SUB AREA 4 - BROMLEY-BY-BOW, PUDDING MILL, SUGAR HOUSE LANE AND MILL MEADS

Sub Area 4 is the southernmost part of the LLDC area, bound to the west by the River Lea and A12, to the east by the Greenway and to the south by the Channelsea River and underground lines. The Bow Goods Yard east site is located to the north. The area is bisected by several river channels that form a part of the River Lea waterway network and both the Sugar House Lane and the Three Mills conservation areas (Figure 4.1) provide a focus for significant buildings and structures of historic interest. The majority of the green infrastructure is provided by the Abbey Mills water treatment land, which is inaccessible to the public, and Three Mills Green. Due to the form, history and topography of the area, it has been split into the following character areas:

- Sugar House Lane
- Bromley-by-Bow
- Three Mills
- Abbey Lane
- Stratford High Street West
- Pudding Mill
- Bow Good Yard East

The majority of the green infrastructure is provided by the Abbey Mills water treatment land which is inaccessible to the public, along with Three Mills Green, and the Greenway which are accessible, along with the waterway edges and associated towpaths.

Figure 4.1: Sub Area 4 - Character Areas

- Character Area Boundary
- Local/ Neighbourhood Centre
- Green Area
- Conservation Area
- Listed Buildings
- Locally Listed Buildings
- Strategic Industrial Location
- Other Industrial Locations
- Locally Significant Industrial Sites
Figure 4.2: Sub Area 4 - Historical Map 1893

Figure 4.3: Sub Area 4 - Historical Map 1947
HISTORIC AND CURRENT CONTEXT

Historically Sub Area 4, as with much of the surrounding area, has been known for industry. The area is crossed by the various channels of the River Lea as it flows south to the River Thames. “The Domesday survey in 1086 recorded eight tidal watermills on the River Lea. The sites of five of these mills are recalled in the names of the Lea tributaries: Pudding Mill, City Mill (Figure 4.10), Waterworks Mill, Abbey Mill and Three Mills. During the fourteenth century Edward III encouraged the expansion of manufacturing on the Lower Lea” (extract from Three Mills Conservation area appraisal, 2006). This industrial development, including a range of industries from soap making to distilling, continued and intensified during the 19th and early 20th Centuries.

The location to the east of London led to the construction of a range of industrial and infrastructure buildings and structures, with those remaining often being of historic interest. In particular this includes the Grade I listed House Mill (Figure 4.12) which dates from 1776 and replaced earlier tidal mill buildings. The Abbey Mills Pumping Stations (Figure 4.45) were built between 1865 and 1868 by the engineer Sir Joseph Bazalgette to serve the Northern Outfall Sewer. A modern pumping station (F Station) and the mainly below ground works associated with theLee Tunnel, which is designed to take storm flows to the treatment works at Beckton, continue the legacy of strategic infrastructure in the area.

The area today has a varied character, containing pockets of remaining historic industrial use, large new development sites and completed new developments, with the predominance of housing in these new schemes.

The area continues to include larger format employment buildings ranging from film studios and print business premises that reflect historic land usage, to a large format Tesco superstore and petrol filling station. In Bromley-by-Bow smaller business premises are located along Hancock Road and small format office and retail premises are included on the ground floor of many new mixed-use developments along the northern side of Stratford High Street.

The Sugar House Island scheme at Sugar House Lane includes plans for a cluster of commercial, retail and hotel uses along the southern edge of Stratford High Street, with some utilising the retained historic buildings within the Sugar House Lane Conservation Area (Figures 4.13 & 4.14). Historic buildings along Stratford High Street have been replaced by a mixture of modern high rise mixed use early 21st century developments (Figure 4.11).

The western part of the area is typified by large, generally cleared, development sites where historic industry was once located, embracing Bromley-by-Bow, Sugar House Lane and Pudding Mill. Development is taking place at Bow River Village (Figure 4.39) and one element of Cooks Road at Pudding Mill (Figure 4.11), and the initial phases of the Sugar House Island development are now underway. Permission has been granted to further sites within the Bromley-by-Bow area. The developments that are underway across the area are typically medium rise and have waterway frontages.

To the east the Abbey Lane area continues to be typified by low rise housing dating from 19th century to contemporary, with Mill Meads and Three Mills (Figure 4.12) to the south continuing to provide historic character to the area.

With much of Sub Area 4 consisting of large cleared areas in the process of being developed or at an earlier stage of the planning and development process, there is often a limited amount of immediate character context available. Those characteristics that are referenced here for Sub Area 4, particularly the historic context, are therefore important as the only reference for this area as a whole.
BUILT FORM

Developments along the north of Stratford High Street modulate between generally mid-rise but relatively high density modern development, including several tall towers, the highest being 34 storeys overlooking the Bow Flyover (Figures 4.61 & 4.63).

Planned new development at Pudding Mill will have more of a medium density and scale with a greater density and height within the Pudding Mill local centre adjacent to the DLR station. To the east, low-scale new residential property adjoins the historic Lock Keepers Cottage at City Mill Lock (Figure 4.75), while a development completed at the turn of the 21st century at Otter Close (Figure 4.73) consists of 124 flats at a consistent height of four storeys on an island site between waterways and the Greenway.

