromley-by-Bow will be a great place to live, work and visit.

It will be easy for people to move safely from place to place – from their home to the station, park, local shops, schools and community facilities to work, study, meet friends, go shopping or have a meal.

People will be able to take a trip by foot or by bike along the towpath or across to Three Mills Green or maybe to catch a boat to Limehouse or the future Queen Elizabeth II Park from Three Mills.

The A12 will continue to play an important strategic role, but the road will feel safer and be a far easier place for pedestrians and cyclists to cross.

1.1.1 Role of the Masterplan

The purpose of the Masterplan is summarised as follows:

1. To establish the main principles and parameters for the area as a whole and for key sites.
2. To assist the Council in steering and assessing planning applications as they come forward.
3. To promote key interventions and projects that will realise the overall vision for the site as identified in the Core Strategy.
4. To coordinate development activity and structure delivery activities.

1.2 THEMES AND KEY OBJECTIVES

1.2.1 Overview

The Masterplan vision will be delivered through three key themes, which are also linked to the Mayors priorities for affordable family housing, job opportunities, enhancing the natural environment, improving the built environment and public realm. The themes are also underpinned by key objectives to assist delivery. The Masterplan will play a key role in delivering regeneration through the realisation of these objectives.

Theme 1: Delivering new homes and meeting the needs of existing and future residents, businesses and visitors

Bromley-by-Bow will become a new town centre. It will include new shops and community facilities, schools, homes, hotel and supermarket to support population growth in this key area and provide places to work, live and play.

How will we deliver this?

By:

1. Contributing to the delivery of the housing target of **1,500 to 2,500 new homes** for the Bromley-by-Bow area, and promote affordable and family housing.
2. New **District town centre** with a vibrant mix of uses, including flexible community space that provides new job opportunities for existing and future communities.
3. A two form entry **primary school** to the east of the new District Centre and a nine form entry **secondary school** at Bow Locks / Coventry Cross East.
4. Delivering strategic and accessible **public green open space**.



New residential development at St Andrews

Theme 2: Improving connections

The experience of travelling through Bromley-by-Bow has a major impact on people's perception of the area. The A12 acts as a physical and psychological barrier.

Whilst the station is a major benefit as a transport hub at the heart of Bromley-by-Bow, it suffers from a poor, inaccessible environment and does not have the best connections to local destinations.

In addition to creating specific connections to neighbouring locations, this document seeks to improve connections within the area by responding to pedestrian needs.

How will we deliver this?

By:

1. Improving **access and capacity** of Bromley-by-Bow **station** to support growth
2. Improving **connections to mitigate** the **severance** created by the A12, railway and the River Lea Navigation to bring communities together.



Significant opportunities exist to improve the experience of arrival at Bromley-by-Bow Station

Theme 3: Creating a high quality neighbourhood

This document promotes the opportunity to develop a new, well-designed neighbourhood for local people, visitors and businesses alike.

Bromley-by-Bow is not just any place, it will be a distinctive and accessible neighbourhood in the Lower Lea Valley. In particular, this means reversing the dominance of 'big' roads and concrete by creating better streets and spaces, rediscovering the River Lea at the heart of the neighbourhood and encouraging high quality.

How will we deliver this?

By:

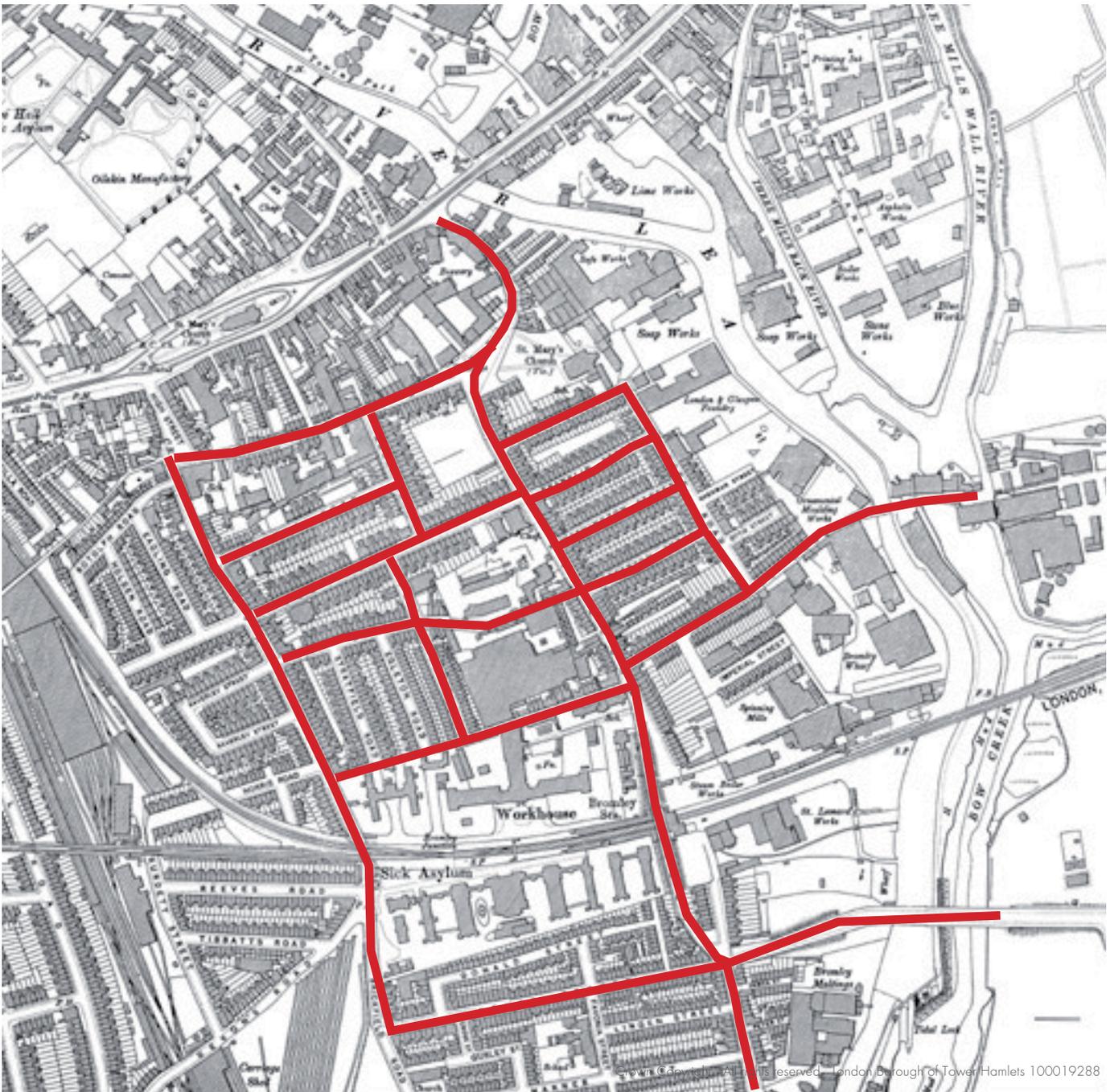
1. Setting clear **design principles** for new development to create a locally distinctive place.
2. Identifying **public realm improvements** to enhance the area's permeability and pedestrian and cyclist environment.
3. Making Bromley-by-Bow a **greener** place and ensure the areas green infrastructure is designed to deliver a multiplicity of functions.
4. Enhancing the **cultural diversity** of the area.
5. Enhancing the **waterfront**, opening up the River Lea for recreation, access and biodiversity benefits.



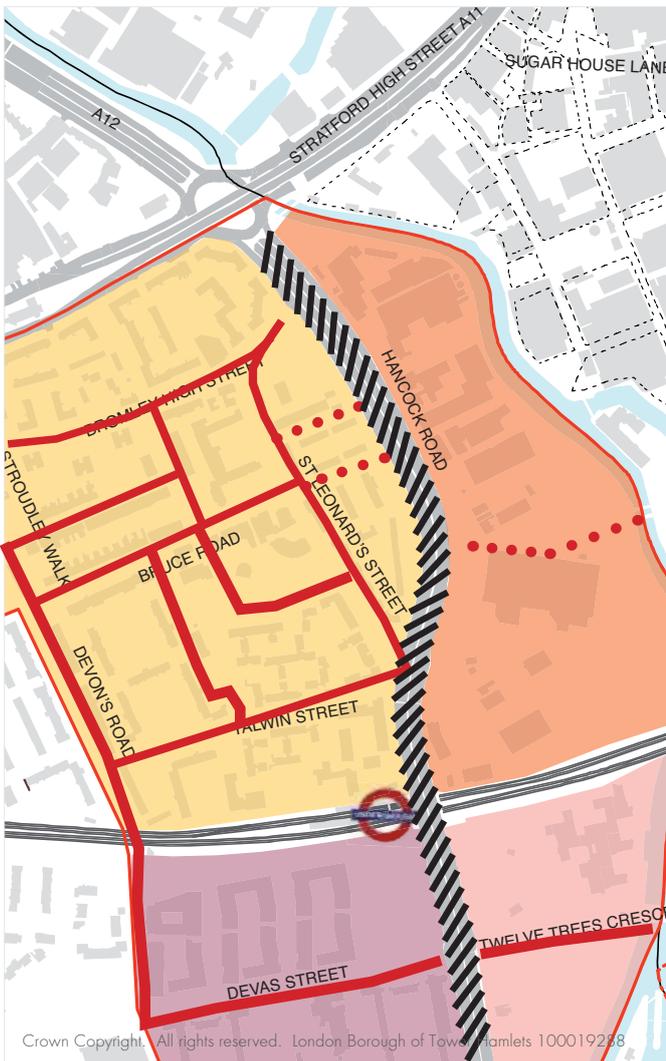
Three Mills provides a unique backdrop to the waterfront which is a major asset for the area



2.1 SETTING THE SCENE



Bromley-by-Bow 1893



Bromley-by-Bow, 2011

Comparison of the 1893 and 2011 plans highlights the impact of the A12 and associated infrastructure has severed the historic pattern of east-west connections

2.1.1 Historic Context

The area originated as a hamlet consisting of a few cottages settled around a village green and pond. By the beginning of the 19th century, the area went through a rapid process of industrialisation due to its proximity to the River Lea. By the mid 1800s, the area had expanded as a series of linear terraces of yellow brick houses, interspersed with factories and institutions as well as a continuous ribbon of industry along the riverfront. Extensive bombing in WWII, post-war housing redevelopment and the re-engineering of local streets to accommodate the A12 has had a major impact on the area. As shown on the adjacent plan, the arrival of the A12 necessitated the development of heavily engineered solutions such as the Twelvetrees Crescent gyratory.

The area's evolution has created a complex web of legacies of significant value such as the street pattern west of the A12, adjacent listed buildings, conservation areas and the waterfront. It has also created elements to be addressed such as the commercial and industrial setting to the east of the A12 and post-war residential typologies.

2.1.2 Bromley-by-Bow Today

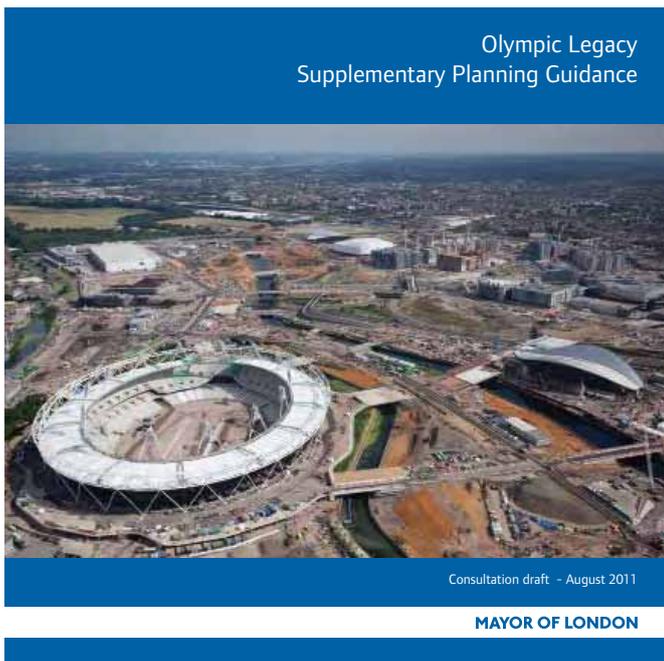
Bromley-by-Bow has an established residential community which benefits from a rich cultural and ethnic character. The area is characterised by lower than average household incomes, a low proportion of owner-occupied households and a high proportion of affordable tenures.

Although commercial activity continues to play an important role in the area, there has been a shift from low grade employment uses towards a greater mix of uses with new housing. Although the focus has shifted away from industry, the natural and man-made features which gave the area such a competitive industrial advantage have also influenced the character and quality of contemporary development. For example, the waterfront offers an attractive environment for new housing, and the A12 exacerbates barriers between the different parts of the neighbourhood.

2.1.3 Regional and Sub-Regional Policy Guidance

Bromley-by-Bow is situated within the Lower Lea Valley which is designated as an Opportunity Area in the London Plan. The London Plan identified the Lower Lea Valley as the main focus for regeneration and development in East London driven by the location of the 2012 Olympic and Paralympic Games at the heart of the Valley alongside Stratford City.

The Mayor of London is preparing Strategic Planning Guidance (SPG) for the wider area around the Olympic Park which includes part of the Bromley-by-Bow Masterplan boundary. The draft Olympic Legacy SPG was published for consultation in September 2011, and will set out a strategic vision across this part of the Lower Lea Valley. The OLSPG will help to inform the more detailed guidance in the Masterplan.



Olympic Legacy SPD (Draft for consultation, 2011)



London Plan (2011)

2.1.4 Position in the Local Development Framework

The Tower Hamlets Core Strategy Development Plan Document (DPD) was adopted in 2010 and defines a Borough-wide spatial strategy and planning principles, including specific guidance for the Bromley-by-Bow neighbourhood.

This Masterplan expands on the guidance in the Core Strategy and will be adopted as a Supplementary Planning Document (SPD). The Masterplan explains how the key objectives established in the Core Strategy for the Bromley-by-Bow area could be delivered, by providing an extra level of detail. The Masterplan SPD should be read alongside other documents in the Local Development Framework including the Site and Place Making DPD and the Development Management DPD which are currently under preparation.

The Managing Development DPD will identify sites in the Bromley-by-Bow area, which are required to

deliver new infrastructure, including; a Idea Store; a primary and secondary school; district heating facility; strategic open space and; large scale housing development. The DPD also identifies boundaries for the new Bromley-by-Bow district centre, Stroudley Walk neighbourhood centre and transport interchange around Bromley-by-Bow station, which would be used to implement specific policies relating to uses and activities. These proposed sites and geographical boundaries have been captured in the Masterplan to guide and co-ordinate delivery in the area.

The Managing Development DPD will also set out detailed policies to ensure individual development proposals will help to deliver the Core Strategy vision for the borough, as well as respond appropriate to their local surroundings.

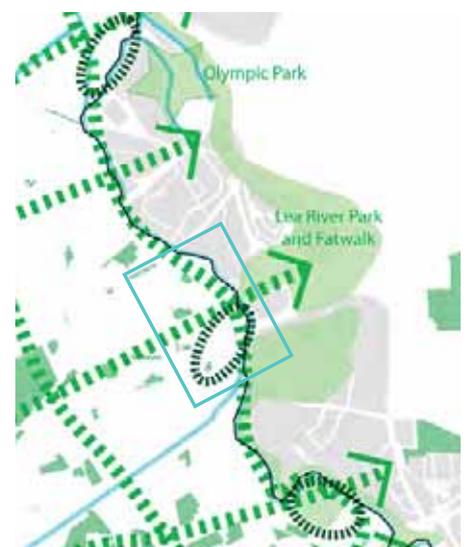
The Masterplan SPD has been produced to be in conformity with relevant policies in the London Plan, OLSPG, Tower Hamlets Core Strategy and other LDF documents.



Safe streets and spaces (Core Strategy, 2010)

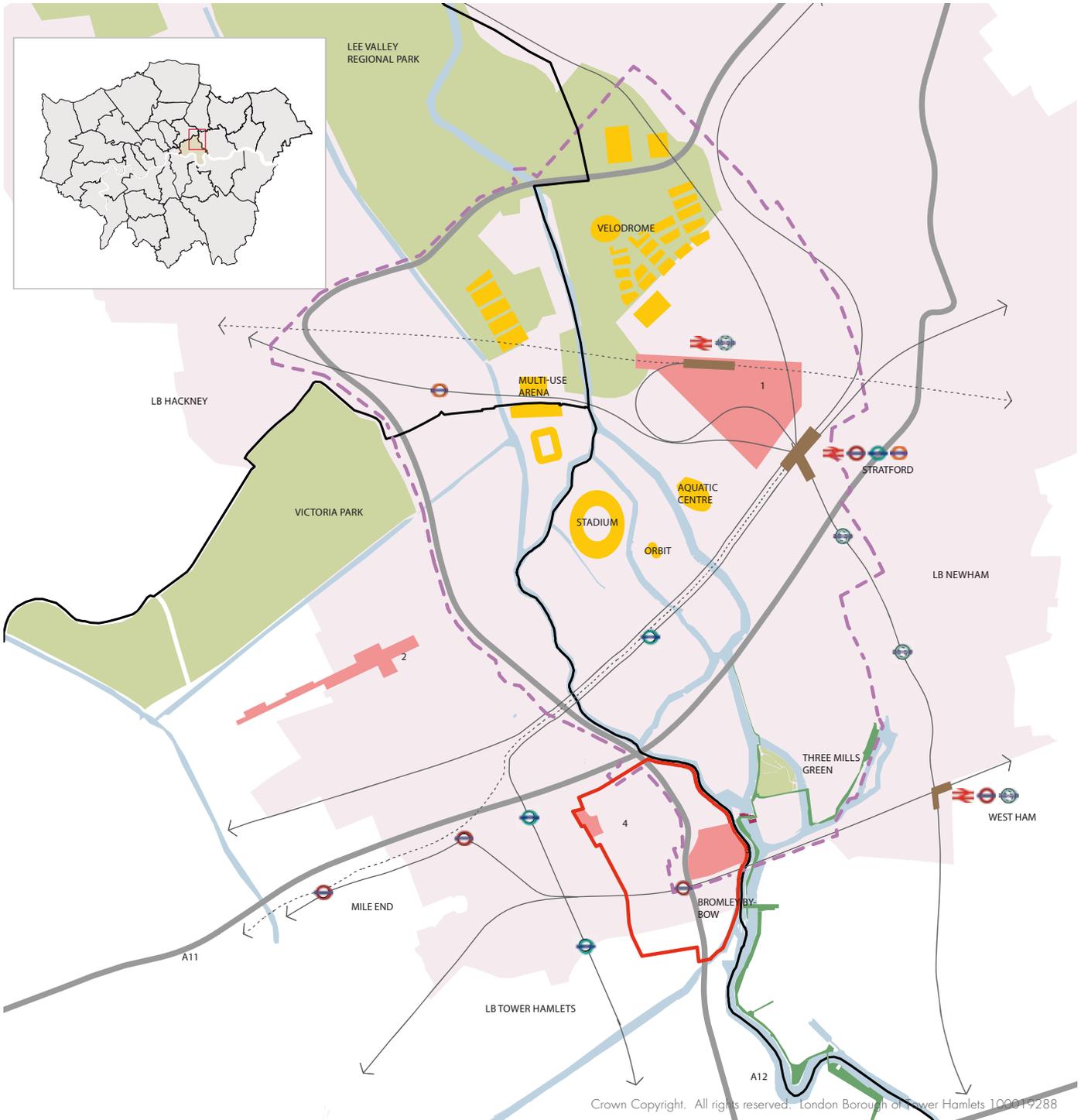


Town centres (Core Strategy, 2010)



Green Grid (Core Strategy, 2010)

2.2 REGIONAL LOCATION



Strategic location plan (London Borough of Tower Hamlets location illustrated in inset plan)

2.2 REGIONAL LOCATION

-  Borough boundary
-  Masterplan boundary
-  Mayoral Development Corporation
-  Water courses
-  Olympic Legacy SPG area
-  Town centres;
 - 1 Stratford City Town Centre
 - 2 Roman Road District Centre
 - 3 Bromley by Bow District centre
 - 4 Stroudley Walk Neighbourhood centre
-  Lea River Park
-  Key green spaces
-  Main Roads
-  National Rail London underground
-  Train stations
-  Transport hub



Olympic Park and Canary Wharf

2.2.1 Lower Lea Valley Context

The Lower Lea Valley has been promoted as a priority for regeneration and investment by the local London Boroughs and the London Mayor – a policy position which was supported by the successful bid to host the 2012 Olympic and Paralympic Games.

