

From: [redacted]  
To: [Anthony Hollingsworth](#)  
Subject: FW: Bow East Meeting David Goldstone London Legacy [redacted]  
Attachments: [FW Bow East \(52.7 KB\).msg](#)

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-----Original Appointment-----

From: [redacted] networkrail co uk <mailto:[redacted]@networkrail.co.uk> [mailto:[redacted]@networkrail.co.uk] On Behalf Of [redacted]  
Sent: 22 July 2015 16:01  
To: [redacted] David Goldstone  
Subject: Bow East Meeting David Goldstone London Legacy [redacted]  
When: 03 September 2015 14:00-15:00 (UTC) Dublin, Edinburgh, Lisbon, London  
Where: Eversholt Street Room 3 09

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.....

From: [REDACTED]  
To: [REDACTED]  
Subject: FW: Bow East  
Date: 22 July 2015 15:42:49  
Attachments: [image001.png](#)  
[image002.png](#)  
[image003.jpg](#)

H [REDACTED]  
Thank you – email trail between David and David below.  
Regards

**PA to Neale Coleman CBE - Chair and David Goldstone CBE - Chief Executive**  
**Queen Elizabeth Olympic Park**

London Legacy Development Corporation  
Level 10  
1 Stratford Place Montfichet Road  
London  
E20 1EJ  
DDI +44 (0)20 3288 [REDACTED]  
Email [\[REDACTED\]@londonlegacy.co.uk](mailto:[REDACTED]@londonlegacy.co.uk)  
Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)



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From: David Goldstone  
Sent: 16 July 2015 17:40  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Bow East

Thanks very much [REDACTED] will be in touch

**David Goldstone CBE**  
**Chief Executive**

London Legacy Development Corporation  
Level 10  
1 Stratford Place Montfichet Road  
London  
E20 1EJ  
Direct 020 3288 [REDACTED]  
Email [davidgoldstone@londonlegacy.co.uk](mailto:davidgoldstone@londonlegacy.co.uk)  
Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)



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From: [REDACTED] [[mailto:\[REDACTED\]@networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)]  
Sent: 16 July 2015 17:27  
To: David Goldstone  
Cc: [REDACTED]  
Subject: RE: Bow East

David  
Thank you for the contact and yes of course I would be happy to meet. Please ask your PA to contact [REDACTED] to arrange.

Regards  
David

cid:image001.jpg@01CE9372008F7700



Managing Director, Property  
M +44 (0) [REDACTED]  
E [\[REDACTED\]@networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)  
[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

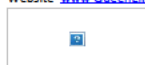
From: David Goldstone [<mailto:DavidGoldstone@londonlegacy.co.uk>]  
Sent: 16 July 2015 13:45  
To: [REDACTED]  
Subject: Bow East

David  
I hope you don't mind the unsolicited email but [REDACTED] from LGR suggested your name to me following a discussion he and I had recently. I have been in post as CEO of the London Legacy Development Corporation for approaching year and also knew [REDACTED] from the common interest we shared in the development areas around the Olympic Park in the years leading up to the Olympic games. The reason I am contacting you now is in relation to the Bow East site neighbouring the Queen Elizabeth Olympic Park. As I am sure you know the Park has undergone significant investment to transform the parkland venues and Stadium which are now welcoming around 4 million visitors a year. We have begun delivering our new neighbourhoods with over 2000 new homes under development. We are currently also planning the Mayor's priority known as Olympicopolis with new internationally renowned institutions including University College London Sadler's Wells the Smithsonian Institution London College of Fashion and Victoria and Albert museum. This ambition will drive significant additional opportunities for local residents and East London as a whole including bringing an additional 1.5 million visitors pa to the area. The Corporation's Planning Decisions team has in parallel been approached by a number of prospective operators of concrete batching and similar activities in relation to the site at Bow East. These appear to be largely uncoordinated proposals and in all cases are likely to generate substantial numbers of heavy vehicles travelling through QEOP as well as having a potentially adverse visual impact on the setting of QEOP its retained venues and future development including Olympicopolis which is a National Infrastructure Plan priority project.

I wondered whether it would be possible for us to meet to discuss the future of the Bow East site as soon as possible and certainly prior to any formal submissions for planning approval. If that would be ok I will ask my PA to fix a time  
Many thanks in advance

**David Goldstone CBE**  
**Chief Executive**

London Legacy Development Corporation  
Level 10  
1 Stratford Place Montfichet Road  
London  
E20 1EJ  
Direct 020 3288 [REDACTED]  
Email [davidgoldstone@londonlegacy.co.uk](mailto:davidgoldstone@londonlegacy.co.uk)  
Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)



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**From:** [redacted] (/S/sguest)  
**To:** [redacted] [Anthony.Hollingsworth](#), [redacted], [redacted], [Janet.Townsend](#)  
**Cc:** [redacted]  
**Subject:** Bow East meetings  
**Date:** 19 August 2015 09:49:29

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Hello All

Thanks for your time yesterday across two meetings! Please find my contact details below.

My primary action is to get a draft joint briefing note circulating which LLDC Property and Planning teams can feed into which can act as the basis for when the two David s meet on 3 September.

Kind regards

  
**Property**  
[redacted] MRICS  
Head of Property Asset Management – Freight  
1 Eversholt Street  
London  
NW1 2DN

Mobile [redacted]  
Email [redacted] [networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)

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\*\*\*\*\*

**From:** [REDACTED] (Surveyor)  
**To:** [Anthony Hollingsworth](#); [REDACTED] [Janet Townsend](#); [REDACTED] [REDACTED] (Freight Surveyor)  
**Cc:** [REDACTED]  
**Subject:** Bow East - Briefing Note - draft v.1  
**Date:** 20 August 2015 07:02:04  
**Attachments:** [Bow East - Briefing Note for NR & LLDC meeting - 3 Sept 2015 \(draft v.1\).docx](#)  
[ATT00001.txt](#)

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Hello All

Please see attached my starter for 10 as the joint briefing note for the two David's. Feel free to suggest amendments / changes, I have indicated areas for others to complete. The one principle to follow is keep it brief otherwise it will quickly turn into an essay!

[REDACTED] – please could you:

1. Complete the tenancy information, welcome to change format of you have an existing / better one
2. Provide an annotated plan showing the various areas (Bow West, Bow East DBS, Bow East SFS, don't go into sub-tenancies)

Thanks



[REDACTED] MRICS  
Head of Property Asset Management – Freight  
1 Eversholt Street  
London  
NW1 2DN

Mobile: [REDACTED]  
Email: [REDACTED] [networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)

## **BRIEFING NOTE – BOW MIDLAND EAST**

**3pm Wednesday 3 September**

**One Eversholt Street, NW1 2DN**

**FOR: [REDACTED] MANAGING DIRECTOR PROPERTY – NETWORK RAIL**

**DAVID GOLDSTONE, CHIEF EXECUTIVE – LONDON LEGACY DEVELOPMENT CORPORATION**

**By: [REDACTED] Head of Property Freight Asset Management - Network Rail**

Janet Townsend, XXXXX – LLDC

Anthony Hollingsworth, Director of Planning Policy & Decisions – LLDC

### **Summary & Recommendations**

LLDC has received a number of planning applications for various industrial freight related uses at Bow East. The applications have generated concern within LLDC around their potential impact on its medium and longer term regeneration plans for the area. Particular concerns include lorry movements, visual and acoustic impacts.

Network Rail operational freight team views Bow as one of a number of “super-hub” freight sites needed to supply the booming London construction market including the redevelopment of the Olympic Park. DB Schenker (DBS) will hold the head-lease of the entire and run the train loading and unloading operations as a service to its sub-tenants.

It is recommended that:

1. The planning position is worked on to understand overall use and impact of site and reviewed before the current applications are decided
2. A site visit is arranged for LLDC to view the Kings Cross freight “super-hub” to understand how this is able to function successfully in Central London
3. LLDC and Network Rail begin jointly working on feasibility for longer terms relocation of the freight site to release Bow East for mixed use residential led development

### **Workstreams**

There appear to be two separate workstreams:

#### **Planning – dealing with the current proposed freight related uses**

- LLDC require a mini-masterplan for the site to understand the overall impacts and to give context to help assess individual applications

- Major stakeholders in the Olympic Park have raised concerns including Lend Lease/LCR and those associated with Olympicopolis
- Network Rail and DBS have explained the importance of the site and will provide far greater information on the case and benefits brought by these freight uses
- The information required by LLDC has been agreed with NR and DBS
- A timetable is being agreed to allow the individual applications to progress on the basis LLDC receives satisfactory information and time to review this before the first decisions are required

#### **Landowners – longer term strategy for the site**

- LLDC has aspirations to bring forward a major mixed use redevelopment of the Pudding Mill Lane area separated from Bow East by the railway viaduct. Some of the area is currently being used for Crossrail and delivery of its new Pudding Mill Station, with the remainder open storage supporting the wider Olympic Park construction
- The plan is to bring forward residential led mixed use development in a 5-10 year window from now. The longer term impacts of the proposed freight uses is causing greatest concern given its proximity
- Network Rail is committed to supporting freight but is also under significant pressure to bring forward housing sites as part of wider government initiatives. Bow East has been identified as a site with good longer term potential for high density residential / mixed use development
- Network Rail and LLDC could jointly assess the feasibility of relocating the freight uses, either by extending and reconfiguring Bow West or finding a new location elsewhere in East London
- The former would require technical / physical investigation plus the appetite for significant land acquisition (probably needing the threat of CPO)

#### **Planning Context & Historical Use**

- Prior to the Olympics the area was used for freight related activities and primarily let to Bow Midland Waste
- The site was temporarily acquired (???) for the Olympics and used to accommodate the warm up track....

ANTHONY / [REDACTED] TO COMPLETE COMMENTS ON ZONING, PERMITTED USES ETC.

#### **Land Interests**

##### **Network Rail**

- Network Rail owns the freehold interest in Bow East and Bow West. The area of Bow East currently let to DBS was acquired by Network Rail in November 2014 as part of a large scale acquisition of sites held by various Freight Operating Companies on 125 year peppercorn leases

- This lease and its sub-lease are outside the security of tenure provisions within 1954 Act. They contain relocation / break provisions for .....???
- The remainder of Bow East is classified as a Strategic Freight Site which has been the subject of claims during 2014-15, all led by DBS with an end-user tenant supporting each of the 3 claims. Network Rail is obliged to grant a 125 year peppercorn lease to DBS who can then sub-let to its end-user tenants for a full commercial rent. The granting of the 125 year lease is subject to the end-users securing planning permissions

Schedule of Network Rail tenancies

Site	Term	Rent	Use	Area
<b>Bow East – DBS occupational lease</b>		<b>£470,000 pa</b>		
Sub-lease to Walsh		N/A	Concrete blocks	
Sub-lease to Hope		N/A	Concrete plant	
<b>Bow East – DBS 125 year lease</b>		Nil		
Sub-lease to United Asphalt		Nil	Asphalt Plant	
Sub-lease to Brett		Nil	Concrete plant	
Sub-lease to XXX		Nil	Concrete plant	
<b>Bow West – direct lettings</b>				
Aggregate Industries				
London Concrete				

**LLDC**

LLDC has significant land holdings within and adjacent to the Olympic Park.....

/ TO COMPLETE, PARTICULARLY INFO ON PUDDING MILL AREA?

**From:** [REDACTED] ([Surveyor](#))  
**To:** [REDACTED] Janet Townsend; Anthony Hollingsworth; [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Bow East Joint Briefing Note - final version  
**Date:** 02 September 2015 08:03:17  
**Attachments:** [Bow East - Briefing Note for NR LLDC meeting - 3 Sept 2015 v3.docx](#)  
[73263-3 - Midland Bow East.pdf](#)  
[ATT00001.txt](#)

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Morning All

Got caught up in meetings yesterday so hope this gets to you in time to pass to your David!

I've made a few changes to the table setting out the tenant interest and otherwise its unchanged. Attached is a plan to help inform conversation:

- White area with blue line is the 7 year lease from NR to DBS @ £470K pa
- Yellow area is SFS which DBS will be drawing down on a 125 year lease

Thanks



[REDACTED] MRICS

Head of Property Asset Management – Freight  
1 Eversholt Street  
London  
NW1 2DN

Mobile: [REDACTED]

Email: [REDACTED] [networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)



## **BRIEFING NOTE – BOW MIDLAND EAST**

**3pm Wednesday 3 September**

**One Eversholt Street, NW1 2DN**

**FOR: [REDACTED] MANAGING DIRECTOR PROPERTY – NETWORK RAIL**

**DAVID GOLDSTONE, CHIEF EXECUTIVE – LONDON LEGACY DEVELOPMENT CORPORATION**

**By: [REDACTED] Head of Property Freight Asset Management - Network Rail**

Janet Townsend, Director of Development – LLDC

Anthony Hollingsworth, Director of Planning Policy & Decisions – LLDC

### **Summary & Recommendations**

LLDC has received 3 planning applications for various industrial freight related uses at Bow East and is expecting 1 more. The applications have generated concern within LLDC around their potential impact on its medium and longer term regeneration plans for the area. Particular concerns include significant lorry movements, visual and acoustic impacts.

Network Rail operational freight team views Bow as one of a number of “super-hub” freight sites needed to supply the booming London construction market including the redevelopment of the Olympic Park. DB Schenker (DBS) will hold the head-lease of the entire and run the train loading and unloading operations as a service to its sub-tenants.

It is recommended that:

1. The planning position is worked on to understand overall use and impact of site and reviewed before the current applications are decided
2. A site visit is arranged for LLDC to view the Kings Cross freight “super-hub” to understand how this is able to function successfully in Central London
3. LLDC and Network Rail begin jointly working on feasibility for longer term relocation of the freight site to release Bow East for mixed use residential led development

### **Workstreams**

There appear to be two separate workstreams:

#### **Planning – dealing with the current proposed freight related uses**

- LLDC require a mini-masterplan for the site to understand the overall impacts and to give context to help assess individual applications

- Major stakeholders in the Olympic Park have raised concerns including Lend Lease/LCR and those associated with Olympicopolis
- Network Rail and DBS have explained the importance of the site and will provide far greater information on the case and benefits brought by these freight uses
- The scope of the information required by LLDC is to be agreed with NR and DBS
- A timetable is being agreed to allow the individual applications to progress on the basis LLDC receives satisfactory information on likely cumulative impact of the 'masterplan' proposals and time to review this before the first decisions are required

#### **Landowners – longer term strategy for the site**

- LLDC has planning permission and aspirations to bring forward a major mixed use redevelopment of the Pudding Mill Lane area separated from Bow East by the railway viaduct. Some of the area is currently being used for Crossrail and delivery of its new Pudding Mill Station, with the remainder open storage supporting the wider Olympic Park construction
- The plan is to bring forward residential led mixed use development in the Pudding Mill Lane area in a 5-10 year window from now. Other development that will be affected by the Bow East development are Olympicopolis (UCL East campus adjacent to the Stadium and cultural uses/residential at Stratford Water Front site) , DRET all-through school north of the Greenway, the Stadium, Lend Lease developments, Westfield, LCR. The longer term impacts of the proposed freight uses is causing greatest concern given its proximity
- Network Rail is committed to supporting freight but is also under significant pressure to bring forward housing sites as part of wider government initiatives. Bow East has been identified as a site with good longer term potential for high density residential / mixed use development. However any proposal for mixed use/residential development here would be would require amendments to the site allocation and policy from Strategic Industrial Location informed by redrafting of the London Plan following Mayoral elections.
- Network Rail and LLDC could jointly assess the feasibility of relocating the freight uses, either by extending and reconfiguring Bow West or finding a new location elsewhere in East London
- The former would require technical / physical investigation plus the appetite for significant land acquisition (probably needing the threat of CPO)

#### **Planning Context & Historical Use**

- Prior to the Olympics the area was used for freight related activities and primarily let to Bow Midland Waste
- The site was temporarily acquired for the Olympics and used to accommodate the athletes warm up track. A condition on the consent for the post Olympic transformation requires the land to be reinstated to use as an operational rail facility.
- The site is allocated in the adopted LLDC Local Plan 2015-2031 as “a safeguarded rail head and associated bulk freight distribution use. B2, B8 and waste management uses are appropriate. Only development supporting the rail-related and small-scale ancillary uses will be supported.” This is supported by London Plan policy 4.4

