

Locally Significant Industrial Location

Sugar House Lane / Stratford High Street

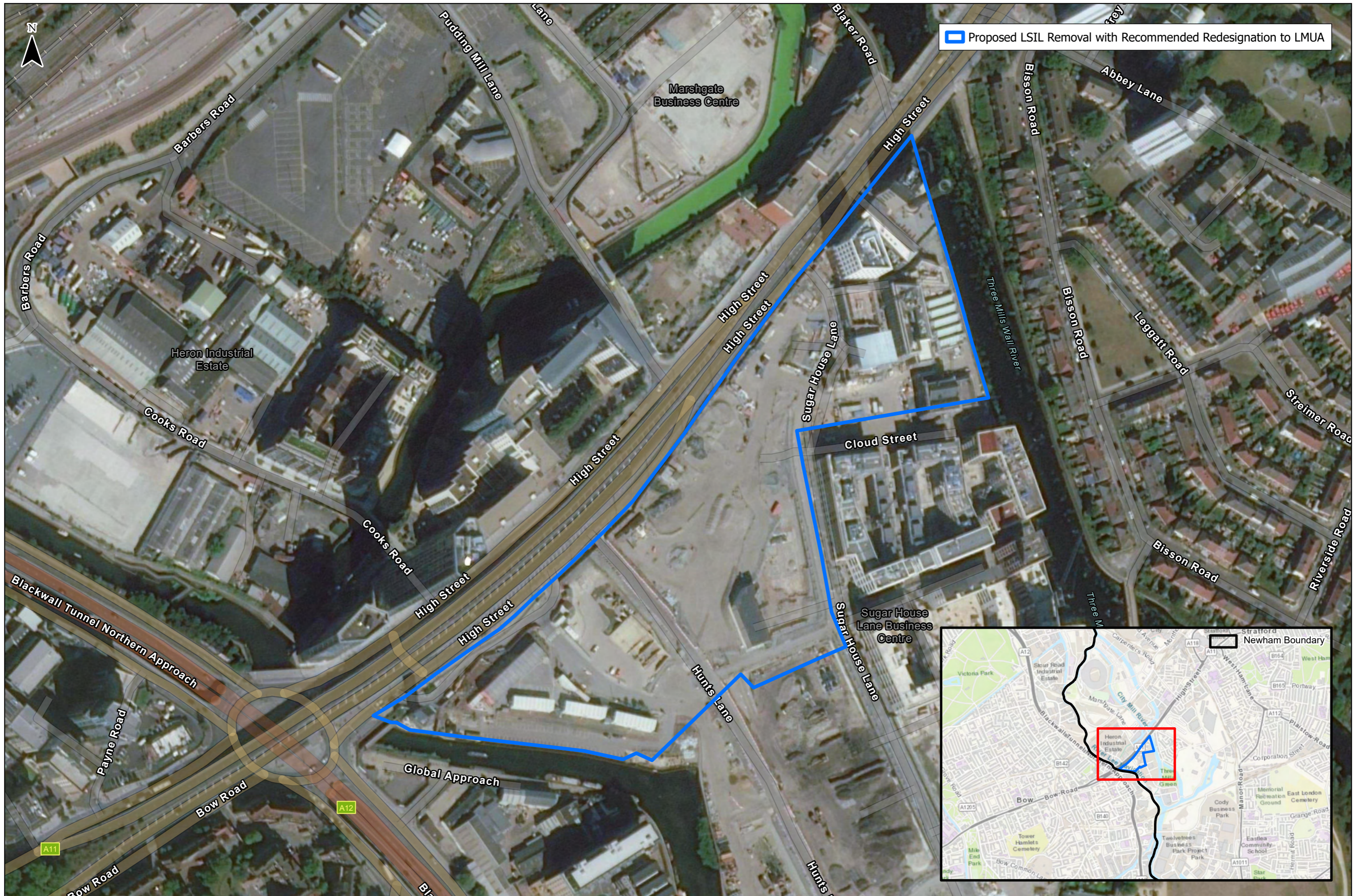
EMPLOYMENT LAND REVIEW 2022		Sugar House Lane
SEL Status	LSIS B.1b7	
Site Uses and Area Composition	Roads	Estates
Residential and office area of Strand East, adjacent to Stratford High Street, bounded to the west by the River Lea and Three Mills Wall River Weir to the east.	Sugar House Lane, Cloud Street, 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
Size	4.36 ha	
Location		
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.		
Quality and nature of offer		
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.		
Worker facilities		
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.		
PTAL	2-5	
Freight Access	Road	
Development activity, ownership and management		
<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>		
Industrial land management considerations		

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.

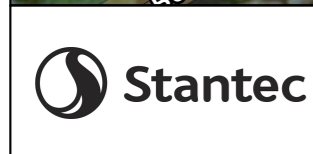
The site is the employment designation (northern section) of the wider LLDC SA4.2 mixed use site allocation. Sugar House workspace is underway on this site as part of 'sugar house island' development, an

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

1:2,000 @ A3	Date: 13/05/2022
Drawn: KP	Checked: SS
Figure 36	Rev A

Rick Roberts Way North

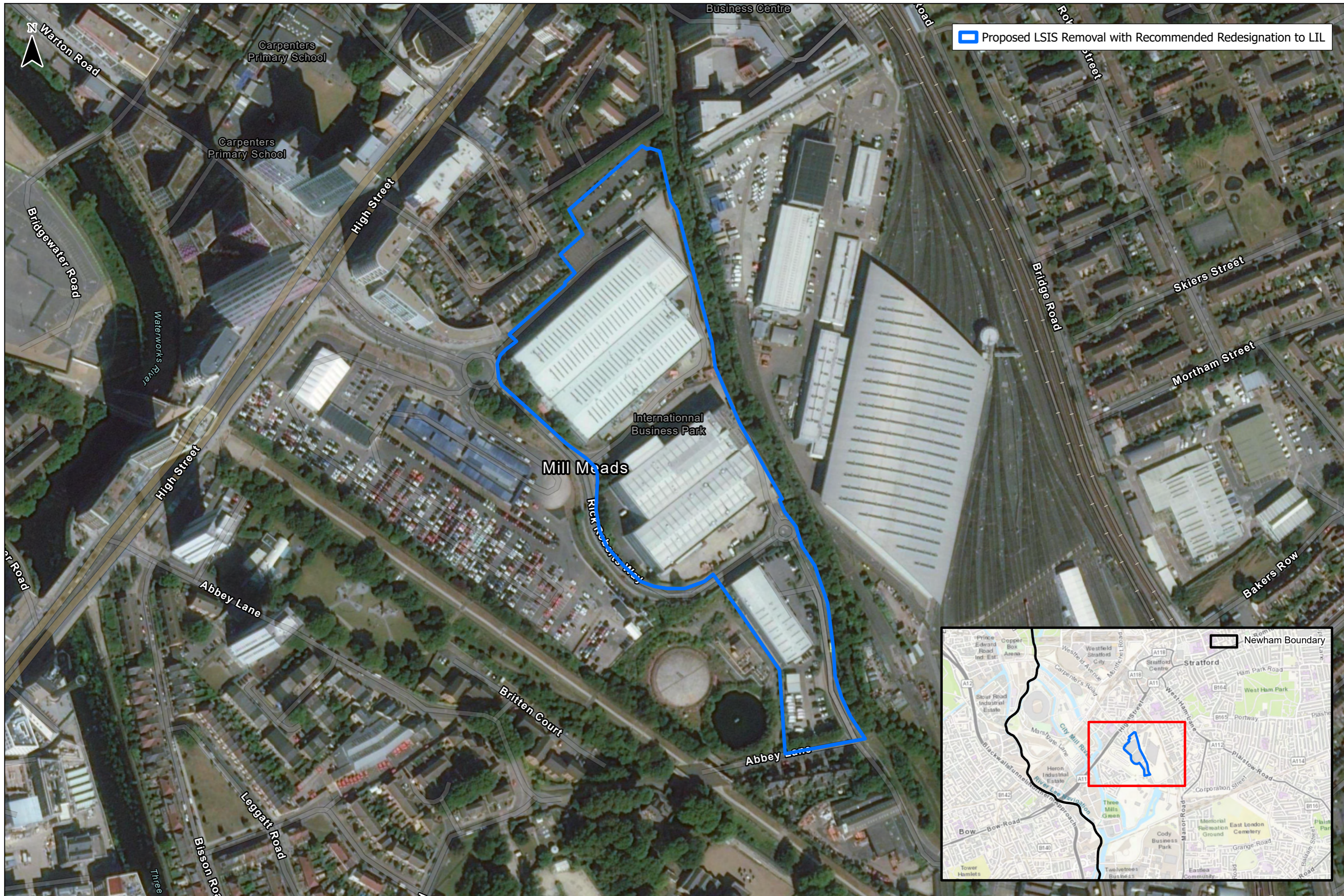
EMPLOYMENT LAND REVIEW 2022		Rick Roberts Way North	
SEL Status	LSIS B.1b8		
Site Uses and Area Composition	Roads	Estates	
Creative industries, light industry, building supplies. High quality business park adjacent to the Jubilee Line depot and Rick Roberts Way residential site allocation;	Rick Roberts Way, Abbey Lane	International Business Park	
Size	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>			
Quality and nature of offer			
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.			
Worker facilities			
The Site is located off Stratford High Street in close proximity to Stratford town centre and shops and facilities on Hancock Road.			
PTAL		1a-5	
Freight Access		Road	
Development activity, ownership and management			
There is no recent development activity.			
Industrial land management considerations going forward			
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

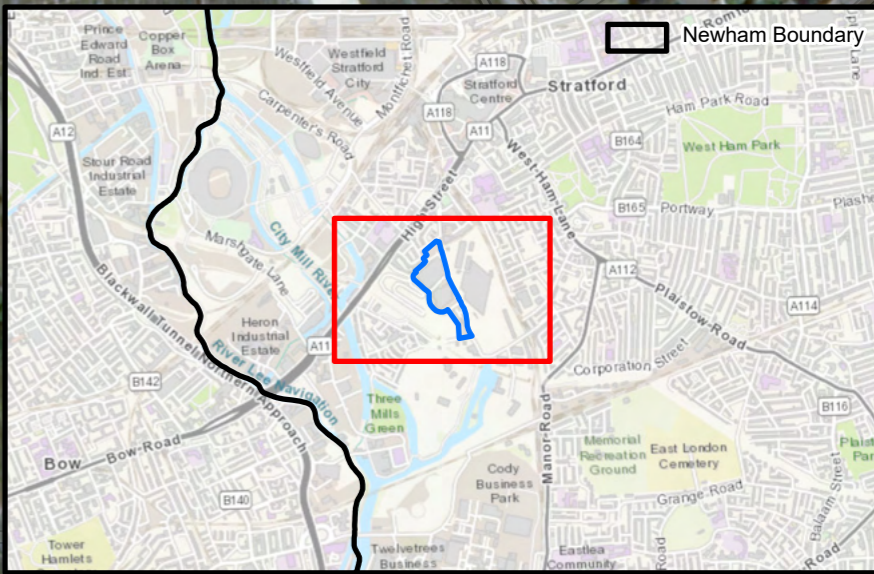
- Cluster of B2/B8 high quality industrial warehouses and offices.
- Longer term - potential for intensification of existing floorspace capacity through multi-storey, and more efficient use of land through increased plot ratios, subject to mitigation of impacts / provision of buffer on

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



	Client	NEWHAM EMPLOYMENT LAND REVIEW	0	100	200	1:2,500 @ A3	Date: 13/05/2022
	London Borough Of Newham	Rick Roberts Way North - Proposed LSIS Removal				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 37	Rev A

Other Industrial Locations (OIL)

Cook's Road

EMPLOYMENT LAND REVIEW 2022		Cooks Rd
SEL Status	OIL B.1b6	
Site Uses and Area Composition	Roads	Estates
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
Size	1.49 ha	
Location		
<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>		
Quality and nature of offer		
<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>		
Worker facilities		
<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>		
PTAL	3-5	
Freight Access	Road	
Development activity, ownership and management		

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.

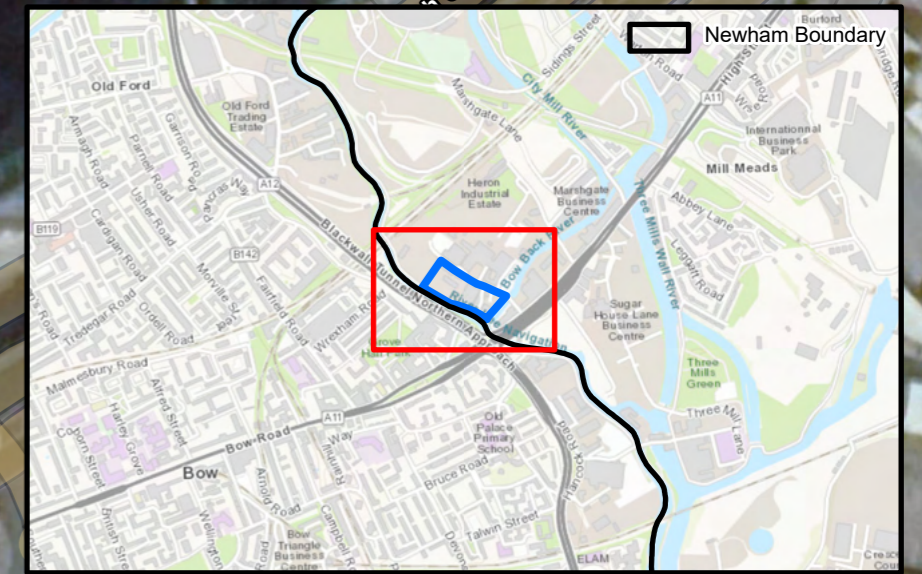
Given the ongoing suitability for this to be maintained for industrial use, this should be considered to be re-designated as a LIL, subject to how the current application progresses.

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



Client
London Borough
Of Newham

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
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 35 Rev A

Local Mixed Use Areas (LMUAs)

Silvertown Arches

EMPLOYMENT LAND REVIEW 2022		Silvertown Arches
Status	LMUA 1	
Site Uses and Area Composition	Arches under major flyover surrounded by part industrial land and part Strategic Site. Shared workspaces, creative industries, light industry.	
Roads	Dock Road / North Woolwich Road	
Size	2.94 ha	
Location		
<p>The site is located to the South West of the Borough within the Royal Docks, it forms part of a stretch of arches under the North Woolwich Road overpass south of Canning Town centre. The site is the transition zone in the Royal Docks between the western edge of the ExCeL - Royal Victoria West employment hub (including The Crystal) and Britannia Village.</p> <p>The Mayor of London has now relocated City Hall to the north of this site at the Crystal building.</p> <p>The West Silvertown DLR station is located close to the southern end of the designation. The Silvertown Tunnel Safeguarding designation overlapping part of LUMA 1. The site is bounded by Strategic Site S30 (Royal Victoria West) to the north and Strategic Sites S08/S09 (now Thameside West development) and Thameside West protected SIL to the South/East. In the 2018 Local Plan Review the LMUA designation was extended incorporating land and arches to the north between Silvertown Way and Dock Road as proposed in the 2017 ELR.</p> <p>The site falls within the boundary of the Royal Docks OAPF.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The environment quality at this location is generally poor primarily due to the its industrial surroundings, some of which is earmarked for Silvertown Crossing works and location under a main road and designated as Silvertown Tunnel Safeguarding. Through major redevelopment in the area the environmental quality has potential to improve over the plan period.</p> <p>The small units are positioned in the arches under Silvertown Way and as such are constrained in their potential for expansion. The LMUA provides space for many micro-operators whose operations fall within B use classes. These include food processing, microbreweries, broadcasting, printers and trade counters. Managed workspace includes office activity, research and light industry, consisting of website and graphic designers, accountancy and training facilities.</p> <p>Given the higher level of B1a space than other LUMAs the designation presents good opportunities to support SMEs requirements.</p>		
Worker facilities		

The LMUA has limited access to worker facilities both on site and in the surrounding area given the nature of the land surrounding the site is predominantly industrial and Strategic Sites have yet to yield community facility floorspace. The recent Thameside West planning permission (October 2021) has scope to deliver shops cafes and restaurants within approved flexible retail facilities (Use Classes A1-A4).

However Canning Town centre is approximately 10 minutes walk away, and there is small-scale local provision in Britannia Village and at Royal Victoria. Nonetheless, pedestrian accessibility to the site is limited given its position under the North Woolwich overpass.

PTAL	2
Freight Access	Road only
Airport safeguarding	Part of the site is within the London City Airport Public Safety Zone. The site falls outside of the Airport safeguarding zone. Given the low density nature of the LMUA, it is unlikely to have any impact on Airport safety.

