

# **LONDON BOROUGH OF NEWHAM: EMPLOYMENT LAND REVIEW 2017**

## **EMPLOYMENT SITES AUDIT (update November 2017)**

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## **Local Industrial Locations (LILs)**

## Stephenson Street

EMPLOYMENT STUDY 2017		Stephenson Street
<b>Status</b>		LIL 1
<b>Area Composition</b>		Predominantly industrial (SIL-type) land and adjacent to a strategic site (vacant)
<b>Roads</b>		Stephenson Street / Cody Road
<b>Size</b>		7.9ha
<b>Category</b>		<b>Floorspace (HA)</b>
A2		0.04 ha (2%)
B1 (b)		0.12 ha (5%)
B1 (c)		0.07 ha (4%)
B8		1.00 ha (43%) (0.07 ha vacant)
SG		0.98 ha (42%)
n/a		0.06 ha (4%)
<b>Total</b>		<b>2.33 ha</b>
<b>Location</b>		
<p>The Stephenson Street LIL is located at the western edge of the borough, on the British Gas Cody Road site. The site forms part of the largest employment hub in the borough bounded by the River Lea tributaries to the West, the Jubilee Line railway station.</p> <p>Immediately to the north is strategic site S11 (Parcelforce) which is now cleared for employment-led mixed use redevelopment. To the South of the site is LMUA 12 (Bidder Street). The LIL lies between Star Lane and West Ham tube stations.</p>		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
<p>The site consists predominantly of a number of modern large trade counter/ industrial warehouse and business units of a good quality, which offer sale and hire of tools/parts under the name of Canning Town Business Park. A site visit in 2017 suggest that vacancies have improved to 0 at this location, reflecting the fact that it forms part of a managed and modern business park. Uses occupying the newer units include predominantly B8 uses including trade counters, archive storage and courier distribution services. There are a number of green initiatives on the buildings which may seek to reduce running costs for units.</p> <p>To the south, there are a number of older buildings, some in poor repair, but others in good condition. Trade counters again dominate with one unit occupied for cake making and a music studio occupying one of the units.. There is also an informal café fronting a rail equipment distributor on the LIL boundary fronting the public highway.</p> <p>To the north of the area is a modern, green-roofed bus depot (SG) serving London's transport functions. Beyond this there is a large car park which is fenced off and apparently unused, adjacent to the strategic site.</p>		

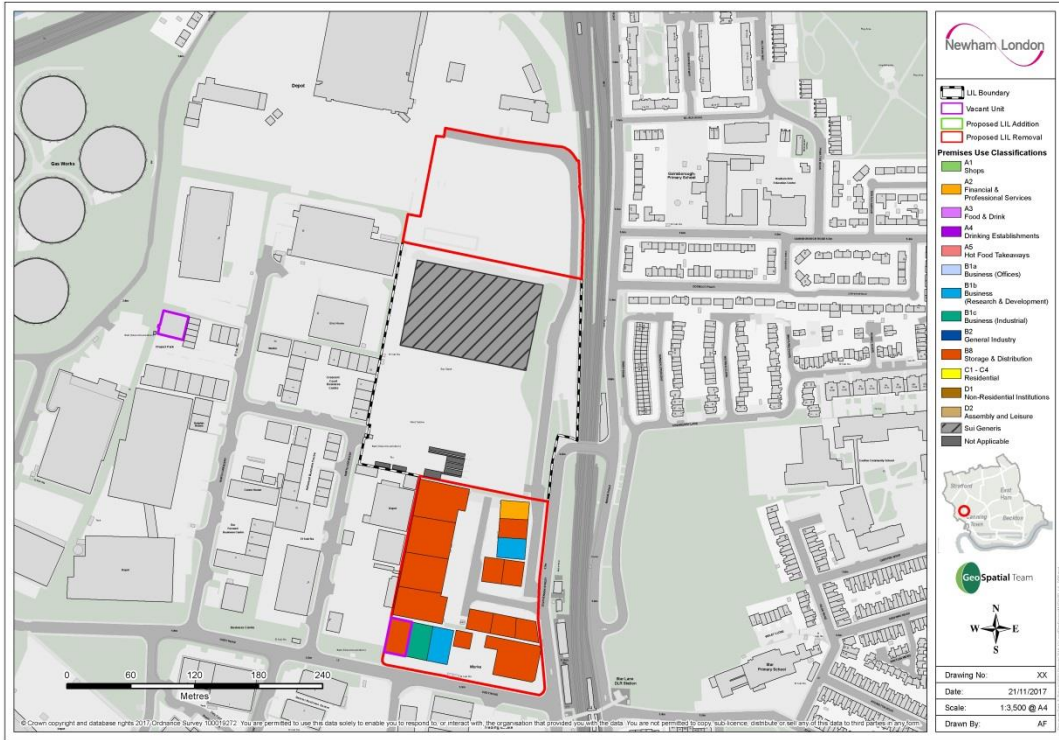
<b>Worker facilities</b>	
No 'walk to' services for industrial occupiers have been identified within the industrial area, other than the informal cafe, however Canning Town town centre is approximately 10 minutes' walk and there a limited number of shops and services around West Ham station.	
<b>Vacancy rates</b>	
Floorspace	Units by Use Class
3%	0.07 ha vacant B8
<b>PTAL</b>	3
<b>Freight Access</b>	Access to the estate is solely by road.
<b>Airport safeguarding</b>	N/A
<b>Development activity, ownership and management</b>	
Permission was granted in 2012 for the Canning Town Business Park for up to 10,621 sqm of B1c, B2 and B8 floorspace consisting of twelve units, which have been built out in 2014. A number remain to let.	
The northern carpark is contained within a GLA land development site, and is adjacent to the Parcelforce Site (S11) which is allocated for employment-led mixed use development; this is the subject of current planning activity, the boundary of which extends into the unused carpark at the north of the LIL.	

