

## Local Industrial Locations (LILs)

## Stephenson Street

<b>EMPLOYMENT LAND REVIEW 2022</b>		<b>Stephenson Street</b>
<b>Status</b>	LIL 1	
<b>Site Uses and Area Composition</b>	The site is the TfL West Ham Bus Garage. The area is predominantly industrial (SIL-type) land and adjacent to Strategic Site S11 Parcelforce (vacant).	
<b>Roads</b>	Stephenson Street / Cody Road	
<b>Size</b>	3.85ha	
<b>Location</b>		
<p>The Stephenson Street LIL is located at the western edge of the borough, to the northeast of the British Gas / Cody Road SIL site. The site forms part of the large Cody Road - Prologis employment hub bounded by the River Lea tributaries to the West and the Jubilee/DLR Line to the east. The LIL lies between Star Lane and West Ham tube stations. To the east of the site over the rail line from Stephenson Street is largely low density residential and a school.</p> <p>It is understood that approx. 0.5 ha of the site is within LB Newham ownership but is leased on a long lease to London Bus Services Limited (a subsidiary of TfL). The rest of the site (2.5 ha approx.) is owned by the London Bus Services Limited as shown by the brown shading on the above image. A further parcel of land is located to the west of the depot along the rail line.</p> <p>Immediately to the north is the cleared strategic site S11 (Parcelforce) where works have commenced to enable employment-led mixed use redevelopment, and to the south is the British Gas Site/ Cody Road SIL 2.</p> <p>The 2018 Local Plan review removed land to the north (part of Parcelforce Strategic Site S11) and south (Canning Town Business Park) from the LIL as proposed in the 2017 ELR. Canning Town Business Park now forms part of British Gas Site/ Cody Road SIL 2 designation.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
LIL 1 is currently occupied as a modern, green-roofed bus depot (SG), which includes hangars and a large parking space for the buses located to the south of the structures, serving London's transport functions. Beyond this the north of this area (outside of the LIL designation) is cleared for the strategic site which includes a large car park which is fenced off.		
<b>Worker facilities</b>		
No 'walk to' services for industrial occupiers have been identified within the industrial area, other than the informal cafe, however Canning Town centre is approximately 10 minutes' walk and there a limited number of shops and services around West Ham station.		
<b>PTAL</b>	1a-5	
<b>Freight Access</b>	Access to the estate is solely by road.	
<b>Airport safeguarding</b>	N/A	

**Development activity, ownership and management**

The northern part of the LIL (land west of West Ham Station) received planning approval in August 2018 as part of the Former Parcel Force Depot Strategic Site (S11) for erection of tall buildings comprising 1,020 Residential Units, 689 sqm (GEA) of Business Floorspace (Use Class B1); 5,400 sqm (GEA) of Retail Floorspace (Use Class A1-A4); and 12,004 sqm (GEA) of Community and Leisure Floorspace including a Secondary School. Associated infrastructure, including a new bridge connection to West Ham Station and two footbridges across Manor Road. A non-material amendment to this permission was approved in March 2021.

**Industrial land management considerations going forward**

Given the site's location between the SIL and major transport infrastructure, and the established industrial and transport infrastructure uses on site, the site remains broadly suitable for current and future industrial uses as LIL.

TfL have recently promoted the site in the Call for Sites and Regulation 18 Issues and Options Consultations for co-location and a policy change which would provide mixed-uses which would safeguard the existing bus operations and garage capacity.

Should TFL vacate, the site lends itself to industrial intensification in the form of a small scale multi stack units given its site and single ownership. Although the site is adjacent to the Parcelforce Strategic Site, co-location is not suitable in keeping with the industrial importance of the wider British Gas Site/ Cody Road SIL.

**Concluding points**

- Large transport depot serving London's transport functions, which is critical to support the sustainable growth functions for the Capital
- Given the site's location neighbouring the British Gas / Cody Rd SIL and –and nearby Prologis estate and the quality of accommodation, the site is suitable for current and future industrial uses.
- The site is suitable to remain as LIL or in the future to become part of the wider SIL British Gas Site/ Cody Road SIL 2 to west and south.
- The site is not suitable for co-location. There is scope for site intensification should the current occupier vacate during the plan period.





LIL Boundary

Newham Boundary



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**NEWHAM EMPLOYMENT LAND REVIEW**  
Stephenson Street LIL Boundary

0 100 200  
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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Figure 01	Rev A



## Jubilee Line Depot

<b>EMPLOYMENT LAND REVIEW 2021</b>		<b>Jubilee Line Depot</b>
<b>Status</b>	LIL2	
<b>Area Composition</b>	Low intensity rail depot and ancillary offices/training facilities	
<b>Roads</b>	Burford Road	
<b>Site size</b>	11.88ha	
<b>Location</b>		
<p>The 11.9 ha employment site is land located to the West side of Newham between Bridge Road and Channelsea Path walking trail. The area runs adjacent to the Jubilee/DLR Lio Stratford and near to the Channelsea River. To the west is largely employment land (Rick Roberts Way LSIS) and smaller residential areas within the LLDC. To the north and east is largely residential with pockets of employment with local employment areas including Canning Road East LIL and Canning Road West LMUA located to the south. The Bridge Road Depot LMUA is also located to the east.</p> <p>There was no change to the LIL boundary in the Local Plan Review 2018.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The area consists of a rail depot (SG) serving the local underground network and of sub regional importance. The site primarily consists of outdoor sidings for train storage, a large shed for train maintenance work and an office block with training academy. The quality of the employment site is good providing modern facilities for its purpose.</p> <p>Road access is off the Burford Road via a security gate leading into the site car parking area. The nearest tube station is Stratford High Street DLR located to the north of the site and Abbey Road DLR located adjacent to the site to the southeast.</p>		
<b>Worker facilities</b>		
<p>No known facilities on site. However, shopping and food are located close by in Stratford town centre. The site benefits from ample car parking facilities for employees, located towards the north of the site.</p>		
<b>PTAL</b>	1b-6	
<b>Freight Access</b>	The site benefits from connectivity to the local rail network.	
<b>Airport safeguarding</b>	N/A	
<b>Development activity, ownership and management</b>		
<p>There has been minimal development activity on the site since the completion of offices and training facilities in 2005. The site is owned by TfL.</p>		
<b>Industrial land management considerations going forward</b>		
<p>The site is constrained due to the infrastructure (rail lines) to the eastern half of site which enables the site to carry out its specific function. The majority of the site is unlikely to change in character as the function forms an important component of London's infrastructure.</p> <p>However, there would seem to be scope for intensification across the car park to the north of the site in close proximity to the Rick Roberts Way LSIS</p>		



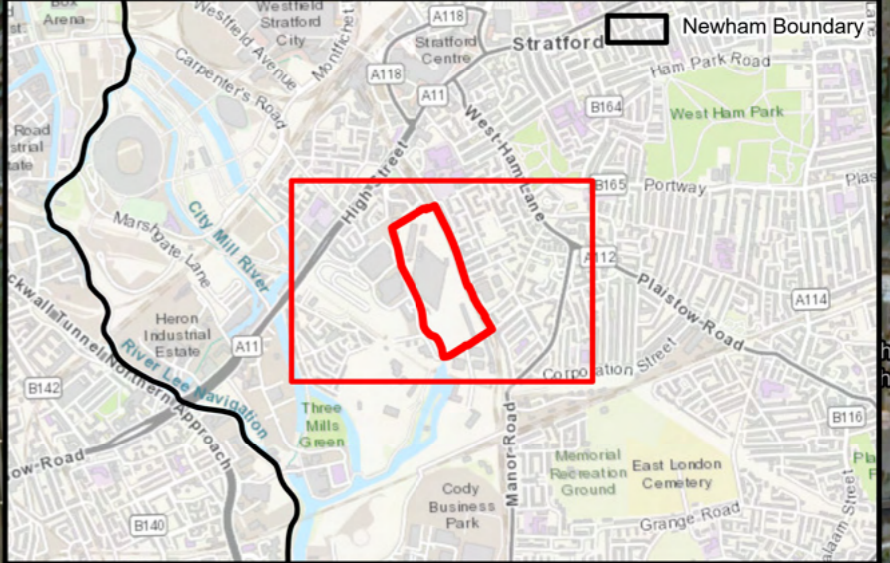
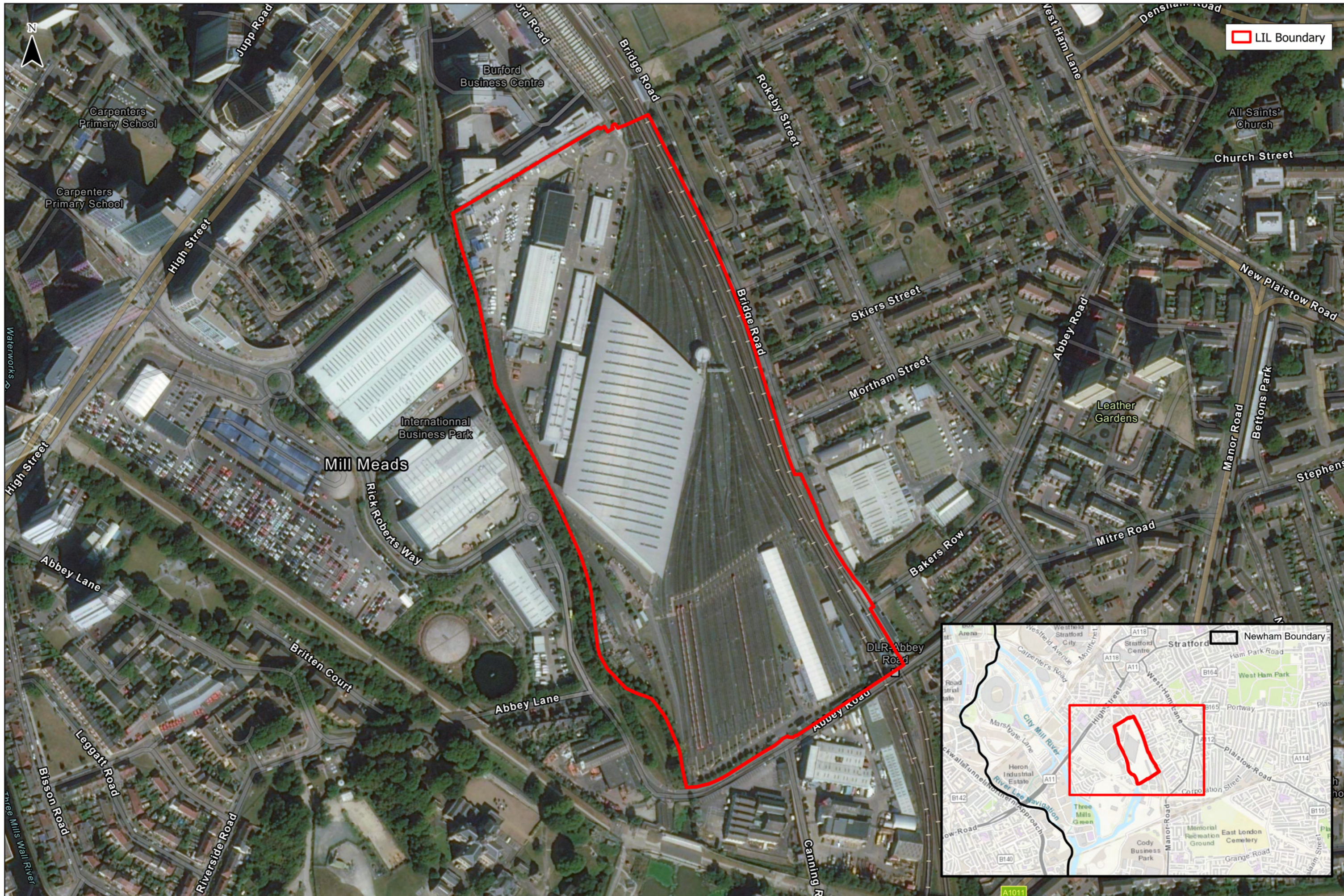
(although separated by Channelsea Path, perhaps incorporating training facilities, and potentially other employment-generating uses in a more dense arrangement.

Should TFL vacate the site lends itself to industrial intensification in the form of a G Park and Albert style development (i.e. large floorplate industrial accommodation) this will be attractive to occupiers servicing the CAZ.

### **Concluding points**

- The site has important infrastructure uses which will continue to play an important role in facilitating London's public transport system
- The site is constrained primarily through the predominance of rail lines on the site connecting to the wider rail network
- Scope for site intensification should the current occupier vacate during the plan period.
- Scope for reconfiguration of north-eastern part of site for intensification to form closer relationship and development opportunities with the adjacent Rick Roberts Way LSIS.