Development activity, ownership and management

To the south of the LMUA, permission was granted permission in October 2021 for development at Thameside West (Strategic Sites S08/S09) which includes the north eastern part of the LMUA. The masterplan for the site includes the Silvertown Tunnel Control Centre within the LMUA and a proposed Thameside West DLR station. The permission for phase 1 on the wider sites includes tall buildings, comprising 401 residential units, 3,608 sq.m. (GEA) of flexible employment floorspace (Use Classes B1b, B1c, B2 (restricted) and B8), and 230 sq.m. (GEA) of flexible retail floorspace (Use Classes A1-A4). The outline application approved co-location of uses (B1, B2, B8 & C3) approved on Bell Lane within SIL3, buffered by landscape treatment above the Silvertown tunnel. The outline phases will provide minimum quantum of GIA of 15,000sqm B1c, B2 and B8 and 833 sqm GEA of industrial (B1b, B1c, B2 (restricted) & B8).

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 duration of construction of the scheme is expected to be approximately 7 years.

In May 2020 a hybrid permission (18/03657/OUT) was granted for the erection of a series of light industrial workspace units (Use Class B1c). The detailed aspect comprised of 5,360 sqm, as well as shared space for exhibitions, open workshops or shared working area; ancillary café for the currently unoccupied/vacant Silvertown Way Flyover Arches (to north of LMUA).The outline approval sought a further 2,555 sqm of light industrial and ancillary floorspace (Use Class B1c) This permission as yet is not implemented.

Existing units are well occupied and appear to meet particular needs.

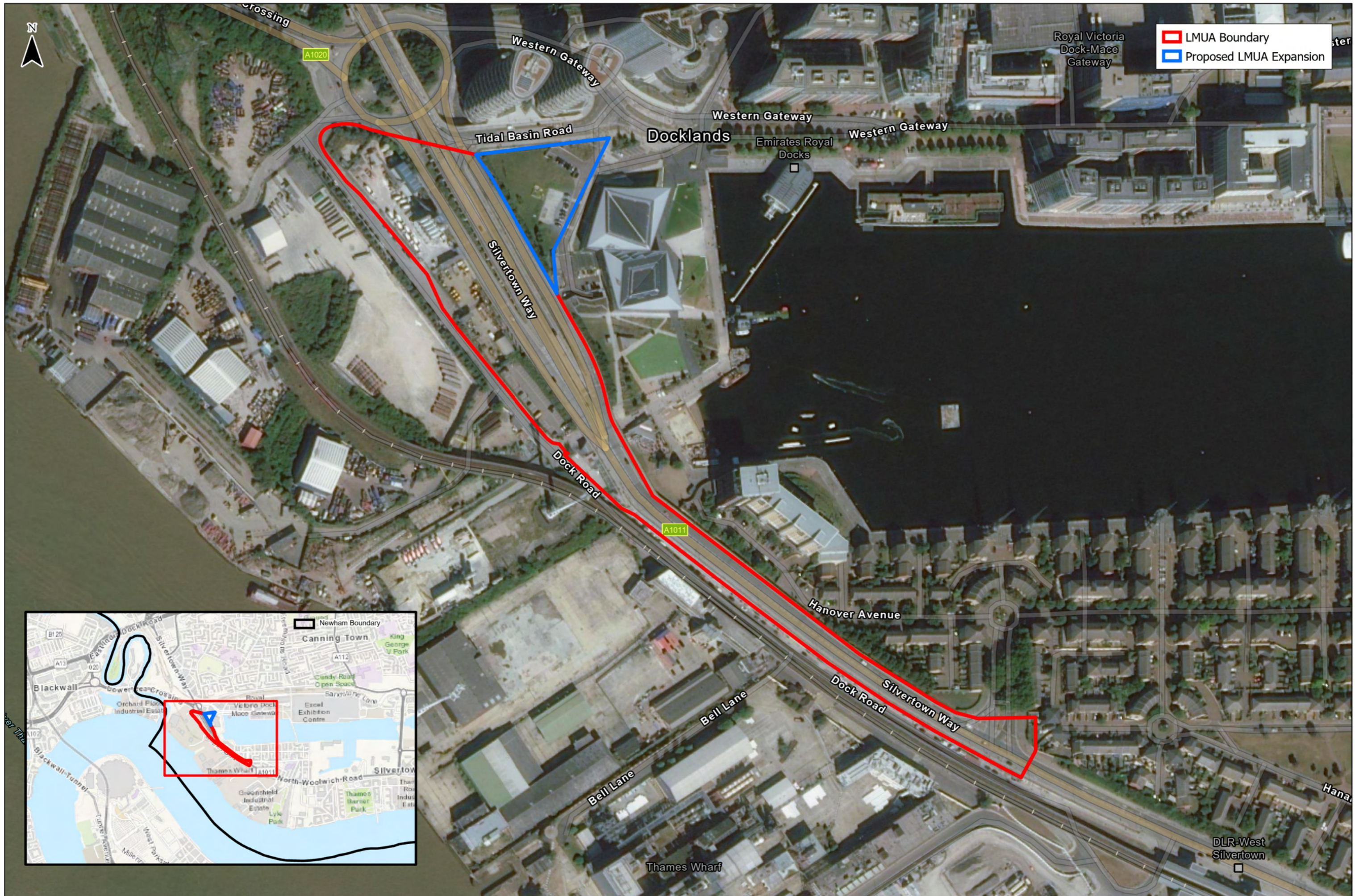
Industrial land management considerations going forward

Given the nature of the area and site constraints, there is limited scope for future development within the existing footprint, however recent approvals for the Silvertown Way Flyover Arches to the north and Thames Wharf strategic site will increase activity and use of the LMUA. Management of the units and improvements in environmental quality of the site will be improved and managed through the LMUA allocation (which acknowledges the scope for a wide range of employment-generating uses and the developing residential hinterland) and development management process.

There is scope to extend LMUA 1 boundary at Silvertown Arches to include the 'triangle' site south of Tidal Basin Road a NE of the City Hall site. This vacant site can further support economic functions at this location, and is in close proximity to City Hall and development proposals for a series of light industrial workspace units in the arches beneath Silvertown Way flyover.

Concluding points

- Site is constrained by overpass from the North Woolwich Road
- Recent permissions have sought to deliver a series of light industrial workspace units in the unoccupied arches along with development of the neighbouring Thameside West development which will see increased activity, environmental quality and B class use of the LMUA.
- A mix of B and E class units remain active at this location, offering unique micro unit space in the Royal Docks, primarily suited to B and possibly other employment-generating use classes.
- There is potential to expand the LMUA to include vacant land south of Tidal Basin Way and adjacent to City Hall to further support economic functions of the area and development proposals in Silvertown Way arches. Expansion to include this site is recommended.
- Retain as LMUA due to established and future commercial uses to complement the wider regeneration of the area.



LMUA Boundary
 Proposed LMUA Expansion



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Silvertown Arches LMUA 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, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

1:2,500 @ A3	Date: 07/07/2022
Drawn: KP	Checked: SS
Figure 13	Rev B

Aldersbrook

EMPLOYMENT LAND REVIEW 2022		Aldersbrook
Status	LMUA2	
Site Uses and Area Composition	Small industrial estate with car dealership, mechanic and Tunnelling and Underground Construction Academy. Surrounded by road and rail infrastructure, open space and residential area.	
Roads	Romford Road and Lugg Approach	
Site size	2.76 ha	
Location		
<p>This Local Mixed Use Area (LMUA) is located at the eastern boundary of the borough adjoining London Borough of Redbridge. The LMUA fronts Romford Road which is designated as a Key Movement Corridor and Linear Gateway with Grantham Road LIL located on the opposite side. Ilford town centre lies approximately 500m to the east.</p> <p>There was no change to the LMUA boundary in the Local Plan Review 2018.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The LMUA comprises three employment-generating premises all of which are currently in use and appear to be vibrant; as well as 7 residential units in two terraces of early twentieth century maisonettes partitioned by car parking.</p> <p>Fronting Romford Road on the west side of Lugg Approach is Glyn Hopkin Ltd a large car dealership, and on the east side is Kwik-Fit with a less extensive frontage to Romford Road wrapping around the housing mentioned above. Both businesses take access from both Romford Road and Lugg Approach.</p> <p>In relation to the current uses on site, the site is relatively undeveloped comprising of three main buildings occupying the land with the dominance of ancillary car parking across the site. The site is split by Alders Brook pathway.</p> <p>At the rear of the LMUA and dominating the appearance of the immediate area is the Tunnelling and Underground Construction Academy housed in a large industrial building finished in black cladding. The academy was constructed to provide a specially trained workforce for the Crossrail project and is one of the few such educational facilities in the world. The academy works closely with the engineering facilities of leading universities in the UK and abroad. The academy is of modern design and well-contained in relation to protection measures from any potential noise impacts to sit alongside residential uses. Furthermore the academy building acts as a major barrier between the site and adjacent railway lines to the rear. As it was used for Crossrail related employment, it is uncertain if it remains in operation. The longer term aspirations following the implementation of the Elizabeth Line are unknown. There is scope for a better configuration of the buildings on site and potential for redevelopment should a proposal come forward at this location.</p>		

The site has a PTAL of 4 to 6a representing a site with 'Good to Excellent' access to sustainable modes of transport including buses and trains (from Ilford, about 7 mins walk).

This part of the borough has a very high air pollution rating, partly due to traffic related issues at the Romford Rd/Ilford junction.

Worker facilities

No services for industrial occupiers such as workplace crèches or cafes were identified within the LMUA. However, a wide variety of shopping, child care, and other services are available within easy walking distance at the nearby Ilford town centre and on Romford Road and public transport connections are good.

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.

PTAL	4-6a
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Freight Access	Road only
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Airport safeguarding	Development in the area unlikely to raise issues under technical airport safeguarding considerations.
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Development activity, ownership and management

The academy is of recent construction and is owned by TfL. The car sales premises has recently been refurbished. Kwik-fit is operating successfully in a prime location.

The site is relatively underused. There is scope for small scale light industrial intensification with co-location at the site at the end of the plan period. As it stands approximately 74% of the site is underused either by ancillary car parking and storage areas.

The housing at the LMUA all appears to be occupied and the buildings are in reasonable repair.

Industrial land management considerations going forward

The current mix of uses including significant non-B class floorspace and residential justifies its designation as a LMUA. The site layout is however inefficient suggesting that there could be scope to reconfigure it to better effect, potentially incorporating more residential uses particularly to the rear of the site away from the main road, but also potentially better enclosing the street on the Romford Road frontage. This would depend on a decision by TfL who own the majority of the site.

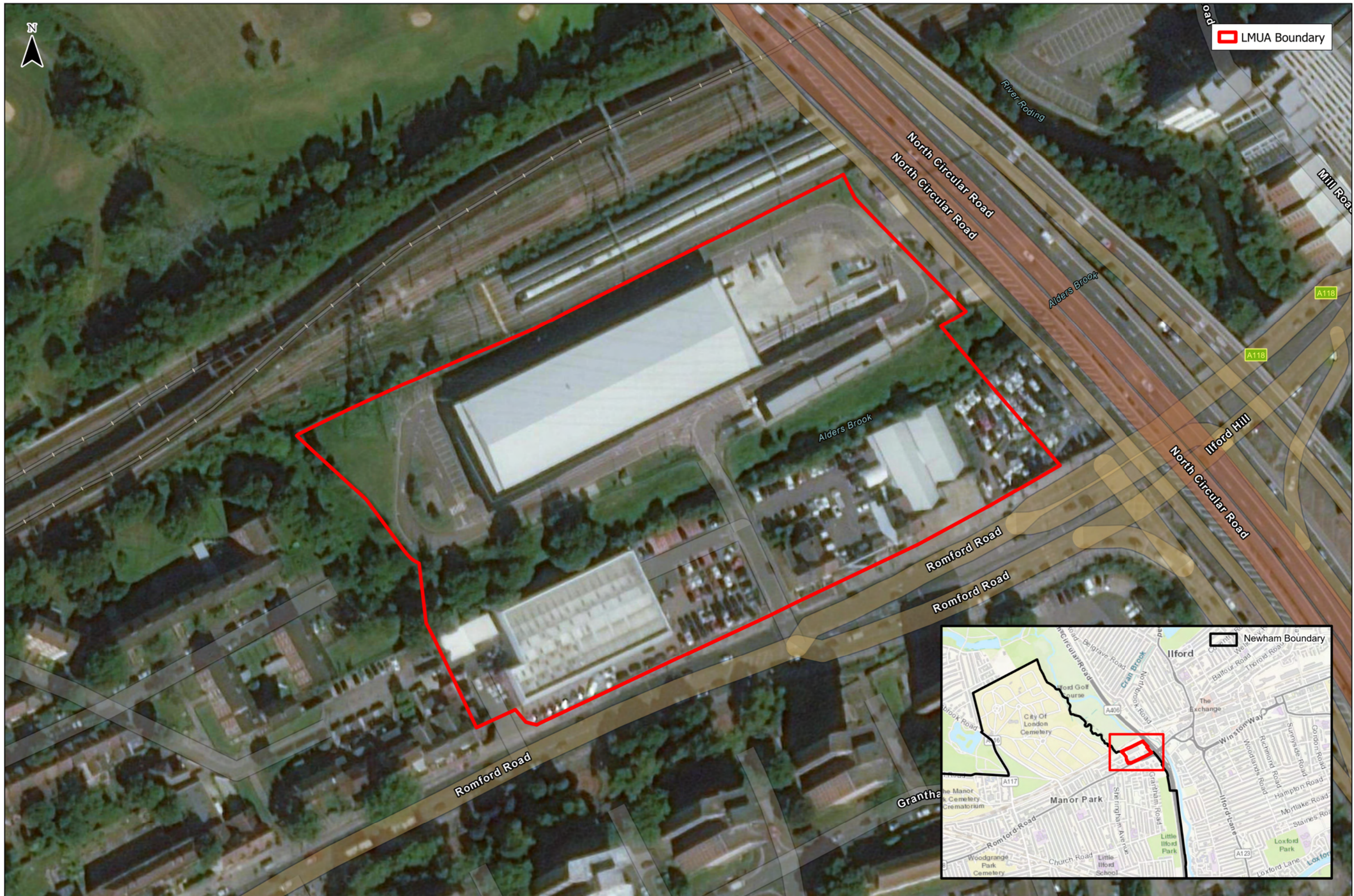
Given that Crossrail has been implemented, the academy offers opportunity for future industrial need to be met by re-purposing this large unit.

Concluding points

- Highly accessible location but constrained by noise, in particular that from railway and North Circular Road to the East.
- Scope for intensification and to reconfigure the inefficient uses on site should proposals come forward for redevelopment.
- Through the LMUA designation there is potential to promote mixed uses on site including those employment uses compatible with residential.



LMUA Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Aldersbrook LMUA 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 14 Rev A

Nursery Lane (LMUA)

EMPLOYMENT LAND REVIEW 2022		Nursery Lane
Status	LMUA 3	
Site Uses and Area Composition	Mixed uses located on a major high street, Romford Road, backing onto light industrial land with some low density residential nearby.	
Roads	Romford Road and Nursery Lane off Upton Lane	
Size	1.76ha	
Location		
<p>The LMUA benefits from good access to the town centre and is located to the west of Forest Gate District Centre. The area is surrounded by commercial premises and residential terrace to the north and a large industrial unit used for manufacturing use as a bakery (LIL 9) to the south. The western part of the LMUA (formerly part of LIL 9) formed an addition in the Local Plan Review 2018, with the commercial unit of 12 Upton Ln removed. The eastern part of the site is within Forest gate Conservation Area. The site is in close proximity to Forest Gate train station, which will be serviced by The Elizabeth Line.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The LMUA fronts onto Romford Road with units on Nursery Lane off Upton Lane. The active uses in this LMUA are for car repairs, religious institutions / places of worship, community services, offices, shops, restaurants and clothes manufacturing whilst several units are vacant and generally in a poor condition on Nursery Lane. Parts of the environment in its current form especially on Nursery Lane are not of a high quality.</p>		
Worker facilities		
<p>The site is located on Romford Road and adjacent to Forest Gate District Centre which offers a range of facilities including a mix of retail and community facilities. The site has also 'good' (PTAL) accessibility to public transport links. Forest Gate TfL Rail (soon to be the Elizabeth Line) is the nearest station, approximately a 7 minute walk away. The site benefits from good bus routes to the north and east of the site.</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>		
PTAL	4	
Freight Access	There is no rail/water access to the site but located near to main distributor roads.	
Airport safeguarding	Development in the area is unlikely to raise issues under technical airport safeguarding considerations.	
Development activity, ownership and management		
<p>Prior Approval for conversion of office block 258 - 262 Romford Road to residential and redevelopment of a Public House for residential uses were refused in 2021 and 2017 respectively.</p>		

In 2021 permission (21/00174/FUL) was approved for retention of existing elevations for the creation of a 4 bedroom, 3 storey house.

The nature of the uses across the site is diverse, and ownership fragmented.

To the north of the site, fronting the Romford Road there has been interest in a variety uses, reflecting the location at the edge of the town centre on a Key Corridor.