To the south of Stratford High Street, the Abbey Lane area has a low density and is predominantly two storey in character (Figures 4.41 & 4.43). The remainder of the southern side of Stratford High Street is taken up by the Sugar House Island development at Sugar House Lane, which provides a medium density character, with developments ranging from five to eight storeys and some taller elements in the southern part of this very large site.

At Bromley-by-Bow, the Bow River Village development (Figure 4.31) has introduced a series of residential blocks of up to eight storeys in height. The joint landowner masterplan for the Bromley-by-Bow south area adjacent to this envisages a higher density, acknowledging its planned role as a new District Centre, with increased heights in the south west quadrant of the site. These heights are subject to relevant guidance set out in the Bromley-by-Bow SPD, the site allocation and other policy in the Legacy Corporation Local Plan.

Three Mills includes a cluster of historic buildings of two to four-storeys dating from the 18th century, along a listed cobbled street (Figure 4.12). This street extends into the Three Mills Film Studios compound which otherwise mainly consists of 19th and 20th century buildings of a much larger format and equivalent height (Figure 4.54). Building footprints and heights vary considerably, reflecting the evolving nature of this area through history. The effect is of a contained and moderately dense cluster of buildings within their historic setting.

Due to the number of large cleared development sites across the sub area, street patterns are emerging as development begins to come forward and masterplans are agreed. At Sugar House Lane the Sugar House Island development is currently being constructed (Figure 3.12) and the street pattern will soon begin to physically emerge. A core secondary street network is formed by Sugar House Lane, Hunts Lane, Pudding Mill Lane, Marshgate Lane and Cook’s Road, creating routes through the sub area connected to the primary route of Stratford High Street and the urban motorway of the A12 (Figure 4.32). The areas around Abbey Lane will maintain a quieter character with low levels of traffic associated with the less dense and lower rise housing that will remain here.

The area breaks down into several landscape character areas with open green space to the east and residential development with tree lined streets, front and

Figure 4.4: Sub Area 4 - Building Heights

<table>
<thead>
<tr>
<th>Character Area Boundary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
</tr>
<tr>
<td>Area Under Construction</td>
</tr>
<tr>
<td>Permitted (REM, FULL, OUTLINE)</td>
</tr>
<tr>
<td>Area Covered By SPD</td>
</tr>
</tbody>
</table>

Building Heights

- 30+ Storeys
- 20 - 29 Storeys
- 12 - 19 Storeys
- 5 - 11 Storeys
- 0 - 4 Storeys
Figure 4.5: Sub Area 4 Sections

Figure 4.6: Sub Area 4 Sections

Notes:

London Aquatics Centre
London Stadium
Copper Box Arena
HERE EAST

Abbey Lane
Pudding Mill Bromley-by-Bow
Three Mills

Sugar House Lane
A12
Railway

Greenway

City Mill River

Sugar House Island Development

Existing
Under Construction / Permitted / SPD

Stage 1 A
Stratford High Street

Looking: South-East

Section 4.1 B
Stratford High Street

Looking: North-West

Warton Road
WaterWorks River

91m~30 Storeys

Sugar House Island Development

River Hights
Warton House

91m~30 Storeys
Figure 4.7: Sub Area 4 Sections
Figure 4.8: Sub Area 4 Sections
back gardens, parks, courtyards and communal gardens to the north west. Green and blue routes cut across the space along the water ways to the Greenway.

**ACCESSIBILITY, PERMEABILITY AND GREEN INFRASTRUCTURE**

The main transport nodes are the new DLR station at Pudding Mill (Figure 4.40) and the Bromley-by-Bow underground station. The underground station is currently undergoing improvement works. The strategic road network in the area including the A12 and the waterways provide barriers and challenges to permeability. This is particularly highlighted where east/west permeability is constrained by the A12 in the west, with limited and difficult crossing points, and in the east by the Greenway and waterways, with Stratford High Street providing the main strategic multi-modal (vehicle, pedestrian and cycle) route. Stratford High Street also provides connections through several frequent bus services. There are opportunities throughout Sub Area 4 for new development to improve accessibility and permeability, with the delivery of new development at Sugar House Lane, Bromley-by-Bow and Pudding Mill due to introduce a new finer grain pattern of local streets and spaces.

Access across the A12, a significant barrier to permeability, is via underpasses which have poor access for those with mobility issues. The underpasses and their surrounding environment present a challenge in terms of the perception of personal safety. There are, however, plans for a new junction and street level crossings at Bromley-by-Bow and Culvert Drive, as well as for a new bridge and bus route linking Bromley-by-Bow to Sugar House Lane. Stratford High Street here presents a busy road interchange with the Bow Roundabout and flyover, with few opportunities to cross north to south easily.

The railway lines (including Crossrail and DLR) create a barrier to north/south permeability to the north of Sub Area 4. Better connections need to be made to the future UCL East campus as well as to new schools including the Bobby Moore Academy. Marshgate Lane provides a road connection under these railway lines providing access to the Bow East Goods Yard railhead and Strategic Industrial Land area. This mixture of heavy goods traffic and pedestrian and cycle links create challenges around conflict and risk for these different road users.

The waterways, the Greenway and the Leaway provide good linkages along their length but also bring connectivity challenges. These have been resolved in some areas with award winning projects such as Bow Riverside (the bridge and towpath where the River Lea crosses under Stratford High Street) and TwelveTrees ramp and stair in Bow. These routes are associated with the green infrastructure connections that run through the area.

