

SUB AREA 4

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

Vision

VISION

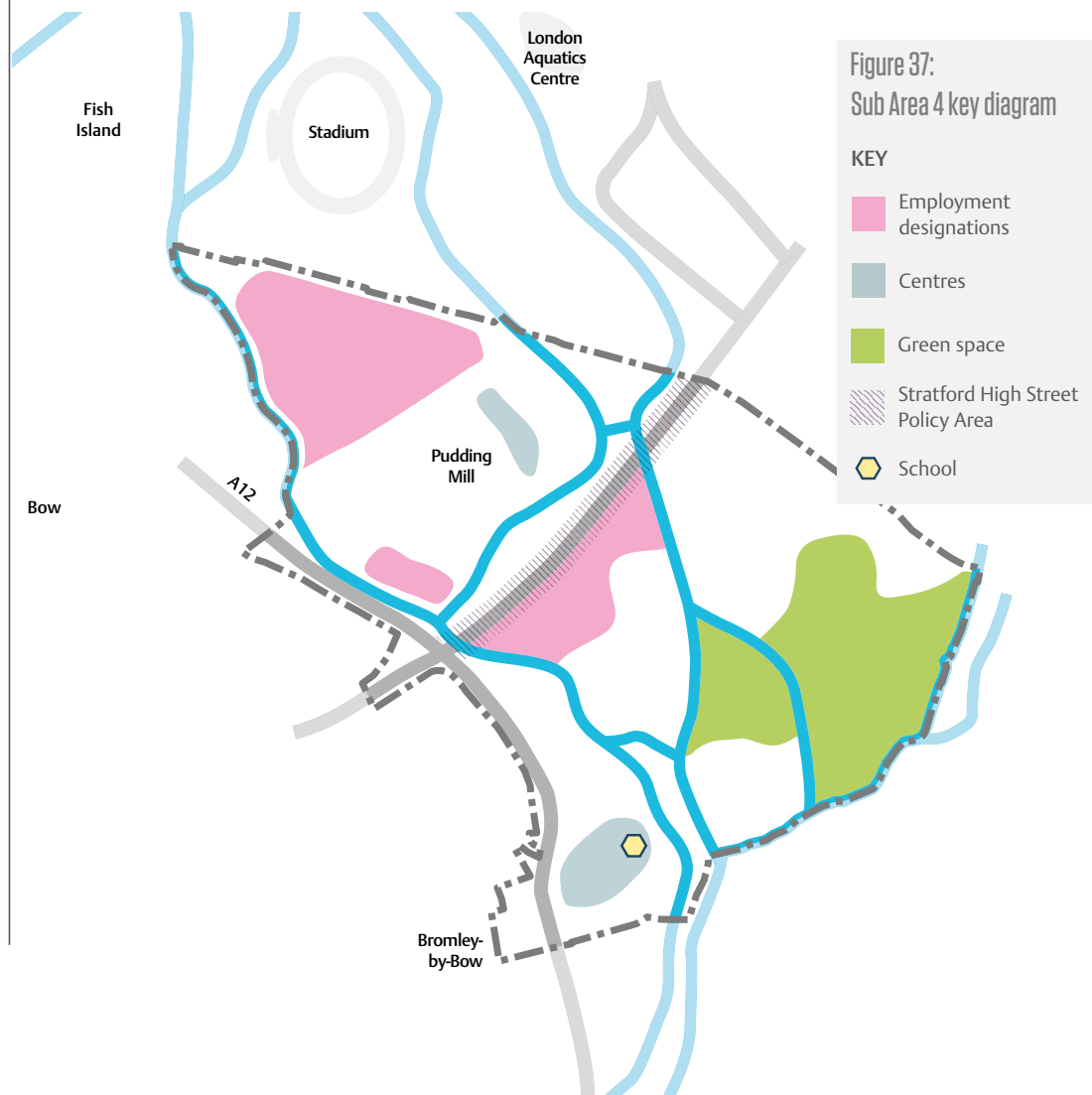
This will become an area of new business and residential communities that find a focus at a new District Centre at Bromley-by-Bow and a new Local Centre at Pudding Mill, with a secondary hub of employment and leisure uses in the north part of Sugar House Lane. The District Centre at Bromley-by-Bow will provide a new primary school, community facilities and public open spaces. A new DLR station at Pudding Mill and an enhanced Bromley-by-Bow Station will provide excellent public transport links to nearby work and leisure opportunities and good access to the rest of London. New and improved local foot and cycle paths will provide accessible and safe routes to the stations and local shops and services. The many new homes in Bromley-by-Bow, Sugar House Lane and Pudding Mill will meet a wide range of housing needs, while the new homes, business and other premises will have been sensitively and excellently designed, taking account of the historic waterside settings and the heritage assets within and around the Conservation Areas. By 2036, the Sub Area will have become a distinct series of new urban communities, well connected to their surroundings.