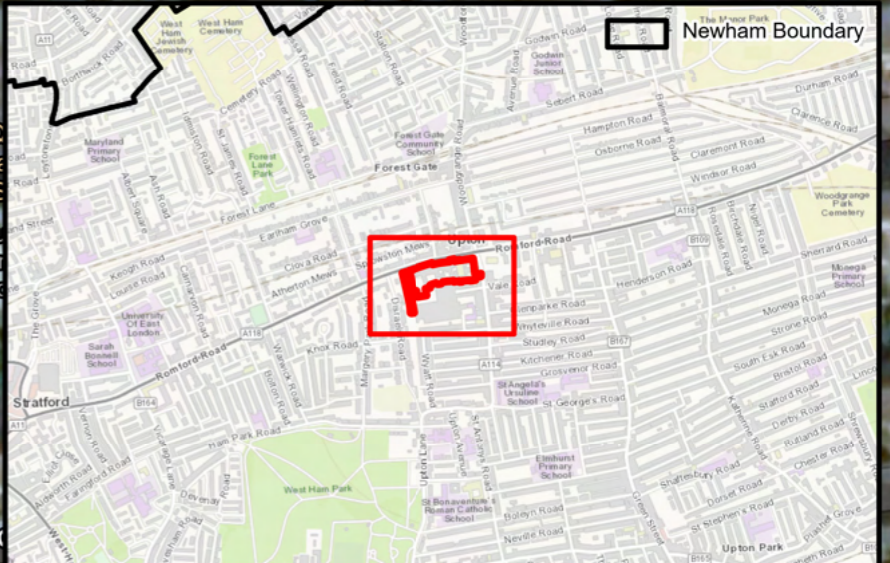
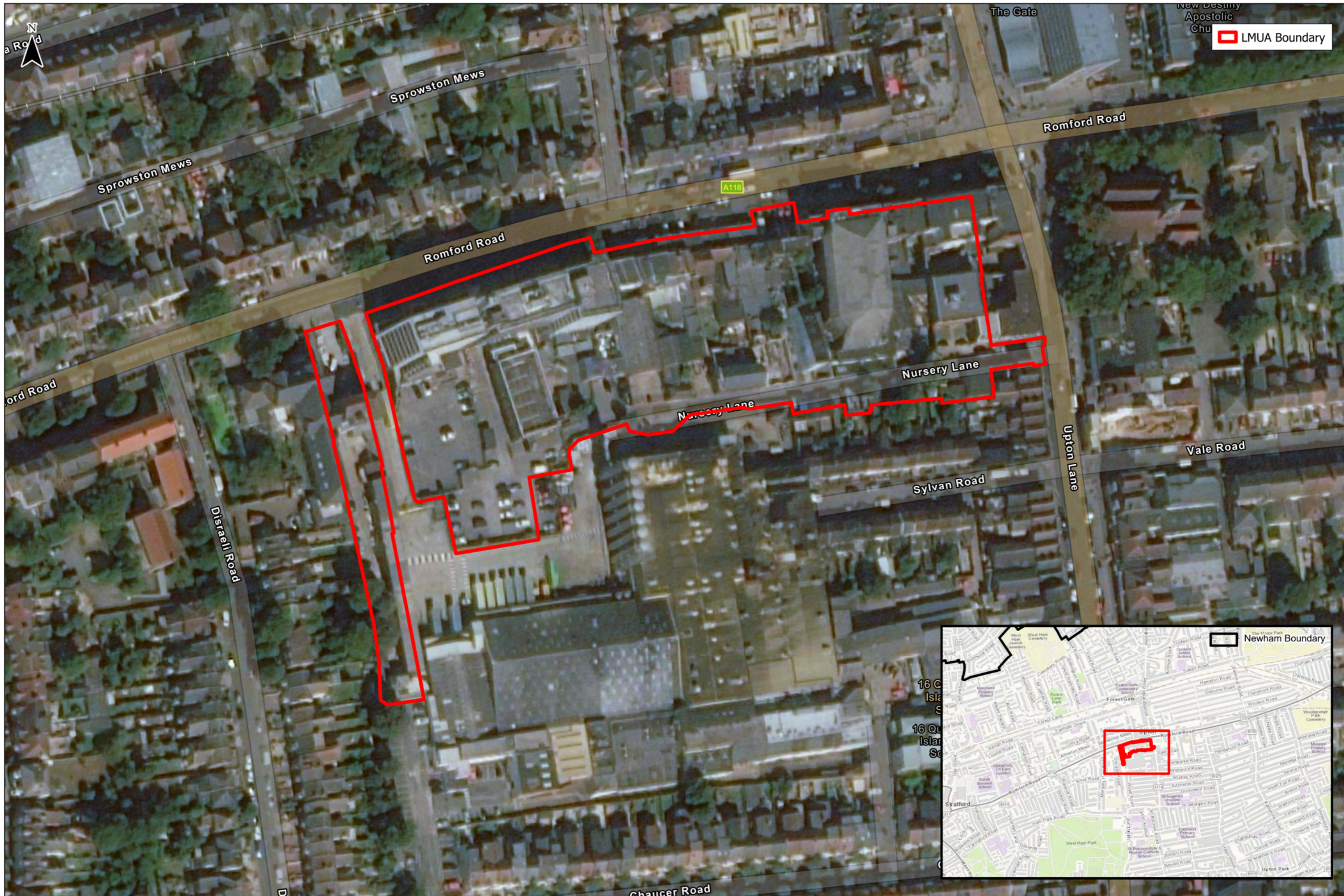
Industrial land management considerations going forward

The site has potential to benefit from investment to bring vacant spaces into use and reconfiguration and redevelopment of older quality buildings, however the site is limited by fragmented ownership and there has been loss of office space to residential occurring through PDR

Given surrounding uses, and the mix of uses on site, designation as a LMUA continues to be appropriate to more strategically manage this mix and recognise the surrounding clusters of employment uses particularly through intensification providing flexible workspace.

Concluding points

- There has been loss of office space to residential occurring through PDR, although this hasn't undermined the LMUA given the availability of better quality offices elsewhere in the Borough.
- LMUA allocation remains appropriate to make best use of the cluster of uses onsite and ensure compatibility between residential and employment-generating uses.



Client
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Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Nursery Lane LMUA 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 15	Rev A

East Ham Industrial Estate

EMPLOYMENT LAND REVIEW 2022		East Ham Industrial Estate
Status	LMUA 4	
Site Uses and Area Composition	Recently constructed Bellway residential led mixed use scheme, with commercial space in use as work hub and gym. surrounded by low density residential/green space and major road to the north (Newham Way)	
Roads	Viking Gardens, Newham Way	
Site size	1.71 ha	
Location		
<p>The site is located in the south east of the borough, bound by Newham Way (the A13, a key east-west route connecting London and Essex) to the north, (to which it has direct access) Viking Gardens (residential) to the east, and Beckton District Park to the south and west.</p> <p>There was no change to the LMUA boundary in the Local Plan Review 2018.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The site has reasonable access to the road network, (westbound onto the A13) however public transport access and walking access is poor, with only one site access in use at present.</p> <p>The site was recently redeveloped to provide approximately 400 residential units and 600 sqm of commercial floor space (Use Class B1).</p>		
Worker facilities		
<p>The site has no on-site facilities but is located adjacent to a park and about 10 minutes' walk from East Beckton District Centre, which delivers a range of local amenities.</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> <p>Bellway are using the commercial space a residents "work hub" and gym. The work hub provides flexible office space for residents.</p>		
PTAL	This location is very poorly served by public transport and has a PTAL rating of 0.	
Freight Access	Road only	
Airport safeguarding	Development in the area unlikely to raise issues under technical airport safeguarding considerations.	
Development activity, ownership and management		
The site is currently under construction for B1 uses with residential.		
Industrial land management considerations going forward		
The site is currently being redeveloped (Beckton Parkside development) to provide modern floorspace with residential uses, to better meet modern		

employment-generating demands and make better use of the site in an area limited of this provision.

The very low PTAL rating for the estate of zero makes it problematic from a sustainability perspective.


The proximity of the adjacent Beckton Park and residential development to the east offers a lot of potential for an integrated development of housing and business uses as part of the 15 minute network, creating employment opportunities in an area limited of this provision.

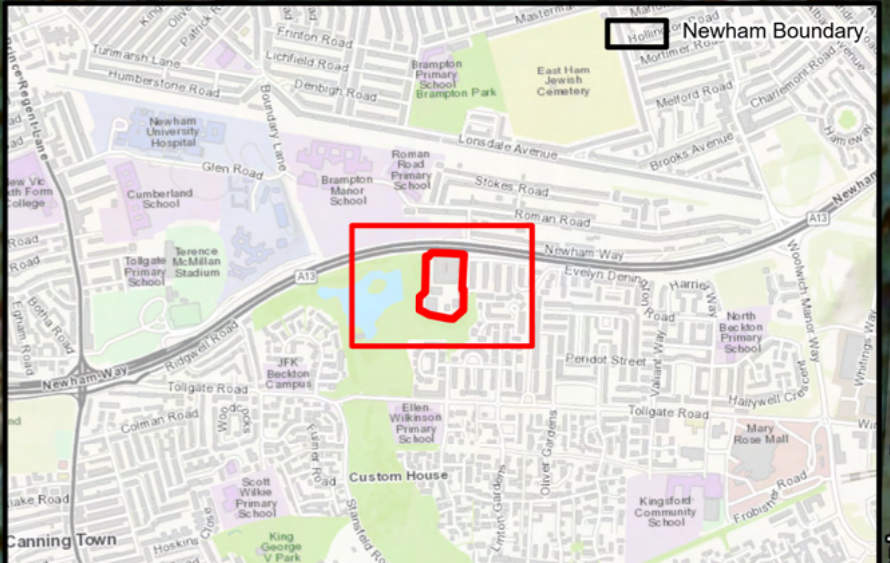
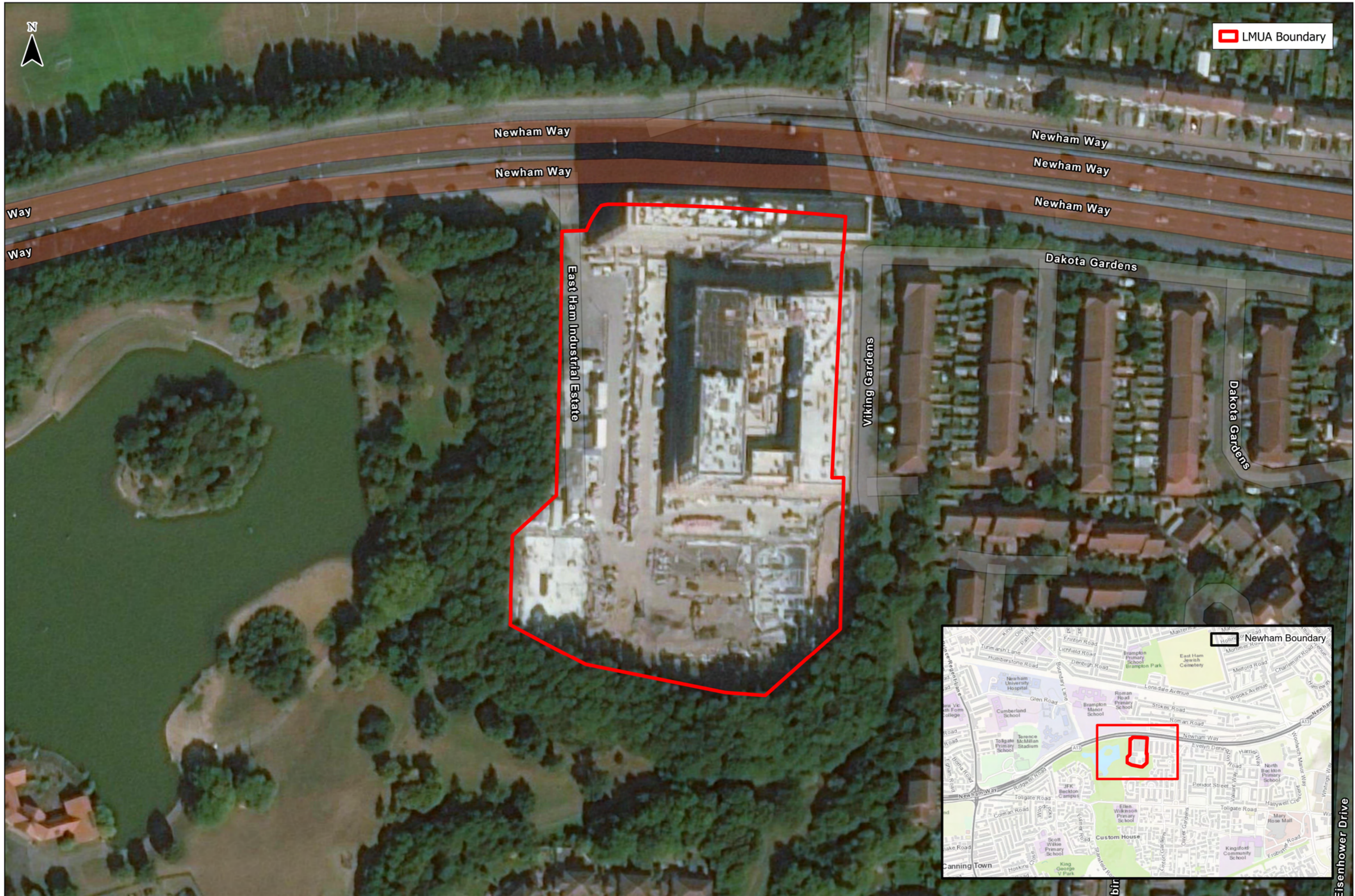
The estate's allocation as a LMUA continues to be appropriate to ensure the employment functions of the site remain. Given the slow take-up of B1 operators on site it is important to test for demand on LMUAs, especially those isolated from retail and employment centres. The employment element of the site however is being used as a workspace, supporting residents and the wider 15 minute network.

Concluding points

- The new redevelopment of the site for mixed residential and employment space means the LMUA allocation remains appropriate and suggests a replicable example of co-location on LMUAs.



 LMUA Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
East Ham Industrial Estate LMUA 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

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Drawn: KP Checked: SS
Figure 16 Rev A

Forest Gate Arches

EMPLOYMENT LAND REVIEW 2021		Forest Gate Arches
Status	LMUA 5	
Site Uses and Area Composition	Arches under the Gospel Oak to Barking (Overground) railway line with light industry, mechanics, bakeries, builders yards, creative industries, bar/café.	
Roads	Station Road, Strode Road, Bignold Road, Clinton Road, Stracey Road, Woodgrange Road, Chestnut Avenue, Cranmer Road, Latimer Road, and Balmoral Road	
Size	2.46 ha	
Location		
<p>This Local Mixed Use Area (LMUA) comprises the arches under the Gospel Oak to Barking railway as well as several factory premises and yards in Forest Gate, adjacent or opposite residential development.</p> <p>The line crosses a large number of residential streets with each of the roads running through an arch under the line. The line also crosses Woodgrange Road (A114) and it marks the north boundary of Forest Gate Town Centre.</p> <p>There was no change to the LMUA boundary in the Local Plan Review 2018.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The railway line is contained within its own boundaries and does not divide the garden areas or infringe any of the adjacent properties.</p> <p><i>Balmoral Road:</i> The railway arches on the east side of the road are occupied by a motor repair business whilst a yard opposite is also in motor-related storage and an office for claims management.</p> <p><i>Sebert Road:</i> One of the arches is occupied by a reclamation business and florist, whilst the other units remain as storage.</p> <p><i>Lorne Road:</i> The quality of the arches to the west of Lorne Road are of a better quality and one of the arches is occupied by a food service business. On the opposite side (east) of Lorne Rd the arches are occupied by a builders business.</p> <p><i>Latimer Road:</i> The arches on both sides of Latimer Road are occupied by car repair businesses.</p> <p><i>Cranmer/Avenue Road:</i> The arches on the east side of Cranmer Road are taken up with the London Motor Company. On the west side of Cranmer Road, an extensive range of arches served by relatively generous parking accommodation is occupied by various uses: mainly car repair businesses but also include a tea wholesaler, fitness studios and a flooring company. This section of the arches has seen recent planning activity for a wider range of uses within the arches particularly</p>		

for a yoga studio (unit 436), gym/boxing club (unit 438), and café/bistro (unit 432) and a cider press operator (unit 435). These units are being actively marketed and provide an opportunity to support a cluster of smaller enterprises/businesses at this location. The east side of Avenue Rd also contains a number of motor mechanic businesses.

Overall this component of the LMUA has seen the most activity, mainly with small businesses opening and operating on the side closest to Cramner Rd. As a result of the recent new uses and outdoor design measures from the pandemic, the cafes have created additional outdoor seating & tables to support these facilities.

Wanstead Park Station

The arches under Wanstead Park Station take access via Station Approach solely from Woodgrange Road. The arches are served by a generous parking area and are the best maintained premises in the LMUA. Uses comprise light industry, wholesalers and services (e.g. car hire). A factory making stair parts fronting Chestnut Avenue is the subject of a consent for residential redevelopment.

Clinton Road

The arches on the eastern side of Clinton Road are used for a builders company whilst the arches to the west are a MOT testing centre.

Bignold Road

The arches on both sides of this road are used for car repairs and are poorly maintained.

Station Road/Talbot Road

The arches front onto Station Road with an enclosed forecourt but with several crossovers to the street. Uses are a mix of B2, B1c and B8 including staircase manufacture, motor repairs and food preparation / bakery. Fronting Talbot Road is a warehouse (Paola House) currently occupied by an arts collective, but has consent for a mixed use scheme incorporating residential.