**Figure 4.9: Sub Area 4 - Connections**

- **Key Connections (On-Road)**
  - **Existing**
  - **Proposed Improvement**

- **Key Connections (Pedestrian / Cycle)**
  - **Existing**
  - **Proposed Improvement**

- **Road Infrastructure Barrier**
- **Rail Infrastructure Barrier**

Station
Positive and negative features of the area

<table>
<thead>
<tr>
<th>Positive Features</th>
<th>Negative Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>• The listed buildings at Abbey Mills Pumping station and those retained and included within the Sugar House Lane and Three Mills conservation areas and related listed buildings maintain a strong linkage with the area’s industrial past, providing part of the area’s context and character.</td>
<td>• The Fenchurch Street and Liverpool Street/Elizabeth Line lines to the south and in the north of this sub area represent busy infrastructure corridors that create significant barriers to permeability on a local level, with underpasses and narrow connections resulting.</td>
</tr>
<tr>
<td>• Views along Three Mills lane, Sugar House Lane, Stratford High Street and along from the Greenway are all important in linking the area and its varying character together. Further views through gaps in development along the High Street give relief from stretches of uninterrupted buildings and help to dampen the corridor feel.</td>
<td>• Stratford High Street, with its busy dual carriageway filtering into the A12 and Bow Roundabout junction and Bow Flyover creates a hostile environment for pedestrians and cyclists.</td>
</tr>
<tr>
<td>• Three Mills and Three Mills Green provide quiet spaces around the waterway setting.</td>
<td>• The A12 creates a busy, hostile and noisy environment along the western edge of the sub area, and impacts heavily upon Hancock Road which provides the immediate frontage to the urban motorway. The scale of the A12 also presents challenges to local connectivity from east to west and is challenging and unpleasant to cross.</td>
</tr>
<tr>
<td>• Open spaces in developing new centres, such as a new park at Bromley-by-Bow South and the space around the new DLR station at Pudding Mill Lane create a future focus for new communities.</td>
<td>• The character of much of this sub area is still emerging due to the dominance of large development sites.</td>
</tr>
<tr>
<td>• Areas such as Three Mills, Otter Close and the Lock Keepers Close are at a lower, more human scale, which can be easier to relate to and interpret than higher density/higher rise buildings that front Stratford High Street.</td>
<td>• Areas/locations with poor connectivity and public realm creating a hostile environment, including Stratford High Street West, with large footprint buildings facing onto the pavement along its northern edge and poor levels of active frontage. Tall buildings can be overbearing on the public realm and further impact on what is already a hostile environment at ground level.</td>
</tr>
<tr>
<td>• The network of waterways that run through this sub area provide a dominant feature and focus for the area, providing amenity and spaces such as the quiet spaces around Three Mills and Three Mills Green, corridors for movement and space for habitats.</td>
<td>• The scale of some elements of the built environment has led to challenges in relation to wind, that in parts of this sub area contribute to creating a hostile environment.</td>
</tr>
<tr>
<td>• The network of waterways is further enhanced by the Leaway Park, which brings together six new parks connecting Queen Elizabeth Olympic Park to the Royal Docks and the River Thames along the Leaway.</td>
<td>• Interfaces with infrastructure in the Pudding Mill area have created challenges around frontages, with the railway viaduct and the substations creating challenges for planned new development and its street frontages.</td>
</tr>
<tr>
<td>• There is a contrast in built scales throughout Sub Area 4, although these scales tend to be grouped and consistent in different locations, creating an ordered feel in some areas, such as around Abbey Lane.</td>
<td>• Marshgate Lane faces challenges around changing street levels and its interface with infrastructure such as the station, underpasses and Greenway.</td>
</tr>
<tr>
<td>• There are comparable urban grains across this sub area, in general these are tight with localised connections.</td>
<td>• At Three Mills Walls, flood walls and gated routes present a visual barrier in some locations.</td>
</tr>
<tr>
<td>• The waterfront areas include clear, continuous public routes for active travel.</td>
<td>• Local connectivity between character areas are often poor, often being separated by waterways, major roads and railway lines and level changes. Areas of large scale redevelopment such as Pudding Mill present issues of interim and permanent connection and wayfinding.</td>
</tr>
<tr>
<td>• The area includes wilder, less formal, green infrastructure on a smaller, localised scale.</td>
<td>• There are some areas of high flood risk in Sub Area 4, which presents challenges to development form and footprint. Flood walls and river walls present challenges for design of new buildings, public realm and infrastructure.</td>
</tr>
<tr>
<td>• Industrial and transport uses (particularly within Strategic Industrial Land and other employment land designated areas) and their interaction with areas of new development present master planning and development design challenges and in ensuring the Agent of Change principle is taken into account.</td>
<td>• Abbey Mills pumping station includes a significant green space but is not accessible for the public to enjoy.</td>
</tr>
</tbody>
</table>
CHARACTER AREAS WITHIN SUB AREA 4
Sugar House Lane (Site Allocation SA4.2)

The area covered by Sugar House Lane and the related site allocation within the Local Plan is towards the centre of Sub Area 4. It benefits from an outline planning permission for approximately 1,200 new homes and a significant amount of commercial floorspace. It is a large site where the surrounding river walls have been rebuilt and where the majority of buildings and structures have been removed as the site has been cleared and prepared for development. The initial phases of development have received detailed planning approval and are under construction (Figures 4.11, 4.12 & 4.13). A conservation area was designated across a significant part of the site in 2009 and has informed the approach to the emerging development. The Legacy Corporation will be reviewing the conservation area appraisal and management guidelines in due course. There are several buildings and chimneys of historic interest that will be retained as part of the planned development (Figures 4.13 & 4.14). These are predominantly brick with tiled roofs, and provide references for the design of new buildings being developed on the site.