The Bromley-by-Bow neighbourhood lies in the eastern part of the London Borough of Tower Hamlets to the south of Stratford and either side of the A12. This is an area of significant regeneration potential and offers a series of waterfront sites by the Lea River and Canals and smaller infill and estate renewal opportunities in the neighbourhood to the west.

The study area offers access to major existing London employment centres at Canary Wharf, the City of London and the West End. Significant new local employment is expected to be generated at Stratford City. Bromley-by-Bow is also in close proximity to a network of existing town centres that provide a range of services and uses to local residents, including Roman Road, Stroudley Walk and Chrisp Street.

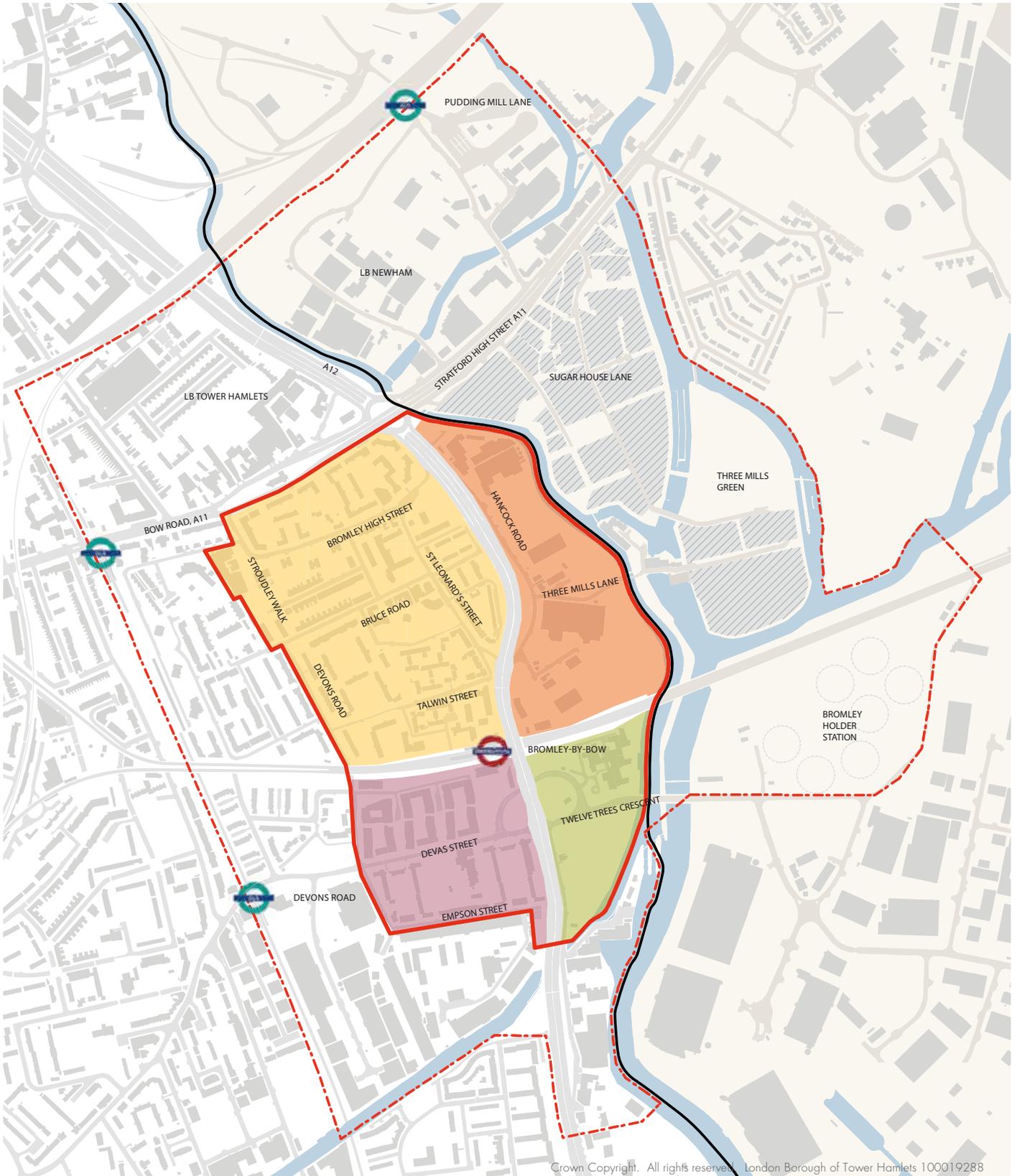
2.2.1 Mayoral Development Corporation

The Mayor recently published his proposals to create a Mayoral Development Corporation to coordinate planning and regeneration priorities and deliver the Olympic Legacy. The boundary includes part of the area defined by the Masterplan Boundary, and includes the following sites:

- The Bromley-by-Bow area (i.e. the land that lies south of the A11 flyover bounded by the A12, the river and the railway line which includes the new District Centre).
- Bromley-by-Bow Underground Station and the land to the south of Talwin Street which includes William Guy House.
- The A12 north of the railway line and the streets / public realm to the west of the A12 which immediately abuts this strategic road infrastructure.
- The A11 flyover and Bow Interchange.

The Council will work closely with the MDC to ensure the successful delivery of the Legacy and to maximise the benefits for local communities. The Masterplan will be an important tool for the MDC in planning and managing future development in the MDC area.

2.3 THE MASTERPLAN BOUNDARY



Masterplan boundary and wider study area

2.3 THE MASTERPLAN BOUNDARY

-  Borough boundary
-  Masterplan boundary
-  London Borough of Newham
-  Draft Sugar House Lane and Three Mills Land Use and Design Brief
-  Wider Masterplan boundary
-  North East Quadrant
-  South East Quadrant
-  South West Quadrant
-  North West Quadrant

2.3.1 Core Masterplan Boundary

The area defined as the core boundary is bisected north-south by the A12, and east-west by the c2c London to Shoeburyness line and the District / Hammersmith and City London Underground line.

The area straddles the A12 Blackwall Tunnel Northern Approach to the south of Bow interchange. Although the A12 is an important strategic route, it forms a major physical and psychological barrier in Bromley-by-Bow.

These barriers produce four main quarters which meet at Bromley-by-Bow station as follows:

- **North-east quadrant**– employment and retail location bounded by the River Lea to the east, the A12 to the west and the rail line to the south.
- **North-west quadrant**– predominantly a residential neighbourhood situated to the north of the rail line, west of the A12 and south of Bow Road, bounded to the west by the neighbourhood centre at Stroudley Walk.
- **South-west quadrant**– mixed use neighbourhood including residential and employment uses bounded by Empson Street to the south and Devons Road to the west.
- **South-east quadrant** – a series of sites, largely in public ownership bounded by the Limehouse Cut to the east in a range of uses including residential, employment and vacant.

2.3.2 Wider Masterplan Boundary

The wider Masterplan boundary includes the residential and employment land to the west bounded by the DLR line running south from Bow Church and two key areas in the London Borough of Newham; Sugar House Lane and Three Mills and the Bromley Holder Station. These sites have a close relationship with Bromley-by-Bow and their consideration will help to address the issue of integration.

The sites in the wider area will also need to contribute to identified projects in the core Bromley-by-Bow area, such as bridge connections, improvements to increase the capacity of Bromley-by-Bow station and community facilities.



Stroudley Walk, North-West quadrant



Bromley-by-Bow North, North-East quadrant



Twelvetrees Crescent, South-East quadrant



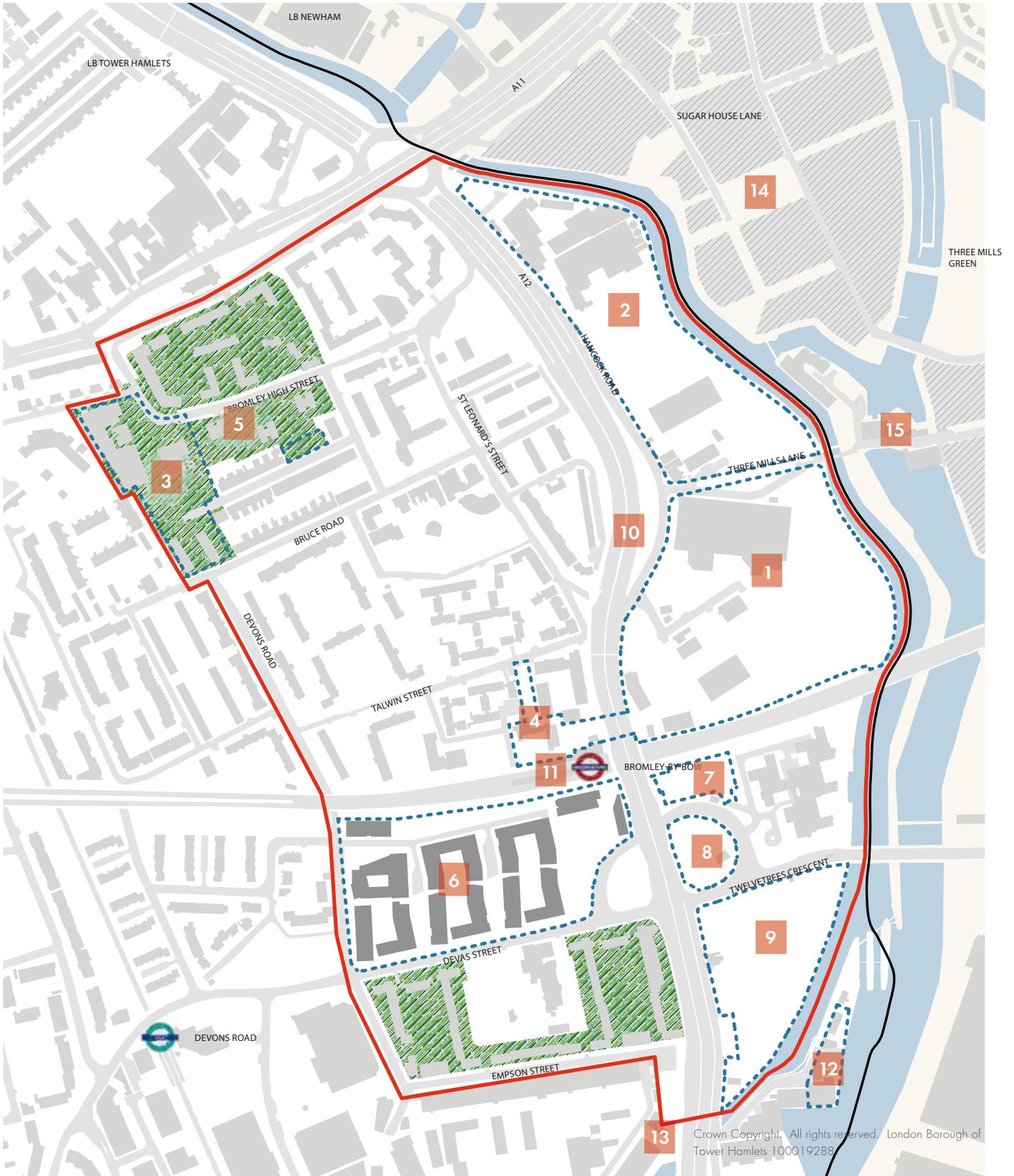
St Andrews, South-West quadrant



BROMLEY-BY-BOW
TODAY / TOMORROW
CHALLENGES & OPPORTUNITIES

3

3.1 CURRENT SCHEMES



Overview of current schemes and initiatives

	Borough boundary
	Masterplan boundary
	Wider Masterplan boundary
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	Areas/sites anticipating major or incremental physical change
	Estate regeneration improvements

3.1.1 Core Masterplan Area

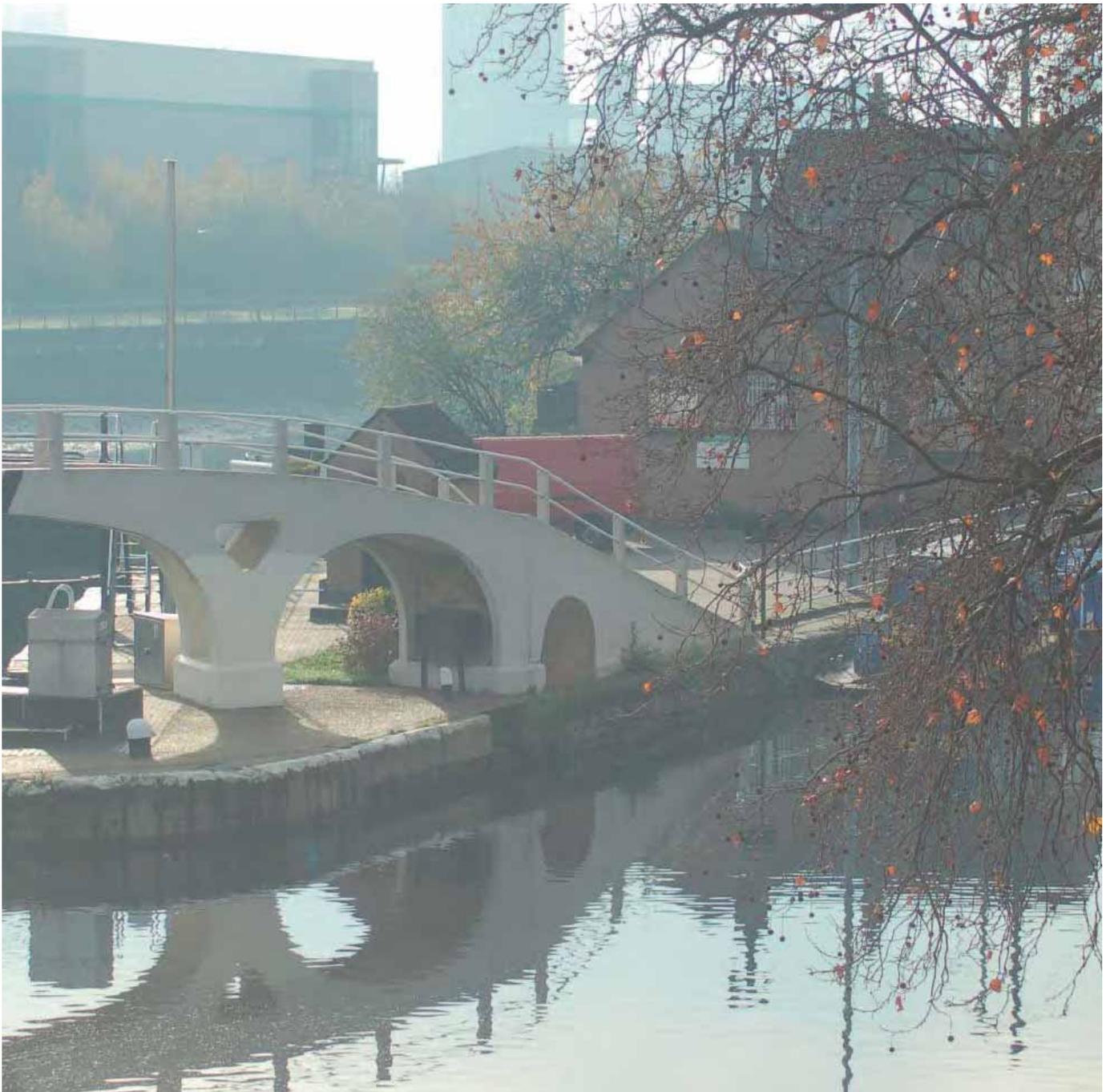
A number of sites are coming forward in the study area as follows. All new developments coming forward will have to consider their wider impacts and implications on neighbouring boroughs.

1. **Bromley-by-Bow South:** Part full / outline consent granted for the area south of Three Mills Lane in July 2010. A new District Centre comprising foodstore, shop units, IDEA store, primary school, housing, open space and significant accessibility improvements.
2. **Bromley-by-Bow North:** Proposal for residential and commercial uses has been submitted.
3. **Stroudley Walk:** Part full / outline application submitted for approximately 130 residential units, retail and community uses alongside public realm improvements.
4. **William Guy House:** Feasibility work undertaken by Gateway Housing. Focus for the site is to ensure a comprehensive redevelopment that reconfigures the car park to create a new public space which will link to the new District Centre and provide a setting for the new at-grade station entrance..
5. **Poplar HARCA sites adjacent to Bromley High Street:** Various proposals for refurbishment / selective redevelopment of housing.
6. **St Andrews:** The St Andrews Hospital redevelopment is consented and will comprise 974 dwellings, health facilities and a community centre, with phases 1 and 2 complete and phase 3 underway.
7. **LDA site:** Site identified by LDA for redevelopment.
8. **Twelvetrees Crescent site:** Planning approval for a 100 bed hotel and associated access and landscape improvements.
9. **Bow Locks / Coventry Cross East:** Potential secondary school site.
10. **All movements junction at District Centre:** All-movements junction and subway improvements are a requirement of the development of the District Centre.
11. **Bromley-by-Bow Station:** LTGDC and TfL are preparing outline designs for the enhancement of Bromley-by-Bow station with a view to developing a detailed scheme for phased implementation.

3.1.2 Wider Masterplan Area

12. **Gillender Street:** Emerging proposal for mixed use development.
13. **Twweed House:** Proposal submitted for redevelopment of Tweed House by Poplar HARCA.
14. **Sugar House Lane and Three Mills:** Draft Land Use and Design Brief prepared to steer development proposals and assessment. Capacity for 1,800 residential units including family housing, creative enterprises, local convenience retail facilities, public realm and highways interventions including a new junction with Stratford High Street and bridge connections to Bromley-by-Bow.
15. **House Mill and Millers House:** The River Lea Tidal Mill Trust has proposals to restore House Mill and Millers House as a major heritage, leisure and educational resource with the support of Heritage Lottery Fund and other partners.

3.2 CHALLENGES AND OPPORTUNITIES



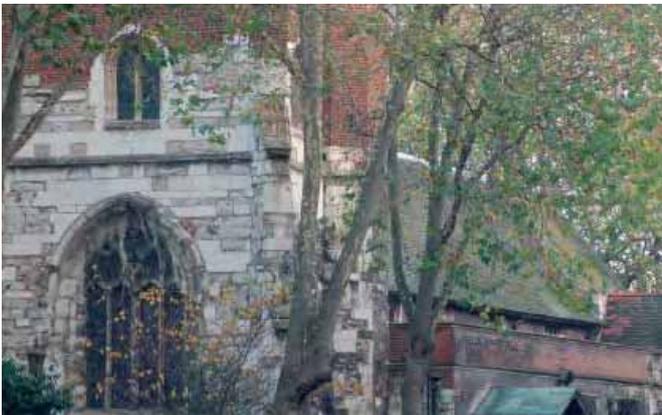
Looking south from Twelvrees Bridge - the waterfront setting is a major asset and an opportunity



Meeting needs: Community facilities like the Bromley-by-Bow centre play a valuable role



Improving connections: Poor access from the station



High quality neighbourhood: St Mary's Church, a key heritage asset and local landmark

3.2.1 Overview

The purpose of this chapter is to describe the challenges that face Bromley-by-Bow, and highlights the opportunities to improve the area.