Area profile

13.1

This Sub Area is occupied by a combination of vacant land and buildings, businesses and recently constructed commercial and residential development. The A12 runs down the western side of the Sub Area. This is a busy strategic road, carrying very high volumes of traffic. Crossing points within the Sub Area are limited. A number of rivers also cross through the area. These are both a barrier to movement and an asset to the environmental quality of the area, and provide the opportunity for new development to provide access to the waterways and enhance their schemes. Rail infrastructure dominates the area to the north-west, with the safeguarded strategic rail head and the Crossrail portal at Pudding Mill and the DLR line corridor. There are Conservation Areas at Sugar House Lane and Three Mills, as well as the Grade I listed House Mill, and the Grade II* listed pumping station within the area. There is open space providing much-needed recreational facilities in the south-east of the area around Three Mills Green. Land around the Thames Water pumping station at Mill Meads is designated as Local Open Space: Policies BN.8 and S.5 of this Local Plan are applicable to this land. The Local Open Space designation at Mill Meads includes the Abbey Mills Pumping Station site which is a strategically important operational pumping station complex that both links to the Lee Tunnel and is proposed to connect to the proposed Thames Tideway Tunnel. Given this role, it is not publicly accessible and may be required for operational development in the future. The Abbey Mills Pumping Station land within this included designation does not, as a result, currently provide any public open space amenity function. However, land at Mill Meads has been identified in the East London Green Grid as a potential future phase of the Lea River Park and the Legacy Corporation supports future public access to this area subject to the operational requirements of Thames Water.



Area priorities

13.2

The priorities for this Sub Area are:

- A potential new District Centre at Bromley-by-Bow
- Better connectivity, especially for walking and cycling across the area
- To take advantage of the character and history of the waterways to bring forward new development
- To provide new housing and jobs, with a mix of uses across the area
- To preserve or enhance the heritage assets in the Sub Area.

PREVAILING BUILDING HEIGHTS AND GENERALLY EXPECTED BUILDING HEIGHTS

13.3

The Site Allocations within this Sub Area set out the generally expected height of new development in each allocation. If development is proposed in the Site Allocations above those heights, the Proposals for Tall Buildings Policy (BN.5) will apply. The Stratford High Street Policy (Sub Area 3 Policy 3.1) is applicable to new development along Stratford High Street within Sub Area 4. Outside the Site Allocations and Stratford High Street, the prevailing height in the Sub Area is very low, with heritage assets at Three Mills, the Grade II* listed pumping station at Abbey Lane/ Mill Meads and two-storey housing in the area around Leggatt and Streimer Road.

13.4

If development is proposed above 10 metres in Sub Area 4 outside a Site Allocation and the Stratford High Street Policy Area, the Proposals for Tall Buildings Policy (BN.5) will apply. Table 13 below sets out the prevailing heights that exist within the sub area outside the site allocations and the generally expected heights of development within the site allocations and Stratford High Street policy area.

Table 13. Prevailing and generally expected heights in Sub Area 4 (heights in metres above existing ground level)

LOCATION	HEIGHT
Bromley-by-Bow (Site Allocation SA4.1) (generally expected height)	18m
Sugar House Lane (Site Allocation SA4.2) (generally expected height)	15m
Pudding Mill (Site Allocation SA4.3) (generally expected height)	21m
Stratford High Street Policy Area (generally expected height) (Policy 3.1)	30m
Other Areas (Prevailing height)	10m

Policy 4.1: A potential District Centre

POLICY

The Legacy Corporation supports the future designation of a new District Centre at Bromley-by-Bow, in accordance with Table A1.1 of Annex 1 of the Draft New London Plan. Proposals for development will be required to demonstrate that they:

1. Achieve, or are part of, a comprehensive development of the Bromley-by-Bow Site Allocation area
2. Include an appropriate mix and balance of uses that together have the potential to function as a District Centre. This mix should include retail, employment, community uses, a primary school, open space
3. Respond positively to the adjacent waterways and listed buildings at Three Mills
4. Provide appropriate on-site infrastructure that will be secured through a Section 106 Agreement needed to make the development acceptable, such as appropriate access arrangements to the site for pedestrians, vehicles and transport
5. Contribute to the wider aspirations for design and regeneration of the wider Bromley-by-Bow area.

Cross-reference to policies: B.2; BN.5; 4.4
London Plan policy: SD.6

Reasoned justification

13.5

There has been a long-standing aspiration to create a new District Centre at Bromley-by-Bow, to serve existing communities to the west and new communities to the east. The need to allocate Bromley-by-Bow as a potential District Centre has been considered by the Retail and Town Centre Needs Study (2018). This supports the continued allocation as a District Centre; therefore Policy 4.1 and B.2 and Site Allocation SA4.1 will be used when considering development proposals, and by the Legacy Corporation in relation to its wider responsibilities, to help bring forward its delivery. The mix of uses required in the District Centre is considered necessary to enable it to function properly. The school and the new open space are required to serve the needs of new and existing communities.





Policy 4.2: Bringing forward new connections to serve new development

POLICY

Development proposals within Sub Area 4 should not prejudice and, where relevant, should contribute towards the improvement of existing and the delivery of new connections necessary to serve the anticipated needs of development within the Sub Area.

The improvements to existing and new connections considered necessary for the delivery of the development anticipated within this Sub Area are:

1. Accessibility improvements including a new junction on the A12 at Bromley-by-Bow that serves the potential new District Centre by improving access for pedestrians, cyclists, buses and general traffic
2. Improving the pedestrian underpass adjacent to Bromley-by-Bow Station and linking pedestrian and cycle routes to allow access to the new District Centre and the Lee Valley Regional Park beyond
3. New and improved vehicle, pedestrian and cycle bridges across the River Lea; a new all-movements junction on the A118 to improve access to and from Sugar House Lane for pedestrians, cyclists, buses and general traffic
4. A new bridge across the Bow Back River linking to the all-movements junction and connecting with Marshgate Lane
5. Delivery of a west-east pedestrian and cycle route, parallel with Stratford High Street, through Pudding Mill, across the Greenway and through the Greater Carpenters area parallel to Stratford Metropolitan Centre
6. Pedestrian and cycle improvements at Bow Interchange
7. New and improved pedestrian and cycle links from Pudding Mill Lane DLR Station to Queen Elizabeth Olympic Park via the Greenway and Southern Loop Road.