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**NEWHAM EMPLOYMENT LAND REVIEW**  
Jubilee Line Depot LIL Boundary

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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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Figure 02 Rev A



## East Ham Depot

EMPLOYMENT STUDY UPDATE 2022		East Ham Depot
<b>Status</b>	LIL3	
<b>Area Composition</b>	Train depot surrounded by rail infrastructure and residential area	
<b>Roads</b>	Stevenage Road	
<b>Site size</b>	2.21 ha	
<b>Location</b>		
At the eastern boundary of the borough in close proximity to the North Circular Road, the depot, which is also known as Stevenage Road Railway Depot takes sole access from Stevenage Road. The prevailing character of the area surrounding the depot is residential and metropolitan open land.		
There was no change to the LIL boundary in the Local Plan Review 2018.		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
The site comprises a railway depot operated by Bombardier for C2C which operates the London, Tilbury and Southend Line between East Ham and Barking stations. The depot includes a large railway hangar, a complex of outbuildings, parking areas and railway sidings and appears to be fit for purpose.		
<b>Worker facilities</b>		
Not known. The nearest facilities are to be found in East Ham town centre, about 15 minutes walk.		
<b>PTAL</b>	0-1a	
<b>Freight Access</b>	Site has rail access as part of its function.	
<b>Airport safeguarding</b>	N/A	
<b>Development activity, ownership and management</b>		
The railway depot is an important part of the infrastructure on the London, Tilbury and Southend Line. There have been no recent planning applications of significance or enquiries at the site.		
<b>Industrial land management considerations going forward</b>		
It is unlikely that this site will come forward for development in the foreseeable future. The depot is tightly bound and designation as a LIL and its present boundary remain appropriate.		
Should TFL vacate the site lends itself to industrial intensification in the form of small stacked units and single ownership.		

### Concluding points

- The current activities at the LIL are well established and operating successfully.
- It is unlikely that the site will come forward for redevelopment in the foreseeable future but recognition of its economic function via LIL designation remains appropriate.
- Scope for site intensification should the current occupier vacate during the plan period, this isolated site from retail and employment centres could support residents and the wider 15 minute network.





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**NEWHAM EMPLOYMENT LAND REVIEW**  
East Ham Depot LIL 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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Figure 03	Rev A



## Land East of City Airport

<b>EMPLOYMENT LAND REVIEW 2022      LAND EAST OF CITY AIRPORT</b>	
<b>Status</b>	LIL5
<b>Area Composition</b>	Predominately open land, the eastern side is storage with wharf uses, with some industrial buildings and extensive hardstanding.
<b>Roads</b>	Hartmann Road
<b>Site size</b>	7.12 ha
<b>Location</b>	
<p>The employment area is a strip of land between Hartmann Road, a private airport owned road, and King George V Dock.</p> <p>The DLR line runs to the south on the other side of Hartmann Road with the residential area of Woodman St further south. London City Airport lies to the west; and to the east is Woolwich Manor Way and Fishguard Way with the residential area of Galleons Point to the east. The site is part of the designated London City Airport Employment Hub and in close proximity to Albert Island LIL12.</p> <p>There was no change to the LIL boundary in the Local Plan Review 2018.</p> <p>The site falls within the boundary of the Royal Docks OAPF.</p>	
<b>Quality and nature of offer (by sub area if appropriate)</b>	
<p>The area is of low intensity use and is occupied by only four main units four and car parks associated with London City Airport. The uses comprise mostly storage and distribution, including a recycling business.</p> <p>Road access is good to the A13 and North Circular via Gallions roundabout and Woolwich Manor Way to the north. Public transport is close by at King George V DLR station with direct access from Hartmann Road; as well as local bus routes.</p>	
<b>Worker facilities</b>	
<p>No services for industrial occupiers are apparent on site, however, shopping and food providers are close by at North Woolwich local centre and at City Airport; both of which are within walking distance.</p>	
<b>PTAL</b>	2-3
<b>Freight Access</b>	<p>Dockside location and the presence of a series of jetties have potential for river freight operations. No rail access. Good road access.</p>
<b>Airport safeguarding</b>	<p>Subject to technical airport safeguarding considerations, forms a significant consideration in any development proposals with regard to both building height restrictions and congregation of people.</p>
<b>Development activity, ownership and management</b>	
<p>No recent development activity within the LIL.</p> <p>The site is to be used as a taxi feeder and car parking in accordance with the City Airport Development Programme (13/01373/OUT) for which it received planning permission in 2017, with a 2 year stalled period (Covid) and is likely to complete in</p>	

7 years time by 2026/27. The site is unlikely to yield any extra industrial capacity in the short/medium term.

City airport land adjacent to the LIL received planning permission for a 260 bedroom Hotel with ancillary flexible A1-A4 floorspace at ground floor, and meeting/conference facilities together with associated amenity space as part of the City Airport Development Programme (CADP).

**Industrial land management considerations going forward**

The location of this employment area is advantageous in several respects.

The area is self-contained and isolated from residential development. The DLR and Hartmann Road form an effective buffer between the employment area and the residential uses to its south. The area has good access to the road network including convenient access to the A13. The locality is well-served by public transport including a DLR station directly opposite the area.

Allied to these factors are the communication and transport benefits of the area's immediate proximity to City Airport.

The constraints imposed by airport safeguarding considerations are likely to limit the scale and height of new building, also the elongated nature of the site could limit the format of any units built.


Whilst it would seem that the land will be developed by City Airport for its own development needs particularly for transport logistics and other employment uses, these may not be forthcoming at the LIL during this phase, over time, intensification may be justified enabling incorporation of more freight and distribution uses.

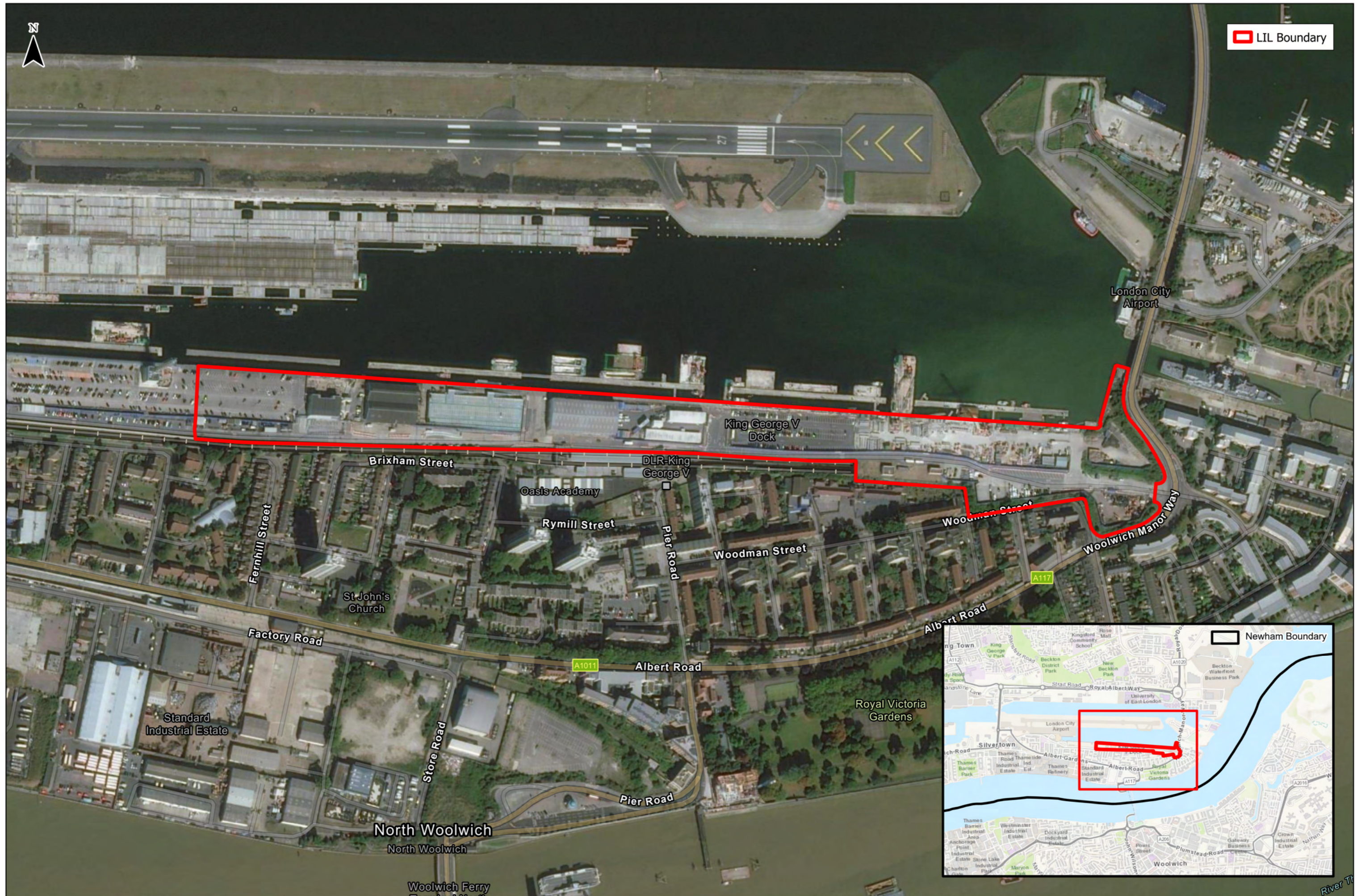
**Concluding points:**

- City Airport has medium to longer term plans to develop this area for transport uses i.e. ancillary car parking/taxi feeder park (SG), however this is recognised as a key component of its wider economic and employment-generating function, supporting future operational needs and the visitor economy more broadly.
- Given that the site is currently in use, any potential for redevelopment for industrial use is likely to occur towards the end of the plan period.
- Suitable for freight and distribution should taxi feeder not be needed in the longer term





 LIL Boundary



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**NEWHAM EMPLOYMENT LAND REVIEW**  
Land East of London City Airport LIL Boundary

0 100 200  
m  
Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA  
World Imagery: Maxar, Microsoft  
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Figure 04 Rev A



## Folkestone Road Depot

<b>EMPLOYMENT LAND REVIEW 2022</b>		<b>Folkestone Road Depot</b>
<b>Status</b>	LIL 6	
<b>Site Uses and Area Composition</b>	Council depot land surrounded by Green Space designations and flanked to the east by the North Circular	
<b>Roads</b>	Jenkins Lane/A406 / Folkestone Road	
<b>Size</b>	10.51	
<b>Location</b>		
<p>The site is located to the east of the Borough and surrounded predominantly by Green Space / Metropolitan Open Land to the north and the south. The site is primarily accessed from Jenkins Lane off the A406 (secure gated) and benefits from an exit along Folkestone Road also.</p> <p>The residential area of Folkestone Road is located to the west. Langdon Academy School and Eko Pathways School and playing fields are located to the north. The green space to the south is allotment gardens. A watercourse and Site of Importance for Nature Conservation borders the site to the north.</p> <p>The site is in close proximity to Beckton Gateway LIL7, located to the east of the North Circular Road.</p> <p>There was no change to the LIL boundary in the Local Plan Review 2018.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The site is land operated as a depot owned by the Council, for various operations including fuelling for Council vehicles, car maintenance and vehicle compound.</p> <p>The site is also the base for the Council's Environmental Services (refuse collection, sewer team, street cleansing, vehicle maintenance, and passenger transport and ground maintenance). The site offers offices for the Council's Anti-Social Behaviour services including CCTV control room and car pound (used by ASB and parking enforcement teams). The animal welfare unit managed by Police protection is also located here.</p> <p>Broadly, the depot has a number of temporary buildings, which are well beyond their qualitative lifespan, and development is generally low intensity.</p> <p>The site benefits from extensive on-site employee car parking. To the southern area of the LIL is a large storage area of vehicles for the car pound.</p>		
<b>Worker facilities</b>		
<p>The site located within 15-minute walk to walking distance to cafe and supermarket at the Grabary Building on Abbey Road. It is likely employees may drive to Gallions Reach shopping centre to the south.</p>		
<b>PTAL</b>	0-1b (poor)	
<b>Freight Access – water/rail</b>	n/a	
<b>Airport safeguarding</b>	NA	
<b>Development activity, ownership and management</b>		

The depot is owned by the London Borough of Newham for Council operations/logistics, and there continues to be a need for these functions

There has been minimal development/planning activity on the site since 2001. Permissions granted over this time include office relocation, vehicle storage and washing facilities.

Given the poor quality of temporary units on site, alongside some purpose built buildings, there is scope to explore feasibility of reconfiguration and intensification to yield further capacity, potentially including consolidation of depot activity from elsewhere and/or other uses.

#### **Industrial land management considerations going forward**

As a Council-owned transport depot, it is by its nature land hungry, though there could be scope for some intensification compatible with operational requirements.

The boundaries and designation as a LIL remain appropriate, as there continues to be an operational need for this depot. However, given the quality and temporary nature of the units on site there is scope to improve the quality of buildings on site through the Development Management process.