- Key planning policy relevant to the proposals – BN1 responding to place, BN11 reducing noise and improving air quality, T4 transport impacts, BN10 tall buildings (depending on height of structures) Impact of developments on the Local Plan Pudding Mill Lane Site Allocation SA4.3 - LLDC producing SPD mixed use development including significant amounts of housing with current residential schemes from (Bellway and Workspace)

## Land Interests

### **Network Rail**

- Network Rail owns the freehold interest in Bow East and Bow West. The area of Bow East currently let to DBS was acquired by Network Rail in November 2014 as part of a large scale acquisition of sites held by various Freight Operating Companies on 125 year peppercorn leases
- This lease and its sub-lease are outside the security of tenure provisions within 1954 Act. They contain relocation / break provisions for .....???
- The remainder of Bow East is classified as a Strategic Freight Site which has been the subject of claims during 2014-15, all led by DBS with an end-user tenant supporting each of the 3 claims. Network Rail is obliged to grant a 125 year peppercorn lease to DBS who can then sub-let to its end-user tenants for a full commercial rent. The granting of the 125 year lease is subject to the end-users securing planning permissions

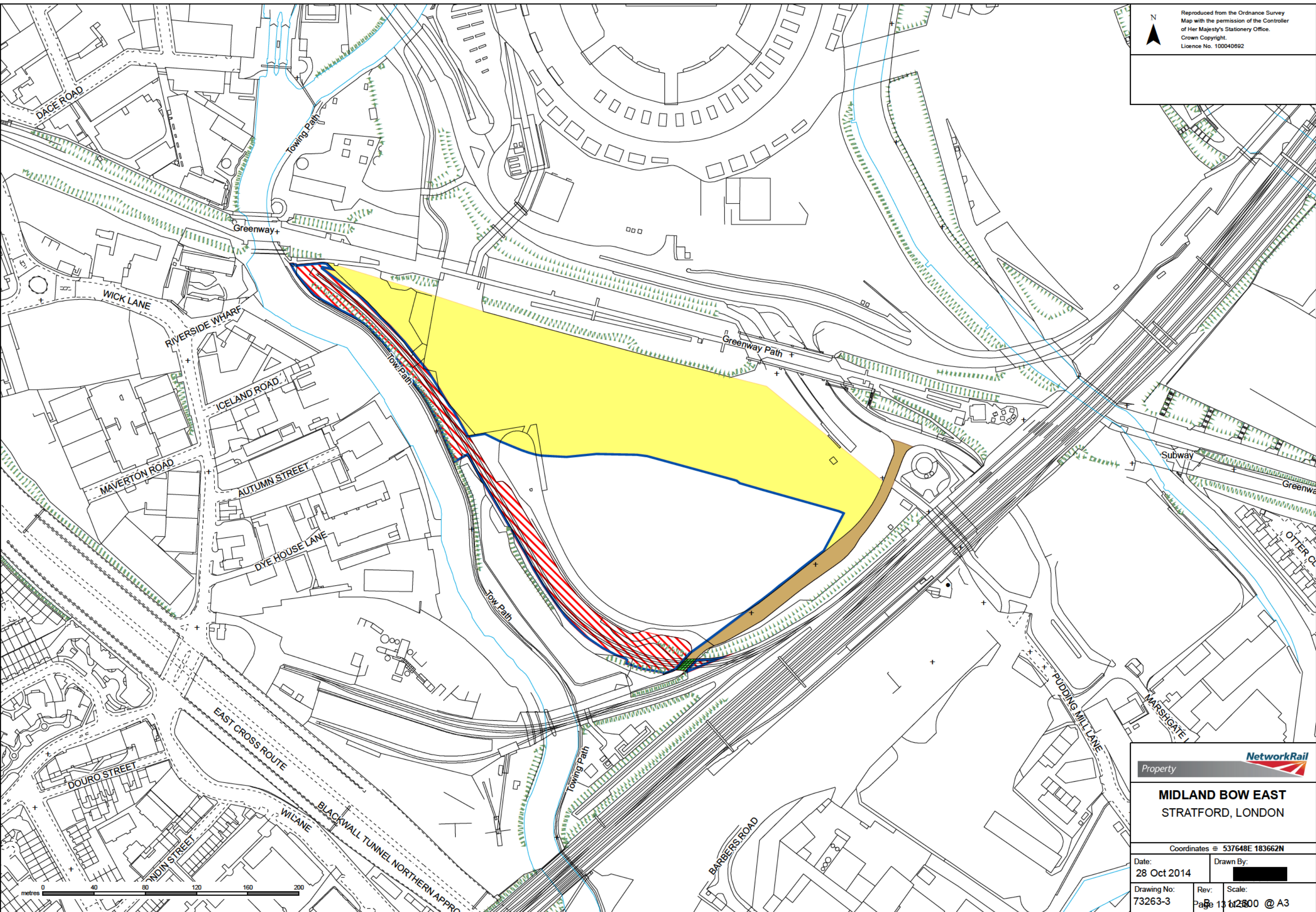
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Sub-lease to Walsh	20 years	N/A	Concrete blocks
Sub-lease to Hope	20 years	N/A	Concrete plant
<b>Bow East – SFS to DBS</b>	125 years	<b>Nil</b>	
Sub-lease to United Asphalt	Unknown	Nil	Asphalt Plant
Sub-lease to Brett	Unknown	Nil	Concrete plant
Sub-lease to XXX	Unknown	Nil	Concrete plant
<b>Bow West – direct lettings</b>			
Aggregate Industries	TBC	TBC	Aggregate storage
London Concrete	TBC	TBC	Concrete plant

### **LLDC Land Interest**

- The eastern boundary of Bow East, including the access, is owned by LLDC. A Licence was entered into in March 2014 giving Network Rail, and it's tenants, full access rights subject to all HGV meeting TfL's Safer Lorry Standard.
- To the north, LLDC own the freehold of land leased to E20 which includes the Stadium and forthcoming secondary school. Both will attract significant footfall pass Bow East.
- To the south, LLDC own Pudding Mill, a development site of up to 1,600 residential units and new neighbourhood centre. This is currently the proposed route for HGV movements serving Bow East.

End



Property			
<b>MIDLAND BOW EAST</b> STRATFORD, LONDON			
Coordinates = 537648E 183662N			
Date:	28 Oct 2014	Drawn By:	[Redacted]
Drawing No:	73263-3	Rev:	1
Scale:	1:250	Page 11 of 20 @ A3	

**From:** [redacted] (Surveyor)  
**To:** Anthony Hollingsworth  
**Cc:** Janet Townsend; Eleanor Fawcett; [redacted]  
**Subject:** RE: Bow West masterplan work  
**Date:** 28 September 2015 15:47:59  
**Attachments:** image002.png

Hello Anthony

Just back from [redacted] and I owe you a short summary of our meeting and key actions! These were

- Joint feasibility study as outlined below
- Further information to help LLDC understand what land is required to meet key strategic freight use ie. the minimum land take to deliver enough quantum to service construction in the area
- Visit to the Kings Cross freight site to see how this works

For the feasibility scope please include [redacted] (investment surveyor in my team) and [redacted] (Head of Freight Development) who you met with DBS and myself both cc d. Suggest we run it as a workshop type format at your offices in case a site visit is also of benefit.

[redacted] – please could you commission [redacted] at Intermodality to produce two or three drawings showing outline options using [redacted] initial thoughts on possible designs ahead of the session. Worth including a “minimum” option which will be dictated by rail length and an optimum option which might require more track.

[redacted] – your call on whether to involve the bridge RAM at this stage as it’s a short trip from the floor above? Anyone else we should invite?

Please could you suggest a couple of dates w/c 26 Oct or w/c 2 Nov to give some time to produce the initial drawings?

The feasibility work should start to help understand the second point and I will see where we have got to on the Kings Cross visit.

Thanks

  
**Property**  
[redacted] MRICS  
Head of Property Asset Management – Freight  
1 Eversholt Street  
London  
NW1 2DN

Mobile [redacted]  
Email [redacted] [networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)

---

**From:** Anthony Hollingsworth [mailto:AnthonyHollingsworth@londonlegacy.co.uk]  
**Sent:** 22 September 2015 09:50  
**To:** [redacted] (Surveyor)  
**Cc:** Janet Townsend; Eleanor Fawcett; [redacted]  
**Subject:** Bow West masterplan work

Hi David apologies for the delay in following up on the actions from our recent joint meeting with David Goldstone and [redacted] on Bow East and West. At the meeting we agreed that we would jointly commission a piece of masterplan work on Bow west and south Fish Island to look at the feasibility of accommodating/intensifying the rail freight uses to enable the potential release of land at Bow East. It would be good to arrange a meeting in early October to agree the scope of the project. Colleagues from LLDC Real Estate (Janet [redacted]) and Regeneration (Eleanor Fawcett) would attend alongside me and [redacted] from Planning. Let me know some available dates and who else from your side should attend and I can ask my PA to arrange the meeting.

Regards

Anthony

**Anthony Hollingsworth**  
Director of Planning Policy and Decisions  
Queen Elizabeth Olympic Park

London Legacy Development Corporation  
Level 10  
1 Stratford Place Montfichet Road  
London  
E20 1EJ

DDI 020 3288 [redacted]  
Mobile [redacted]  
Email [anthonyhollingsworth@londonlegacy.co.uk](mailto:anthonyhollingsworth@londonlegacy.co.uk)  
Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)



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[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

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\*\*\*\*\*

From: [redacted]  
To: Eleanor Fawcett [mailto:EleanorFawcett@londonlegacy.co.uk] (Surveyor); Anthony Hollingsworth  
Cc: Janet Townsend; [redacted]  
Subject: RE: Bow West masterplan work  
Date: 29 September 2015 16:23:13  
Attachments: image002.png

Apols but can't do any of those; but could do 14:00 onwards on the 9<sup>th</sup> Nov.

[redacted]

[redacted]  
Head of Freight Development | +44(0) [redacted] [redacted]@networkrail.co.uk

---

From: Eleanor Fawcett [mailto:EleanorFawcett@londonlegacy.co.uk]  
Sent: 29 September 2015 14:10  
To: [redacted] (Surveyor); Anthony Hollingsworth  
Cc: Janet Townsend; [redacted]  
Subject: RE: Bow West masterplan work

Dear David

Thank you for your email.

In terms of dates for a workshop meeting some options for us would be

27<sup>th</sup> October – before 1.30pm

3 November – 10.30-2

9 November – 1-2.30

Do let us know if any of those suit – if not I'll have a look for some more options. Happy to host at our offices.

We are also starting to collate baseline information regarding land ownership, planning context etc which will hopefully be useful material when we meet.

Best wishes

Eleanor

Eleanor Fawcett

Head of Design and Physical Regeneration  
London Legacy Development Corporation

---

From: [redacted] (Surveyor) [mailto:[redacted]@networkrail.co.uk]  
Sent: 29 September 2015 16:48  
To: Anthony Hollingsworth  
Cc: Janet Townsend; Eleanor Fawcett; [redacted]  
Subject: RE: Bow West masterplan work

Hello Anthony

Just back from [redacted] and I owe you a short summary of our meeting and key actions! These were

- Joint feasibility study as outlined below
- Further information to help LLDC understand what land is required to meet key strategic freight use i.e. the minimum land take to deliver enough quantum to service construction in the area
- Visit to the Kings Cross freight site to see how this works

For the feasibility scope please include [redacted] (investment surveyor in my team) and [redacted] (Head of Freight Development) who you met with DBS and myself both cc'd. Suggest we run it as a workshop type format at your offices in case a site visit is also of benefit.


[redacted] – please could you commission [redacted] at intermodality to produce two or three drawings showing outline options using Guy's initial thoughts on possible designs ahead of the session. Worth including a "minimum" option which will be dictated by rail length and an optimum option which might require more track.

[redacted] – your call on whether to involve the bridge RAM at this stage as it's a short trip from the floor above? Anyone else we should invite?

Please could you suggest a couple of dates w/c 26 Oct or w/c 2 Nov to give some time to produce the initial drawings?

The feasibility work should start to help understand the second point and I will see where we have got to on the Kings Cross visit.

Thanks

  
Property  
[redacted] MRICS  
Head of Property Asset Management – Freight  
1 Eversholt Street  
London  
NW1 2DN

Mobile [redacted]  
Email [redacted]@networkrail.co.uk

---

From: Anthony Hollingsworth [mailto:AnthonyHollingsworth@londonlegacy.co.uk]  
Sent: 22 September 2015 09:50  
To: [redacted] (Surveyor)  
Cc: Janet Townsend; Eleanor Fawcett; [redacted]  
Subject: Bow West masterplan work

Hi David, apologies for the delay in following up on the actions from our recent joint meeting with David Goldstone and [redacted] on Bow East and West. At the meeting we agreed that we would jointly commission a piece of masterplan work on Bow West and South Fish Island to look at the feasibility of accommodating/intensifying the rail freight uses to enable the potential release of land at Bow East. It would be good to arrange a meeting in early October to agree the scope of the project. Colleagues from LLDC Real Estate (Janet [redacted]) and Regeneration (Eleanor Fawcett) would attend alongside me and [redacted] from Planning. Let me know some available dates and who else from your side should attend and I can ask my PA to arrange the meeting.

Regards

Anthony

**Anthony Hollingsworth**  
Director of Planning Policy and Decisions  
Queen Elizabeth Olympic Park

London Legacy Development Corporation  
Level 10  
1 Stratford Place, Montfichet Road  
London  
E20 1EJ

DDI 020 3288 [redacted]  
Mobile [redacted]  
Email [anthonyhollingsworth@londonlegacy.co.uk](mailto:anthonyhollingsworth@londonlegacy.co.uk)  
Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

**From:** [REDACTED] ([Successor](#))  
**To:** [Planning Committee: Anthony Ho Insworth](#); [REDACTED]  
**Cc:** [Khan, Was](#)  
**Subject:** Bow Planning Applications - Network Rail letter of support  
**Date:** 28 October 2016 09:23:54  
**Attachments:** [Bow Planning Applications - Network Rail letter of support - s gmed Oct 2016.pdf](#)

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Dear Planning Committee & Anthony / [REDACTED]

Please see attached our letter of support for the above signed by the MD of our Freight & National Businesses Route. Let me know if you have any queries ahead of the report submission or planning committee hearing.

Kind regards

[REDACTED] **MRICS**  
Head of Property Asset Management – Freight  
Network Rail  
1 Eversholt Street | London | NW1 2DN

Mobile [REDACTED]  
Email [REDACTED] [networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)



\*\*\*\*\*

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\*\*\*\*\*



Mr Philip Lewis, Chairman  
Planning Decisions Committee  
London Legacy Development Corporation

1 Eversholt Street  
London  
NW1 2DN

By Email:  
[planningcommittee@londonlegacy.co.uk](mailto:planningcommittee@londonlegacy.co.uk)

28 October 2016

Dear Chairman

### **BOW EAST PLANNING APPLICATIONS – LETTER OF SUPPORT**

We write in support of the three planning applications submitted, and a fourth in pre-application stage, for rail freight related uses at Bow East. Walsh, Brett, Hope and United Asphalt are key rail freight customers. DB Cargo, one of the major freight operating companies, will be operating and managing this freight campus and providing the train haulage.

Rather than go into the detail of each application we would like to set out the overall context for Bow East and its role as a strategically important freight site and how this can complement, rather than threaten, the regeneration aims of the area.