<b>Industrial land management considerations going forward</b>
Given the site's location between the SIL and major transport infrastructure, and the established industrial and transport infrastructure uses on site, the site remains broadly suitable for current and future industrial uses.
However, there is little difference between Canning Town Business Park and land to the south, and the main SIL. As such it is appropriate to incorporate it into the SIL boundary, given its modern, fit for purpose design (see British Gas/Cody Road appraisal)
The future of the northern part of the site again appears more related to the Strategic Site than the LIL, having been masterplanned as part of it in

**Concluding points**

- The LIL offers a range of high quality warehouse/storage accommodation including a business park for trade sales and hire
- Large transport depot serving London's transport functions
- Given the site's location adjacent to the SIL and quality of accommodation the site is suitable for current and future industrial uses.
- The top part of this LIL should also be drawn into the Strategic Sites S11 (employment led mixed use)

- It is appropriate to recognise Canning Town Business Park and southern end of LIL 1 as part of SIL given its quality, contiguity with SIL and nature of uses on site.



## Jubilee Line Depot

EMPLOYMENT STUDY 2017		Jubilee Line Depot
<b>Status</b>		LIL2
<b>Area Composition</b>		Low intensity rail depot and ancillary offices/training facilities
<b>Roads</b>		Burford Road
<b>Site size</b>		11.8ha
<b>Category</b>		
		<b>Floorspace (ha)</b>
D1		0.35 ha (13%)
SG		2.50 ha (87%)
<b>Total</b>		<b>2.86 ha</b>
<b>Location</b>		
<p>The 11.8ha employment site is land located to the West side of Newham between Bridge Road and Channelsea Path. The area runs adjacent to the Jubilee/DLR Line running through to Stratford and near to the Channelsea River. To the west is employment land and a mixed use development site within the LLDC and to the north and south west, some residential.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The area consists of a rail depot (SG) serving the local underground network and of sub regional importance. The site primarily consists of outdoor sidings for train storage, a large shed for train maintenance work and an office block with training academy. The quality of the employment site is good providing modern facilities for its purpose.</p> <p>Road access is off the Burford Road via a security gate leading into the site car parking area. The nearest tube station is Stratford High Street DLR located to the north of the site.</p>		
<b>Worker facilities</b>		
<p>No known facilities on site. However, shopping and food are located in Stratford town centre close by. The site benefits from ample car parking facilities for employees located towards the north of the site.</p>		
<b>Vacancy rates</b>		
Floorspace		Units by Use Class
0		0
<b>PTAL</b>		2-6
<b>Freight Access</b>		The site benefits from connectivity to the local rail network.
<b>Airport safeguarding</b>		NA
<b>Development activity, ownership and management</b>		
<p>There has been minimal development activity on the site since an approval for offices and training facilities in 2005. The site is owned by TfL.</p>		



