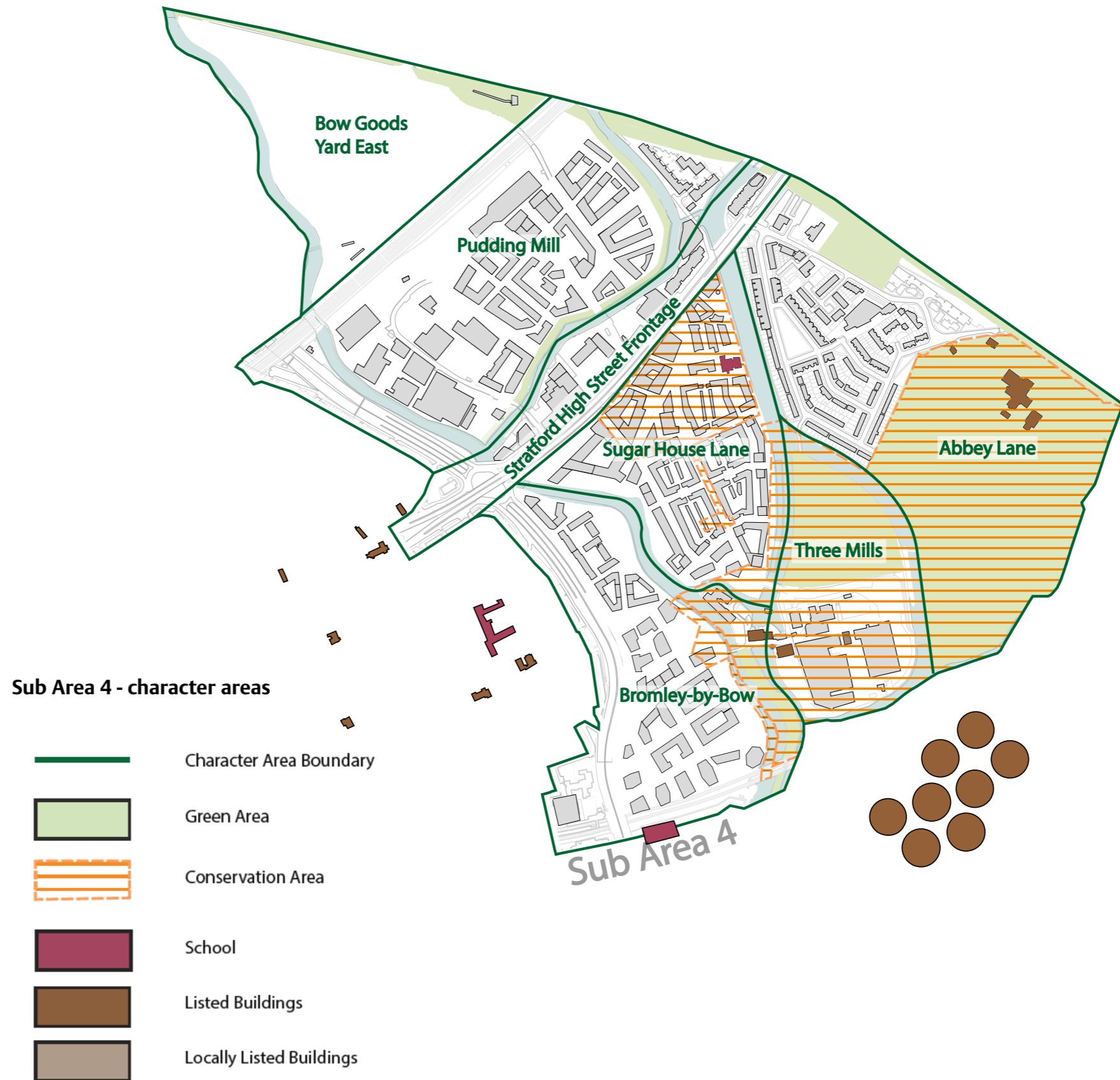


LEB10(5)

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

Sub Area 4 is the southernmost part of the LLDC area with its northern part including the Bow East Rail site, and extending south between the A12 in the west and the Jubilee Line Depot in the East, to Bromley-by-Bow and Three Mills in the south. The area is bisected by several river channels that form a part of the River Lea waterway network, and two conservation areas (Sugar House Lane and Three Mills) provide a focus for significant buildings and structures of historic interest. Due to their form and history, and the topography of the area, it has been split into the following character areas:

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



HISTORIC AND CURRENT CONTEXT

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

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

The area continues to have a varied character, shaped by this history. Beyond the Three Mills Conservation area historic buildings along Stratford High Street have been replaced by a mixture of modern high rise mixed use early 21st century developments. The western part of the area is typified by large, generally cleared development sites, where historic industry was once located, embracing Bromley-by-Bow, Sugar House Lane and Pudding Mill. Development is taking place at Bromley-by-Bow, Bow River Village and one element of Cooks Road at Pudding Mill, while the initial phases of development at Strand East, Sugar House Lane are now underway. Permission has been granted to further sites within the Bromley-by-Bow area. The developments that are underway across the area are typically medium rise and have waterway frontages. To the east the Abbey Lane area continues to be typified by low rise housing dating from 19th century to contemporary, with Mill Meads and Three Mills to the south continuing to provide historic character to the area.