The analysis of challenges and opportunities is structured as a series of topics under the three themes identified in chapter 1 as follows:

THEME 1: DELIVERING HOUSING AND MEETING NEEDS:

- Existing land uses and ownership
- Social and community facilities

THEME 2: IMPROVING CONNECTIONS:

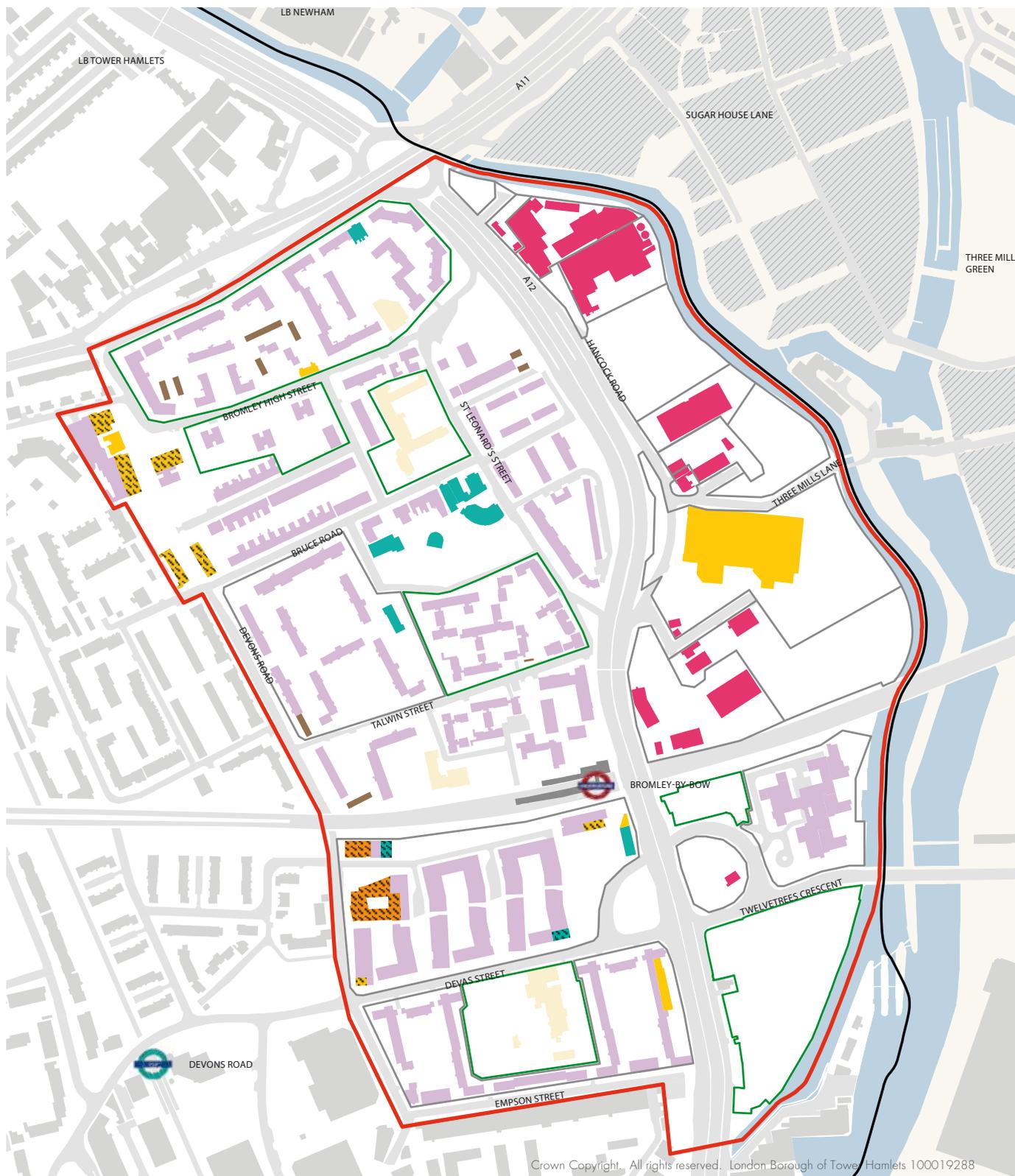
- Constraints and infrastructure
- Transport and connections

THEME 3: CREATING A HIGH QUALITY NEIGHBOURHOOD:

- Heritage assets
- Building heights
- Public realm and open space

Following this review, section 3.3 summarises the solutions and key interventions that respond to the analysis of challenges and opportunities.

THEME 1: DELIVERING HOUSING AND MEETING THE NEEDS FUTURE RESIDENTS, BUSINESSES AND VISITORS



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Land use and ownership patterns (illustrating existing uses)

	Borough boundary
	Masterplan boundary
	London Borough of Newham
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	Residential
	Residential uses on upper floors
	Health
	Education
	Transport (Bromley-by-Bow station)
	Civic / Community / Religious
	Retail
	Commercial / Industrial
	Garages
	Public land ownership boundary
	Private or other ownership boundary

3.2.2 Existing Land Uses and Ownership

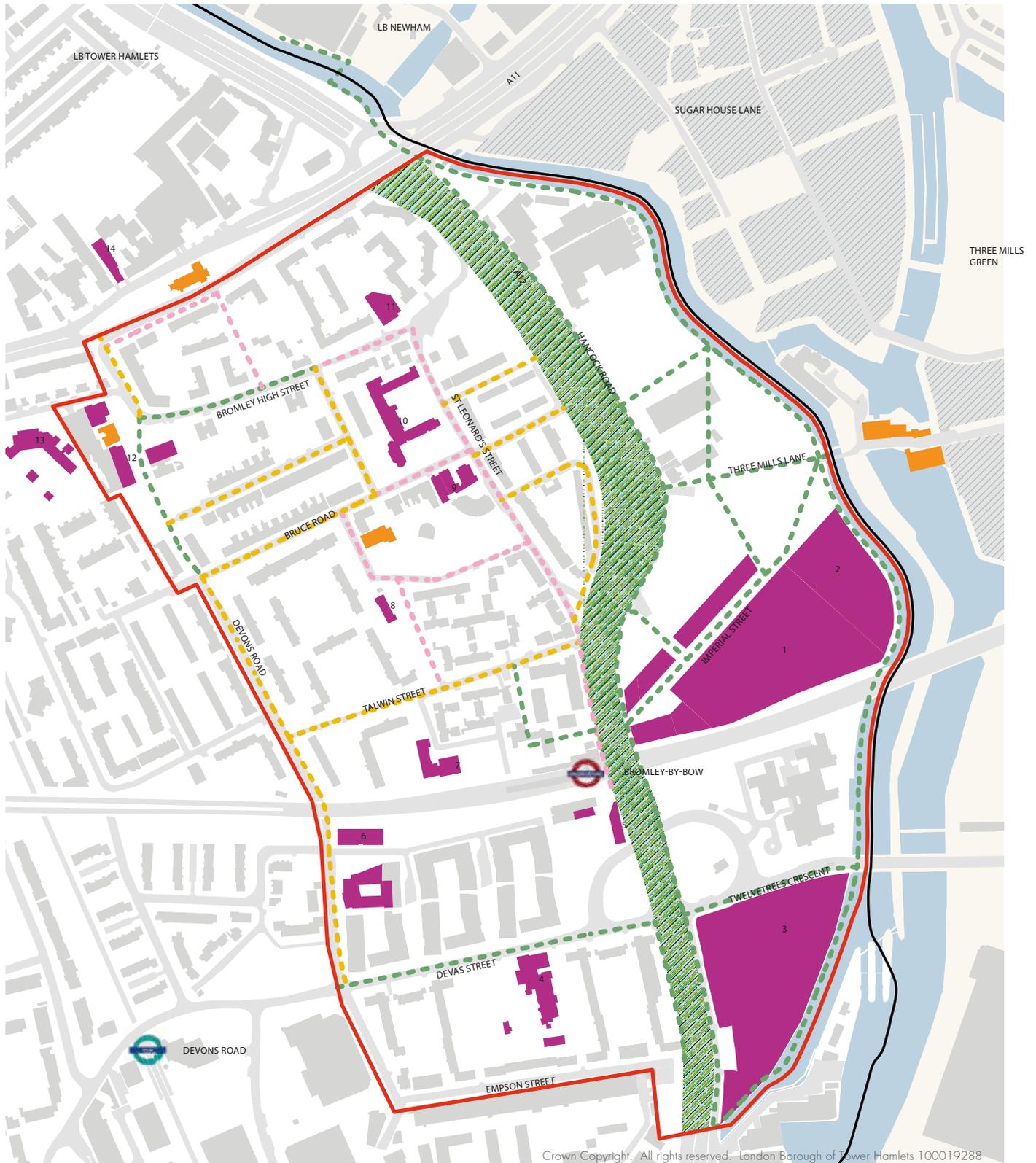
This plan describes the current pattern of land use and the ownership boundaries in the Masterplan area. The plan illustrates existing uses. It should be noted that some buildings in the central part of the Bromley-by-Bow North site have now been demolished.

CHALLENGES:

- **Land use:** The current pattern of land uses adds to the severance caused by the A12 and the railway. The area to the west of the A12 is well-established as a residential community and also includes a good mix of shops, community services and employment uses. In contrast, the north-eastern and south-eastern quadrants do not feel like they are part of the neighbourhood as they do not have any residential uses and are generally lacking in accessible community amenity uses.
- **Land ownership:** The area north of the railway and west of the A12 has a complex ownership pattern which means that sites are less likely to come forward comprehensively.

OPPORTUNITIES:

- **New mix of uses:** The Core Strategy sets a context for a more appropriate mix of uses including housing, a new District Centre, a primary school and a secondary school in the area.
- **Partnership and delivery:** There is an opportunity for public and private sector partners and landowners to coordinate and deliver comprehensive development. This SPD gives partners and landowners a common understanding for the delivery of key redevelopment sites.
- **Council ownership:** The Bow Locks / Coventry Cross East site is in Council ownership and is therefore an opportunity for the delivery of a new secondary school which is a Council priority.



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Social and community facilities - Analysis of opportunities and constraints

-  Borough boundary
 -  Masterplan boundary
 -  London Borough of Newham
 -  Draft Sugar House Lane and Three Mills Land Use and Design Brief
 -  Unique high quality or historic buildings
 -  Key local attractors such as shops and schools creating busy routes between them and should have good quality public realm
- 1 Proposed District Centre
 - 2 Proposed primary school
 - 3 Possible secondary school
 - 4 Marnier Primary School
 - 5 Proposed community centre
 - 6 Proposed community centre
 - 7 Ian Mikardo Secondary School
 - 8 Community Centre
 - 9 Bromley by Bow Centre
 - 10 Old Palace Primary School
 - 11 Bow Childcare
 - 12 Stroudley Walk neighbourhood centre
 - 13 St Agnes Primary School
 - 14 Bow Arts Trust
-  Existing roads with generally pleasant character and frontages
 -  Existing routes where improvements are desirable to respond to heavy pedestrian use
 -  Future developments need to provide attractive frontages along these routes
 -  Green infrastructure improvements along the A12

3.2.3 Social and Community Facilities

The adjacent plan illustrates the location of key social and community facilities and important local routes in relation to the neighbourhood centre at Stroudley Walk and the new District Centre.

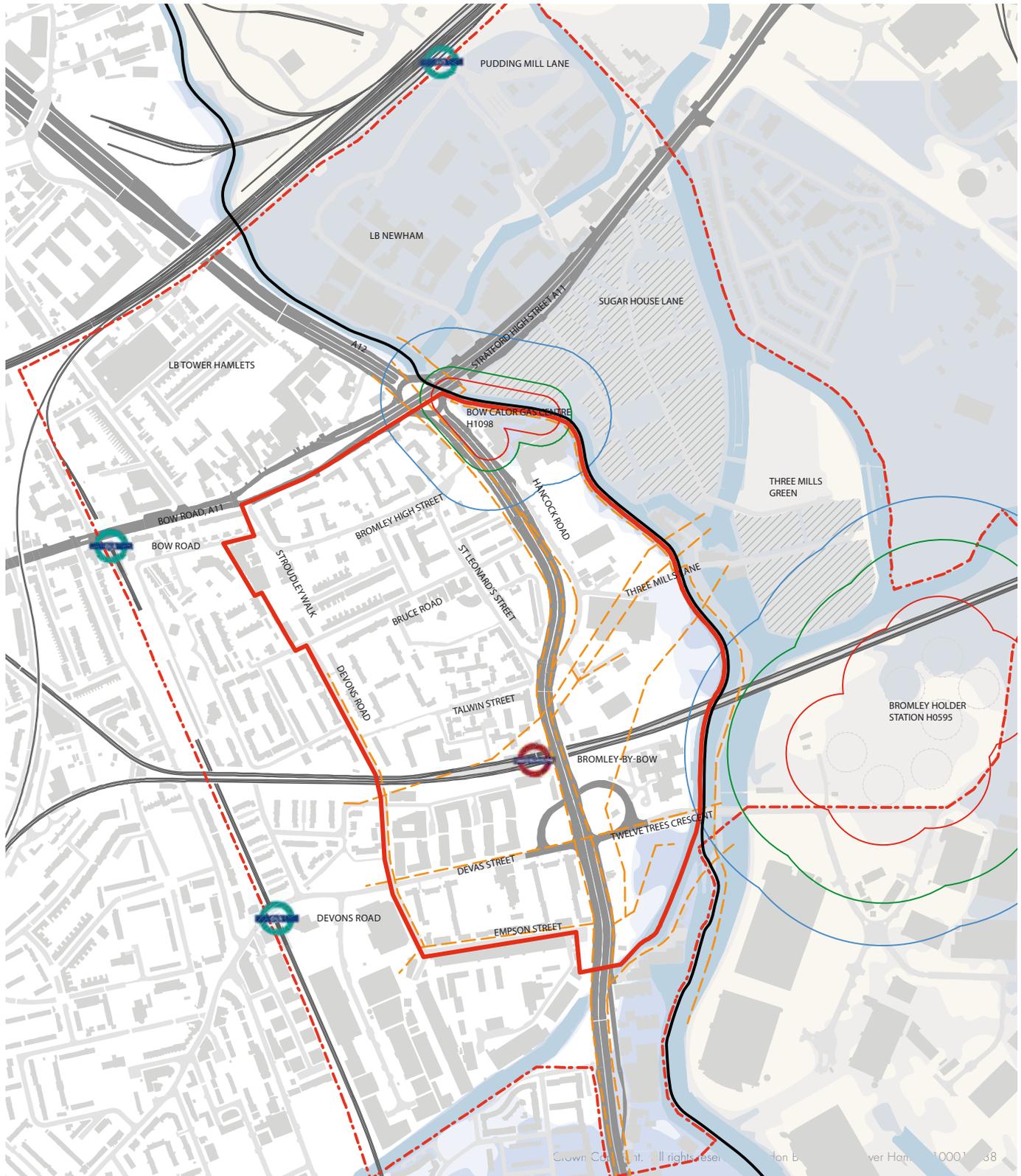
CHALLENGES:

- **Meeting current and future needs:** This Masterplan envisages significant growth in the number of dwellings which will place pressure on existing community, health and educational facilities. The Core Strategy (2010) identifies Bromley-by-Bow as an area of search for healthcare facilities, a new primary school and a new secondary school.
- **Cumulative impact of development:** Pressures will also come from growing numbers of people as part of developments in London Borough of Newham.
- **Environmental conditions:** Aside from the existing foodstore, the area to the east of the A12 is dominated by employment uses and does not feel like a welcoming neighbourhood.

OPPORTUNITIES

- **Educational facilities:** To meet future demand and population growth, there is a clear opportunity to provide new education facilities in the area.
- **Community and health facilities:** New health and community facilities will be delivered at St Andrews. Additional opportunities for community facilities will also arise through the redevelopment of Stroudley Walk and the District Centre. Where appropriate, facilities such as the new primary school and secondary school could be used for community activities in the evening. New facilities should complement and not adversely affect those already available or proposed within the surrounding area.
- **New District Centre:** The improvement of the area will be driven by the delivery of a new District Centre which will include a new primary school and community facilities for residents.
- **S106 contributions:** There is an opportunity to draw on S106 contributions to assist in the delivery of new facilities, in relation to developments within the core and wider boundaries.

THEME 2: IMPROVING CONNECTIONS



Analysis of constraints created by infrastructure and constraints

	Borough boundary
	Masterplan boundary
	London Borough of Newham
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	Broader study area boundary
	Water courses
	Major Road
	Rail lines
	Bromley by Bow Station
	DLR stations
	HSE Consultation Zones; Inner / Middle / Outer
	Flood zone 2 (LBTH SFRA)
	Flood zone 3 (LBTH SFRA)
	Existing utility infrastructure - principal arteries across the masterplan area (indicative only)

3.2.4 Constraints and Infrastructure

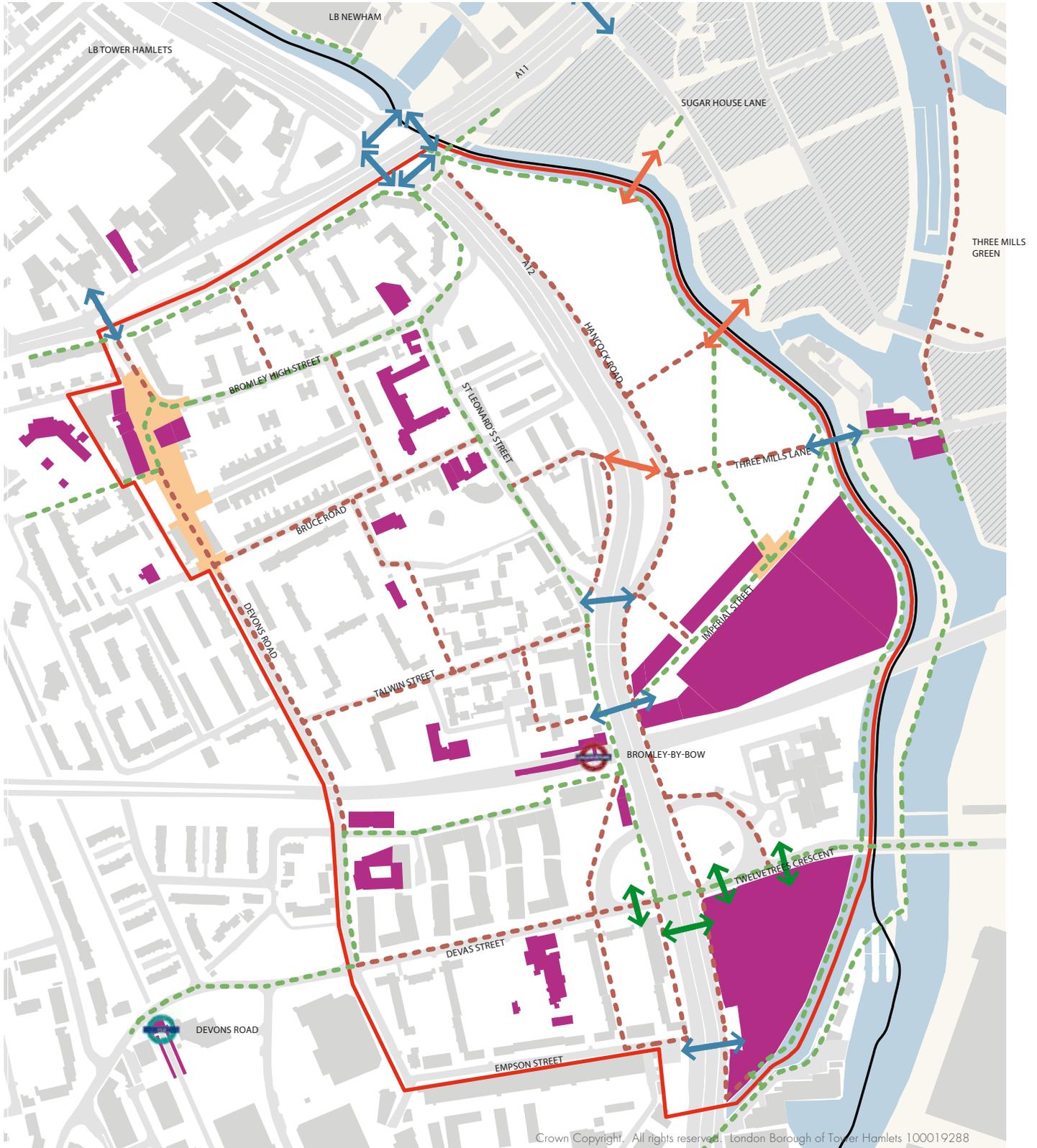
The adjacent plan highlights the principal barriers and infrastructure that have an impact on the Masterplan area.

CHALLENGES:

- **Impact of the A12:** The A12 is a strategically important London Road Network allowing traffic to move around the City. It is particularly important in light of the level of development in East London. However, it has a major physical and psychological impact, making the areas either side feel unconnected and preventing easy movements from east to west in London Borough of Tower Hamlets and London Borough of Newham. A key challenge is altering the balance of road space to reduce the dominance / severance of the A12, whilst also seeking to improve public transport and connections. There are also a number of challenges to the implementation of new crossings over the A12 (at grade or as bridges).
- **Impact of over-engineered road solutions:** Areas such as Bow Interchange and the Twelvetrees Crescent gyratory are characterised by poor pedestrian environments which are unsafe, illegible and challenging to negotiate.
- **Impact of rail infrastructure:** Rail infrastructure provides a barrier to north-south movement.
- **River Lea Navigation:** The deficiency of bridge connections over the river causes severance which makes the connection of communities on either side of the river challenging.
- **HSE consultation zones:** The gasholder site and Bow Calor Gas Centre are important constraints as the consultation zones associated with HSE guidance could have an impact on the scale and type of development proposed.
- **Flood risk:** Areas of flood risk require careful consideration.

OPPORTUNITIES:

- **Improve connections:** Opportunities exist to improve connections across the A12, railway and canal, to create better east-west connections.
- **Waterfront and towpath:** There is an opportunity to create a continuous route along the River Lea, improving connections to adjacent sites.



