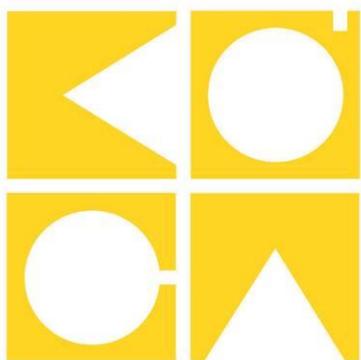


London Borough of Tower Hamlets

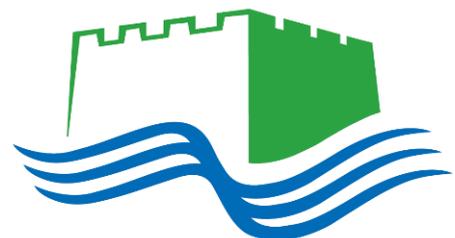
Potential for enhancement to streetscape in the Driffield Road and Medway conservation areas

Consultation Draft April 2017

To be read in conjunction with the Conservation Area Character Appraisals



Kennedy O'Callaghan
Architects



TOWER HAMLETS

Contents

1.0	INTRODUCTION	1
2.0	POTENTIAL FOR STREETScape ENHANCEMENTS	5
3.0	ESTIMATED COSTINGS FOR POTENTIAL ENHANCEMENTS	9
4.0	DELIVERY OF STREETScape ENHANCEMENTS	11
5.0	ILLUSTRATED STREETScape ENHANCEMENT SHEETS	13

1.0 INTRODUCTION

What is this consultation about?

This consultation is seeking views from residents, and other interested parties, on proposed measures to help increase the level of public benefit associated with individual planning applications for mansard roof extensions in the Driffield Road and Medway conservation areas. Public benefits are necessary where it is considered that a development proposal, such as a mansard roof extension, will result in harm to the historic environment. This is explained in further detail below.

How does this consultation relate to the one that was held last year?

Last year we consulted on options for mansard roof extensions in the Driffield Road and Medway conservation areas. These options, which were prepared by architects working on behalf of the council, explored ways to design roof extensions that would minimise the harm that they might do to the character of the conservation areas.

At last year's consultation some residents told us that they supported the idea of mansard roof extensions in the two conservation areas. However, some residents told us that they were concerned that allowing roof extensions would harm the character of the conservation areas.

Council officers carefully considered all of the comments that were received and also looked closely at the roof extension options prepared by the architects. After careful consideration, officers concluded that, overall, they could not recommend that the council adopted an approach whereby mansard roof extensions would generally be considered more favourably. This is because, even though the designs prepared by the architects did what they could to limit potential harm, this was not sufficient to comply with the council's legal obligations to preserve the character and appearance of the conservation areas. This view was presented to the Mayor and his Cabinet their meeting in December 2016. To see the cabinet report (item 5.8 in the reports pack) and appendices [click here](#).

Why would mansard roof extensions cause harm to the conservation areas?

A detailed assessment of the harm that would be caused by mansard roof extensions is included as part of the officers' report to Cabinet, which is available to view on the council's website. This assessment finds that the introduction of mansard roof extensions would cause harm to a number of features that are considered to make a positive contribution to the character of the Driffield Road and Medway conservation areas. Some of the harm, such as the increase in size of the characteristically small scale houses and the loss of historic roof structures would be permanent and would increase as more mansard roof extensions are introduced. Other examples of harm, such as changes to the uniformity of the terraces and a decline in the consistency of the roofline, may eventually reduce over time if the number of extensions reintroduced uniformity. Overall, it was concluded that there would potential for serious harm, particularly in the short to medium term.

Why do planning applications need to deliver public benefit?

The National Planning Policy Framework (NPPF), the government's overarching set of planning policies, states that where a development proposal, such as a mansard roof

extension, would result in harm to the historic environment, the harm must be weighed against the public benefits of the proposal. Harm to the historic environment can be outweighed if a development proposal demonstrates that it would deliver sufficient public benefit. However, the council does have a legal duty to give special regard to the protection of the historic environment, meaning that an appropriately high degree of benefit must be delivered to overcome the harm.

The government defines a public benefit as anything that arises from a development that delivers economic, social or environmental progress. For a development, such as a mansard roof extension, to be justified, public benefits must arise as a direct result of it. The benefit must also be of a nature and scale to be of benefit to the public at large and should not be just a private benefit, which arguably a mansard might be.

Would mansard roof extensions deliver public benefit?

A detailed assessment of the possible public benefits arising from mansard roof extensions is included as part of the officers' report to Cabinet in December 2016. This assessment found that only very limited public benefit would arise from allowing mansard roof extensions.