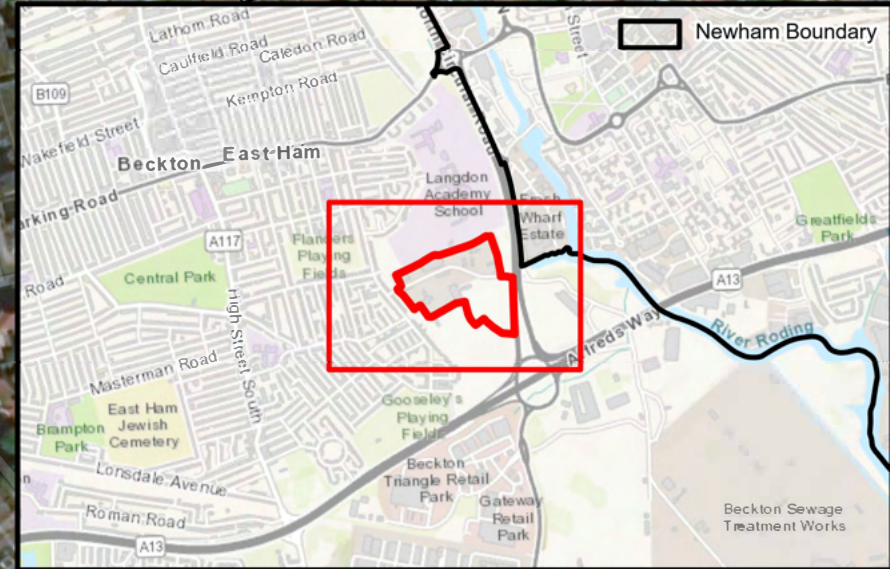
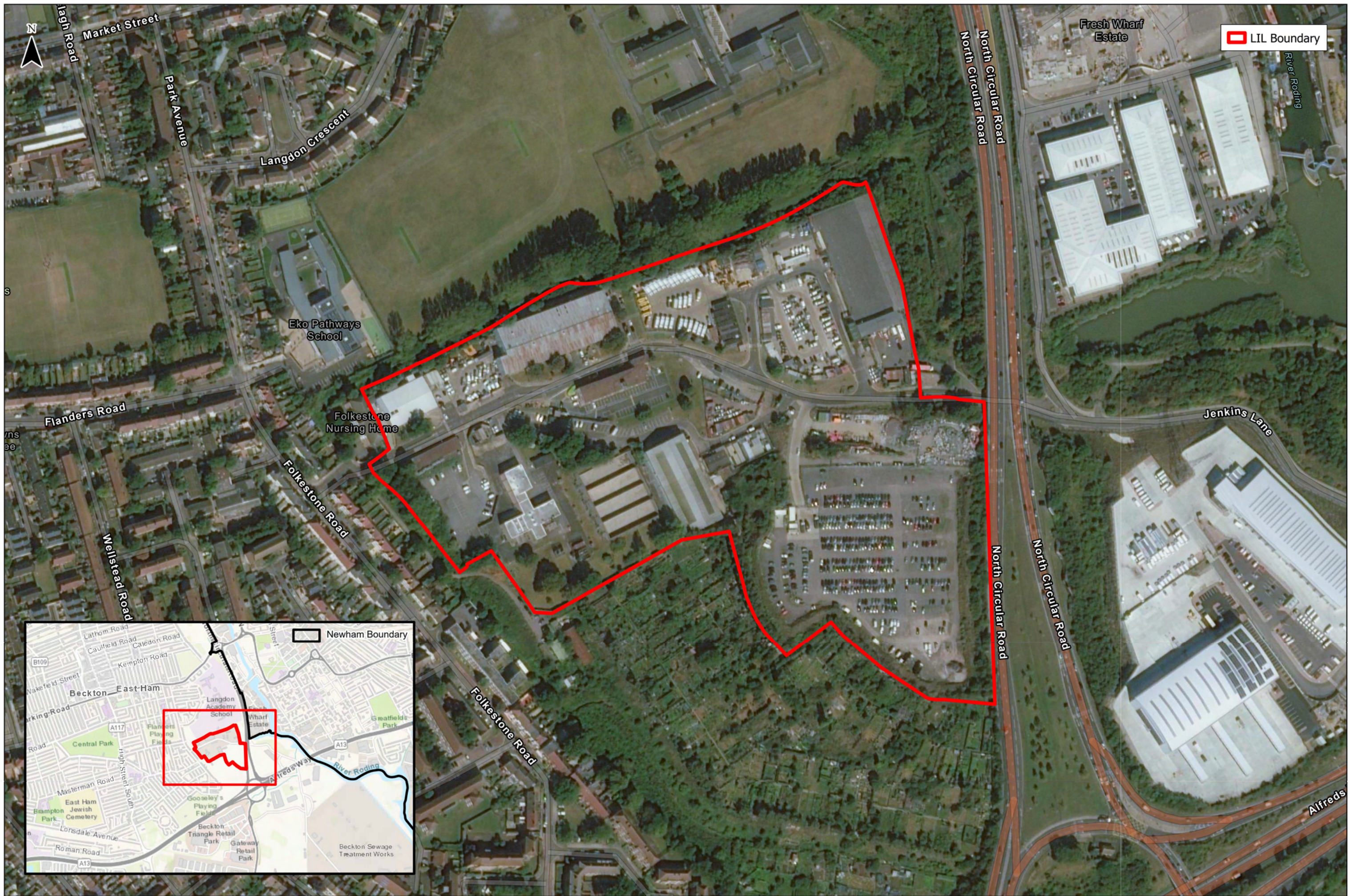
Should Council vacate the site lends itself to industrial intensification in the form of a G Park or Albert Island style development (large floorplate, multi stacked industrial unit) given its site size and single ownership.

New units would be attractive to the B8 market, which has been already established through the recently, and nearby, development of Segro Park Newham.

#### **Concluding points**

- Folkestone Road serves as the primary depot for Council transport-related operations.
- Quality of units is generally poor, with a number of temporary buildings on site that are well beyond their lifespan
- Qualitative improvements and intensification possible. It is not expected the depot will change its function; recognition of its economic role as a LIL remains appropriate.
- Scope for large scale industrial intensification particularly around the vehicle compound should the current occupier vacate during the medium term to end of the plan period.





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**NEWHAM EMPLOYMENT LAND REVIEW**  
Folkestone Road Depot LIL 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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Figure 05	Rev A



## Beckton Gateway

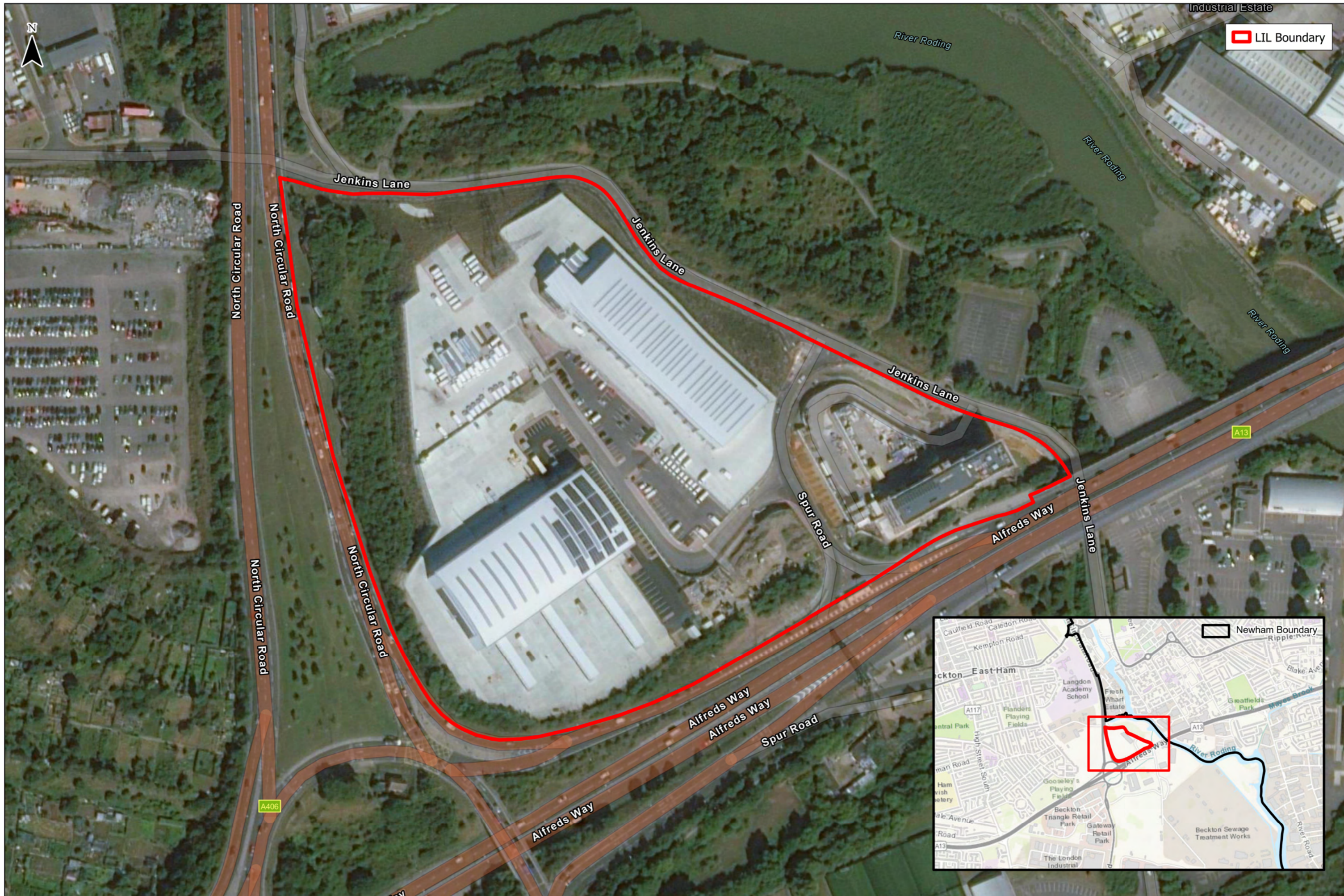
<b>EMPLOYMENT STUDY 2022</b>		<b>Beckton Gateway (Jenkins Lane)</b>
<b>Status</b>	LIL 7	
<b>Site Uses and Area Composition</b>	Segro Park Newham (DPD & DHL logistics and distribution) and Travelodge London Beckton	
<b>Roads</b>	Jenkins Lane, Alfreds Way A13, A406	
<b>Size</b>	7.37ha	
<b>Location</b>		
<p>Just north of the major industrial sites of Beckton Sewage Works, Beckton Gasworks, and the Jenkins Lane Reuse and Recycling Centre, this site sits to the east of the Borough close to the River Roding and the border with London Borough of Barking &amp; Dagenham.</p> <p>Since 2017, the site was developed as Segro Park Newham for DHL Express Service Point, DPD UK and Travelodge. The site benefits from good access being adjacent to the A13 (Newham Way/Alfred's Way), the North Circular (A406), and A1020 (which proceeds south to Gallions Reach &amp; North Woolwich).</p> <p>To the north of the site is the Fresh Wharf Estate (out of Borough, LBBB), to the west is another Local Industrial Location (LIL6, Folkestone Road Depot). The land between the east of the site and the River Roding is designated SINC and MOL. The site is in close proximity to Beckton Riverside SIL 5, south of Alfred's Way.</p> <p>The site falls within the boundary of the Royal Docks OAPF.</p> <p>There was no change to the LIL boundary in the Local Plan Review 2018.</p>		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
<p>Since 2017, the site was developed (completed in 2018) as Segro Park Newham for DHL Express Service Point, DPD UK service point with associated delivery vehicle parking and loading bays and Travelodge. Segro Park Newham provided space at Energy Performance Certificate (EPC) band rating A and A+ whereas the minimum standard to let a unit is band E.</p> <p>The site benefits from good access being adjacent to the A13 (Newham Way/Alfred's Way), the North Circular (A406), and A1020 (which proceeds south to Gallions Reach &amp; North Woolwich).</p>		
<b>Worker facilities</b>		
<p>No services for industrial occupiers are apparent on site, however, restaurants are within walking distance on Jenkins Lane. Supermarkets and restaurants are located a 5 minute drive at the shopping centres of Claps Gate Lane are close by at North Woolwich local centre and at City Airport; both of which are within walking distance.</p>		
<b>PTAL</b>	1a-2	

<b>Freight Access – water/rail</b>	<p>The safeguarded wharves to the east of the Roding (in LDDDB) provide scope for water access (with road transit via River Road and the A13).</p> <p>There is no rail access and the site generally has poor public transport access.</p>
<b>Airport safeguarding</b>	n/a
<b>Development activity, ownership and management</b>	
<p>The whole site was recently developed with DPD warehouse of 4,620sqm GEA of B1c/B2/B8; DHL warehouse of 4,936 GEA of B1c/B2/B8; and hotel.</p> <p>This location is attractive to the B8 warehousing and logistics sectors. Particularly the cleared sites around this designation i.e. Shurgard on a small parcel of land to the north east.</p>	
<b>Industrial land management considerations going forward</b>	
<p>Given the site's separation from sensitive land uses and good road access with the potential for river access, recent development for B1c/B2/B8 uses, and designation of Segro Park Newham element of the site as a LIL remains appropriate.</p>	

### Concluding points

- Site is occupied with recently completed modern warehousing as Segro Park Newham with adjacent Travelodge.
- A cluster of warehousing/logistics with access to the strategic road network meeting warehousing needs with minimal impacts on neighbours.
- Site to remain as a LIL.





