
Appendix E Employment sites audit

London Borough of Newham: Employment Land Review Update

Employment Sites Audit July 2022



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This audit has been prepared by Stantec UK and provides a qualitative and quantitative review of the Borough's employment land and premises in line with NPPF requirements. The objective of this audit is to understand land and premises to ensure they are fit for purpose, to ensure that sufficient land for employment uses is available in the right places and at the right time to support growth, innovation and improved productivity. The analysis updates the 2017 ELR audit as well as ensuring boundaries remain appropriate for employment designations.

Site Summary

Site Name	Designation	Recommended Designation	Size (ha)	Site Strengths	Broad suitability for intensification	Suitability for co-location (Yes/No)	Timescales for redevelopment
Beckton Riverside	SIL	No change	136.79	Strategic location in industrial area	Large scale industrial	No	Medium term to end of the plan period
British Gas/Cody Road	SIL	No change	53	Major industrial and warehouse location	Large scale industrial	No	Outside Plan Period
London Industrial Park	SIL	No change	22.7	Purpose built industrial park in strategic location	Large scale industrial	No	Medium term to end of the plan period
Thameside East	SIL	No change	24.76	Wharf access; Riverside buffer; mixed industrial area	Large scale industrial / small scale light industrial	No	Medium term to end of the plan period
Thameside West	SIL	No change	17.71	Mixed industrial area of co-located SILs	Large scale industrial / Small scale light industrial	No	Short to medium term of the plan period
Bow Goods Yard	SIL	No change	8.3	Safeguarded rail heads; underutilised site with redevelopment potential	Large scale industrial / small scale light industrial	No	Medium term to end of the plan period
Stephenson Street	LIL	Remain as LIL; Scope in the future to become part of the British Gas / Cody Road SIL Site	3.85	Major industrial and warehouse location adjacent to strategic site	Small scale light industrial	No	Medium term to end of the plan period
Jubilee Line Depot	LIL	No change	11.88	Rail depot adjacent to employment areas	Large scale industrial - if existing occupier vacates	No	Outside Plan Period
East Ham Depot	LIL	No change	2.21	Rail depot adjacent to residential area	Large scale industrial - if existing occupier vacates	No	Outside Plan Period
Land East of City Airport	LIL	No change	7.12	Proximity to airport	Freight and distribution	No	End of the plan period
Folkestone Road Depot	LIL	No change	10.51	Large Council site in strategic location	Large scale industrial	No	Medium term to end of the plan period
Beckton Gateway	LIL	No change	7.37	Logistics site in strategic location	Large scale industrial	No	Outside Plan Period

Canning Road East	LIL	LMUA	0.71	Contiguous to other employment areas	Small scale light industrial	Yes	Medium term to end of the plan period
Nursery Lane	LIL	No change	2.26	Industrial site adjacent to Forest Gate District Centre	Small scale light industrial - due to existing site coverage may not yield additional floorspace	No	Medium term to end of the plan period
Grantham Road	LIL	No change	1.33	Strategic location; adjacent to Ilford town centre	Small scale light industrial	No	Medium term to end of the plan period
St Mark's Industrial Estate	LIL	No change	2.18	Affordable light industrial in close proximity to airport and within Strategic Site	Small scale light industrial	No	Medium term to end of the plan period
Albert Island	LIL	No change	12.7	Strategic location; Riverside; Proximity to airport	Large scale industrial	No	Short to medium term of the plan period
Butchers Road	LIL	No change	0.85	Quality of units and affordability for small and mid-sized businesses	Small scale light industrial	No	Medium term to end of the plan period
Sugar House Lane / Stratford High Street	LSIS	LMUA	4.36	High Street location	Currently under construction	Yes	Currently under construction
Rick Roberts Way North	LSIS	LIL	4.36	Purpose built high quality warehouses in close proximity to Stratford town centre	Towards the back end of the plan period, it may become viable for site intensification	No	End of the plan period
Cook's Road	OIL	LIL	1.49	Protected within Pudding Lane allocation; area undergoing transition	Small scale light industrial	Yes	Short to medium term of the plan period
Silvertown Arches	LMUA	No change	2.94	Proximity to area undergoing transition - Thameside West	None	No	No scope for redevelopment
Aldersbrook	LMUA	No change	2.76	Strategic location; adjacent to Ilford town centre	Small scale light industrial	Yes	End of the plan period
Nursery Lane (LMUA)	LMUA	No change	1.76	Adjacent to Forest Gate District Centre	None	Yes	Throughout the plan period
East Ham Industrial Estate	LMUA	No change	1.71	Location within residential area with potential to meet localised employment needs	Recently completed - no scope for intensification	Yes	Recently completed

Forest Gate Arches	LMUA	No change	2.46	Lower cost affordable units	None	No	No scope for redevelopment
Ashburton Terrace	LMUA	No change	0.42	Located within a mixed employment and residential area and on high street adjacent to Plaistow Station	Small scale light industrial	Yes	Medium term to end of the plan period
Dulcia Mills	LMUA	No change	0.83	Located in mixed-use area providing affordable local space	Small scale light industrial	Yes	Medium term of the plan period
Sprowston Mews and Atherton Mews	LMUA	Release from LMUA (designation removed)	1.71	N/A	N/A	N/A	N/A
Canning Road West	LMUA	No change	1.75	Located in a cluster of employment sites; provides relatively affordable workspace options	Small scale light industrial	Yes	Medium term to end of the plan period
Grove Crescent	LMUA	No change	0.44	Serves localised affordable accommodation need in close proximity to Stratford Metropolitan Centre	Small scale light industrial	Yes	Short to medium term of the plan period
St Marys Industrial Estate (Maryland)	LMUA	LIL	0.41	Services localised affordable industrial need	Small scale light industrial	No	Medium term to end of the plan period
Bidder Street	LMUA	Reconfiguration to northern part as SIL and southern part remaining LMUA.	3.91	Location adjacent to SIL2 and Canning Town	Small scale light industrial	No	Medium term to end of the plan period
Esk Road	LMUA	No change	0.5	Proximity to Barking Road high street	Small scale light industrial	Yes	Short to medium term of the plan period
Kudhail Industrial Complex	LMUA	LIL	0.22	Servicing localised need for affordable light industrial space	Small scale light industrial	No	Medium term of the plan period
Beeby Road	LMUA	No change	0.85	Servicing localised need for affordable community and mixed-uses and light industrial units	Small scale light industrial	Yes	End of the plan period
Bridge Road Depot	LMUA	LIL	1.87	Provision of market affordable industrial accommodation in small units	Small scale light industrial	No	End of the plan period

Strategic Industrial Locations (SIL)

Beckton Riverside

EMPLOYMENT LAND REVIEW 2022		Beckton Riverside
Status	SIL 5	
Site Uses and Area Composition	Beckton Sewage Treatment Works, Recycling Centre, Distribution Depots, DLR Depot, Business Park, Gas Works, Legacy Gas Works, Beckton CHiP plant, Gallions Reach Shopping Park (not within SIL), new residential to the south (Strategic Site S19, not within SIL)	
Roads	Armada Way, Hornet Way, Atlantis Avenue, Gallions Road, Eric Clarke Lane	
Estates	Gemini Business Park	
Size	136.79 ha	
Location		
<p>The SIL is located in the south east of the borough at the boundary with London Borough of Barking and Dagenham.</p> <p>The SIL is bounded by the Thames and Strategic Site S19 (Albert Basin) to the south and the River Roding and River Thames to the east; Royal Docks Road and Gallions Reach shopping centre to the west; and the A13 to the north.</p> <p>Approximately 22ha of this SIL designation forms part of the Strategic Site S01 at Beckton Riverside. This includes land to the south/east of the Gallions Shopping Centre and primarily used for DLR Depot and utilities (CHP plant) functions.</p> <p>The SIL boundary was reconfigured in the Local Plan Review 2018, with the Beckton Gas Works and land east of Armada Way removed.</p>		
Quality and nature of offer		
<p>The SIL may be examined in five sub-areas according to their character.</p> <p>The SIL is well connected for vehicular and road freight in terms of its easy connection to the A13. The southern component of SIL is served by public transport at Gallions Reach DLR station to the southern end, though access to this declines across the extensive area, and also has access to some bus routes.</p> <p>All of the industrial offer was found to have adequate parking and circulation space. The rest of the SIL to the north is poorly served by public transport.</p> <p><i>Beckton Sewage Treatment Works & Docklands Light Railway Depot</i> The majority of the SIL comprises Beckton Sewage Treatment Works including a desalination plant. As the main treatment works for north and east London serving a population of seven million, Beckton Sewage Treatment works is a vital part of the city's infrastructure and provides a state of the art facility. The modern and evolving DLR depot is another important component of London's growth infrastructure. Close proximity to sewage works will likely present odour challenges for development, which would have potential</p>		

implications for the layout and location of uses of the mixed-use new neighbourhood Strategic Site S01, especially along the northern boundary where employment uses may be preferable as a buffer to residential uses further south and away from odour impacts.