The area continues to include larger format employment buildings ranging from film studios and print business premises that reflect historic land usage, to a large format Tesco superstore and petrol filling station. In Bromley-by-Bow smaller

business premises are located along Hancock Road and small format office and retail premises are included on the ground floor of many new mixed-use developments along the northern side of Stratford High Street. The area contains pockets of remaining historic industrial use, large new development sites and completed new developments, with the predominance of housing in these new schemes. The Sugar House Island scheme at Sugar House Lane includes plans for a cluster of commercial, retail and hotel uses along the southern edge of Stratford High Street,

with some utilising the retained historic buildings within the Sugar House Lane Conservation Area.

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



BUILT FORM

Developed areas along and to the north of Stratford High Street modulate between generally medium height but relatively high density modern development, including several tall towers, the highest of these being 34 storeys overlooking the Bow Roundabout. Planned new development in this location, at Pudding Mill, will also have more of a medium density and scale with a greater density and height within the planned Pudding Mill local centre, adjacent to the DLR station. To the east, a mixture of lower scale new residential property adjoins the historic Lock Keepers Cottage at City Mill Lock, while a development completed at the turn of the 21st century at Otters Close provides 124 flats at a height of around four storeys surrounded by waterways and the Greenway.

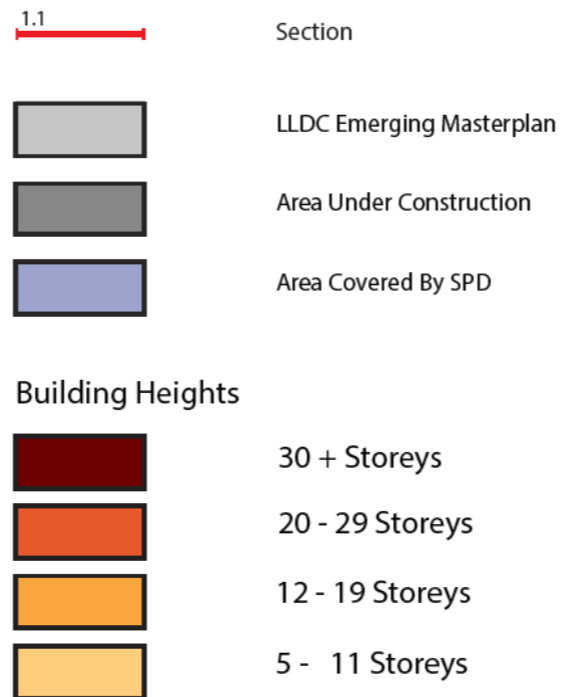
To the south of Stratford High Street, the Abbey Lane area has a low density and is predominantly two storey in character. The Sugar House Island development at Sugar House Lane, which falls along the remainder of this length of Stratford High Street is bringing a medium density character, with developments ranging from 5-8 storeys and some taller elements in the southern part of this very large site.