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**NEWHAM EMPLOYMENT LAND REVIEW**  
Beckton Gateway LIL 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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Figure 06

Rev A



## Canning Road East

EMPLOYMENT LAND REVIEW 2022		CANNING ROAD EAST
<b>SEL Status</b>	LIL 8	
<b>Area Composition</b> Light industrial with element of office to residential permitted development	<b>Roads</b> Canning Road Abbey Road	<b>Estates</b> Abbey Point Trading Estate
<b>Size</b>	0.71 ha	
<b>Location</b>		
<p>Comprises a 0.7 hectare self-contained industrial area known as Abbey Trading Point Estate at the western edge of the borough, between Stratford and West Ham. To the north is the Jubilee line depot (LIL) serving transport functions. The southern western part of the wider site is part of the Canning Road West LMUA. The southern part was removed from LIL8 in the 2018 Local Plan Review as proposed in the 2017 ELR. The cluster is bounded by other industrial areas and road and rail infrastructure. To the southern end of the site (across the Greenway) is Strategic Site S11, which underway for a major mixed use employment-led development. To the east and buffered by rail, is low density residential.</p>		
<b>Quality &amp; Nature of offer</b>		
<p>Small-medium sized industrial units and a former office block lawfully converted into six residential flats, by virtue of time. Industrial operators include food wholesalers, carpenters and clothing manufacturers, together with some heavier industry.</p> <p>The cluster is busy, and well-occupied with no space currently advertised as being available. A fair quality public realm. Loading/unloading bays are adequate but there are some signs of parking stress given the constrained nature of the site and surrounding roads.</p> <p>Whilst there is a potential conflict identified with the existing lawful residential block, it otherwise sits well with surrounding industry, road and buffered by rail infrastructure.</p>		
<b>Worker facilities</b>		
The site benefits from direct access to a greenway but was not proximate to other facilities for workers, the nearest being on New Plaistow Road.		
<b>Freight Access</b>	Primary access to the site is via road.	
<b>Airport safeguarding</b>	n/a	
<b>PTAL</b>	5	
<b>Development activity, ownership &amp; management</b>		
In 2018 a change of use was approved from B2 uses to commercial catering kitchen with ancillary office space, resulting in loss of 10 sqm B2 uses.		



In 2017, Class O Prior Approval allowed (on appeal) for 10 residential units at Max House with refusal in 2021 for change of use from 1 x large HMO and 1 x four-bedroom flat at ground floor to form 4 x one-bedroom units.

Despite the age and quality of units, the tight nature of the market means that the space is all occupied.

**Industrial land management considerations going forward**

The 2017 ELR suggested this SME cluster provides satisfactory accommodation in a suitable location for the current industrial occupiers.

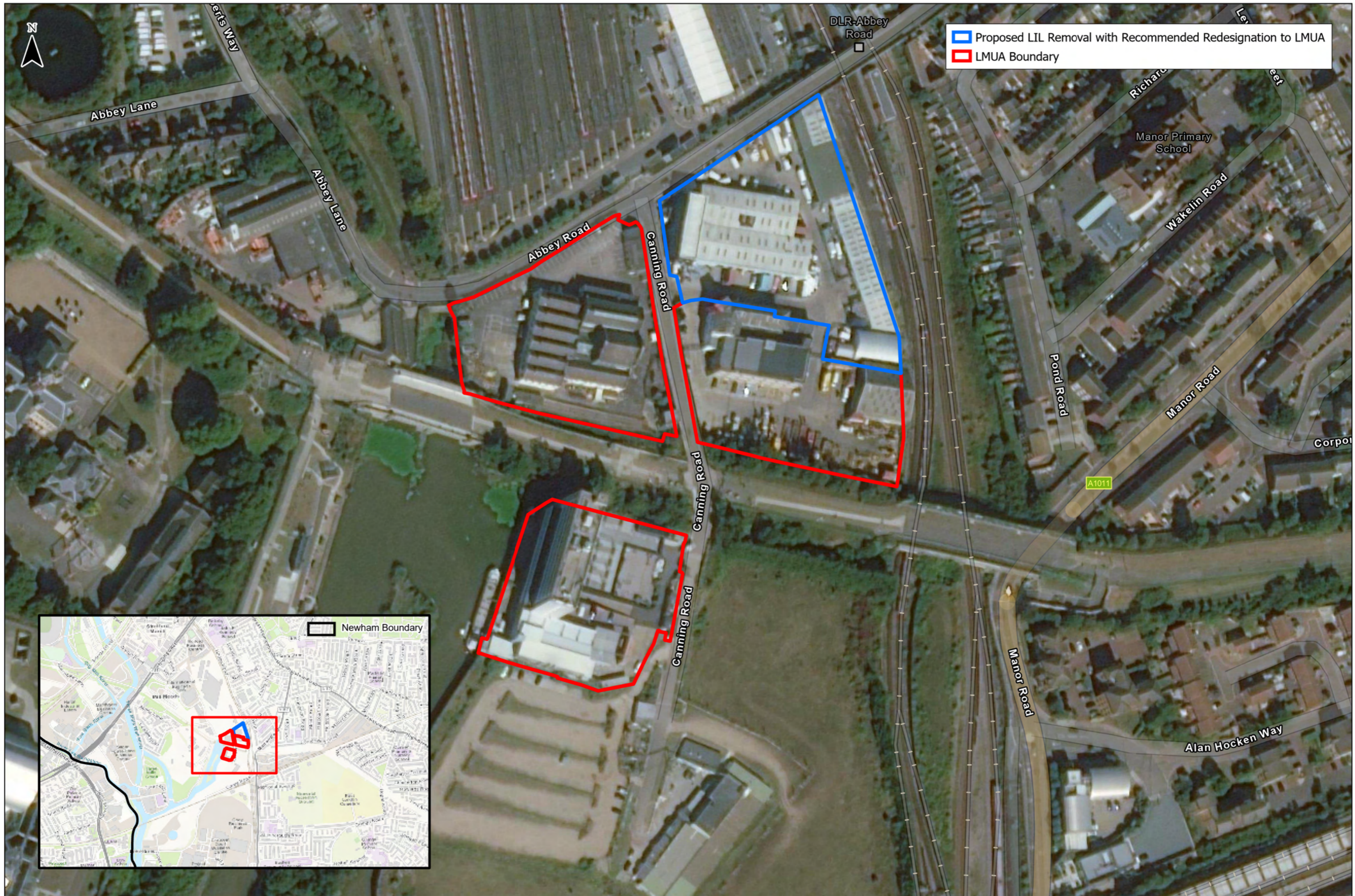
In line with the 2017 ELR, the boundary of LMUA 9 was extended into the southern end of LIL 8 reducing the former size of the LIL in order to better manage this site. The purpose was to ensure redevelopment occurs in an employment-led way through the process of Managed Transition, recognising the continued demand for industrial and warehousing and the scope to design these in to ensure ongoing viability of such uses.

During the Detailed Sites and Policies DPD, the Examination Inspector noted that LIL 8 is not considered a suitable location for housing development, supporting the future operations at this location. However, given the recent allowances for Prior Approval to residential use and the risk of further piecemeal residential incursions, there is a need to manage this more positively particularly for employment purposes.

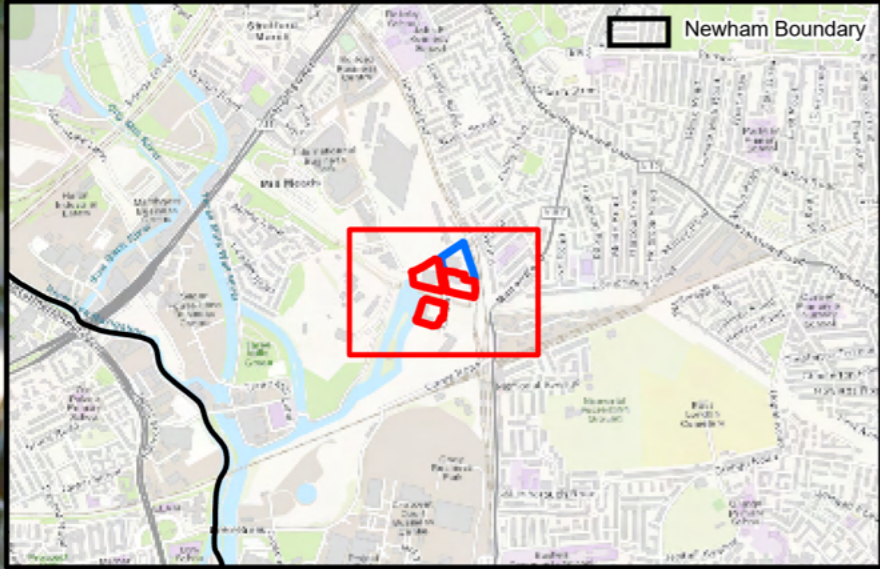
**Conclusion:**

- Stability of the LIL designation of the site is being undermined by residential incursion. As such, it is appropriate to recognise the change in circumstance allowed by Permitted Development while continuing to promote the site in line with continued demand for industrial and warehousing uses and monitoring neighbouring LMUA development activity.
- As the integrity of the LIL is being eroded, a policy change to LMUA would result in a better management of the mix of uses on site, creating a cluster of LMUA sites along Canning Road.
- Scope for small scale industrial intensification and co-location of uses in medium term to end of plan period





  Proposed LIL Removal with Recommended Redesignation to LMUA  
  LMUA Boundary



Client  
London Borough  
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**NEWHAM EMPLOYMENT LAND REVIEW**  
Canning Road LMUA

0 50 100  
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

1:1,500 @ A3	Date: 07/07/2022
Drawn: KP	Checked: SS
Figure 07	Rev B



## Nursery Lane

<b>EMPLOYMENT LAND REVIEW 2022</b>		<b>Nursery Lane</b>
<b>Status</b>	LIL 9	
<b>Area Composition</b>	Large urban site predominantly comprising of an active bakery (Hovis).	
<b>Roads</b>	Served by Upton Lane and Romford Road. Primary access point to the site via Romford Road.	
<b>Size</b>	2.26 ha	
<b>Location</b>		
<p>The 2.26ha site is located at Nursery Lane to the south of Forest Gate station and south west of the Forest Gate District Centre. The site is surrounded by residential terraces and commercial development of the Nursery Lane LMUA and Upton Lane.</p> <p>Part of the north east edge of LIL9 was removed in the Local Plan Review 2018 to form part of the Nursery Lane LMUA3.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>A large component of the site consists of dated yet good quality large industrial unit in stable manufacturing use as a Hovis industrial sized bakery, which serves both the local and regional economy.</p> <p>To the east of the bakery includes standard specification workspace units which are generally of a poor quality and old. Occupying these premises are primarily light industrial uses including small scale clothing manufacturing businesses (operating from 4 units to the south east of the site) and a temple/religious charity. Access to these 4 units is via a small alleyway and unsuitable for any vehicular access.</p> <p>The site benefits from good access to an A road, public transport and town centre facilities, but location of the site constrains poor access for modern occupier requirements.</p>		
<b>Worker facilities</b>		
<p>Overall the site is well served by worker facilities, public transport and local amenities, being within a few minutes' walk of Forest Gate town centre and station.</p> <p>The location of this site supports the objectives which focus on 15-minute neighbourhoods, the climate emergency, and the consideration of how to create a healthier environment for all residents. In particular, the focus on reducing car dependency, focusing growth in locations that are easily accessed by public transport, as well as being accessible through walking and cycling.</p>		
<b>Freight Access – water/rail</b>	The site is entirely bounded by roads and primary vehicular access to the site is from Romford Rd and via gated access off Chaucer Road.	
<b>Airport safeguarding</b>	n/a	
<b>Development activity, ownership and management</b>		



The site is characterised by long term stability with no recent development activity.

**Industrial land management considerations going forward**

The site and current uses serve both a local and regional economy, evidenced by nil vacancy; the core occupier seems unlikely to change.

In line with the 2017 ELR, the long linear western edge of the site was re-allocated as a LMUA.

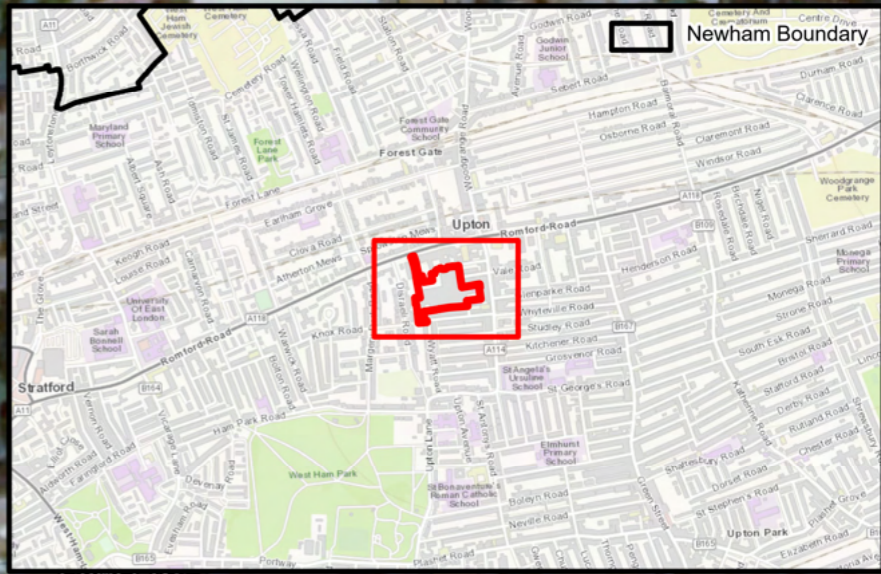
The site (bakery) is well located in relation to local facilities and strategic road network and should remain as a LIL.