The arches are well maintained and actively managed and marketed with recent new occupancies. Only the Woodgrange Station section, Cramner / Avenue Road section and Station Road achieve the tone appropriate for modern occupier requirements.

Worker facilities

No services for industrial occupiers such as workplace crèches were identified within the LMUA. However, shopping, child care, and other services are available within easy walking distance at the Forest Gate town centre. With an increase in uses coming forward at Cramner Rd/Avenue Rd, this area has seen new food/drink and health facilities as part of the offer. It is expected that as future uses come forward supporting the LMUA allocation, this will improve the offer within the stretch of the arches.

PTAL	2/3
Freight Access	By road only

Airport safeguarding	NA
Development activity, ownership and management	
<p>The employment area almost exclusively comprises railway arches owned by Network Rail.</p> <p>Management of the arches is dependent on a slow process of refurbishment and the impact of changes of use as leases are surrendered.</p> <p>In 2018 a change of use was approved from Record Shop to Bakery/Cafe (Use Class A3) at 432 Avenue Rd. This was completed and operating as a café in 2018.</p> <p>The space does provide relative affordable industrial accommodation (rents circa. £180 psm) on units of generally around 150 – 200 sq m in size on short term leases (3-years).</p>	
Industrial land management considerations going forward	
<p>The cluster could benefit from investment and a more strategic approach to management that recognises its proximity to residential uses, Forest Gate town centre, good public transport access and the establishment of several new more creative businesses in the area (potential agglomeration economies). The greater diversity of uses around Wanstead Park station and Cramner road suggest the potential in this regard.</p> <p>As such the continued allocation of the employment area as a LMUA seeks to support the future economic opportunities for qualitative change and transition to more residential compatible and more neighbourly uses throughout the arches. This is supported in recent years the arches have seen gradual take up of start-up/SMEs occupying space into Newham, in which the LMUA allocation would support future investment in Newham.</p>	

Concluding points

- Whilst currently in a mixed condition, with several stretches dominated by traditional bad-neighbour uses, the area has potential for diversification away from these, located as it is in the midst of an attractive residential area, well-served by public transport and close to Forest Gate town centre.
- Given the arches' proximity to the town centre, the LMUA will play a key role in the economic activity of this area, particularly for allowing for small businesses with wider uses than just light industrial to be accommodated at this location maximising economic opportunities in highly accessible locations.
- The space is well let, with occupiers happy to compromise on quality of space for more affordable lower cost market rents.
- The LMUA allocation signals to owners and developers the potential to support SME/Start-Ups to benefit from space in close proximity to the town centre.

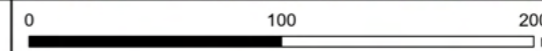


LMUA Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Forest Gate Arches LMUA 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 17	Rev A

Ashburton Terrace

EMPLOYMENT LAND REVIEW 2021		Ashburton Terrace
Status	LMUA 6	
Area Composition	A triangular mixed use site with a variety of employment uses, yard space and some live work units	
Roads	Ashburton Terrace / Plaistow Road	
Size	0.42ha	
Location		
<p>This triangular-shaped employment area is situated to the north east of Plaistow Road opposite Plaistow Station. The surrounding area is bounded by rail lines running adjacent to the site to the north and residential uses to the south east. The Plaistow North Strategic Site is adjacent to the site on Plaistow Road. There was no change to the LMUA boundary in the Local Plan Review 2018.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The site has good road and public transport access, and comprises a mix of uses including an open builders' merchant, workspace studios, office/training facilities, retail and residential/live-work. The site includes valuable yard space to support the operational requirements of the builders' merchants.</p> <p>At the front of the site are vertically mixed use buildings with ground floor commercial (retail/office) units fronting the high street and ground floor artists' studios adjacent to the railway, with some residential/live work units above.</p> <p>The quality of the premises across the site is generally good as a result of the recent investment, except for Hawley House which is dated for modern occupier requirements.</p>		
Worker facilities		
<p>The site has 'good' accessibility to public transport and is located approximately 100 metres from Plaistow Underground Station. Plaistow Road offers a number of retail units within walking distance (including a pharmacy within the site).</p> <p>The location of this site supports the objectives which focus on 15-minute neighbourhoods (as there are no other employment allocations in close proximity), 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>		
PTAL	5 and 2 – 'Good'	
Freight Access	Means of access to the site is via the road.	
Airport safeguarding	NA	
Development activity, ownership and management		
<p>Despite a range of owners, the site has been transitioning from an industrial/office location for some time, and the continued scope for this, and desirability of retaining and renewing an employment-offer on the site was recognised with its allocation as a LMUA in 2016. The timber yard (including yard space) in particular is well-ordered which allows for compatibility with residential.</p>		

There is also active developer interest in the Strategic Site to the north-west (S29) which should help bolster the profile of the area as the schemes progress. In March 2019 the site received permission for redevelopment for a range of residential buildings with ground floor retail.

Should the timber yard become vacate there is potential for site intensification in the form of small, stacked industrial units.

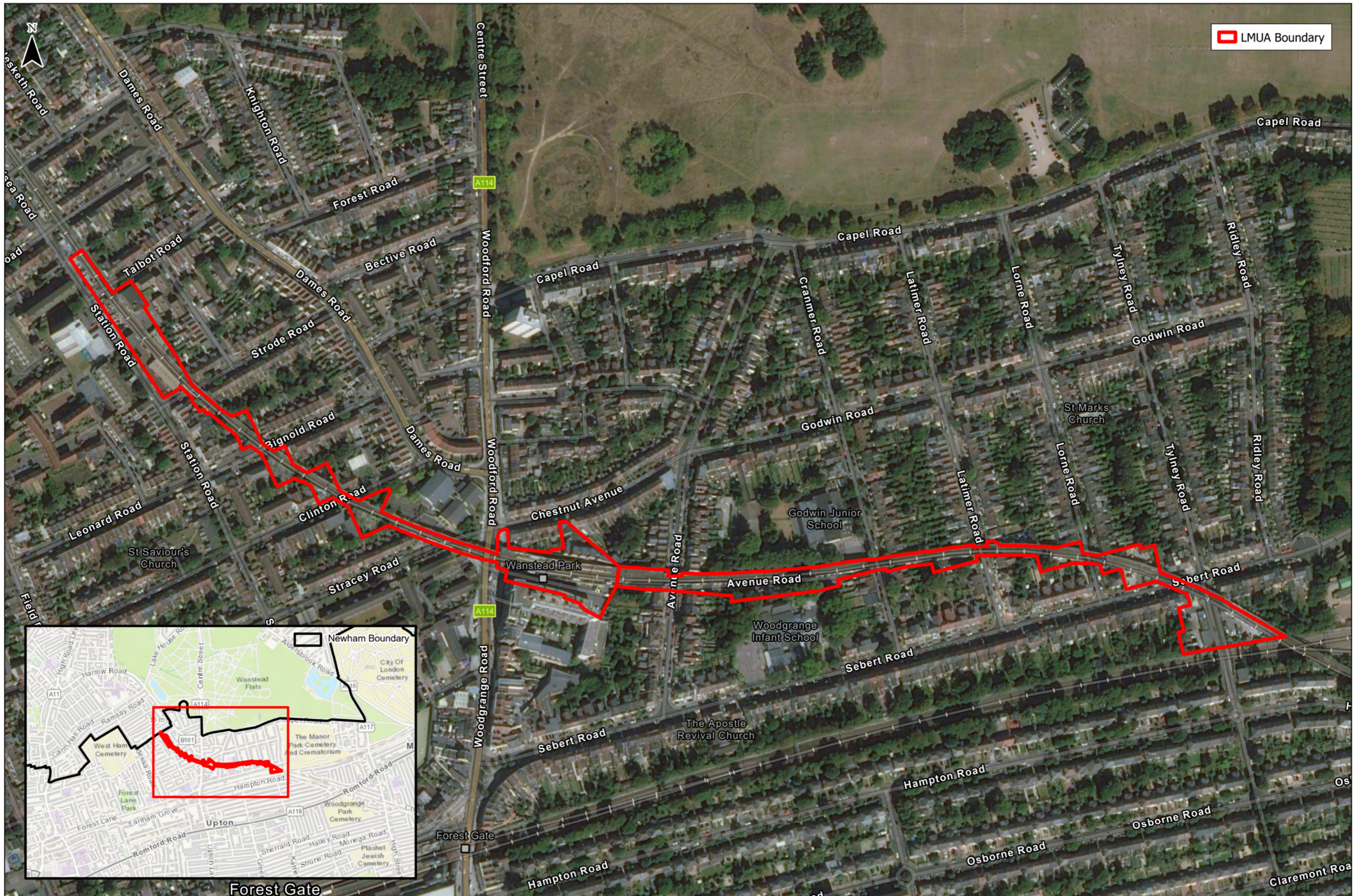
The element fronting the high street would lend itself to Class E with residential above.

Industrial land management considerations going forward

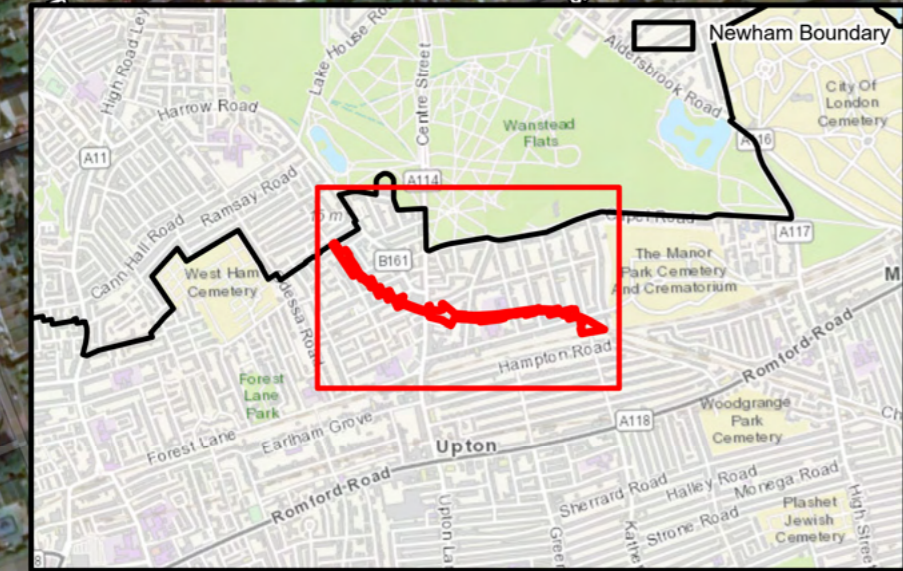
The direction of travel towards a mixed use area acknowledged further by the recent permission of the neighbouring strategic site, remains appropriate to steer renewal/intensification and other investment in the site following the implementation of consents on the major plots within the site. This recognises the 'good' accessibility to transport and high employment-generating activity levels on site.

Concluding points

- The site has 'good' access to public transport and main road and is part of an area of active developer interest.
- It is a relatively successful small scale mixed use area with a variety of employment-generating uses that could be sustained.
- A key component of the site is the yard space to support operational needs for employment generating uses.
- Scope for site intensification for small, stacked industrial units with co-location of uses should the existing occupier vacate in the medium term to end of the plan period.



LMUA Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Forest Gate Arches LMUA 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

1:3,000 @ A3	Date: 13/05/2022
Drawn: KP	Checked: SS
Figure 17	Rev A

Dulcia Mills

EMPLOYMENT LAND REVIEW 2022		Dulcia Mills
Status	LMUA7	
Site Uses and Area Composition	Royal Mail depot, with mix of carpet and furniture wholesalers and light industry surrounded by predominantly residential uses and adjacent to a row of commercial units including a local shopping parade	
Roads	Herbert St Swete St Plaistow High St Balaam St	
Size	0.83ha	
Location		
<p>This employment site is located on and south of Plaistow High Street, a short distance to the south of Plaistow underground station.</p> <p>There was no change to the LMUA boundary in the Local Plan Review 2018.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The focal point of the cluster is the busy Royal Mail premises, which lies at the centre of the site with surrounding yard space. The site is notable also for the presence of well-established housing in two Council-owned blocks on Swete St/Herbert St and an imposing Victorian house at the top of Balaam St. Several of the other premises appear to be vacant. The occupied premises include a furniture store, a carpet warehouse and two colleges (D1) all fronting Balaam St. There is a barber's shop, a vacant public house, and a take-away shop on the High Street frontage.</p> <p>The housing stock at the site is fully occupied and of good quality. The parade on Balaam St dates from the inter-war period and is in reasonable condition. It is also occupied and appears to be functioning at capacity.</p> <p>The Royal Mail premises by its nature is a busy operation. However, the remaining units in the LMUA particularly those fronting the High Street are vacant and run down. The Coach and Horses (100 High St, Plaistow) is an 18th century inn and is grade II listed. It is included in Historic England's Buildings at Risk register.</p>		
Worker facilities		
<p>No workers facilities within the site but Plaistow local shopping parade is opposite with a basic range of services, and there are other shops and services in easy walking distance at Greengate Local Centre to the south. Public transport access is good.</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>		

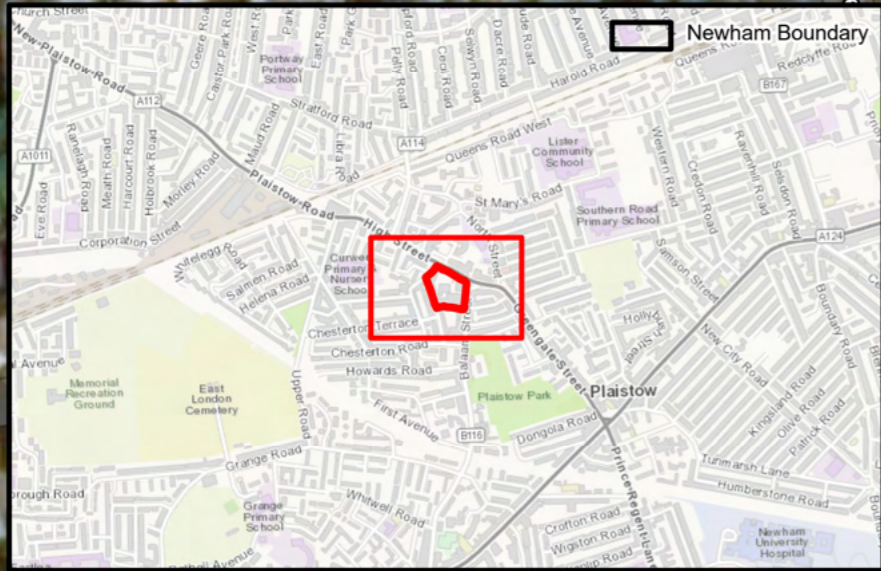
PTAL	4
Freight Access	Road only
Airport safeguarding	NA
Development activity, ownership and management	
<p>The Coach and Horses (100 High St, Plaistow) site received permission for redevelopment in July 2018 for residential units and 1,045 sqm of retail floorspace.</p> <p>The predominant usage of the site is for the Royal Mail delivery/sorting office occupying the large units at the centre of the site.</p> <p>Ownership is apparently fragmented.</p>	
Industrial land management considerations going forward	
<p>The site comprises a reasonable mix of uses that have achieved broad compatibility over time. However, much of the site would benefit from investment and there is significant scope for redevelopment and reconfiguration of the site to make a more effective use of the land, particularly if the Royal Mail operational area were to be consolidated.</p> <p>The good location of the site in terms of public transport accessibility and on a local high street make it an ideal location for redevelopment for business and light industrial purposes incorporating residential uses. These can be co-ordinated around the existing residential and listed elements in the cluster which have the potential to ensure local distinctiveness.</p> <p>As a LMUA this recognises the site's important local employment role. In the short term, change may be mainly incremental.</p>	

Concluding points

- The LMUA comprises of a mix of uses which would benefit from investment to address vacancies and site inefficiencies, making use of its locational advantages and several distinctive buildings.
- The scale of change will depend on owner intentions, particularly Royal Mail's, and the LMUA allocation remains appropriate to support and managed the future employment opportunities at this location. The site is suitable for co-location and small scale light industrial intensification in the medium term of the plan.