Beckton CHiP Plant and the former gasworks

The gasworks to its north have been decommissioned and partly replaced with residual infrastructure including a Gas Pressure Reduction Station; and the modern Beckton CHiP, which powers the desalination plant of the Sewage Treatment Works. These SIL locations form part of S01 Beckton Riverside Strategic Site (S01). Surrounding land to the east and south (up to the DLR depot), is largely vacant, other than some temporary car parking/construction compounds. Land designated for a schedule 2 waste site for a 'medium sized waste management site' to manage the additional level of waste apportioned to Newham in the London Plan, is located east of gas holders and Armada Way, which is subject to review in the Joint Waste Plan.

Jenkins Lane Waste Management Facility

In North Beckton Riverside, at a relatively isolated location with convenient access to the A13 is the Schedule 1 Jenkins Lane Waste Management Facility. This is operated by Shanks East London under a 25-year PFI contract with the East London Waste Authority (ELWA), which ends in 2027. The site has three main elements: a mechanical-biological treatment facility for general refuse which recovers materials for recycling and produces fuels from the residues; a materials recovery facility for sorting mixed recycling; and a Reuse & Recycling Centre for the public to use to reuse, recycle and dispose of a wide range of household materials. All of these are relatively modern.

Beckton Riverside South

The southern area comprises three substantial businesses on Armada Way and Atlantis Avenue: Ringway Highways Depot, BDM Logistics Management and a light industrial unit occupied by Buhler Sortex Ltd (optical sorting solutions). Immediately to the south of this area is Strategic Site S19 Albert Basin, which is well under way for comprehensive mixed use development.

Gemini Business Park

Gemini Business Park is a modern industrial estate of excellent quality comprising almost exclusively warehousing uses, to accommodate industrial businesses displaced from the Olympic Park. The business park is predominately warehouse (Class B8) space. The park has a 3-units and some excess office space in one of the units vacant. The 3 vacant units are a result of a number of leases expiring at a similar time. It scores highly in its external environment as it does not impose any amenity impacts on neighbouring uses.

The site falls within the boundary of the Royal Docks OAPF.

Worker facilities

Beckton Riverside Southern area is in close proximity to cafes and shops in the residential area of Royal Albert Wharf (S19). There is generally no 'walk

to' services for industrial occupiers such as workplace crèches or cafes have been identified within the wider industrial area. Gallions Reach shopping centre has a wide variety of shops and restaurant/café uses and is within walking distance of Gemini Business Park.

PTAL	0-3
Freight Access – water/rail	The SIL is bounded by the Thames and the Roding. The sewage works operates a loading facility on the Thames.
Airport safeguarding	The area is subject to technical airport safeguarding considerations, notably affecting building height.

Development activity, ownership and management

Two industrial warehouses with offices received permission in November 2020 for 3,776sqm (GIA) of B1c light industrial/B2 general industrial/B8 storage and distribution uses with associated service yards in vacant plots in Gemini Business Park. These units would complete building and occupancy of the business park.

In 2017, the existing building at Armada Point (BDM) received permission for an extension of 945sqm GIA of additional Use Class B8 (storage and distribution) floor space. This was completed in FY18/19.

The DLR depot improvements approved (ref 18/02594/FUL) in 2019 for expansion of maintenance shed to accommodate new fleets.

The 3rd phase of the gasworks redevelopment at the eastern end of Gallions Reach, has remained unimplemented, and the Joint East London Waste Plan (2012) allocation of a site for a waste facility has also not been realised as is no longer required. There is scope for protection of some of this land for development of further SIL uses when considering delivery of Beckton Riverside Strategic Site S01.

However, ownership is concentrated amongst a few large landowners including Thames Water, TfL, National Grid (via a joint venture with St William) and the GLA, all of whom are engaged in active consideration of the long term future of their sites amidst others and broader infrastructure planning.

Industrial land management considerations going forward

Industrial & warehousing
 Gemini Business Park is performing well with units are occupied with SIL-conforming uses, and the estate clearly meets modern business needs, so no changes are anticipated in this location beyond recent planning permission for two new industrial units filling two cleared plots. Longer term the park could lend itself to intensification, but the current demand for the existing units and the rents achievable (inherent value) means in the short to medium term intensification is unviable.

There also continues to be demand for Armada Point (BDM logistics) 'Olympic relocation' industrial units, but it is acknowledged that their

configuration and location is not optimal in terms of broader change in the area in terms of the new town centre and vacant land at their margins. This successfully delivered co-location site (with residential element outside SIL boundary) is fully occupied and remains important SIL for modern warehousing, with Ringway London Highways Depot occupying the site to the north (south of safeguarded land for Thames gateway Bridge).

Beyond this, despite the spatial strategy in the Core Strategy and Local Plan, which maintained the assumption that employment land released in LLV and Royal Docks would be re-provided for in Beckton Riverside, large areas of land remain vacant (some of which was released in 2018 and form part of Strategic Site S01). Despite the area providing for many locational attributes attractive to industry (including utilities) and warehousing, including good strategic road network access, the relative isolation of the SIL and vacant land provides scope for successful colocation with residential uses as part of the Strategic Site, such as has been delivered as part of the Albert Basin Strategic Site S19.

Utilities & Transport: Beckton Riverside North

The Beckton Sewage Works in Beckton Riverside North are an essential part of London infrastructure which will not come forward for redevelopment and should continue to be recognised as SIL given their employment-generating utilities use, which also contributes to broader economic growth. Operational use is likely to expand further in time due to ongoing expansion to meet growth needs, whereby Strategic Site S01 will have to be cognisant of environmental impacts and proximity to potential expansion.

Similarly, the ChiP plant may have potential to provide power to new developments in the wider area, and the new remnant gas-related infrastructure continues to be a necessary utilities function with broader economic benefit, though it is understood there may be scope to reposition/design it as part of a broader masterplan for the area. In 2019, proposals were approved for external storage area, laydown area, management offices and welfare facilities. The remaining decommissioned gasholders however will need to be cleared in time.

TFL have also indicated a long term requirement for the depot site, which has in recent years been expanded to include a management block, given that depot re-siting is not desirable due to the position is related to network access and costs; in addition the costs of building above depots are high. There are also expansion plans approved (18/02594/FUL), initially within the existing ownership footprint, which will be retained as SIL in addition to the depot itself. Longer term, expansion and intensification (e.g. to accommodate buses) may require additional land, but the precise requirements have yet to be established as part of master-planning. It is currently considered appropriate to protect land in TFL ownership as SIL, such as the wedge of land below the depot within the bridge safeguarding area, with the Strategic Site allocation clearly requiring further accommodation of growth needs in a space efficient way.

Jenkins Lane Recycling Centre is well-used and no changes are foreseen to its operation in the immediate future. The centre is safeguarded in the Joint East London Waste Plan (2012) and its future (together with any additional land requirement), will be considered as part of a broader waste plan review.

Other land use designations

The Olympic Relocation South sites, the ChiP plant, former Beckton Gas Works and DLR Depot are within the Beckton Riverside Strategic Site S01. This also includes Gallions Reach Shopping Park, vacant land and a site allocated as a Schedule 2 medium to large scale waste facility at Armada Way. S01 seeks to deliver a mixed-use neighbourhood centred on a major town centre and new DLR station and wider transport hub, with new and expanded strategic infrastructure and other SIL uses.

The extension to the DLR is being looked at serving the northern component of S01 and crossing over to Thamesmead. Should the DLR extension not be delivered, there is scope to consider attractiveness of this location for new industrial/warehousing uses.

Part of Beckton Riverside South has been safeguarded for the construction of the Thames Gateway Bridge (or Gallions Reach Crossing) linking the A2016 Western Way in Thamesmead with the A1020 Royal Docks Road. This land contains some vacant SIL and remains safeguarded until a decision is reached on future safeguarding.

Non-industrial activity

Outside of the SIL designation the Great Eastern Quays residential-led mixed use development is being delivered. This major redevelopment sits to the south of this SIL and forms part of S19 Albert Basin Strategic Site.

Depot expansion and river crossing(s) bring opportunities to introduce a new station to the area, emphasising the importance of this location for transport SIL functions. This will transform the areas development potential alongside plans to re-format Gallions Reach Shopping Park into a town centre. This will enhance worker access, but also require master-planning to balance land use demands, including housing capacity as well as industrial, warehousing and utilities/transport in the area.

Concluding points

- The area has important infrastructure (including transport) uses which will continue to dominate to meet growth needs, with some scope for reconfiguration/intensification depending on operational requirements.
- There is potential to consider future industrial land supply within the SIL and on land adjacent to meet need should the Thames crossing (on safeguarded land) and DLR extensions not come forward.
- Medium to longer term the area could be suitable for large scale industrial intensification but in the short/medium term there is too much inherent value, which makes intensification unviable.
- Whilst large parts of the SIL are performing the expected role of London-wide significance, the relationship with the Strategic Site and new town

centre is key to achieving multiple strategic objectives, including additional industrial/warehousing and depot provision with co-location uses.