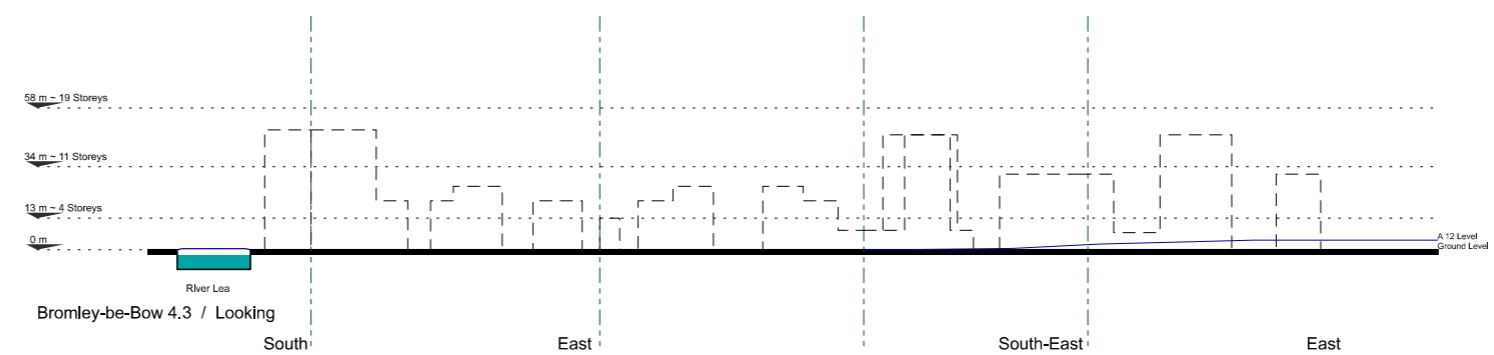
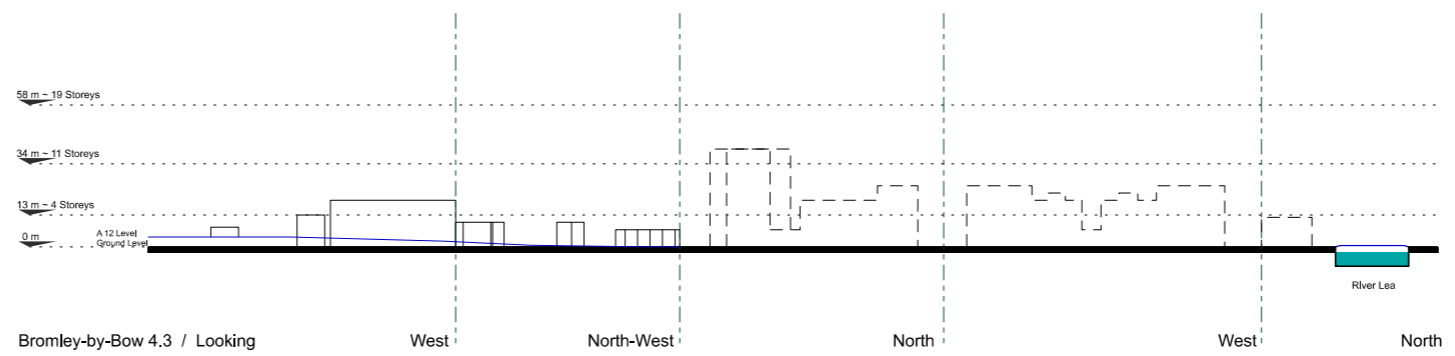
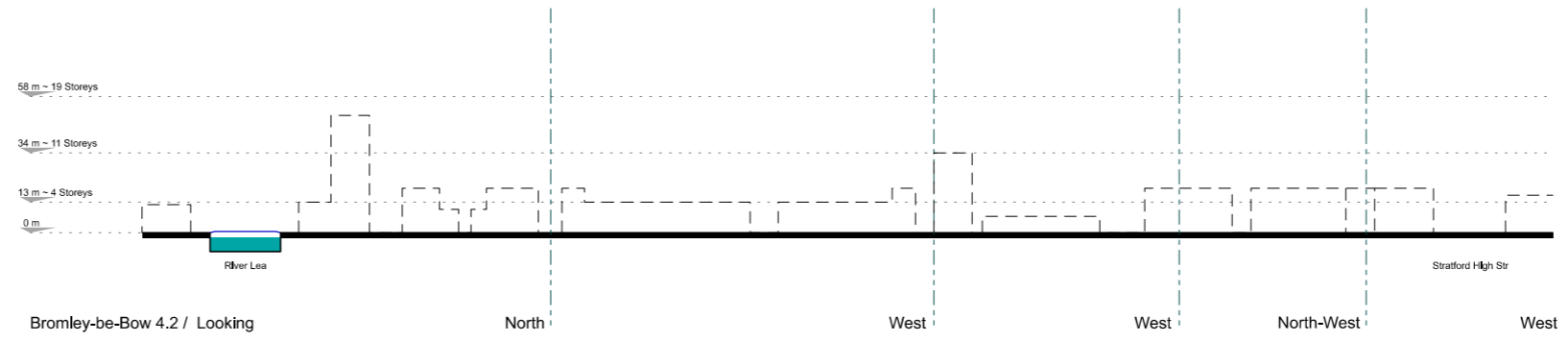
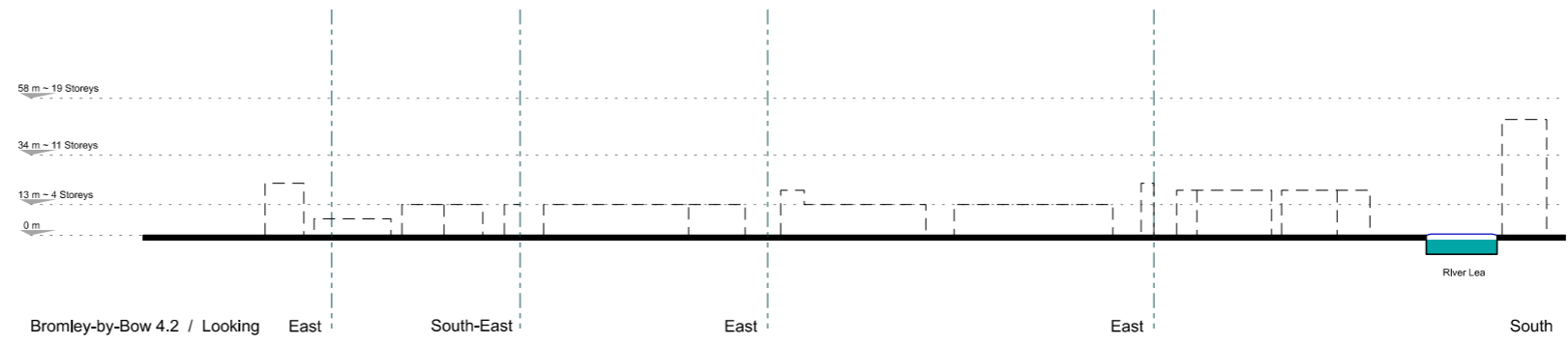
At Bromley-by-Bow, the Bow River Village development has introduced a series of medium density residential blocks of up to eight storeys in height. The joint landowner masterplan for the Bromley-by-Bow south area adjacent to this envisages a higher density, acknowledging its planned role as a new District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