LMUA Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Dulcia Mills LMUA 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

1:1,000 @ A3 Date: 13/05/2022
Drawn: KP Checked: SS
Figure 19 Rev A

Sprowston Mews and Atherton Mews

EMPLOYMENT LAND REVIEW 2022 Sprowston Mews & Atherton Mews	
Status	LMUA8
Area Composition	Unadopted road with a variety of general industrial and piecemeal residential uses. Surrounded by predominantly residential uses, the site is a backland mews located close to Forest Gate Town Centre.
Roads	Sprowston Mews, Sprowston Road, Norwich Road, Romford Road, Atherton Mews, Atherton Road
Size	1.71 ha
Location	
<p>This local mixed use area LMUA presently comprises of Sprowston Mews and Atherton Mews which is located in Forest Gate. The designations runs between Sprowston Road and Atherton Road behind Romford Road. The mews is a narrow road characterised by two storey mews houses with many converted to car repair workshops (Class B2), one-off modern houses,</p> <p>Access to the mews is challenging for vehicular access due to the mews nature of the site. However the site benefits from direct access to a Town Centre and buses along Romford Road. The road itself is unadopted and currently in a serious state of disrepair with no drainage or street lighting.</p> <p>Atherton mews was an addition to adjacent LMUA at Sprowston Mews in the Local Plan Review 2018.</p>	
Quality and nature of offer (by sub area if appropriate)	
<p>Sprowston Mews is one of the most challenging roads in the borough in terms of existing industrial uses and its poor environmental quality which sit uneasily with increasing demand for one-off residential developments at this highly sustainable location.</p> <p>The mews is roughly divided by land use in two equal parts with residential plots to the west taking access from Norwich Road and car repair businesses to the east reached from Sprowston Road.</p> <p>Although the environmental quality of the area is decayed and dilapidated there are a couple of buildings that set a benchmark for redevelopment of the area. 291 Sprowston Mews occupied historically as a workshop by the Peter Bavington Harpsichord Company is well kept and attractive; 58 Sprowston Mews represents a good quality modern residential property; and there have been half a dozen recent approvals for new houses several of which achieve a high quality of design. However, minimal commercial has come forward as per the designation.</p> <p>The location of the mews is advantageous for business with easy access to the nearby Romford Road which is well served by buses, proximity to Forest Gate train station (which is an Elizabeth Line station) and Forest Gate town centre.</p> <p>Atherton Mews is a challenging site given the poor quality of environment throughout the site.</p>	

<p>With a small handful of relatively modern housing developments on site at the central component of the Mews (including a gate restricting access through the site) the existing area currently supports both residential and limited commercial uses. However, the quality is reduced towards the eastern fringe with a number of dilapidated small scale industrial units.</p>	
<p>Worker facilities</p>	
<p>No services for industrial occupiers such as workplace crèches or cafes were identified within the area. However, a wide variety of shopping, child care, and other services are available within easy walking distance at Forest Gate town centre and on Romford Road. The eastern end of Atherton Mews benefits from a small number of car parking spaces supporting the existing carpet wholesaler.</p>	
<p>PTAL</p>	<p>2/3/4</p>
<p>Freight Access – water/rail</p>	<p>Not applicable</p>
<p>Airport safeguarding Note <i>that a Constraints Assessment was prepared on behalf of the GLA by White Young Green in December 2015</i></p>	<p>Development in the area unlikely to raise issues under technical airport safeguarding considerations.</p>
<p>Development activity, ownership and management</p>	
<p><u>Sprowston Mews</u> The industrial uses in the mews which mainly comprise car repairs in the original mews buildings are largely historic. There are also larger purpose built workshops at 66 and 68 Sprowston Mews.</p> <p>Sprowston mews comprises approximately 22 premises all in private ownership supplemented by building plots at the end of gardens on Clova and Sprowston Roads. New residential properties are dispersed throughout the mews and interest in construction of more one-off houses has increased in recent years. It is important to note that many of the houses constructed which were approved as family housing are operated as houses of multiple occupation (HMO's).</p> <p>There are a handful of recent permissions for three and four bed individual family homes and 5 self-contained flats (2x1bed, 1x2bed & 1x3bed) and for 2 small B1 office units.</p> <p>Nevertheless, the progress of recent planning applications have shown that the Metropolitan Police are strongly opposed to granting of permission for new houses until the entirety of Sprowston Mews is brought up to 'adoptable standards'. The area is subject to criminal activity including prostitution and drug behaviour.</p> <p>Waste are unable to provide any collections from Sprowston Mews as vehicles cannot gain access meaning that occupiers have to present waste for collection on Norwich Road or Sprowston Road blighting the appearance of these roads. Recent permissions have been conditioned to provide a joint refuse arrangement to overcome this issue. A similar initiative is required in respect of street lighting and road surfacing.</p>	

These considerations apply equally to proposals for new light industrial and business uses. The multitude of private ownerships and conflicting uses in the mews may present an obstacle to a satisfactory resolution.

Atherton Mews

The site has seen limited development activity, which is identified by the low number of active buildings and vacant plots at this location. However, the mews has seen completion of a medium scale residential block at the central/eastern end of the mews. The road itself is gated towards the central and western end however, there is scope to develop commercial activity more towards the eastern end where recent applications for residential conversion of light industrial uses were refused with residential throughout the rest of the site. The private nature of the road presents challenges especially for waste/refuse collection, however the approach to support commercial uses towards the eastern side could be managed/improved through the development management process.

Industrial land management considerations going forward

Sprowston Mews

In its current state, the mews is degraded by the clustering of car repair premises on the east side of the mews and by the dilapidated and neglected appearance of almost its entirety. The road throughout is unsettled and uneven. This situation is worsened by the variable quality of recent housing developments.

Sprowston Mews was allocated as a Local Mixed Use Area (LMUA) in the Detailed Sites and Policies Development Plan Document (DSPDPD). Class B1 (Business) uses are to be protected and promoted as well as other employment uses compatible with residential; the redevelopment of the mews should focus on the ongoing viable operation of such employment uses whilst addressing site specific issues.

The 2017 ELR notes that Sprowston Mews could support flexible uses given its size and proximity to the town centre. The existing general industrial uses (car repairs) detract from residential amenity and it is possible that these will be either evolve in quality or be replaced by employment-generating uses more compatible with a high quality residential environment. Since 2017, residential uses have proliferated and opportunities for the introduction of small scale creative and high tech businesses have not been maximised.

Management such as ongoing enforcement attention and waste collection solutions will be important to as part of this balancing act, as will specifying planning conditions that reflect the [fragmented ownership, servicing difficulties, unadopted road, potentially conflicting uses] realities of the site.

Atherton Mews

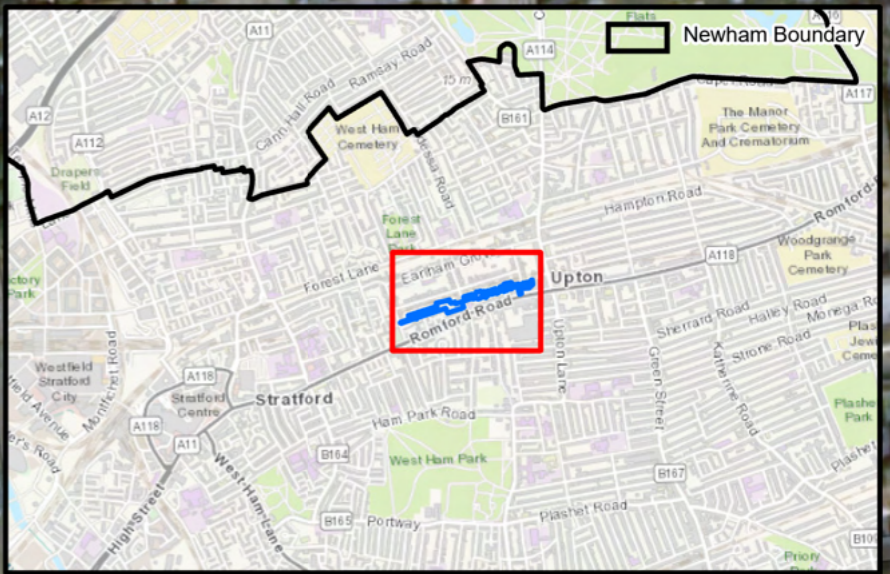
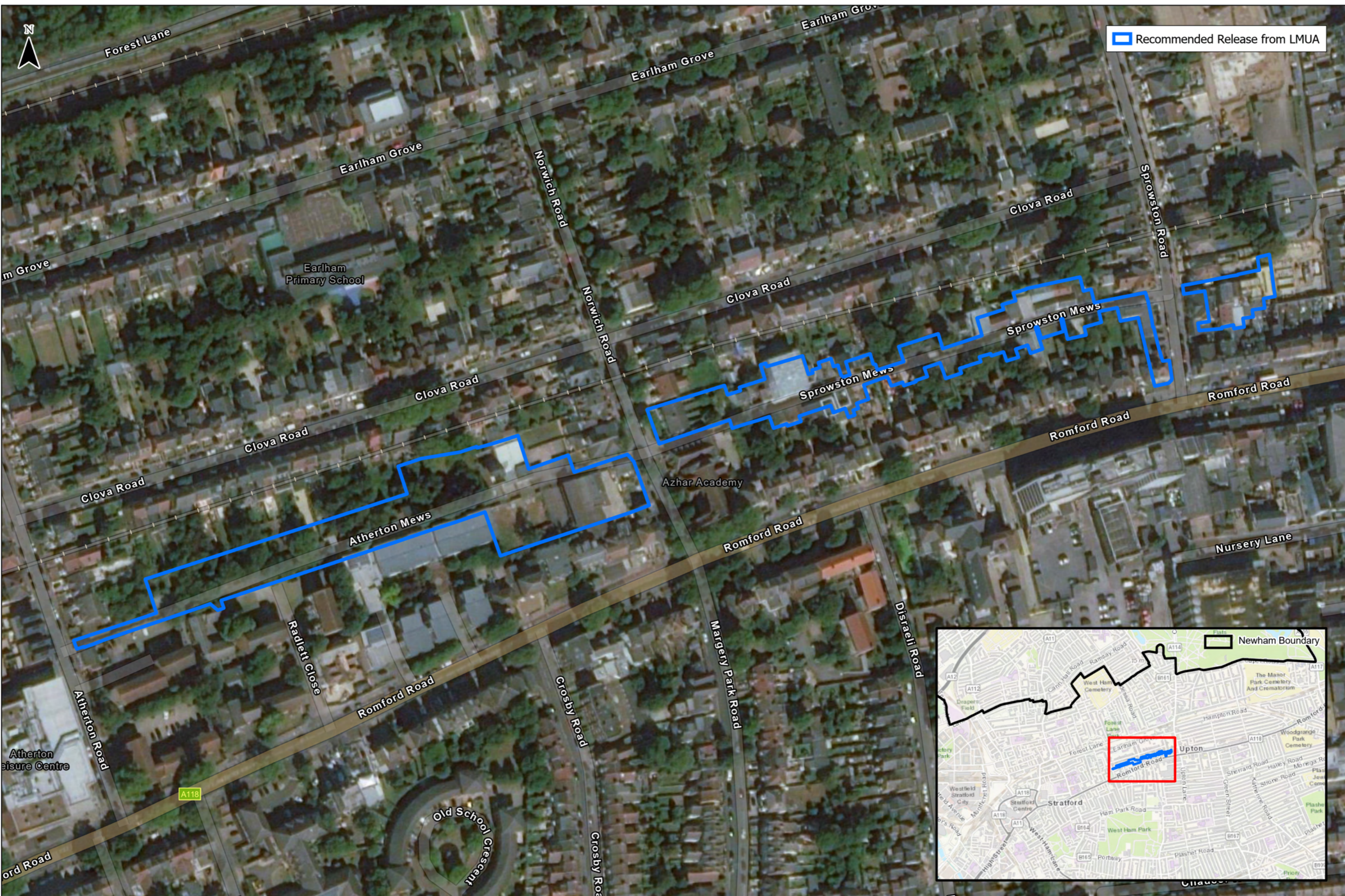
The site benefits from good access at the eastern end of the mews appropriate for mixed-uses of the LMUA designation which promotes employment led development at this location, whilst addressing qualitative issues to support a higher quality environment for both employment and residential uses.

Given the layout of the existing mews site, residential uses are predominant towards the centre and western end of the mews, with commercial uses within small dated workshops with poor access at the eastern end.

On balance, both Mews LMUA designations are not performing as intended under LMUA policy. The Mews have poor access, limited employment development activity, a low number of active buildings, vacant plots and poor condition of employment offer. However, the mews has seen completion of a medium scale residential block at the central/eastern end of the mews

Concluding points

- The poor environmental quality of the mews presents a significant challenge to its satisfactory development.
- As a private road an initiative is required by individual owners at the mews coming together to address re-surfacing of the road, a lighting scheme and communal waste arrangements.
- The historic use of the mews as a local hub for car repairs has been supplanted by emphasis in the DSPDPD on light industrial and business uses.
- Boundary amendment and employment hub update at this location were undertaken in the 2017 ELR to assist in the economic development of this area strengthening the relationship between the mews itself and the town centre, as well as opportunities to ensure qualitative improvements are secured particularly around dominance of the car and anti-social parking at the eastern end of the mews.
- Release of site recommended due to poor access, poor condition of offer, fragmented ownership and increase in conversion to residential, and proximity to local employment sites which better service local need.



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Sprowston Mews and Atherton Mews - Release from LMUA

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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, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

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Figure 20	Rev B

Canning Road West

EMPLOYMENT LAND REVIEW 2022		Canning Road West
Status	LMUA 9	
Site Uses and Area Composition	Light industrial land and residential uses, with SINC designations nearby	
Roads	Canning Road / Abbey Road	
Size	1.75ha	
Location		
<p>The site is located at the Western side of the Borough to the east and west of Canning Road. The surrounding uses are two Local Industrial Land sites (LIL 8 and LIL 2) to the north and surrounding SINC including Abbey Creek to the west which adjoins the LLDC boundary.</p> <p>The LMUA is divided by publicly accessible Linear Open Space (Greenway) and Metropolitan Open Land running from east to west through the site. The southern and eastern part of the site is adjacent to Strategic Site S10 Abbey Mills.</p> <p>The nearest station is Abbey Road DLR located approximately 130 metres away.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The LMUA comprises three separate clusters: the north western cluster is occupied by an industrial training facility within the former engine room for the West Ham Pumping Station, the eastern cluster occupied by plant services facility and yard and the site to the south, being a large former office block (known as Channelsea House) recently converted to residential with ancillary car parking, together with some general industry and a café.</p> <p>Whilst Channelsea house has undergone significant refurbishment to new residential units, the other block (named GTEC house) is in relatively poor condition. The engine house of the pumping station is a Grade II listed building built in circa 1897.</p>		
Worker facilities		
<p>The site has one café for employees but limited access in the locality to local convenience/facilities or any shopping area. The nearest retail centre is located 600m away at Church Street Local Centre (LC5). However, the DLR gives access to a wider range of shopping areas in Stratford and Canning Town.</p>		
PTAL	5/6a	
Freight Access	Road only	
Airport safeguarding	Not applicable	
Development activity, ownership and management		
<p>The former West Ham Pumping Station has not seen further development activity since its change of use to industrial training facility in 2005. To the southern end of the LMUA, Channelsea House was approved through Prior Approval from B1 (a) to C3 to create 72 units in 2014, which has recently completed on site. There was development interest in 2016/17 for a mix of uses including further residential units within the southern component of the site (on</p>		

the Channelsea House carpark). However a proposed new office building and mixed use scheme was refused and dismissed on appeal in 2019 on the land fronting Channelsea House, upholding the employment led designation and LMUA policy as written. This decision supported the objective of a Managed Transition to a more modern economy as directed by the site allocation. The application also failed to secure a balance between jobs and homes as part of the employment-led nature of these sites and lacked evidence to demonstrate a demand-led approach to securing commercial premises. This was the second appeal upheld at this designation since LMUAs were designated in 2016.

In 2021 the West Ham Workshops (on Abbey Road) received Lawful Development Certificate approval for the existing use of the building and land as Use Class F.1 (Learning and non-residential institutions).

Prior approval was granted on appeal for change of use from office to 10 residential units at OMM House.

There is interest in further intensifying development on the southern part of the site.

Beyond this Strategic Site S10 to the south is allocated for mixed use development, likely to come forward in the longer term.

Industrial land management considerations going forward

The north of the site is relatively underused and there is scope for development in the northern component for employment-led mixed use at this location. This could incorporate the large training facility building (listed engine room) into the scheme, subject to heritage sensitive design.

The southern part of the site also has scope for intensification, with the potential to secure uplift to remaining employment-generating space or incorporate new employment-generating floorspace together with work to ensure compatibility with existing residential uses and existing and future employment-generating uses.