#### **Executive Summary**

- The applications have attracted strong interest from LLDC stakeholders and residents. There is some support and understanding of the need for these uses and much of the opposition to them appears to be out of fear rather than based on fact
- We have confidence in the professionalism of the officers handling the application but sense the pressure they are under from other parties to reject or minimise freight use on the site
- The planning and railway designations are very clear: this is a strategically important freight site designed to cater for these uses and there are no alternative sites
- An approval would bring higher value freight uses onto the site with the benefits to local and London economy. It will not prejudice the longer term regeneration needs of the area which we and our tenants support
- A refusal will mean the site can only be utilised for lower value freight uses such as loading and unloading of stone, spoil and waste. It will remain a freight site, albeit contributing less to the economy. Network Rail support for the regeneration agenda will be harder to justify in the face of outright hostility to one of its core activities

## **The Case for Rail Freight**

The government has recently published its rail freight strategy recognising its importance to the country's industrial strategy and sustainable transport aims:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/552492/rail-freight-strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf)

The Rail Delivery Group represents the rail industry and published the following "Freight Britain" study in 2015 setting out some of the specific benefits of rail freight:

[http://www.raildeliverygroup.com/files/Publications/2015-02\\_freight\\_britain.pdf](http://www.raildeliverygroup.com/files/Publications/2015-02_freight_britain.pdf)

The key points from these publications are:

- Each trainload is equivalent to 70-80 HGVs to move the same amount of material
- Rail freight reduces road congestion
- Each tonne moved by rail reduces CO2 emissions by 76% compared to road
- The industry supports the needs of UK plc

These are pertinent to the applications at Bow where material will be sourced from Cornwall, South Wales, the Peak District and East Anglia. At present DB Cargo run two trains per day dealing with spoil removal. A fully operational freight campus would likely generate six trains per day which would remove the equivalent of 420 – 480 HGV journeys (many long distance).

A decision to refuse permission would therefore appear to be in conflict with an area of central government policy which is designed to support UK plc.

## **Land Interests & Strategic Freight Site Designation**

The land ownership and its railway designation is key to understanding how it can be used.

Network Rail is the freeholder of the entire site with leases in place to DB Cargo as our Head Tenant. DB Cargo is in turn granting sub-leases to each of the end-user tenants. DB Cargo will run the train loading and unloading and manage the common areas of the campus with each tenant investing in and running their individual site.

Our primary role as an organisation is to serve the needs of the rail industry including freight. The site is also one a number of designated Strategic Freight Sites. This classification has existed since British Rail was privatised in 1994 and restricts the use of the land to freight unless by agreement with the Freight Operating Companies (FOCs). Freight restrictions can only be varied with their agreement or referred to arbitration if Network Rail and the FOCs disagree on the use of the site. This obligation and the rules for treating such sites are enshrined in a legal document entered into in 1994.

The strategic importance of the site for rail freight uses cannot be under-stated. We have identified the major rail freight sites in London which supply the construction sector and mapped them onto two plans, attached. The first shows Greater London, the second focusses on East London. Key points:

1. There is a shortage across London, particularly in the south and east
2. The supply distance from each site to the surrounding market is limited by time, particularly for concrete and asphalt. These are represented by circles on the plans, The inner London sites have been allocated a 3 miles radius and the outer London sites a 4 mile radius to reflect travel times, and are only indicative
3. Bow is likely to supply the surrounding area, including the London Legacy Development Corporation developments, and plug the current gap of supply towards the City of London
4. The other two sites which appear close enough to supply part of the East London market are limited in their ability to do so: Central London demand is believed to absorb up most or all of the Kings Cross supply. Angerstein Wharf is located south of the river which in turn restricts its ability to supply north of the river due to heavy traffic around the Blackwall Tunnel
5. Barking is too far out to supply the inner east London market

We do not appear to have viable alternative freight sites in East London as for the following reasons:

- There is no spare land in our ownership adjacent to the railway. The railway is expanding and already struggling to accommodate its needs for passenger related facilities and infrastructure.
- Sites need an existing rail connection as new connections cost millions and which tends to kill viability

## **Planning**

We understand the planning position could hardly be stronger: the site is allocated within the London Plan and the Local Plan as strategic industrial land with a protected railhead.

The land has been an active freight site for decades and played a major part in supplying materials for the Olympics before becoming the temporary location of the warm-up running track. Following removal of the track the site has reverted back to freight use, currently in the form of removal of spoil related to the Crossrail project.

The railway benefits from Permitted Development Rights and can operate activities linked to the loading and unloading of trains without restriction or need for permission. These typically include stone and aggregate, spoil and waste. The planning applications submitted by our customers incorporate “value added” uses which expand on these PDR type activities thereby maximising the usefulness and benefit of the site to the London economy.

Concerns from residents and stakeholders are understandable given the industrial nature of the proposed uses. DB Cargo has now submitted what we believe to be a comprehensive study demonstrating there will be no significant impact on the local environment and residents. It may also be worth drawing parallels with other existing freight sites In London:

- Bow West operates successfully with a concrete plant, concrete block and dry-stone operation
- Kings Cross operates successfully with three operators and sits adjacent to the Argent led redevelopment. Consent was granted in 2004 for one of the concrete batching plants, see [http://camdocs.camden.gov.uk/webdrawer/webdrawer.dll/webdrawer/search/rec&sm\\_ncontents=2004/0843/P&template=reclistplanning&rows=1000](http://camdocs.camden.gov.uk/webdrawer/webdrawer.dll/webdrawer/search/rec&sm_ncontents=2004/0843/P&template=reclistplanning&rows=1000)
- The Stewarts Lane site at Battersea includes two concrete batching plants. The Tarmac plant was granted consent in 2006, see <https://planning1.wandsworth.gov.uk/Northgate/PlanningExplorer/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&TYPE=PL/PlanningPK.xml&PARAM0=540641&XSLT=/Northgate/PlanningExplorer/SiteFiles/Skins/Wandsworth/xslt/PL/PLDetails.xslt&FT=Planning%20Application%20Details&PUBLIC=Y&XMLSIDE=/Northgate/PlanningExplorer/SiteFiles/Skins/Wandsworth/Menu/PL.xml&DAURI=PLANNING>

Both Kings Cross and Battersea are far closer to residential uses, with Kings Cross in particular surrounded by mixed use redevelopment. The planning conditions associated with these sites appear to be far less onerous than those proposed for Bow East. The permanent nature of the consent, no restriction on vehicle movements and more flexible hours of operation is in contrast with the conditions being proposed by LLDC.

DBC and its end-users recognise they under-estimated local concerns and have committed to improve engagement with local stakeholders. They have created a management plan to improve this engagement, meet residents and have in place a robust process to address concerns and complaints. We understand this can be captured as a planning obligation to give it additional weight.

## **The Future**

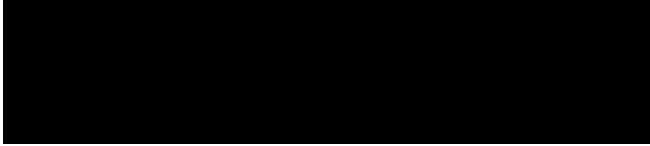
One of the main concerns from LLDC and its stakeholders appears to be the effect of the freight campus on future regeneration, particularly that of the Pudding Mill area. We have therefore taken positive steps to begin addressing these concerns:

1. The tenants have agreed that we are introduce redevelopment breaks in their leases. This is a significant concession given their preference for stability to be able to invest properly in a site
2. We have undertaken some initial feasibility work to understand if the freight uses could be reconfigured into a smaller area and in a manner which reduces impact on the surrounding area, particularly Pudding Mill. The initial findings suggest this is possible subject to major capital investment which would need to come from outside of the railway either in the form of regeneration funding or as part of a redevelopment scheme

Network Rail and its tenants are supportive of the regeneration aims for the area and keen to work with LLDC to shape the future of the site and the opportunity for a truly mixed use redevelopment. This must be on the basis that freight capacity is retained and not simply squeezed out by other uses and aspirations.

We hope that the Committee makes a balanced judgement based on facts and comes to the decision to approve the applications.

Yours Sincerely

A large black rectangular redaction box covering the signature area.A small black rectangular redaction box covering the name of the signatory.

**Managing Director, Freight & National Passenger Operators**



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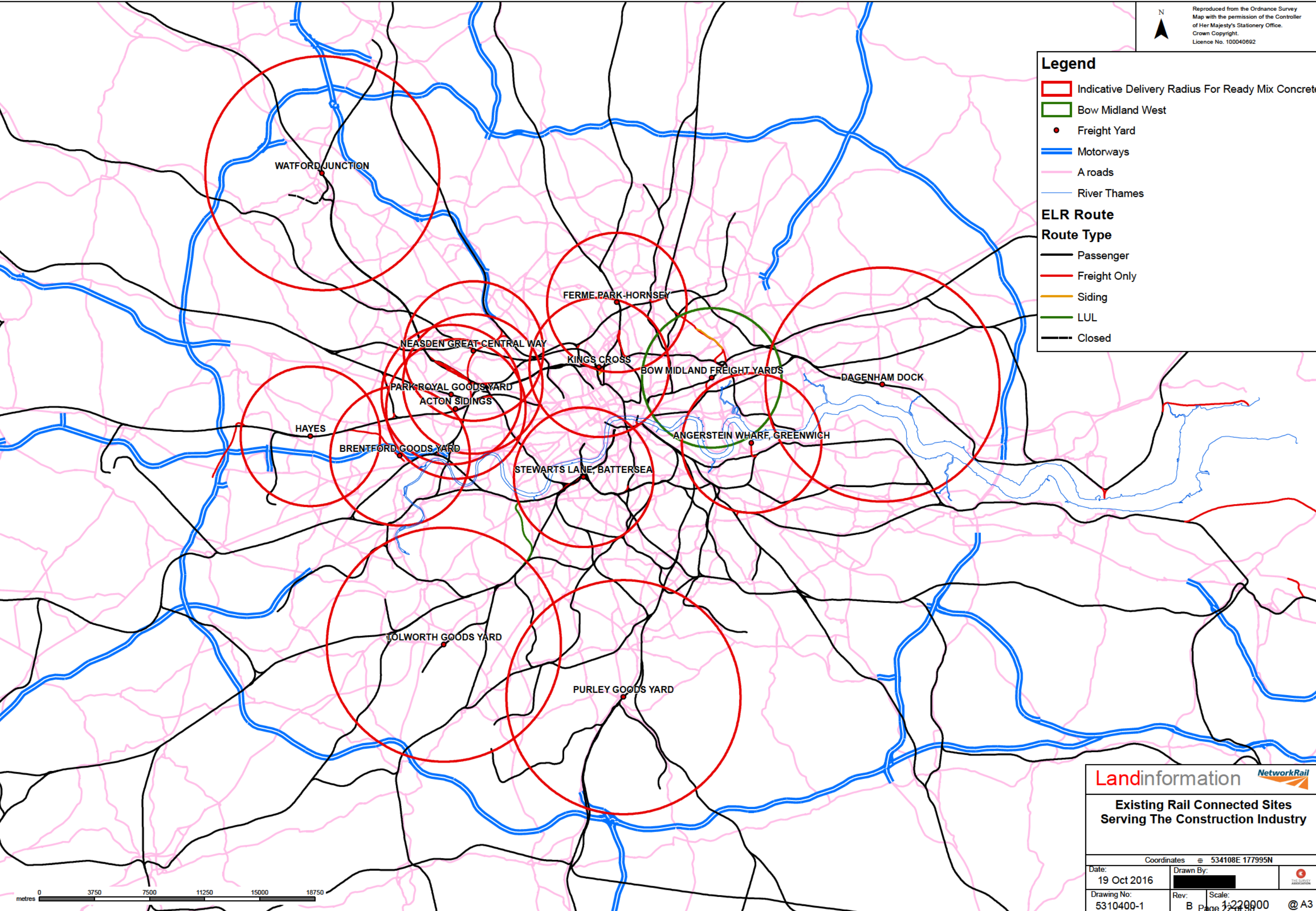
**Legend**

- Indicative Delivery Radius For Ready Mix Concrete
- Bow Midland West
- Freight Yard
- Motorways
- A roads
- River Thames

**ELR Route**

**Route Type**

- Passenger
- Freight Only
- Siding
- LUL
- Closed



**Landinformation**

**Existing Rail Connected Sites Serving The Construction Industry**

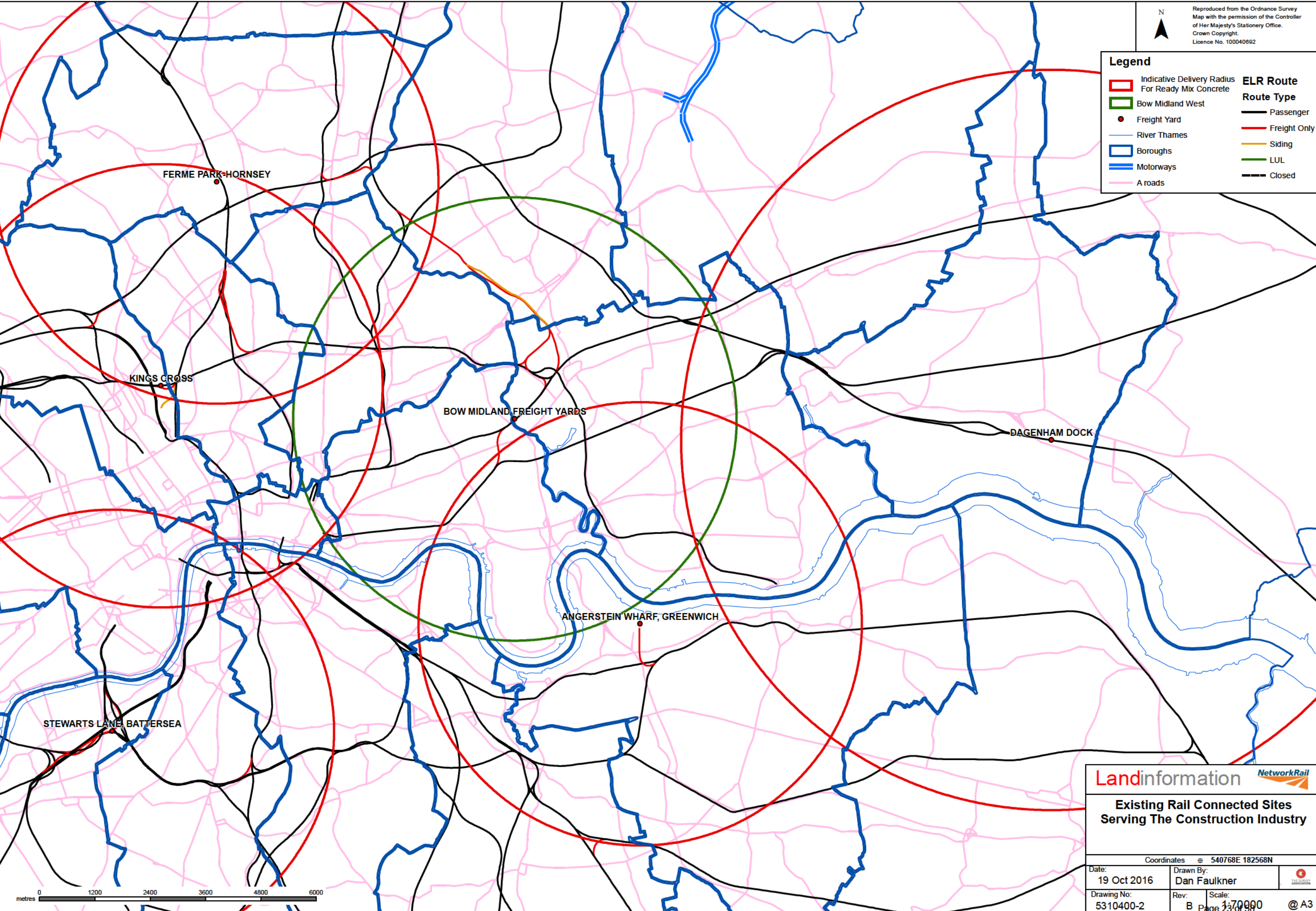
Coordinates # 534108E 177995N	
Date: 19 Oct 2016	Drawn By: <span style="background-color: black; color: black;">XXXXXXXXXX</span>
Drawing No: 5310400-1	Rev: B
Scale: 1:220000	Page 12 of 98 @ A3



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**Legend**

	Indicative Delivery Radius For Ready Mix Concrete	<b>ELR Route</b>	
	Bow Midland West	<b>Route Type</b>	
	Freight Yard		Passenger
	River Thames		Freight Only
	Boroughs		Siding
	Motorways		LUL
	A roads		Closed



**Landinformation**

**Existing Rail Connected Sites Serving The Construction Industry**

Coordinates # 540768E 182568N		
Date: 19 Oct 2016	Drawn By: Dan Faulkner	
Drawing No: 5310400-2	Rev: B	Scale: 1:70000 @ A3

**From:** [REDACTED] (Successor)  
**To:** Anthony Hingsworth  
**Cc:** Alex Savine; [REDACTED]  
**Subject:** FW: Consultation on Bromley-by-Bow and Pudding Mill SPD  
**Date:** 04 November 2016 12:26:28  
**Attachments:** [image001.png](#)  
[Hackney, Wick and Fish Island - SPD consultation.pdf](#)

Hello Anthony

Hope all is well hope the news of your Chairman having to move on isn't impacting too much on the ground!