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Opportunities to improve pedestrian and cycle movement

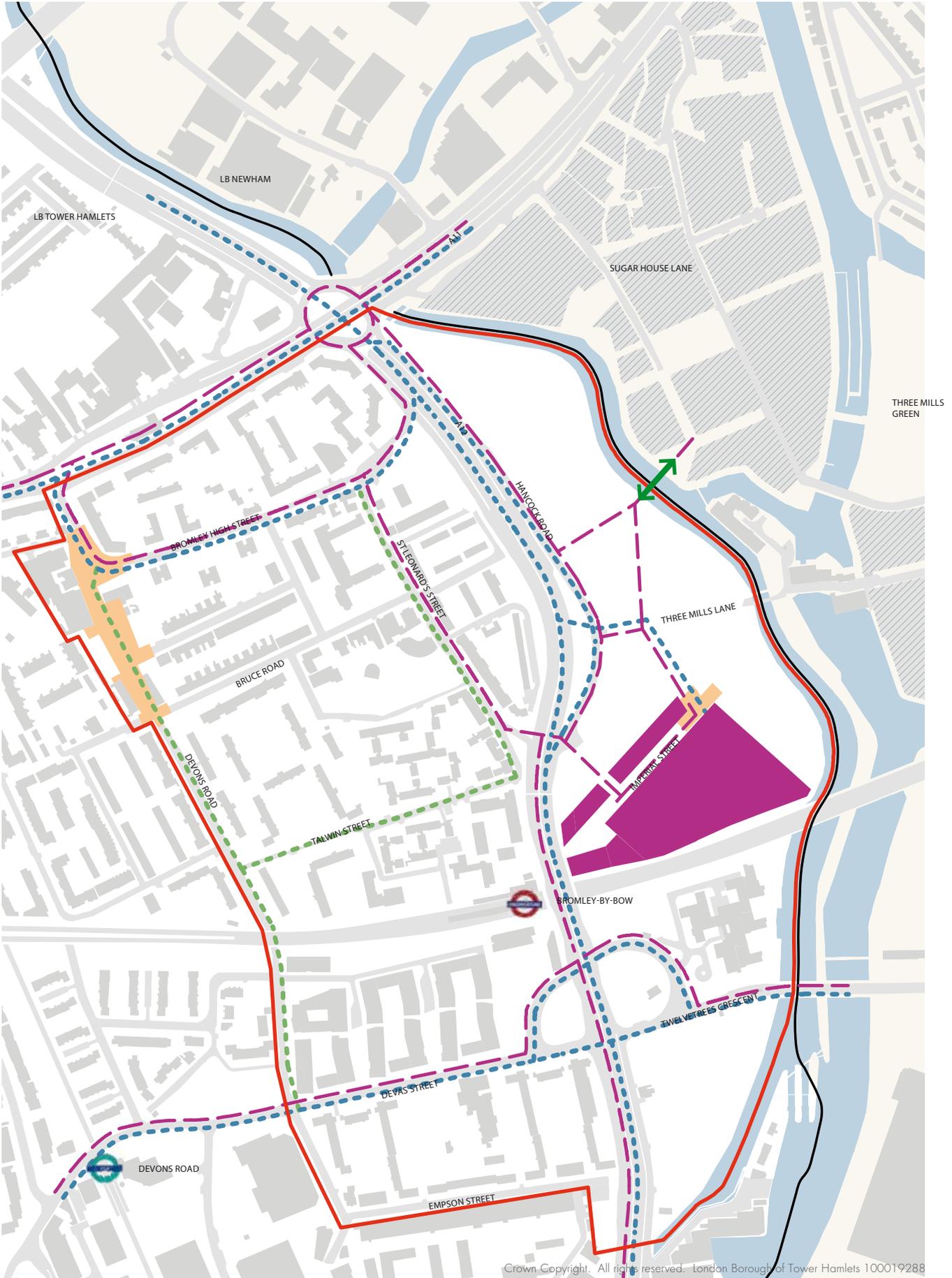
	Borough boundary
	Masterplan boundary
	London Borough of Newham
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	New / improved priority pedestrian / cycle routes
	New / improved priority pedestrian routes
	Proposed pedestrian A12 junction / river crossings
	Improvements to existing pedestrian provision required
	New pedestrian crossing and footpaths required to enable comfortable access to Bow Locks / Coventry Cross East site
	Area where proposed access road to create improved pedestrian and cycle environment, with minimal kerb upstand and / or raised tables
	Existing and future attractors generating popular pedestrian and cyclists routes across the area

3.2.5 Transport and Connections

The adjacent plan identifies the opportunities to resolve challenges associated with walking and cycling in the Masterplan area. Opportunities and challenges relating to vehicle movements are illustrated on the following page.

CHALLENGES:

- **Poor access to station:** Bromley-by-Bow is characterised by very limited access and routes to and from the Underground station.
- **Connections across the A12 and the River Lea:** The crossings under the A12 are not attractive and feel unsafe. The A12 itself suffers from a narrow central reservation and a height difference of up to 2m between each carriageway. Twelvetrees Bridge is currently the only public bridge across the River Lea between the A11 and A12 in the area. Crossings and bridges will need to be agreed with TfL and British Waterways to minimise impact on traffic and the waterways environment.
- **Pedestrian and cycle environment:** Parts of Bromley-by-Bow, particularly the area to the east of the A12 have a poor street environment and have a general lack of pedestrian routes. There is also a general lack of cycle parking facilities in the area.
- **Industrial access to and from the A12:** There are a lack of points of access to and from the A12, particularly for industrial vehicles entering the area east of the A12. Poor access may encourage trips through residential streets.
- **Heavy traffic along Devons Road / Devas Street:** The extent of vehicle movements along Devons Road and Devons Road (particularly Heavy Goods Vehicles) produces an unattractive route to both Bromley by Bow and Devons Road stations.
- **Street furniture and materials:** There is an overuse of roadside railings in a number of locations including the north end of Stroudley Walk and east end of Bromley High Street. In many instances, traffic signs cause pavement obstructions (e.g. A12 by Bromley High Street).
- **Accessing Twelvetrees Crescent and Bow Locks / Coventry Cross East:** It will be challenging to balance the need for vehicle capacity with the aspiration to promote attractive and sustainable transport options in the south-east quadrant. This is exacerbated by significant freight movements on the A12 to and from ProLogis Park via Devons Road / Devas Street.
- **Bus routing:** Opportunities exist to enhance the current north-south section of the network. Due to the barriers to movement, buses can only serve parts of the area in one direction.



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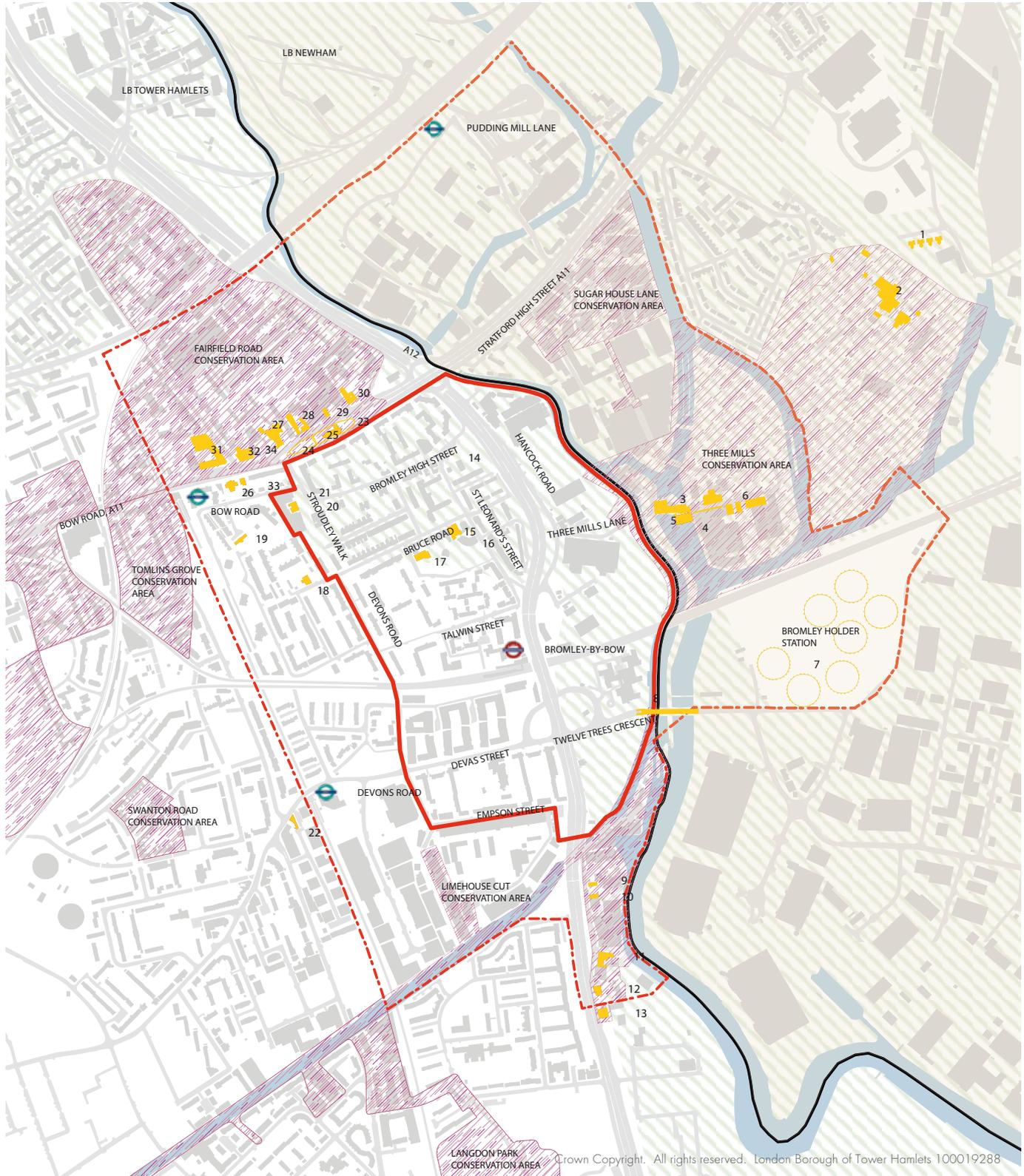
Opportunities to improve vehicular movement

	Borough boundary
	Masterplan boundary
	London Borough of Newham
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	Priority private car routes
	Priority Heavy Goods Vehicle routes
	Bus routes
	Proposed vehicular bridge across the river
	Area where proposed access road to create improved pedestrian and cycle environment, with minimal kerb upstand and / or raised tables
	Key future attractor for local pedestrian shoppers and people driving to the site

OPPORTUNITIES:

- Balance the strategic role of the A12:**
 Opportunities exist to improve connections and introduce a new at-grade link across the A12 at Three Mills Lane at Twelvetrees Crescent to create a more pedestrian-friendly environment. As highlighted above, it is important to balance these improvements with the strategic role of the A12 in terms of any impact on highways capacity against the aspiration to create as many opportunities to cross the A12 as possible.
- Improve connections along the River Lea and to the waterfront:** A key opportunity arising from the redevelopment of sites to the east of the A12 is to improve accessibility to the waterfront and along the towpath. New bridges which link to the wider area would be delivered as part of the Sugar House Lane development. Bridges need careful consideration and agreement with British Waterways to ensure the impact on the waterways and ecology is minimal.
- Improve connections / accessibility:** It is a priority to enhance the experience of walking and cycling through the area feel safer and make it more welcoming. There is a need to improve the condition of existing subways through CCTV and better lighting to improve security and safety.
- Improve signage:** There is an opportunity to improve signage in the area, linking into the Legible London scheme. This will assist with addressing the severance of the A12 and improve connections across the River Lea.
- Enhanced connections to the wider area:** As illustrated on the strategic location plan, it is important to consider how localised connection improvements have the potential to contribute to wider sub-regional improvements (for example, improved access via Stratford High Street and Sugar House Lane to Pudding Mill Lane).
- Smoothing traffic flow:** In accordance with the London Plan, there is an opportunity to smooth traffic flow as part of alterations to the highways network.

THEME 3: HIGH QUALITY NEIGHBOURHOOD



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Heritage assets

-  Borough boundary
 -  Masterplan boundary
 -  Broader study area
 -  London Borough of Newham
 -  Conservation area
 -  Area of archaeological priority
 -  Listed and locally listed buildings/structures
- 1 116-130 Abbey Lane (Grade II)
 - 2 Abbey Mills Pumping Station (Grade II*)
 - 3 Tide or House Mill (Grade I)
 - 4 Clock Mill (Grade II)
 - 5 Paved Roadway extending from House Mill to wall on east side of clock mill (Grade II)
 - 6 Clock Mill [and 3 drying kilns] (Grade II)
 - 7 Gas Holders (Grade II)
 - 8 Twelvetrees Bridge (Grade II)
 - 9 21 - 22 Gillender Street (Locally listed)
 - 10 P B Burgoyne & Co Limited Warehouse (Grade II)
 - 11 25 - 37 Gillender Street (Grade II)
 - 12 Bromley Hall (Grade II*)
 - 13 Poplar Public Library (Grade II)
 - 14 How Memorial Gateway (Grade II)
 - 15 BbB United reformed Church (Locally listed)
 - 16 Arch against North Wall of Bromley Recreation Ground (Grade II)
 - 17 Kingsley Hall (Grade II)
 - 18 The Childrens House (Grade II)
 - 19 Drapers Almshouses and Chapel (Grade II)
 - 20 10 & 12 Stroudley Walk (Grade II)
 - 21 Rose and Crown Pub (Grade II)
 - 22 The Widow's Son Pub (Grade II*)
 - 23 St Mary's Church (Grade II*)
 - 24 Gentlemans WC adjacent to the statue (Grade II)
 - 25 St Mary's Church Island site (railings) (Grade II)
 - 26 Bromley Public Hall (Grade II)
 - 27 179 Bow Road (Locally listed)
 - 28 187-191 Bow Road (Locally listed)
 - 29 199 Bow Road (Grade II)
 - 30 223 Bow Road (Grade II)
 - 31 The former Poplar Town Hall (Bow House) (Grade II)
 - 32 163 Bow Road (Grade II)
 - 33 116 Bow Road (Grade II)
 - 34 161 Bow Road (Locally listed)

3.2.6 Heritage Assets

The plan opposite identifies the heritage assets within the Masterplan area and the wider boundary

CHALLENGES:

- **Conservation Area setting:** Any development within Bromley-by-Bow needs to have careful consideration for the Conservation Areas which surround the SPD boundary including Three Mills, Sugar House Lane, Fairfield Road and Limehouse Cut Conservation Areas, whose settings could be impacted by development within the SPD area
- **Land contamination:** The site has a legacy of industrial uses and new development will be required to investigate site contamination.
- **Archaeological Priority Areas:** Areas of Archaeological potential will require careful management in line with PPS5.

OPPORTUNITIES

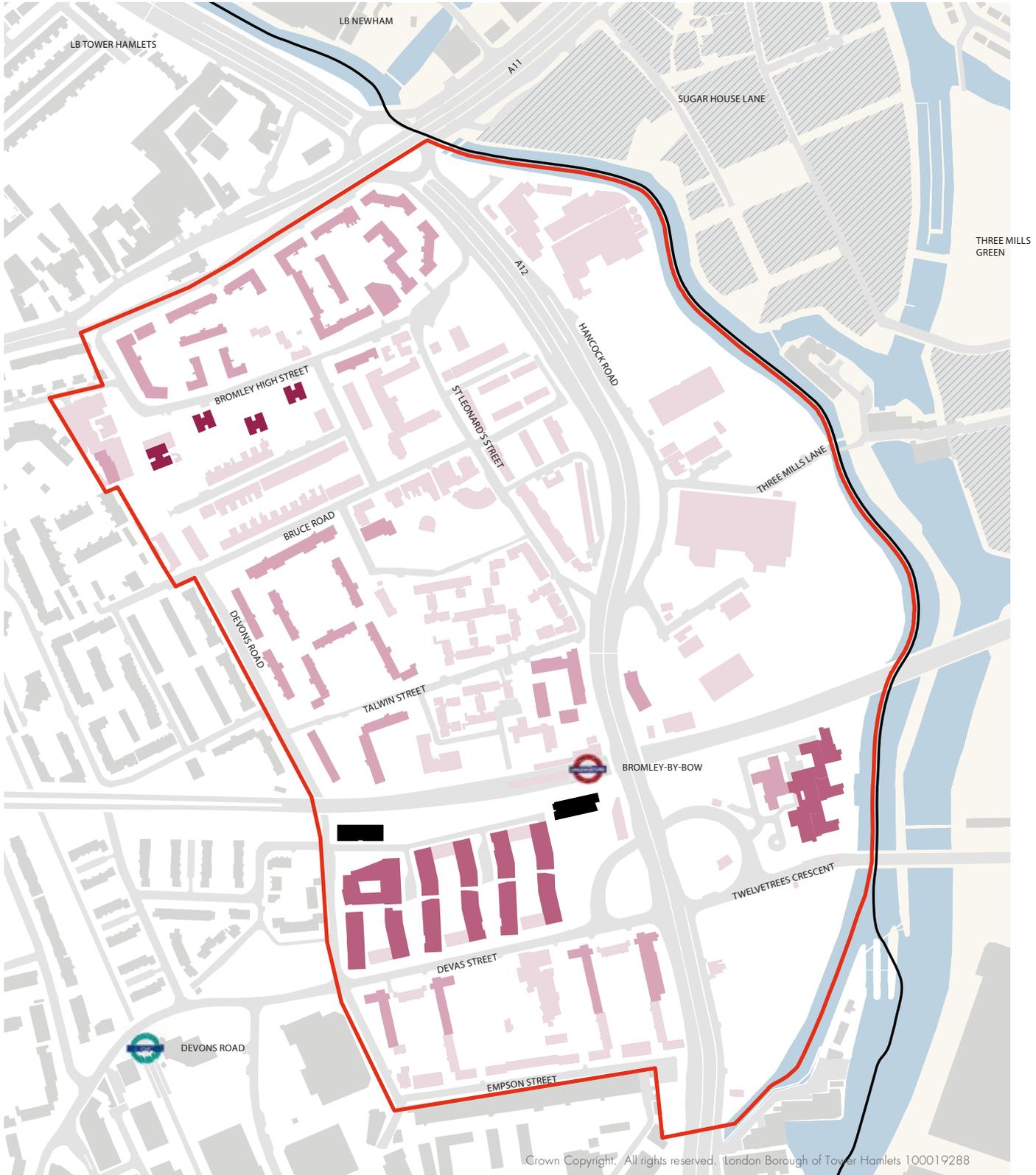
- **Protection and enhancement:** New development presents an opportunity to protect and enhance the setting of Listed Buildings and adjacent Conservation Areas.
- **Local distinctiveness:** New development will need to promote and enhance local distinctiveness and character.