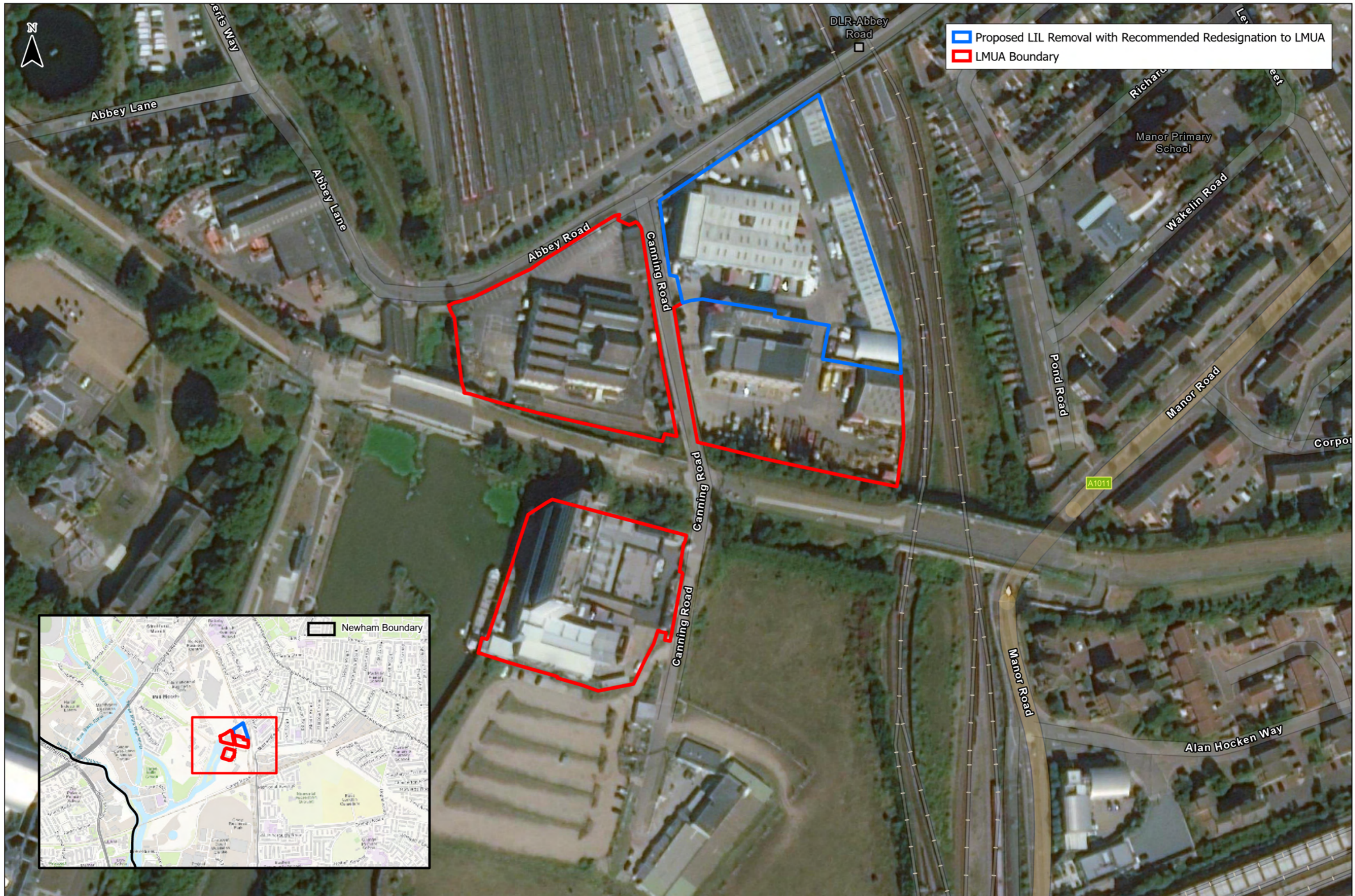
Recent Permitted Development Rights on the eastern and southern clusters have somewhat impacted available land to secure employment functions, emphasising the greater employment role of the remaining employment land on this site.

Each component of the site is relatively self-contained, and should be planned as small scale mixed use places that complement each other and longer term, the Strategic Site to the south.

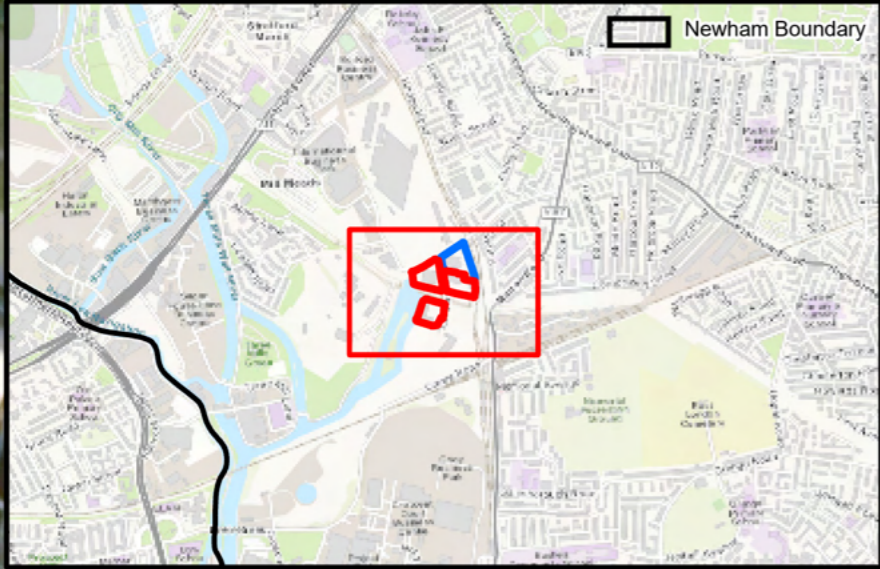
Concluding points

- The site is relatively underused (including large areas of car parking) with a range of existing industrial uses and some residential uses delivered through Permitted Development Rights.
- The LMUA allocation should seek to strategically manage uses and character assets going forward to achieve a series of complementary successful mixed use places.

- Opportunity to forge a strong relationship with Strategic Site S10 Abbey Mills to the south, which will deliver a mix of residential and employment-generating uses and contribute to the creation of a new Local Centre in the station vicinity, and so the LMUA should provide space/typologies to compliment the strategic site.
- There is scope for small scale light industrial intensification with co-location uses in the medium term to end of the plan period.



 Proposed LIL Removal with Recommended Redesignation to LMUA
 LMUA Boundary



Client
London Borough
Of Newham

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

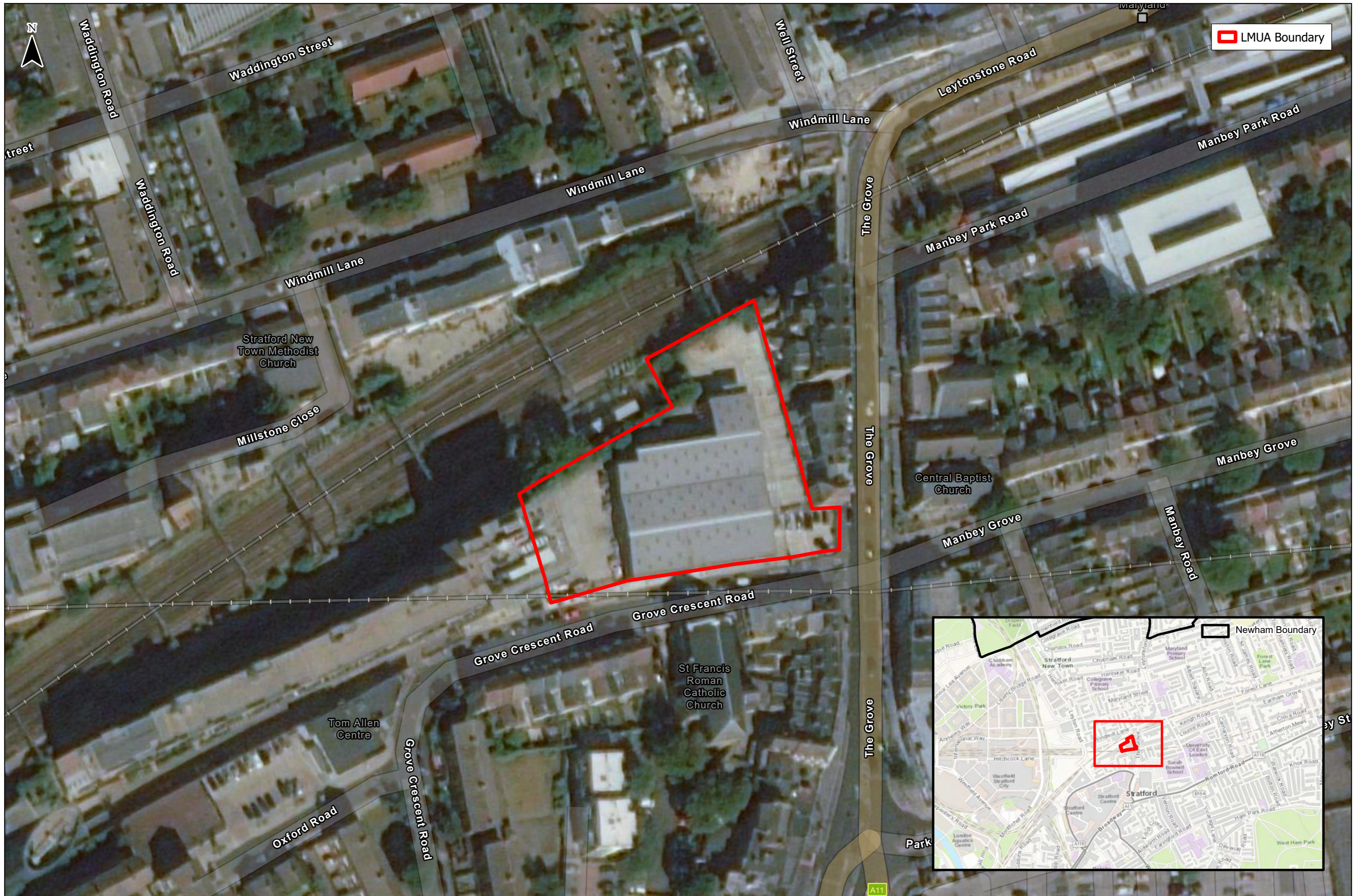
Grove Crescent

EMPLOYMENT LAND REVIEW 2022		Grove Crescent
Status	LMUA10	
Site Uses and Area Composition	Currently vacant warehouse with retail units in close proximity to Maryland Local Centre. Application for mixed-uses pending determination.	
Roads	The Grove, Grove Crescent Road	
Size	0.44 ha	
Category	Area ha	
B8 (Builders Yard)	0.17 ha (100%)	
Total	0.17 ha	
Location		
<p>This LMUA which comprises only one unit, formerly occupied by Jewsons builders merchants, is located in Maryland immediately to the south of the railway line, at the corner of The Grove and Grove Crescent with access from both roads. LMUA 10 is adjacent to Stratford Micro Business Opportunity Area (MBOA5) on The Grove and in close proximity to Stratford Central Strategic Site S05. There was no change to the boundary in the Local Plan Review 2018.</p> <p>A six storey offices and housing development lies at the west of the site on Grove Crescent Road and the church of St Francis of Assisi lies opposite.</p>		
Quality and nature of offer (by sub area if appropriate)		
The premises at Grove Crescent Road comprises a large warehouse building with outdoor storage and car parking. The premises are modern and well maintained and has ancillary sales unit counters.		
Worker facilities		
None at the LMUA but Maryland local centre and Stratford town centre are a short walking distance away		
PTAL	6b	
Freight Access	Road only	
Airport safeguarding	NA	
Development activity, ownership and management		
Application currently pending for mixed-use development ranging from two storeys to 12 storeys comprising 2,044 sqm of workspace (Use Class E(g)), a 128 sqm ground floor retail unit (Use Class E) and 397 purpose built student bedspace.		
Industrial land management considerations going forward		
<p>The premises is currently vacant. The owners have suggested there may be scope to reconfigure the present use and incorporate a wider range of uses, reflecting the residential and commercial hinterland and scope for intensification.</p> <p>Should the proposed development not come forward, the site remains suitable and well located for low cost accommodation for businesses. The site is large and has proven to succeed for light industrial in a location adjacent to a Micro Business Opportunity area between two major stations (Stratford & Maryland).</p>		

As such, the LMUA allocation and boundary remain broadly appropriate to help encourage this more effective use of the land (including valuable yard space to support operational needs).

Concluding points

- The site comprises of a sole (now vacant) unit with associated yard space which was operated for bulky goods retail (B8) purposes.
- The former operator recently vacated the premises, indicating the possibility of a redevelopment incorporating employment-generating and other uses such as affordable workspace in close proximity to Stratford town centre and Stratford MBOA . Application pending for mixed-use redevelopment.
- The site is suitable for co-location of uses with small scale light industrial intensification.
- LMUA allocation continues to be appropriate. The site is well located and provides low cost accommodation for businesses.



LMUA Boundary

Newham Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Grove Crescent LMUA 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

1:1,000 @ A3	Date: 13/05/2022
Drawn: KP	Checked: SS
Figure 22	Rev A

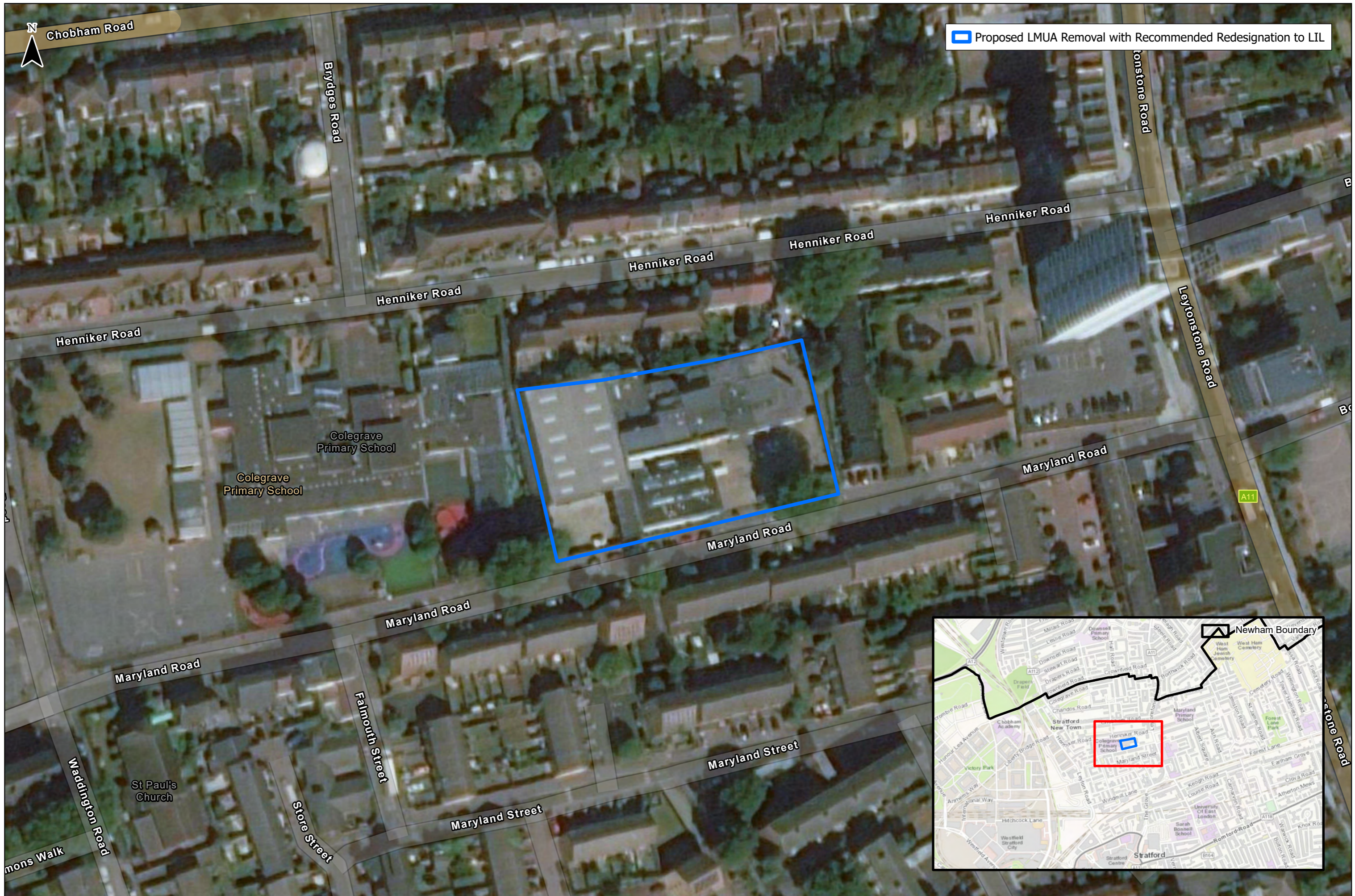
St Marys Industrial Estate (Maryland)

EMPLOYMENT LAND REVIEW 2022 Maryland Industrial Estate (St Marys)	
Status	LMUA11
Site Uses and Area Composition	Low density light industry with creative industry and education uses surrounded by a school and residential terraces
Roads	Maryland Road
Size	0.41ha
Location	
This small industrial estate is located on the north side of Maryland Road just north of Stratford town centre. The estate is adjoined by housing on its north and east boundaries. To the west is Colegrave Primary School, a large school site.	
Quality and nature of offer	
<p>The estate comprises six units and extensive car-parking.</p> <p>The estate appears to have been constructed in the mid twentieth century and appears well kept.</p> <p>The largest unit is a photography studio and event space. Other units include an academy school, charity shop, dressmaker, a bakery, furniture re-use outlet, homestore, leather goods manufacturer and MOT garage.</p> <p>There was no change to the LMUA boundary in the Local Plan Review 2018.</p>	
Worker facilities	
There are no facilities at the site but Maryland local centre is close by within easy walking distance, and Stratford town centre a little further.	
PTAL	6a
Freight Access	Road only
Airport safeguarding	NA
Development activity, ownership and management	
<p>There have been no recent planning applications at the site apart from the school which was allowed on appeal. The large warehouse frontage was granted permission for new security fence.</p> <p>Overall the estate appears in good use, the school however operates from an unsuitable building and may wish to relocate in the longer term.</p>	
Industrial land management considerations going forward	
<p>The site is located in an accessible location within close proximity to public transport. The character of this area is residential with the industrial estate being an isolated non-residential use in this part of the borough.</p> <p>The layout of the site with a frontage to Maryland Road and its enclosure by the school and surrounding residential properties offer opportunities for an attractive redevelopment scheme to improve the amenity of the area, or at least partial intensification and provision of more flexible space, particularly given the site's proximity to Stratford Metropolitan and Maryland Local Centre.</p>	

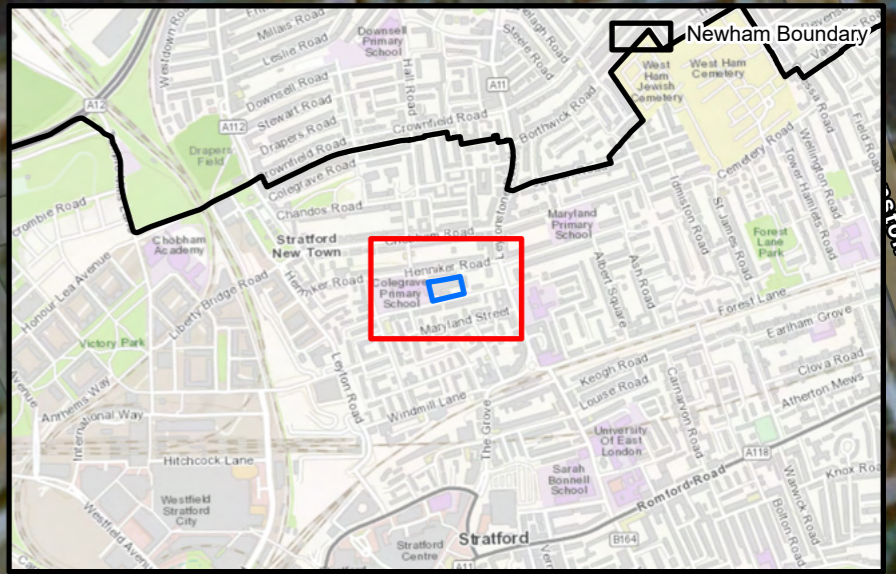
The site is servicing an important local industrial need and furthermore as there are no other employment sites further north (except for micro business opportunities areas) it is important to support the Council's 15-minute city concept.