The planned mixed-use Sugar House Island development is predominantly mid-rise and residential, with around 1,200 residential units and plans for a hotel, which would form part of a cluster of uses including commercial and retail along the southern edge of Stratford High Street West. Some of these planned uses will be housed within the historic buildings that have been retained. The mixture of uses, tight streets and spaces, and compact perimeter blocks, sometimes punctuated with accent towers, has been informed by a Land Use and Design Brief as well as the conservation area management plan.

The office accommodation reinforces the original street pattern using larger floor plates and there are high quality residential six storey buildings to the south which respond to the historic buildings in the neighbouring Three Mills Conservation area. Care has been taken within the masterplan to preserve the setting of the Three Mills listed buildings which neighbour this site.

As this site is under development, it is difficult to fully define what the eventual character of the area will be, but a good understanding can be had through the permissions in place, and the site allocation within the Local Plan coupled with the related parameters in the conservation area management plan. This development will contribute to local permeability with a planned pedestrian river bridge and link into the waterways and green space in the area through a riverside park. Due to this being a large site that is being redeveloped it is not anticipated that any housing will be delivered through small sites in this location (Figure 0.7).
Bromley-by-Bow (Site Allocation SA4.1)

Bromley-by-Bow is one of the large sites to the west of the character area, much of which has been cleared and either redeveloped, is being redeveloped or has been cleared in advance of redevelopment. Phase 1 of the Bow River Village development at Hancock Road has been complete and Phase 2 is under construction (Figure 4.31). To the south west of this character area, the Bromley-by-Bow South area includes a large format Tesco store (Figure 4.33) and associated car parking. South of the Tesco site, the two parcels of land up to the railway lines comprise of former industrial buildings and yards, some of which have become derelict. These plots, however, now benefit from planning permission for mixed-use redevelopment. The A12 urban motorway passes along the western edge of the area creating a highly trafficked and hostile environment (Figure 4.32). Bromley-by-Bow tube station, on the east side of the A12 is accessed through two underpasses.

Three Mills Lane connects Bromley-by-Bow to the historic Three Mills complex, with the Grade I listed House Mill (Figure 4.34) marking its entrance. The Leaway walking and cycling route connecting Queen Elizabeth Olympic Park with the Thames passes through the area, between the River Lea and Channelsea River.

Bromley-by-Bow South is the subject of a masterplan for redevelopment reflected in the Bromley-by-Bow Supplementary Planning Document (SPD) adopted by the LLDC in 2017. The SPD was prepared to provide further guidance on the implementation of policies within the LLDC Local Plan and particularly to help landowners to develop proposals that achieve comprehensive development at Bromley-by-Bow. This sets out plans for the area which include a new district centre and the need to improve connectivity across the A12 as part of a scheme for a new road junction. This document also sets out guidance to protect the neighbouring conservation areas, primarily at Three Mills but also at Sugar House Lane, including guidance on development heights and massing. As an area of emerging character, this is becoming a place of a predominantly mid-rise nature, with higher-rise buildings towards the area designated as a future District Centre.

Due to the nature of this area of large cleared development sites that are either under development or expected to be developed in the future, it is not anticipated that any housing will be delivered through small sites (Figure 0.7). The landscape is dominated by the A12 to the west, the Bow Flyover to the north and railway line to the south. The level change that creates the river corridor is masked by buildings but the water is an asset that is being capitalised by current and planned development.

Figure 4.30: Bromley-by-Bow

Figure 4.31: New housing at Bow River Village, looking north along the River Lea

Figure 4.32: The hostile A12 environment with Bow River Village in the distance

Figure 4.33: Large format Tesco on Hancock Road, separated from the A12 by an embankment

Figure 4.34: The Grade I listed House Mill marks the entrance to Three Mills

Figure 4.35: The Leaway, along the River Lea, connects QEOP with the Thames
Abbey Lane

In the eastern area immediately to the south of Stratford High Street, between the Greenway and the Three Mills Wall River, is an island of two to three storey terraced homes (Figures 4.41 & 4.43). These houses vary in age with Victorian terraces, 1930s semi-detached housing, post-war houses and a small number of contemporary homes, giving this pocket a suburban character. Closer to Stratford High Street a small post-war estate made up predominantly of three story blocks of flats is dominated by two taller towers (Figure 4.42).

There is a fine grain street pattern in this area, with roads lined by parked cars and most properties enjoying both front and back gardens. A green at Bisson Road provides an important local open space. The range of open spaces are an important feature of the area. This is in stark contrast with the scale of the area of Stratford High Street to the north and areas where high density mid-rise development is taking place. Abbey Lane Park (Figure 4.44) also provides a popular open space for the area and contributes to this lower rise character. The elevated Greenway encloses along the north-east edge though the Three Mills Wall River contains the site to the south-east it plays no contribution to the area as it is cut off by housing.