Site size, constrained configuration and proximity to sensitive neighbouring uses means that site could be redeveloped for small, stacked units but may not result in a net increase in floorspace due to the high site coverage of the existing units.

**Concluding points**

- The main site use of the Hovis Bakery serve both local and regional economy and should remain as LIL.
- Should site become vacant in medium to end of plan period, opportunity for redevelopment to small stacked units but may not result in a net increase in floorspace or meaningful site intensification due to the high site coverage of the existing units and site constraints.
- Retain as LIL to protect local industrial offer in area of borough with lower industrial supply.





	Client	<b>NEWHAM EMPLOYMENT LAND REVIEW</b>	0	50	100	1:1,200 @ A3	Date: 13/05/2022
	London Borough Of Newham	Nursery Lane LIL Boundary				Drawn: KP	Checked: SS
			<small>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</small>			Figure 08	Rev A



## Grantham Road

<b>EMPLOYMENT LAND REVIEW 2022</b>		<b>Grantham Road</b>
<b>Status</b>	LIL10	
<b>Site Uses and Area Composition</b>	Small industrial estate / light industry and storage surrounded by strategic road infrastructure, open space and residential area.	
<b>Roads</b>	North Circular Road A406 & Romford Road	
<b>Site size</b>	1.33 ha	
<b>Location</b>		
<p>At the eastern boundary of the borough adjoining London Borough of Redbridge and a short distance from Ilford town centre, the area is enclosed by the North Circular Road A406, Romford Road key corridor and residential Grantham Road. To the south is Little Ilford Park which is designated as Green Space and Metropolitan Open Land. Aldersbrook LMUA is located to the north on opposite side of Romford Road. Ilford Train Station is within walking distance.</p> <p>There was no change to the LIL boundary in the Local Plan Review 2018.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The LIL comprises three premises all of which are currently occupied. At the north is Enterprise Rent-a-Car fronting Romford Road; in the middle of the site is a former office building which is now a gym and car mechanic service; The southern part of the site is a vacant car park. Whilst buildings are in reasonable condition, the site is under-used.</p> <p>All three businesses share a common vehicular access to the North Circular Road. It should be noted, the Romford Rd/Ilford Junction has significant road congestion issues given the location into and out of London. The entrance also provides a pedestrian pathway to Romford Road running alongside the North Circular. There is no other access apart from a pedestrian entrance to Enterprise Rent-a-Car from Romford Road.</p> <p>The site's PTAL varies across the site from 2-6a. This is reflected in that the sites location has relatively poor access from the southern end of the site but public transport accessibility improves from Romford Road towards Ilford station. However, the lower PTALs are indicative of the lack of access points and poor connectivity within the site and the barrier effects of the North Circular.</p> <p>The characteristics of the surrounding area given the sites proximity to the North Circular and vehicular turnoff into Newham means that the site is likely to be impacted by higher levels of noise alongside poorer air quality in this area. To the south/east of the site is mainly residential in context. Furthermore the site is constrained by a line of pylons and likely contamination from former industrial uses.</p>		
<b>Worker facilities</b>		
Other than the gym, there are no on site facilities, however a wide variety of shopping, child care, and other services are available at the nearby Ilford town centre and on Romford Road.		

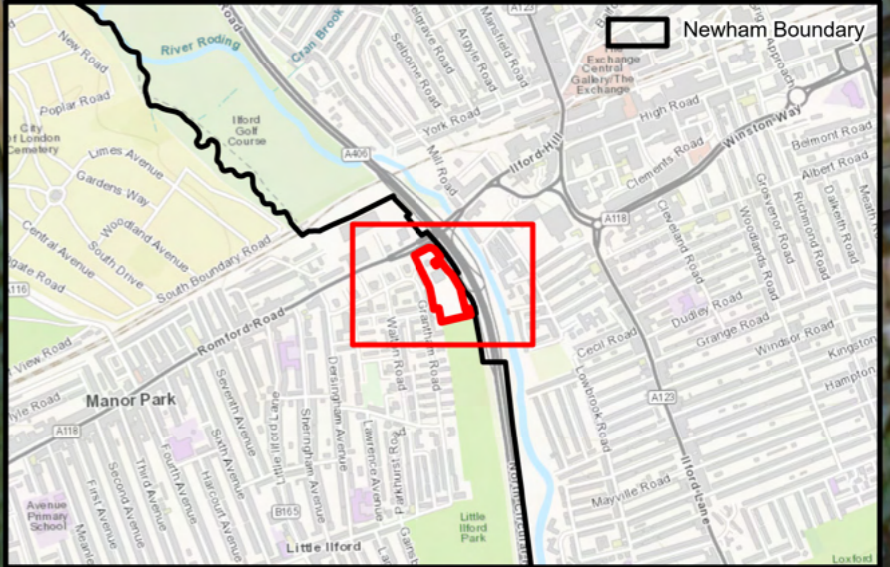


<b>PTAL</b>	West – 2 South – 4 North/East – 6a
<b>Freight Access</b>	Road only
<b>Airport safeguarding</b>	NA
<b>Development activity, ownership and management</b>	
<p>Both the gym and car mechanic service at the LIL are recent developments which have revived what had been vacant building. A former use of car rental service has vacated the site, with a large car park now vacant. Both businesses appear to be operating successfully, benefitting from North Circular access, and car parking.</p> <p>In 2019 outline permission was granted for self-storage warehouse (Class B8), ancillary trade counter (Class B8) and associated car parking.</p>	
<b>Industrial land management considerations going forward</b>	
<p>The striking characteristics of this estate are its accessibility to the strategic road network; and its accessibility to the local workforce by public transport, walking and cycling. As noted above the site is an optimal location for business use in terms of accessibility and proximity to a neighbouring town centre. Whilst the site is relatively small, given its good accessibility to the strategic road network, the site is suited for small/medium warehousing or industrial uses that require high accessibility. It is also located at a prominent gateway to the borough.</p> <p>The land has potential for more intensive employment use than at present, making use of its locational attributes, and providing capacity to accommodate new demand arising in the area and/or displacement from elsewhere. Indeed, capacity could further be realised if the gym were relocated into a town centre, and vehicle service elsewhere. The recent permission for self-storage warehouse is currently under construction to the south of the site. As such the boundaries and designation as LIL remain appropriate.</p> <p>Given units are occupied by good covenants, there is inherent value, which means site intensification in the short-term is unviable.</p>	

### **Concluding points**

- Highly accessible and sustainable location.
- Located in part of borough lacking in safeguarded employment sites, this isolated site from retail and employment centres could support residents and the wider 15 minute network. The estate has potential for more intensive employment generating development given its proximity to Ilford town centre and excellent transport links.
- Prominent location at a gateway to the borough is appropriate for a landmark development that announces arrival in Newham particularly for medium warehousing and industrial uses that require high accessibility, yielding additional employment floorspace.
- Medium/longer term in the plan period, the site provides an opportunity for site intensification in the form of small, stacked units.





Client  
London Borough  
Of Newham

**NEWHAM EMPLOYMENT LAND REVIEW**  
Grantham Road LIL Boundary

0 50 100  
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

1:1,200 @ A3	Date: 13/05/2022
Drawn: KP	Checked: SS
Figure 09	Rev A



## St Mark's Industrial Estate

EMPLOYMENT LAND REVIEW 2021		St Mark's Industrial Estate
<b>Status</b>	LIL 11	
<b>Site Uses and Area Composition</b>	Light industry – SMEs and self-storage. St Marks Industrial Estate with DLR line above the site located adjacent to City Airport hotels and residential area of Connaught Road. The site is within the Connaught Riverside S23 Strategic Site and adjacent to the A1020, London City Airport and industrial area of Silvertown.	
<b>Roads</b>	North Woolwich Road, Oriental Road, A112 Connaught Road, A1020 Connaught Bridge.	
<b>Size</b>	2.18 ha	
<b>Location</b>		
<p>The site is located to the east of Connaught Bridge, south of Connaught Road (A112) and north of North Woolwich Road. The surrounding area to the north is London City Airport and to the north-east is predominantly residential in nature comprising of higher density residential blocks of four to nine storeys. Between City Airport and this site are a number of hotels serving the airport. The site is in close proximity to London City Airport with the DLR line flyover bisecting the site. The site to the south, Pontoon Reach Royal Docks, is currently under construction for ten storey's of apartments.</p> <p>The site is located within Strategic Site S23 (Connaught Riverside), which supports industrial and warehousing on the LIL, and adjacent to Silvertown Quays Strategic Site S21 which is west of Connaught Bridge.</p>		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
<p>St Marks Industrial Estate contains a range of dated small to medium size units accommodating light and general industry and storage uses together with open storage land. The estate has adequate loading and unloading provision and car parking facilities and is well occupied.</p> <p>The main estate and northern B8 unit are good quality environments, and the surrounding road infrastructure provides for a separation from sensitive receptors. However, the southern end adjacent to Brick Lane Music Hall is more dated warehouse units, and a site in temporary use by Crossrail. The estate has low vacancy with one small, dated, unit of 352 sq m currently advertised. The space provides affordable market rent accommodation.</p>		
<b>Worker facilities</b>		
<p>A limited number of restaurants and convenience shops are located along Connaught Road and in the residential area south of North Woolwich Road a full range in Stratford town centre. The site is adjacent to a Marriott Hotel, Travelodge and Ibis hotel and Brick Lane Music Hall. The site benefits from car parking facilities for employees and is easily accessible by DLR.</p> <p>The location of this site supports the objectives which focus on 15-minute neighbourhoods, the climate emergency, and the consideration of how to create a healthier environment for all residents. In particular, the focus on reducing car</p>		



dependency, focusing growth in locations that are easily accessed by public transport, as well as being accessible through walking and cycling.	
<b>PTAL</b>	2
<b>Freight Access</b>	Road only
<b>Airport safeguarding</b>	The area is subject to technical airport safeguarding considerations. This would be a significant constraint in any development proposals with regard to building height restrictions.
<b>Development activity, ownership and management</b>	
<p>In February 2019 the vacant site beneath DLR Line on Oriental Road received permission for clearance of the site to provide space for vehicle storage with associated site office.</p> <p>In 2019, an extension of 975 sq m of storage was completed to the western side of this site. This is now operated by Shurgard for self-storage purposes</p> <p>To the western side of this industrial location is strategic site S21 of Silvertown Quays for residential-led mixed-use with potential for leisure and hospitality, green industries, retail and research and development, building on the visitor attraction cluster at the western end of the docks (ExCeL, Siemens building). This received permission for mixed uses (reserved matters approved 2021 for Phase 1 of the approved development) with a detailed planning permission for the strategic site to the south of Connaught Riverside currently being determined for residential blocks.</p>	
<b>Industrial land management considerations going forward</b>	
<p>The main part of the estate is well occupied by SMEs in purpose-built yet dated accommodation with a good degree of self-containment/separation with services yards and car parking and good SRN access. The Shurgard self-storage unit to the north western edge, north of the DLR line, exhibits higher quality with extension recently completed. This LIL forms part of the Connaught Riverside Strategic Site (policy S23) supporting industrial and warehousing at this location</p> <p>The units at St Mark's provide affordability for occupiers, and as such provides an important offer for a balanced market. Given the age of some of the units they may come to the end of their economic life during the plan period. At this time, site intensification could be possible through small, stacked units.</p> <p>Policy S23 sets out a clear vision for this area, and St Mark's providing an opportunity in providing small flexible units, potentially as part of a mixed use development. Its proximity to the airport remains appropriate for a LIL designation, with potential for co-location and small scale light industrial intensification, as part of the wider site allocation objectives.</p>	