Concluding points

- The industrial estate appears under-used with excessive car parking and aging units and is also the location of an inappropriately accommodated school.
- Should the existing occupiers vacate it should be remarketed for small scale light industrial uses, preserving employment uses in an area lacking safeguarded industrial sites. Given that the units are currently well occupied and in fair quality, there is scope for redevelopment with co-location of uses in the middle to end of the of the plan period.
- It is recommended to re-designate the site from LMUA to LIL to protect existing industrial offer and further safeguard small scale light industrial intensification of the site including creative space in the Maryland area of the borough.



Proposed LMUA Removal with Recommended Redesignation to LIL



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
St Marys Industrial Estate (Maryland) Proposed LMUA 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, GeoTechnologies, Inc, METI/NASA, USGS

1:1,000 @ A3 Date: 13/05/2022
Drawn: KP Checked: SS
Figure 23 Rev A

Bidder Street

EMPLOYMENT LAND REVIEW 2022		Bidder Street
Status	LMUA 12	
Site Uses and Area Composition	Traditional industrial uses such as waste transfer station, metal recycling as well as some lighter warehousing and service activities.	
Roads	Stephenson Street / Bidder Street	
Size	3.91ha	
Location		
<p>Bidder Street is within the Canning Town and Custom House Regeneration Area, and forms a transition zone from British Gas/Cody Road SIL to the north west, Strategic Site S12 to the south west and Strategic Site S13 to the east, separated by railway tracks. The nearest stations are Star Lane to the north of the site and Canning Town to the south. The site forms part of the Canning Town employment hub that spreads outwards from the town centre, which is located to the east and south.</p> <p>The site falls within the boundary of the Royal Docks OAPF.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>Bidder Street is a poor quality environment containing 'bad neighbour' uses including waste management, skip hire, car repairs and open storage land, plus other general industrial uses such as printing companies. The uses on site are considered to serve both a local and a regional industrial market. Building stock is in a poor condition and traffic management poor, with lorries and cars parked on pavements alongside industrial uses. Power line pylons cross the northern part of the site.</p>		
Worker facilities		
<p>There are several informal/mobile café facilities and a pub (now vacant), plus a Turkish Baths within the area, but no other facilities for workers.</p> <p>However the site is located approximately 200m from Canning Town Centre at the south, and Star Lane DLR provides access to facilities in Canning Town and Stratford.</p>		
PTAL	6	
Freight Access	Road only – good access from the A13/B164	
Airport safeguarding	n/a	
Development activity, ownership and management		
<p>The industrial shed to the north recently received permission for replacement with metal clad building for use within class B8, with trade counter and B1 (a) offices.</p> <p>Part of the printworks in Gillian House received permission for change of use (Use Class B2) to a mixed use events space (D2/Sui Generis) including the provision of a café/bar area (Use Class A3/A4).</p> <p>The site also is within the Council's wider Canning Town and Custom House Regeneration area where there is significant development activity on the strategic site to the east at Manor Road (S13) and Canning Town Riverside</p>		

(S12) where there is potential for increased connectivity with the London Borough of Tower Hamlets (through bridges).

Industrial land management considerations going forward

The area benefits from good access to major roads and proximity to a town centre, which are valuable (or potentially valuable) to the employment uses on site and those that could be incorporated within it. It would clearly benefit from investment in the buildings and environment, which the allocation as a LMUA is designed to encourage, recognising the site's strategic location within the Canning Town and Custom House Regeneration Area in close proximity to the town centre and key public transport links.

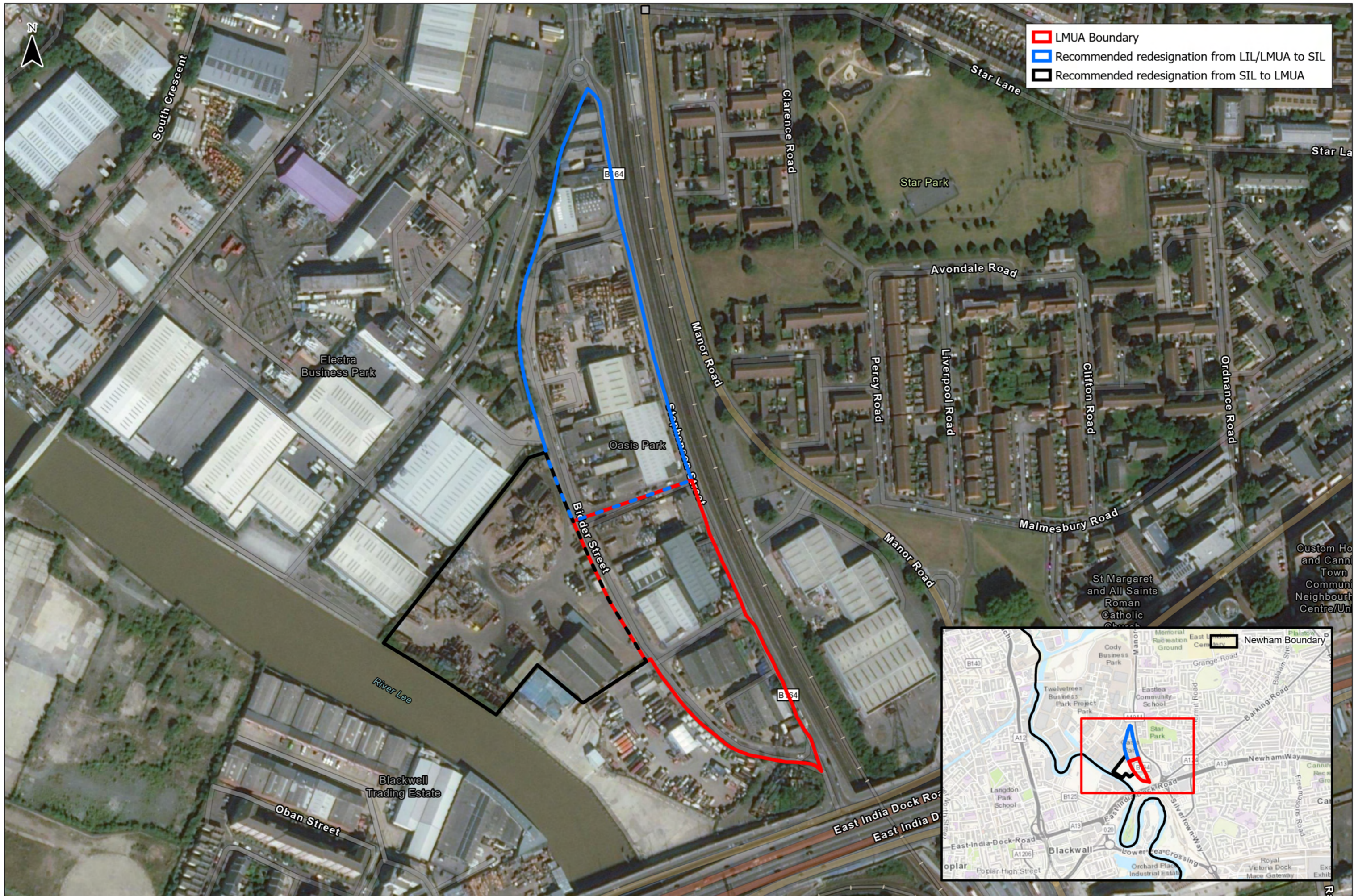
Given the heavier nature of uses at this LMUA, and as part of Managed Transition to support a higher quality economic environment in the current plan and design, factors such as enclosure should be considered to support viable operation of existing and future B2 uses at this location whilst improving compatibility with residential. Bidder St currently functions in a very similar way to SIL in terms of the mix of uses, and its narrow extent makes it difficult to redevelop for sensitive uses that would need a buffer between them and the SIL on the western side of Bidder Street.

To better support economic functions at this location, the northern part of Bidder Street should be considered for integration into the adjacent British Gas/Cody Rd SIL with southern part remaining LMUA to improve redevelopment options and for sound place-making reasons as part of regeneration of Canning Town area. Bidder Street is located in a market attractive area, with reconfiguration of designations likely to improve opportunities for intensification in the SIL and allow for a better SIL buffer between the industrial and residential land to the south. Realignment also makes sense from a place-making perspective by also designating the southern parcel of SIL2 (former EMR site) as LMUA to provide better interconnection between Leaside communities, Bidder Street LMUA and Canning Town. The LMUA would occupy the southernmost extent of this area (Ives Road, Bidder Street) with scope for redevelopment providing light industrial and more mixed uses and enabling improved riverside access and connectivity to Canning Town and the station.

Concluding points

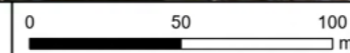
- The area has good access to local facilities, road and public transport links.
- Currently the northern end of the LMUA offers more traditional industrial uses, which are more akin to SIL and in a very low grade environment,
- Relocation of traditional heavier industrial uses would give opportunity for light industrial intensification to come forward as part of employment led mixed uses.
- The southern part of the LMUA has potential for redevelopment to support employment-led mixed use and regeneration given proximity to neighbouring strategic sites to east and west and current vacancy level.

- The northern part of the site is recommended to be reconfigured as SIL, with southern part remaining as LMUA providing a buffer of mixed uses between SIL and strategic sites.



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Bidder Street LMUA 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, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

1:2,500 @ A3 Date: 06/07/2022

Drawn: KP Checked: SS

Figure 20 Rev B

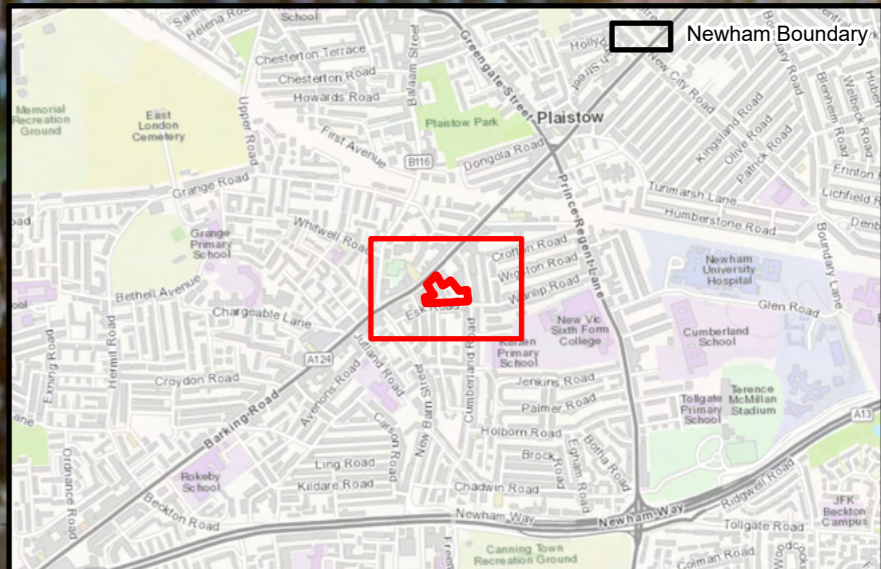
Esk Road

EMPLOYMENT LAND REVIEW 2022		Esk Road
Status	LMUA 15	
Site Uses and Area Composition	Light industry now largely vacant with offices. Area is predominantly residential with some commercial uses along main corridor.	
Roads	Barking Road and Esk Road	
Size	0.50ha	
Location		
The site is located off Barking Road surrounded by predominantly residential terraces to the south and retail and community facilities along Barking Road. The site is accessed to the south via Esk Road and north via Barking Rd.		
Quality and nature of offer (by sub area if appropriate)		
<p>At the western side of the site are a number of industrial buildings including a large building used previously by King Hoist PCT Group (formerly Coubro and Scrutton) for materials handling, Community House fronting onto Barking Road, and a number of other buildings currently used for tyre storage. At the centre of the site is a dilapidated shell of a building likely to previously be used for metal handling. Fronting the site onto Barking Road recent engagement suggests that Community House (currently vacant) is undergoing refurbishment and likely to be used as offices in the near future.</p> <p>Vacancy is high across the site with the only active uses for the storage of tyres to the building at the southern end of the site and the ancillary car parking to the police station at the eastern side of the site.</p> <p>Esk Road LMUA was a new allocation in the Local Plan Review 2018.</p>		
Worker facilities		
The site is located approximately 60m from the Abbey Arms Local Centre (LC11) and within walking distance to a range of community facilities (NHS child centre, church, nursery and police station) close to the site. There are no onsite facilities for workers at this location.		
PTAL	4	
Freight Access – water/rail	Primary road access is via the principal/strategic road network (Barking Road).	
Airport safeguarding	N/A	
Development activity, ownership and management		
There has been minimal development management activity at this location in recent years, reflected in the high level of vacancy across the site and dilapidated nature of the buildings to the south of the site.		
Industrial land management considerations going forward		
The site is in a transitional location between the busy Barking Road and quieter residential area to the south, suggesting it could be suitable for mixed use redevelopment, with residential helping to support the viability of new employment floorspace. In doing so there could be scope to enhance the efficiency of uses on the site, for example, incorporating police station car parking/storage within a vertically mixed use development. Workers and new		

residents would benefit from good public transport and social infrastructure access.

Concluding points

- The site has good access to a range of facilities and public transport.
- The industrial buildings across the site are general of poor quality which is reflected in the high vacancy rates at the site.
- Vacancies across the site provide opportunity for development in short to medium term of the plan period.
- A continued LMUA allocation would seek to realise both employment-generating intensification of the site with co-location uses in the short to medium term of the plan, managing the transition between the Barking Road and residential area to the south.