Just wanted to flag up an issue on consultations which appears to now be resolved. It appears LLDC missed NR off a number of consultations and we only heard about them second hand from our freight tenants hence our planning team sending in the attached letter. Alex has promptly responded see below.

Worth noting that the rules on statutory consultees were updated last year and have been extended so we are to be notified on anything within 10 metres of our land see

<http://www.legislation.gov.uk/uksi/2015/595/article/16/made>

The freight industry has expressed concern that LLDC may have intentionally ignored us on these consultations particularly given current tensions around planning applications. I would be very surprised if that were the case and suspect it was simply an oversight. It would be helpful though if you or Alex could issue a letter confirming this which we can circulate to our freight community and provide reassurance it won't happen again.

Many thanks

[REDACTED] MRICS  
Head of Property Asset Management – Freight  
Network Rail  
1 Eversholt Street | London | NW1 2DN

Mobile [REDACTED]  
Email [REDACTED] [networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)



---

**From:** Planning Policy [<mailto:PlanningPolicy@londonlegacy.co.uk>]  
**Sent:** 04 November 2016 09:20  
**To:** [REDACTED]  
**Subject:** Consultation on Bromley-by-Bow and Pudding Mill SPD

Dear [REDACTED]

**Consultation on supplementary planning documents:  
Draft Bromley-by-Bow SPD  
Draft Pudding Mill SPD**

The Legacy Corporation has prepared the two draft supplementary planning documents (SPD s) for the purpose of public consultation. These both provide guidance further to policies and site allocations within the Legacy Corporation Local Plan (adopted in July 2015).

Both documents are available to view and download at the following link <http://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/current-planning-policy-consultations>

**Draft Bromley-by-Bow SPD**

This SPD is being prepared to provide further guidance to the Local Plan site allocation for Bromley-by-Bow (site allocation SA4.1). In particular it is intended to provide guidance on how development can help to deliver a mix of uses including the proposed District Centre and its associated physical and social infrastructure. The SPD is accompanied by an illustrative masterplan for the southern part of the site allocation area that has been prepared jointly with the landowners in this location. The illustrative masterplan a public realm strategy and associated environmental testing reports are all available to view and download alongside the draft SPD.

**Draft Pudding Mill SPD**

This SPD is being prepared to provide further guidance to the Local Plan site allocation for Pudding Mill (site allocation SA4.3). This SPD is intended to provide guidance on achieving the balance of employment and residential uses within Pudding Mill required by the Local Plan policies on the delivery of the proposed Local Centre and on the approach to developing an appropriate townscape and public realm that will result in a coherent approach and character across the sites that make up the area.

**Consultation drop-in events**

Two public 'drop-in' consultation events are being held during the consultation period where you can find out more about the draft SPDs ask questions and provide feedback. These are

**The House Mill, 5.30-7.30 p.m. on 17th November 2016**

**Bromley-by-Bow Centre, 5.30-7.30 p.m. on 24th November 2016**

Information on each venue is attached.

**How to respond to the consultation**

You can respond to the consultation in writing to the following email or postal addresses  
[planningpolicy@londonlegacy.co.uk](mailto:planningpolicy@londonlegacy.co.uk)

SPD Consultations  
Planning Policy & Decisions  
London Legacy Development Corporation  
Level 10 1 Stratford Place  
Montfichet Road  
London E20 1EJ

You can also respond by completing a form on our website. A separate form is available for each SPD at this link <http://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/current-planning-policy-consultations>

The consultation runs from the 31st October for six weeks and all responses must be received by **5 pm on Monday 12th December 2016**. Please note that we cannot accept any anonymous responses. Paper copies of the consultation documents can also be viewed in person at the Legacy Corporation offices by prior arrangement. Should you have any questions please contact the planning policy team using the above contact information or by telephone on 0203 288 1800.

Yours faithfully

Alex Savine  
Head of Planning Policy

London Legacy Development Corporation  
Level 10  
1 Stratford Place Montfichet Road  
London  
E20 1EJ  
[www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)





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Montfichet Road,  
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E20 1EJ

Network Rail  
5<sup>th</sup> Floor, 1 Eversholt Street  
London  
NW1 2DN  
T – 07710 959 611  
E – [REDACTED]@networkrail.co.uk

28 October 2016

Dear Sir/Madam,

To whom it may concern,

Network Rail have recently been made aware that the London Legacy Development Corporation (LLDC) are consulting on the Hackney Wick and Fish Island Supplementary Planning Document. Unfortunately, Network Rail do not appear to have been notified of this consultation or given the opportunity to comment. I would like to remind you that Network Rail are a statutory consultee for such planning related issues and should be provided with ample time to comment on these documents. Given the location and nature of some of the proposed works, as outlined in the SPD, it is unacceptable that Network Rail were not notified of this document or for this matter to be brought to our attention by a third party. This is also not the first occasion that the LLDC has failed to consult with us on such policy consultations and I trust that the correct measures will be adopted to ensure this matter is rectified.

Our primary concern relating to the proposed SPD is to ensure the safeguarding of Bow Midland West at Wick Lane, Bow. Network Rail currently lease the site to Aggregate Industries (AI), London Concrete Limited (LCL) and Plasmore Ltd who have voiced concerns over the potential impact that may be imposed on the freight site. Our principal concern is to ensure the continued safeguarding of Bow Midland West for rail related purposes and ensure that any future development of the area does not impact upon the operational rail freight site. It must be noted that the site is currently safeguarded at every level of policy, including the recently adopted Local Plan as a “safeguarded rail site”. The extent of the safeguarded area of Bow Midland West is identified on the LLDC Local Plan Policies Plan, 2015.

The strategic importance of the site for rail freight use cannot be under-stated. Network Rail have identified a number of sites throughout London that provide the construction industry with the necessary raw materials and it is recognised that there is a shortage of suitable sites throughout London, particularly in the south and east regions. Bow Midland West is seen as

a strategic east of London freight site that is vital to the construction industry and wider London economy. Rail transport currently plays an important role in the movement of goods throughout the UK and accounts for a large proportion of freight traffic throughout the area. It is estimated that each freight train removes between 40-80 HGV loads from congested roads and reduces the total amount of CO2 emissions that could potentially be emitted should these journeys be undertaken by road. The Rail Delivery Group has previously estimated that the rail freight industry is worth approximately £1.6bn a year in economic benefits to the UK. Within London, however, rail continues to play a valuable role in supporting the capital's growing economy by delivering large volumes of construction materials (circa 40% all raw construction materials), mail, supermarket goods and also removes large volumes of waste on a regular basis.

Network Rail's primary role is to serve the needs of the rail industry, including freight. Bow Midland West is designated as a Strategic Freight Site and this classification has existed since British Rail was privatised in 1994 that restricts the use of the land to freight. These restrictions can only be varied with the agreement of the Freight Operating Company (FOC) or referred to arbitration if Network Rail and the FOC's disagree on the use of the site. As such, we take this opportunity to remind the LLDC that the site is allocated within the London Plan and the Local Plan as strategic industrial land with a protected railhead. It is essential that the area continues to be safeguarded as a strategic freight site and that any future development around the area gives due consideration to this. It is essential that any future development does not negatively impact on the ability of the freight site to operate to its full potential and that no restrictive conditions are placed upon the site as a result of future development.

Furthermore, Network Rail are aware of a letter that has been submitted by Firstplan on behalf of Aggregate Industries (AI) UK and London Concrete Limited (LCL) to express their concerns and ensure that the land continues to be safeguarded. Network Rail can confirm that we fully support the views and opinions expressed by Firstplan on behalf of AI and LCL.

Should you require any additional information or wish to further discuss this matter please do not hesitate to contact me on the details provided above.

Kind regards,

  
**Town Planner**

**From:** Anthony Hollingsworth  
**To:** David Goldstone; Hendy Peter;  
**Cc:** [redacted] (Surveyor); [redacted]  
**Subject:** RE: Peter Hendy explanation  
**Date:** 27 June 2017 09:36:42  
**Attachments:** image001.png  
568-11023-10.16.pdf

Peter copy of the letter of support from NR for the Bow East planning applications attached.

Regards

Anthony

**Anthony Hollingsworth**  
**Director of Planning Policy and Decisions**  
**Queen Elizabeth Olympic Park**

London Legacy Development Corporation  
Level 10  
1 Stratford Place Montfichet Road  
London  
E20 1EJ

DDI 020 3288 [redacted]  
Mobile [redacted]  
Email [anthonyhollingsworth@londonlegacy.co.uk](mailto:anthonyhollingsworth@londonlegacy.co.uk)  
Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)



**From:** David Goldstone  
**Sent:** 27 June 2017 10:13  
**To:** Hendy Peter; [redacted]  
**Cc:** [redacted] (Surveyor); [redacted] Anthony Hollingsworth  
**Subject:** Re: Peter Hendy explanation

Peter  
If we have it, Anthony, who heads up our Planning authority team, will find it and copy over

David

----- Original Message -----

**From:** Hendy Peter <[Peter.Hendy@networkrail.co.uk](mailto:Peter.Hendy@networkrail.co.uk)>  
**Date:** Tue, June 27, 2017 9:44 a.m. +0100  
**To:** [redacted] <[\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)>  
**CC:** David Goldstone <[DavidGoldstone@londonlegacy.co.uk](mailto:DavidGoldstone@londonlegacy.co.uk)>; [redacted] <[\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)>; [redacted] (Surveyor)" <[\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)>  
**Subject:** Re: Peter Hendy explanation

David G?

I should like to see the letter the complainant refers to, which is alleged to have my personal support

with best wishes  
Sir Peter Hendy CBE  
Chair  
Network Rail

On 27 Jun 2017, at 09:40, [redacted] <[\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)> wrote:

Peter

I assume this is the site West of the stadium next to the railway and we are trying to both reconfigure the site and free up land for housing

I'll ask my team for details

[redacted]  
Managing Director, Property

On 27 Jun 2017, at 09:18, Hendy Peter <[Peter.Hendy@networkrail.co.uk](mailto:Peter.Hendy@networkrail.co.uk)> wrote:

Thanks; as a matter of fact I have absolutely no knowledge of the application at all - I certainly don't recall supporting it personally, as is alleged!  
Copied to [redacted] our property director, who can find out more about the application

with best wishes  
Sir Peter Hendy CBE  
Chair  
Network Rail

On 27 Jun 2017, at 09:14, David Goldstone <[DavidGoldstone@londonlegacy.co.uk](mailto:DavidGoldstone@londonlegacy.co.uk)> wrote:

Just FYI  
Someone complaining that you are conflicted because of planning applications we have in on Bow East site which network rail own  
We will give mayor's office draft reply

David

----- Original Message -----

**From:** David Goldstone <[DavidGoldstone@londonlegacy.co.uk](mailto:DavidGoldstone@londonlegacy.co.uk)>  
**Date:** Tue, June 27, 2017 9:08 a.m. +0100  
**To:** Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>; Ben Fletcher <[BenFletcher@londonlegacy.co.uk](mailto:BenFletcher@londonlegacy.co.uk)>; Mark Robinson <[MarkRobinson@londonlegacy.co.uk](mailto:MarkRobinson@londonlegacy.co.uk)>  
**Subject:** Re: FW: Peter Hendy explanation

Yes absolutely  
May as well get draft response ready, and offer it up  
We can also make the point that the applications long pre date his appointment, and you should refer to your previous response advising withdrawal of the applications

David

----- Original Message -----

**From:** Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>  
**Date:** Tue, June 27, 2017 9:02 a.m. +0100  
**To:** David Goldstone <[DavidGoldstone@londonlegacy.co.uk](mailto:DavidGoldstone@londonlegacy.co.uk)>; Ben Fletcher <[BenFletcher@londonlegacy.co.uk](mailto:BenFletcher@londonlegacy.co.uk)>; Mark Robinson <[MarkRobinson@londonlegacy.co.uk](mailto:MarkRobinson@londonlegacy.co.uk)>  
**Subject:** FW: Peter Hendy explanation

Ben/Mark, as I suspect we will be asked for a draft reply to the email below.... main point from me would be that we have a separate PDC to make decisions on planning applications, so Peter H is not conflicted.

Anthony

Anthony Hollingsworth  
Director of Planning Policy and Decisions  
Queen Elizabeth Olympic Park

London Legacy Development Corporation  
Level 10  
1 Stratford Place, Montfichet Road  
London  
E20 1EJ

DDI 020 3288 [redacted]  
Mobile [redacted]  
Email [anthonyhollingsworth@londonlegacy.co.uk](mailto:anthonyhollingsworth@londonlegacy.co.uk)  
Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

-----Original Message-----

From [redacted] [mailto:[redacted]@hotmail.com]  
Sent 26 June 2017 19:31  
To Sadiq; [mayor@towerhamlets.gov.uk](mailto:mayor@towerhamlets.gov.uk); [redacted]; Anthony Hollingsworth [redacted]  
Subject Peter Hendy explanation

Dear Sadiq,

Myself and many other residents of Bow would like (and indeed deserve) an explanation as to why you have appointed Peter Hendy chair of the LLDC?

As you may recall the OPCR spent months campaigning against the plan to build three concrete and one asphalt factory on Bow East Goods Yard which falls under the LLDC control. (You may recall my question during People's Question Time at Brent Civic Centre)

The land, as you are aware, is owned by Network Rail. We understand that you asked the applicants to remove their plans as they could not provide sufficient evidence of the effect it would have on air pollution and it does not comply with "The London Plan"

The applications received support from none other than your new chair of the LLDC on behalf of Network Rail. It is worth noting the letter contained mistruths and blatant lies not to mention a threatening tone to anyone who opposed the plans. I will be forwarding you this to read for yourself. It's an eye opener. This is the person you have elected to represent what is supposed to be our London's Legacy. This is a person who is supposed to be impartial and have the best interests of the area at heart when consciously or not he is going to have his back pocket in mind when making any decision. It is impossible for him to be impartial and a clear conflict of interest.

To remind you they had planned to have 900HGV per day coming in and out of the site, not to mention to health hazards of having a concrete hatching plant and an asphalt plant right next to residential homes and a brand new school (Sir Bobby Moore Academy). Not only have the plans not been removed but the applicants have now requested for the site to be used for concrete crushing.

Myself and other residents want answers.

1. Why have the applications for the concrete and asphalt plants not been removed despite your advise to do so?
2. Why is Peter Hendy allowed to chair both LLDC and Network Rail when there is a clear conflict of interest?
3. When are you going to wake up and realise having a strategic industrial use site next to residential property, three brand new schools and the best sports facilities in or country is ludicrous. It is detrimental to the health of everyone who lives, studies and wants to enjoy the London Legacy and Olympic Park? The area needs to be rezoned to light industrial and you need to make it happen if you think anyone in the East End believes you are serious about cleaning our air.

900 deaths a year as a result of air pollution and you've just appointed the one person who agrees with building three concrete factories and an asphalt factory in the heart of the Olympic Park.

This appointment stinks of corruption. You may as well be a Tory. We deserve answers.