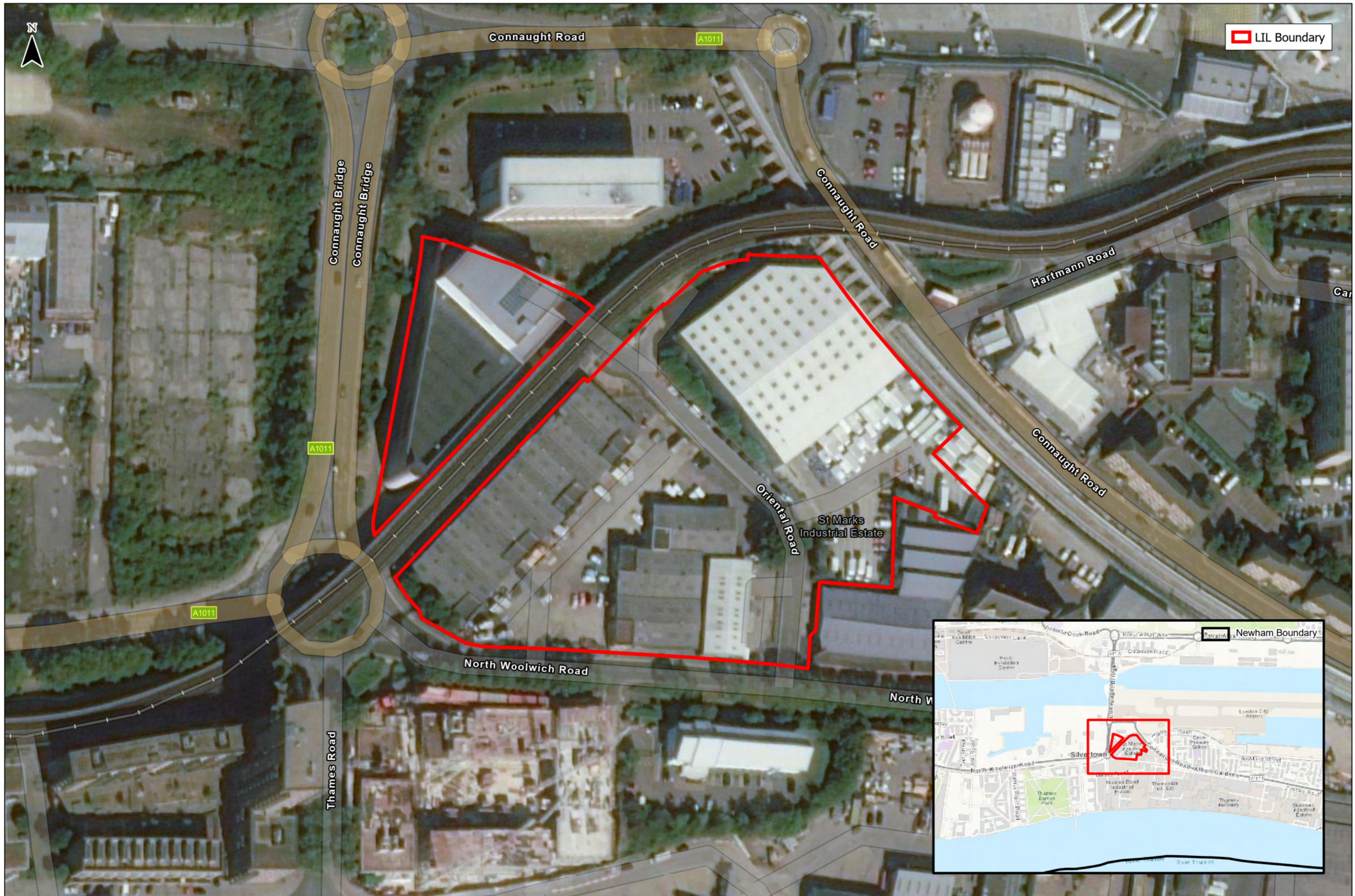
### **Concluding points**

- The LIL comprises a range of small to medium size units accommodating light and general industry and storage uses and is well occupied
- The context of the LIL within the strategic site is undergoing change to the south and the west.
- There is scope for site intensification as some of the units come to the end of their economic life during the plan period.



- In the short term the LIL serves important local industrial function, but units are likely to come to their end of economic life at the mid to back end of the plan period.





Client  
London Borough  
Of Newham

**NEWHAM EMPLOYMENT LAND REVIEW**  
St Mark's Industrial Estate Proposed LIL Removal

0 50 100 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

1:1,200 @ A3	Date: 07/07/2022
Drawn: KP	Checked: SS
Figure 10	Rev B



## Albert Island

EMPLOYMENT LAND REVIEW 2022		ALBERT ISLAND
<b>Status</b>	LIL12	
<b>Site Uses and Area Composition</b>	Island to the east of London City Airport and Royal Albert Dock. Predominately open land, some industrial buildings and extensive hardstanding. GLA pilot to deliver distribution (e-commerce operators) and light industrial, marine based industrial, commercial shipyard, employment (start-up) and education uses	
<b>Roads</b>	Woolwich Manor Way	
<b>Site size</b>	12.7 ha	
<b>Location</b>		
<p>Bound by water, the site sits at the eastern end of the Royal Docks where the docks adjoin the Thames River. To both the north and south of the land mass are locks between river and dock. The LIL location is unique in this respect as it presents direct access to the river to support marine infrastructure. The site is adjacent to the residential area of North Woolwich and new Royal Albert Wharf development (Albert Basin Strategic Site S19), and also London City Airport (to the west), and Gallions Reach shopping park, new Royal Albert Wharf as well as University of East London (to the north). The site is in close proximity to LIL5 Land East of London City Airport.</p> <p>The existing road network within the site is accessed from Woolwich Manor Road (A117).</p> <p>Significant parts of the Albert Island site are located within the Royal Docks Enterprise Zone which encourages and incentivises end occupiers to locate here.</p> <p>There was no change to the LIL boundary in the Local Plan Review 2018.</p> <p>The site falls within the boundary of the Royal Docks OAPF.</p>		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
<p>The site is subject to low intensity use in part due to 38% of its area falling within the Airport Public Safety Zone. Many occupiers are traditional 'bad neighbours' and accommodation is generally low grade.</p> <p>The largest business is Corbyn Construction which uses Thames House for concrete 'batching' and the manufacture of pre-fabricated reinforced concrete elements for the local construction industry, together with ancillary storage elsewhere on the site.</p> <p>Other uses to the east of Woolwich Manor Way (outside the safety zone) include an ICT rental company, marina with associated facilities, motorcross (D2) track, and an industrial training centre (D1).</p> <p>Road access is good to the A13 and North Circular via Gallions roundabout immediately to the north. Public transport is via DLR to Gallions Reach or King</p>		



<p>George V. While there is pedestrian access alongside North Woolwich Way these may not be step-free routes.</p> <p>Buffering exists from nearby residential through separation distance provided by the surrounding water. The site has relatively high levels of background airport noise</p>	
<p><b>Worker facilities</b></p>	
<p>No services for industrial occupiers were identified within the site. A few shops, restaurants and cafés are located to the north in Albert Basin Strategic Site. While extensive shopping and food providers are accessible by car at Gallions Reach, access to services on foot is more limited and convoluted (500m from North Woolwich local centre).</p> <p>The location of this site however supports the objectives which focus on 15-minute neighbourhoods, and the consideration of how to create a healthier environment for all residents. In particular, the focus on reducing car dependency, focusing employment growth in locations that are easily accessed by public transport, as well as being accessible through walking and cycling.</p>	
<p><b>PTAL</b></p>	<p>0-2</p>
<p><b>Freight Access</b></p>	<p>Potential for use of river for freight. Currently a leisure marina use. Good access to the strategic road network.</p>
<p><b>Airport safeguarding</b></p>	<p>Area is subject to technical airport safeguarding considerations, which will form a significant consideration in any development proposals with regard to both building height restrictions and congregation of people.</p>
<p><b>Development activity, ownership and management</b></p>	
<p>The majority of the employment area is in the ownership of the Mayor of London, and being managed as a potential development site, including a new commercial boatyard to service riverboat passenger service vessels.</p> <p>Land parcels on either side of the King George V lock and at the west of the island are leased by the Royal Docks Management Authority (RoDMA). Some land to north east is in the ownership of London Borough of Newham.</p> <p>A 2020 application for employment-led redevelopment of Albert Island is approved subject to S106. The proposal is for a mix of light industrial, long term storage and distribution logistics warehouse including provision of service yards and parking facilities, flexible industrial and educational uses and café, long stay car parking, 16 residential units, Royal Docks Management Authority office and replacement marina. This includes net additional gross internal floorspace following development of 10,065sqm D1, 298sqm A3, 26,185sqm B8, 21,013sqm B1(c), 45sqm B1(a), 5,216sqm B2 uses.</p>	
<p><b>Industrial land management considerations going forward</b></p>	
<p>The area is well located in relation to the strategic road network and offers potential for 24 hour working due to its relative self-containment and separation distance from sensitive receptors.</p>	



Significant scope for intensification of employment uses provided airport safety is considered, making use of dock and river access.

As such continued designation as a LIL and existing boundaries remain appropriate, with opportunities to support marine engineering, warehousing and construction training at this location.

### **Concluding points**

- Short term supply with comprehensive development by the Mayor of London and a development partner is pending approval subject to S106 agreement.
- The LIL is unique in that it has direct access to the dock and surrounded by water to support potential for a future strategic boatyard.
- Well served by road network, good access to river and public transport links (two DLR stations within walking distance as well as local bus network).
- The Mayor of London is encouraging commercial and leisure marine related activities at this riverside location in the docklands; refurbishment of existing buildings for offices and training; and some housing.
- Emphasis on place-making to assist in overall regeneration of Royal Docks.
- Environmental constraints of the site are notably proximity to the airport and presence of existing general industry justify continuing allocation of the land as LIL. Major scheme bringing forward major intensified industrial with mix of uses.





Client  
London Borough  
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**NEWHAM EMPLOYMENT LAND REVIEW**  
Albert Island LIL 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

1:2,500 @ A3	Date: 13/05/2022
Drawn: KP	Checked: SS
Figure 11	Rev A



## Butchers Road

<b>EMPLOYMENT LAND REVIEW 2022</b>		<b>Butchers Road</b>
<b>Status</b>	LIL 13	
<b>Roads</b>	Butchers Road / Newham Way / Beeby Road	
<b>Site Uses and Area Composition</b>	A mix of light industrial (Mint Business Park) and petrol station, surrounded by LMUA, Newham Way and residential area.	
<b>Size</b>	0.85ha	
<b>Location</b>		
In the Custom House area, close to Canning Town and largely surrounded by residential development to the south and the west of the site, the site is located directly south of the A13 on Butchers Road. To the east is a variety of commercial and community uses in Beeby Road LMUA (formerly part of LIL 13).		
<b>Quality and nature of offer by sub area</b>		
<p>The site is split into two parts, between the petrol station to the north and Mint Business Park to the southern end. The main part of the site is Mint Business Park, a modern estate currently with no vacancy. The units have shutters and good access points to serve the units from the service yard. It comprises a number of large and small scale light industrial/general industry units, units for storage and distribution and additional utilities/infrastructure including a petrol filling station and convenience store. Businesses include clothing distribution, office technology, commercial cleaning, and commercial photography studio and security services.</p> <p>The site is accessed off the Newham Way, with a separate entrance to Mint Business Park via Butchers Rd. The site benefits from a key distributor road for larger vehicles to access the site.</p>		
<b>Worker facilities</b>		
There is a petrol station (with a café offer) and convenience store on site, and more extensive local facilities at Freemasons Road local centre, just over 5 minutes' walk away. The estate provides on site car parking for employees and visitors, but public transport access is poor. The site benefits from the Cycle Superhighway (CS3) running east/west at the northern end of the site.		
<b>PTAL</b>	2/3	
<b>Freight Access</b>	The site is entirely bounded by roads. Access to the site is solely by road via a primary distributor road (Newham Way) which is intended to provide large-scale transport links between areas and in particular east to west of the Borough.	
<b>Airport safeguarding</b>		
<b>Development activity, ownership and management</b>		
There has been very little planning activity on the site in recent years, partly down to the fact that there are a limited number of units on site and the buildings on are of a good quality with active tenancies across all of the units. However, in 2017 Mint Business Park has seen a number of applications		



approved for qualitative improvements to some of the units, highlighting investment to support the ongoing operation of the uses at this location.

Land ownership is relatively consolidated on the site evident in a generally well managed environment. The units are under single management.

**Industrial land management considerations going forward**

The Butchers Road site benefits from access from a primary distributor road suited for heavy and larger vehicles associated with the land use. However access to the business park is via Butchers Rd, which is partly residential in nature.

The buildings on the estate are generally modern (built approximately in the last 20 years) and in good condition with adequate on site and secure parking for the units. The site is currently occupied, and given the current strong demand for space and the little availability of industrial premises in this area of the borough, we don't see this changing in the short/medium term.

The site could lend itself to site intensification in the form of small, stacked units but the current inherent value means this is unviable to develop in the short/medium term.

Overall the estate performs well in relation to providing employment space for new businesses and industrial development and as such its designation as a LIL remains appropriate.

**Conclusion**

- Overall the employment area is performing well, with qualitative improvements receiving planning approval at Mint Business Park. Site intensification is likely to be unviable during the plan period due to the inherent value of the existing industrial units.
- Serves an important local need for small businesses in the area.
- Should the petrol station vacate, the site should be retained for industrial uses.