The Three Mills historic buildings cluster, with structures dating from 18th century, includes buildings of around two to four storeys, the Three Mills Film Studios consists of 19th and 20th century buildings of a much larger format and equivalent height. Building footprints and heights vary considerably, as reflects the evolving nature of this area through history. The effect is of a contained and moderately dense cluster of buildings within their historic setting.

Due to the nature of the sub area as a whole, with large cleared development sites, there is an emerging street pattern as these begin to come forward and their masterplans are agreed. At Sugar House Lane the Strand East development is currently on site so the street pattern will soon begin to physically emerge. This will develop a core secondary street network formed from Sugar House Lane, Hunts Lane, Pudding Mill Lane, Marshgate Lane and Cooks Road, creating routes through the sub area connected to the primary route of Stratford High Street and the urban motorway of the A12. The areas around Abbey Lane will maintain a quieter character with low levels of traffic associated with the less dense and lower rise housing that will remain here.

Sub Area 4 - building heights





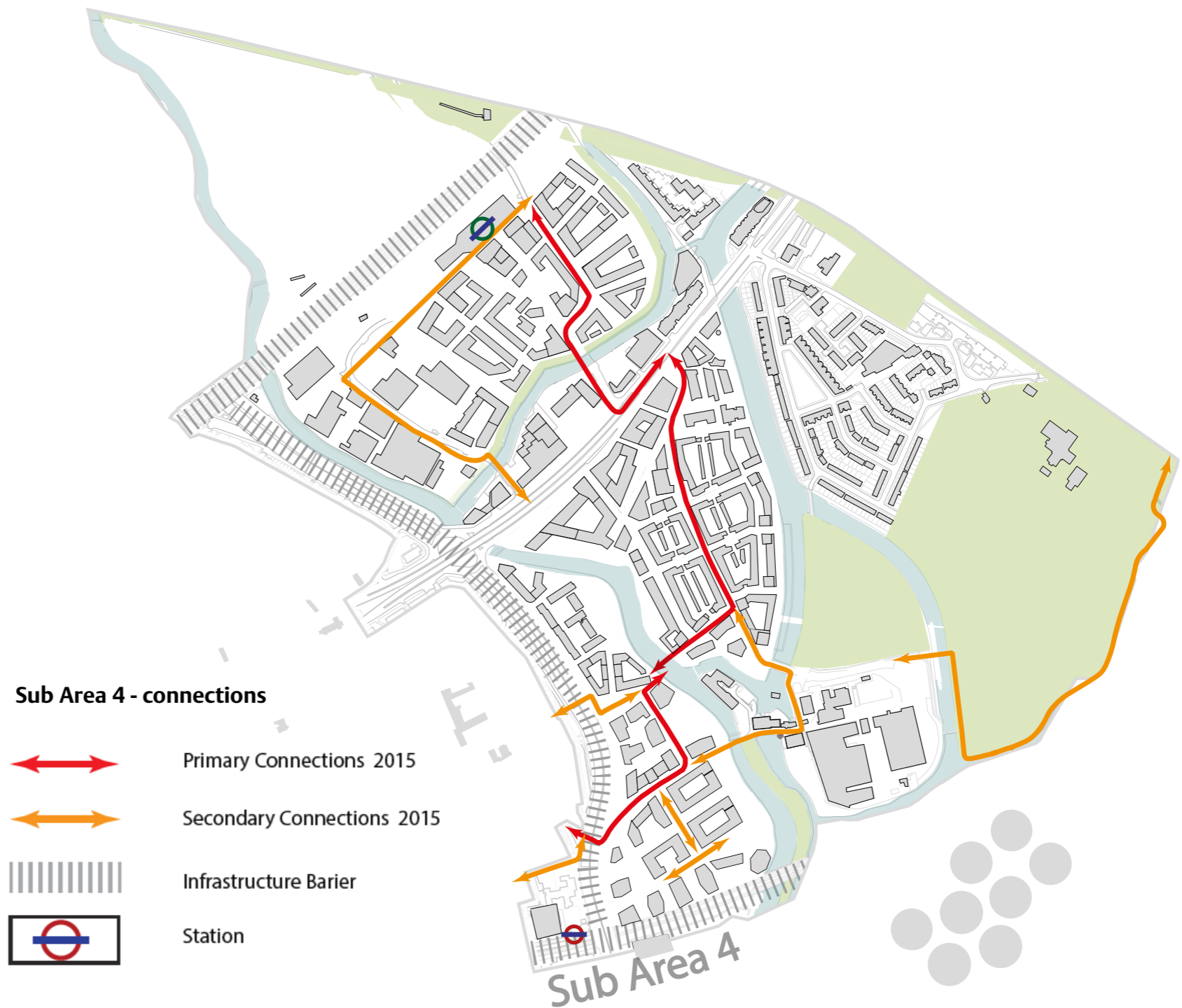
ACCESSIBILITY AND PERMEABILITY

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

Access across the A12, a significant barrier to permeability, is via underpasses which have poor access for those with mobility issues. There are also challenges in relation to perception and safety concerns associated with these underpasses and their surrounding environment. There are plans for new street level crossings at the Bromley-by-Bow junction and Culvert Drive, as well as for a new bridge and bus route linking Bromley-by-Bow to the Sugar House Island development.

The Great Eastern Railway lines (including Crossrail and DLR) create a barrier to north/south permeability to the north of Sub Area 4, however connections under these lines provide routes through to the north, including to the Queen Elizabeth Olympic Park and the future planned UCL East Campus, as well as to new schools including the Bobby Moore Academy. Marshgate Lane provides a road connection under these railway lines providing access to the Bow East Goods Yard railhead and Strategic Industrial Land area. This mixture of heavy goods traffic and pedestrian and cycle link creates challenges around conflict and risk for these different road users.