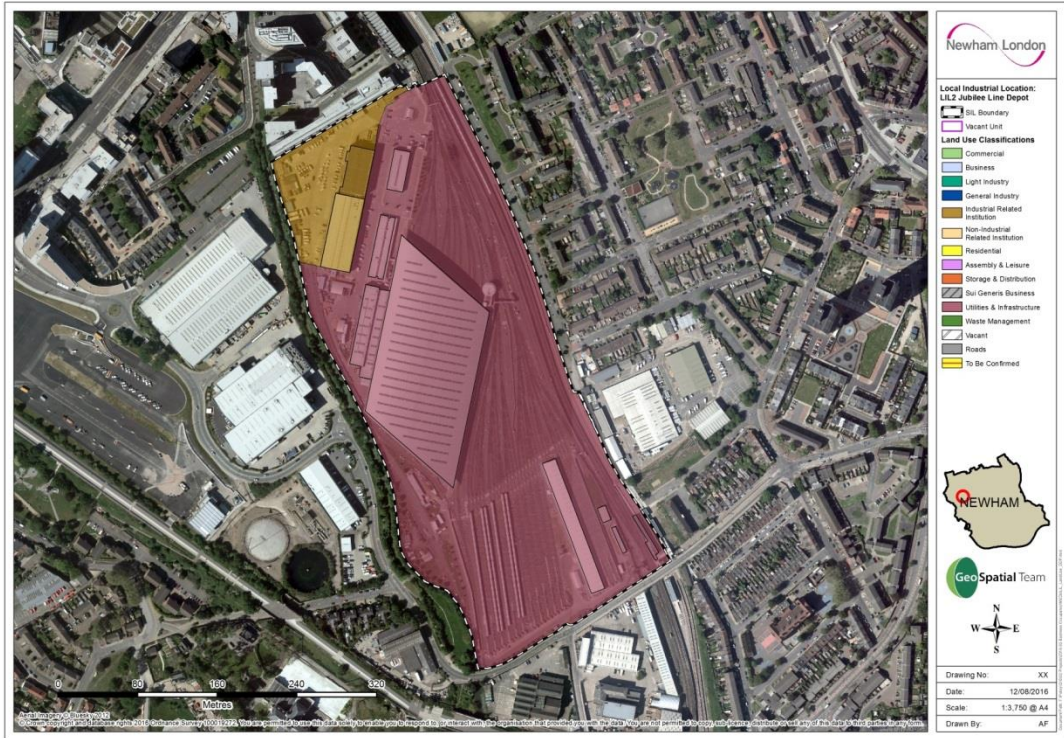
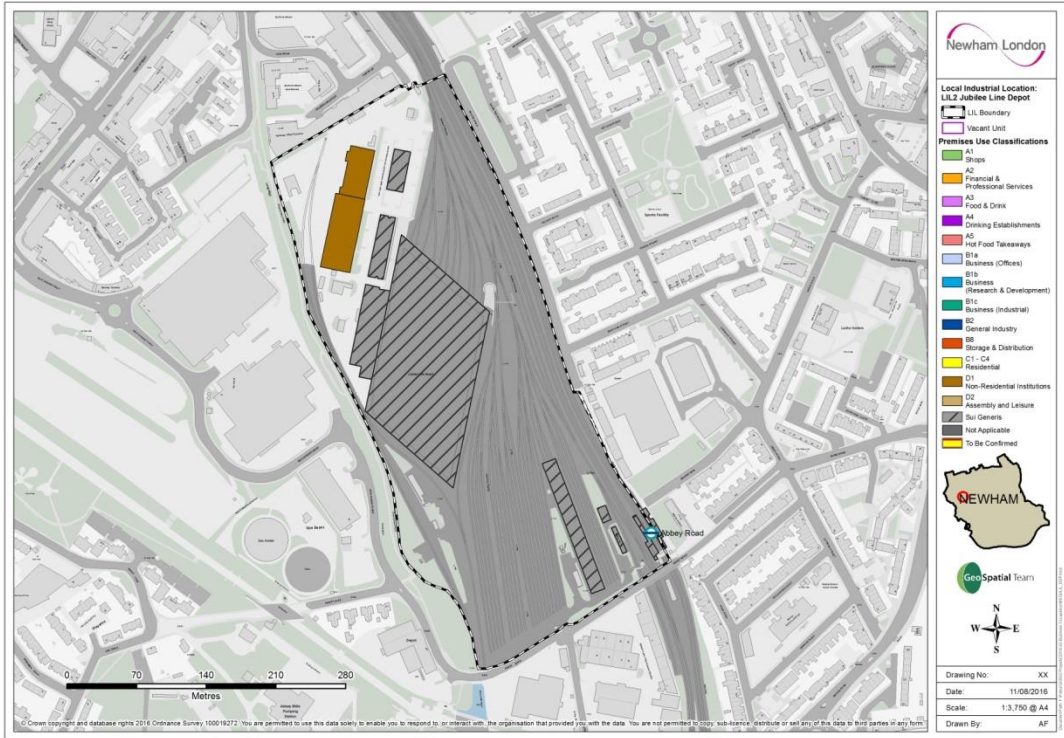
### **Industrial land management considerations going forward**