Cross-reference to policies: T.5; T.6

Reasoned justification

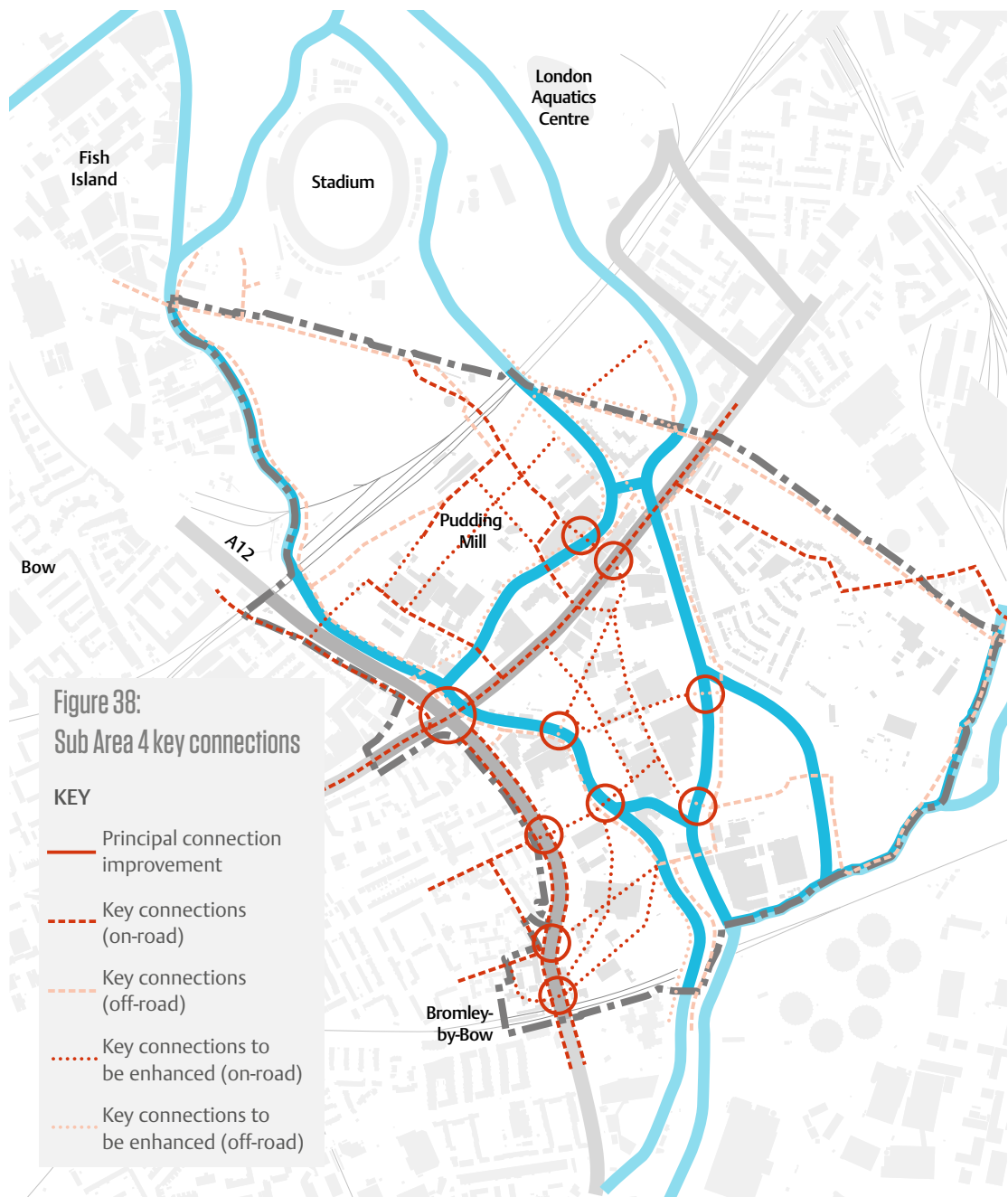
13.6

Most of the development sites in this Sub Area are of a significant size and therefore each proposal will need to consider how it contributes to the local streetscape and provides routes for pedestrians, cyclists and vehicles. Improvements to the routing and frequency of existing and future bus routes and their interchange at Bromley-by-Bow and Pudding Mill Lane DLR stations and respective proposed District and Local Centres will be facilitated through the connectivity improvements identified above and in the Site Allocations.

Policy application

13.7

Connections should be developed in accordance with the hierarchy of streets set out in Policy T.6.



Policy 4.3: Station improvements

POLICY

In considering proposals to improve Bromley-by-Bow Station, to further enhance the existing improvements that have been made, the Legacy Corporation will support proposals that improve accessibility and capacity to and within the station and enhance its visual presence within the area.