The waterway network towpaths and the Greenway provide a good level of accessibility for walking and cycling and are generally accessible to all. The floating walkway under the A12 provides an accessible link in this network, although presenting similar safety perception issues to the underpasses. The Cycle Superhighway route along Stratford High Street provides separated cycle lanes connecting the Bow Roundabout/flyover junction to and from Stratford in the east.



Positive and negative features of the area

Positive Features	Negative Features
<ul style="list-style-type: none"> • The listed buildings at Abbey Mills Pumping Station and those retained and included within the Sugar House Lane and Three Mills conservation areas and related listed buildings maintain a strong linkage with the area's industrial past as well as adding to the character of the area • Views along Three Mills Lane, Sugar House Lane, Stratford High Street and along and from the Greenway are all important in joining the area and its varying character together • Three Mills and Three Mills Green provide quiet spaces around the waterways setting • The new DLR station at Pudding Mill provides a focus for the planned new Local Centre with an area of hard standing around the station that will provide public space • A new park at Bromley-by-Bow South will bring new location for local focus • The waterways that run through this sub area provide a dominant feature and focus for the area providing space and amenity, corridors for movement and space for habitats and flora and fauna. 	<ul style="list-style-type: none"> • The Fenchurch Street and Liverpool Street/Elizabeth Line lines to the south and in the north of this sub area represent busy infrastructure corridors that create significant blockages to permeability on a local level • Stratford High Street, with its busy dual carriageway filtering into the A12 and Bow Roundabout junction and Bow Flyover create a hostile pedestrian environment • The A12 creates a busy, hostile and noisy environment along the western edge of the sub area • The character of much of this sub area is still emerging due to the dominance of large development sites • Connectivity and public realm continue to be a strong theme as there are challenges around hostile public realm and environment along Stratford High Street West, with large footprint buildings facing onto the pavement along its northern edge and poor levels of active frontage • Hostile environments along the A12 impact upon Hancock Road which provides the immediate frontage to the urban motorway • Stratford High Street and Hancock Road/A12 frontages suffer from high levels of noise and poor air quality.