The site is constrained due to the infrastructure (rail lines) to the eastern half of site which enables the site to carry out its specific function. The majority of the site is unlikely to change in character as the function forms an important component of London's infrastructure.

However, there would seem to be scope for intensification across the car park to the north of the site, perhaps incorporating training facilities, and potentially other employment-generating uses in a more dense arrangement. There is the potential for this to be masterplanned in the context of wider change to the west.

### **Concluding points**

- The site has important infrastructure uses which will continue to play an important role in facilitating London's public transport system
- The site is constrained primarily through the predominance of rail lines on the site connecting to the wider rail network
- Scope in the longer term to intensify land to the north of the site, perhaps masterplanned in the context of wider change to the west.



## East Ham Depot

EMPLOYMENT STUDY 2017		East Ham Depot
<b>Status</b>		LIL3
<b>Area Composition</b>		Train depot
<b>Roads</b>		Not applicable
<b>Site size</b>		2.21 ha
<b>Category</b>		
	<b>Floorspace (ha)</b>	
Sui Generis		1.56 ha (100%)
Total		1.56 ha
<b>Location</b>		
At the eastern boundary of the borough adjoining the North Circular Road, the depot, which is also known as Stevenage Road Railway Depot takes sole access from Stevenage Road. The prevailing character of the area surrounding the depot is residential.		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
The site comprises a railway depot operated by Bombardier for C2C which operates the London Tilbury and Southend Line. The depot includes a large railway hangar, a complex of outbuildings, parking areas and railway sidings and appears to be fit for purpose.		
<b>Worker facilities</b>		
Not known. The nearest facilities are to be found in East Ham town centre, about 15 minutes walk.		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
Nil	0	
<b>PTAL</b>	2	
<b>Freight Access</b>	Site has rail access as part of its function.	
<b>Airport safeguarding</b>		
<b>Development activity, ownership and management</b>		
The railway depot is an important part of the infrastructure on the London, Tilbury and Southend Line. There have been no recent planning applications of significance or enquiries at the site.		