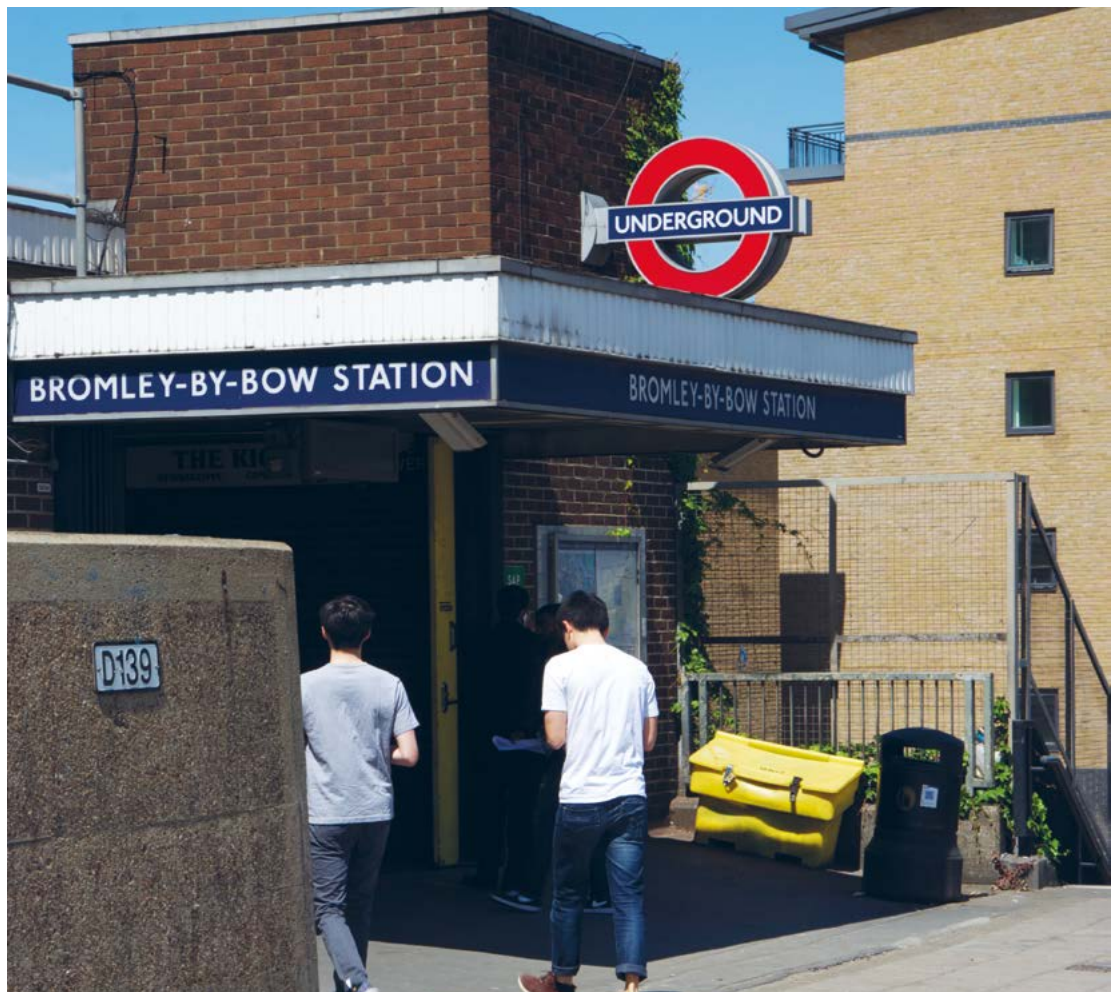
The Legacy Corporation will also require proposed development on adjacent sites to provide walking routes within their sites that are orientated towards the station and help provide legible and direct access to it.

Cross-reference to policy: T.2

Reasoned justification

13.8

Improvements are proposed at Bromley-by-Bow Station to improve accessibility and capacity, create step-free access and improve its design and appearance to serve better the existing and new communities. Significant funding has already been collected through Section 106 Agreements to enable the station works to take place. As the station is on the western side of the A12, it is difficult to access from the east. Its presence also needs to be enhanced to increase its profile within the area.



Site Allocation SA4.1: Bromley-by-Bow

SITE ALLOCATION

A new mixed-use area including:

- New and reprovided retail floorspace that is capable of functioning alongside a mix of uses, as a new District Centre
- A primary school
- A new 1.2 hectare park
- Riverside walk
- Community facility (e.g. library)
- New homes with a significant element of family housing
- New employment-generating business space in a range of sizes and formats.
- that there is certainty of timely delivery for the key elements of social and physical infrastructure and land uses identified as required within this site allocation.

Proposals will need to include an appropriate mix and balance of uses that together have the potential to function as a District Centre, including retail, employment floorspace, community uses, a primary school, a new park and improved public realm

New development should respond positively to the adjacent waterways and Listed Buildings and Conservation Area at Three Mills. Specifically, development should be lower in scale by the canal and the new park should be located adjacent to the River Lea, particular reference should be made to policy T.10 and access to the canal.