To the east, the area is overlooked by the historic and modern Abbey Mills Pumping Stations. Whilst linking back to the history of the area, these are a visible marker of the current infrastructure that lies under the surface, including the Lee Tunnel. The listed Station ‘A’ (Figure 4.45), designed by Joseph Bazalgette, was known historically as the ‘cathedral of sewerage’. The design draws on Byzantine, Italian Gothic and Russian Orthodox architectural styles. The other historic pumping station buildings are built of brick, while the modern F Station building is metal clad with its distinctive curved roof and flues. Though the area encompassing the pumping stations is enclosed, it has a green and open character, although there is no public access to the green space or water edge here. An area of allotments is found to the west along the Prescott Channel.

Brick is also the predominant material within the housing in this area, although in a variety of different colours, reflecting the different trends in design and development at the periods in which different buildings were built. In some cases, render and textured surfacing such as pebble dash and stone facing have been added to buildings, giving the different houses an individual character and breaking up the uniform nature of the terraces. Varied roofing materials have been used depending on the period in which homes were built.

The low-rise housing of this area provides a suburban character with more traditional housing types, providing a distinct context to the surrounding areas of new development. Whilst it is not anticipated that housing will come forward in this area through the delivery of small sites, it is acknowledged that due to the low-rise nature of existing housing, there is a low potential that small sites may come forward for residential development (Figure 0.7).
Three Mills (Site Allocation SA4.4)

To the west of the Abbey Lane area, across the Prescott Channel, the significant parkland of Three Mills Green and the Three Mills Studios are located. The historic Three Mills complex comprises a cluster of buildings along Three Mill Lane including the Grade II* listed Clock Mill (Figures 4.51 & 4.52) and Grade II listed Custom House (Figure 4.51). Much of this part of Three Mill Lane has a listed cobbled surface. The area is surrounded by waterways including Three Mills Wall River, Prescott Channel and Channelsea River, creating an island connected to its surroundings by four bridges with river and flood walls dominating these edges. The Prescott Channel provides a quiet edge facing an area of allotments and the Abbey Mills Pumping Stations to the east, presenting an generally open, green infrastructure corridor. To the west the developing character is of a busier more urban nature, while the film studios site filling the southern part of the area is dominated by high river flood walls resulting in enclosure. Three Mills Green is a significant public green space with an enclosed topography, groups of mature trees along edges, areas of play built into the topography (Figure 4.55) and a large area of lawn. Its western edge is of a harder nature with seating and paths providing a north-south route to and from the wider area.

This area is covered by the Three Mills Conservation Area which is split across the boundary of Tower Hamlets and Newham, with most of the area within Newham. Each borough has conservation management guidelines in place. While some buildings are recognised for their heritage value nationally through their listed status it is also important to acknowledge the wealth of other buildings of historic interest located in this area. Three Mills and the film studios are predominantly brick buildings with tiled roofs on the historic buildings. The film studios complex comprises a number of buildings that range in type scale, use and age but remain predominately of brick. These are surrounded mainly by areas of hard standing providing access and servicing (Figures 4.53 and 4.54). The film studio use provides a cultural industries focus to the character here. This area has a strong visual and use-based historic character that is important in setting a context for the wider area and development coming forward in its vicinity.

The importance of the historic buildings on this site, the employment and related uses located here and the potential for repair and improvement for buildings in and around the film studios have resulted in a proposed site allocation as part of the Local Plan Review.

As uses are mainly employment focused and within a conservation area focused around historic buildings, structures and streets, it is not anticipated that any housing will be delivered through the development of small sites (Figure 0.7).
Stratford High Street Frontage

The Stratford High Street Frontage character area bisects Sub-area 4. It is separated from Pudding Mill by the Bow Back River. Beyond the Sugar House Lane conservation area, along the north of Stratford High Street, historic buildings have been replaced by a mixture of modern multi-storey mixed-use developments mainly dating from the early 2000s onward. These are generally eight storey residential developments with interspersed high rise buildings of between 14 and 34 storeys. At ground floor, frontages include smaller business units, retail units and residential entrances (Figure 4.62). Most of the southern frontage of Stratford High Street is within the Sugar House Lane development that falls within the Sugar House Lane character area. The western end of the High Street includes the Bow Flyover and roundabout (Figure 4.61) connecting to the A12 with separated two-lane carriageways and Cycle Superhighway lanes (Figure 4.62) taking significant amount of traffic towards and away from the centre of Stratford.

Facade materials vary, with use of brick and render, but also significant elements of coloured metal panelling and glazing in the newer buildings, these materials are not of a coherent palette and therefore do not present a strong element to the area character. The 34 storey Sky View tower (Figure 4.63), which dominates the skyline, and its lower counterpart, have vertical emphasis. The street suffers from poor active frontage at street level and whilst there are number of commercial units at street level, some remain unoccupied. This, the busy dual carriageway and a lack of planting, makes this a hostile environment for pedestrians. The road network is a dominant characteristic of this area, in contrast other infrastructure such as the Bow Back River is hidden and difficult to access. Stratford High Street has developed a high rise character distinct from the areas either side of it. The development on the south site of the High Street as part of Sugar House Island aims to improve the public realm environment and reintegrate Stratford High Street with the surrounding area to the south.