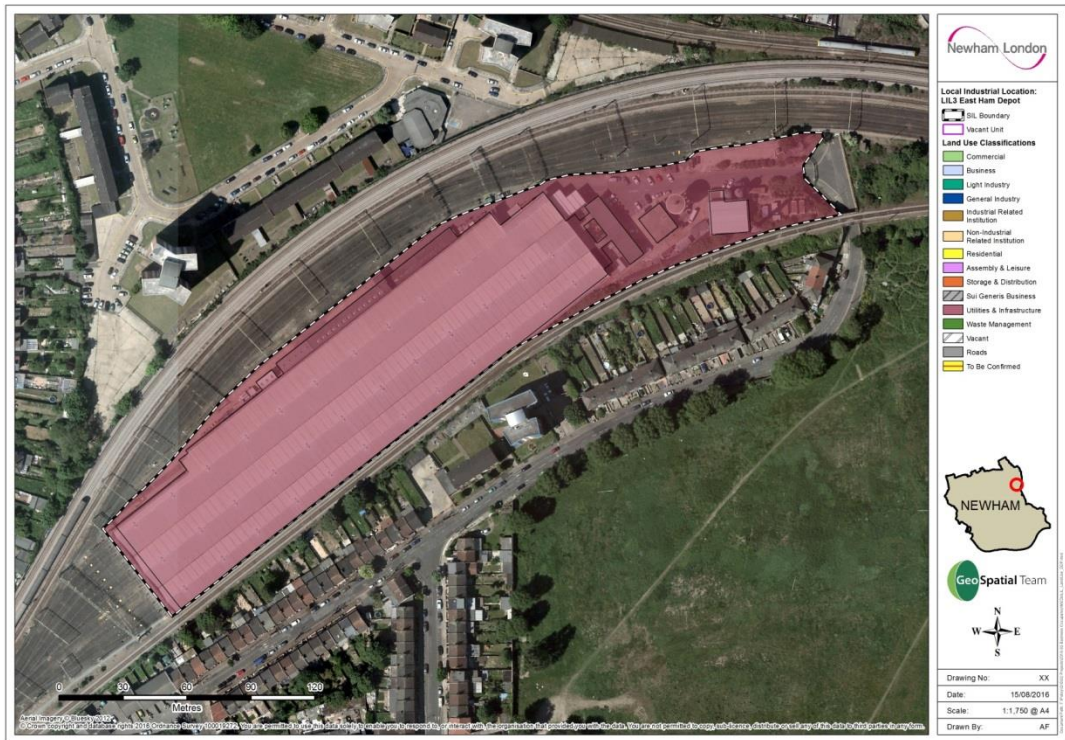
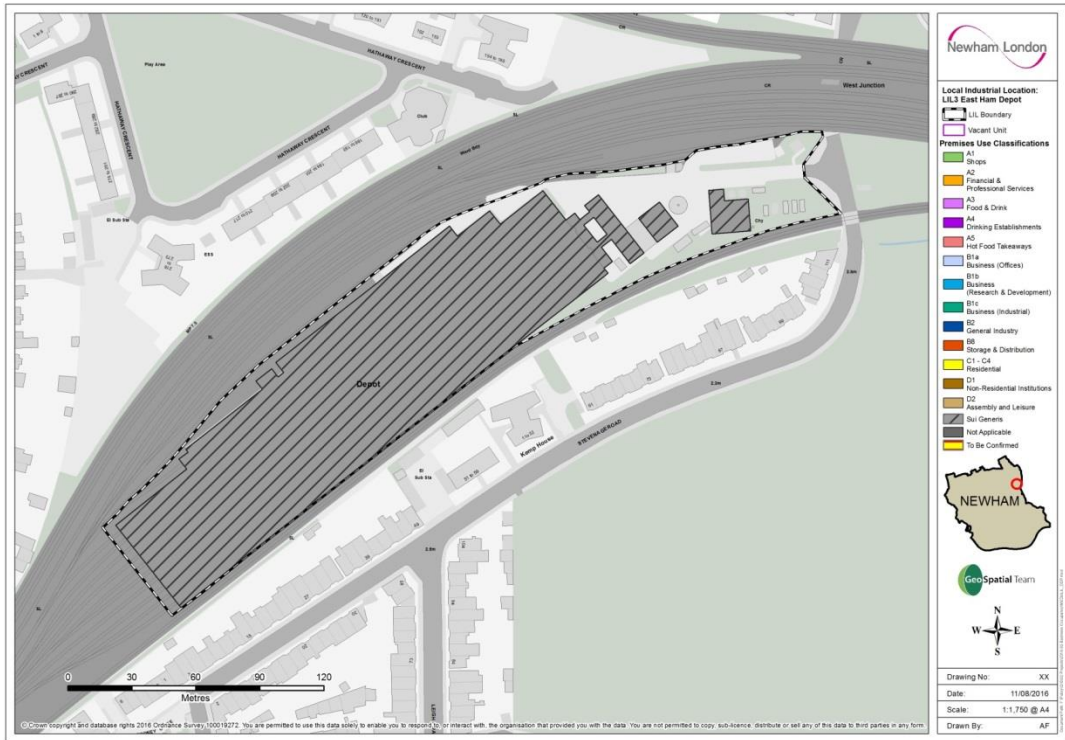
### Industrial land management considerations going forward

It is unlikely that this site will come forward for development in the foreseeable future. The depot is tightly bound and designation as a LIL and its present boundary remain appropriate.

## **Concluding points**

The current activities at the LIL are well established and operating successfully.

It is unlikely that the site will come forward for redevelopment in the foreseeable future but recognition of its economic function via LIL designation remains appropriate.