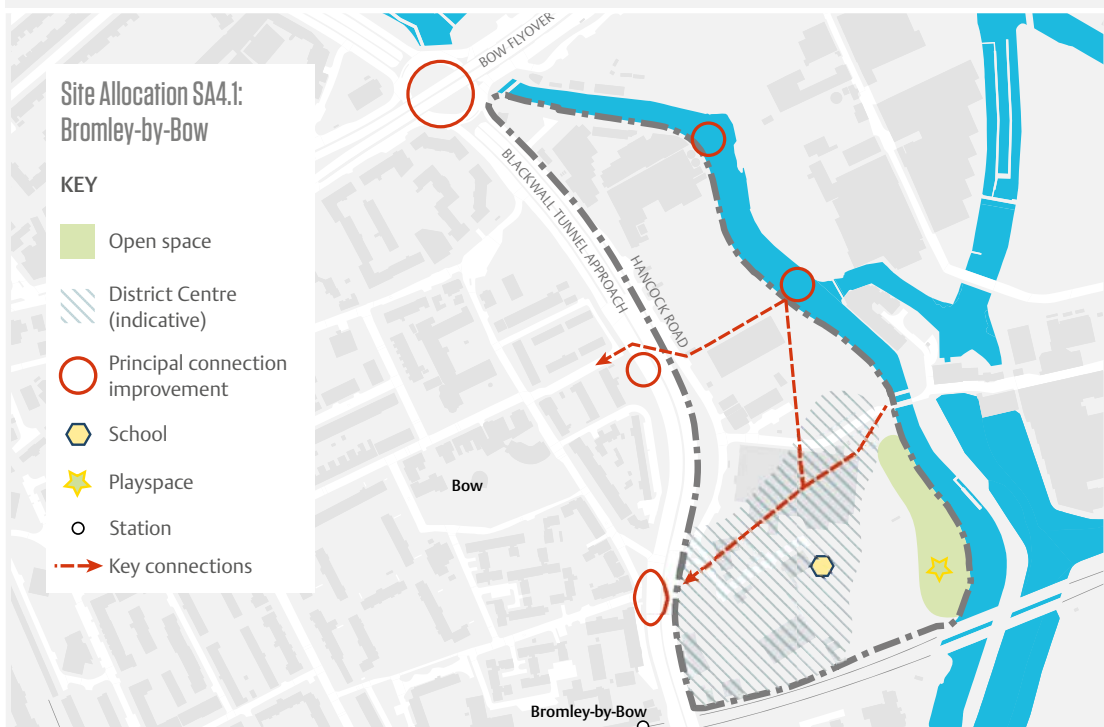
Where development is phased, introduction of appropriate interim uses is encouraged in accordance with policy B.3.

Safe pedestrian and cycling access should be provided, particularly to the primary school.

Landing for bridges from Sugar House Lane will need to be incorporated into development proposals.

Proposals for development will be required to demonstrate that they contribute to the comprehensive development of the Bromley-by-Bow Site Allocation area, taking into account the Bromley-by-Bow SPD (adopted 2017) which sets out specific policies for the area. To do this, applications will need to demonstrate:

- that a masterplan approach for the Site Allocation as a whole is followed
- that phasing of development across the overall site is appropriate and secured by condition or through Section 106 Agreements attached to future planning permissions





Supporting development principles

- Landowners will need to work together to bring forward comprehensive schemes that are capable of achieving the delivery of the District Centre and identified infrastructure needed for the site as a whole. Accessibility improvements will be required to enable the new Centre to be accessible to new and existing communities to the north and the west.
- The site allocation is expected to yield a minimum of 1,700 new homes with an affordable housing threshold of 35 per cent in accordance with Policy H.2.

Phasing and implementation

- The area is identified in the London Plan as a potential new District Centre
- To maximise the opportunities to deliver a successful new centre and community in this location, improved linkages across the A12 and links to the east across the River Lea are essential to improve local and wider connectivity and integration of new and existing communities across and beyond this Sub Area
- Phasing of development will be important (as set out above), as will the means of access to the site. A new junction which provides vehicular and pedestrian access from the site to and across the A12 is required, to improve access to the wider Bow area and to Bromley-by-Bow Station. Such improvements will be required as part of comprehensive proposals for development on this site. As set out in the Legacy Corporation Planning Obligations SPD, the Legacy Corporation considers that development at Bromley-by-Bow will require on-site improvements to access and transport and highways improvements which would be secured through Section 106 Agreements. Appropriate arrangements for providing for community uses, open space and improved public realm on site would also be secured through Section 106 Agreement

- A substantial mixed-use scheme has planning permission at Sugar House Lane, which is across the river to the north-east. Proposals at Bromley-by-Bow will need to take account of the permitted/emerging land uses on that site. For example, there is planned commercial activity to the southern edge of Sugar House Lane, and it would make sense for development at Bromley-by-Bow to concentrate town centre uses towards this area
- The Legacy Corporation will proactively engage with landowners and developers to ensure delivery of this important regeneration area.

Relevant planning history

1. Phases 1 and 2 of permission PA/11/02423/LBT, granted in 2012, are completed. This application lapsed in 2019, the development of the remainder of the site will require new planning permission
2. Planning permission 17/00334/FUL for mixed use development, including 407 residential units.
3. Planning permission 17/00364/FUL for mixed-use development, including 491 residential units.

Address

Site address: Site bounded by the Blackwall Tunnel northern approach, River Lea and District Line railway

Existing uses: The area currently accommodates riverside residential development, a food store and associated car parking, industrial and distribution activities and vacant land and buildings. Bromley-by-Bow Station is located to the south-west of the Site Allocation area, on the other side of the A12