The report to Cabinet recognises that allowing home extensions may assist some residents by enabling them to accommodate their families within their existing homes without having to move out of the area. The council wants to support families by ensuring that there is a good supply of appropriate housing to accommodate them. However, it was concluded that for the purposes of overcoming harm to the historic environment, this factor could only be given limited weight as a public benefit. This is because it is very difficult to guarantee that the benefit would actually arise as a result of a particular development. It can also be argued that allowing mansard roof extensions may undermine social cohesion by encouraging buy-to-let investment and/or the subdivision of family homes.

Why is there another public consultation?

After carefully considering all of the responses to last year's consultation, council officers could not recommend that the council adopt a more permissive approach to mansard roof extensions. This was because there would not be enough public benefit to outweigh the harm caused to the historic environment. However, in making this recommendation, officers did suggest that, if Cabinet wanted to pursue a more permissive approach to mansard roof extensions, it could recommend that the council explore ways to try and secure additional public benefit, which may help to mitigate the harm caused to the historic environment. Alternatively, it was suggested that Cabinet could decide to accept the harm that would arise from allowing mansard roof extensions, providing it was confident that it would be meeting its legal obligation to have special regard for the protection of the historic environment.

Cabinet agreed to pursue the first of these two alternative options; to introduce measure to mitigate the harm to the historic environment by increasing the level of public benefit associated with this type of development. This alternative approach has not previously been consulted on, and would give rise to financial implications, as well as other considerations, particularly for residents seeking a mansard roof extension. Therefore, it is important that a further public consultation is held to seek the views of residents.

What is being consulted on?

The council has appointed consultant architects and asked them to prepare guidance that identifies, describes and illustrates potential works that could enhance the character of the Driffield Road and Medway conservation areas. These enhancements could be considered to be public benefits that would help to mitigate the harm that would be caused by the introduction of mansard roof extensions, which has already been minimised as far as possible by careful design considerations.

Two different types of enhancement have been looked at:

1. Enhancements that can be made by homeowners to improve the appearance of their properties. These improvements will, in turn, help to improve the character and appearance of the conservation areas generally.
2. Enhancements to streetscape that will contribute to the general improvement of the character and appearance of the conservation areas, these enhancements are specifically heritage related. These improvements could be delivered by financial contributions made through agreements associated with the grant of planning permission.

This document identifies potential streetscape enhancement schemes that may help to improve the special character and appearance of the Driffield Road and Medway conservation areas. If implemented successfully, these schemes could provide a public benefit that may mitigate harm caused by the addition of mansard roof extensions to properties in the conservation areas. The document explains how the enhancement schemes could be funded by financial contributions secured by legal agreements associated with the grant of planning permission for mansard roof extensions.

Potential enhancements to the facades of buildings in both conservation areas are explored in separate documents, which are also part of this public consultation. It is envisaged that planning applications for mansard roof extensions will need to demonstrate how they contribute to both types of conservation area enhancement (façade and streetscape) to deliver an appropriate level of public benefit.

How are these documents to be used?

These documents should be read in association with the revised Medway Conservation Area Character Appraisal and Management Guidelines. The revised appraisal document offers guidance about what is important in terms of the character and appearance of the conservation area and provides a design for a sympathetically detailed mansard. This has been the subject of an earlier consultation.

The current documents set out potential enhancements to the façade and to the public realm and are intended to mitigate the harm which a mansard roof proposal is likely to engender. The documents give detailed advice regarding the type of enhancements which it is expected will accompany proposals for a mansard roof. To ensure a clear understanding of the implications of these proposals a table setting out the likely costs of

the improvements identified both to individual buildings and within the public realm at today's prices has been prepared. The relevant table of costs has been incorporated within this document and within that setting out the envisaged improvement to the public realm. The documents also set out details of the way in which the scheme is to be delivered.

How can I find out more and how can I comment?

The proposed measures for securing additional public benefit will be the subject of a public consultation from **Friday 7 April to Sunday 14 May 2017**.

Two drop-in sessions are being held where the consultation proposals will be displayed and council officers will be available to answer questions:

Date and time	Venue
Thursday 20 April 2017 17.00 to 20.00	Bow Idea Store, 1 Gladstone Place, Roman Road E3 5ES.
Thursday 11 May 2017 14.00 to 17.00	St Paul's Church, St Stephens Road E3 5JL.

Written comments on the proposals can be sent to us by email at:

placeshaping@towerhamlets.gov.uk.