As much of this area has recently been developed or is within a large site that is being developed, it is not anticipated that there will be the opportunity for any housing to come forward on small sites (Figure 0.7).
Pudding Mill (Site Allocation SA4.3)

Pudding Mill is an island site near Queen Elizabeth Olympic Park. It has a flat topography and is surrounded on three sides by waterways and raised rail infrastructure creates a physical and visual barrier running south-west to north-east along the fourth. Cooks Road and Marshgate Lane provide routes over railway lines from Stratford High Street, while Marshgate Lane continues under the railway lines to connect through to Queen Elizabeth Olympic Park and beyond. To its north-east, the raised Greenway provides an enclosing barrier and green corridor with the residential area of Otter Close (Figure 4.73) and Lock Keepers Cottage (Figure 4.75) a separate island contained by the Waterworks and City Mill Rivers and the lock which connects the two. The waterways are generally dominated by hard edge river walls, although the River Lea towpath and elements of green infrastructure alongside these channels ensure that these provide green infrastructure corridors that help to mitigate the dominance of infrastructure corridors along some edges.

Having been partially cleared for the 2012 Games, the main area of Pudding Mill provides a unique opportunity to set a new identity for the area with the provision of high quality homes and employment opportunities. The site is allocated (Site Allocation 4.3) in the adopted Local Plan (2015) for new homes, business floorspace, a local centre and associated open space and infrastructure. The redevelopment of this site will provide links into Queen Elizabeth Olympic Park, to Stratford High Street and the Sugar House Lane site beyond, as well as Bromley-by-Bow to the south-east.

The area includes significant railway infrastructure with the new Pudding Mill DLR station and the new Elizabeth Line (Crossrail) portal as well as the Great Eastern Railway (Figure 4.71). To the west there is an area of employment land designated as Other Industrial Land (OIL) which still contains some industrial activity along the edge of the River Lea (Figure 4.72). This character area is surrounded on three sides by the River Lea, Bow Back River and City Mill River (Figures 4.71 & 4.72). These create challenges for connectivity and create different levels with towpaths, bridges, water frontage and street levels all to be considered.

Legacy Wharf, a mixed use residential-led scheme on the Bow Back River frontage of Cooks Road (Figure 4.74), is nearing completion. An outline planning permission, part of the LLDC Legacy Communities Scheme, exists for the large central area of Pudding Mill, allowing for up to 118,290sqm of residential development alongside employment and Local Centre uses, with plans to revisit this in the future to increase housing delivery. Planning permission for a mixed-use scheme of residential and employment uses is also in place at Marshgate Business Park at Marshgate Lane. These permissions and emerging development schemes present a predominantly mid-rise character similar to other large development sites within the sub area.

Pudding Mill is the subject of a Supplementary Planning Document (SPD) that was adopted in 2016 and provides guidance around appropriate land uses, townscape and public realm as well as street design, delivery and implementation. It reflects the Local Plan in directing taller buildings towards the land within and around the new Local Centre adjacent to the DLR station, and lower buildings more appropriate to the south west and east, the other side of the area from the existing transport infrastructure. The guidance within the SPD will be important in shaping the character of development in an area that has little or no remaining precedent within its context.

As this site consists of large development plots and an area designated as an Other Industrial Location (OIL) there it is anticipated that it is unlikely that any small sites will be available for residential development (Figure 0.7).
Bow Goods Yard East (Site Allocation 4.5)

This area, to the north of Sub Area 4, is the subject of a proposed site allocation within the draft Revised Legacy Corporation Local Plan in conjunction with Bow Goods Yard West in Sub Area 1. The site is the location of a protected rail head and associated long term industrial usage, with storage and transfer of aggregates and other bulky materials related to its rail focus typifying its use. The site was temporarily converted to house the athlete’s warm-up track during the 2012 Olympic and Paralympic Games, subsequently being returned to its current rail related use. The site is mainly open with no substantial permanent structures aside from rail tracks and the pumping station in its eastern corner, off Marshgate Lane (Figure 4.82). Otherwise this sparse landscape is dominated by large mounds of soil and aggregates that are brought to and from the site by train and road (Figure 4.83).

The extensive size of the site - approximately 14 hectares - presents a potential for future intensification and diversification of use. The physical linkages and linked rail based uses here and at Bow Goods Yard West on the opposite bank of the River Lee also presents the opportunity for a coordinated approach to any future plans that would enable such intensification to occur. The review of the Local Plan proposes a new site allocation that includes both Bow East and Bow West goods yards.

Bow Goods Yard East is located to the north of Pudding Mill DLR station and the related site allocation at Pudding Mill, separated by the raised railway lines. The Greenway (Figure 4.84) forms the northern boundary for the character area. It is a key link through the area for walking and cycling. The View Tube (Figure 4.85), a community facility, constructed from shipping containers and painted bright green, which includes a café and affordable workspace, sits on the Greenway close to the railway lines.

The western boundary of the area is formed by the River Lea, with this edge including its towpath, providing a north-south walking and cycling route. This provides a green edge which is generally not overlooked. This, along with the north west corner of the site, the Greenway and the Old Ford area beyond provides a significant source of informal green infrastructure which act as part of the wider blue and green infrastructure networks within the Lower Lea Valley.