Three Mills



Kingsley Hall



Analysis of building heights (existing buildings)



St Andrews model viewed from south-west

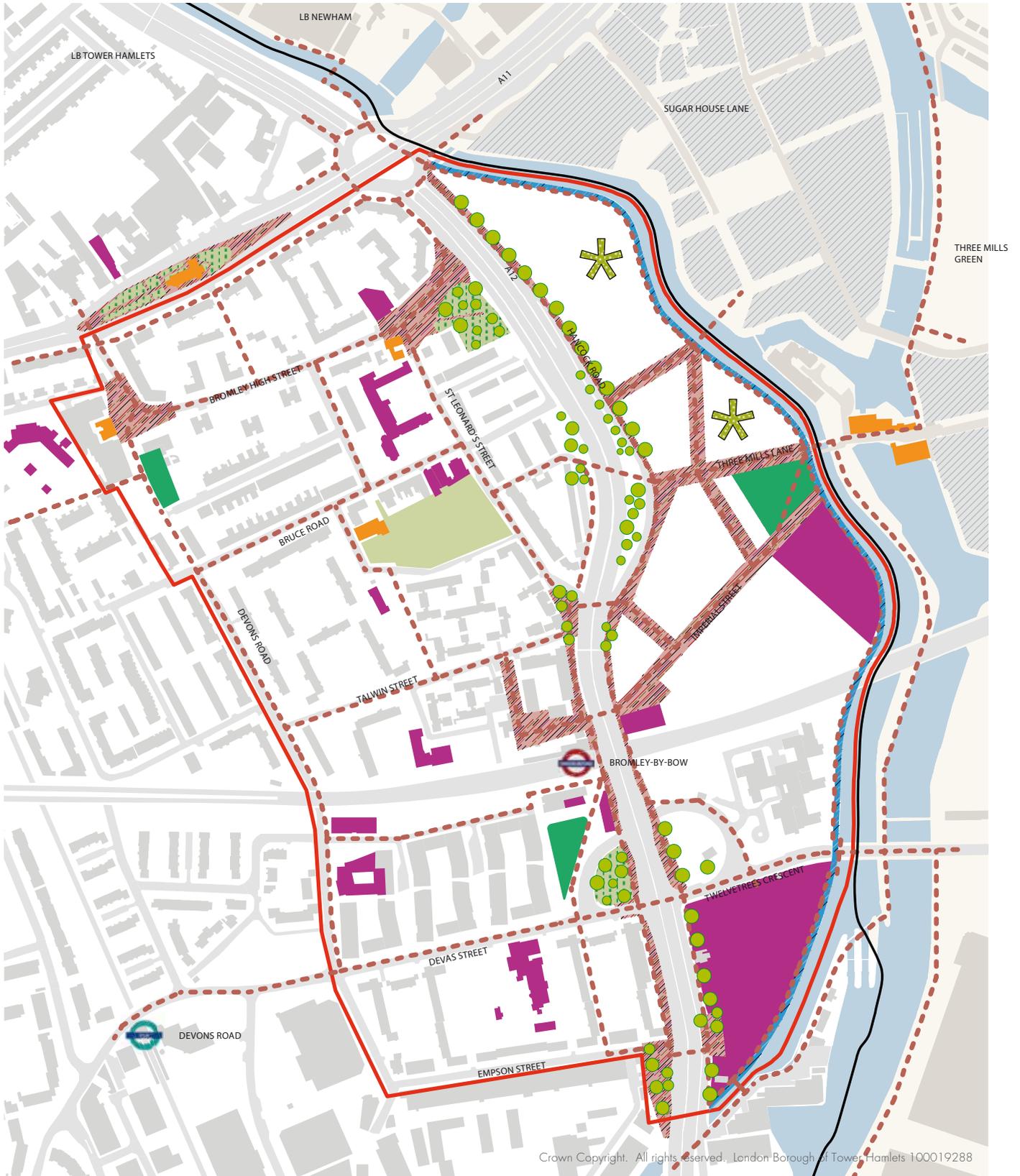
3.2.7 Building Heights

CHALLENGES:

- Integrating taller buildings:** Aside from some low rise terraced housing strips, notably along Arrow Road and Bruce Road the area is characterised by mid-rise estate blocks, arranged around open green and courtyard spaces, and numerous tall tower blocks, older ones to the west and north. The St Andrews development to the south of the railway line comprises mostly 7-10 storey buildings with two very tall blocks along the railway edge, at the eastern and western edges of the development. These tall buildings help with orientation across the site, providing key landmarks. The older tall buildings are read as small clusters with a much stronger spatial quality than stand-alone buildings. A key challenge is to establish how new tall buildings are integrated, particularly in relation to issues associated with heritage as identified the heritage assets section above.

OPPORTUNITIES:

- Guidance for scale and massing:** The Masterplan presents an opportunity to ensure that future development is appropriate in terms of scale and massing in line with guidance and criteria in the Managing Development DPD. Guidance in chapter 4 identifies general design principles in relation to tall buildings (4.2) potential tall building locations where appropriate for key sites and the overall approach to massing (4.3).



Public realm opportunities

	Borough boundary
	Masterplan boundary
	London Borough of Newham
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	Existing, new or improved priority pedestrian and cycle routes across the area requiring high quality public realm. Creating green links across the area
	Existing green public and semi-public spaces important to local network of spaces
	Existing green spaces that need improvement and better integration into neighbourhood
	Opportunity for green open space.
	New green spaces important to future local network of spaces requiring good integration into existing context
	Unique historic assets helping distinguish Bromley by Bow from other neighbourhoods and should be enhanced with good views and improved setting wherever possible
	Key local attractors generating popular movement routes across the area
	Special public realm sites requiring high quality, site specific interventions to reflect their important role in the future of the neighbourhood
	Enhancements required along towpath to attract more users
	Tree planting on both sides of the A12, signifying crossing opportunities by creating visual green links between both sides of the road.
	Linear planting along eastern edge of A12

3.2.8 Public Realm and Open Space

The adjacent plan highlights the main opportunities which respond to challenges associated with public realm and open space at Bromley-by-Bow.

CHALLENGES:

- **Open space deficiency:** As with many areas in Tower Hamlets, Bromley-by-Bow has a deficit of public open space. The area to the east of the A12 has a lack of open space and the barrier effect of the A12 exacerbates this issue.
- **Quality of public spaces and public realm:** A number of areas have a poor quality public realm including Stroudley Walk, the junction of Bromley High Street and St Leonard's Street, the station forecourt and Twelvetrees Crescent.
- **Towpath:** The towpath feels isolated and disconnected from the rest of Bromley-by-Bow.

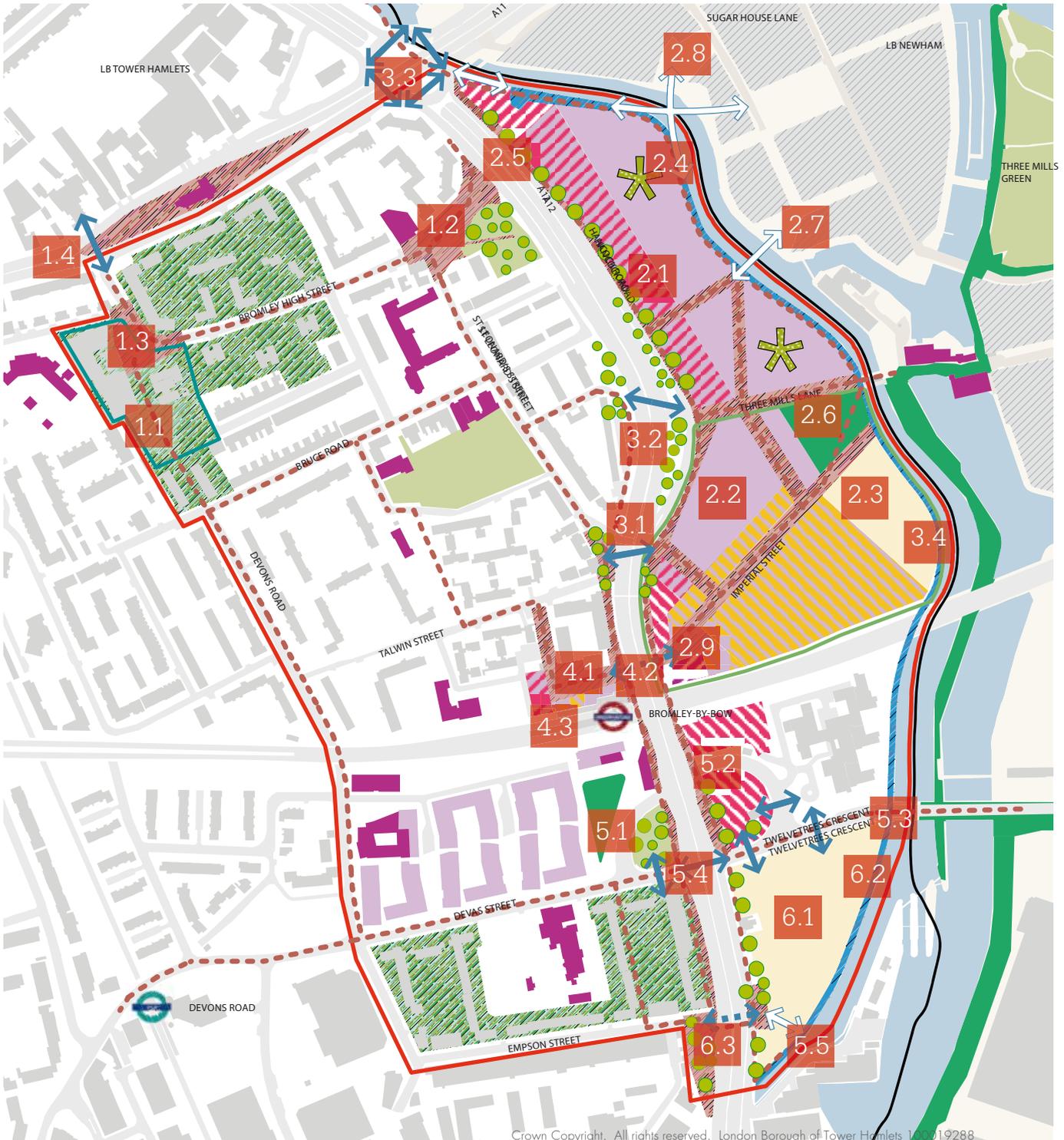
OPPORTUNITIES

- **Open spaces:** Enhance existing and deliver new accessible open spaces through development sites such as Stroudley Walk and Bromley-by-Bow North. This will help to deliver the Council's Green Grid strategy. The area's green infrastructure should be designed to deliver multiple functions.
- **Towpath:** Enhance the towpath as a place and as a connection for pedestrians and cyclists and to improve links to adjacent sites across the river. There are also opportunities to enhance biodiversity and passive surveillance of the waterway environment through the design of new development.
- **Improve crossings across the A12:** Opportunities exist to improve subways and to create at-grade crossings across the A12. It is important that the safety and security of existing subways is improved to help reduce the perception of crime. A proposal to create an at-grade crossing as part of an all-movement junction is promoted to support the delivery of the new District Centre.
- **District Centre street:** Create a new public square to enhance the new district centre and seek to extend the square via the improved subway to link into the station improvements to the west of the A12.
- **New bridge connections:** Opportunity to create a series of bridge connections to improve east-west connections across the River Lea including a new bus, pedestrian and cycle link to the southern part of Sugar House Lane, and pedestrian / cycle links to Sugar House Lane (north) and Gillender Street.

3.3 BROMLEY-BY-BOW TOMORROW: KEY INTERVENTIONS

3.3.1 Overview

This section highlights the key interventions / projects which have been identified through the analysis of opportunities and constraints in section 3.2. Further details on key delivery issues are outlined in chapter 5.



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Key interventions

3.3 BROMLEY-BY-BOW TOMORROW

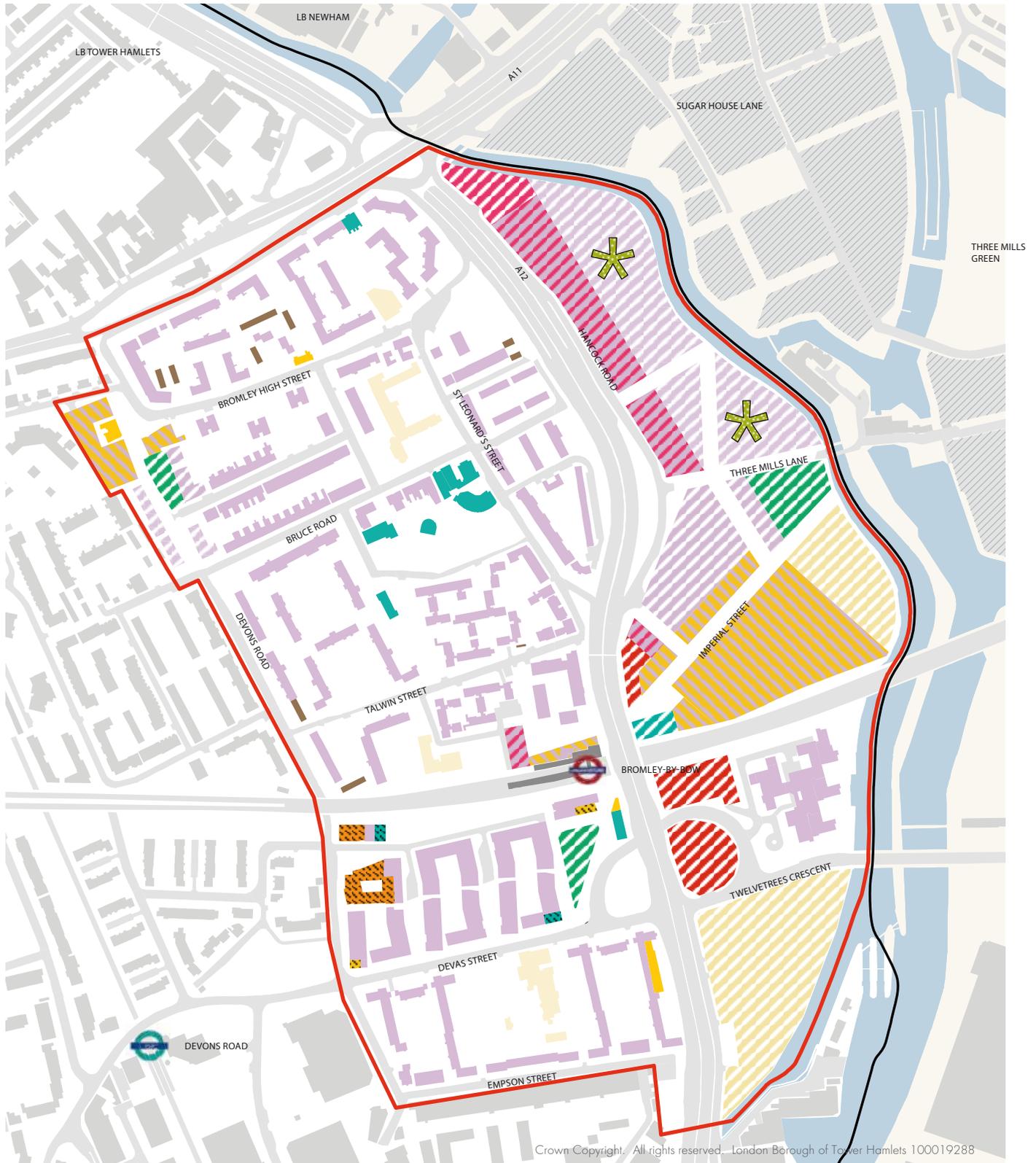
Project	1: Meeting needs	2: Improving connections	3: High quality neighbourhood
1	1.1 Stroudley Walk Neighbourhood Centre: Redevelopment of neighbourhood centre with retail, community facilities and residential dwellings		
	1.2 St. Leonard's Street / Bromley High Street: Improvements to under-utilised public space		
	1.3 Stroudley Walk Public Realm: Improvements to highways and public realm associated with renewal of Stroudley Walk		
	1.4 Bromley High Street and A11: Development should contribute towards improved pedestrian crossing facilities at the junction of the A11 with Bromley High Street		
2	2.1 Bromley-by-Bow North: Redevelopment for commercial and residential uses and creation of new public open space.		
	2.2 New District Centre: New town centre with mix of uses including retail, community uses, residential dwellings and commercial uses.		
	2.3 New primary school: 2 form entry primary school		
	2.4 Towpath enhancements north: Enhancement of towpath, consolidation as continuous route		
	2.5 A12 Street Trees: Comprehensive planting of street trees along the A12 and routes leading to waterfront through the Mayor's street trees programme.		
	2.6 District Centre Park: Proposed delivery of new green open space		
	2.7 New bridge link to Sugar House Lane (buses and pedestrians / cycles): New connection between Bromley-by-Bow and Sugar House Lane to facilitate new direct route from District Centre to Sugar House Lane and beyond to the Olympics and legacy facilities as well as Stratford via Stratford High Street This will be delivered as part of the Sugar House Lane development.		
	2.8 New bridge link to Hunts Lane (pedestrians and cycles): New connection between Bromley-by-Bow North and Sugar House Lane enabling improved east-west connections across River to be delivered as part of the Sugar House Lane development.		
	2.9 District Centre Square / public space: New public space and associated public realm improvements as part of new District Centre.		
3	3.1 Pedestrian crossing (Talwin Street): At-grade pedestrian crossing.		
	3.2 Subway improvements (Three Mills Lane): Improvements to subway associated with emerging proposals for movement enhancements. Improve safety and security through CCTV provision.		
	3.3 Bow Interchange enhancements: Improved cycle and pedestrian crossings at Bow Interchange		
	3.4 Towpath improvements central: Enhancement of towpath and consolidation as a continuous route, potential to connect under the rail line		
4	4.1 Station Square: New station square associated with enhancements to station and adjacent improvements to underpass and creation of new public space.		
	4.2 New station underpass: Widening and enhancement of underpass associated with proposals for new district centre and station improvements.		
	4.3 Station improvements: Proposal to improve access and capacity in response to future needs.		
5	5.1 Twelvetrees Crescent landscape: Improvements to green landscaping adjacent to St Andrews site		
	5.2 Twelvetrees Crescent junction: Improvements to Twelvetrees Crescent junction to the east of the A12.		
	5.3 Twelvetrees Crescent Bridge: Proposals to enable step-free access from towpath to Twelvetrees Bridge as part of Lea River Park project		
	5.4 Accessibility improvements at Devas Street / Twelvetrees Crescent / A12: Proposals improve accessibility to surrounding key sites, including crossings at Twelvetrees Crescent and aspiration for a bridge over the A12.		
	5.5 Link to Gillender Street: Access to towpath.		
6	6.1 Secondary school: Emerging proposals for 9 form entry secondary school		
	6.2 Towpath enhancements south: Enhancement of towpath and consolidation as a continuous route with appropriate lighting.		
	6.3 Bow Locks / Coventry Cross East underpass: Improvements to Bow Lock underpass. Improve safety and security through CCTV provision.		



**LAND USE AND DESIGN
GUIDANCE**

4

4.1 LAND USE PRINCIPLES



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Land use principles

	Borough boundary
	Masterplan boundary
	London Borough of Newham
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	Residential
	Residential uses on upper floors
	Health
	Education
	Transport
	Civic / Community / Religious
	Retail
	Commercial
	Garages
	Proposed residential
	Proposed retail uses with residential above
	Proposed commercial uses with residential above
	Proposed commercial
	Proposed education
	Proposed open green spaces
	Opportunities for open space

4.1.1 Context

Bromley-by-Bow will continue to benefit from a varied and diverse mix of uses. The introduction of new town centre functions and community / social uses will give the area a more obvious 'heart'. As an SPD, this document cannot allocate land uses. In that context it should be noted that the adjacent land use proposals plan and text below, consolidates guidance and allocations that are already established in the Local Development Framework.

4.1.2 Land use principles

- **New District Centre** – The area will benefit from a new District Centre comprising a relocated foodstore and independent retail units, IDEA store or similar community use, new housing and primary school complemented by open space and public realm improvements..
- **Neighbourhood centre** – to ensure that Stroudley Walk continues as an important neighbourhood centre with a balance of flexible retail and community uses.
- **New primary and secondary schools** – the consent for the new District Centre makes provision for a new primary school adjacent to the towpath. The Council is also promoting Bow Locks / Coventry Cross East as a site for a new secondary school through the emerging Development Management DPD and the SPD will be reviewed to ensure conformity with DPDs when they are adopted.
- **Commercial uses** – Bromley-by-Bow North and the new District Centre will incorporate a mix of uses including commercial activities fronting the A12.
- **Residential uses** – The area to the west of the A12 will continue to have a predominantly residential character. The area to the east of the A12 will also include significant residential uses delivered as part of the District Centre and Bromley-by-Bow North oriented towards the Lea Navigation.

PLAN NOTE: Uses in proposed District Centre south of Three Mills Lane are consented

4.2 DESIGN PRINCIPLES



Greening



Accessible open spaces



Attractive public realm



Celebrating the waterfront



Response to historic setting



High quality materials



High quality design



Retention of positive townscape



Improved access to station
(Capita, 2010)



Enhancement of existing links and
creation of new routes across A12



Create more accessible streets
with active frontage



Transform environment of the A12

4.2.1 Overview

The purpose of this section is to identify the overarching principles which will steer development proposals in the Masterplan area. These design principles have been applied to each of the **key development sites** (section 4.3), and additional detail is provided in relation to **special areas of public realm** (section 4.4) and trees (section 4.5).

4.2.2 The principles

1. Urban Grain and Architecture

Development will be expected to make a clear response to context, being specific to the character of Bromley-by-Bow. With this in mind, proposals should integrate and retain historic buildings and local assets wherever possible.