Regards  
[redacted]

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[www.queenelizabetholympicpark.co.uk](http://www.queenelizabetholympicpark.co.uk)

Mr Philip Lewis, Chairman  
Planning Decisions Committee  
London Legacy Development Corporation

1 Eversholt Street  
London  
NW1 2DN

By Email:  
[planningcommittee@londonlegacy.co.uk](mailto:planningcommittee@londonlegacy.co.uk)

28 October 2016

Dear Chairman

### **BOW EAST PLANNING APPLICATIONS – LETTER OF SUPPORT**

We write in support of the three planning applications submitted, and a fourth in pre-application stage, for rail freight related uses at Bow East. Walsh, Brett, Hope and United Asphalt are key rail freight customers. DB Cargo, one of the major freight operating companies, will be operating and managing this freight campus and providing the train haulage.

Rather than go into the detail of each application we would like to set out the overall context for Bow East and its role as a strategically important freight site and how this can complement, rather than threaten, the regeneration aims of the area.

#### **Executive Summary**

- The applications have attracted strong interest from LLDC stakeholders and residents. There is some support and understanding of the need for these uses and much of the opposition to them appears to be out of fear rather than based on fact
- We have confidence in the professionalism of the officers handling the application but sense the pressure they are under from other parties to reject or minimise freight use on the site
- The planning and railway designations are very clear: this is a strategically important freight site designed to cater for these uses and there are no alternative sites
- An approval would bring higher value freight uses onto the site with the benefits to local and London economy. It will not prejudice the longer term regeneration needs of the area which we and our tenants support
- A refusal will mean the site can only be utilised for lower value freight uses such as loading and unloading of stone, spoil and waste. It will remain a freight site, albeit contributing less to the economy. Network Rail support for the regeneration agenda will be harder to justify in the face of outright hostility to one of its core activities

## **The Case for Rail Freight**

The government has recently published its rail freight strategy recognising its importance to the country's industrial strategy and sustainable transport aims:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/552492/rail-freight-strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf)

The Rail Delivery Group represents the rail industry and published the following "Freight Britain" study in 2015 setting out some of the specific benefits of rail freight:

[http://www.raildeliverygroup.com/files/Publications/2015-02\\_freight\\_britain.pdf](http://www.raildeliverygroup.com/files/Publications/2015-02_freight_britain.pdf)

The key points from these publications are:

- Each trainload is equivalent to 70-80 HGVs to move the same amount of material
- Rail freight reduces road congestion
- Each tonne moved by rail reduces CO2 emissions by 76% compared to road
- The industry supports the needs of UK plc

These are pertinent to the applications at Bow where material will be sourced from Cornwall, South Wales, the Peak District and East Anglia. At present DB Cargo run two trains per day dealing with spoil removal. A fully operational freight campus would likely generate six trains per day which would remove the equivalent of 420 – 480 HGV journeys (many long distance).

A decision to refuse permission would therefore appear to be in conflict with an area of central government policy which is designed to support UK plc.

## **Land Interests & Strategic Freight Site Designation**

The land ownership and its railway designation is key to understanding how it can be used.

Network Rail is the freeholder of the entire site with leases in place to DB Cargo as our Head Tenant. DB Cargo is in turn granting sub-leases to each of the end-user tenants. DB Cargo will run the train loading and unloading and manage the common areas of the campus with each tenant investing in and running their individual site.

Our primary role as an organisation is to serve the needs of the rail industry including freight. The site is also one a number of designated Strategic Freight Sites. This classification has existed since British Rail was privatised in 1994 and restricts the use of the land to freight unless by agreement with the Freight Operating Companies (FOCs). Freight restrictions can only be varied with their agreement or referred to arbitration if Network Rail and the FOCs disagree on the use of the site. This obligation and the rules for treating such sites are enshrined in a legal document entered into in 1994.

The strategic importance of the site for rail freight uses cannot be under-stated. We have identified the major rail freight sites in London which supply the construction sector and mapped them onto two plans, attached. The first shows Greater London, the second focusses on East London. Key points:

1. There is a shortage across London, particularly in the south and east
2. The supply distance from each site to the surrounding market is limited by time, particularly for concrete and asphalt. These are represented by circles on the plans, The inner London sites have been allocated a 3 miles radius and the outer London sites a 4 mile radius to reflect travel times, and are only indicative
3. Bow is likely to supply the surrounding area, including the London Legacy Development Corporation developments, and plug the current gap of supply towards the City of London
4. The other two sites which appear close enough to supply part of the East London market are limited in their ability to do so: Central London demand is believed to absorb up most or all of the Kings Cross supply. Angerstein Wharf is located south of the river which in turn restricts its ability to supply north of the river due to heavy traffic around the Blackwall Tunnel
5. Barking is too far out to supply the inner east London market

We do not appear to have viable alternative freight sites in East London as for the following reasons:

- There is no spare land in our ownership adjacent to the railway. The railway is expanding and already struggling to accommodate its needs for passenger related facilities and infrastructure.
- Sites need an existing rail connection as new connections cost millions and which tends to kill viability

## **Planning**

We understand the planning position could hardly be stronger: the site is allocated within the London Plan and the Local Plan as strategic industrial land with a protected railhead.

The land has been an active freight site for decades and played a major part in supplying materials for the Olympics before becoming the temporary location of the warm-up running track. Following removal of the track the site has reverted back to freight use, currently in the form of removal of spoil related to the Crossrail project.

The railway benefits from Permitted Development Rights and can operate activities linked to the loading and unloading of trains without restriction or need for permission. These typically include stone and aggregate, spoil and waste. The planning applications submitted by our customers incorporate “value added” uses which expand on these PDR type activities thereby maximising the usefulness and benefit of the site to the London economy.

Concerns from residents and stakeholders are understandable given the industrial nature of the proposed uses. DB Cargo has now submitted what we believe to be a comprehensive study demonstrating there will be no significant impact on the local environment and residents. It may also be worth drawing parallels with other existing freight sites In London:

- Bow West operates successfully with a concrete plant, concrete block and dry-stone operation
- Kings Cross operates successfully with three operators and sits adjacent to the Argent led redevelopment. Consent was granted in 2004 for one of the concrete batching plants, see [http://camdocs.camden.gov.uk/webdrawer/webdrawer.dll/webdrawer/search/rec&sm\\_ncontents=2004/0843/P&template=reclistplanning&rows=1000](http://camdocs.camden.gov.uk/webdrawer/webdrawer.dll/webdrawer/search/rec&sm_ncontents=2004/0843/P&template=reclistplanning&rows=1000)
- The Stewarts Lane site at Battersea includes two concrete batching plants. The Tarmac plant was granted consent in 2006, see <https://planning1.wandsworth.gov.uk/Northgate/PlanningExplorer/Generic/StdDetails.aspx?PT=Planning%20Applications%20On-Line&TYPE=PL/PlanningPK.xml&PARAM0=540641&XSLT=/Northgate/PlanningExplorer/SiteFiles/Skins/Wandsworth/xslt/PL/PLDetails.xslt&FT=Planning%20Application%20Details&PUBLIC=Y&XMLSIDE=/Northgate/PlanningExplorer/SiteFiles/Skins/Wandsworth/Menu/PL.xml&DAURI=PLANNING>

Both Kings Cross and Battersea are far closer to residential uses, with Kings Cross in particular surrounded by mixed use redevelopment. The planning conditions associated with these sites appear to be far less onerous than those proposed for Bow East. The permanent nature of the consent, no restriction on vehicle movements and more flexible hours of operation is in contrast with the conditions being proposed by LLDC.

DBC and its end-users recognise they under-estimated local concerns and have committed to improve engagement with local stakeholders. They have created a management plan to improve this engagement, meet residents and have in place a robust process to address concerns and complaints. We understand this can be captured as a planning obligation to give it additional weight.

## **The Future**

One of the main concerns from LLDC and its stakeholders appears to be the effect of the freight campus on future regeneration, particularly that of the Pudding Mill area. We have therefore taken positive steps to begin addressing these concerns:

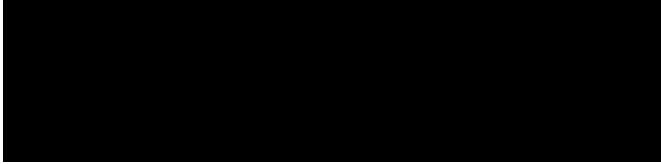
1. The tenants have agreed that we are introduce redevelopment breaks in their leases. This is a significant concession given their preference for stability to be able to invest properly in a site
2. We have undertaken some initial feasibility work to understand if the freight uses could be reconfigured into a smaller area and in a manner which reduces impact on the surrounding area, particularly Pudding Mill. The initial findings suggest this is possible subject to major capital investment which would need to come from outside of the railway either in the form of regeneration funding or as part of a redevelopment scheme

Network Rail and its tenants are supportive of the regeneration aims for the area and keen to work with LLDC to shape the future of the site and the opportunity for a truly mixed use redevelopment. This must be on the basis that freight capacity is retained and not simply squeezed out by other uses and aspirations.



We hope that the Committee makes a balanced judgement based on facts and comes to the decision to approve the applications.

Yours Sincerely

A large black rectangular redaction box covering the signature area.A small black rectangular redaction box covering the name of the signatory.

**Managing Director, Freight & National Passenger Operators**



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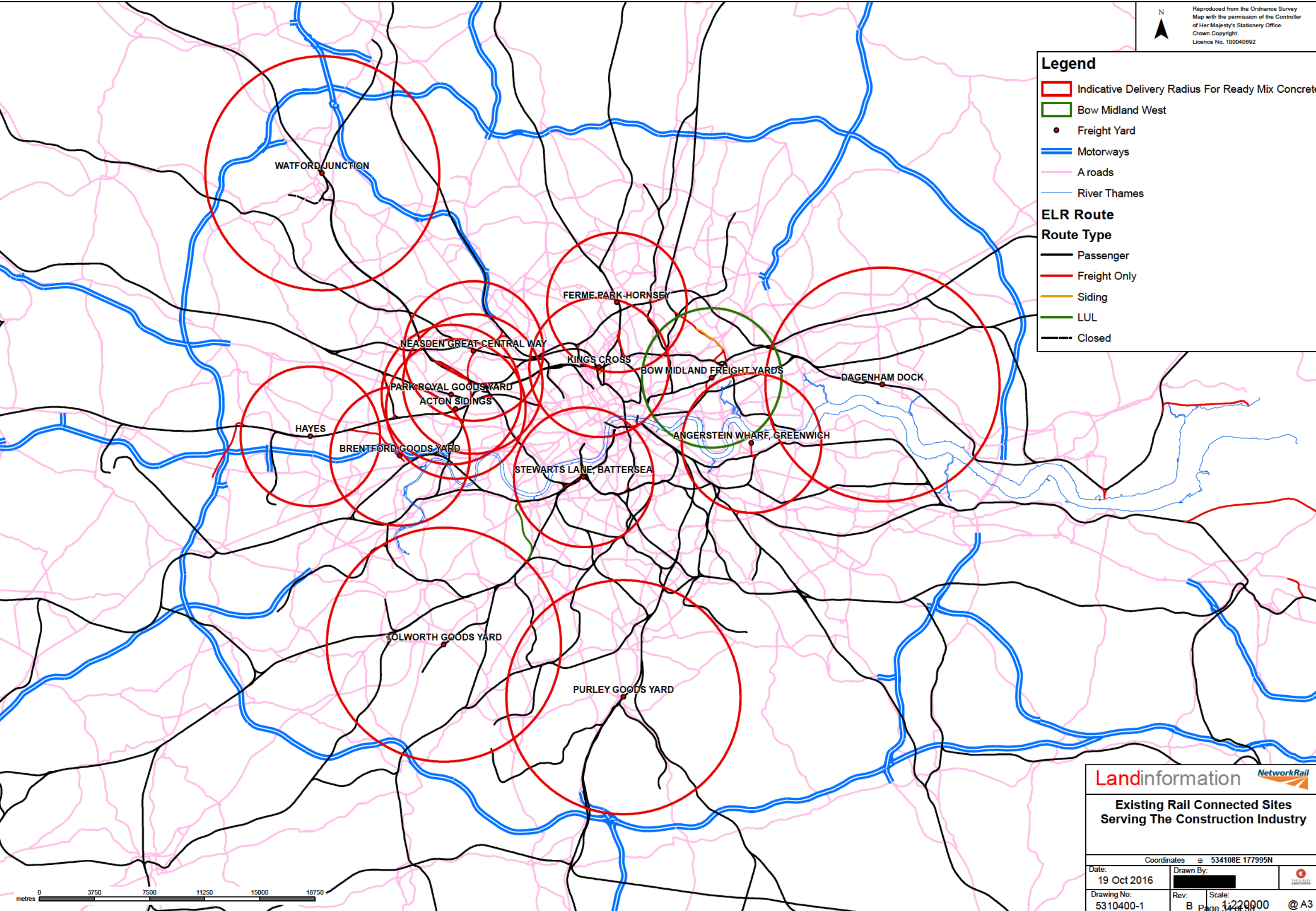
**Legend**

- Indicative Delivery Radius For Ready Mix Concrete
- Bow Midland West
- Freight Yard
- Motorways
- A roads
- River Thames

**ELR Route**

**Route Type**

- Passenger
- Freight Only
- Siding
- LUL
- Closed



**Landinformation**

**Existing Rail Connected Sites Serving The Construction Industry**

Coordinates # 534108E 177995N













Date: 19 Oct 2016	Drawn By: <span style="background-color: black; color: black;">XXXXXXXXXX</span>
Drawing No: 5310400-1	Rev: B Scale: 1:220000 @ A3

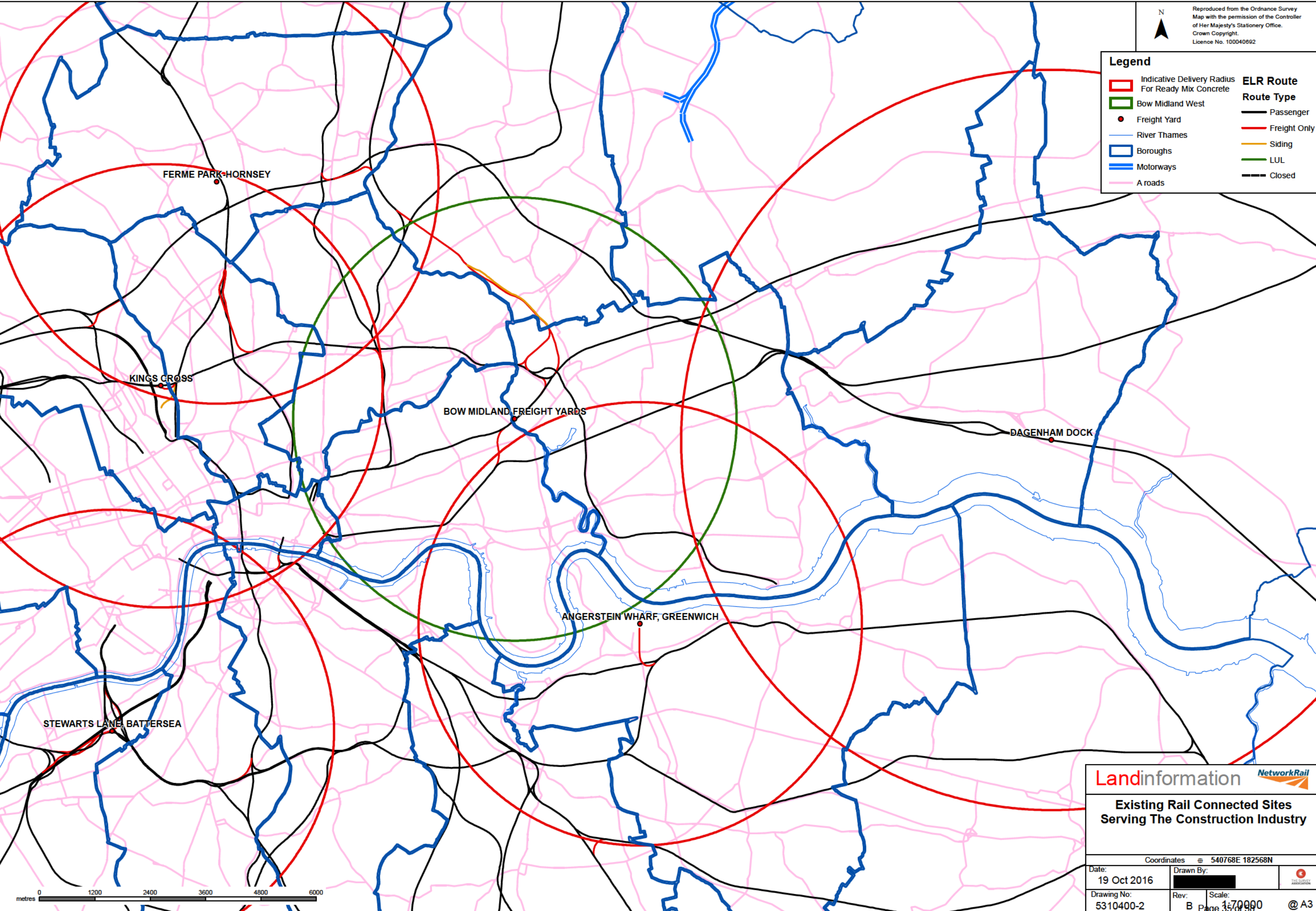
Page 34 of 98



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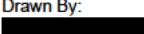
**Legend**

	Indicative Delivery Radius For Ready Mix Concrete	<b>ELR Route</b>
	Bow Midland West	<b>Route Type</b>
	Freight Yard	 Passenger
	River Thames	 Freight Only
	Boroughs	 Siding
	Motorways	 LUL
	A roads	 Closed



**Landinformation** 

**Existing Rail Connected Sites Serving The Construction Industry**

Coordinates # 540768E 182568N	
Date: 19 Oct 2016	Drawn By: 
Drawing No: 5310400-2	Rev: B Page 15 of 98
Scale: 1:70000	@ A3

**From:** [Peter Hendy](#)  
**To:** [Anthony Hollingsworth](#)  
**Cc:** [Lyn Garner](#); [REDACTED] [REDACTED] [REDACTED] [REDACTED]  
**Subject:** Re: Bow Goods Yard - New Development  
**Date:** 29 January 2019 12:40:22

---

Of course.