Due to the nature and designation of this site as Strategic Industrial Land there are no opportunities for development of small sites for residential usage (Figure 0.7).
Glossary

Access - Refers to the methods by which people with a range of needs (such as disabled people, people with children, people whose first language is not English) find out about and use services and information.

Accessibility - Refers to the extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available. It also refers to the extent of barriers to movement for users who may experience problems getting from one place to another, including disabled people.

Active frontage - Where there is an active visual engagement between the street and uses on the ground floors of buildings. These uses may extend outside and introduce life and vibrancy to the public realm.

Biodiversity - This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Centres - Designated town centres comprising the Metropolitan, District, Neighbourhood and Local Centres.

Community Infrastructure and Community Facilities - Facilities such as health provision, early years provision, schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, public houses, polling and other criminal justice or community safety facilities, children and young people’s play and informal recreation facilities. Such uses generally fall within Use Class D1 of the use classes order. This list is not exhaustive and other uses can be included as social infrastructure.

Conservation Area - This is an area of special architectural or historic interest (the character of which it is desirable to preserve or enhance) designated by a Local Planning Authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area is a type of heritage asset.

Context - The character and setting of the area within which a projected scheme will sit. It is its natural as well as human history; the forms of the settlements, buildings and spaces; its ecology and archaeology; its location, and the routes that pass through it. Context also includes people, the individuals living in or near an area and how communities are organised so that citizens become real participants in the projected development. A thorough appreciation of the overall site context is the starting point for designing a distinct place.

Creative and Cultural Industries - Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

Creative Enterprise Zone - Creative Enterprise Zones are a Mayoral initiative to designate areas of London where artists and creative businesses can find permanent affordable space to work; are supported to start-up and grow; and where local people are helped to learn creative sector skills and find new jobs.

Cultural Quarters - Areas where a critical mass of cultural activities and related uses, usually in historic or interesting environments, are designated as Cultural Quarters. They can contribute to urban regeneration.

Density - In relation to residential developments, a measurement of the number of dwellings per hectare.

Development - Development, as defined under the 1990 Town and Country Planning Act, is “the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land”. Most forms of development require planning permission.

District Centre - Provides convenience goods and services for local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sqm of retail floorspace. Some District Centres have developed specialist shopping functions (London Plan).

Family housing - A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms.

Floodplain - Flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding. The functional floodplain comprises the land where water has to flow or be stored in times of flood (NPPF).

Green Infrastructure - A network of green and blue spaces – and features such as street trees and green roofs - that is planned, designed and managed to deliver a range of benefits. These include promoting mental and physical health and wellbeing; adapting to the impacts of climate change and the urban heat-island effect; improving air and water quality; encouraging walking and cycling; supporting landscape and heritage conservation; learning about the environment; supporting food growing and conserving and enhancing biodiversity and ecological resilience, alongside more traditional functions of green space such as play, sport and recreation and providing more attractive places for people.

Greenway - The Greenway is the permissive path and green space that provides pedestrian and cycle access over the Thames Water North Outfall Sewer between Fish Island and Beckton. Within the Legacy Corporation area it runs between Fish Island and the edge of West Ham.

Heritage Assets - A building, monument, site, place, area or landscape identified as having a degree of significance merit consideration in planning decisions, because of its heritage interest. Heritage Assets fall into two categories, designated (such as Conservation Areas and Statutory Listed Buildings) and non-designated (such as Locally Listed Buildings and those of Townscape Merit).

Inclusive Design - Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

Industrial land - Strategic Industrial Locations, Locally Significant Industrial Sites or other industrial sites - Infrastructure Services that are necessary for the day-to-day functions of the community and economy such as roads, railways, and social and community facilities. Infrastructure includes utility services, transport, schools, health and leisure services, and energy.

Interim uses - Uses introduced for a temporary and short period of time.

Key Connections - Important links through and across the area which may be on-road or off-road. Key Connections to be enhanced improvements to connectivity required, or improvements to existing Key Connections which can be on-road and off-road.

Key Views - Views, vistas and sight lines that make a significant contribution to the character and identity of the area because of the landscapes, landmarks (including venues) and special architectural/historic interest framed by captured within them.

Layout - The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one other. The layout provides the basic plan on which all other aspects of the form and uses of a development depend. This includes the pattern of the arrangement of street blocks, plots and their buildings.

Live Work Accommodation - Falling within the sui generis use class, combining C3 residential accommodation with workspace accommodation suitable alongside residential, falling normally, but not exclusively, within B1 Use Class, within a single self-contained unit.

Listed Buildings - Includes both local and statutory listed buildings. Locally listed buildings are those that satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest: they are graded as I, II* or II with Grade I being the highest. Statutory listing includes the exterior as well as the interior of the building, and any buildings or permanent structures (e.g. walls within its curtilage). Historic England is responsible for designating buildings for statutory listing in England. Buildings listed as Grade 1, Grade 2 are subject to Historic England direction.

Local Centre - Typically serves a localised catchment often most easily accessible by walking and cycling and includes local parades and small clusters of shops, mostly for convenience goods and other services. It may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, launderette and other useful local services, and will contain up to 10,000 sqm of retail floorspace (London Plan).

Locally Significant Industrial Site - Site of particular importance for local industrial type functions.

Local Open Space - Areas of Local Open Space protected during the lifetime of this Local Plan for their contribution to community infrastructure and the local environment. Each Local Open Space has a unique function(s) and character as identified within Table 6, page 100 of the Legacy Corporation Local Plan.