- Potential for the vacant allocated waste site to be intensified through future expansion of SIL, with good road and public transport access and links to town centre.



SIL Boundary

Newham Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Beckton Riverside SIL Boundary

0 0.5 1 km
World Imagery: Earthstar Geographics
Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., METI/NASA, USGS
Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA, NGA

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Drawn: KP	Checked: SS
Figure 29	Rev A

British Gas/Cody Road

EMPLOYMENT LAND REVIEW 2022		British Gas/Cody Road
Status	SIL 2	
Site Uses and Area Composition	Roads	Estates
Business Parks with mix of heavy and light industry, logistics and distribution, and creative industries	Bidder St, Cody Road, South Crescent, North Crescent, Cody Dock, Twelve Trees Crescent	Cody Road Business Centre Crescent Court Business Centre Project Park Datapoint Segro Canning Town (formerly Electra Business Park) Europa Trade Park Twelvetrees Business Park
Size	53 ha	
Location & Overview		
<p>The Cody Road SIL is located at the western edge of the borough along the boundary with London Borough of Tower Hamlets.</p> <p>The SIL is surrounded by</p> <ul style="list-style-type: none"> • the River Lea tributaries to the West, • West Ham Underground and mainline railway station and corridor to the North, • the Jubilee Line railway corridor to the East and • Newham Way and Canning Town centre to the South. • Bidder Street LMUA is located to the south/eastern side of the SIL • Strategic Site S12 (with a component of SIL within the allocation) sits at the southern end of the SIL. <p>Immediately to the north is Strategic Site S11, which includes the former Parcel Force depot now cleared with enabling works starting on one half of the Strategic Site Allocation. To the west and also part of the Site Allocation are large gas works plant comprising 8 disused gas holders. Part of this Strategic Site was consented for major redevelopment, including the provision of maker space as part of the commercial offer. Canning Town Business Park, Stephenson St, was re-designated from LIL within the SIL to protect similar industrial offer, with Cody Dock and the western fringe as part of the Lea River Park (Leaway) removed from designation in line with the recommendations of the 2017 ELR to reflect its Lea River Park/Blue Ribbon Network role.</p> <p>The southern part of the SIL abuts East India Dock Road and west of Bidder Street is within the Canning Town Riverside Strategic Site S12. The land south/east of this SIL, is Bidder Street which designated as a LMUA for employment-led development.</p>		
Quality and nature of offer		
<i>Cody Road Business Centre, North Crescent</i>		

Cody Road Business centre was developed by the London Development Agency in 1985. It contains an industrial core of good quality SME units of a standard specification also known as Crescent Court Business Centre and Project Park with adequate onsite parking and landscaping. Uses are traditional 'bad neighbour' types including recycling facilities and car repair/breaker yards; however these are in the main buffered by high quality storage and distribution warehousing, plus green landscape strips.

Cody Road Business Centre, South Crescent plus Electra Park

The storage and distribution offer within good quality medium sized units continues to the south of Cody Road giving way to a heavier industrial offer beside the River including concrete batching plants, recycling facilities and open storage land (used for storage of machinery). The sub area is affected by Health and Safety Executive consultation zone which restricts development around the gasholders at Poplar Riverside. Beyond South Crescent to the East toward Bidder Street some 4 ha comprises an electricity substation and a self-contained high quality business park: Electra, comprising storage and light industrial uses.

A more traditional offer is found further south towards Canning Town with land used for open storage and formerly scrap metal, with EMR Metal Recycling having recently vacated the site.

Two sites are safeguarded (Schedule 1) under the Joint Waste Plan, one site presently in use for metal recycling on South Crescent, while the other to the south is vacant (EMR). This sub-area also contains Priors Wharf and Mayer Parry Wharf, formerly safeguarded wharves as per the Safeguarded Wharves Review and Secretary of State Direction in February 2021. The river is unlikely to be navigable for freight purposes.

Prologis and Twelvetrees Parks

The area has seen recent significant relatively recent investment with newly built, large warehousing units at Prologis Park. Prologis Park includes high quality units comprising two large warehouses operated by Amazon and Sainsbury's (soon to vacate), and a large recycling plant operated by Bywaters Ltd safeguarded as Schedule 1 site under the Joint Waste Plan. There are also medium sized storage and distribution units. Twelvetrees Business Park (built c. 2004) provides high quality business units with warehouse space on the ground floor and offices above, plus small offices and a training facility. Again the sub-area is well landscaped and includes an attractive area of open space with a dense group of mature trees.

Whilst public transport access is limited within the site it is good around the peripheries with Bromley-by-Bow station to the north west, West Ham to the north east and Canning Town station to the south-east, and a station at Star Lane to the east linking Canning Town with Stratford.

Worker facilities

Within the SIL there are several informal cafes. The DLR also provides good access to town centres, with Canning Town walkable from the south.

PTAL	1b-5
Freight Access	<p>Although the SIL is bounded by the river Lea there is only one insignificant and unused riparian access at Cody Dock.</p> <p>Access to the estate is solely by road.</p> <p>Two safeguarded wharves to the south are inactive but unlikely to be usable due to navigational difficulties</p>
Development activity, ownership and management	
<p>The area has seen significant recent investment with large warehousing units previously constructed at Prologis Industrial Park, and a variety of units on Electra Business Park.</p> <p>The western boundary has seen improvements to pedestrian and cycling infrastructure on the western fringe as part of the Lea River Park (Leaway) with two bridges having potential to link the SIL to currently vacant sites in Tower Hamlets. The Mayer Parry Bridge is to be delivered in 2025, facilitate a new East-West route for existing and new Leaside residents (vacant Leven Road Gas Work site) to access employment uses at Canning Town centre and to park and leisure facilities at Leven Road and Chrisp Street. A final route for the bridge will land in the vicinity of the EMR/ Segro site in Newham, providing opportunity for regeneration of the now vacant EMR site for employment led development.</p> <p>In December 2017 a change of use was approved at Unit 5B Cody Business Centre (centre of the SIL) from sui generis (non-safeguarded) waster transfer facility to a net additional floorspace of 1,858 B1(c), B2 and B8 uses.</p> <p>Redevelopment of a unit in Europa Trade Park in the east of the SIL will see an increase in 1,350sqm to provide a single employment building for B1(b), B1(c), B2 and B8 uses with ancillary office space and associated service yard. The site is cleared and currently being marketed.</p> <p>In 2019 the Cody Dock at South Crescent on the western boundary of the SIL received approval for up to 1,500sqm of employment floorspace (Use Class B1), up to 500sqm of employment floorspace (Use Class B2), with community and exhibition space and restaurant/cafe. Full planning permission was also granted for up to 500sqm employment floorspace (Use Class B1 b/c), up to 60sqm employment floorspace (Use Class B2), up to 700sqm work/live mooring space (Use Class Sui Generis) and ancillary access pontoon and community space.</p> <p>In December 2021, a Cody Road site (number 8) was granted permission (21/01123/FUL) for change of use from storage & distribution for 60 small business units (Use Class E(g)(i)) with ancillary café to cater for the business units. This would result in a loss of 760 sqm GIA and gain of 1,560 sqm GIA B1(a) office space. The approval would seek to deliver 46 business units and 10 units within the container space.</p> <p>A number of applications yielded net additional employment space, such as: Unit 4d North Crescent providing 557sqm net additional B1, B2 floorspace (incurring loss of 525sqm B8 floorspace); Unit in Europa Trading Estate providing</p>	

1,425sqm of B1,B2,B8; Unit 5 Crescent Court providing 128sqm for infill industrial units for B1c,B2, B8 Use; and Unit 2a North Crescent providing 1,440sqm B8 new storage space; 12 Cody Rd providing 42 small business units (shipping containers) of 1122sqm B1(a) floorspace (but incurring loss of 517sqm B8 floorspace).

There have also been a number of applications for extensions to premises and retention of certain minor developments.

In August 2018 part of the Parcelforce Strategic Site allocation to the north of the British Gas / Cody Rd SIL received permission. Phase 1 included 1,020 Residential Units, 689 sqm (GEA) of B1 Business Floorspace, 5,400 sqm (GEA) of Retail Floorspace and 12,004 sqm (GEA) of Community and Leisure Floorspace including a Secondary School.

Land ownership is linked to specific industrial estates so is relatively consolidated and evident in generally well managed estate environments.

The estates are modern and well occupied, the inherent value this brings that means site intensification is currently unviable.

Industrial land management considerations

The commercial space in Cody Road benefits from a high degree of industrial land use conformity; is well occupied and shows recent investment interest. The buildings at the estate are generally modern and in good condition with adequate parking and circulation, overall. A number of creative and high tech businesses as well good quality industrial accommodation for leading companies are already present in all sub-areas.