## Land East of City Airport

EMPLOYMENT STUDY 2017		LAND EAST OF CITY AIRPORT
<b>Status</b>		LIL5
<b>Area Composition</b>		Predominately open land, some industrial buildings and extensive hardstanding.
<b>Roads</b>		Hartmann Road
<b>Site size</b>		6.8 ha
<b>Category</b>		<b>Floorspace (ha)</b>
B8 Storage and Distribution		0.40 ha (84%) (0.02 ha vacant)
SG		0.08 ha (16%)
<b>Total</b>		<b>0.48 ha</b>
<b>Location</b>		
<p>The employment area is a strip of between Hartmann Road, a private airport owned road, and King George V Dock.</p> <p>The DLR line runs to the south on the other side of Hartmann Road. London City Airport lies to the west; and to the east is Woolwich Manor Way with traditional and modern housing at Galleons Point.</p>		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
<p>The area is of low intensity use and is occupied by only four main units four, one of which is vacant. The uses comprise mostly storage and distribution, including a recycling business.</p> <p>Road access is good to the A13 and North Circular via Gallions roundabout and Woolwich Manor Way to the north. Public transport is close by at King George V DLR station with direct access from Hartmann Road; as well as local bus routes.</p>		
<b>Worker facilities</b>		
No services for industrial occupiers are apparent on site, however, shopping and food providers are close by at North Woolwich local centre and at City Airport; both of which are within walking distance.		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
4%	1 unit 0.02 (B8)	
<b>PTAL</b>	0-2	
<b>Freight Access</b>	Dockside location and the presence of a series of jetties have potential for river freight operations. No rail access. Good road access	
<b>Airport safeguarding</b>	Subject to technical airport safeguarding considerations, forms a significant consideration in any development proposals with regard to both building height restrictions	

and congregation of people.

**Development activity, ownership and management**

There have been two new occupiers since 2011, including one firm recently displaced from Thames Wharf as a result of the Crossrail Safeguarding Direction.

In 2016 consent was granted across the whole of the LIL designation for staff car parking, a new taxi feeder park together with various ancillary landside buildings and upgrades to dockside walkways. Works under CADP1 are underway (commenced in October 2017) in which it is proposed that these dockside facilities will be complete by 2020. It is considered that these are part of the area's transport function which is not incompatible with a LIL designation.