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Esk Road LMUA 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

1:1,000 @ A3 Date: 13/05/2022
Drawn: KP Checked: SS
Figure 25 Rev A

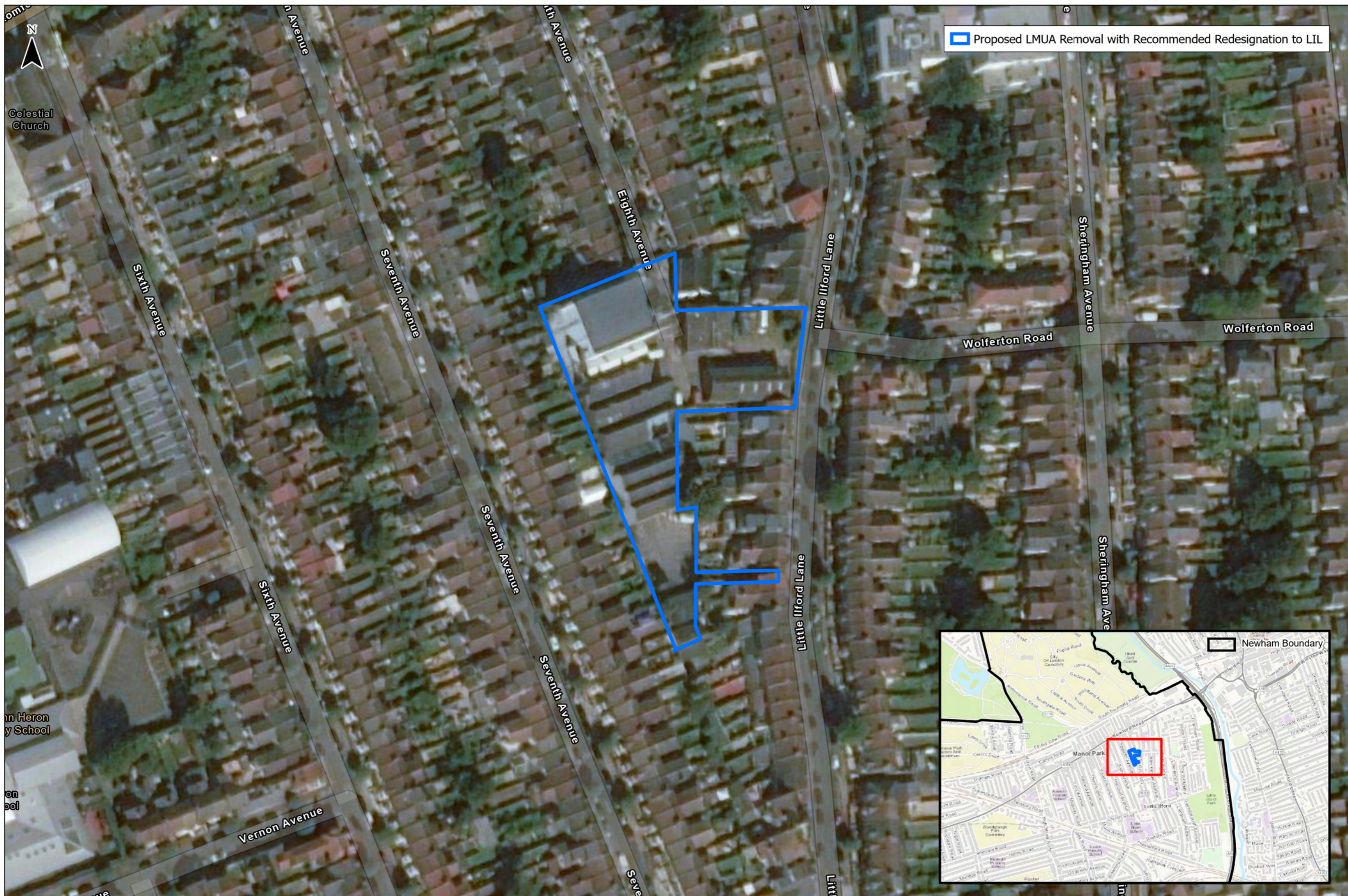
Kudhail Industrial Complex

EMPLOYMENT LAND REVIEW 2022		Kudhail Industrial Complex
Status	LMUA 16	
Site Uses and Area Composition	Light industry, surrounded predominantly by residential with some educational uses to the north east	
Roads	Little Ilford Lane (B165); Eight Avenue	
Size	0.38ha	
Total Area	0.22 ha	
Location		
<p>The site is located off Little Ilford Lane and has relatively poor access to public transport with the nearest rail station to the north-west at Manor Park (a 10 minute walk). The site is located within 800m of Manor Park Local Centre and surrounded by predominantly residential terraces on all sides. The site is accessed to the east via Little Ilford Lane. Kudhail Industrial Complex LMUA was a new allocation in the Local Plan Review 2018.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The site is bounded on all sides by residential properties. To the west of the site is primarily made up of a large industrial building, there are another two buildings located to the east and a fourth building located to the south of the site. The buildings are in use by Kudhail Quilting Limited (textile merchant) and book wholesaler Azhar Academy Ltd (light manufacturing and distribution uses). The industrial units are dated, mix of heights (single to three storey) with high site coverage for modern occupier requirements. The condition of the buildings meet occupiers needs, providing some market affordable industrial</p> <p>All of the buildings are in use to some degree, from storage to manufacturing, but intensity and design/environmental quality could be improved.</p> <p>Access is poor.</p>		
Worker facilities		
<p>The site is located approximately 800m from the Manor Park Local Centre (LC1) and within walking distance to a range of community facilities (GP, pharmacy, primary and secondary schools) close to the site. There are no onsite facilities for workers at this location.</p>		
PTAL	2	
Freight Access – water/rail	Road access is via Little Ilford Lane (B165) off the principal/strategic road network (Romford Road).	
Airport safeguarding	N/A	
Development activity, ownership and management		
There have been no development activity in recent years.		
Industrial land management considerations going forward		
<p>The site services an important local industrial need, but the size and shape of the site means it is constrained for industrial uses. There is a risk however that bringing in other uses such as residential could compromise the integrity of the industrial offer e.g. compromised yard and servicing area and poor</p>		

configuration of the units. Given the site is well occupied and rents likely to be affordable, the site should be protected to maintain the integrity of the employment provision and protect low cost space. Redevelopment is likely around the middle of the plan period. The site is recommended for re-designation as a LIL.

Concluding points

- The industrial buildings across the site are dated but provide local affordable industrial work space, with redevelopment likely in the middle of the plan period.
- Recommendation for re-designation as LIL to protect and enhance market affordable industrial accommodation in small units, and localised economic offer.



Proposed LMUA Removal with Recommended Redesignation to LIL



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Kudhail Industrial Complex LMUA 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, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

1:1,000 @ A3 Date: 06/07/2022
Drawn: KP Checked: SS
Figure 26 Rev B

Beeby Road

EMPLOYMENT LAND REVIEW 2022		Beeby Road
Status	LMUA 14	
Site Uses and Area Composition	Mix of light industrial with community uses (Canning Town Job Centre, Royal Connections Church). Light industrial in nature to the west with low density residential to the south and Green Space to the East, served by Newham Way	
Roads	Located off Newham Way with dual access via Beeby Rd and Freemasons Road	
Size	0.85ha	
Location		
<p>The site is located immediately off Newham Way with the nearest station and Local Centre to the south at Custom House DLR (just under 800m away) and Canning Town centre approx. 900m to the west.</p> <p>The nature of the surroundings is predominantly light industrial to the west (Butchers Road LIL13) of the site with greenspace, a school and low density housing to the east and south. Whilst the site has good access off Newham way for vehicles the site is mostly limited to the south-east for pedestrian access.</p> <p>Beeby Road LMUA was a new allocation in the Local Plan Review 2018.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The eastern side of the site is dominated by community uses including a religious establishment, a college and a job centre, and lends itself to co-location with residential. The quality of these building is reasonable and suitable for its purpose. The eastern side also has a motorbike and vehicle repair shops and three residential dwellings on Freemasons Road.</p> <p>At the western side of the site, the quality of stock is of less high quality, however it is currently in use for a set design company, MOT garage and Falco Construction with ancillary yard space to support operational needs. It remains better suited for providing small industrial units.</p>		
Worker facilities		
<p>The site is located just over 500m to the nearest Centre (Freemasons Local Centre). The site has good access to schools (adjacent to the site) and to the north of the site Cumberland Medical Centre. There are a number of existing community uses on the site.</p> <p>The site benefits from the Cycle Superhighway running east/west at the northern end of the site, providing cycle access to Canning town.</p>		
PTAL	2 (poor)	
Freight Access – water/rail	The site has good access to the strategic road network via Newham Way.	
Airport safeguarding	N/A	
Development activity, ownership and management		

Units on site are well occupied.

Historically the site has been used as a transport yard with ancillary office space. In 2017 a change of use from industrial warehouse to nursery and after school club facilities was refused. More recently in 2020, prior approval for change of use from warehouse into twenty small serviced offices was refused.


Industrial land management considerations going forward

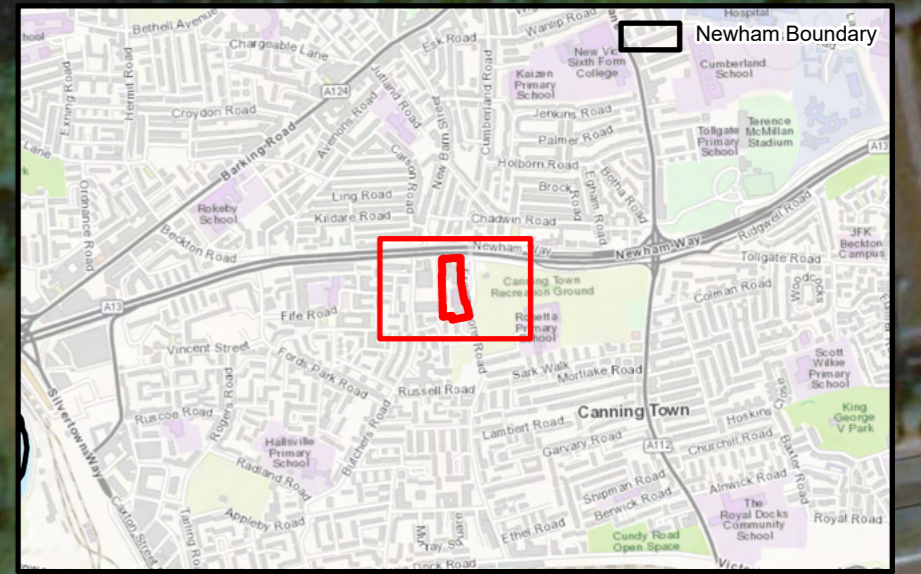
The site provides opportunities to recognise the existing employment uses and promote a higher quality environment compatible with residential uses given its Key Corridor location, with any changes being managed through the Manages Transition policy. Given the site's context between light industrial uses of Butchers Road LIL and residential/green space, it is appropriate to recognise these uses as part of a mixed use allocation.

Concluding points

- This was a new designation in the Local Plan 2018.
- Given the existing uses on site (B & D1 uses), continued designation for Local Mixed Use Area would seek to promote employment-led development at this location, recognising the benefits of the sites adequate yard space to support operational needs.
- Site is distinguished between light industrial on the western side (Beeby Road) and is suitable to provide small industrial units, with more office, community focused uses and residential on the eastern side (Freemasons Road) which is suitable for co-location with residential. To secure this mixed use format of the site, a boundary review however is not needed.
- Given that the units are currently well occupied, scope for redevelopment is likely to occur at the end of the plan period.



 LMUA Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Beeby Road LMUA Boundary

0 50 100
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Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA
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1:1,000 @ A3 Date: 13/05/2022
Drawn: KP Checked: SS
Figure 27 Rev A

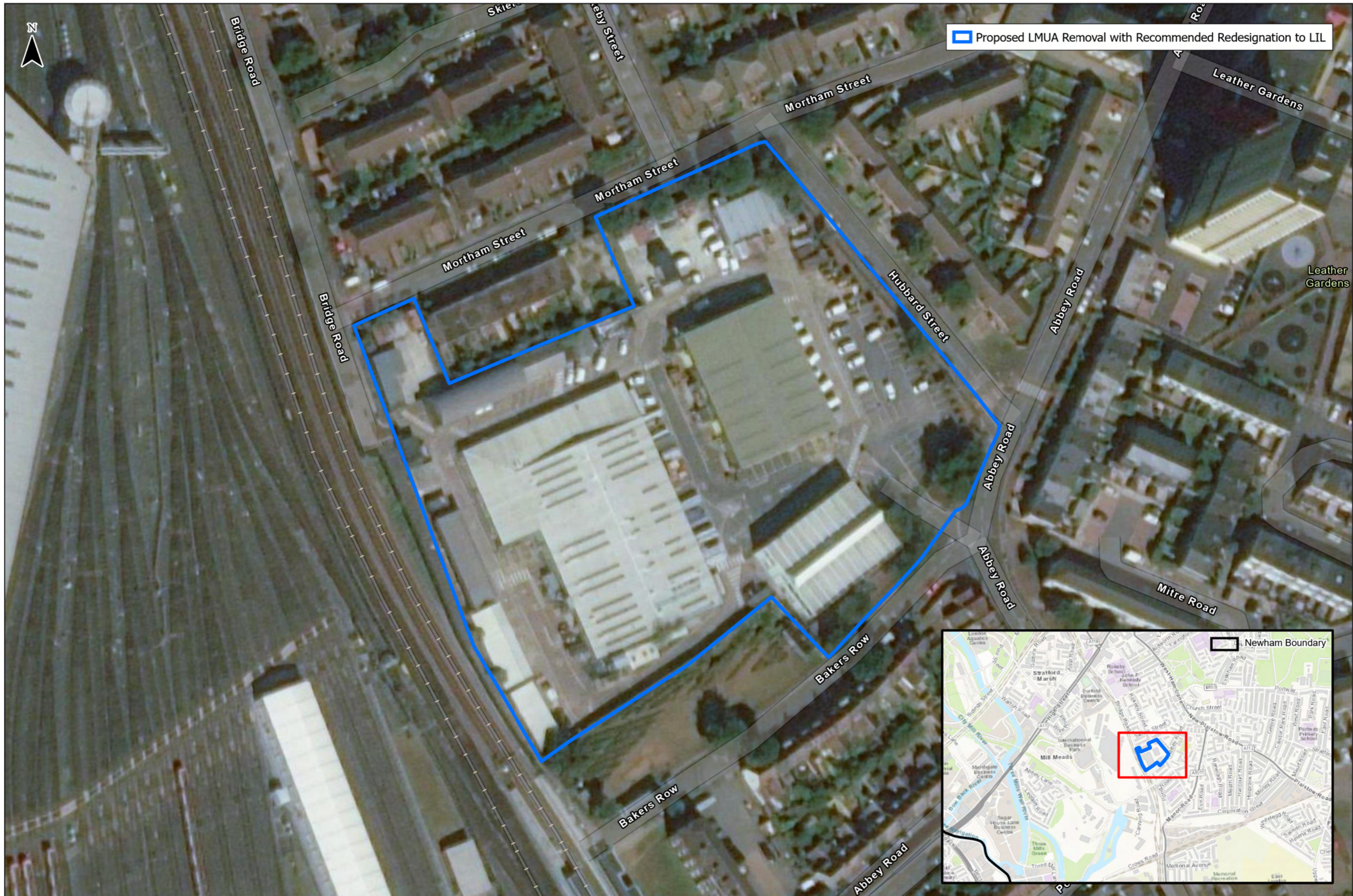
Bridge Road Depot

EMPLOYMENT LAND REVIEW 2022		Bridge Road Depot
Status	LMUA 13	
Area Composition	Council depot site surrounded predominantly by low density residential	
Roads	Bridge Road, Bakers Road, Abbey Road	
Size	1.87ha	
Location		
<p>The site is located to the southeast of Stratford high Street on the western side of the borough between Bridge Road and Hubbard Street. The surrounding area is predominantly residential in nature comprising of two storey terraced housing to the north, east and south. Directly adjoining the site to the south is an area of green space (Abbey Gardens) including a Scheduled Ancient Monument and tube/DLR lines to the west designated as Jubilee Line Depot LIL2.</p>		
Quality and nature of offer (by sub area if appropriate)		
<p>The three main buildings on site are currently used for various Council services (ICT hub, housing repairs depot) and Newco (window/kitchen/joinery) manufacturing unit. There are a series of storage sheds, warehouse and old office buildings along the northern and western edges of the site, including an electricity substation.</p> <p>Vehicular access to the site is off Abbey Road via a security gate to the main site. The site benefits from onsite car parking serving the various uses; this reduces the development density. The nearest station is Abbey Road DLR located to the south west of the site reflected in its good PTAL.</p>		
Worker facilities		
<p>A limited number local convenience shops are located along Abbey Road and a full range in Stratford town centre. Church Street local centre is located approximately 300 metres away from the site. The site benefits from car parking facilities for employees and is easily accessible by DLR.</p>		
PTAL	1b-6a	
Freight Access	Road only (unclassified)	
Airport safeguarding	NA	
Development activity, ownership and management		
<p>Workshops and training centre were consented around 1993 and there has been no significant development activity at the depot site since.</p> <p>The site is owned by LBN</p>		
Industrial land management considerations going forward		
<p>In line with the 2017 ELR, the site was redesignated as LMUA (from a LIL) with scope to consolidate Council's operations to Folkestone Road (LIL 6) depot to allow for intensification of the site better reflecting its PTAL and residential/heritage. Any such proposals for employment led mixed use would be required to demonstrate appropriate mitigation of rail line noise etc. through buffering as well as appropriate access for employment uses.</p> <p>The site is constrained to the west due to proximity to rail line and associated noise, and is located largely within a low rise residential neighbourhood. There is scope to upgrade the site to LIL to protect local affordable industrial</p>		

accommodation, with potential for small scale industrial intensification on the west of the site and co-location of uses on the eastern part.

Concluding points

- The LMUA compromises of a number of maintenance facilities supporting Council operations
- Located close to Stratford Metropolitan Centre and local centres
- Bridge Road Depot should be considered for re-designation as LIL to provide, support and retain market affordable industrial accommodation in small units. Should alternative uses be introduced the integrity of the industrial offer could be compromised resulting in a diluted industrial offer.
- Scope for industrial intensification (particularly to the west of the site) of employment-led small scale light industrial units.



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW
Bridge Road Depot LMUA 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, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

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Figure 28	Rev B