The southern part of the SIL is largely cleared as EMR have recently vacated the site, with market interest seeking to continue industrial uses. This part of the SIL however overlaps Canning Town Riverside Strategic Site S12, with new bridge connectivity to be delivered by 2025 to new Leaside residential area on Leven Road, presenting an opportunity for re-designation of the EMR site from SIL to employment led LMUA. This would create a buffer between the remainder of the Strategic Site and the heavier industrial offer and large warehouses of Electra Business Park.

Across the remainder of the SIL it is not expected that any significant displacement will occur in the immediate future so that the estate is likely to retain its current configuration. However, there is the opportunity for incremental modernisation of remaining stock, and should any consolidation of the electricity infrastructure occur, then this may provide scope for further expansion of productive floorspace.

Whilst a combination of Strategic Site (S11 Parcelforce, S12 Canning Town Riverside, S13 Manor Road) and Local Mixed Use Area (Bidder Street) allocations provide for the introduction of residential uses at the margins of the SIL, the allocations are clearly specified to provide for ongoing protection to SIL based industrial activity and incorporate appropriate employment-generating uses compatible with residential on site as a buffer to the wider SIL.

At the southern end of the area, and in line with potential re-designation of the EMR site (SIL) to LMUA, there is scope to extend the SIL to Bidder Street LMUA, north of Ives Road (or as a LIL). This is part of the Bidder Street LMUA currently contains heavier industrial uses such as waste collection services and metal recycling and is operating more like a SIL. The remainder of Bidder Street southern section would remain as LMUA creating a buffer between Strategic sites and SIL, supporting employment-led mixed use development, utilising improved public transport accessibility in the regenerated Canning Town Riverside area.

The land option reconfiguration of SIL and LMUA provides an opportunity to facilitate Lea River Park and wider regeneration objectives while protecting employment uses and providing employment-led mixed uses while connecting new Leaside neighbourhoods in close proximity to Canning Town interchange and town centre.

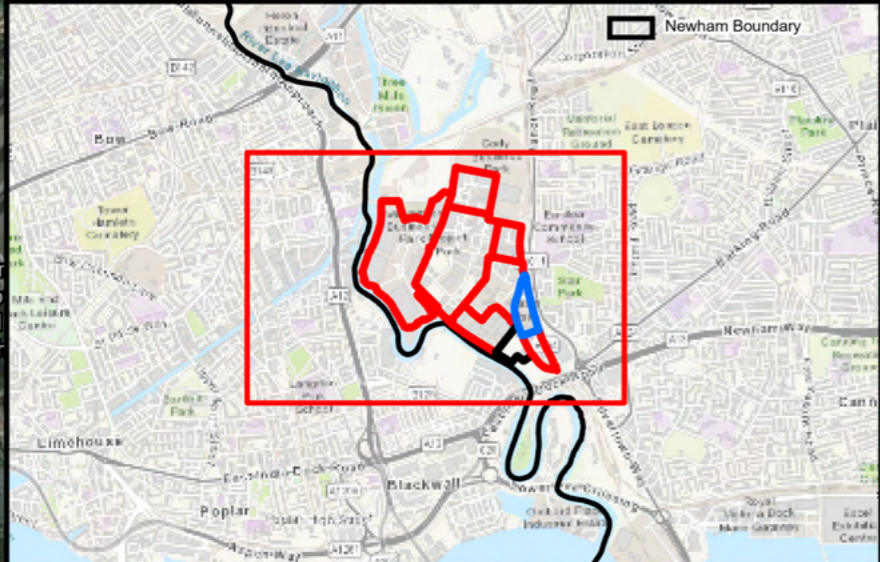
Concluding points

- Cody Road provides the most modern employment space in the Lower Lea Valley, providing for a range of spaces and uses, with some scope for intensification and employment re-designation on the southern and northern boundaries to align with Strategic Sites and uses of employment sites. This will support environmental improvements, inter-connectivity of new neighbourhoods to employment options, the wider Leaway and Canning Town Riverside aspirations.
- The isolation of the SIL from residential uses makes it an ideal location for warehousing/logistics and heavier, unneighbourly SIL-conforming employment uses. However given that the SIL is adjacent to Strategic Site, introduction of residential elements, this will need to be a catalyst for intensification of SIL moving away from open storage to modern industrial/warehousing units.
- There is scope for large scale industrial intensification, however given inherent value and high occupancy of the site, this is likely to occur outside the plan period.
- There is scope to incorporate the Stephenson Street LIL at the north-east of the site within the SIL .
- Following recent EMR vacating the southern tip of the SIL, there is scope for re-designation of the site as LMUA to better compliment the employment led mixed-use objectives of the Canning Town Riverside Strategic Site (S12) and connectivity with new Leaside neighbourhood through delivery of Mayer Parry Bridge.
- SIL extension into the northern part of Bidder Street LMUA would complement the heavier industrial offer of this area and aid with reconfiguration of SIL and LMUA to create a buffer between industrial estates and strategic sites. Recommendation: Northern part of Bidder Street LMUA is re-designated within SIL2.

- The western part of the Parcelforce Strategic Site, outside but adjacent to Prologis Park part of SIL 2, has potential to include light industrial uses to compliment/buffer the SIL.



- SIL Boundary
- Recommended redesignation from LMUA to SIL
- Recommended redesignation from SIL to LMUA



London Industrial Park

EMPLOYMENT LAND REVIEW 2022		London Industrial Park
SEL Status	SIL 1	
Site Uses and Area Composition	Roads	Estates
Industrial Park with light and heavy industry adjacent to retail park and residential area. Including printing, commerce, logistics and industrial hire premises	Alpine Way Eastbury Road Whitings Way Hillcroft Road Roding Road	London Industrial Park
Size	22.7 ha	
Location		
<p>London Industrial Park is in Beckton at the east of the borough. The Greenway, a footpath and cycleway constructed on the embankment containing the Northern Outfall Sewer, runs to the north of the estate. The estate is bounded to the east by Royal Docks Road A1020, and to the south lies modern residential development and the Beckton Retail Park. On the west side is an area of green (not currently publicly accessible) open space designated as a Site of Importance for Nature Conservation: a former tip known as the Beckton Alps. There was no change to the SIL boundary in the Local Plan Review 2018.</p>		
Quality and nature of offer		
<p>London Industrial Park is a relatively modern estate with only 1 unit currently vacant. The majority of the units are rated as excellent or good with only one premises, Solar House, judged to be in poor condition.</p> <p>The front of the estate is well shielded from the surrounding area as it is elevated, set back from surrounding roads with green space, through which there are pedestrian links to the neighbouring residential area. The estate also benefits from a high quality well maintained public realm. Parking was considered to be sufficient on the estate with no signs of parking stress found.</p> <p>The largest premises on the estate is the Britvic Soft Drinks plant, in existence at this location since 1990, which takes up a major part of the east of the estate in B2 use..</p> <p>The majority of the other uses comprise small to medium-sized Class B8 Storage and Distribution uses: mainly delivery and parcel businesses or wholesale suppliers. There is a trend on the estate for one or more B8 units to be amalgamated for use by one business. The dominance of this use results in a high volume of traffic movement to and from the estate and along the service roads taking access from Woolwich Manor Way, and contributes to the estate's busy character. Indeed evidence was found of 24 hour working with HGV traffic active on the site at night.</p>		

In addition there are a few sui generis industrial machinery hire companies. They mostly contain open storage yards for their machinery. There has also been a limited amount of non-B Class incursion in the form of training businesses operating within the estate including a motor cycle training centre and a building training business; however the nature of these does not presently conflict with the industrial offer or residential area to the south due to buffer of buildings.

Worker facilities

'Walk to' shops for industrial occupiers are provided for in the adjacent Beckton Retail Park. The estate also benefits from access to East Beckton District Centre (5-10 minute walk away) providing a range of retail and services, plus community facilities (such as a nursery). Just beyond this lies Beckton District Park.

PTAL	0-2
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Freight Access	Road only
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Development activity, ownership and management

It is indicative of the commercially attractive nature of this estate that recent consents for refurbishment have been approved including permission granted for 126sqm storage building for tool hire.

In 2018 non-conforming uses such as outline permission for a 3 storey residential block of 9 flats was refused on a logistics site (Emt House) on the edge of the SIL adjacent to the residential area of Aaron Hill Road.

Industrial land management considerations going forward

The estate is well located in relation to the strategic road network and offers 24 hour working due to its relative self-containment and separation distance/buffering from sensitive receptors.

The main part of the estate is well occupied by a large industrial plant operated by Britvic and by a range of SMEs with low levels of vacancy (at frictional levels). Overall the estate exhibits a high quality of accommodation.

Given this, the scale of the estate and its largely homogenous character, it is considered that the only appropriate option is to retain the entire estate as a SIL.

Redevelopment of the allocated neighbouring retail park, Strategic Site (Alpine Way S02), will include employment uses along Alpine Way complementing the SIL to the north and east. The SIL's current designation would nonetheless allow for redevelopment/refurbishment and intensification to better meet modern business needs. The inherent value of the existing units however currently makes it unviable in the short-term.