You can also write to us at the following postal address:

The Place Shaping Team
 Place Directorate, Strategic Planning
 Mulberry Place
 5 Clove Crescent
 London
 E14 2BG

2.0 POTENTIAL FOR STREETScape ENHANCEMENTS

2.1 SIGNS AND POSTS

Appraisal

There is a plethora of signage throughout the Driffield Road and Medway Conservation Areas. Most of this is related to car parking and traffic control. There are posts for street name signs, streetlights, telecom and electrical cables, bus stop signs and there are lots of bollards that all contribute to the pavement clutter.

The London Borough of Tower Hamlets Streetscape Design Guide February 2012 encourages the mounting of signs on existing lamp posts to reduce the number of additional posts where possible. Recent improvements have been implemented in this regard. Some of the signs are now fixed to lamp-posts which are detailed to suit the character of the conservation area and this reduces clutter on the pavement. All new posts are supposed to be black. However, several posts remain that are plain mill finished aluminium (sometimes leaning) and these detract from the character of the area.

Guidance

The London Borough of Tower Hamlets Streetscape Design Guide February 2012 encourages the removal of ad hoc signs and suggests that they be fixed to properties where possible.

Suggestions for enhancement:

- Removal of unpainted plain mill finished posts
- Rationalization of pavement-mounted signage to reduce the number of posts and signs where possible

2.2 LIGHTING

Appraisal

The London Borough of Tower Hamlets has implemented a programme of installing 'period' style light fittings throughout the Conservation Area, with larger street lighting on Roman Road and smaller lights on the residential streets. These are regularly spaced on black posts and their appearance is considered to be appropriate.

The lighting in Selwyn Green, in Medway Conservation Area, is not heritage style. Replacement with heritage style fittings may enhance the character of the open space.

Suggestions for enhancement:

- Introduce heritage lighting to Selwyn Green

2.3 PAVING AND ROADS

Paving

Most of the streets are paved with concrete paving slabs, which are readily replaceable, with granite kerbs for durability. Nevertheless, some pavers have been replaced with non-matching paving or with asphalt following work to utilities. Utility services covers are varied in form, as is common throughout London.

Some areas of sustainable drainage (SUDS) have been implemented as part of the traffic calming improvements that have been undertaken by the council.

Suggestions for enhancement:

- Further sustainable drainage and greening of paved areas combined with traffic calming, where feasible

Traffic calming

Traffic calming has been implemented in key areas, with raised tables at the entrance of each street from Roman Road. The design is in a character suitable for the conservation area, in keeping with the London Borough of Tower Hamlets Streetscape Design Guide February 2012. Additional speed bumps and road narrowing was implemented in some streets in January 2017.

2.4 TREES AND PLANTING

There are several roads with street trees off Roman Road in the Driffield Road and Medway Conservation Areas and these trees contribute to the character of the Conservation Area. There are also some newly planted trees.

Tree pits

Where there are trees, black asphalt has been installed around some of the roots whilst others have soil with no topping, and some have sand coloured resin gravel which allows for root growth, or natural gravel where space permits. The resin bound and natural gravel have a softer appearance than asphalt and they allow for root growth.

Suggestions for enhancement to trees and planting:

- Further planting of trees
- Improvements to tree pits
- Replacement of all unfilled tree pits and black asphalt surrounds to trees with resin gravel or natural gravel where space permits
- Identification of any further areas where greening (planting) might be feasible

2.5 OPEN GREEN SPACE

Driffield Road Conservation Area does not have any open green space.

Medway Conservation Area has a green space at Selwyn Green, between Selwyn Road and Athelstane Gardens. This is a fairly small area, surrounded by modern park railings. It has an information board at each of the three entrances, directional signage, modern lighting, tarmac paths and grassed areas and a small play area. There is no park seating as this was removed due to complaints of antisocial behaviour. The Green appears to be well kept.

Suggestions for enhancement to open green space, should further funds become available:

- Do residents have any concerns or suggestions for improvement of the open space?
- Would park benches be appreciated by residents or would they be cause for concern?
- Would heritage style lights improve the setting?
- Would resin bound surfacing be welcomed, to soften the appearance?
- Would a heritage board describing the Bow Heritage Trail be appropriate here?
- Would improvements to planting in Selwyn Green be welcomed?
- Would improved play equipment be welcomed?
- Would outdoor gym equipment or health trim trail be welcomed?

2.6 HERITAGE TRAIL

Bow Neighbourhood has set up a sign-posted Heritage Trail throughout the Neighbourhood, for local people. The trail follows a route through the Bow area passing places of historical interest, marked with oval plaques commemorating any historical person, or incident associated with the place and to link the historic Buildings of Bow. The Bow Heritage Trail passes through the Driffield Road and Medway Conservation Areas.