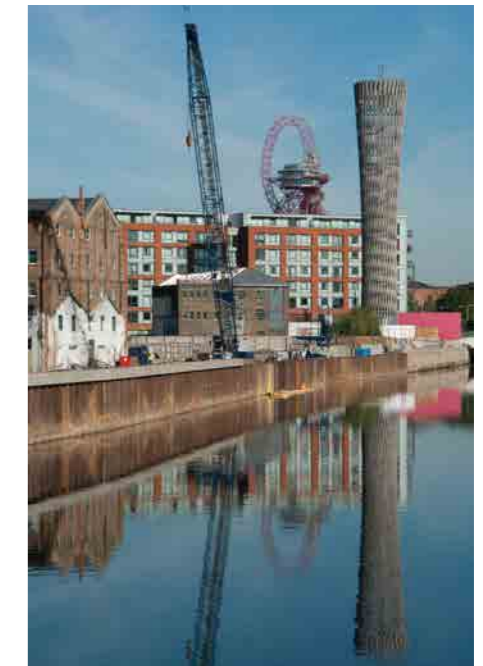
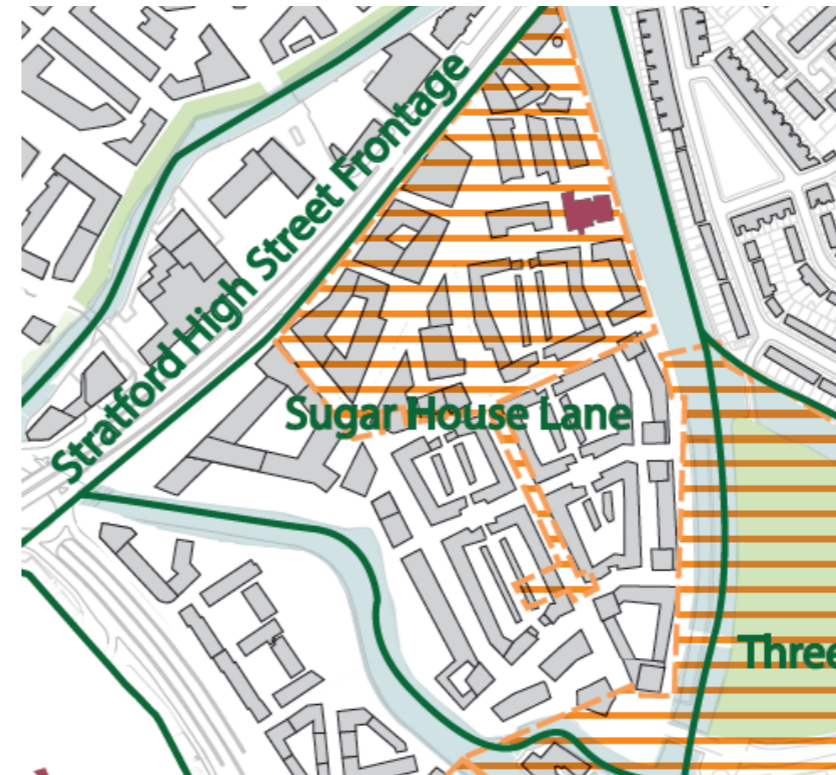
CHARACTER AREAS WITHIN SUB AREA 4

Sugar House Lane (Site Allocation SA4.2)

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

The planned mixed-use Sugar House Island development is predominantly mid-rise and residential led, with around 1,200 residential units and plans for a large hotel which would form part of a cluster of uses including commercial and retail along the southern edge of Stratford High Street West. Some of these planned uses would be housed within the historic buildings that have been retained. The mixture of uses, tight streets and spaces, and compact perimeter blocks, sometimes punctuated with accent towers, has been informed by a Land Use and Design Brief as well as the conservation area management plan. The office accommodation reinforces the original street pattern using larger floor plates and there are high quality residential six storey buildings to the south which respond to the historic buildings in the neighbouring Three Mills Conservation area. Care has been taken within the masterplan to preserve the setting of the Three Mills listed buildings which neighbour this site.

As this site is under development, it is hard to fully understand what the eventual realised character of the area will be, but a good understanding can be had through the permission in place, and the site allocation within the Local Plan coupled with the related parameters in the conservation area management plan. This development will contribute to local permeability with a planned pedestrian river bridge and link into the waterways and green space in the area through a riverside park. Due to this being a large site that is being redeveloped it is not anticipated that any housing will be delivered through small sites in this location.