The current layout of the park and its size lend itself to site intensification. But given that the units are well occupied to a number of blue-chip occupiers, the inherent value this brings, currently makes site intensification unviable.

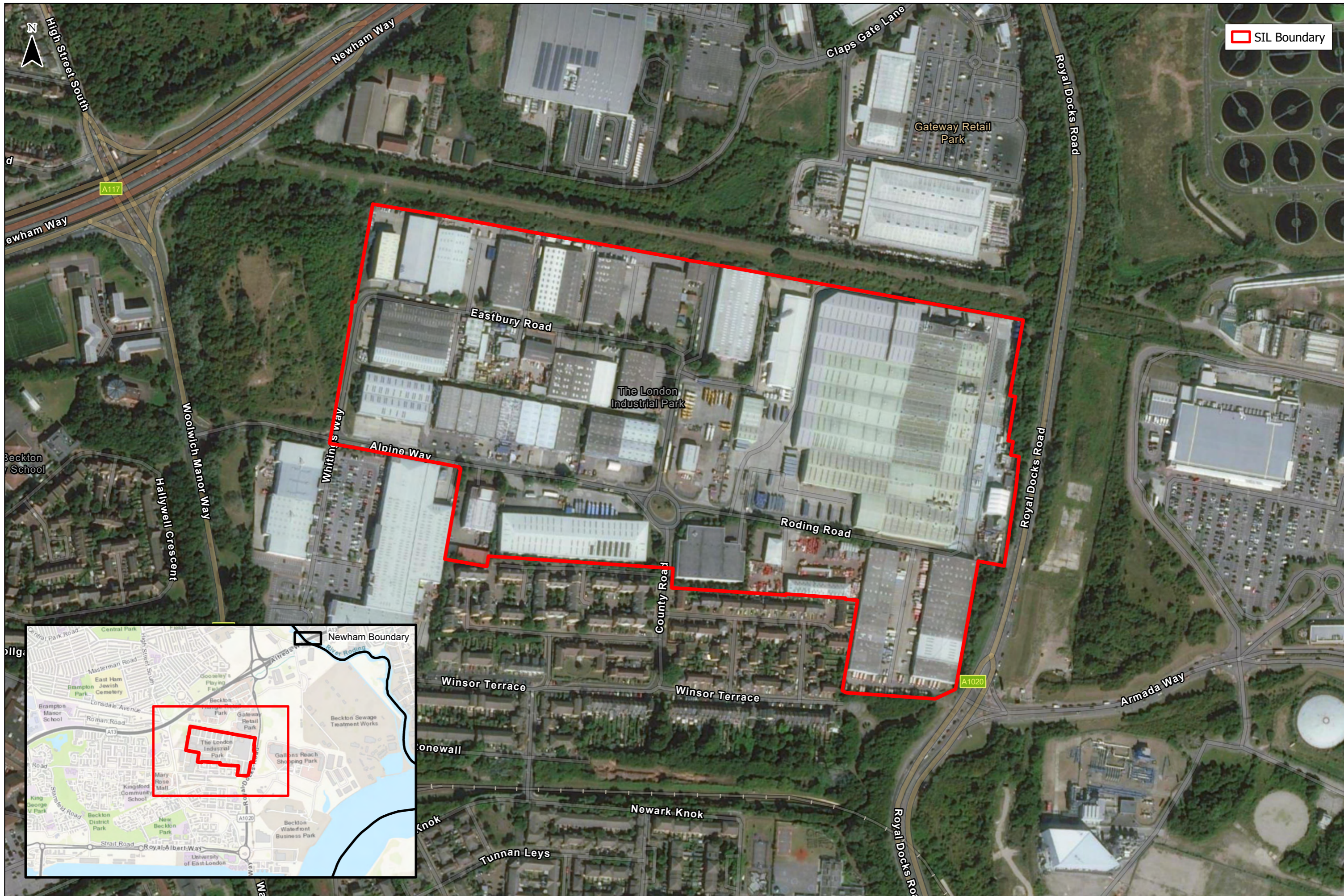
Towards the end of the plan period, there could be scope for a G Park style intensification at this park (large floorplate, multi stacked unit), but this is subject to suitably sized sites being available e.g. a single large site being

released or smaller sites being assembled. An example of a larger site in the park which could be suitable for a G Park style development would be the Britvic site.

Given the character of the estate which mainly comprises warehouse, distribution and industrial uses it is appropriate that the estate is retained as a SIL in its entirety.

Concluding points

- Healthy industrial estate with a range of mainly general industrial and storage and distribution uses with Britvic being the largest operator at the estate and some light industrial and training operators also present.
- The SIL is complemented by its proximity to East Beckon District Centre, Beckton Retail Park and Strategic Site S02 which will deliver a portion of employment uses adjacent to the SIL.
- Medium to longer term, the core industrial estate could be suitable for large scale industrial intensification.



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
London Industrial Park SIL Boundary

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m
Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA
World Imagery: Maxar, Microsoft
Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

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Drawn: KP	Checked: SS
Figure 31	Rev A

Thameside East

EMPLOYMENT LAND REVIEW 2022		Thameside East
Status	SIL 4	
Area Composition	Roads	Estates
Heavy and light industry with vacant sites undergoing transition. Bus depot and large sugar refinery.	Factory Road North Woolwich Road Albert Road Henley Road Pier Road	Thameside Industrial Estate Tate & Lyle Standard Industrial Estate
Size	24.76 ha	
Location		
<p>An expansive Strategic Industrial Location located in the Royal Docks centred on the Tate and Lyle Sugar Refinery and safeguarded wharf. It lies alongside the River Thames and south of the Elizabeth Line route, which provides for separation from the other parts of Silvertown/North Woolwich.</p> <p>The SIL is bookended by Strategic Sites S23 Connaught Riverside and S04 North Woolwich Gateway, the latter which also contains the eastern part of the SIL.</p> <p>The Thames Road Industrial Estate was released in the Local Plan Review 2018, with St. Marks Industrial Estate was designated as a LIL11. Both of which form part of S23 Strategic Site.</p> <p>The site falls within the boundary of the Royal Docks OAPF.</p>		
Quality and nature of offer by sub area		
<p><i>Thameside Industrial Estate</i> Adjacent to Thames road Industrial Estate and Connaught Riverside Strategic Site S23, the estate contains ageing warehouses offering lower cost space and includes industrial container/storage hire outlet, event equipment hire unit and yard and community surplus food enterprise. To the east of this, units are used for storage and distribution as part of the wider Tate and Lyle operation. The access road off Factory Road is extremely busy with freight traffic. Condition is of poor to fair quality, lacking recent investment, with large areas of open storage and car-parking. The two storey building fronting onto Factory Road, formerly Hiremasters Quickbuild, is vacant.</p>		
<p><i>Tate & Lyle general industrial area</i> contains medium to large warehousing and general industrial units of fair quality. Tate & Lyle's operational extent includes the Thameside Industrial Estate in the western end of Thameside East SIL. There is a large area of land used for open storage and car parking. Whilst apparently lacking recent cosmetic investment, the site is clearly meeting business needs and suits its riverside (with wharf access) and relatively isolated location (although in close proximity to Strategic Site S23), providing separation from its bad neighbour aspects (noise, emissions and large numbers of HGV movements). The site objectives of S23 seek to buffer the more traditional</p>		

<p>industrial as part of the SIL to the east of the Site Allocation with modern warehousing. To the east of Tate and Lyle sugar complex, is predominantly lower density industrial with some open storage and numerous industrial units including a bus garage and seafood wholesalers.</p>	
<p>The SME cluster at <i>Standard Industrial Estate</i> contains a range of B Class occupiers (including waste processing), with 1Ha of vacant land and an industrial training facility. Occupiers include Russell Trew (roofing and building contractor) in a 260 sq m unit, London Taxi Repair Centre (vehicle repair) in a 100 sq m unit and Supreme Wholesale (food wholesaler) in a 107 sq m unit. It also contains two non-conforming religious facilities. Until recently there was another well-occupied SME cluster but this was demolished to make way for Elizabeth Line works; there has also been recent demolition of telecoms equipment at the eastern edge.</p>	
<p>Worker facilities</p>	
<p>No 'walk to' services for industrial occupiers such as workplace crèches or cafes were identified within the cluster. A local shopping parade on the corner of Parker Street and Connaught Road, and North Woolwich local centre were identified. These facilities are within 400m (as the crow flies) of each of the industrial estates. However access to these facilities on foot is difficult given the cluster is bounded by road and rail infrastructure which create significant north south barriers – there is only one stepped footbridge at the former Silvertown Station, and long linear industrial traffic dominated routes east west. Estates at the either end of the cluster have best access to public transport (DLR and bus services).</p>	
<p>PTAL</p>	<p>0-2</p>
<p>Freight Access</p>	<p>The cluster has a riparian margin and Tate & Lyle benefits from direct access to a safeguarded wharf which is in use. There is also good access to the Strategic Road Network.</p>
<p>Airport safeguarding</p>	<p>The entire cluster is subject to technical airport safeguarding considerations. This would be a significant constraint in any development proposals with regard to building height restrictions.</p>
<p>Development activity, ownership and management</p>	
<p>The SIL which forms part of S04 at Store Rd and Factory has had some development activity. The southern component of the BT London Teleport site was completed (17/03449/FUL) for commercial unit of B8 (storage and distribution) and B1(a) (offices) for Open Reach on the eastern edge of the SIL. The northern section was of this site approved in March 22 on the remainder (north) of the London Teleport site on Site Allocation S04 for change of use comprising of 800 sq. m of metal recycling facility (21/01492/FUL) together with associated buildings.</p>	
<p>The SIL land at west of Henley Road is proposed and pending decision for a bus garage (named Silvertown Bus Garage) to accommodate 151 buses</p>	

including ancillary six-bay workshop and office building with electrical charging infrastructure and fuel storage.