Some of the housing estates in Bromley-by-Bow are well-integrated with the terraced houses that form the historic urban fabric of Tower Hamlets. Where opportunities arise to redevelop the area, proposals will be expected to embrace simple principles of good design to create a new urban fabric which is carefully integrated within the existing grain and townscape:

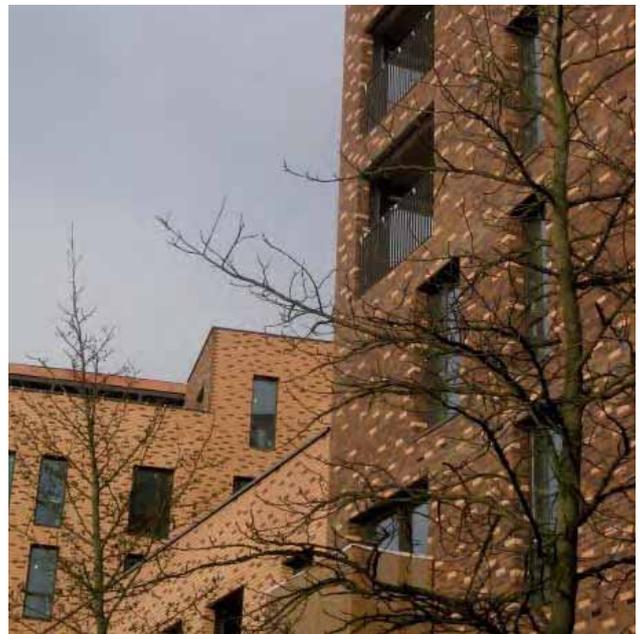
- New development should re-instate and repair urban blocks or historic street lines where possible.
- Frontages should be active and spaces well-enclosed with a clear differentiation between private and public spaces.
- The layout of streets should be led by urban design objectives and avoid over-engineered highways solutions as far as possible.
- Protection and enhancement of heritage assets and their settings including areas of townscape value which do not benefit from formal listing.
- Development should incorporate generous floor to ceiling heights in new retail / commercial units.
- Proposals should use high quality materials such as natural self coloured materials and incorporate sensitive architectural detailing.
- Developments should start at the water to ensure it integrates with the waterway environment. The water way should not only be seen as the backdrop or setting for development
- Bedrooms should be set above the surface water and breach flood water level. Buildings below these levels have a suitable higher level refuge area.



Large residential blocks, with shared spaces and uses between typify this area. The permeable character and active uses and shared spaces at ground floor should be continued.



Pubs and other communal facilities as well as community infrastructure such as schools should be incorporated into development.



The St Andrews development is an excellent local example of contemporary use of brick as an external cladding material. Further development should look both to this and other older local precedents for contextual guidance on material choices and detailing.

2. The Waterfront

Development will be expected to embrace the water edge rather than treat the towpath as a boundary. In order to maximise the potential of the waterfront, the towpath should be dealt with like a street with an expectation that building edges will be of an appropriate scale and accommodate an active frontage. Proposals should respond to the following checklist:

- The towpath should be transformed as an access route for pedestrians and cyclists, and as a place / destination in its own right.
- Proposals will be expected to promote an appropriate relationship with public and open green space as well as the river and towpath which are key assets for the area.
- Although water has the potential to add value to a scheme, design proposals will be expected to achieve an appropriate approach in relation to frontage and the location of private, semi-private and public space to ensure that the neighbourhood and towpath are permeable and accessible.
- Development sites will be required to improve existing walkways, and where appropriate in agreement with British Waterways deliver new continuous walkways along the towpath, making it a safe and publicly accessible route together with an associated area of public green space to support recreation.
- Opportunities to enhance the biodiversity of the towpath and waterfront should be situated at the heart of development proposals.
- Encourage enhanced mooring facilities, floating commercial vessels such as cafes and restaurants, floating classroom and other visiting uses. Development proposals will be considered in light of their complementarity to the British Waterways Lower Lea Valley Waterspace Strategy.
- Buildings built up to the edge of the waterfront should make the best use of the waterside, and

avoid blank facades and storage/refuse bins up against it. Where appropriate, opportunities for moorings should be explored.

- Proposals for development should be reviewed with the Environment Agency in relation to set back from the river wall to allow for future maintenance.
- Proposals should ensure that the riverwalls are repaired or replaced to provide appropriate flood protection. Opportunities to set-back the flood defences and provide a softer river-edge should be incorporated where possible.

3. Public Realm and Open Space

Proposals will be expected to improve existing spaces and create new open spaces. Key principles for public realm and open space improvements are listed as follows:

- Proposals should focus on the delivery of the Council's Green Grid as identified in the Core Strategy and Green Grid Delivery Plans.
- Routes should be attractive, legible and safe for pedestrians and cyclists.
- Opportunities to make key routes greener should be promoted (e.g. through tree planting and landscaping to soften the environment).
- Where sites come forward for development, proposals should re-configure connections and routes to respond to pedestrian desire lines with a view to establishing improved links to key destinations such as the station, District Centre, Stroudley Walk, the waterfront and areas in London Borough of Newham and beyond.
- New and improved open space should be designed and managed to enhance the setting of the adjoining heritage assets and promote entry to new open space in the Masterplan boundary including Three Mills Green, Lea River Park and future Queen Elizabeth Park.

4. Access

Development proposals will be expected to accommodate the following principles and contribute to, or deliver access improvements as appropriate:

- Pedestrian and cycle connections across the A12 should be improved through the enhancement of existing subways and the creation of new at-grade crossings (or alternatively, bridges) to serve key destinations such as the new District Centre, new commercial and residential uses at Bromley-by-Bow North, the station and the proposed secondary school at Bow Locks / Coventry Cross East.
- New crossings need to be balanced with the need to maintain the strategic role of the A12 within the Greater London road network.
- Improvements to north-south and east-west movements within the core Masterplan boundary must be complemented by improved linkages across the River Lea to adjacent destinations such as Sugar House Lane and Three Mills, as well as Lea River Park, the Olympic Park and Stratford.
- Development sites adjacent to the A12 will be required to support improvements to the A12 as a north-south route for pedestrians.
- At the scale of individual units, access to residential dwellings should be from the ground floor where possible.
- There is a need to minimise car parking and vehicular trip generation and to and from any new development.

5. Housing Design

Residential proposals should have regard for the minimum standards and principles set out in the Mayor of London's publication, the London Housing Design Guide (2010):

The guide is based around six key themes which are summarised as a checklist for development proposals

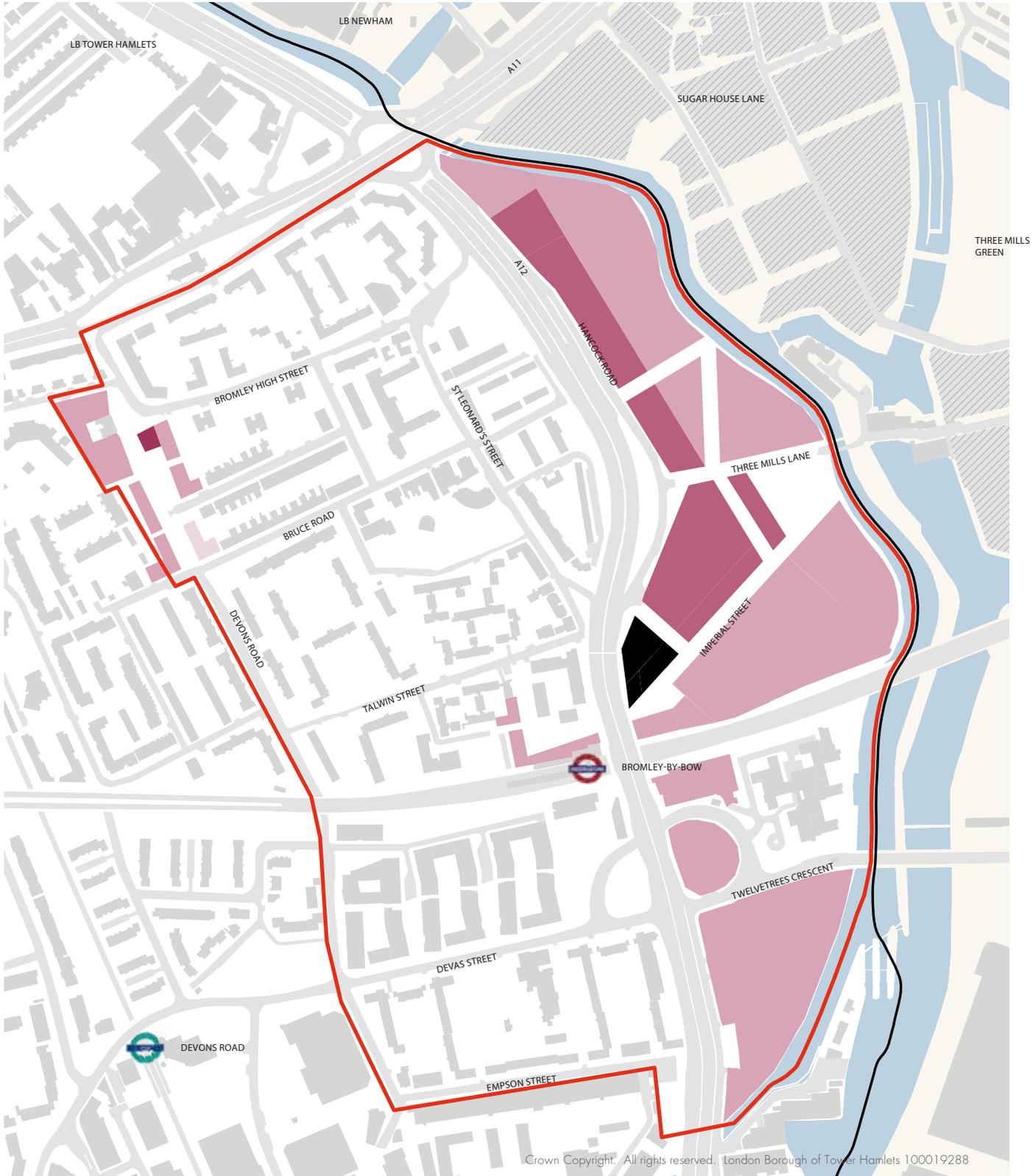
in Bromley-by-Bow as follows:

- **Shaping Good Places:** Proposals should ensure that development is integrated within the wider public realm network, providing opportunities for access to open and green space, and ensuring that development enhances the existing character of the area.
- **Housing for a Diverse City:** Proposals should incorporate a mix of housing sizes, types and tenures, at appropriate densities.
- **From Street to Front Door:** Proposals will be expected to respond to guidance in the Housing Design Guide in relation to guidance on the design of shared circulation areas and the entrance and approach to a group of flats or individual dwelling.
- **Dwelling Space Standards:** proposals will be expected to embrace the new minimum space standards and guidance on the size and layout of different rooms, including minimum sizes for storage and private outdoor space.
- **Home as a Place of Retreat:** Proposals should incorporate an appropriate level of privacy and dual aspect dwellings and will be assessed in relation to noise, floor-to-ceiling heights, daylight and sunlight.
- **Climate Change Mitigation and Adaptation:** Development proposals should respond positively to the implementation of the Code for Sustainable homes.
- In addition, all proposals should be aiming for the Code for Sustainable Homes Level 4.

6. Sustainability

Development proposals will be expected to demonstrate high standards of sustainability in line with principles and policies in the Local Development Framework and London Plan. In particular, proposals should demonstrate conformity with appropriate adopted policies and incorporate details of the following:

- Appropriate climate change mitigation and adaptation strategies.



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Indicative building heights

	Borough boundary
	Masterplan boundary
	London Borough of Newham
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	Proposed 3 storeys
	Proposed 4-6 storeys
	Proposed 7-8 storeys
	Proposed 8-10 storeys
	Proposed 10+ storeys

- Sustainable design and construction methods.
- Flood water strategies including demonstration of a sequentially acceptable approach to ensure residential areas are in the most appropriate location with regard to flood risk.
- New development should be designed to incorporate Sustainable Drainage Systems (SuDS) following the SuDS hierarchy. They should not only seek to minimise the rate and volumes of surface water runoff, but also improve water quality, amenity benefits and improved biodiversity. Consideration should be given to green roofs as part of SuDS strategies.
- All new non household development, including refurbishments should also achieve a water efficiency standard of BREEAM excellent.
- Proposals should meet biodiversity objectives and create access to nature opportunities within riverside green space, including the towpath. Habitat creation and management of spaces for the enjoyment of nature also creates opportunities for informal recreation, sustainable drainage and/or flood storage

7. Building Height, Scale and Massing

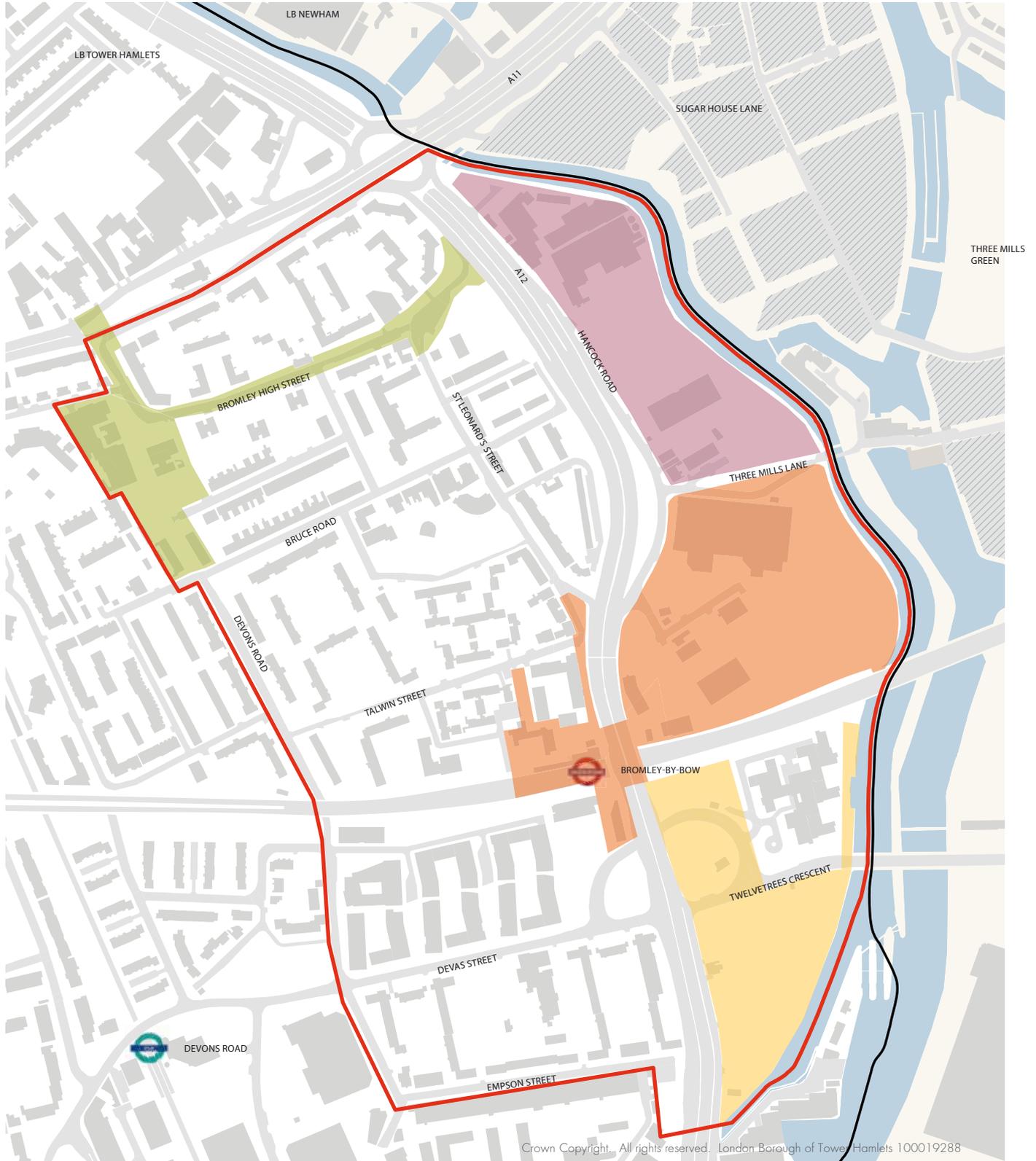
Design and Access Statements will be required to present a clear justification for the height, scale and massing of new buildings. They will be assessed in relation to the scale and massing of existing buildings and the wider context in terms of setting and character. Proposals for new buildings should be informed by public transport accessibility ratings. Schemes will be expected to step down to the water's edge and respond to the criteria established in Conservation Area guidance.

Scale and massing of buildings will be assessed in relation to the following checklist as well as other relevant guidance in the LDF, the London Plan and English Heritage / CABE's Guidance on Tall Buildings (2007):

- Appropriate response to townscape context;
- Enclosure and definition of a high quality public realm and its associated function;
- Acceptable sunlight and daylight conditions for occupiers;
- Acceptable Microclimatic conditions; and
- Preservation and enhancement of the adjacent Conservation Areas and Listed Buildings.

The plan adjacent provides an indicative framework for building heights in the area.

4.3 GUIDANCE FOR KEY SITES



Location of key sites

4.3 KEY SITES

	Borough boundary
	Masterplan boundary
	London Borough of Newham
	Draft Sugar House Lane and Three Mills Land Use and Design Brief
	Stroudley Walk
	Station Gateway and District Centre public realm
	Bromley by Bow North
	Twelve Trees Crescent and Bow Locks / Coventry Cross East

4.3.1 Overview

This chapter provides more detailed guidance for the key development sites in the SPD area listed adjacent. These sites have been identified for the following reasons:

- They present the most significant opportunity for change and will have a transformative effect on the wider area.
- It is vital that these sites are defined by a high standard of design and make a positive contribution to the overall vision for Bromley-by-Bow.
- Each site has a role to play in realising the wider strategy of improving connections, spaces and infrastructure.
- All these sites are subject to development interest.
- Although these sites are at varying stages in the planning process, all have outstanding matters for approval, either through applications for planning consent or the discharge of conditions.

STROUDLEY WALK



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Indicative guidance for Stroudley Walk



Key route through new active/public strip



New access road should 'stretch' laterally to engage the side streets too, linking communities to the east and west with new services in Stroudley Walk redevelopment



New public space with street furniture encouraging use ie benches, planting, market stalls etc. Same ground material treatment required on both sides of carriageway



Newly defined public space to strengthen the presence of the churchyard and to hold the two ends of Bromley High Street together as a public space



New development should respect the setting of the listed building



Special corner building could potentially become part of public space improvements at churchyard entrance



Existing churchyard to be reflected in newly defined public space



Although different in character and in relationship to adjacent buildings, the new (darker green) and existing green spaces (lighter green) should be closely integrated



Potential to reinvigorate Bromley High Street with public realm and building frontage treatments



Active frontage on ground floor of new development



New development (residential)



Residential above with terraces/balconies overlooking Stroudley Walk and surroundings. Building line of proposed redevelopment to align with existing houses on Bruce Road / Arrow Road.



Proposed 4-6 storeys with retail at ground floor. Where indicated, active ground floor uses should be serviced from the front avoiding poor quality service yards to the rear. The hatched area around listed building shows assumed overall extent of development



Proposed taller building with retail at ground level



Road with pedestrian and cyclist priority including minimal kerb upstand and raised tables across junctions



Neighbourhood Centre boundary

4.3.2 In line with the annotated principles, development will be required to:

- Adopt a comprehensive approach to the whole area, incorporating phased proposals for the redevelopment of Fairlie Court as well as the main Stroudley Walk parade.
- Deliver a coherent and rational approach to the improvement of public realm and public spaces.
- Ensure that the proposals are carefully integrated with the existing urban setting in terms of height, scale, massing, materials and the configuration of frontages and building lines.
- The neighbourhood will contain a range of shops including essential uses that serve the local community.