**Industrial land management considerations going forward**

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

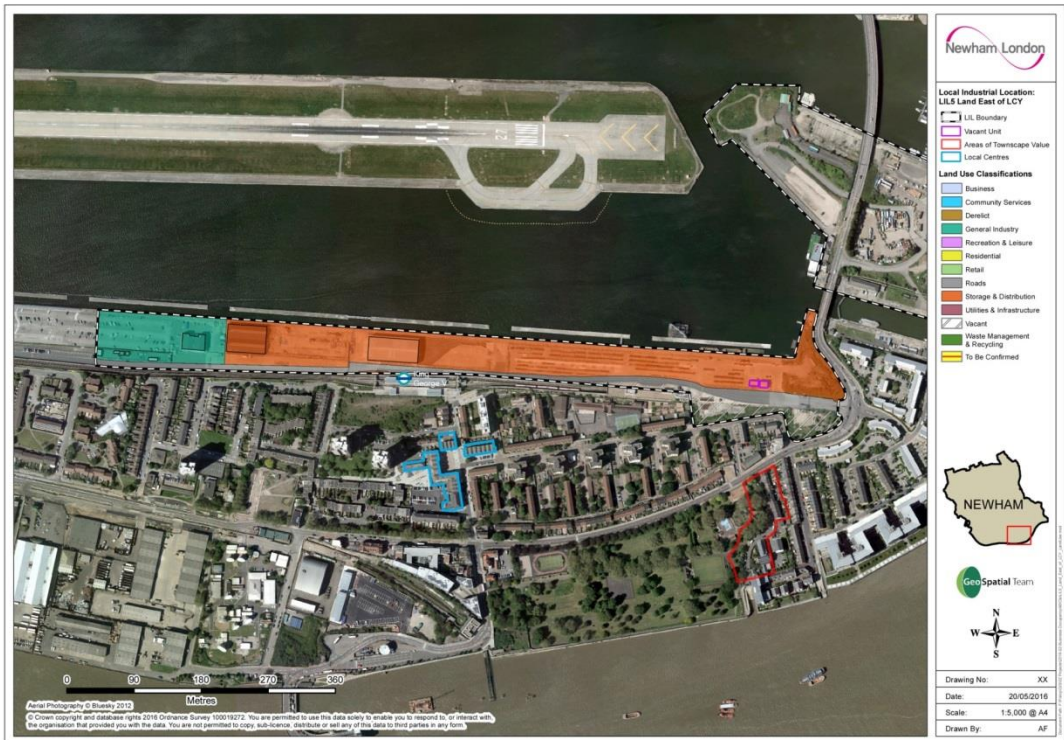
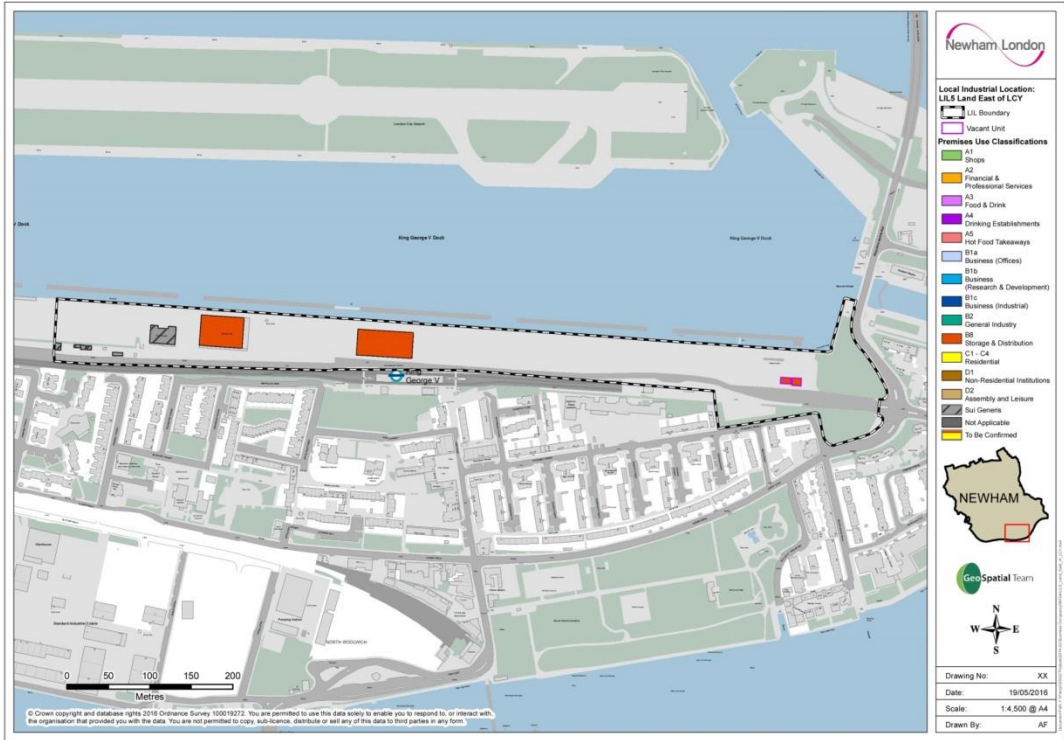
The area is self-contained and isolated from residential development. The DLR and Hartmann Road form an effective buffer between the employment area and the residential uses to its south. The area has good access to the road network including convenient access to the A13. The locality is well-served by public transport including a DLR station directly opposite the area. Allied to these factors are the communication and transport benefits of the area's immediate proximity to City Airport.

The constraints imposed by airport safeguarding considerations are likely to limit the scale and height of new building.

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

**Concluding points:**

- City Airport has medium to longer term plans to develop this area for transport uses i.e. ancillary car parking/taxi feeder park (SG), however this is recognised as a key component of its wider economic and employment-generating function, supporting future operational needs and the visitor economy more broadly.