Otherwise development activity is limited to small scale business expansion and land use regularisation in period 2011/12-2012/13. No activity in 2013/14-2014/15 as well as Crossrail Works at the eastern edge of the area.

Ownership is relatively consolidated across 4 main landowners.

Industrial land management considerations going forward

Thameside Industrial Estate/Tate & Lyle Sugar Refinery

It is considered the location of this cluster as part of a larger cluster of industrial activity reinforces its suitability as SIL. It benefits from access to the river with direct access to a safeguarded wharf. However, there appears to be a lack of recent investment in both parts of the site. This section of the industrial estate is also affected by the considerable barrier effects of the Elizabeth line, with only very limited pedestrian access to transport links and local amenities (stepped footbridge at former Silvertown station location by the local shopping parade). Longer term if the key occupier were to vacate the site, then redevelopment may be indicated, as long as it could afford infrastructure investment. There are no current plans for Tate & Lyle to move.

Standard Industrial Estate

This industrial area provides for existing industrial activity and waste management uses in purpose built accommodation. Although the space is dated at Standard Industrial Estate, it does provide an affordable option for SMEs. Due to the size and layout of the estate there is limited scope for largescale site intensification but may be suitable for small stacked units. The area does not conflict with neighbouring land uses given separation distances, however given the utility land (Thames Water building) to the east of Store Rd and proposals to the West of this, there is sufficient buffering to manage the transition between the Site Allocation and the SIL, which has seen recent development interest/activity for industrial uses.

As for the Site Allocation, activation of the listed station could support cultural creative industries at this location. However key issues around pedestrian connectivity to local facilities remains a significant problem due to the barrier effects of Crossrail and more traditional industrial road layout and environment. Connectivity is best at the eastern end of the Site Allocation, and should be further enhanced by Strategic Site master-planning.

Concluding points

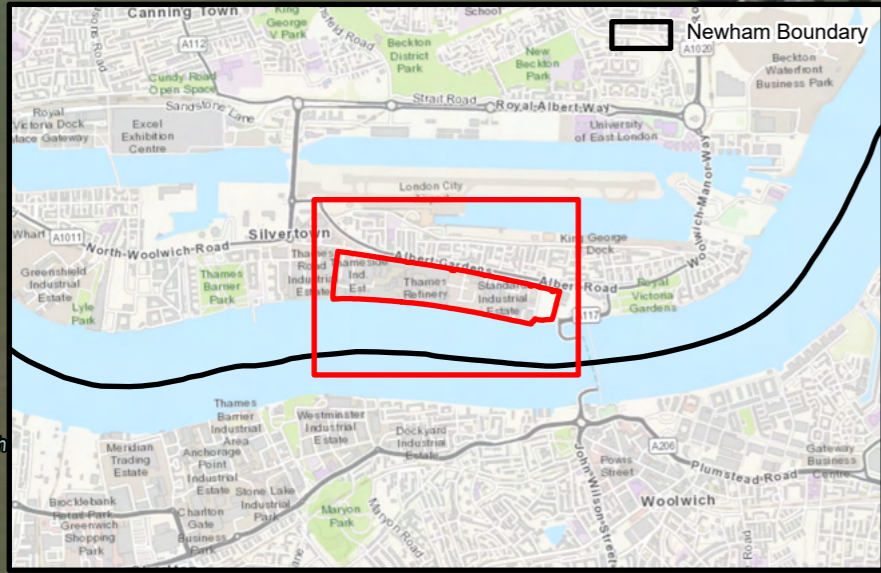
- Strategic Site S04 North Woolwich Gateway will continue to assist with meeting demand through intensification of the east of the SIL in line with principles of the allocation where new SIL uses will be focussed on the west of the allocation (in SIL 4). Development activity (on BT Teleport site and Henley Road Bus Garage) is in line with retention of SIL use, along with buffer of Store Road Pumping Station for employment-led mixed-use redevelopment on Pier Road. The eastern area has the potential to be combined with the wider redevelopment of the North Woolwich Gateway

(Strategic Site S04) which is identified for employment-led mixed-use redevelopment. The eastern area could be intensified to create additional floorspace and help form a buffer between the SIL and the strategic site.

- Most scope for change at the present time is at the edges where strategic sites overlap/abut the SIL to the west and east; SIL intensification should nonetheless occur in a managed, comprehensive and Council-led master planned way, including re-provision of modern industrial/warehousing floorspace.
- Standard Industrial Estate could be suitable in the medium to long term for site intensification in the form of small stacked units to support lower cost localised enterprise.
- Tate and Lyle will remain a large operator at this location and are expanding operations and land take. Thameside Industrial Estate abuts Connaught Riverside Strategic and is suitable for industrial intensification to complement the strategic site and create buffer to Tate & Lyle operations.
- Longer term if operator demands were to change, more large scale change would require significant changes to pedestrian and public transport connectivity, potentially enabled by strategic site S23.

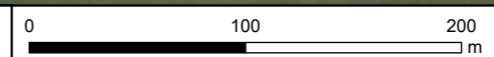


SIL Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Thameside East SIL Boundary



Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA
World Imagery: Maxar, Microsoft
Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

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Drawn: KP	Checked: SS
Figure 32	Rev A

Thameside West

EMPLOYMENT LAND REVIEW 2022		Thameside West
Status	SIL 3	
Area Composition	Silvertown Landing; Nuplex; Central Thameside West (cleared site); Central Thameside Wharves (Concrete Plants); Tate & Lyle; vacant site pending permission (G-Park; logistics & distribution)	
Roads	Knights Road Bradfield Road Bell Lane	
Size	17.71ha	
Location		
<p>Thameside West is safeguarded as a Strategic Industrial Location located in the Royal Docks along a river frontage which extends along the Thames south of Silvertown Way (and its arch based LMUA) to Knights Road.</p> <p>As part of the 2018 Local Plan review the western end now part of S08/S09 Thameside West consent, were released from SIL. At the Eastern side of Thameside West SIL the Land at Greenshields industrial estate and cleared site to the south of this was also released and now forms part of S08 (Lyle Park West).</p> <p>At the centre of the SIL is Strategic Site S07 which is allocated for employment only development. This site consists of a safeguarded wharves at Peruvian and Royal Primrose Wharf.</p> <p>At the northern end of the SIL is West Silvertown DLR and Greenspace at Lyle Park is located to the south eastern end of the SIL designation. The SIL is bookended by two major strategic sites at Thameside West SIL and Lyle Park West.</p> <p>The site falls within the boundary of the Royal Docks OAPF.</p>		
Quality and nature of offer by sub area		
<p><i>Knights Road</i> Bradfield Road links around to Knights Road. On western side of Knights road a Tarmac concrete batching plant is in active use within the SIL with consequent dust affecting the external environment. Adjacent to Lyle Park, is Strategic Site S20 Lyle Park West, land allocated for mixed-use redevelopment through SIL Managed Release. This allocation will deliver residential uses to the north of the Tarmac concrete batching plant adjacent to West Silvertown DLR station.</p> <p><i>Peruvian Wharf</i> This is a large vacant site (formerly occupied by a sugar refinery owned by Tate and Lyle) with two large industrial operators on either side. This is now part of S07 site allocation for employment only development. Peruvian Wharf is safeguarded with concrete batching plant in operation. More recent</p>		

consents allow for significant lorry movements associated with this operation (300 a day Monday to Saturday, including at night).

Royal Primrose Wharf

Adjacent to Peruvian Wharf is a new safeguarding to meet freight demand at Royal Primrose Wharf. This also forms part of S07 site allocation for employment only development and adjacent to S20 Lyle park West, which is allocated for mixed use development which was recently cleared.

Former Nuplex/Allnex Site

Nuplex resins (see below) is to the west and Tate & Lyle syrup works to the east. Allnex have ceased operations here and an application (21/00939/FUL) was recently approved to clear the site, presenting a development opportunity. Tate and Lyle have had significant investment in modern production lines since 2010 within its existing building footprint. Suitable for current occupier, but assessment of stock needed for suitability for comprehensive redevelopment for multi-deck to complement the proposals for G Park.

