



STREETSCAPE VISUAL SHOWING THE FACADE IN THE CONTEXT OF BROMLEY HALL AND POPLAR LIBRARY

10.0

10.0 TRANSPORT

10.1 OVERVIEW

In the previous TH pre-application response, highway officers expressed concern over the access design and highway amendments being considered at that stage and stated that 'officers are keen to have an understanding of TfL's view on the proposed arrangements, as they are the highway authority for this section of the road they do have the final say'. The principles were however emerging and a pre-app that took place with TfL prior to the TH meeting was positive.

Since then TfL have further engaged in the design process that has led to the current proposal (attached). The existing site frontage is a poorly laid out area of mixed private land and adopted highway, all used for the passage of pedestrians and vehicles without parking control or pedestrian segregation. As TH pointed out it is 'haphazard'. The access and egress for the site was historically implemented to serve a petrol filling station. Refuse vehicles wait on the nearside lane of the A12 when making collections. As seen in the inset image, cars park indiscriminately and block the footway of the adjacent offices and drive over the footway areas onto/off the A12.

TfL have confirmed that the development proposal, with much reduced vehicle activity and a rationalised layout is a significant improvement. In response to the latest design TfL have commented as follows:

13th March 2019.

Overall we are ok with design approach.

- more space for pedestrians on the footway passed Blue badge bays at least respecting existing highway.
- Blue badge spaces off highway
- RSA for design
- no car club space prefer short stay cycle parking and space for bins/ goods
- pedestrian lighting can be "borrowed" from on site rather than specific TfL highway scheme
- bay fronting A12 as minimum need to provide space for ped.
- could help slow traffic. Parking restrictions need to be red route controls.
- loading bay long enough for refuse vehicle, bollards to stop encroachment on footway.
- materials to be agreed with TfL via s278.

As a result of these comments further amendments were made leading to the most recent TfL response below:

22nd March 2019

I would recommend a follow-up meeting to discuss with colleagues within TfL. Inset loading bay – seems reasonable but we need to re-provide loss footway. Blue badge bay off highway is welcome. New parking on A12 – we also need to show an overall benefit to pedestrians. As part of the design process as well as RSA we also need a Healthy Streets Check for Designers completed.

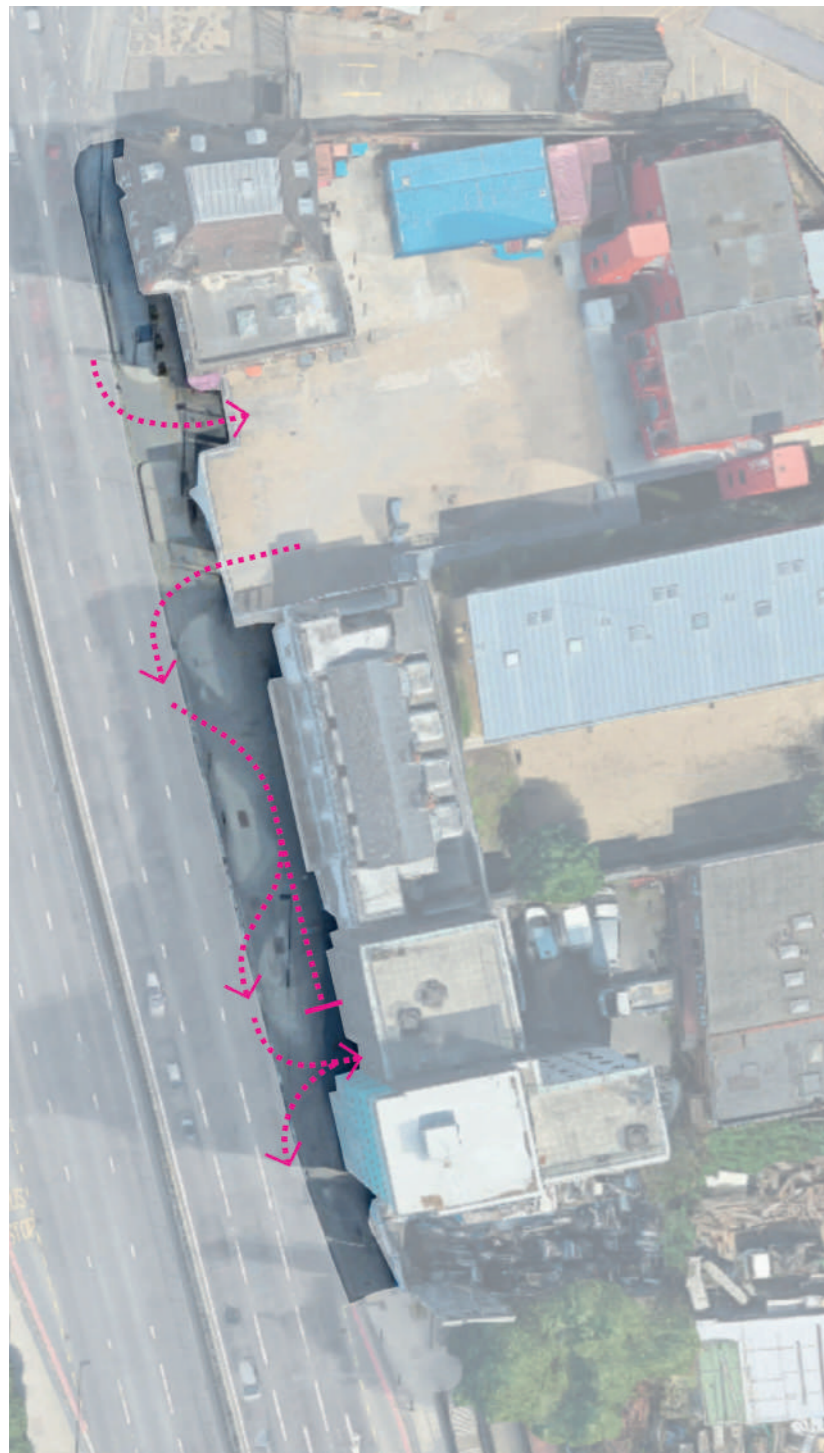
EAS will therefore continue to work with TfL, organise an appropriate stage of RSA to meet TfL requirements as well as a 'Healthy Streets Check' all as appropriate for planning purposes.