4.3.3 Development will be required to deliver or contribute towards the following key projects and interventions (see section 3.3 for overview and additional details in relation to delivery in section 5.3):

[1.1 Stroudley Walk Neighbourhood Centre](#)

[1.2 St. Leonard's Street / Bromley High Street](#)

[1.3 Stroudley Walk Public Realm](#)

[1.4 Bromley High Street and A11](#)

DISTRICT CENTRE AND STATION GATEWAY



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Indicative guidance for Station Gateway and District Centre

-  All movement junction
-  New significant piece of public realm for Bromley-by-Bow linking the station environs with District Centre Street. Three Mills Lane and further eastward to the river - uniform material treatment required (including improved subway)
-  Improved subway
-  Tree planting at station forecourt, and on both sides of A12 signifying crossing opportunity and establishing visual link between both sides of the road. Linear planting along eastern edge of A12
-  Active frontage onto new key public space on western side of A12 with mixed retail, commercial and / or community uses at ground floor. To be continuous with active retail frontage along proposed District Centre.
-  Residential
-  Retail with residential above
-  Commercial
-  Commercial with residential above
-  Civic / community use
-  School
-  Key route through new public space
-  Shared pedestrian / cycle / bus route
-  Reconfiguration of building and existing car park to provide better access and connections to Bromley by Bow station. Opportunity for retail / commercial uses
-  Potential new infill building (use to be explored) on corner of existing development, to define proposed public space
-  Edges / fences of existing buildings to be adjusted where necessary to create appropriate edge to space and adequate security for buildings users
-  New / improved footway provision required here for comfortable pedestrian movement towards Bow Locks / Coventry Cross East
-  New green space, which integrates with joining routes and open spaces to deliver green links
-  Potential opportunity to deliver and maintain a new accessible towpath contributing towards public realm improvements and waterspace infrastructure

4.3.4 Development will be required to:

- Demonstrate a consistent approach to public realm in terms of materials so that the whole area reads as a coherent place.
- Transform the experience of arriving and exiting the station through redevelopment of buildings and spaces.
- Deliver interventions to improve the connection across the A12 for pedestrians and cyclists.
- Deliver high quality buildings which respond to context and support the creation of an excellent public realm and spaces.
- The District Centre will provide approximately 16,600sqm (net) floorspace of comparison and 17,700sqm (net) floorspace of convenience goods, to meet the identified need.
- In agreement with British Waterways deliver and maintain an open and inviting public realm on the towpath, avoiding walls, fences or other divides between buildings and the waterfront

4.3.5 Development will be required to deliver or contribute towards the following key projects and interventions (see section 3.3 for overview and additional details in relation to delivery in section 5.3):

- 2.2 New District Centre
- 2.3 New primary school
- 2.4 Towpath enhancements north
- 2.5 A12 Street Trees
- 2.6 Open space
- 2.9 District Centre square
- 3.1 Pedestrian crossing (Talwin Street)
- 3.2 Subway improvements (Three Mills Lane)
- 3.4 Towpath improvements central
- 4.1 Station Square
- 4.2 New station underpass
- 4.3 Station improvements



Linkage provision along towpath



Key junction where opportunities for easy pedestrian and cycle east/west movement needs to be prioritised alongside bus and other vehicular movement, through innovative solutions to highways design

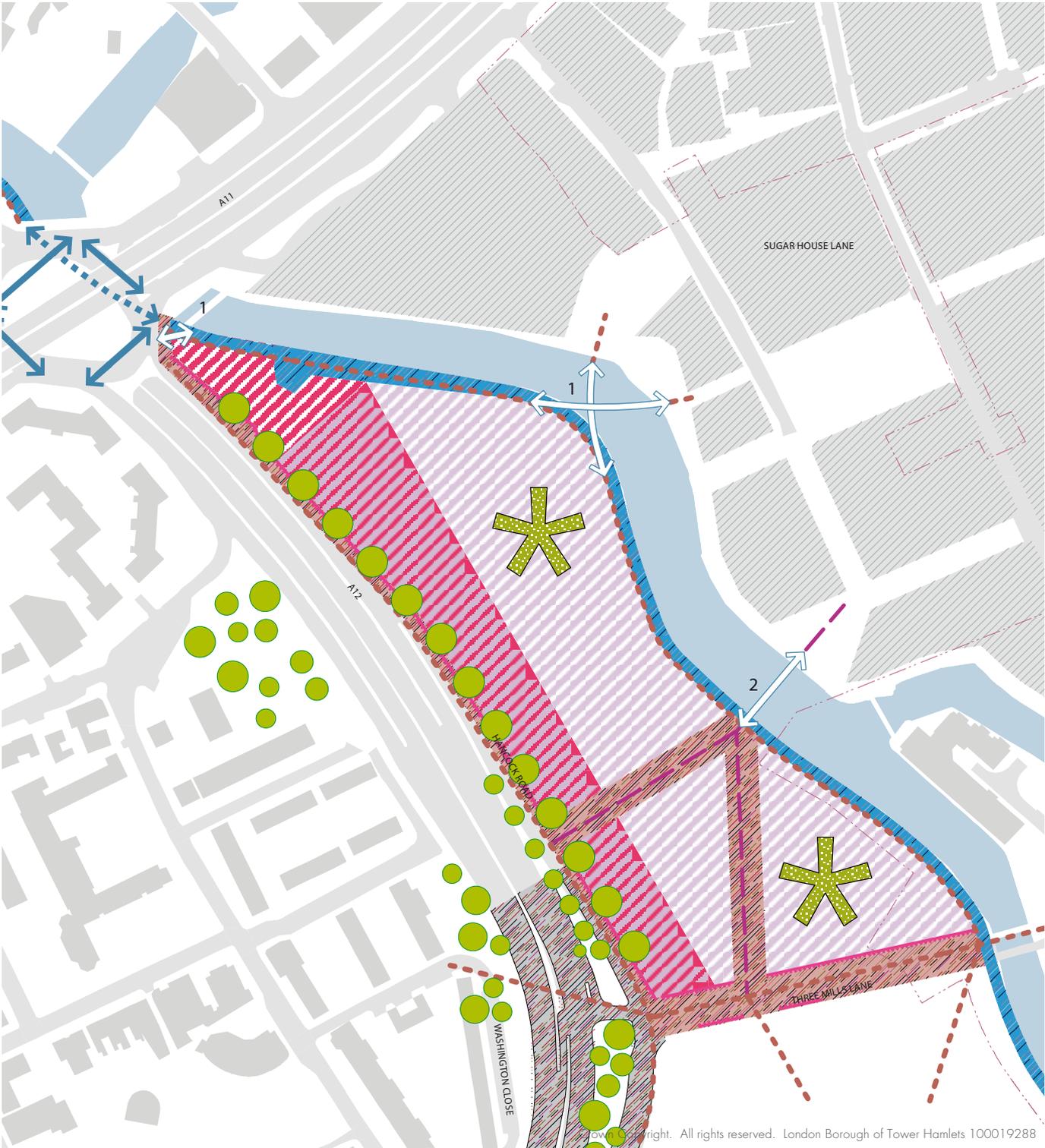


Proposed District Centre boundary



Listed Buildings

BROMLEY-BY-BOW NORTH



Indicative guidance for Bromley-by-Bow North

-  Draft Sugar House Lane and Three Mills Land Use and Design Brief
-  Proposed residential uses, with street and towpath entrances
-  Proposed commercial uses with residential above, access to residential uses separated from commercial entrances
-  Key public space - improved towpath environs with a well-defined active residential edge onto towpath
-  Potential new planting along A12 (linear along eastern edge and in clumps to signify crossing points). Planting extends along key routes down to river edge.
-  New local high quality green spaces to be included
-  Commercial uses to have active frontage onto A12
-  Key pedestrian and cycle routes across the area
-  Shared pedestrian / cycle / bus route
-  Linkage provision along towpath
-  1. Proposed pedestrian and cyclist river crossing / improved access from towpath to street level
-  2. Proposed river bus crossing
-  Conservation Area (LB Newham)
-  All movement junction

4.3.6 Development will be required to:

- Create a clear structure of streets and routes which support east-west and north-south movement through the area and transform access to the waterfront and connections to Sugar House Lane and Three Mills.
- Define active commercial frontages and residential addresses on new streets.
- Deliver public realm interventions to ensure that both the towpath and streets are of a high quality.
- Incorporate high quality functional open space within new development integrating with the towpath and adjoining routes.
- Carefully consider the approach to height, scale and massing and typology to ensure new developments manage the transition in scale between building sites.
- Maintain an open and inviting public realm on the towpath, avoiding walls, fences or other divides between buildings and the waterfront. Opportunities for residential entrances should be explored.
- Safeguard land for proposed bridges, and demonstrate how these bridges can integrate into development, with minimal impact in the waterspace environment
- Developers will be required to demonstrate an alternative access strategy should the All Movement Junction does not go ahead, and ensure that the phasing of development addresses accessibility and connectivity improvements.
- Ensure that the use of Bow Free Wharf as a transport loading and unloading point is not hindered by proposed development.

4.3.7 Development will be required to deliver or contribute towards the following key projects and interventions (see section 3.3 for overview and additional details in relation to delivery in section 5.3):

- 2.1 Bromley-by-Bow North
- 2.4 Towpath enhancements north
- 2.5 A12 Street Trees
- 2.7 New bridge link to Sugar House Lane (buses and pedestrians / cycles)
- 2.8 New bridge link to Hunts Lane (pedestrians and cycles)
- 3.1 Pedestrian crossing (Talwin Street)
- 3.2 Subway improvements (Three Mills Lane)
- 3.3 Bow Interchange enhancements

BOW LOCKS / COVENTRY CROSS EAST AND TWELVETREES CRESCENT



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Indicative guidance for Bow Locks / Coventry Cross East and Twelvetrees Crescent

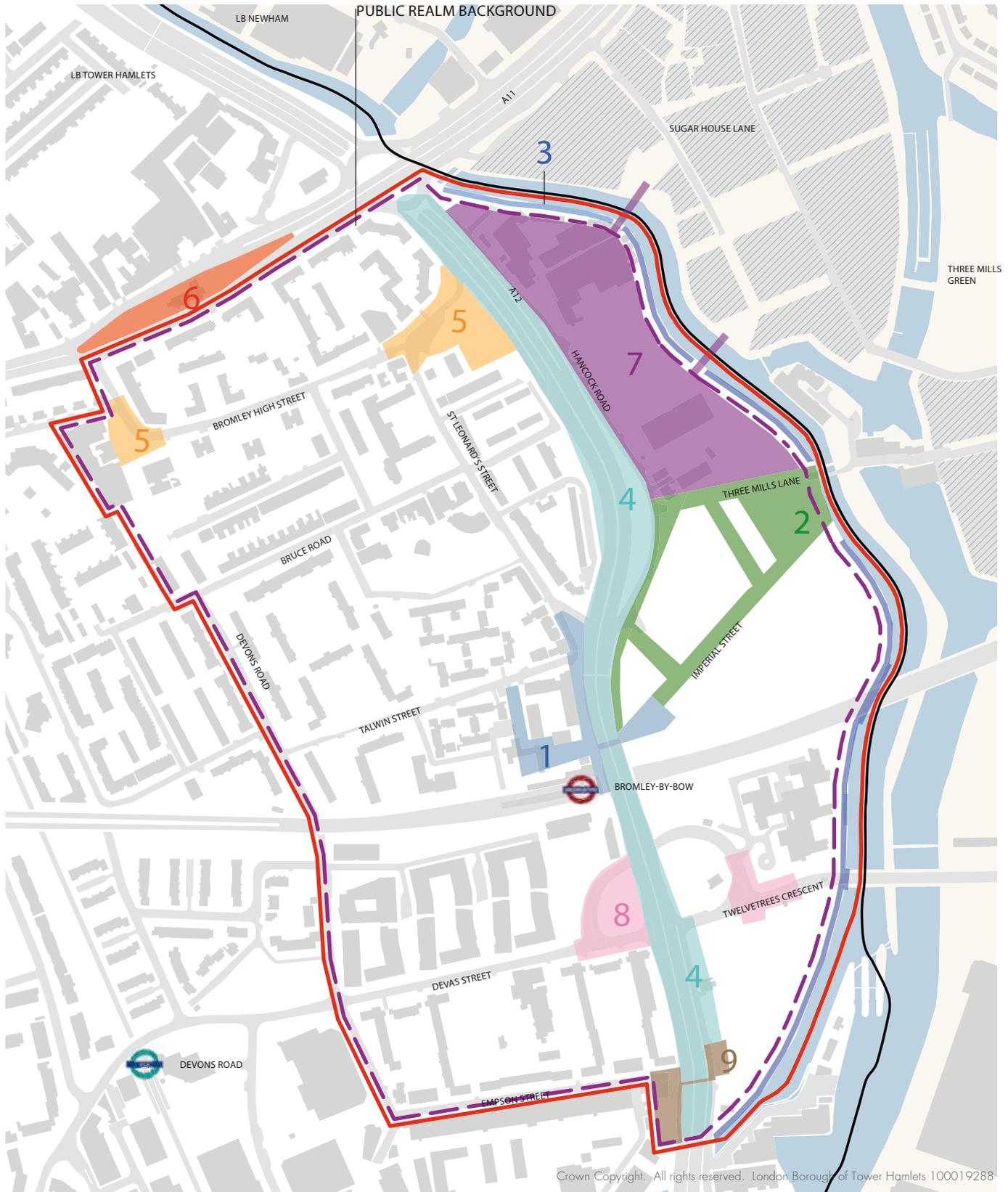
-  Proposed commercial use
-  Proposed education use
-  Key pedestrian routes from station to Bow Locks / Coventry Cross East site, requiring improvements
-  Deep 'frontage' along A12, establishing appropriate setting for potential school and generous footway space for pupils and visitors and improved pedestrian links
-  Active frontage at LDA site, accessible from the upper bridge level, built against edge of site. Building line on Twelvetrees site set back from road edge and orientated in response to pedestrian desire line toward pedestrian crossing point on Twelve Trees Crescent. School frontage to the A12 providing attractive frontage and enclosure
-  Improved spaces where subways arrive at ground level
-  Improved subways
-  Space to be carefully considered to ensure integration between new and existing developments
-  Tree planting along eastern edge of A12 and at crossing points
-  Potential vehicle access to key sites
-  Special building to be retained and incorporated into new development
-  Areas requiring accessibility improvements
-  Potential opportunity to deliver and maintain a key public space - new accessible towpath contributing towards public realm improvements and waterspace infrastructure
-  Linkage provision along towpath
-  Listed structure / building
-  Potential access to towpath
-  Link / access to the towpath

- 4.3.8** Development will be required to:
- Define a clear movement and access strategy which is capable of balancing the needs of all transport modes. In particular, it is vital to demonstrate how pedestrians will safely cross the A12 to the proposed secondary school.
 - Incorporate improved access to the waterfront.
 - In agreement with British Waterways deliver and maintain an open and inviting public realm on the towpath, avoiding walls, fences or other divides between buildings and the waterfront.
 - All three key development sites should consider cumulative impacts on accessibility and use

- 4.3.9** As noted in section 4.1, the SPD cannot allocate new land uses. The emerging Development Management DPD promotes Bow Locks / Coventry Cross East for educational use. In the event that an alternative use is promoted in the DPD, the SPD would be subject to review. However, it should be noted that many of the design principles established in this guidance would continue to be relevant.

- 4.3.10** Development will be required to deliver or contribute towards the following key projects and interventions (see section 3.3 for overview and additional details in relation to delivery in section 5.3):
- 6.1 Towpath enhancements south
 - 6.2 Twelvetrees Crescent landscape
 - 6.3 Twelvetrees Crescent underpass
 - 6.4 Twelvetrees Crescent Bridge
 - 6.5 At-grade crossing (Devas Street)
 - 7.1 Secondary school
 - 7.2 Towpath enhancements south
 - 7.3 Bow Locks / Coventry Cross East underpass

4.4 PUBLIC REALM PRINCIPLES - SPECIAL PLACES



Public Realm Principles - area key for special places

Fundamental Principles

The public realm in Bromley-by-Bow should generally provide a high quality setting for public life in the area. The treatment of the public realm should therefore be of a high standard with the use of standard materials as listed under the 'Public Realm Background' heading.

Nine special places are identified on the adjacent plan which will play a key role in transforming the area, and provide a distinctive setting for new activities and uses. These special areas of public realm should be carefully designed to respond to local character. In addition to defining a strong local identity which supports natural way-finding, the special places should also blend seamlessly with the wider Public Realm Background.

The suggested materials are intended to be read as broad guidance and exemplars which are considered to be broadly acceptable.

Public Realm Background

Paving

Staggered natural stone (where viable) or granite. Flags have direction and therefore, if carefully laid out, will be able to help the reveal the spatial qualities of the place. Paving should be permeable.

Kerbs

Silver-grey granite, 300mm width x 600mm -1200mm random length (internal and external radiussed as necessary).

Channels

Silver-grey granite, 300mm width x 900mm length (radiussed as necessary).

Carriageway

Black asphalt with 10 – 14mm aggregate.

Shared surfaces and raised crossings

Black asphalt with 10 – 14mm aggregate.

Light columns

Standard tapered, painted steel columns with standard Urbis luminaires.

Bollards

Standard tapered, painted steel bollards.

Tree surrounds

8mm stainless steel frames and water bound gravel.

Signage strategy

An appropriate local signage strategy should be implemented.



Examples of general public realm materials

Special Places

1. Station forecourt, underpass and new town centre

The underpass should be widened and significantly improved with durable materials and high quality lighting. The same materials should be used for pedestrian surfaces throughout this area. Special attention should be given to opportunities for the public realm to support active frontages and encourage leisure use. Opportunities for children and young people to enjoy informal play situations should be part into the public realm.



Building on the use of glazed tiles that protrude just beyond the underpass entrance, the material treatment of the station area, underpass and space around the foodstore to the east needs to link these areas together.

2. District Centre streets, public and green open space

As a key part of the Public Realm Background natural stone (york stone) or granite, should be used to ensure a high quality finish to the footways. The carriageway and raised tables should be asphalt.

These green spaces could be multifunctional, designed and managed to benefit biodiversity, flood management, leisure and healthy activity. Green spaces by the river could also act as flood storage benefits and terracing for biodiversity.

The space should be clearly defined, also to the river and towpath, to allow the towpath to maintain its special character along its length. Walking into the green space by the river should be like walking into a special and generous landscape room.

3. Towpath

New development should establish a positive relationship to the River Lea Navigation by adopting an appropriate scale and architecture, with residential entrances at the back edge of the towpath, creating a strong sense of enclosure and place.

The towpath should be designed to maintain its special spatial quality: open to the river, clearly defined by buildings and walls on the other side. Appropriate materials for the towpath include extra large in-situ cast concrete slabs, Breedon Gravel or bound gravel. There is potential to introduce active frontages adjacent to the water's edge including small scale cafés, and visually active areas where appropriate. The location should be carefully considered and be overlooked, so as to avoid attracting anti-social behaviour. Opportunities to enhance biodiversity should also be pursued.



The existing direct relationship between footpath and water should be maintained and enhanced with widened footway and edge detailing that invites users to inhabit the water's edge.



The physical edge of the towpath itself could be adjusted to incorporate informal leisure and relaxation opportunities such as steps for sitting on, and thereby helping create an attractive well-used space that is a unique and well integrated local destination.

4. A12

New A12 crossings at Three Mills Lane and Twelvetrees Crescent to facilitate better east-west connections. Where appropriate opportunities for greening the A12 will be delivered, with improved public realm.

5. Bromley High Street knuckles

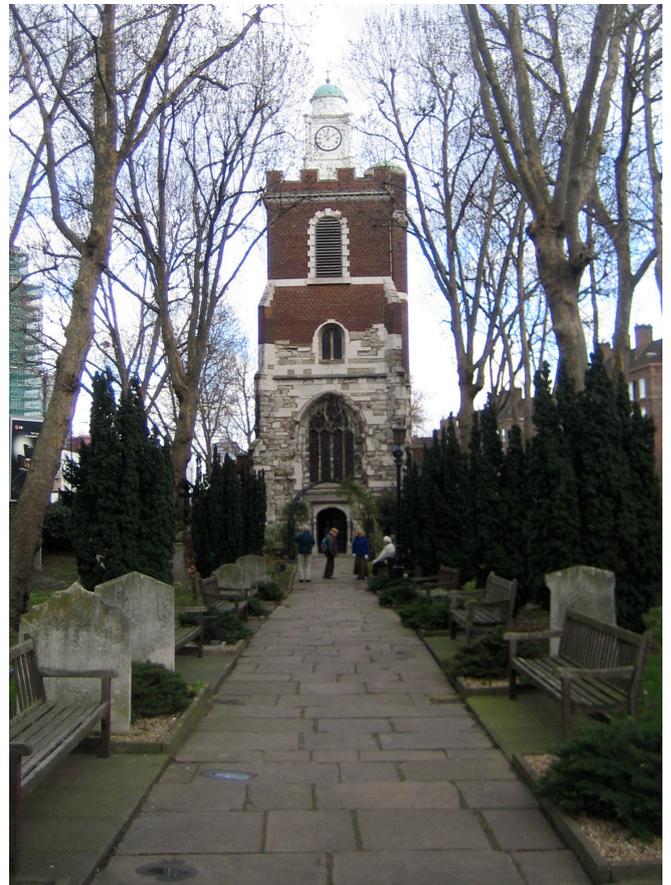
These spaces at either end of the old High Street need to be designed to serve their surrounding communities. The public realm treatment should be carefully considered to tie in with the historic grain of the area, the old High Street and St Mary-atte-Bow Church. Bromley High Street should be integrated into the space by extending the public realm treatment of the space across the carriageway.

6. St Mary-atte-Bow Church

Special treatment to the edges of the churchyard spaces and careful illumination should be explored to make the most of this landmark.