Size: 8 ha

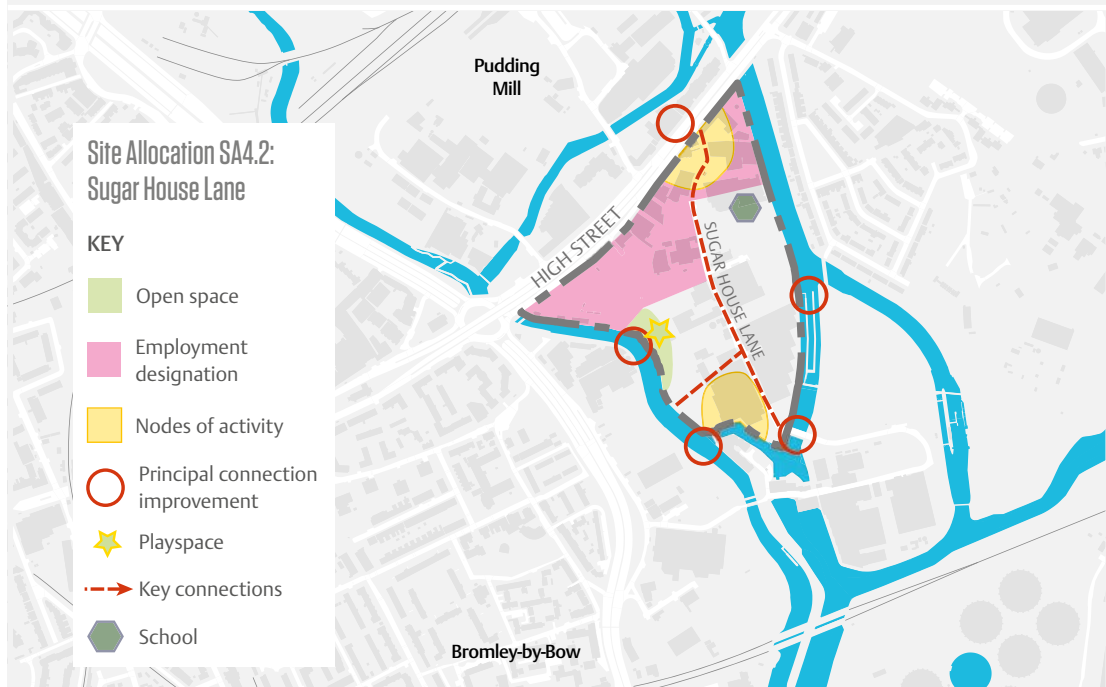
PTAL rating: 3–5

Flood Zone: 1 (2–3 parts only)

Site Allocation SA4.2: Sugar House Lane

SITE ALLOCATION

A new medium-density, mixed-use area of business (including cultural and creative) and local retail space focused in the northern and southern part of the site; new homes with a significant number of family homes, Local Open Space, playspace and public realm. A new all-movements junction to enable access to the area and new and enhanced bridges to link the area to surrounding communities will be required alongside development. Proposals for development above 15 metres above ground level will only be acceptable subject to the provisions of Policy BN.5.



Supporting development principles

- The area should adopt a genuinely mixed-use character retaining a strong employment focus that includes a base for creative industries and introduces a new residential community served by a range of local amenities and high-quality public transport, pedestrian and cycle connections. The area will be defined by its unique natural environment and historic industrial legacy that includes extensive canal and river frontage, robust yet adaptable buildings and intricate yards and passages. The historic character of the area should be celebrated by weaving high-quality new buildings into the historic fabric
- Open space – high-quality public, communal and private amenity spaces that create a sense of place and meet the needs of residents, workers and visitors will need to be provided
- A high proportion of family housing – at least 40 per cent (three-bedroom and larger) – will need to be provided
- Improve the waterside environment of the River Lea, Waterworks River and Bow Back River
- Any proposals will need to preserve or enhance the Conservation Area designations, both of the Sugar House Lane Conservation Area, which is wholly within the site, and the Three Mills Conservation Area, part of which falls within the Site Allocation area. Three Mills Conservation Area includes the Grade I listed House Mill, Grade II* listed Clock Mill, Grade II listed Custom House and Grade II listed Three Mills Lane roadway. The settings of the Grade I, II* and II listed buildings at Three Mills will also need to be protected
- The site allocation is expected to yield a minimum of 1200 new homes with affordable housing being delivered in accordance with the current planning permission



Phasing and implementation

Comprehensive delivery of the site allocation development beginning in 2015. As part of this, new pedestrian and vehicular access to the site will need to be provided. In particular, bridges linking the peninsula to Bromley-by-Bow and to Three Mills will need to be provided/enhanced. These have been secured through an existing planning permission. Equivalent provision would need to be made if any other new application comes forward, or the permitted scheme is amended as it is developed.

- 350-bedroom hotel
- pedestrian river bridge
- riverside park

The scheme has been implemented as permitted and is considered to meet the requirements of this Site Allocation (SA4.2).

Relevant planning history

The site contains the Sugar House Lane Conservation Area and a strip of land along the south-east boundary of the site is within the Three Mills Conservation Area. The southern end of the site is within the setting of a group of Grade I, II and II* listed buildings, across the City Mill River at Three Mills and the listed gas-holders at Bromley-by-Bow Gasworks.

Permission was granted in 2012 for part-full and part-outline planning permission for a significant mixed-use development, which includes:

- 1,200 residential units
- 12,500 sqm of flexible non-residential floorspace
- 34,000 sqm of offices and workshops

Address

Site address: Land to the south of High Street Stratford, east of the River Lea Navigation and west and north of the Three Mills Wall River

Existing uses: The site is within an area that has been predominantly used for industrial and commercial activity since its redevelopment centuries ago. The site accommodates a mix of commercial activity, including a number of creative industries, and vacant land and buildings which are being cleared ready for development