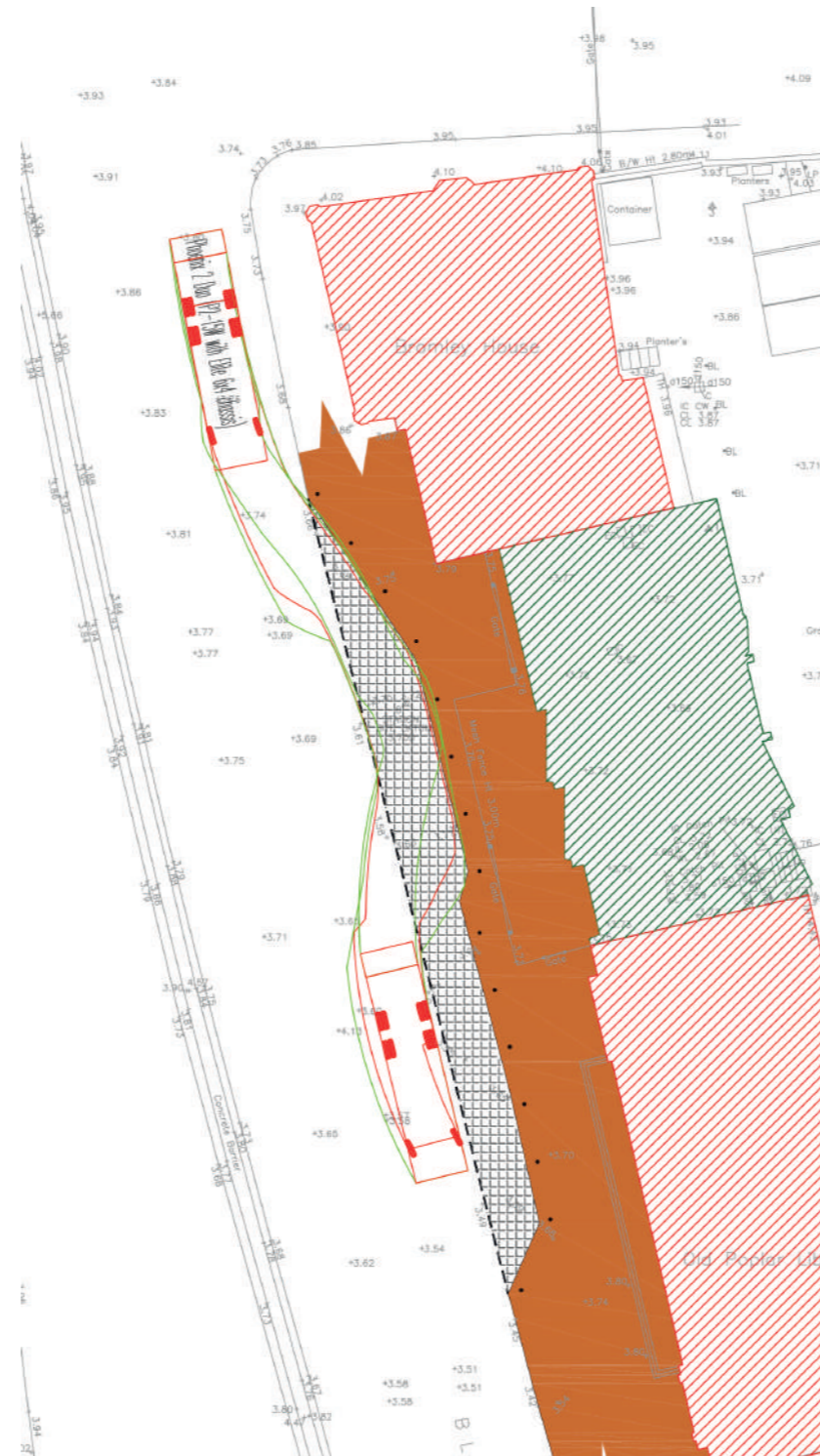
CURRENT SITE IMAGES

10.0 TRANSPORT

10.2 STRATEGY



CURRENT LAYOUT



TRANSPORT STRATEGY DIAGRAM - LORRY DELIVERIES



TRANSPORT STRATEGY DIAGRAM - CAR PULL IN



TRANSPORT STRATEGY DIAGRAM - CAR PULL IN

11.0

11.0 LANDSCAPE 11.1 OVERVIEW

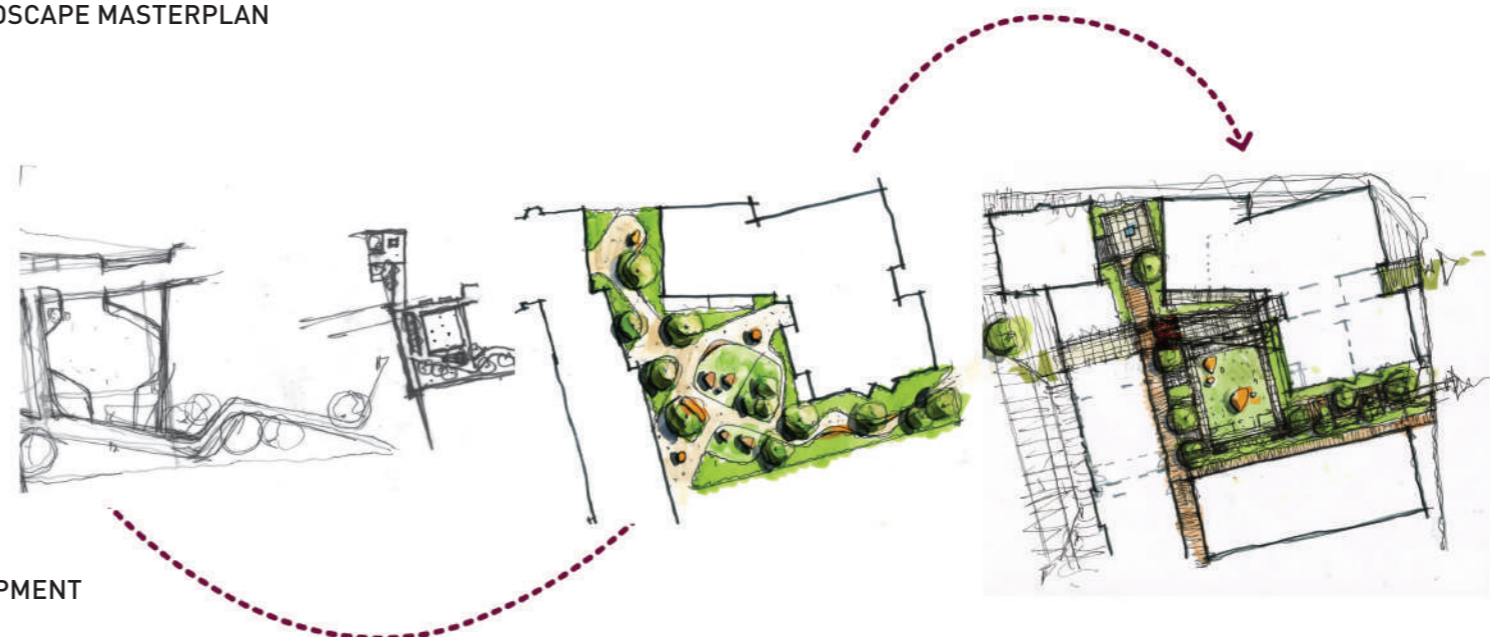


STRATEGIC LANDSCAPE MASTERPLAN

The following proposals were created by PRP Landscape Architects.

KEY

- New Pedestrian Only Path
 - New Gardens / Courtyards
 - Improved Vehicular Public realm
 - New Sensory Buffer Planting
 - Future connections to new Masterplan
 - New Development
 - Listed Buildings
 - Existing Commercial/Residential Buildings
 - Site Boundary
- Land Use - Existing
- Industrial / Active
 - Industrial Wasteland
 - Green Spaces
 - Existing Trees



DESIGN DEVELOPMENT