Bell Lane

Bell Lane is separated from the Bradfield Road area by the Peruvian Wharf site. This section is characterised by the vacant Nuplex Resins site and two large general industrial and storage operators: Skanska construction yard and the presently well-managed Euromix Concrete batching plant. It is considered to have a fair quality public realm (relative to the nature of the uses) and low density units of fair quality. The former Carlsberg Tetley site at the northern edge is the subject of a GLA meanwhile use project focusing on cultural and creative industries.

The western part of the TSW SIL designation reflects the Silvertown Tunnel safeguarding route. To the north west is land allocated for release for mixed used redevelopment, (S08) reflecting passive provision for a new DLR station, if wharf needs can be met. This is presently in general industrial use, with Dock Road heavily congested with HGV traffic. Part of the SIL to the north of Bell Lane is within the S08 Silvertown Landing strategic site, allocated to develop a new neighbourhood, comprising new residential and community uses including a school, and employment and leisure/tourism grouped around a new DLR station and Local Centre.

Worker facilities

No 'walk to' services for industrial occupiers such as workplace crèches or cafes have been identified within the industrial area, though there is an A4 establishment at the western end.

Facilities are not conveniently located, and the nearest shops are the garage on North Woolwich Road and local shops at Britannia Village, or others accessed by DLR.

PTAL	1b-3
Freight Access	The industrial area has a riparian margin and benefits from direct access to safeguarded wharves. It has good access to the Strategic Road Network.

Airport safeguarding	The area is subject to technical airport safeguarding considerations. This would be a significant consideration in any development proposals with regard to building height restrictions.
Development activity, ownership and management	
A number of temporary consents have been approved in 2017 at the Thames Road (Dock Road) area for the continued use for aggregate/construction and waste recycling alongside general plant and machinery maintenance.	
<i>Peruvian Wharf (Strategic Site S07)</i>	
The wharf is in use for aggregate and concrete batching with the northern component cleared land. To the rear of the wharf on the cleared site, a planning application for G Park London Docklands (Gazely) is pending consideration to construct a 3-storey 40,473sqm (GIA) storage and distribution warehouse (Use Class B8), including provision of 275sqm of flexible storage and distribution/retail use (Class B8/A1/A3) at ground level and associated servicing yards.	
<i>Royal Primrose Wharf (Strategic Site S07)</i>	
Bought by the PLA in 2019. Application for prior approval for proposed demolition of the former food processing facility on Knights Road was refused in 2017. As per the safeguarded wharves review the site includes a safeguarded wharf to meet freight demand. This wharf forms part of S07 site allocation for employment only development and sits adjacent to S23 Lyle park West, which is allocated for mixed use development. Site was recently cleared.	
<i>Pinchin's Wharf / former Allnex Paint Factory / Nuplex Resins</i>	
Operations have now ceased at the former Allnex/Nuplex resins site, and in 2022 the site was subject to a consent (21/00939/FUL) to clear the site for enabling works for future commercial uses at this location.	
<i>Plaistow Wharf</i>	
Granted permission in 2020 for redevelopment for use as a road-river hub for construction demolition and excavation waste storage and transfer.	
<i>Thameside West Site Allocation (S08/S07)</i>	
The land as Thameside West (not Strategic Sites S08/S09) was released as part of the 2018 Local Plan and is to the west of the core SIL location. Outline permission approved for Phase 1 on (part SIL approx. 1.9 ha protected) for 460 residential Units(Use Class C3), 3,417sqm (GEA) of flexible employment floorspace (Use Classes B1b, B1c, B2 (restricted), B8); 162 sqm(GEA) of flexible retail floorspace (Use Classes A1-A4). Phase 2 has 833 sq m of flexible industrial (B1b/c, restricted B2,B8) also on the S09 SIL. Phase 3 seeks a further 15,000 sq m of flexible industrial (B1c,B2, B8) is proposed as part of the Outline in a standalone multi storey substitution for any lost SIL floorspace. Development Zones A to F are located within the 1.9 ha of SIL, buffered by landscape treatment above the Silvertown tunnel, with co-location of uses (B1, B2, B8 & C3) approved on Bell Lane.	

Site Allocation S08 'Thames Wharf' covers the northern two thirds of the Application Site; and S09 'Silvertown Landing' covers the southern third of the Site. The application site mostly comprises non-designated industrial land, with the south-east corner of the Site (1.9 hectares), as part of Site Allocation S09, being within the 'Thameside West' SIL. The Site comprises a variety of industrial/business/wharf uses, with open storage/yards and a limited number of low-rise buildings, some which are now vacant, ahead of demolition in connection with the Silvertown Tunnel DCO. Over 19,000 sq m of industrial floorspace is proposed, therefore re-providing the existing SIL (S09) area of 1.9 hectares / 19,000 sq m –this is being brought forward in the wider scheme i.e. not Phase 1, with the major industrial component of 15,000 sq m to be delivered in Phase 3.

Silvertown Tunnel Development Consent Order

On 21 February 2019, the Secretary of State for Transport issued a Correction Order and Correction Notice for amendments to the Silvertown Tunnel Order 2018 (as approved on 10 May 2018) for the Silvertown Tunnel scheme linking the Greenwich Peninsula and Silvertown.

The area north of Bell Lane and west of North Woolwich Road falls within the red line of the DCO submitted scheme and is now cleared for construction: it is already covered by a safeguarding order. The duration of construction of the scheme is expected to be approximately 7 years. The Silvertown tunnel is landscaped within the Thameside West application, which includes the north-western tip (1.6 ha) of SIL3.

Industrial land management considerations

Thameside West is well located in relation to the Strategic Road Network, and to the River Thames. The SIL offers potential for 24 hour working due to its relative self-containment, however mitigation may restrict intensity of use due to sensitive neighbouring uses of nearby strategic sites.

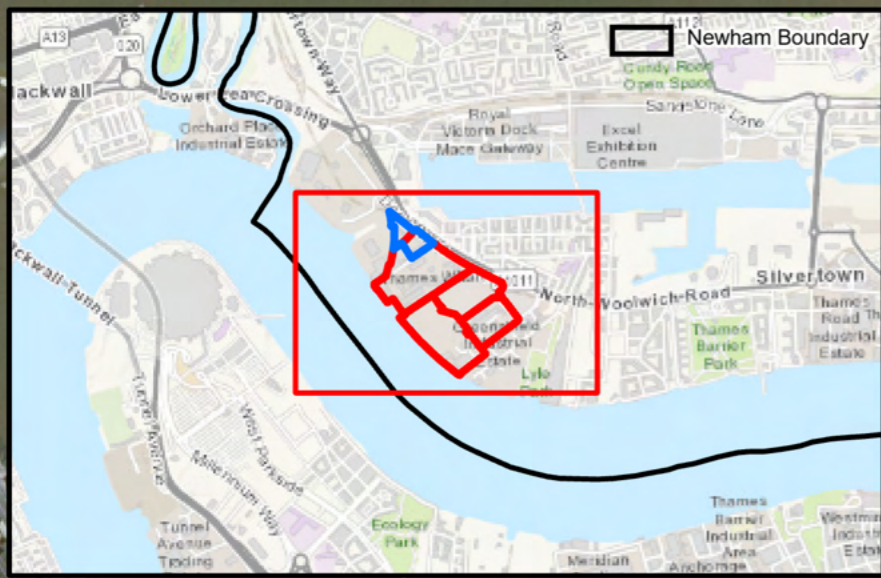
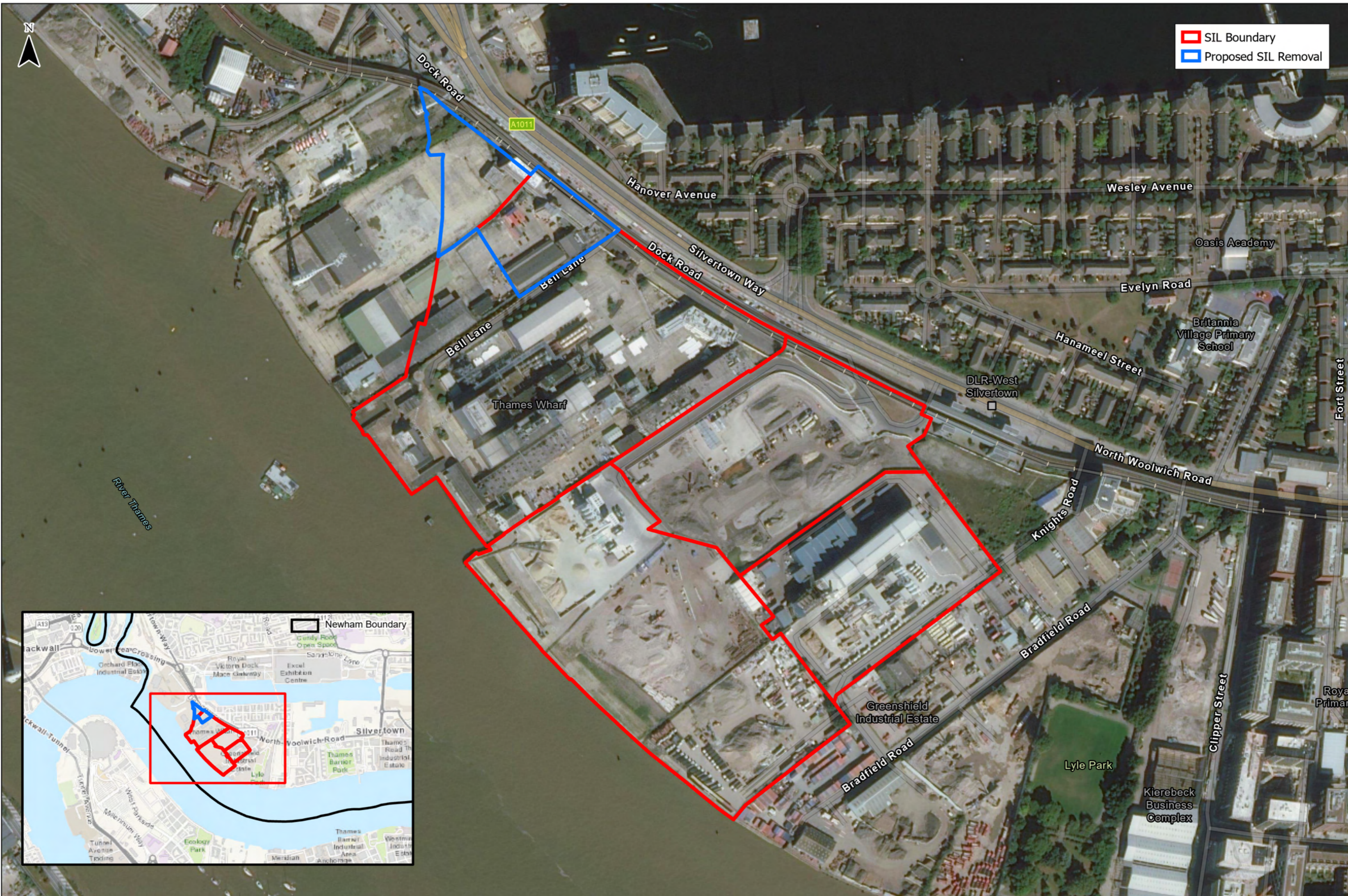
The SIL in its current form is however subject to competing development pressures. There are active wharfs with potential for further consolidation and significant wharf-related activity, (including lorry movements) together with potential Silvertown Crossing construction works in close proximity to these sites. All wharf consolidation is proposed for Peruvian Wharf and Royal Primrose (S07) to meet future freight demands, and strategy supported by the London Plan.