These two spaces have important roles to play in the area to better reflect the immediate context ie the Churchyard and historic road space and the new shared space at the northern end of Stroudley Walk.



This significant building is dislocated from the local area by deep fencing and planting treatments around its edges. It should be much better integrated into Bow Road and the neighbourhood.

7. Bromley-by-Bow North

Framed by the improved A12 corridor and the towpath, the streets within this area should be designed as part of the Public Realm Background, with a standard palette of materials stretching between all its boundaries to not brake up the area into special compounds and to ensure that mixed use and residential areas feel as one.

Natural stone (york stone) or granite could be considered to ensure a high quality finish to the footways that would tie in seamlessly with the new streets of the District Centre. The carriageway and raised tables should be high quality.

8. Twelvetrees Crescent

As part of the improvements to the sites surrounding the crescent, it should be improved to provide an attractive, safe environment for pedestrians and cyclists. High quality materials and lighting are required.

The Twelvetrees Crescent space by St Andrew's should be improved to form part of the St Andrew's public space, with high quality informal landscaping to support biodiversity and the identity of the area.



Improving connections to the towpath is a priority



Significant opportunities exist to transform the Twelvetrees Crescent environment which is currently dominated by traffic

9. Southern underpass

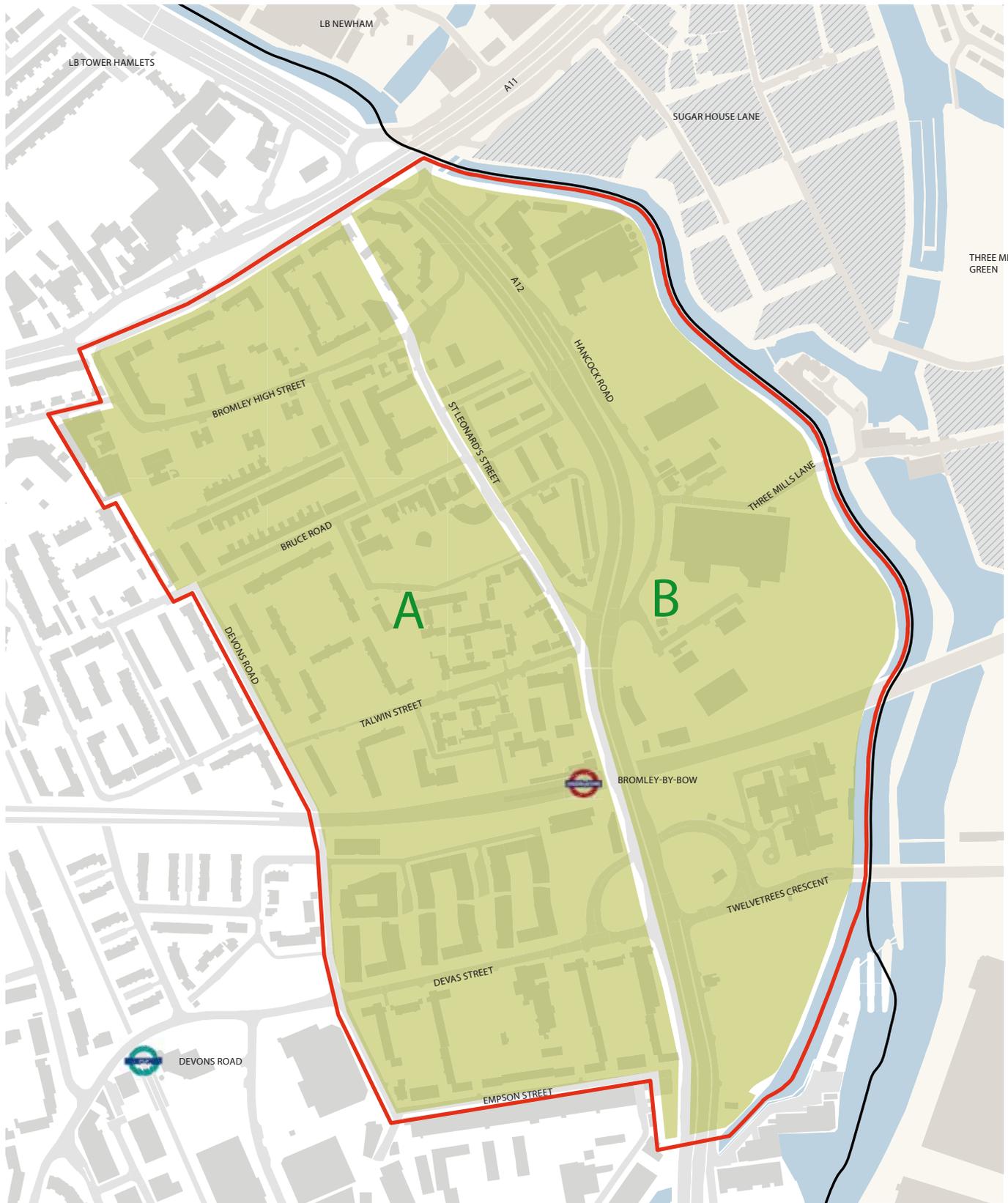
The underpass should be improved to support connectivity – with high quality materials, lighting and art.

Spaces at either side of the underpass should be opened up make the underpass part of wider, open landscape. The same materials should be used for pedestrian surfaces throughout this area.



The southern underpass needs significant improvement to enhance the quality connection to the proposed secondary school at Bow Locks / Coventry Cross East

4.5 TREES



Trees - area key

4.5 TREES

A

Linear spaces

Existing residential roads should have regular lines of equally spaced street trees where possible.

It is recommended that trees are not planted on or adjacent to water or sewer mains, as they could damage the integrity of the mains.

Make links with the green grid network.



Above and below: Linear planting of London Plane trees are found along most residential streets to the west of the A12, enforcing this residential character. They are not found to the east in the historically industrial areas. This specific planting pattern should be enhanced in new development ie Plane trees remain on west and new trees introduced to development to the east.



B

River environment (and the A12)

Trees could be fruit or nut producing, providing produce for a local community run café (set up by local partnerships) or healthy eating in the school canteens.

Trees should not be located close to the towpath, and should be appropriately contained so as not to cause root damage to the waterway wall.

Make links with the green grid network.



Above Clumps of trees, possibly nut and fruit trees, recalling the productive history of the area to the east of the A12 should be planted in clumps where space allows.



DELIVERY

5

5.1 PROJECT DELIVERY



St Andrews under construction

5.1.1 Delivery considerations

The delivery plan will be driven by three main considerations as follows:

1. The extent to which projects can be linked to specific development sites or funded through multiple sources / site contributions.
2. The mechanism by which contributions from site developments are managed.
3. The degree to which funding can be allocated to projects.
4. The timing and availability of funding.

5.1.2 Delivery mechanisms

S106 contributions

The projects in section 5.3 have been organised by sub- area. The table highlights how each project will contribute to the themes that accompany the vision statement in chapter 1. Most projects will achieve more than one objective: creating a new connection whilst also upgrading the quality of the public realm, for example.

In many cases, projects have a natural link to specific site developments based on proximity. The table seeks to identify projects which are linked to single developments and projects with linkages to multiple sites.

Where necessary to mitigate the impacts, S106 contributions will be required from developments within the core Masterplan boundary and the wider boundary. Contributions towards the projects will be considered in the context of proposed development. Where development is situated within the LTGDC area, the LTGDC Planning Obligations Community Benefit Strategy will apply. Development in Tower Hamlets which is outside of the LTGDC boundary will be subject to S106 contributions in relation to the priorities highlighted in this chapter, including developments in London Borough of Newham that are deemed to impact on infrastructure provision in London Borough of Tower Hamlets.

It should be noted that alternative arrangements for planning gain will be considered in due course in relation

to those areas proposed as part of the MDC boundary.

Contributions towards key delivery projects or interventions, will be considered in context with the proposed development

Partnerships

There is a case to engage new businesses using some form of partnership model over the medium and long term as new business facilities are developed as part of mixed use schemes. Retail and hotel businesses, as well as workshop, industrial or distribution operations could also participate. A Business Partnership could be established in parallel with any additional levy arrangements to focus on common goals.

There is also an opportunity to explore possibilities for community-led regeneration projects and initiatives.

5.1.3 Phasing

The delivery of regeneration in the Bromley-by-Bow Masterplan, is dependent on the comprehensive redevelopment of a number of key sites, in particular sites in the north-east quadrant. If development in north-east quadrant is to contribute towards the successful regeneration of a vibrant district town centre, supported by residential commercial, retail, leisure, community and open space provision, this will need to be redeveloped as a whole and not on a piecemeal basis. The delivery of the District Centre as part of the first phase, followed by Bromley-by-Bow North as the second phase is preferred, as the District Centre and associated access improvements, open space provision and community facilities, will support the new residential population. If the redevelopment of the north-east quadrant can not achieve this phasing approach, it will need to demonstrate that the required infrastructure, such as open space, community facilities, and accessibility is acceptable and contributes to the wider regeneration objectives for the area.

Other key sites, particular those along the A12 will also need to demonstrate adequate new or improved accessibility infrastructure to support existing and new communities.

5.2 KEY PARTNERS

5.2.1 Overview

Delivery will need to be facilitated through existing partnership models with internal and external partners. New relationships may also be sought, in order to ensure successful delivery, through buy-in for projects and securing funding for delivery activities

Participation may range from policy guidance, design and development control input to direct public capital funding to developer funding contributions, but will be essential to make delivery happen.

The following table also sets out the likely partners associated with each project, but is not an exhaustive list.

Partner	Key role and responsibilities
London Borough of Tower Hamlets	<ol style="list-style-type: none"> 1. Project coordination and identification of funding sources 2. Plan-making through Local Development Framework 3. Development management / design review 4. Determination of planning applications 5. Delivery of capital projects 6. Administration of S106 funds 7. Lobbying
London Thames Gateway Development Corporation (time limited)	<ol style="list-style-type: none"> 1. Development management / design review / input into strategies 2. Determination of planning applications in LTGDC area 3. Identification of funding sources 4. Delivery of capital projects 5. Administration of funds negotiated through LTGDC Tariff 6. Support and buy-in for schemes
Greater London Authority	<ol style="list-style-type: none"> 1. Development management and comment on referable applications 2. Regional and sub-regional scale plan-making
London Development Agency	<ol style="list-style-type: none"> 1. Funding / delivery of capital projects 2. Development of sites in LDA ownership 3. Input into strategy development 4. Support and buy-in for schemes

Partner	Key role and responsibilities
Transport for London	<ol style="list-style-type: none"> 1. Development management and input into determination of referable applications 2. Funding contributions to transport projects 3. Buy-in and support for projects 4. Policy development 5. Highway authority for A12 and A11.
Mayor's Development Corporation	<ol style="list-style-type: none"> 1. The MDC will sit within the GLA family and will be responsible for development management and the determination of applications. It is likely to have a similar role to the that of the LTGDC with additional plan making powers. 2. Funding and buy-in
Lea Valley Regional Park Authority	<ol style="list-style-type: none"> 1. Review of proposals in relation to strategic priorities of LVRPA in relation to waterways and open spaces 2. Land ownership interest in sites in the wider study area 3. Support for projects
Registered Social Landlords	<ol style="list-style-type: none"> 1. Responsibility for management of social housing stock 2. Delivery of projects to refurbish estates 3. Masterplanning and capital investment in comprehensive redevelopment schemes 4. Support for projects
British Waterways	<ol style="list-style-type: none"> 1. British Waterways will be a key stakeholder and partner in relation to towpath and waterside projects including proposed bridges.

5.3 KEY PROJECT SUMMARY

	Project	Theme 1: Meeting needs	Theme 2: Improving connections	Theme 3: High quality neighbourhood
1	1.1 Stroudley Walk Neighbourhood Centre : Redevelopment of neighbourhood centre with retail, community facilities and residential dwellings			
	1.2 St. Leonard's Street / Bromley High Street : Improvements to under-utilised public space			
	1.3 Stroudley Walk Public Realm : Improvements to highways and public realm associated with renewal of Stroudley Walk			
	1.4 Bromley High Street and A11 : Development should contribute towards improved pedestrian crossing facilities at the junction of the A11 with Bromley High Street			
2	2.1 Bromley-by-Bow North : Redevelopment for commercial and residential uses			
	2.2 New District Centre : New town centre with mix of uses including retail, community uses, residential dwellings and commercial uses.			
	2.3 New primary school : 2 form entry primary school			
	2.4 Towpath enhancements north : Enhancement of towpath, consolidation as continuous route			
	2.5 A12 Street Trees : Comprehensive planting of street trees along the A12 and routes leading to waterfront through the Mayor's street trees programme.			
	2.6 District Centre Park : Proposed delivery of new green open space.			
	2.7 New bridge link to Sugar House Lane (buses and pedestrians / cycles) : New connection between Bromley-by-Bow and Sugar House Lane to facilitate new direct route from District Centre to Sugar House Lane and beyond to the Olympics and legacy facilities as well as Stratford via Stratford High Street This will be delivered as part of the Sugar House Lane development. Land to be safeguarded for bridge at Bromley-by-Bow North.			
	2.8 New bridge link to Hunts Lane (pedestrians and cycles) : New connection between Bromley-by-Bow North and Sugar House Lane enabling improved east-west connections across River to be delivered as part of the Sugar House Lane development. Land to be safeguarded for bridge at Bromley-by-Bow North.			
	2.9 District Centre Square / Open Space : New public space and associated public realm improvements as part of new District Centre.			

5.3 KEY PROJECT SUMMARY

Indicative timescale Short = 3 years Medium = 3 to 10 years Long = More than 10 years	Linked developments	Funding sources	Delivery agency
Medium	Other sites in north-west quadrant	Poplar HARCA	Poplar HARCA, LBTH, Private Interests
Medium	Other sites in north-west quadrant	TBC - linked to adjacent developments	Poplar HARCA, LBTH, Private Interests
Medium	Other sites in north-west quadrant	Poplar HARCA	Poplar HARCA, LBTH, Private Interests
Medium	Other sites in north-west quadrant	Poplar HARCA, TfL	Poplar HARCA, LBTH, Private Interests, TfL
Medium	Sugar House Lane (Newham)	Private Interests	RSLs, Private Interests, LTGDC, LBTH
Medium	Sugar House Lane (Newham)	Private Interests	Private interests, LBTH, LDA, Mayor's Development Corporation, TfL
Medium	Multiple	LBTH	LBTH, British Waterways, private interests
Medium	N/a	Linked to adjacent developments	LBTH, LTGDC, LDA, Mayor's Development Corporation, LVRPA, Private Interests, RSLs
Medium	Multiple	London Mayor	LBTH, LTGDC, GLA, TfL, LDA, Mayor's Development Corporation
Medium	N/a	Linked to adjacent developments	LBTH, LDA, Mayor's Development Corporation
Long	Sugar House Lane / Three Mills	Linked to adjacent developments	LBTH, LBN, TfL, British Waterways, private interests
Long	Sugar House Lane / Three Mills	Linked to adjacent developments	LBTH, LBN, TfL, British Waterways, private interests
Medium	Station Gateway	Private Interests	Private interests, LBTH, LDA, Mayor's Development Corporation, TfL

	Project	Theme 1 : Meeting needs	Theme 2: Improving connections	Theme 3: High quality neighbourhood
3	<p>3.1 Pedestrian crossing (Talwin Street): At-grade pedestrian crossing.</p> <p>3.2 Subway improvements (Three Mills Lane): Improvements to subway associated with emerging proposals for movement enhancements</p> <p>3.3 Bow Interchange enhancements: Improved cycle and pedestrian crossings at Bow Interchange</p> <p>3.4 Towpath improvements central: Enhancement of towpath and consolidation as a continuous route, potential to connect under the rail line</p>			
4	<p>4.1 Station Square: New station square associated with enhancements to station and adjacent improvements to underpass and creation of new public space.</p> <p>4.2 New station underpass: Widening and enhancement of underpass associated with new district centre and station improvements</p> <p>4.3 Station improvements: Proposal to improve access and capacity in response to future needs.</p>			
6	<p>5.1 Twelvetrees Crescent landscape: Improvements to green landscaping adjacent to St Andrews site</p> <p>5.2 Twelvetrees Crescent junction: Improvements to Twelvetrees Crescent junction to the east of the A12.</p> <p>5.3 Twelvetrees Crescent Bridge: Proposals to enable step-free access from towpath to Twelvetrees Bridge as part of Lea River Park project</p> <p>5.4 At-grade crossing (Devas Street): Proposals to create a new crossing across the A12 - the exact approach is being considered, ideally as an at-grade crossing, or alternatively as a bridge.</p> <p>5.5 Link to Gillender Street: Access to towpath.</p>			
7	<p>6.1 Secondary school: Emerging proposals for 13 form entry secondary school</p> <p>6.2 Towpath enhancements south: Enhancement of towpath and consolidation as a continuous route</p> <p>6.3 Bow Locks / Coventry Cross East underpass: Improvements to Bow Lock underpass</p>			

Indicative timescale Short = 3 years Medium = 3 to 10 years Long = More than 10 years	Linked developments	Funding sources	Delivery agency
Medium	Bromley-by-Bow North	Private Interests	Private interests, LBTH, LDA, Mayor's Development Corporation, TfL
Medium	Bromley-by-Bow North	Private Interests	Private interests, LBTH, LDA, Mayor's Development Corporation, TfL
Short	Multiple	TBC - linked to adjacent developments / future public sector funding	LBTH, TfL, Mayor's Development Corporation, Private Interests
Medium	Multiple	TBC - linked to adjacent developments	LBTH, TfL, Mayor's Development Corporation, British Waterways, Private Interests
Long	Station Gateway	TBC -linked to adjacent developments	Private Interests, LBTH, LTGDC, TfL, LDA
Medium	Station Gateway	Private Interests	Private Interests, LBTH, LTGDC, TfL, LDA
Medium	Multiple	TBC - public sector funding	TfL, LBTH, LTGDC
Medium	St Andrews	Private interests	LBTH, LTGDC, Private Interests
Short	Multiple sites	TBC	LBTH, LTGDC, Private Interests, TfL
Medium	Multiple sites	Through Olympic Park project	LBTH, LTGDC, Private Interests, TfL, British Waterways
Medium	Multiple sites	TBC - linked to adjacent developments	LBTH, LTGDC, Private Interests, TfL
Long	Gillender Street	TBC - linked to adjacent developments	LBTH, LTGDC, Private Interests
Medium	Multiple sites	LBTH - Building Schools for the Future programme	LBTH, LTGDC
Medium	Twelvetrees Crescent	TBC - linked to adjacent developments	LBTH, TfL, Mayor's Development Corporation, Private Interests, British Waterways
Medium	Multiple sites	TBC - linked to adjacent developments	Private Interests, LBTH, LTGDC, TfL, LDA



Monday - Friday
9.00am - 5.00pm



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English	For free translation phone
Arabic	للترجمة المجانية الرجاء الاتصال هاتفياً.
Chinese	欲索取免費譯本，請致電。
French	Pour une traduction gratuite, téléphonez
Hindi	मुफ्त अनुवाद के लिए फोन कीजिए
Malayalam	സൗജന്യമായ തർജ്ജിമയ്ക്കായി ബന്ധപ്പെടുക
Somali	Turjubaan lacag la'aan ah ka soo wac telefoonka.
Portuguese	Para uma tradução grátis, telefone.
Bengali/Sylheti	বিনাখরচে অনুবাদের জন্য টেলিফোন করুন
Gujarati	મફત ભાષાંતર માટે ફોન કરો.
Punjabi	ਮੁਫਤ ਅਨੁਵਾਦ ਲਈ ਫੋਨ ਕਰੋ
Urdu	مفت ترجمے کے لئے ٹیلیفون کیجیے۔
Serbo-Croat	Za besplatne prevode pozovite
Spanish	Para obtener una traducción telefónica gratuita llame al:
Russian	Перевод – бесплатно. Звоните.
Albanian	Për një përkthim falas telefononi.
Tamil	இலவச மொழிபெயர்ப்பிற்கு தொலைபேசி செய்யவும்.
Greek	Για δωρεάν μετάφραση, τηλεφωνήστε.
Turkish	Ücretsiz çeviri için telefon edin.
Vietnamese	Điện thoại để được thông dịch miễn phí.
Kurdish	بۆ وەرگیران (تەرجومەکردن) بە خۆرای، تەلەفۆن بکە.
Lithuanian	Del nemokamo vertimo skambinkinte
Polish	Po bezpłatne tłumaczenie prosimy dzwonić:

Also available in audio, large print or Braille, phone

0800 952 0119

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