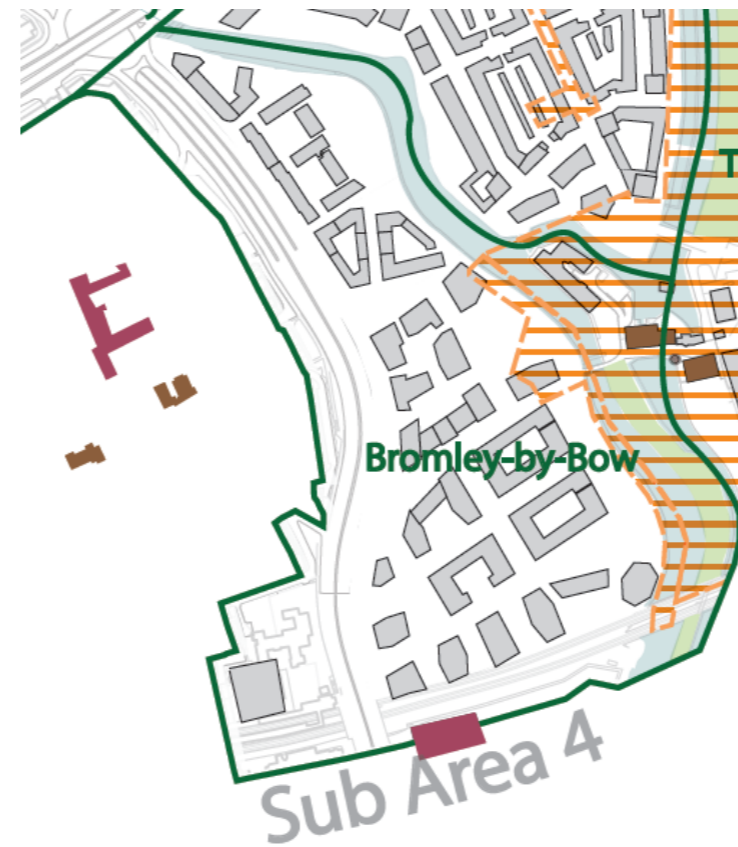


Bromley-by-Bow (Site Allocation SA4.1)

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

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

Brick cladding dominates the Bow River Village scheme along Hancock Road and the remaining industrial buildings and is also the external material for the large format Tesco store. This gives an indication of the materials being used as the character of this new district centre emerges, and references the traditional brick of the heritage assets in the area, such as the House Mill. Due to the nature of this area of large cleared development sites that are either underdevelopment or expected to be developed in the future, it is not anticipated that any housing will be delivered through small sites.



Abbey Lane

In the eastern area immediately to the south of Stratford High Street, between the Greenway and the Sugar House Lane character area, an island of two to three storey terraced homes radiate from Abbey Lane and Bisson Road. These houses vary in age from Victorian terraces, 1930s semi-detached housing, post war houses to a small number of contemporary homes, giving this pocket a suburban character. Closer to Stratford High Street there is a small estate made up predominantly of three story blocks of flats dominated by two tall towers, all post war housing.

There is a fine grain street pattern in this area, with roads lined by parked cars and most properties enjoying both front and back gardens. A green at Bisson Road provides an important local space. This is in stark contrast with the scale of the area of Stratford High Street to the north and areas where high density mid-rise development is taking place. Abbey Lane Park also provides a popular open space for the area and contributes to this lower rise character.

The historic Abbey Mills Pumping station buildings are built of brick. This material is also the predominant material within the housing in this area, although in a variety of different colours reflecting the different time periods and trends in design and development within which the different buildings were built. Whilst the height is relatively consistent throughout the area, the colour of brickwork is not. In some cases, render and textured surfacing such as pebble dash and stone facing have been added to these buildings, giving the different houses an individual character and breaking up the uniform nature of the terraces. Varied roofing materials have been used depending on the period in which the house was built.

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



Three Mills

To the west of the Abbey Lane area, across the Prescott Channel, is the significant parkland area of Three Mills Green, the Three Mills Studios and the historic Three Mills complex, with a cluster of listed buildings that includes the Clock House Mill and the House Mill which dates to the 18th century. Much of this part of Three Mills Lane has a cobbled surface reflecting this character. The strategic Thames Water historic and modern pumping stations, whilst linking back to the history of the area, is a visible marker of the current strategic infrastructure that lies under the surface, including the Lee Tunnel. The historic Station 'A' was known locally as the 'cathedral of sewerage' and the design of the building draws on Byzantine, Italian Gothic and Russian Orthodox architectural styles. The western edge of the land that includes the pumping station has a green and open character, although enclosed and includes an area of allotments.

This area is covered by the Three Mills conservation area which is split across the boundary of Tower Hamlets and Newham, with most of the area within Newham. Each borough has conservation management guidelines in place, the Legacy Corporation are going through the process of reviewing and updating this work. Whilst buildings on this site are recognised for their heritage value nationally through their listed status (the House Mill is listed as Grade 1), it is also important to acknowledge the wealth of other buildings of historic interest located in this area. Three Mills and the film studios are predominantly traditional brick with tiled roofs on the historic buildings. This area has a strong historic character that is important in setting a context for the wider area and development coming forward in its vicinity.