Size: 10 ha

PTAL rating: 2–4

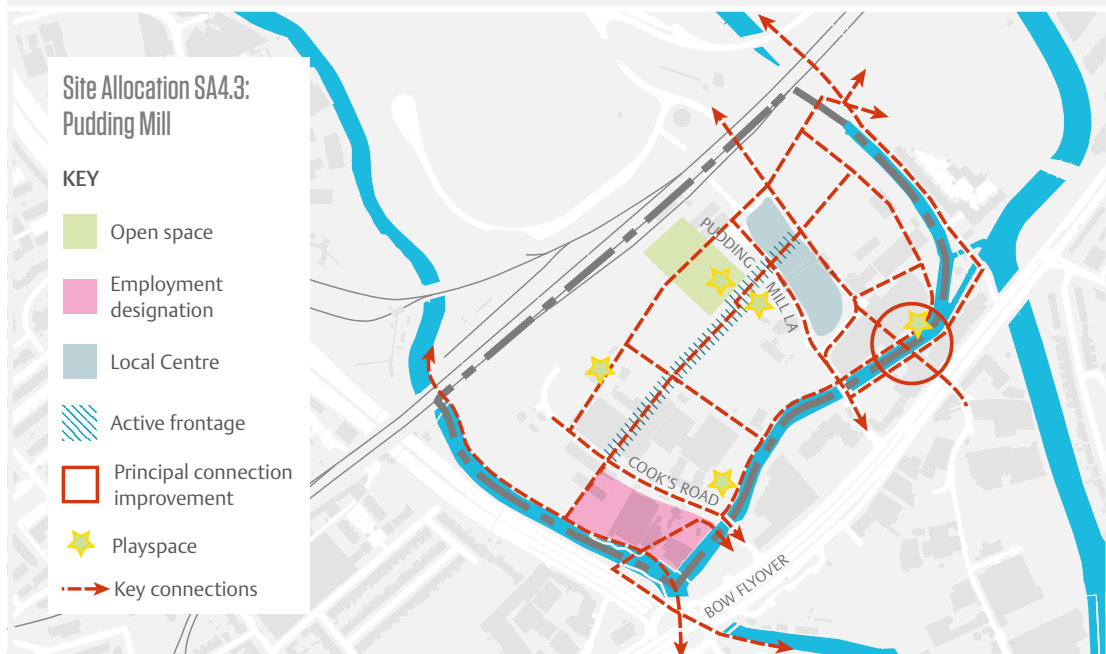
Flood Zone: 2–3

Site Allocation SA4.3: Pudding Mill

SITE ALLOCATION

A new medium-density, mixed-use area, including a significant and diverse element of new and replacement business floorspace, including spaces suitable for small- and medium-sized businesses; a new Local Centre adjacent to Pudding Mill Lane DLR Station and Pudding Mill Lane; new homes including a significant element of family housing; new Local Open Space, playspace and public realm. Cumulatively across the Pudding Mill Site Allocation, 25 per cent non-residential floorspace should be achieved, with intensified industrial floorspace in the area to the west of Cooks Road and around the Crossrail portal. This is in line with the Pudding Mill SPD (adopted 2017) which sets out the local policies around development in this area.

- Non-residential uses should be focused along a new central east-west street
- The form of development should allow for improved east-west connections through the site
- Provision should be made for key connections, including a new bus/cycle/pedestrian connection from Stratford High Street to Marshgate Lane and a new pedestrian/cycle connection from Wrexham Road over the A12 and River Lea
- Where development is phased, introduction of appropriate interim uses is encouraged in accordance with Policy B.3
- Regard will need to be had to not prejudicing the operation of the safeguarded rail freight site to the west (for example by ensuring that noise sensitive uses are located away from the site).



Supporting development principles

- Landowners will need to work together to bring forward comprehensive schemes that are capable of achieving the ambitions for development of the site allocation and delivering identified infrastructure needed for the site as a whole.
- Open Space/playspace needs to be provided alongside development and located within pockets across the site
- A new Local Centre should be brought forward adjacent to Pudding Mill Lane DLR Station

- A significant proportion of family homes should be provided
- It would be appropriate to re-align Barbers Road to provide a dual fronted street and screening to the Crossrail site
- Other Industrial Location designation maintained along the western edge where industrial uses should be intensified, and facilitate the co-location with residential uses (see Policy B.1 and Pudding Mill SPD)
- The site allocation is expected to yield a minimum of 2,000 new homes
- Provide affordable housing across the portfolio sites (site allocations SA3.2, SA3.5, SA3.6 and SA4.3) based on an affordable housing threshold of 50 per cent in accordance with policy H.2.

Phasing and implementation

- Lack of existing residential uses, amenity and limited connectivity will require early phases to consider carefully the provision of amenity and access
- Consideration of the transition to residential use is required to avoid poor adjacencies between retained industrial uses and residential redevelopment
- Strategic requirement to enhance the north-south connections between the Local Centre adjacent to Pudding Mill DLR Station, across to Sugar House Lane and south-west to Bromley-by-Bow District Centre. An additional crossing is identified to allow an enhanced bus, pedestrian and cycle route

- The non-residential employment uses are concentrated on the east-west street and special-use sites to allow the incremental growth of employment space with each development parcel.

Relevant planning history

11/90621/OUTODA – Part of the site has outline planning permission under the Legacy Communities Scheme permission granted in 2012 for a substantial mixed use scheme, including a new Local Centre, 118,290 sqm of residential development (Use Class C3) and associated community uses and open space

Planning permission 14/00422/FUL for mixed use development of 254 residential units and 4,257 sqm of business space.

Planning permission 15/00392/FUL for mixed use development of 194 residential units and 2,136sqm of commercial floorspace.

Address

Site address: Land to the south of Queen Elizabeth Olympic Park, bounded by the River Lea to the west, City Mill River to the east, Bow Back Creek to the south and the DLR line to the north.

Existing uses: Light industrial and varied employment uses with some residential.