Further information is available from the Roman Road Trust:

*"We have worked with artists from local Chisenhale Gallery to design a heritage trail map that would encourage local residents and visitors alike to explore Bow and discover its history and heritage. Our heritage trail map is distributed for free at Roman Road Festival and in local shops and cafes. The heritage trail map is the basis of several guided history tours that (are organised for the) Roman Road Festival. The Suffragettes tour sells out within days."*¹

¹ <http://romanroadtrust.co.uk/local-heritage-placemaking/>
<https://www.ideastore.co.uk/assets/documents/Local%20History%20Archives%20Online/walks/bow%20heritage%20trail.pdf>

Suggestions for enhancement to open green space, should further funds become available:

- Would interpretation and/or further directional signs be welcomed?
- Would Roman Road and Selwyn Green be appropriate locations for further signage/interpretation?

2.7 SHOP FRONTS

The shop fronts on Roman Road are very varied, and some historic features are still intact. The Character Area Appraisal states that the opportunity exists to refurbish and upgrade the shopfronts along this thoroughfare. Shopfronts could be enhanced significantly by ensuring the retention and repair of historic and traditional features and by further consideration of signage.

Historic elements such as console brackets and mouldings are a locally distinctive element of the shopfront. Console brackets are ornate brackets between shops, above the shop front, as shown on the illustrated sheets. Where elements such as this are missing, the Council encourages their reinstatement. This can significantly enhance the character and appearance of a shopfront.

In terms of signage Roman Road shop fronts have inconsistent signage. Projecting signs and illuminated signs can detract from the character of the streetscape and provide visual clutter. The Council is implementing a shop front improvement scheme in some parts of Roman Road, which includes rationalizing the signage to reduce visual clutter. It would be beneficial to the character of the area to further rationalize the signage throughout the area.

Suggestions for enhancement, should further funds become available:

- The Council could potentially commission a template of each existing original console and moulding pattern, for loan to shop keepers who want to enhance their property by reinstating missing mouldings
- It would be desirable to set up a grant-funded scheme to reinstate traditional shop fronts, should funding become available. The rationalisation of signage could form a part of this scheme.

3.0 ESTIMATED COSTINGS FOR POTENTIAL ENHANCEMENTS

The following table provides indicative budget costs for the potential enhancements described in this document.

It is included to offer a clear understanding of the implications of these proposals and the likely costs of the improvements which you might by legal agreement be required to contribute to as a result of your planning application. The intention is that the financial contribution agreed will enable public benefits which offset the harm which the introduction of a mansard roof will cause to the character and appearance of the conservation area.

The works proposed have been carefully considered by relevant professionals with extensive experience of works to historic buildings. The costs set out are indicative, the final cost of works being dependent upon the type and extent of work undertaken.

They are intended to assist in establishing the costs of those works required to fund enhancements to your property and to the broader public realm to satisfy the requirements of the National Planning Policy Framework.

Contribution to streetscape improvements

		Driffield Conservation area	Medway conservation area
1	Templates for mouldings and railings for householders. Two patterns allowed.	£8,000	£100
2	Templates for mouldings on Commercial properties including console bracket and cornice over shop front	£10,000	£10,000
3	Sign de-cluttering	£8,400	£13,300
4	Interpretation board excluding artwork	£2,250	£2,250
5	Artwork for the above	£3,000	£3,000
6	New tree planting	£133,500	£615,000
7	Enhancement of tree pits – Resin bound gravel	£75,000	£30,000
	The following works to Selwyn Green		
8	Planting allowance for Selwyn Green including 10 years maintenance for an area of 50m ² . £40/m ² is allowed for the supply only of shrubs and ground cover planting		£25,400
9	Provision of 4 nr heritage street lights in Heritage Green including 50m of service trenching (if required)		£24,000

10	Childrens play area – notional area 25 x 17m with 5 pieces of play equipment by Kompani or equal approved for the age range of 9-16 inclusive of fencing and soft pour surfacing)		£70,000
11	Outdoor health trim trail or similar		£30,000
12	Resin bonded gravel for paths. Approximately 200m ² at £35 per metre ²		£7,000

Notes:

1. Item 1 - The historic railings appear to be two distinct designs. The discrepancy between the prices relates to the fact that there are few original railings in Medway, so the patterns agreed would be standard patterns.
2. Item 3 – An average of £700 per street has been allowed subject to a full survey.
3. Item 5 – The cost of the artwork is dependent upon the client's brief.
4. Item 6 – In the Driffield Conservation area approximately 60% of streets don't have trees. In the Medway Conservation area this figure is approximately 90%. The figures above include for planting of trees for 75% of the streets
5. Item 7 – 150 Nr allowed for Driffield CA & 60 Nr for Medway CA.
6. Item 8 – Two one day visits assumed per annum
7. Item 9 – The costs of the service trenching will vary depending up the surface which is being reinstated. This cost excludes any service diversions necessary.