Given the strategic pressures on industrial land, and the externalities of the fronting wharf use, together with further wharf consolidation, the continued designation of land behind Peruvian Wharf and the former John Knights site as SIL remains appropriate, reflected in industrial market interest by way of an application on this site. This area plays a strategic role in providing new capacity including consolidated wharf capacity with Royal Primrose Wharf. This employment only Strategic Site allows for specification of a new access point to the wharves and scope for intensification to support industrial demand. The wharf consolidation also has benefits to support growth by helping to reduce some lorry movements associated with existing uses such as concrete batching.

Indeed, the scale of the industrial area and its varied character with a range of employment uses and capacity sites of different sizes mean that it is considered appropriate to retain Thameside West as SIL with no land release given industrial demand in this area and across the borough.

Concluding points

- There are many environmental issues and considerations with regard to the relationship between Thameside West and S20 along Knights Road (Tarmac concrete batching plant) which would require master-planning to mitigate unneighbourly development.
- Extensive industrial area with a range of mainly general industrial and storage and distribution uses with some light industrial operators also present.
- A significant part of the original employment area (released in the Core Strategy) at its eastern end adjoining Barrier Park has now been completed at the Royal Wharf development. The western end at Thames Wharf was released from SIL in the 2018 Local Plan which now forms part of S08/S09,
- At S07 there is additionally a major development site, including wharf reactivation (underway) and consolidation with market interest through a pending planning application to support industrial development at the Peruvian Wharf,
- Environmental impacts will need to be carefully managed here alongside significant improvements to the road network here. Need to mitigate conflict between wharves, industry and future site proposals on S20.



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Central Thameside West SIL Boundary

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m
Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA
World Imagery: Maxar, Microsoft
Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

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Drawn: KP	Checked: SS
Figure 33	Rev B


Bow Goods Yard

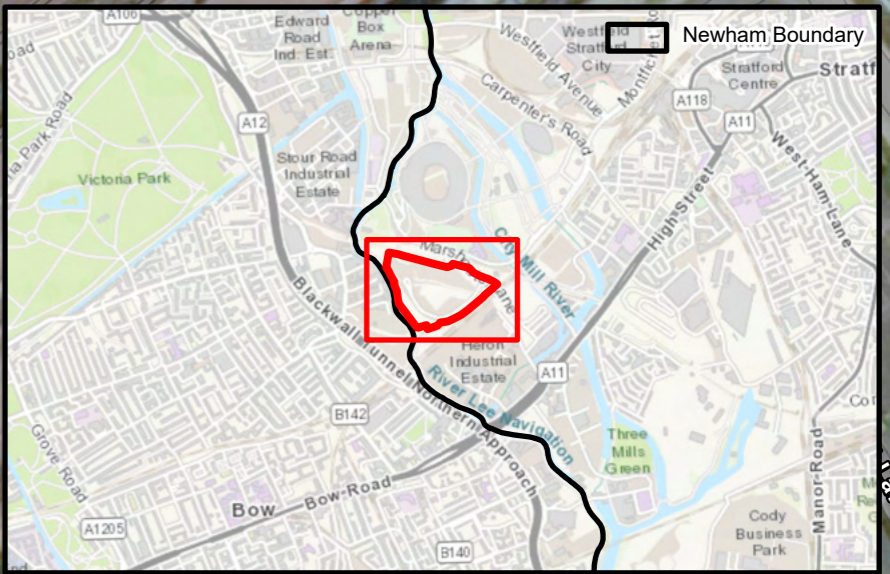
EMPLOYMENT LAND REVIEW 2022		Bow Goods Yard East	
SEL Status	SIL B.1a3		
Area Composition	Roads	Estates	
The area is used for aggregates and concrete batching, with related (safeguarded) railhead and road infrastructure.	Marshgate Lane	N/A	
Size	12.43 ha 8.3 ha within LB Newham	Number of Businesses	1
Location			
An area of Strategic Industrial Land providing protected freight rail head facilities, divided by the River Lee but linked by rail infrastructure. Located to the south of London Stadium and Greenway and to the northwest of Pudding Mill Lane DLR station. The site is bound to west by the River Lea, the remainder of the concrete plant and light industrial area of Riverside Business Park.			
Quality and nature of offer			
SIL Safeguarded rail heads and associated bulk freight distribution of B2 and B8 uses appropriate. Rail related uses supported only.			
Worker facilities			
There are no facilities on site. Stratford High Street is 10-15 min walk from the site, with Stratford Metropolitan Centre providing a range of retail and services beyond this.			
PTAL	1b-2		
Freight Access	Road and rail		
Development activity, ownership and management			
The site is owned by Network Rail and leased for use as aggregates storage, and is operating at a lower density well below London average. There has been no recent development activity with site continuing to operate for aggregates uses. The site is allocated as SA4.5 Bow Goods yard (Bow East and West) in the LLDC Local Plan which seeks consolidation and intensification of rail, industrial and other appropriate employment uses for opportunity in the long-term for an element of release of land at Bow East for alternative uses.			
Industrial land management considerations			
The site is appropriate for bulk freight and other SIL uses with related railhead and road infrastructure, however there has been noise complaints from neighbouring residential block to the northwest.			
There is potential for redevelopment in the form of a G Park and Albert Island style development of large floorplate industrial accommodation, this will be attractive to occupiers servicing the CAZ.			
Policy approach: consolidation & intensification of rail, industrial and other employment uses.			


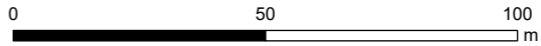
Concluding points

- Policy approach: consolidation & intensification of rail, industrial and other employment uses. Retain as SIL due to site activity and uses.
- There is potential for redevelopment in the form of a G Park and Albert Island style development of large floorplate industrial accommodation, attractive to occupiers servicing the CAZ, in the medium term to end of the plan period.



 SIL Boundary



	Client	NEWHAM EMPLOYMENT LAND REVIEW Bow Goods Yard SIL Boundary	0	50	100	1:1,500 @ A3	Date: 13/05/2022
	London Borough Of Newham					Drawn: KP	Checked: SS
			Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA World Imagery: Maxar, Microsoft Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc, METI/NASA, USGS			Figure 34	Rev A