Size: 15.68 ha

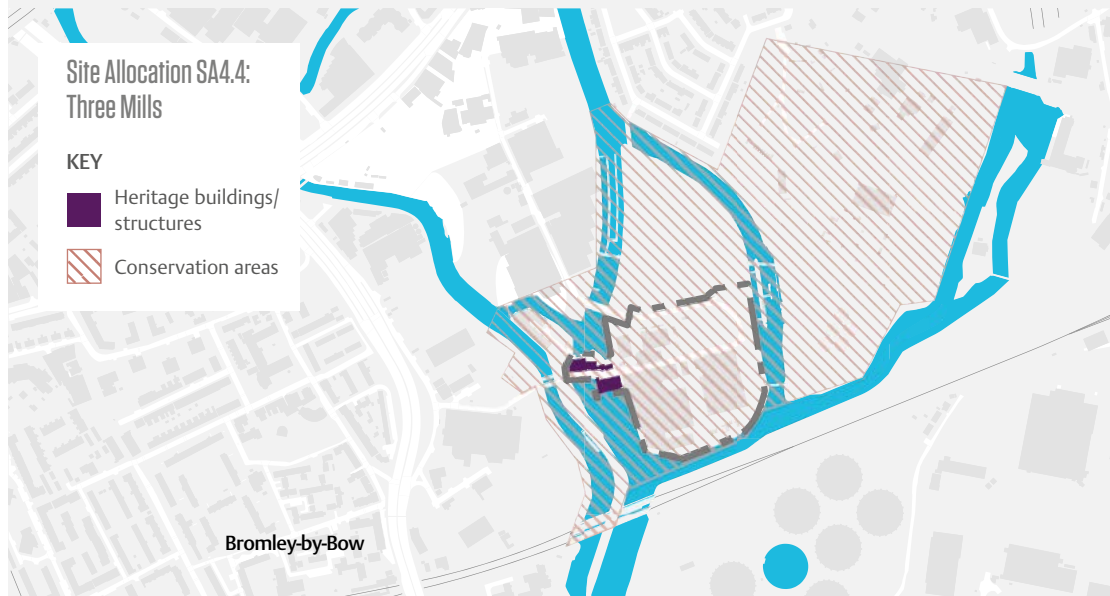
PTAL rating: 3–5

Flood Zone: 3



Site Allocation SA4.4: Three Mills

Site renewal, focusing on restoration and conservation of the existing heritage building on the site to preserve the character of the area whilst updating facilities to ensure they are fit for purpose to maintain and enhancing the existing employment usage on site whilst maximising the opportunities of the site, including enabling development to support renewal.



- Proposals should set out how the historic buildings on site and the conservation area will be protected and enhanced by any development that takes place on site
- The group of listed buildings at Three Mills Island, including the Grade I listed House Mill, and the listed buildings at Abbey Mills, provide an important historical context to the southern part of the Sub Area and the proposed district centre. It is important to ensure that any new development sits well alongside these existing heritage assets and does not impact negatively upon them
- Area included within this site allocation includes a range of uses and facilities, any enabling development within proposals should be proportionate and not dominate the development and therefore change the character of the area
- Proposals should preserve and enhance the existing usage on site such as the employment usage, supporting the range of creative and business usage on site.

Supporting development principles

- Proposals for new development or new uses within existing buildings within Three Mills Island will need to demonstrate that they preserve or enhance the character of the Conservation Area and the setting of the listed buildings
- Proposals should complement the range of existing employment, including cultural and creative employment and community uses
- Proposals for development should also preserve or enhance the character and appearance of the Three Mills and Sugar House Lane Conservation Areas
- Views from the Three Mills Conservation area will be protected from inappropriate development
- Proposals for this site allocation will set out how they contribute to the overall vision for sub area four, making reference to planning documents that relate to the wider area such as the Bromley-by-Bow SPD, the proposed district centre at Bromley-by-Bow

and the neighbouring Sugar House Lane conservation area

- The site allocation is expected to yield a minimum of 100 new homes with an affordable housing threshold of 50 per cent in accordance with Policy H.2.

Phasing and implementation

- Phasing of development on site expected from 2024 onwards.

Address

Site address: Three Mills Studios and the Clock Mill

Existing uses: The main area is used for film and television studios and is known as Three Mills Studios, the Clock Mill is the temporary site of the East London Science School.

Size: 3.9 ha

PTAL rating: 0-3

Flood Zone: 2-3



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

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:

- 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 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

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- 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.

Address
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

Signposting

Other designations applying to this Sub Area are:

Cooks Road Other Industrial Location – see Policy B.1

Sugar House Lane / Stratford High Street Locally Significant Industrial Site – see Policy B.1

Pudding Mill Local Centre and Bromley-by-Bow District Centre – see Policy B.2

Metropolitan Open Land – see Policy BN.7

Local Open Space in various locations – see Policy BN.8 and Appendix 4, Local Open Space Table

Evidence base references

Bromley-by-Bow SPD (Legacy Development Corporation, 2017)

Pudding Mill SPD (Legacy Development Corporation, 2017)

Legacy Corporation Characterisation Study (Legacy Development Corporation, 2018)

Three Mills Conservation Area Review and Management Guidelines (Legacy Development Corporation, 2018)

Retail and Leisure Requirements Review (Legacy Development Corporation, 2014)

Olympic, Paralympic and Legacy Transformation Planning Application 07/90010/

OUMODA and associated planning applications and detailed approvals

Legacy Communities Scheme Outline Planning Application 11/90621/OUTODA and associated detailed approvals

Post-Games transformation permission 07/90010/OUMODA

London Borough of Newham, Core Strategy, 2012

Stratford Metropolitan Masterplan (London Borough of Newham, 2011)

London Borough of Tower Hamlets Core Strategy, 2010

London Borough of Tower Hamlets Managing Development DPD, 2013

Sugar House Lane Planning Permission ref: 12/00336/LTGOUT/LBNM)

Retail and Town Centre Needs Study (London Legacy Development Corporation, 2018)