4.0 DELIVERY OF STREETSCAPE ENHANCEMENTS

The streetscape enhancement works set out in this document are intended to provide public benefits that will help to justify the harm caused by mansard roof extensions. In order to meet the government's definition of a public benefit for this purpose, the enhancements should arise as a result of the proposed development. In the case of streetscape enhancements, the improvements would not arise from a single mansard roof development, but would be provided by financial contributions collected when planning permission for a mansard roof extension is granted.

When applying for planning permission for a mansard roof extension, applicants will be required to enter into a legal agreement with the council to make a financial contribution to a streetscape fund. Such legal agreements are sometimes referred to as planning obligations or Section 106 agreements. They are often attached to planning permissions to make acceptable development that would otherwise be unacceptable in planning terms.

In order to provide sufficient public benefit to overcome the harm to the historic environment, sufficient funds will need to be collected to ensure that the streetscape improvement schemes described in this document can be delivered. The costs described in section three of this document only include the physical works to the various streetscape elements. Additional costs would also be incurred by the implementation and management of the streetscape improvements. In order to ensure that as much funding as possible will be directed to improvement works, and deliver the most public benefit, enhancements that may require the least administration have been selected.

It is very difficult to predict how many applications for mansard roof extensions the Council will receive. However, based on the responses to the last public consultation, it may be expected that around 40 applications would be received in the short term. This is because 42 people contacted us to tell us that they supported proposals for a more permissive approach to mansard roof extensions. If each of these planning applicants is asked to enter a legal agreement to pay £1,000 toward a streetscape improvement fund, a total of £40,000 would be collected that could be spent on streetscape improvements. If 25% of this money were needed to cover administration costs, £30,000 would be available to deliver some of the improvements described in this document. It is thought that, on average, mansard roof extensions in the Driffield Road and Medway conservation areas may add around 17m² extra floorspace to each property. A £1,000 financial contribution would therefore be around £59 per m² of additional floorspace gained.

As well as providing a financial contribution toward streetscape improvements, planning applications for mansard roof extensions will also be required to demonstrate how they would deliver façade enhancements to the property on which the extension would be built. This is explained in more detail in a separate document that is also part of this consultation.

Some of the funding collected for streetscape improvements could be used for a grant scheme for the owners of lower floor flats, who would not be able to build a mansard roof extension, so that they can improve the parts of the building façade that are under their

ownership. However, such schemes tend to be expensive and time consuming to implement and would require a greater proportion of collected funds to be spent on administration.

Note on guidance documents

The information included in this document is intended to illustrate general principles. The guidance sheets and drawings are not intended to be used for the purposes of construction. Older buildings need to be evaluated individually to assess the most suitable design and form of construction based on a wide variety of possible variables and safety considerations should be addressed for each project. The London Borough of Tower Hamlets and Kennedy O'Callaghan Architects do not accept liability for loss or damage arising from the use of this information.

5.0 ILLUSTRATED STREETScape ENHANCEMENT SHEETS

Sheet 1 Streetscape

Shopfronts in Roman Road (Drifffield Road and Medway Conservation Areas)

Definitions

The numbers correspond to the numbers on the photo

- 1) Fascia board
- 2) Console bracket between properties, sometimes with a decorative finial on top
- 3) Stucco cornice moulding with overhang to protect signage
- 4) Stall-riser, traditionally in panelled timber, painted

Appraisal

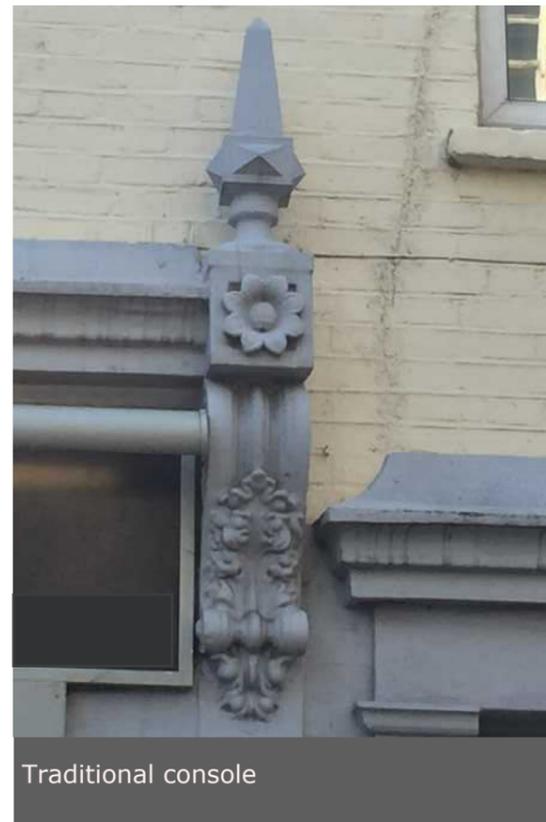
Traditional shop fronts were made in painted timber, with stucco mouldings above the shop sign. Between the shop signs there were projecting decorative console brackets made of cast stucco. Between these were a flat fascia board on which the sign was usually hand painted. Above the fascia was a stucco moulding to shed water from the fascia. Several of the original consoles and mouldings still remain, on both sides of Roman Road. In some cases the original fascia board is concealed behind newer signs.