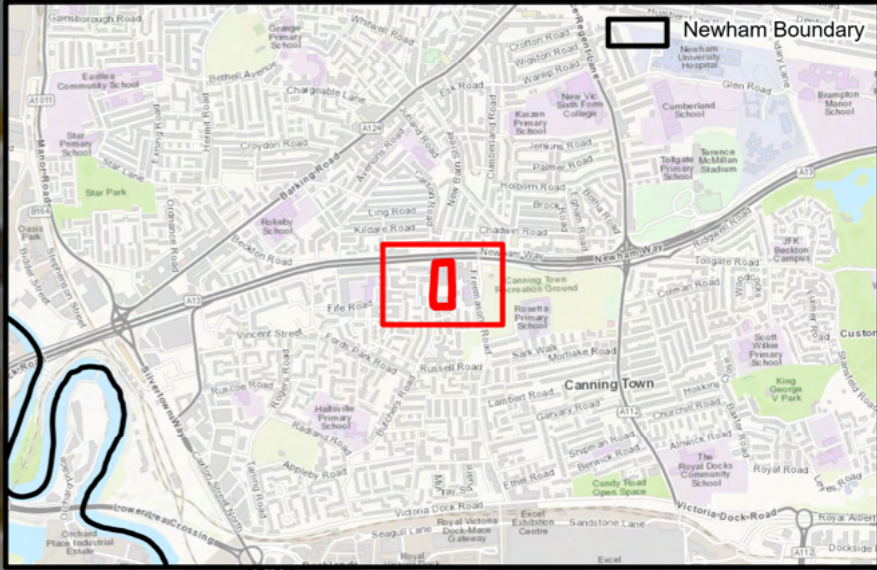




LIL Boundary

A13

YMCA George  
Williams College



Client  
London Borough  
Of Newham

**NEWHAM EMPLOYMENT LAND REVIEW**  
Butchers Road LIL 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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Figure 12	Rev A



## Locally Significant Industrial Location



## Sugar House Lane / Stratford High Street

<b>EMPLOYMENT LAND REVIEW 2022</b>		<b>Sugar House Lane</b>
<b>SEL Status</b>	LSIS B.1b7	
<b>Site Uses and Area Composition</b>	<b>Roads</b>	<b>Estates</b>
Residential and office area of Strand East, adjacent to Stratford High Street, bounded to the west by the River Lea and Three Mills Wall River Weir to the east.	Sugar House Lane, Cloud Street, Hunt's Lane, High Street	Formerly industrial estates, now cleared and redeveloped. The site is within an area that has been predominantly used for industrial and commercial activity. The site accommodates a mix of commercial activity, including a number of creative industries, and vacant land and buildings which were cleared for redevelopment
<b>Size</b>	4.36 ha	
<b>Location</b>		
Area at the northern end of the Strand East site allocation, partly fronting Stratford High Street, with an existing planning permission for a cluster of development for a mix of predominantly office, workshop, retail, hotel and associated business and employment-generating uses.		
<b>Quality and nature of offer</b>		
The commercial element in LSIS designation is currently under construction for modern offices and hotel, as part of the wider high density redevelopment of the area as part of the mixed use Strand East SA4.2 site allocation.		
<b>Worker facilities</b>		
The site is largely under construction, with the wider redevelopment providing hotel, restaurants, bars and cafes. The Site is located on Stratford High Street in close proximity to Stratford town centre and shops and facilities on Hancock Road.		
<b>PTAL</b>	2-5	
<b>Freight Access</b>	Road	
<b>Development activity, ownership and management</b>		
<p>The entire site has outline planning for redevelopment for comprehensive redevelopment (12/00336/LGOUT) including 33,950sqm offices and work shops (B1), hotel and restaurants, bars and cafes. The first phase including some of the site within the LSIS have been delivered, with a significant amount of commercial floorspace.</p> <p>The western part of the LSIS is pending decision for 4,160 sqm of commercial floorspace (Use Classes A1, A2, A3, A4, B1 Located in the five-storey eastern (and southern) element(s) of the plot of which 1,068 sqm are allocated to flexible uses falling within Use Classes A1, A3, A4 and/or B1 and 3,090 sqm to Use Class B1(including an allowance for 514 sqm of Use Class A2 on the ground floor at High Street Stratford).</p> <p>There is no further capacity on site due to comprehensive redevelopment.</p>		
<b>Industrial land management considerations</b>		



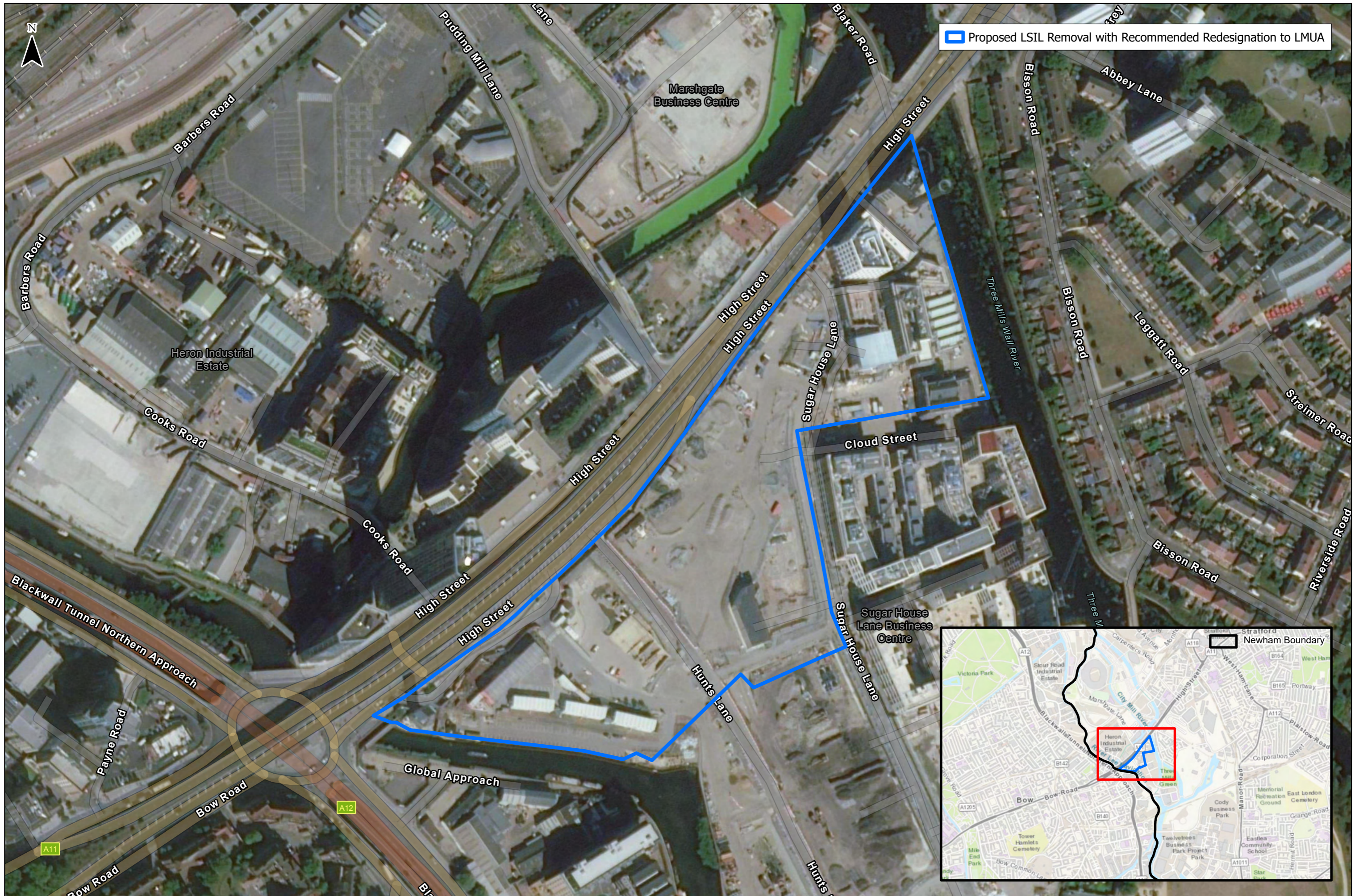
Former economic cluster with land formerly in B2/B8 use. Permission granted for office, workspace, hotel, & retail, all supports intensified workspace, but loss of industrial.

The site is the employment designation (northern section) of the wider LLDC SA4.2 mixed use site allocation. Sugar House workspace is underway on this site as part of 'sugar house island' development, an

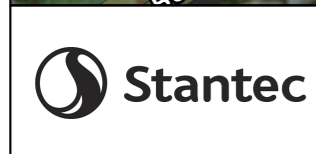
### **Concluding points**

- Commercial element currently being delivered for offices and work spaces / workshops.
- The site has reached capacity through ongoing redevelopment.
- The Site is operating as an employment site, predominantly office, workshop, retail, hotel and associated business and employment-generating uses, rather than industrial. Redevelopment for mixed-uses on wider site supports recommendation for re-designation to LMUA.





Proposed LSIL Removal with Recommended Redesignation to LMUA



Client  
London Borough  
Of Newham

**NEWHAM EMPLOYMENT LAND REVIEW**  
Sugar House Lane / Stratford High Street - Proposed LSIL Removal

0 100 200 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 36	Rev A



## Rick Roberts Way North

EMPLOYMENT LAND REVIEW 2022		Rick Roberts Way North	
<b>SEL Status</b>	LSIS B.1b8		
<b>Site Uses and Area Composition</b>	<b>Roads</b>	<b>Estates</b>	
Creative industries, light industry, building supplies. High quality business park adjacent to the Jubilee Line depot and Rick Roberts Way residential site allocation;	Rick Roberts Way, Abbey Lane	International Business Park	
<b>Size</b>	4.36 ha	Number of Businesses	4
<p>The site is located to the south of Stratford High Street, the business park is bounded to the east by the Channelsea Path walking trail and the TFL Jubilee Line depot (LIL 2) and to the west by the Rick Roberts Way site allocation SA3.6 for mixed use development of residential with education uses.</p> <p>The nearest station is Abbey Road DLR located approximately 500 metres away.</p>			
<b>Quality and nature of offer</b>			
A cluster of existing high-quality industrial design and manufacturing uses of B2 and B8 Use Classes in modern buildings, with tenants including Kesslers International, Travis Perkins, St Clements Press, and Mercedes-Benz retail Group UK.			
<b>Worker facilities</b>			
The Site is located off Stratford High Street in close proximity to Stratford town centre and shops and facilities on Hancock Road.			
<b>PTAL</b>	1a-5		
<b>Freight Access</b>	Road		
<b>Development activity, ownership and management</b>			
There is no recent development activity.			
<b>Industrial land management considerations going forward</b>			
Cluster of B2/B8 high quality industrial warehouses and offices. Potential for intensification of existing floorspace capacity through multi-storey, and more efficient use of land through increased plot ratios but in the short/medium term there is too much inherent value to make this viable. Could be achievable longer term.			
Given the ongoing suitability for this site to be maintained for industrial use, it should be re-designated as a LIL			

### Concluding points

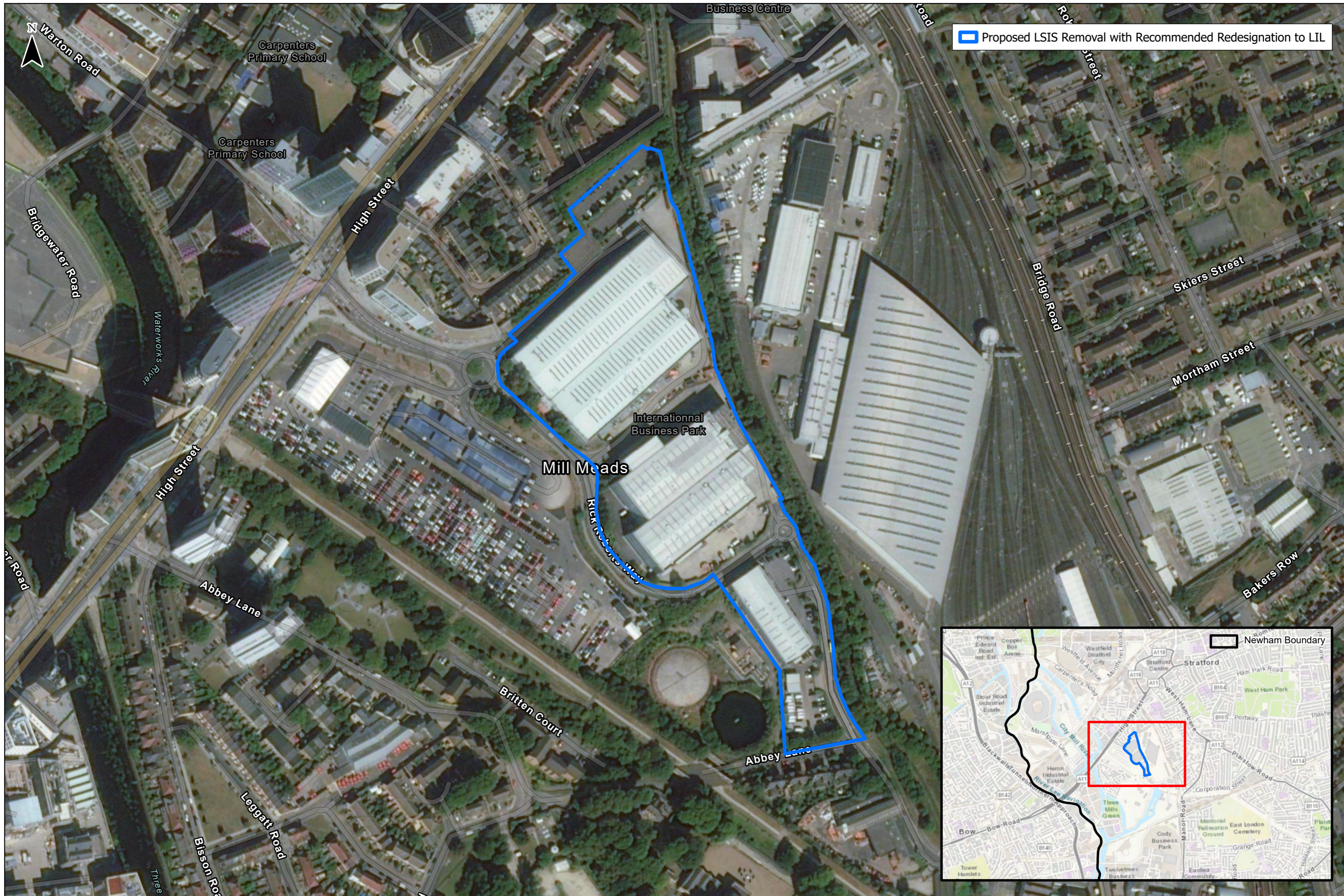
- Cluster of B2/B8 high quality industrial warehouses and offices.
- Longer term - potential for intensification of existing floorspace capacity through multi-storey, and more efficient use of land through increased plot ratios, subject to mitigation of impacts / provision of buffer on