Main town centre uses - Retail development (including warehouse clubs and factory outlet-centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) (NPPF).

Metropolitan Open Land (MOL) - Strategic open land within the urban area that contributes to the structure of London with the same planning status as Green Belt as defined by London Plan Policy 7.17.
Glossary continued

Mixed-use development - Development for a variety of activities on single sites or across wider areas such as town centres.

Natural surveillance - The discouragement of crime by the presence of passers-by or the ability of people to be seen from surrounding windows.

Neighbourhood Centre - Typically serves a localised catchment often most accessible by walking and cycling and includes local parades and small clusters of shops, mostly for convenience goods and other services. It may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, launderette and other useful local services, and will contain up to 10,000 sqm of retail floorspace (London Plan).

Node - Points where routes meet and there is a concentration of ground-floor public-facing/non-residential uses. This encourages public activity by attracting people to gather, linger and enjoy the vitality of a space and the amenities it offers.

Non-designated industrial sites - Industrial land that is not designated as a SIL or LSIL, and within the Legacy Corporation area includes the local designation of Other Industrial Location.

Non-residential ground floor frontage - Where the ground floors of adjacent buildings are unsuitable for residential use, and/or where there is a need to encourage other forms of development.

Open space - All land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Other Industrial Location - Site of particular importance for local industrial type functions where identified limited change from industrial may be acceptable.

Out of centre - Locations which are not in or on the edge of the centre but not necessarily outside the urban area. They are not within easy walking distance of the centre and are therefore unlikely to contribute to linked trips or to share the level of public transport accessibility as the town centre (NPPF).

Place - An area that generates a positive ‘sense of place’ by providing a focus for community, civic and economic activity within an attractive, accessible, safe and locally distinctive environment.

Planning permission - Formal approval given by the planning authority in accordance with the provisions of the Town and Country Planning Act 1990 (as amended), allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or in detail through full planning applications.

Principal connection improvement - Strategic connectivity improvement or project, for example new or improved bridges.

Public realm - Publicly accessible space between and around buildings, including streets, squares, forecourts, parks and open spaces.

Roof line - The shape, contours, style or outline of the roof of a building.

Scale - The size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines. Massing is the combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.

Strategic Industrial Locations (SIL) - London’s largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London’s economy.

Streetscape - The visual treatment of the spaces between buildings. Streetscape is concerned with surfaces (i.e., roads/pavements/hard and soft public spaces) and the items placed upon them (lighting/street furniture/public art). Streetscape is fundamental to the appearance, character, vitality and success of any area.

Street section - Representing the view down a street through an architectural drawing. An asymmetrical street section would incorporate buildings of various heights and widths at either side of the street to make it appear more interesting and less uniform.

Sub Area - The four Sub Areas identified within the Local Plan that make up a geographical framework for implementing strategic policy, as shown within Section 9.

Supplementary Planning Document (SPD) - A Local Development Document that may cover a range of issues focusing on either a specific area or theme, and that provides further details of policies and proposals in a ‘parent’ document.

Supplementary Planning Guidance (SPG) - Supplementary Planning Guidance are produced by the Mayor of London to provide further guidance to policies within the Local Plan.

Tall buildings - Buildings that are higher than an area’s prevailing or generally expected height as identified within the Legacy Corporation Local Plan.

Typology - A form or type of development, for example mews, terraces, stacked maisonettes and mansion blocks are examples of residential typologies.

Urban grain - The degree to which an area’s pattern of blocks and plot subdivisions is respectively small and frequent (fine grain), or large and infrequent (coarse grain).

Urban greening - The introduction or increase of planting into the urban environment to improve appearance, habitat for wildlife, help slow surface water run-off rates, absorb pollutants and minimise overheating/provide shade and can include green/living roofs, ‘Green Walls’, trees, formal and informal planting within the public realm and private outdoor spaces.

Wildlife Corridor - This refers to generally continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Reference and source documents

The following are the main reference and source documents that have been used in the preparation of this characterisation study. Other documents that may be relevant are reference within the listed documents themselves.

Legacy Corporation Local Plan, July 2015
Draft Revised Legacy Corporation Local Plan, November 2018
The draft New London Plan showing minor suggested changes, Mayor of London, July 2018
Bromley-by-Bow Supplementary Planning Document, London Legacy Development Corporation, April 2017
Hackney Wick & Fish Island Supplementary Planning Document, London Legacy Development Corporation, March 2018
Pudding Mill Supplementary Planning Document, London Legacy Development Corporation, March 2017
Hackney Wick Conservation Area Appraisal and Management Guidelines, London Legacy Development Corporation, November 2014
Fish Island and White Post Lane Conservation Area Appraisal and Management Guidelines, November 2014
Sugar House Lane Conservation Area Appraisal and Management Guidelines, London Borough of Newham, January 2010
Character and Context Supplementary Planning Guidance, Mayor of London, June 2014
Design Quality Policy, London Legacy Development Corporation, March 2019
Park Design Guide, London Legacy Development Corporation, January 2018
Appendix 1 - Map of non-designated heritage assets within the Legacy Corporation area

(Taken from Legacy Corporation draft Revised Local Plan)
### Appendix 2 - Legacy Corporation Draft Revised Local Plan site allocations

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