Doors and windows were timber-framed. Beneath the shop window the shopfronts had stall-risers, which were made from panelled timber and sometimes they incorporated vents.

Conservation

The conservation of original shop fronts is encouraged. Where shopfronts or their features have been lost, replacement in traditional style is encouraged. Where mouldings are missing, reproduction of original mouldings would be encouraged.

It is possible to reproduce mouldings using a template cast from an original, or using computer aided design with 3-d laser technology to form a resin cast.



For consultation

Sheet 2 Streetscape

Streetscape in Medway Conservation Area

Refuse bins

Residents in properties on the kerbside collection service can order a purple wheeled bin for recyclable waste. The bins must be stored off the pavement/footpath.

Trees

There are several streets with trees in the pavements which contribute to the character of the Conservation Area. There are also some newly planted trees. The tree pits have a variety of treatments. Some are paved in black asphalt or resin bound gravel flush with the paving. Others have top soil recessed from pavement level.

Options for enhancements

Trees and tree pits

A consistent treatment for tree pits could enhance the character of the streetscape. This would need to be compatible with the narrow pavement widths and able to accommodate tree growth.

Signage

Where traffic control signage is combined with lamp standards, clutter can be reduced. Signs should be black for consistency. Further de-cluttering and improvements to signs would be desirable.

Paving

Enhanced crossovers and pavements with textured paving and porous surfaces have been constructed at some junctions. Extending this treatment to other junctions could enhance the character of the streetscape and improve drainage.

Heritage trail

The Bow Heritage trail could be enhanced with further directional signage and interpretation boards. This would need to be weighed against increasing pavement clutter and Selwyn Green might be a suitable location.

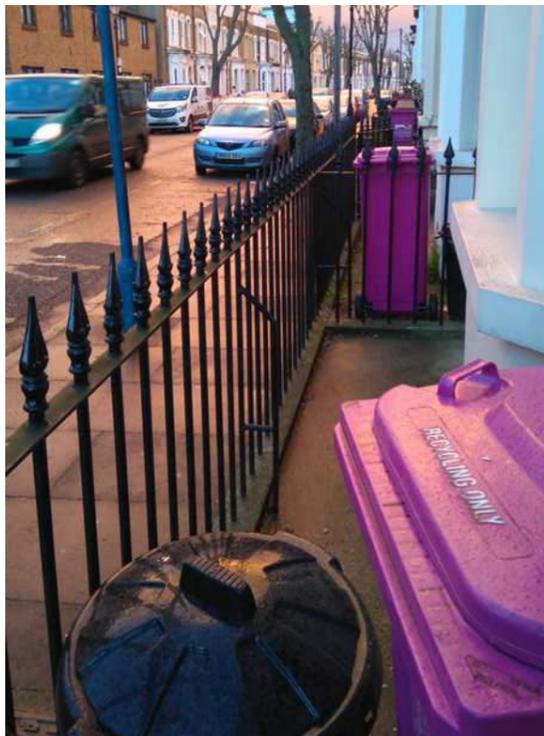
Selwyn Green

The Green could be enhanced with additional planting, new heritage lighting and softer surfacing on the paths to make it a more attractive local amenity.