I've copied this to [REDACTED], the CEO of DB Cargo, whom I met recently and is a very decent man. He won't know the circumstances it I am sure will ask one of his people to make contact and deal. Also copied to [REDACTED] and [REDACTED] at Network Rail for info.

with best wishes

Peter

Sir Peter Hendy CBE

Chair

Network Rail, and the London Legacy Development Corporation

> On 29 Jan 2019, at 10:28, Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)> wrote:

>

> Hi Peter, you should be aware of the email below and that he has copied in the Mayor and Mayor's of LBN and LBTH. [REDACTED] is a persistent writer and has absorbed a lot of time of various officers at LBTH Environmental Health (EHO) and the Environment Agency (the latter two are the appropriate authorities to take any required enforcement action) and my team. My team has brokered meetings with all parties including DB Cargo as leaseholders/operators of the site in order to see what can be controlled given that the site benefits from permitted development rights to operate unrestricted (in planning terms) as a protected rail freight facility. We have made clear to [REDACTED] on numerous occasions that whilst sympathetic to his distress, the Corporation cannot control activity at the site and I understand that previously both LBTH and the EA have concluded that DB are operating within the restrictions imposed via other relevant noise and environmental legislation. Because we have received this complaint we will be informing colleagues at LBTH EHO as they would need to investigate whether there is a statutory nuisance generated by the light pollution he complains about. I'm not sure entirely what action, if any, that LBTH will take as I understand that the EHO senior management has instructed its staff not to deal with previous complaints from [REDACTED] DB hasn't been great at responding or managing the situation regarding [REDACTED] complaints. They rarely respond to him, nor indeed my team when we raise issues with them. I don't know whether that's something you may be able to ask senior NR staff to raise with DB. At least the latter could be polite enough to respond to [REDACTED] complaints.

>

> Happy to discuss

>

> Anthony

>

> Anthony Hollingsworth

> Director of Planning Policy and Decisions

> Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London

> London Legacy Development Corporation

> Level 10

> 1 Stratford Place, Montfichet Road

> London

> E20 1EJ

>

> DDI: 020 3288 [REDACTED]

> Mobile: [REDACTED]

> Email: [anthonyhollingsworth@londonlegacy.co.uk](mailto:anthonyhollingsworth@londonlegacy.co.uk)

> Website: [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

>

> -----Original Message-----

> From: [REDACTED] [[mailto:\[REDACTED\]@live.co.uk](mailto:[REDACTED]@live.co.uk)]

> Sent: 29 January 2019 04:38

> To: [REDACTED] Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>;

[REDACTED] <[REDACTED]@londonlegacy.co.uk>; Rachel.Blake@towerhamlets.gov.uk;  
mayor@towerhamlets.gov.uk; mayor@london.gov.uk; mayor@newham.gov.uk

> Subject: Bow Goods Yard - New Development

>

> Dear all,

>

> Will someone please bring this site under control.

>

> Since 4am this morning my family and I have been awake due to Bow Goods Yard. You'll be aware that we have, for the past 2.5 years, had issues with Bow Goods starting work at this hour and due to the incompetence of the Tower Hamlets noise team this has miraculously not been seen to cause a nuisance even though it's caused many residents ongoing pain and suffering.

>

> Today, the arrogance of those operating this site has taken a new turn. They have not only started operating again at 4am, but now they have started operating a huge JCB Digger at the closest proximity to residents houses. There is, literally, no added value or benefit to what they are using it for right now.

>

> It's a diesel powered vechile so it's engines 'chugs' and those chugs vibrate through our property.

>

> This is an outrage. The chairman of National Rail is the boss of everyone presiding under the jurisdiction of the LLDC. Can you please drop him and email and let him know this cannot continue. One of the biggest killers in the UK is lack of sleep - being woken up at 4am almost every morning isn't healthy for any residents here!!!

>

> PLEASE SORT THIS OUT AND STOP THIS FROM HAPPENING!!!!

>

> [REDACTED] / Anthony, I've already sent for the second time an image of them shining flood lights into our properties. The people using this site are making decisions without any concern for residents. Their license clearly states they can use this site so long as they don't cause a nuisance to residents. Any legal expert can recognize the obvious ongoing nuisance these 'people' are purposefully being.

>

> Regards,

> [REDACTED]

From: [Hendy, Peter](#)  
To: [Anthony Hollingsworth](#)  
Cc: [REDACTED]  
Subject: Fwd: Bow Goods Yard - New Development  
Date: 29 January 2019 18:21:07

FYI  
[REDACTED] pl thank Paul  
[REDACTED]

with best wishes  
Sir Peter Hendy CBE  
Chair  
Network Rail, and the London Legacy Development Corporation

Begin forwarded message:

From: [REDACTED] <[REDACTED]@networkrail.co.uk>  
Date: 29 January 2019 at 15:42:46 GMT  
To: Hendy Peter <[Peter.Hendy@networkrail.co.uk](mailto:Peter.Hendy@networkrail.co.uk)>  
Subject: Fwd: Bow Goods Yard - New Development

Info

Begin forwarded message:

From: [REDACTED] <[REDACTED]@networkrail.co.uk>  
Date: 29 January 2019 at 15:10:34 GMT  
To: [REDACTED] <[REDACTED]@networkrail.co.uk>  
Cc: [REDACTED] <[REDACTED]@networkrail.co.uk>, [REDACTED] (Surveyor)\* <[REDACTED]@networkrail.co.uk>  
Subject: Re: Bow Goods Yard - New Development

Thanks [REDACTED],

Yes its a DBC lease, but they are increasingly in the back seat here; the prospective tenants have formed a JV and are pursuing a more sensitive scheme that will go in for planning in the next month or so

We may also be looking to buy out DBC's interests and take full control; enabling full redevelopment of both this site and our existing holdings at Bow West

I've cc'd [REDACTED] as he is at the centre of the JV discussions

Notably, I and the architects presented the proposed sensitive scheme to the NIC folks last week - an exemplar of urban railhead design

[REDACTED] - do you want to intercept this?

[REDACTED]

[REDACTED]

Head of Freight Development | [+44\(0\)](tel:+440) [REDACTED] [REDACTED] [networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)

On 29 Jan 2019, at 13 54, [REDACTED] <[REDACTED]@networkrail.co.uk> wrote:

Info

-----Original Message-----

From: Peter Hendy <[peterhendy@londonlegacy.co.uk](mailto:peterhendy@londonlegacy.co.uk)>  
Sent: 29 January 2019 12:40  
To: Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>  
Cc: Lyn Garner <[LynGarner@londonlegacy.co.uk](mailto:LynGarner@londonlegacy.co.uk)>; [REDACTED] <[REDACTED]@londonlegacy.co.uk>; [REDACTED] <[REDACTED]@deutschebahn.com>; [REDACTED] <[REDACTED]@networkrail.co.uk>; [REDACTED] <[REDACTED]@networkrail.co.uk>; [REDACTED] <[REDACTED]@networkrail.co.uk>; [REDACTED] <[REDACTED]@networkrail.co.uk>  
Subject: Re: Bow Goods Yard - New Development

Of course

I've copied this to [REDACTED] Warner, the CEO of DB Cargo, whom I met recently and is a very decent man. He won't know the circumstances it I am sure will ask one of his people to make contact and deal

Also copied to [REDACTED] and [REDACTED] at Network Rail for info

with best wishes  
Peter  
Sir Peter Hendy CBE  
Chair  
Network Rail, and the London Legacy Development Corporation

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Hi Peter, you should be aware of the email below and that he has copied in the Mayor and Mayor's of LBN and LBTH [REDACTED] is a persistent writer and has absorbed a lot of time of various officers at LBTH Environmental Health (EHO) and the Environment Agency (the latter two are the appropriate authorities to take any required enforcement action) and my team. My team has brokered meetings with all parties including DB Cargo as leaseholders/operators of the site in order to see what can be controlled given that the site benefits from permitted development rights to operate unrestricted (in planning terms) as a protected rail freight facility. We have made clear to [REDACTED] on numerous occasions that whilst sympathetic to his distress, the Corporation cannot control activity at the site and I understand that previously both LBTH and the EA have concluded that DB are operating within the restrictions imposed via other relevant noise and environmental legislation. Because we have received this complaint we will be informing colleagues at LBTH EHO as they would need to investigate whether there is a statutory nuisance generated by the light pollution he complains about. I'm not sure entirely what action, if any, that LBTH will take as I understand that the EHO senior management has instructed its staff not to deal with previous complaints from [REDACTED]. DB hasn't been great at responding or managing the situation regarding [REDACTED] complaints. They rarely respond to him, nor indeed my team when we raise issues with them. I don't know whether that's something you may be able to ask senior NR staff to raise with DB. At least the latter could be polite enough to respond to [REDACTED] complaints.

Happy to discuss

Anthony

Anthony Hollingsworth  
Director of Planning Policy and Decisions Queen Elizabeth Olympic  
Park: a dynamic new metropolitan centre for London London Legacy  
Development Corporation Level 10

1 Stratford Place, Montfichet Road  
London  
E20 1EJ

DDI: 020 3288 [REDACTED]  
Mobile [REDACTED]  
Email: [anthonyhollingsworth@londonlegacy.co.uk](mailto:anthonyhollingsworth@londonlegacy.co.uk)  
Website: [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

-----Original Message-----

From [REDACTED] [mailto:[REDACTED]@live.co.uk]  
Sent: 29 January 2019 04:38  
To [REDACTED]; Anthony Hollingsworth  
<[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>; [REDACTED]  
[REDACTED]@londonlegacy.co.uk>; [REDACTED]@towerhamlets.gov.uk;  
[mayor@towerhamlets.gov.uk](mailto:mayor@towerhamlets.gov.uk); [mayor@london.gov.uk](mailto:mayor@london.gov.uk); [mayor@newham.gov.uk](mailto:mayor@newham.gov.uk)  
Subject: Bow Goods Yard - New Development

Dear all,

Will someone please bring this site under control

Since 4am this morning my family and I have been awake due to Bow Goods Yard. You'll be aware that we have, for the past 2.5 years, had issues with Bow Goods starting work at this hour and due to the incompetence of the Tower Hamlets noise team this has miraculously not been seen to cause a nuisance even though it's caused many residents ongoing pain and suffering.

Today, the arrogance of those operating this site has taken a new turn. They have not only started operating again at 4am, but now they have started operating a huge JCB Digger at the closest proximity to residents' houses. There is, literally, no added value or benefit to what they are using it for right now.

It's a diesel powered vehicle so it's engines 'chugs' and those chugs vibrate through our property.

This is an outrage. The chairman of National Rail is the boss of everyone presiding under the jurisdiction of the LLDC. Can you please drop him and email and let him know this cannot continue. One of the biggest killers in the UK is lack of sleep - being woken up at 4am almost every morning isn't healthy for any residents here!!!

PLEASE SORT THIS OUT AND STOP THIS FROM HAPPENING!!!!

[REDACTED] / Anthony, I've already sent for the second time an image of them shining flood lights into our properties. The people using this site are making decisions without any concern for residents. Their license clearly states they can use this site so long as they don't cause a nuisance to residents. Any legal expert can recognize the obvious ongoing nuisance these 'people' are purposefully being.

Regards,

[REDACTED]

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From: Anthony Hollingsworth  
To: [redacted] (Town Planner)  
Cc: [redacted]  
Subject: RE: Network Rail and LLDC  
Date: 26 April 2019 08:02:03  
Attachments: image001.png

Hi Steven yes I'd be happy to meet to discuss the projects in your email. My p.a. [redacted] will be in touch with suggested dates.

Regards

Anthony

**Anthony Hollingsworth**  
Director of Planning Policy and Decisions  
Queen Elizabeth Olympic Park: a dynamic new metropolitan centre for London

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DDI 020 3288 [redacted]  
Mobile [redacted]  
Email [anthonyhollingsworth@londonlegacy.co.uk](mailto:anthonyhollingsworth@londonlegacy.co.uk)  
Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)



---

From: [redacted] (Town Planner) [mailto:[redacted]@networkrail.co.uk]  
Sent: 23 April 2019 13:01  
To: Anthony Hollingsworth <AnthonyHollingsworth@londonlegacy.co.uk>  
Subject: Network Rail and LLDC

Hi Anthony

I hope you are well.

Network Rail is currently working on a lot of projects within the Corporation area both leading ourselves and responding to third parties and I thought it would be a good idea to have a general catch up.

It would be good to talk through the following as well as get an update from you on any issues that you may have

- Stratford Station
- Bow East
- Madison Square Garden
- Stratford Waterfront

If you are happy to meet please send across some suggested dates and times and we can confirm [redacted] has been involved in the Bow East site so might be good to get her along.

Many thanks

[redacted]  
Town Planning & Heritage Manager | Property  
Network Rail  
1 Eversholt Street | London | NW1 2DN  
M [redacted]  
E [redacted]@networkrail.co.uk  
[www.networkrail.co.uk](http://www.networkrail.co.uk)

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From: [redacted]  
To: [anthony.hollingsworth@londonlegacy.co.uk](mailto:anthony.hollingsworth@londonlegacy.co.uk)  
Subject: RE: Bow East and Bobby Moore Academy  
Date: 24 May 2019 22:27:24  
Attachments: [image001.png](#)  
[image002.png](#)

Many thanks Anthony.

Yes the present zebra crossing just west of the pudding mill lane tracks on Marshgate Lane.

Regards

[redacted] MRICS, ARB  
Development Manager  
Property Development  
1 Eversholt Street | London | NW1 2DN

Mob: [redacted]  
Email: [\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)  
Website: [www.networkrail.co.uk](http://www.networkrail.co.uk)



---

From: Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>  
Sent: 24 May 2019 15:36  
To: [redacted]; [redacted] <[\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)>  
Subject: RE: Bow East and Bobby Moore Academy

Thanks Ushma [redacted] my p.a. will be in touch with some dates for a meeting.

On the crossing point I will take this up with colleagues – presume you mean the crossing on Marshgate Lane?