The importance of the historic buildings on this site, the employment and related uses located here and the potential for repair and improvement for buildings in and around the film studios have resulted in a proposed site allocation as part of the Local Plan Review. As uses are mainly employment focused and within a conservation area focused around historic buildings, structures and streets, it is not anticipated that any housing will be delivered through the development of small sites.



Stratford High Street West

Beyond the Three Mills Conservation area to the north the historic buildings have been replaced by a mixture of modern multi-storey mixed-use developments along Stratford High Street mainly dating from the early 2000s onward. The western end of Stratford High Street cuts through the central part of the area south-west to north east and is typified along its northern edge by 8 storey modern residential development with interspersed towers of between 14-34 storeys. At ground floor, frontages include smaller businesses, retail units and residential entrances. Most of the southern edge of Stratford High Street is within the Sugar House Island development that falls within the Sugar House Lane character area. The western end of the High Street includes the Bow Flyover and roundabout connecting to the A12 with separated two-lane carriageways and Cycle Superhighway lanes taking significant amount of traffic towards and away from the centre of Stratford.

Materials vary along Stratford High Street, with a predominance of brick, but also significant elements of coloured panelling and glazing in the newer buildings. The western end of Stratford High Street suffers from poor active frontage at street level, whilst there are some commercial units at street level that remain unoccupied. This and the busy dual carriageway road, combined with a lack of planting, makes this a hostile environment for pedestrians. Stratford High Street has developed a separate high rise character to the areas either side of it. The development on the south site of the High Street as part of Sugar House Island aims to improve the public realm environment and reintegrate Stratford High Street with the surrounding area to the south. As much of this area has recently been developed or is within a large site that is being developed, it is not anticipated that there will be the opportunity for any housing to come forward on small sites.



Pudding Mill (Site Allocation SA4.3)

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

The area is currently dominated by the new Pudding Mill DLR station and the new Crossrail portal as well as the Great Eastern Railway infrastructure. To the west there is an area of employment land designated as Other Industrial Land (OIL) which still contains some industrial activity along the edge of the River Lee. A mixed use residential led scheme on the Bow Back River Frontage of Cooks Road is nearing completion, while an outline planning permission, part of the LLDC Legacy Communities Scheme, exists for the large central area of Pudding Mill, allowing for up to 118,290sqm of residential development alongside employment and Local Centre uses. Planning Permission for a mixed-use scheme of residential and employment uses is also in place at Marshgate Business Park, at Marshgate Lane. These permissions and emerging development schemes present a mid-rise character similar to other large development sites within the sub area.

Pudding Mill is the subject of a Supplementary Planning Document (SPD) that was adopted in 2016 and provides guidance around appropriate land uses, townscape and public realm as well as street design, delivery and implementation. It reflects the Local Plan in directing taller buildings towards the land within and around the new Local Centre adjacent to the DLR station. The guidance within the SPD will be important in shaping the character of development in an area that has little or no remaining precedent within its context. As this site consists of large development plots and an area designated as an Other Industrial Location (OIL) there it is anticipated that it is unlikely that any small sites will be available for residential development.



Bow Goods Yard East

This area, to the north of Sub Area 4, is subject to a proposed site allocation within the draft Legacy Corporation Local Plan Review in conjunction with Bow Goods Yard West in Sub Area 1. The site is the location of a protected rail head and associated long term industrial usage, with heavy industry such as aggregate processing and concrete production and rail related uses dominating the site. The site was temporarily converted to house the athlete's warm-up track during the 2012 Olympic and Paralympic Games, subsequently being returned to its current use. The site is mainly open with no substantial permanent structures aside from rail tracks and large mounds of soil and aggregates that are brought to and from the site by train and road. The extensive nature of the site, approximately 14 hectares, presents a potential for future intensification and diversification of use in the future. The physical linkages and linked rail based uses here and at Bow Goods Yard West on the opposite bank of the River Lee also presents the opportunity for a coordinated approach to any future plans that would enable such intensification to occur. As a response to this, the review of the Local Plan has proposed a new site allocation that includes both Bow East and Bow West goods yards.

Bows Goods Yard East is located to the north of Pudding Mill DLR station and the related site allocation at Pudding Mill. To the east of this site is the Bobby Moore Academy school and the Viewtube, which is a space used by the local community. As Pudding Mill develops it will become a neighbourhood centre with mixed use developments, including residential and employment space. Due to the designation of this site as Strategic Industrial Land there are no opportunities for development of small sites for residential usage.