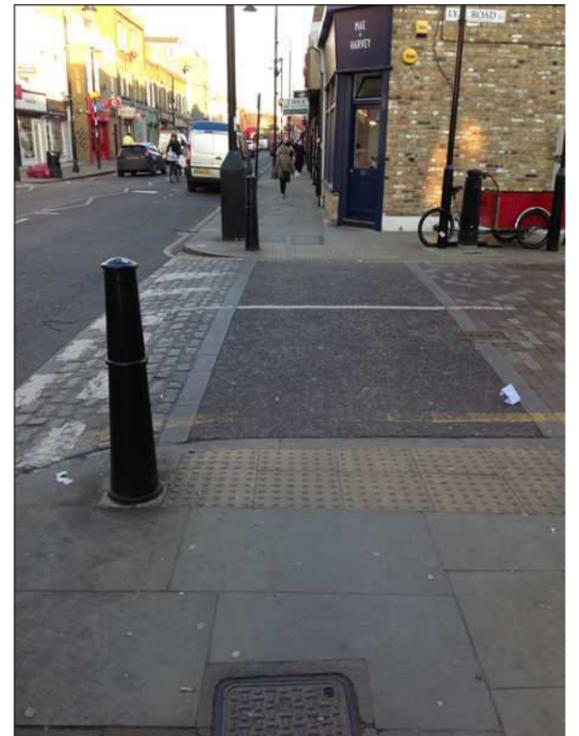
Park benches were removed following issues of noise and anti-social behaviour and their replacement may not be desirable to local residents. The park is a designated locked site.

Replacement play equipment on soft surfacing for young children and natural fitness elements for older children and adults could promote health and wellbeing.

Selwyn Green might be a suitable location for an interpretation panel to describe the history of the Conservation Area.



Bins stored neatly behind railings



Example of paving enhancements and traffic calming



Street lighting and signage separate. Traffic calming paving adds character



Street lighting combined with signage reduces pavement clutter



Selwyn Green could be enhanced by planting and bound gravel paths and more attractive play equipment



Tree pits could be enhanced by replacing asphalt with bound gravel

For consultation

Sheet 3 Streetscape Streetscape in Driffield Road Conservation Area

Refuse bins

Residents in properties on the kerbside collection service have a black bin and a purple wheeled bin for recyclable waste. The bins must be stored off the pavement. Storage in the basement lightwell where possible is encouraged.

Trees

There are several streets with trees in the pavements which contribute to the character of the conservation area. There are also some newly planted trees.

Trees pits

In the past the tree pits had a variety of treatments; some were paved in black asphalt, some in resin bound gravel flush with the paving and others have top soil recessed from pavement level. The council has been working on tree pits to accommodate tree growth and to neaten their appearance.

Signage

In some places traffic control signage is combined with lamp standards. This reduces pavement clutter. The council is working towards reducing street clutter and specifies posts to be black for consistency.

Paving

The pavements are generally paved in concrete pavers. Enhanced crossovers and pavements with textured paving have been constructed at major junctions and for traffic calming. The council is working towards increasing areas with porous textured paving and adding grass where possible to enhance the character of the streetscape and improve ground drainage.

Heritage trail

The Bow Heritage trail is signposted but interpretation is limited. This could possibly be enhanced with further directional signage and interpretation boards although this needs to be balanced by the aim of reducing pavement clutter.

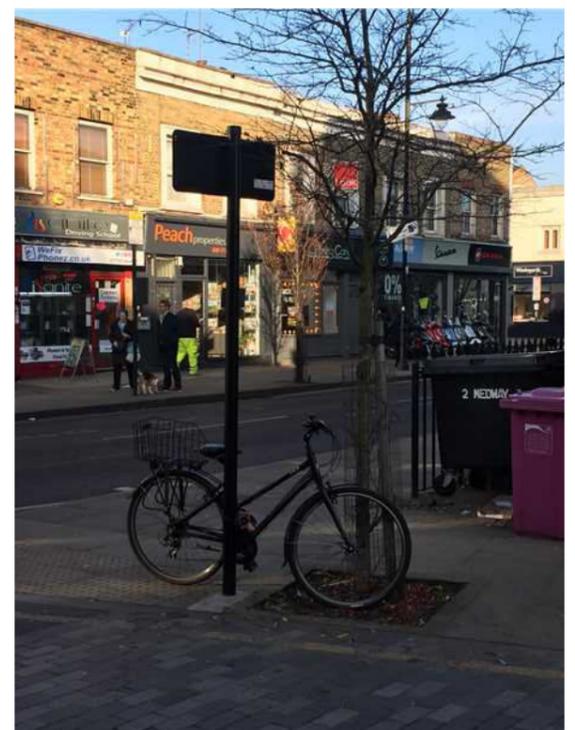
Roman Road

There is a great deal of visual clutter on some parts of Roman Road, with ad-hoc signage and some poor replacement shop fronts that are out of character with the Conservation Area. Conservation of original features is encouraged.

Shopfronts can significantly contribute to the character of the Conservation Area and reinstatement of lost features, traditional detailing and reduction of visual clutter can lead to economic benefit.