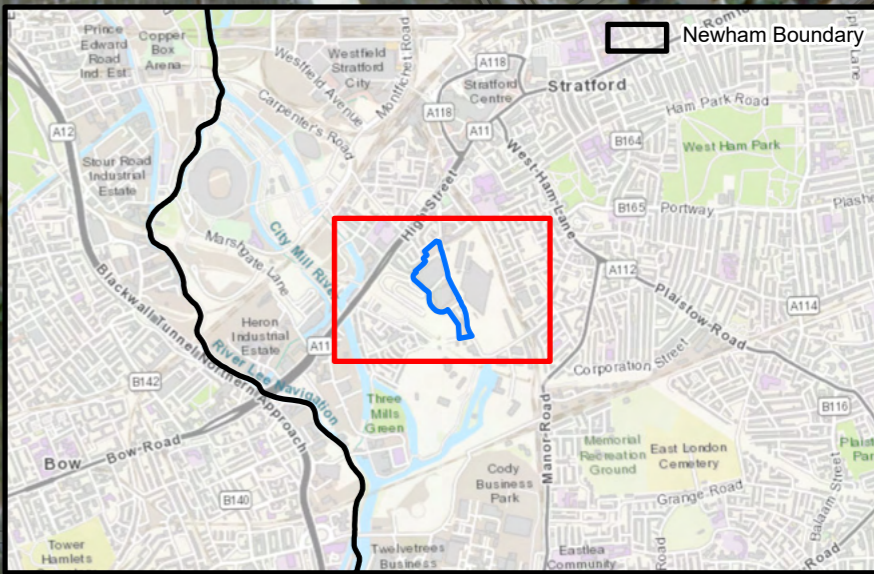
adjacent strategic site SA3.6 (identified for location of primary school and minimum of 750 homes).

- Should TfL vacate the neighbouring LIL site, there is opportunity for connectivity between both sites.
- Given the ongoing suitability for this site to be maintained for industrial use, it should be re-designated as a LIL.





Proposed LSIS Removal with Recommended Redesignation to LIL



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**NEWHAM EMPLOYMENT LAND REVIEW**  
Rick Roberts Way North - Proposed LSIS Removal

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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

1:2,500 @ A3 Date: 13/05/2022  
Drawn: KP Checked: SS  
Figure 37 Rev A



## Other Industrial Locations (OIL)



## Cook's Road

EMPLOYMENT LAND REVIEW 2022		Cooks Rd
<b>SEL Status</b>	OIL B.1b6	
<b>Site Uses and Area Composition</b>	<b>Roads</b>	<b>Estates</b>
Light industry and vacant site. Application pending determination.  Industrial area in transition within Pudding Mill Site Allocation SA4.3 for new medium-density, mixed-use area.	Cook's Road	n/a
<b>Size</b>	1.49 ha	
<b>Location</b>		
<p>The site is located on the western edge of the borough and north of Stratford High Street and A118. The site is surrounded by the River Lea and Capital Ring pathway to the west and Pudding Mill River to the south. The site abuts the Pudding Mill Lane Sub-station to the north. The eastern side is adjacent to recently completed residential led mixed-used development and older industrial warehouses and offices. The site is within the Pudding Mill site allocation which will deliver a new Local Centre adjacent to Pudding Mill Lane DLR Station within a mixed-use area, including a significant and diverse element of new and replacement business floorspace, including spaces suitable for small- and medium-sized businesses.</p> <p>The nearest station is Pudding Mill Lane DLR located approximately 400 metres away.</p>		
<b>Quality and nature of offer</b>		
<p>The site is largely vacant with previous occupiers City Oils recently vacated this site. The site is largely now dilapidated warehousing and cleared forecourt of land. One business remains as rug shop in aging warehouse.</p> <p>The northern part of the site is cleared and in use as an overflow car park.</p>		
<b>Worker facilities</b>		
<p>The Site is located off Stratford High Street in close proximity to Stratford town centre. A new local centre in Pudding Mill will be delivered as part of the site allocation.</p> <p>The location of this site supports the objectives which focus on 15-minute neighbourhoods, the climate emergency, and the consideration of how to create a healthier environment for all residents. In particular, the focus on reducing car dependency, focusing growth in locations that are easily accessed by public transport, as well as being accessible through walking and cycling.</p>		
<b>PTAL</b>	3-5	
<b>Freight Access</b>	Road	
<b>Development activity, ownership and management</b>		



The site was recently granted planning permission (ref: 20/00307/FUL) for a residential mixed-use development of buildings between two and 14 storeys in height to include 457 residential units (Use Class C3), 5,594sqm (GEA) of storage and distribution floorspace (Use Class B8), 3,494sqm (GEA) of light industrial floorspace (Use Class B1c) and 180sqm (GEA) of retail floorspace (Use Classes A1/A2/A3).

The development generates an uplift in the existing 2,670 sq m of B1(c) uses by delivering +649 of B1c and +5,513 sq m of B8 at ground floor level. The units will lend themselves to office occupiers or light industrial uses providing the flexibility many smaller occupiers require e.g. space for office/hot desking, meeting rooms, light manufacturing, design and distribution.

The site is adjacent to the recently completed Legacy Wharf residential scheme.

#### **Industrial land management considerations going forward**

The site is undergoing transition to co-location and intensification, with re-provision of existing industrial to the northern section adjacent to the sub-station.

Potential for redevelopment to make more efficient use of land including re-provision of intensive industrial floorspace at northern part of the designation, and to intensify the floorspace capacity through increased plot ratios facilitating the co-location with residential within the remainder of the designation.

Given the ongoing suitability for this to be maintained for industrial use, this should be considered to be re-designated as a LIL, subject to how the current application progresses.

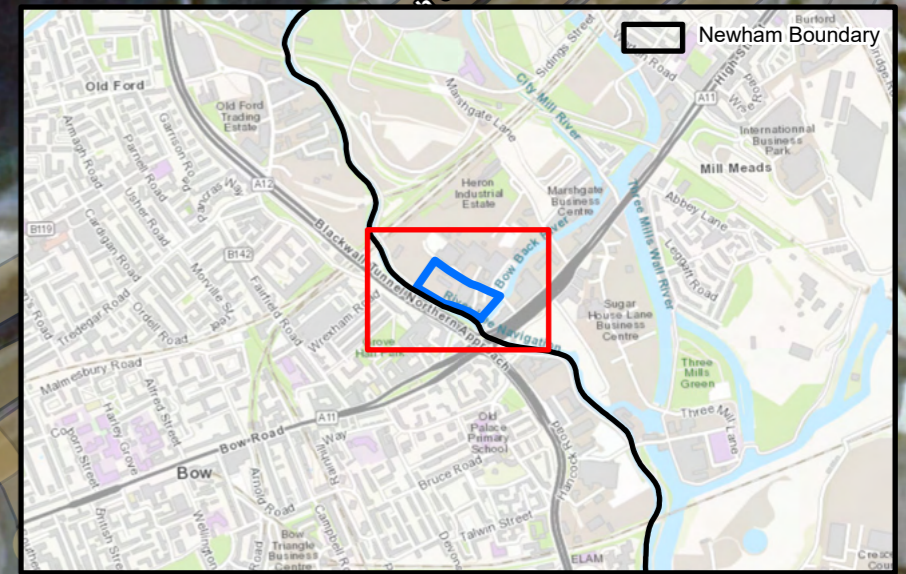
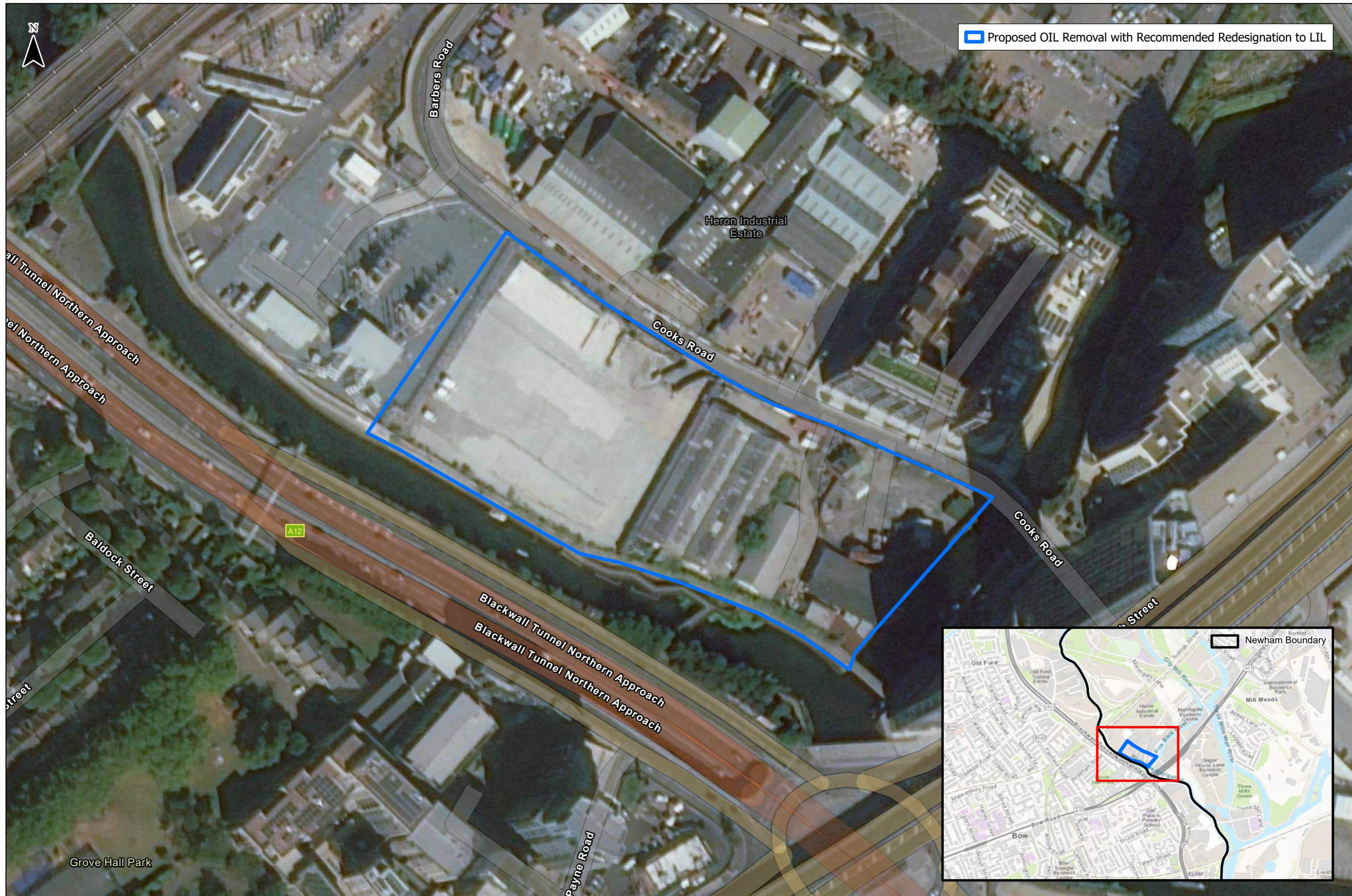
#### **Concluding points**

- Other Industrial Location designation maintained along the western edge where industrial uses should be intensified in the short term of the plan period in line with Site Allocation SA4.3: Pudding Mill, and facilitate the co-location with residential uses Cluster of B2/B8 high quality industrial warehouses and offices.
- The site is suitable to be maintained for industrial use and is recommended to be re-designated as a LIL to protect industrial integrity of the site should the recently granted permission not proceed. Otherwise, the site proposals are more akin to future redesignation to LMUA.
- Re-provision of industrial uses should be maximised on site.
- Continue to monitor the success of the planning application, as the concept could be replicated under the LMUA designations.





Proposed OIL Removal with Recommended Redesignation to LIL



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**NEWHAM EMPLOYMENT LAND REVIEW**  
Cook's Road Proposed OIL Removal

0 50 100 m  
Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA  
World Imagery: Maxar, Microsoft  
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1:1,200 @ A3 Date: 13/05/2022  
Drawn: KP Checked: SS  
Figure 35 Rev A