Regards

Anthony

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From: [redacted] <[\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)>  
Sent: 24 May 2019 14:46  
To: Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>; [redacted] <[\[redacted\]@londonlegacy.co.uk](mailto:[redacted]@londonlegacy.co.uk)>  
Cc: [redacted] (Town Planner) <[\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)>; [redacted] (Surveyor) <[\[redacted\]@networkrail.co.uk](mailto:[redacted]@networkrail.co.uk)>  
Subject: Bow East and Bobby Moore Academy

Dear Anthony

I hoping to arrange a follow up meeting with yourself and perhaps [redacted] also further to our last meeting regarding interim uses. We are keen to share our scope of works for the masterplan and proposals to demonstrate Network Rail's commitment to the next steps pre-appointment so that we can agree the outputs we are expecting and hope to share with yourselves.

The programme for mobilising the refresh is to commence by end of June and we are seeking to re-appoint [redacted] of Fifth Studio who was previously joint appointed by us for the original masterplan. I attach the proposals and fee for your perusal ahead of the requested meeting.

Further to this I wanted to raise a concern - I was over at the site with some colleagues last week just after 3pm and witnessed a health and safety problem imposed on the children of Bobby Moore Academy with regard to the crossing that was put in to support the new school in the current context. As you are aware NR is a safety critical company and it appears whilst trucks are stopping at the zebra crossing the position of the crossing however limits visibility for pedestrians upon trucks entering the site. This blind spot may compromise the safety for pedestrians moving from Pudding Mill Station to the school. It is proving to be unfit for purpose to allow children safe passage to and from the station and frighteningly looks to be an accident waiting to happen.

In spite of any potential future proposals in relation to the site it is clear that the crossing provided for the recently built academy is not best serving the school please can the LLDC seek to sufficiently rectify the health and safety concerns as a priority and as an immediate suggestion perhaps a 'lollipop person' at school arrival and departure times who could support the school children whilst the school term continues.

The other problem visibly was also dust from the site which is not being contained. We have commenced formal channels through Network Rail to impose upon site management to rectify the dust problem and ensure that this is contained and dampened within the site as a matter of urgency.

Happy to discuss either of the points included here but look forward to some proposed dates from yourselves for the follow up meeting.

Many thanks.

Regards

[redacted] MRICS, ARB  
Development Manager  
Property Development  
1 Eversholt Street | London | NW1 2DN

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23 May, 2019  
**Bow Freight Campus Scope - Masterplan Review**

Dear [REDACTED]

### History of the Masterplanning Commission

The original Masterplan, jointly-commissioned by LLDC and NR, was published in August 2016, With technical work by Alan Baxter Associates, costing by Sweett and development appraisal by Lambert Smith Hampton.

Between January - April 2018 5th Studio revisited phasing / quantum for Network Rail to reflect changes in the London Plan, the consolidation of tenant operations and to address the negative appraisal. Costings for this were provided by Currie Brown, together with a separately commissioned Development Appraisal by Carter Jonas (May 18). This work also explored a sequential phasing of the development, allowing early release of development plots and cross-funding of infrastructure investment.

NEF Consulting provided a Socio-economic Scoping in May 18.

Co-commissioned work has fed into the LLDC Local Plan Review (Dec 18) - Extract attached.

### Potential Scope of Masterplan Review

To aid decision-making and due diligence, a number of strategy options or scenarios now need testing:

- Review of Current Masterplan
- Decoupled Bow East Masterplan
- SIL-Compliant Masterplan

## 1. Review of Current Masterplan

2

This update represents a review of the comprehensive option and would seek to improve the development appraisal by exploring:

- Optimisation of masterplan, including B1 space
- Reduction of high contingency / possessions cost of rail infrastructure
- Low appraisal value for workspace (£22-£25 ft<sup>2</sup>)
- General review of costs / value.
- The introduction of a value item on the balance sheet for the expanded railhead. In the appraisals this generates a cost of around £120m but does not generate explicit value on the appraisal.
- Strategy for grant funding / HIF / delivery structures, etc to offset infrastructure and affordable housing costs.

The river crossing should also be explored in order to establish a cost/risk commentary on cost of the infrastructure and land equated to what it enables in terms of higher PTAL and site access both during delivery and in the final state.

Recent discussions on the Wick Lane junction should be reflected in the masterplan update.

### Additional Services

- Development Appraisal
- Costing
- Specialist input from NR on reduction of risk items including possessions / designing out high contingency
- Funding advice, following up conversations with GLA Housing Team on affordable provision and grant aid.

### Deliverables

- Revised comprehensive Masterplan with updated Development Appraisal and Costings.
- Development of an Assumptions / Risk Tracker

## 2. Masterplan decoupled from Bow West

This version would explore the potential of development on Bow East, leaving current land arrangements on Bow West in place. This scenario would provide a cost/benefit narrative on the adaptation of the existing railhead, and would establish a development grain on Bow East reflecting the reduced PTAL.

There are clearly planning risks in this scenario as the Local Plan identifies the need for a comprehensive masterplan approach for Bow West & East as a single site allocation (see attached notes on LLDC Site Allocation).

#### Additional Services

- Development Appraisal
- Costing

A commentary from the NR team would be needed on the relative pros and cons of the railhead, as this would create a sub-optimal rail freight apron. As no value item is included in the current appraisal for freight operations this reduction in capacity and operability will not be evident.

#### Deliverables

- Alternative Masterplan
- Development Appraisal
- Costings
- Workshop on planning risk, value and other issues

### **3. SIL-Compliant Masterplan**

This will provide a useful baseline, as it would illustrate an arrangement that meets current planning designation. To explore the potential of this option we will require a briefing workshop with input on the typology of commercial space (co-location / intensification).

Clearly on the current £22/ft<sup>2</sup> valuation for commercial space, this option will struggle, so a site valuation with imagination on emerging markets and potential high-value institutional tenants will be required.

Noting the commentary in the Local Plan, even a SIL-compliant use of the site would be required to go further in design terms than London's normal industrial sites:

“Industrial and storage distribution uses should be provided in high quality and well-designed enclosing structures, with appropriate soft landscaping, which complement the views through and within the site as well as reflecting the wider context of proximity of the Queen Elizabeth Olympic Park and its unique setting.”

#### Additional Services

- Briefing on Typology
- Development Appraisal
- Costing

#### Deliverables

- Alternative Masterplan
- Development Appraisal
- Costings

**Proposed Team**

4

We propose the following inputs into this study:

<b>Savills</b> ( [REDACTED] )	Development Viability / Valuation
<b>Gardiner &amp; Theobald</b> ( [REDACTED] )	Cost Plan
<b>Alan Baxter Associates</b> ( [REDACTED] )	Engineering input
<b>Expedition Engineering</b> ( [REDACTED] )	Energy / Utilities Strategy

**Fee**

Our Proposed fee, related to the attached resource-based programme is as follows:

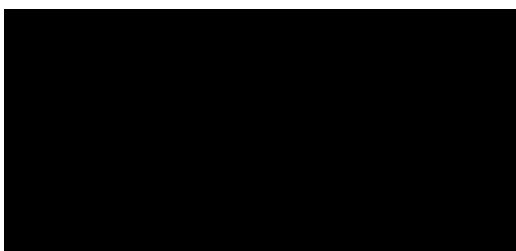
<b>5th Studio</b>	<b>£67,680.00</b>
<b>Savills</b>	<b>£17,500.00</b>
<b>Gardiner + Theobald</b>	to follow
<b>Alan Baxter</b>	to follow
<b>Expedition</b>	to follow

Fees are subject to VAT.

I will endeavour to forward the outstanding fee components as soon as I receive them.

Please do call me should you wish to discuss any of the above.

Kind Regards

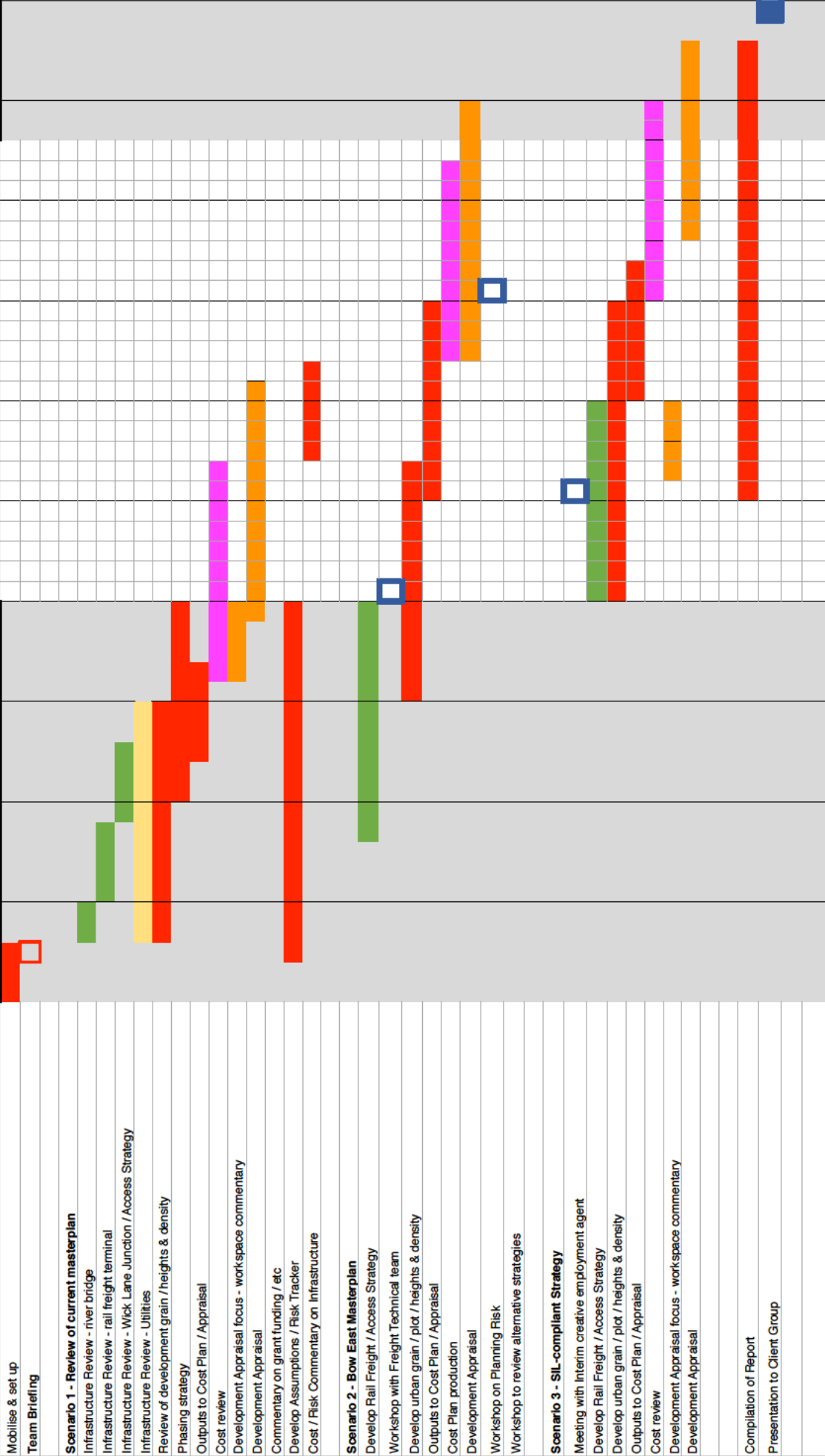


Director

**BFC**

June		July					August	
Week 1		Week 2	Week 3	Week 4	Week 5	Week 2		
03, 04, 05, 06, 07, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 01, 02, 03, 04, 05, 08, 09, 10, 11, 12, 15, 16, 17, 18, 19, 22, 23, 24, 25, 26, 29, 30, 31, 01, 02, 05, 06, 07, 08, 09								

23-5-19



**Extract: LLDC Local Plan Review**

**Proposed Changes: Site Allocation SA4.5: Bow Goods Yards (Bow East and West)**

Site address: Bow Goods Yards East and West

Existing uses: The area is used for aggregates and concrete batching, with related railhead and road infrastructure.

Size: 14.11 ha

PTAL rating: 1a-2

Flood Zone: 1-3

An area of Strategic Industrial Land providing protected freight rail head facilities, divided by the River Lee but linked by rail infrastructure, appropriate for bulk freight and other uses associated with Strategic Industrial Land. There is the opportunity for intensification, consolidation and development of rail freight, transport and associated industrial uses.

Consolidation and intensification of rail, industrial and other appropriate employment uses would present the opportunity in the long-term for an element of release of land at Bow East for alternative uses, provided that:

- This formed part of a comprehensive masterplan approach
- This provided rail access and freight function to both Bow East and Bow West
- Continued to provide at least an equivalent amount of SIL function capacity as the current land area
- Significantly increased the overall job density of the site allocation area
- Secures the long-term provision of sufficient rail and transport infrastructure to serve the uses planned through the comprehensive masterplan approach
- Provides an alternative road access across the site allocation area to enable servicing and access to and from the A12
- Does not negatively impact on the surrounding highway infrastructure or road safety for those using that surrounding highway and transport network
- Demonstrates an acceptable relationship between the rail and other SIL uses and any non-SIL uses proposed, including noise, air quality and visual impact, applying the 'Agent of Change' principle.

Where these requirements are met, any area released for non-SIL uses can include residential development but must demonstrate a strong relationship and connections to: 7

- The new Local Centre and DLR Station at Pudding Mill
- The emerging residential communities at both Pudding Mill and Sweetwater
- The Greenway and River Lea and communities to the west of the River, including open space provision and an enhanced landscaped setting to these features.

### **Supporting Development Principles**

- Creating a buffer of employment uses between the rail and industrial uses and any residential use
- Where any residential use is proposed following on from intensification and consolidation of industrial and freight uses, affordable housing to be provided in accordance with Local Plan Policy (H.2) and defining the site as publicly owned
- Provision of a significant biodiverse open space buffer along the waterway edge
- Ensuring the eastern edge of the site and any vehicle access connections to Pudding Mill Lane and the Loop Road is designed such that it remains a safe route for pedestrians and cyclists moving between Pudding Mill Station and the Queen Elizabeth Olympic Park, its schools and venues
- The comprehensive masterplan approach could be phased in its delivery Industrial and storage distribution uses should be provided in high quality and well-designed enclosing structures, with appropriate soft landscaping, which complement the views through and within the site as well as reflecting the wider context of proximity of the Queen Elizabeth Olympic Park and its unique setting.



From: [REDACTED] (Surveyor)  
To: [REDACTED] <[REDACTED]@londonlegacy.co.uk>; Catherine Smyth <CatherineSmyth@londonlegacy.co.uk>  
Cc: [REDACTED] (Town Planner)  
Subject: RE: Bow East ownership information  
Date: 12 June 2019 15:18:15  
Attachments: [REDACTED].png  
[REDACTED].docx  
[REDACTED].doc

Hi Anthony & LLDC team

#### Leases

The attached plan shows

- DBC 125 year-long leased areas in blue (2 x leases expiring 2139 & 2141 respectively)
- Network Rail Mountfield area has the benefit of a short term lease to DBC expiring Nov 2021
- SFS2 is not affected by a lease

#### Freight Designation

I will talk through on the 20<sup>th</sup> the SFS/SSFS rules designation and then railway regulatory consents around LC17 and Network Change in order to release railway land for non-rail uses. There has been a recent change in that most SFS have now become SSFS (needs explaining ) but they are still ring-fenced for freight.

Hope that helps.

[REDACTED] MRICS  
Head of Property Asset Management – Freight  
Network Rail  
1 Eversholt Street | London | NW1 2DN

Mobile [REDACTED]  
Email [REDACTED]@networkrail.co.uk

From: Anthony Hollingsworth <AnthonyHollingsworth@londonlegacy.co.uk>  
Sent: 03 June 2019 10:01  
To: [REDACTED] <[REDACTED]@networkrail.co.uk>; [REDACTED] (Town Planner) <[REDACTED]@networkrail.co.uk>  
Cc: [REDACTED] (Surveyor) <[REDACTED]@networkrail.co.uk>; Peggs <[REDACTED]@networkrail.co.uk>; Catherine Smyth <CatherineSmyth@londonlegacy.co.uk>; [REDACTED] <[REDACTED]@londonlegacy.co.uk>  
Subject: RE: Bow East

Hi Ushma thanks. It would also be good if you or your colleague could also let us know the length of lease to DB cargo. We are putting together a fact sheet to deal with the many comms queries and Sir Peter Hendy has asked for that to be included as part of that fact sheet.