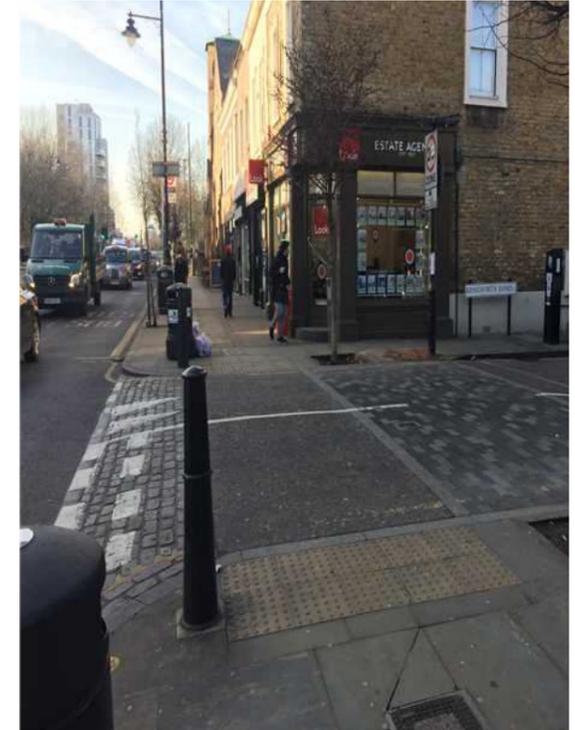
Bins should be stored neatly, in the basement light well where possible



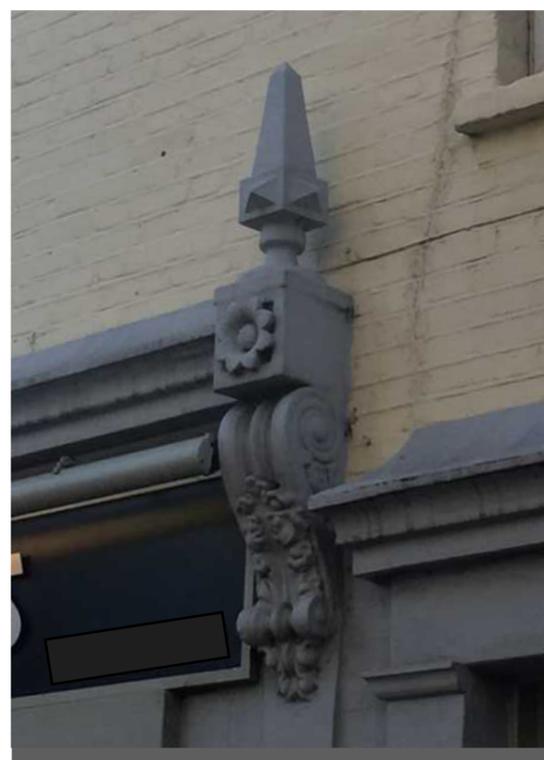
Ad-hoc bikes and bins clutter the street



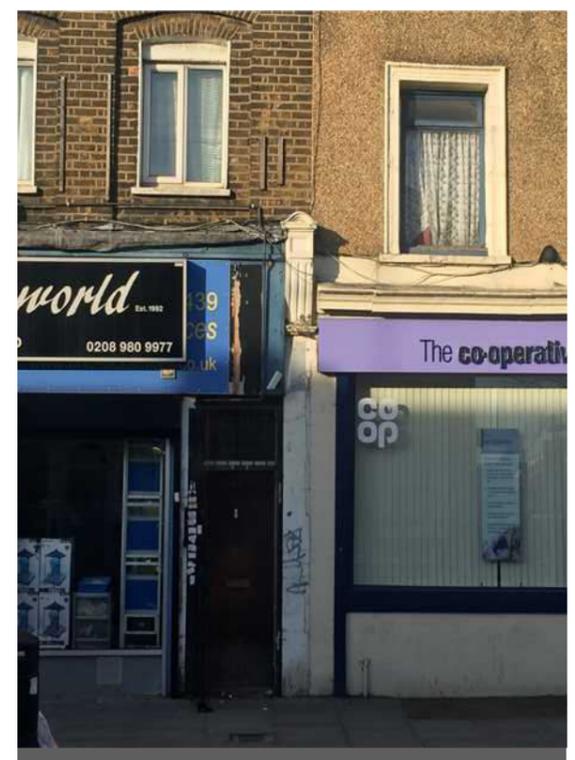
Bow Heritage Trail signage and combined traffic signs with lamp post



Example of paving enhancements and traffic calming



Traditional features should be conserved and reinstated where missing



Traditional features concealed by layers of signage