I think the meeting with Lyn and David should just be NR and LLDC and focus on the long term masterplan scope. From our side it would be Lyn me and Rosanna Lawes (Exec Director of Development). Happy to also include your latest on interim uses. Not sure that the JV needs to be at that CEO/MD meeting but certainly would see them being present at any subsequent project meetings.

Regards

Anthony

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Director of Planning Policy and Decisions  
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Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)



From: [REDACTED] <[REDACTED]@networkrail.co.uk>  
Sent: 31 May 2019 16:29  
To: Anthony Hollingsworth <AnthonyHollingsworth@londonlegacy.co.uk>; [REDACTED] (Town Planner) <[REDACTED]@networkrail.co.uk>  
Cc: [REDACTED] (Surveyor) <[REDACTED]@networkrail.co.uk>; [REDACTED] <[REDACTED]@londonlegacy.co.uk>; Peggs <[REDACTED]@networkrail.co.uk>  
Subject: RE: Bow East

Dear Anthony

We are awaiting our freight property lead to return from leave on Monday who is best placed to provide definition on this item. David is CC'd here.

We have noted an article that has made it into yesterday's Evening Standard yesterday which so close to submission may compromise the potential to release the wider land for the non-freight uses Bow East is earmarked for. <https://www.standard.co.uk/news/london/residents-fight-plans-for-new-concrete-plant-close-to-olympic-park-over-air-quality-fears-a4154821.html>

Further to my email last week we are keen to come in and see you at your earliest convenience to discuss the masterplan scope and perhaps further detail on the messaging and implications around the proposals for the concrete batching plant.

I understand there has been an exchange over the past few days between our MD of Property [REDACTED] and Lyn Garner who are seeking to meet directly regarding this issue.

Perhaps a meeting with any wider colleagues in Lyn's team to capture the masterplan scope together with the issue of the potential risk of complaints derailing of the future release of land is pertinent at this point. We will extend to the JV representative Oliver Brown also to ensure a joined up approach if you see this as appropriate? We are keen to share our scope with yourself and Lyn's team and perhaps discuss comms / connections with messaging in the proposed submission of the concrete batching plant.

Many thanks.

Regards

[REDACTED] MRICS, ARB  
Development Manager  
Property Development  
1 Eversholt Street | London | NW1 2DN

Mob: [REDACTED]  
Email: [REDACTED]@networkrail.co.uk  
Website: [www.networkrail.co.uk](http://www.networkrail.co.uk)



From: Anthony Hollingsworth <AnthonyHollingsworth@londonlegacy.co.uk>  
Sent: 29 May 2019 15:13  
To: [redacted] (Town Planner) <[redacted]@networkrail.co.uk>; [redacted] <[redacted]@networkrail.co.uk>  
Subject: Bow East

Hi [redacted] and Ushma, as you may be aware we have been receiving lots of media and public interest in the Bow East site over the last couple of weeks (on both existing and proposed uses). One query raised is the status of Bow East as a protected strategic rail freight facility. At our recent meeting I recall that you said that the official status of the site for rail freight had changed recently - could you let me know what that is?

Many thanks.

Regards

Anthony

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Website [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)

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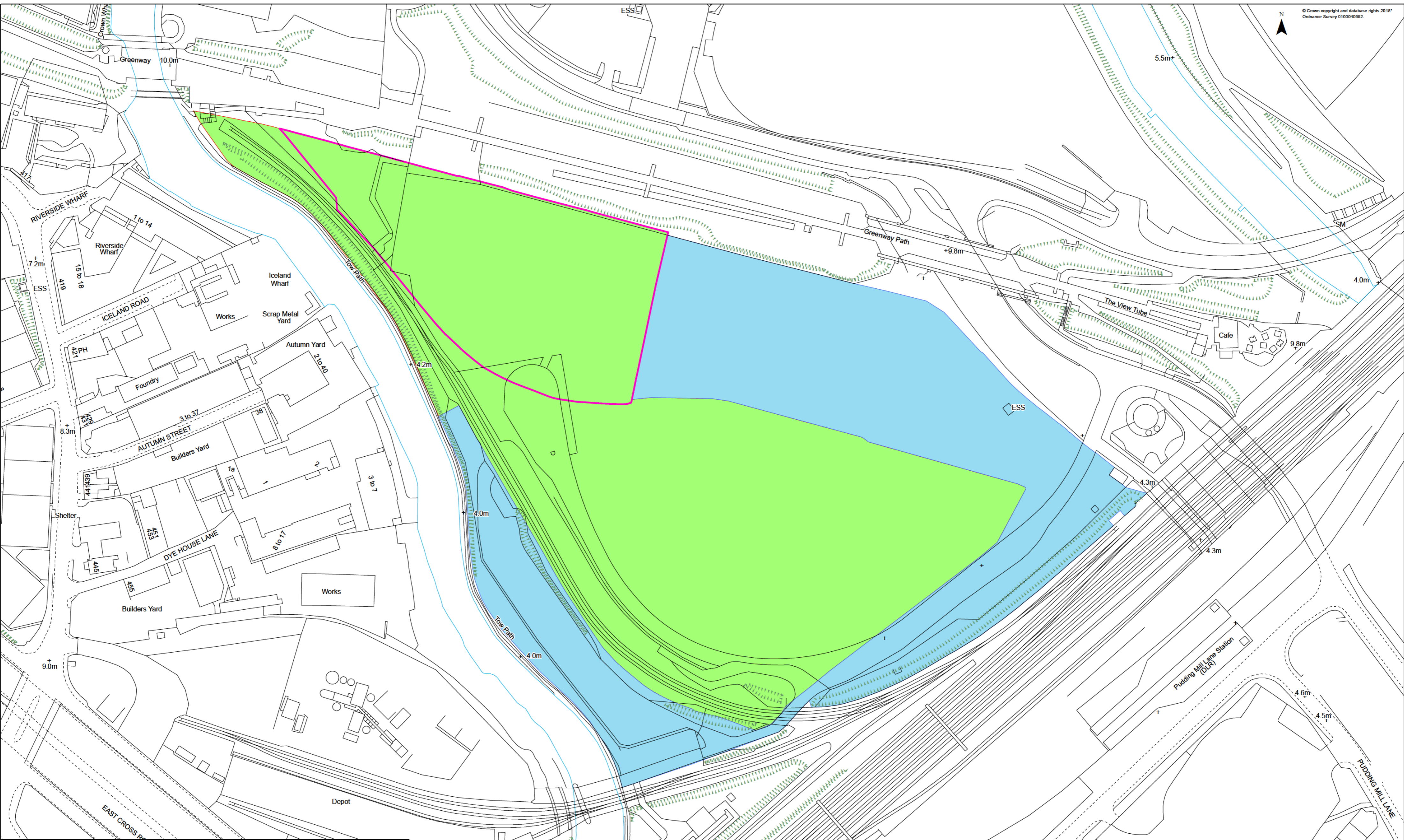
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\*\*\*\*\*



**Legend**

- SFS 2 - ZBW03600 Area = 13951m<sup>2</sup>
- Network Rail Mountfield SSFS Area = 34305m<sup>2</sup>
- DBC Area = 29557m<sup>2</sup>

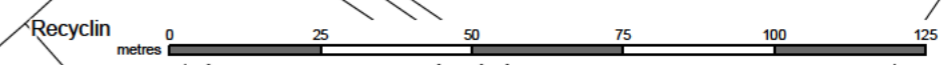
**Landinformation**

**STRATFORD  
BOW EAST  
LAND OWNERSHIP  
GROSS AREAS**

Coordinates = 537626E 183619N

Date:	14 Sep 2018	Drawn By:	DF
Drawing No:	6368543-10	Rev:	1:1250 @ A2

Page 51 of 58



**From:** [Anthony Hollingsworth](#)  
**To:** [REDACTED] ([Surveyor](#))  
**Cc:** [REDACTED] ([Catherine Smyth](#))  
**Subject:** Bow east  
**Date:** 04 July 2019 12:54:14  
**Attachments:** [image001.png](#)

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Hi David, thanks for the meeting today. Inevitably, post meeting, there appears to be some confusion about the management group site meeting. Lyn has said that she would like to attend and we should consider inviting the mayor of Newham as well as the Principal of the Bobby Moore Academy. I'm not too sure that you are seeing this as a CEO/Mayoral level meeting? I wonder therefore whether there needs to be two events, one the working management group looking at Marshgate Lane, dust, air quality, stock piles etc and a separate site visit for CEO, politicians, BMA etc which should hopefully show that things are happening to improve management at the site. What do you think?

regards

Anthony

**Anthony Hollingsworth**

**Director of Planning Policy and Decisions**

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From: [redacted]  
To: [redacted] [Anthony.Holmesworth@NetworkRail.co.uk](mailto:Anthony.Holmesworth@NetworkRail.co.uk)  
Cc: [redacted] (Town Planner); [redacted] (Surgeon)  
Subject: Bow East - NR & LLDC Meeting Notes 04.07.2019  
Date: 05 July 2019 16:13:46  
Attachments: [image001.png](#)

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All

Many thanks for your time yesterday. Further to the meeting in regard to the forthcoming concrete batching plant planning submission please see below some notes to capture the discussion. We feel the engagement was most helpful in providing a solution to the way forward.

**Land release strategy**

- NR have offered to commit the surrender PD rights and to clear the area associated with northern swathe of the site upon a successful application. This will be included in the submission documentation.
- Viability review of the masterplan has been mobilised this week as a 12 week exercise.
  - Follow up meeting with GLA required to establish route / opportunity to de-designation that may inform level of residential that appraisal designs can consider.
- NR to pursue TfL and Tower Hamlets engagement in regard to Wick Lane longer term use.

**Comms Strategy**

- NR to make representation of Interim and long-term within the consultation period of the JV application. Strategy and format to be agreed.
- NR and DB site management meeting series to be mobilised commencing with a site walk with the major Bow East stakeholders.
  - LLDC
  - Booby Moore
  - All parties to advise of further attendants suggestions.

**Planning Considerations – constraints and opportunities update**

- Time limited consent associated with the use of Marshgate Lane.
- Linking masterplan likely conditions with the application would be considered too onerous to the freight tenants JV however NR will accept a condition to mobilise the masterplan and will provide a Roadmap of the intention to release the land.
- Opportunity to explore activity and screening through the interim uses for which Future City have now been mobilised as agents for the initial strategic vision and opportunities.
  - This initial stage was mobilised on 04.07.2019 and will conclude end 09.2019.

**Next meeting.**

September. Proposed dates to follow.

Best regards

Regards

[redacted] MRICS, ARB  
Development Manager  
Property Development  
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.....

**From:** [Anthony Hollingsworth](#)  
**To:** [REDACTED] [Anthony Hollingsworth](#)  
**Subject:** RE: Bow East - Meeting follow up notes  
**Date:** 08 July 2019 10:33:45  
**Attachments:** [image001.png](#)

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Hi Ushma

I'm Anthony's new PA and am checking his emails whilst he is away on annual leave.

Further to your request, I believe the following attended with Anthony -

Lyn Garner – Chief Executive Officer – [Lyn.garner@londonlegacy.co.uk](mailto:Lyn.garner@londonlegacy.co.uk)  
(PA - [REDACTED] - [\[REDACTED\]@londonlegacy.co.uk](mailto:[REDACTED]@londonlegacy.co.uk))  
Rosanna Lawes – Exec Director of Development – [Rosanna.lawes@londonlegacy.co.uk](mailto:Rosanna.lawes@londonlegacy.co.uk)

Please let me know if I can be of any further assistance.

Kind regards.

*Teya Desantes*

PA to Anthony Hollingsworth  
Director of Planning Policy and Decisions  
Queen Elizabeth Olympic Park  
Monday to Thursday

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---

**From:** [REDACTED] [mailto:[REDACTED]@networkrail.co.uk]  
**Sent:** 05 July 2019 15:35  
**To:** Anthony Hollingsworth <[AnthonyHollingsworth@londonlegacy.co.uk](mailto:AnthonyHollingsworth@londonlegacy.co.uk)>  
**Subject:** Bow East - Meeting follow up notes

Hi Anthony

Further to our meeting yesterday I'm looking to send some notes out to the group. I don't appear to have the contact details of your development colleague (Roselyn?) with whom we met yesterday – would you mind sending them on please so that all are included.

Many thanks

Ushma

Regards

[REDACTED] MRICS, ARB  
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**From:** [REDACTED] (Surveyor)  
**To:** Anthony Hollingsworth; Mark Williams  
**Cc:** Levngston, Kyne; Salmon, Rebekah  
**Subject:** Bow East - comms contacts  
**Date:** 07 August 2019 16:08:26  
**Attachments:** image001.png

Anthony – thanks

Mark – Kyne ad Becky our comms team taking up the above FYI in case not already in contact.

Kind regards

[REDACTED] **MRICS**  
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---

**From:** Anthony Hollingsworth <AnthonyHollingsworth@londonlegacy.co.uk>  
**Sent:** 05 August 2019 09:18  
**To:** [REDACTED] (Surveyor) <[REDACTED]@networkrail.co.uk>  
**Cc:** Mark Williams <MarkWilliams@londonlegacy.co.uk>  
**Subject:** Phone message

Hi David sorry I missed you call on Friday. I didn't quite catch all of your message but I think you were asking for a contact in our comms team? I've copied in Mark Williams from our Comms Marketing and Strategy team who is across the issues at Bow East.

Regards

Anthony

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**Director of Planning Policy and Decisions**  
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**From:** [Anthony Hollingsworth](#)  
**To:** [REDACTED] (Surveyor); [REDACTED]  
**Cc:** [Catherine Smyth](#); [REDACTED]  
**Subject:** RE: Bow East management committee  
**Date:** 03 September 2019 11:29:40  
**Attachments:** [image001.png](#)

---

Hi David, could you please provide an update on the management committee set up as per my previous email. If I don't hear from you this week, then I will look to arrange a meeting with DBC and others regarding their management of the site in light of the continued complaints we receive about the operation at Bow East.

Regards

Anthony

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---

**From:** Anthony Hollingsworth  
**Sent:** 28 August 2019 09:02  
**To:** [REDACTED] (Surveyor) <[REDACTED]@networkrail.co.uk>; [REDACTED] <[REDACTED]@networkrail.co.uk>  
**Cc:** Catherine Smyth <CatherineSmyth@londonlegacy.co.uk>; [REDACTED] <[REDACTED]@londonlegacy.co.uk>  
**Subject:** Bow East management committee



Hi David, is there any progress on setting up the initial management committee meeting? We continue to receive lots of correspondence from stakeholders on site management and our line is that this is being set up, but we would like to confirm when this meeting is happening.

Also, and apologies if this has been done and I've missed it over the summer, but at the meeting with David B and Lyn G in early July it was agreed that the draft brief for the masterplan would be shared with us. Has that been?

Regards

Anthony

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From: [redacted] (Town Planner)  
To: Anthony Hollingsworth  
Cc: [redacted] (Surveyor)  
Subject: LLDG/NN Catch Up  
Date: 12 September 2019 14:49:55

---

Hi Anthony,

I hope you are well.

We have moved forward with both the meanwhile use strategy and masterplan for Bow East, and so I think I would be a good idea if we have a catch up so that we can talk you through the work and have a general catch up on all other matters before the meeting between Lyn and David.

I am also conscious that the members briefing on the JV application also takes place on the 24<sup>th</sup> Sept, which we might want to discuss.

Given that the meeting between Lyn and David is on the 7<sup>th</sup> October, are you and colleagues available anytime between 1<sup>st</sup> Oct and Tues 4<sup>th</sup>?

Many thanks

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