## Folkestone Road Depot

<b>EMPLOYMENT STUDY 2017</b>	
<b>Folkestone Road Depot</b>	
<b>Status</b>	LIL 6
<b>Area Composition</b>	Council depot land surrounded by Green Space designations and flanked to the east by the North Circular
<b>Roads</b>	Jenkins Lane/A406 / Folkestone Road
<b>Size</b>	10.5
<b>Category</b>	
	<b>Area ha</b>
B1 (a)	0.18 ha (17%)
B2	0.30 ha (29%)
B8	0.40 ha (38%)
SG	0.17 ha (16%)
N/A	0.00 ha (0%)
<b>Total</b>	<b>1.06</b>
<b>Location</b>	
<p>The site is located to the east of the Borough and surrounded predominantly by Green Space to the north and the south. The site is primarily accessed off the A406 (secure gated) and benefits from an exit along Folkestone Road also.</p>	
<b>Quality and nature of offer</b> (by sub area if appropriate)	
<p>The land is land operated as a depot owned by the Council, for various operations including fuelling for Council vehicles, car maintenance and vehicle compound. The site is also the base for the Council's Environmental Services (refuse collection, sewer team, street cleansing, vehicle maintenance, passenger transport and ground maintenance). The site offers offices for the Council's Anti Social Behaviour services including CCTV control room and car pound (used by ASB and parking enforcement teams). The animal welfare unit managed by Police protection is also located here.</p> <p>Broadly, the depot has a number temporary buildings, which are well beyond their qualitative lifespan, and development is generally low intensity. The site benefits from extensive on-site employee car parking. To the southern area of the LIL is a large storage area of vehicles for the car pound.</p>	
<b>Worker facilities</b>	
<p>The site is not located within walking distance to any town or local centre. It is likely employees may drive to Gallions Reach shopping centre to the south.</p>	
<b>Vacancy rates</b>	
Floorspace	Units by Use Class
0%	0
<b>PTAL</b>	1 a (poor)
<b>Freight Access – water/rail</b>	n/a
<b>Airport safeguarding</b>	NA
<b>Development activity, ownership and management</b>	
<p>There has been minimal development/planning activity on the site since 2001.</p>	

Permissions granted over this time include office relocation, vehicle storage and washing facilities. The depot is owned by the London Borough of Newham for Council operations/logistics, and there continues to be a need for these functions.

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

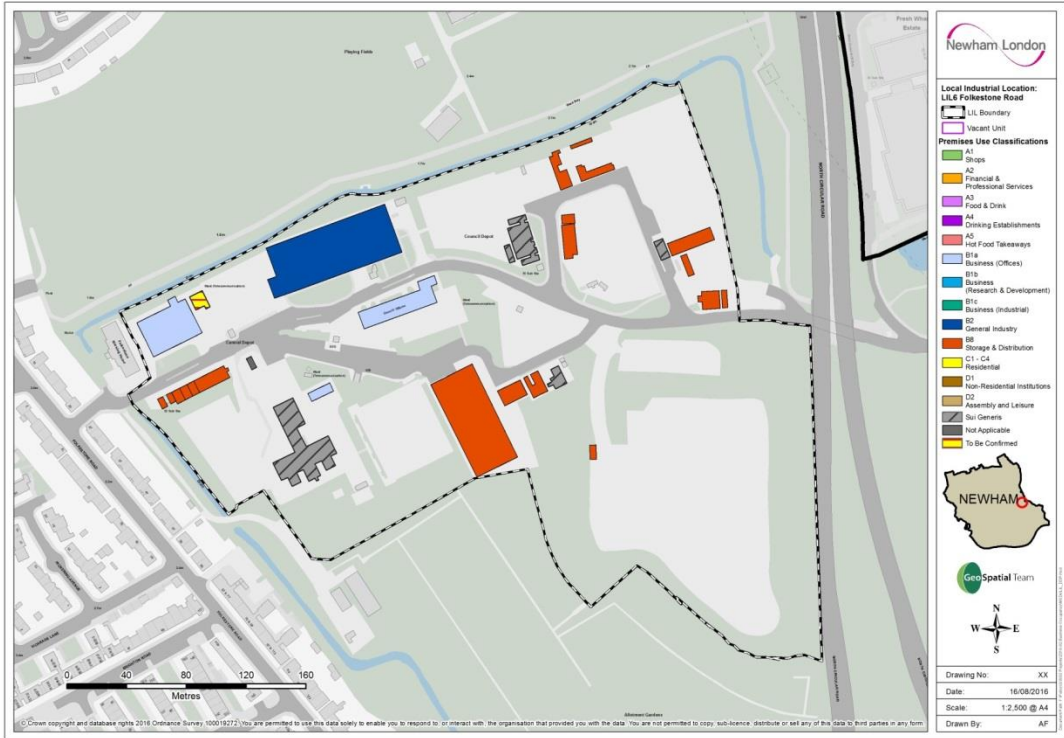
### **Industrial land management considerations going forward**

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

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

### **Concluding points**

- Folkestone Road serves as the primary depot for Council transport-related operations.
- Quality of units is generally poor, with a number of temporary buildings on site that are well beyond their lifespan
- Qualitative improvements and intensification possible
- It is not expected the depot will change its function; recognition of its economic role as a LIL remains appropriate.



## Beckton Gateway

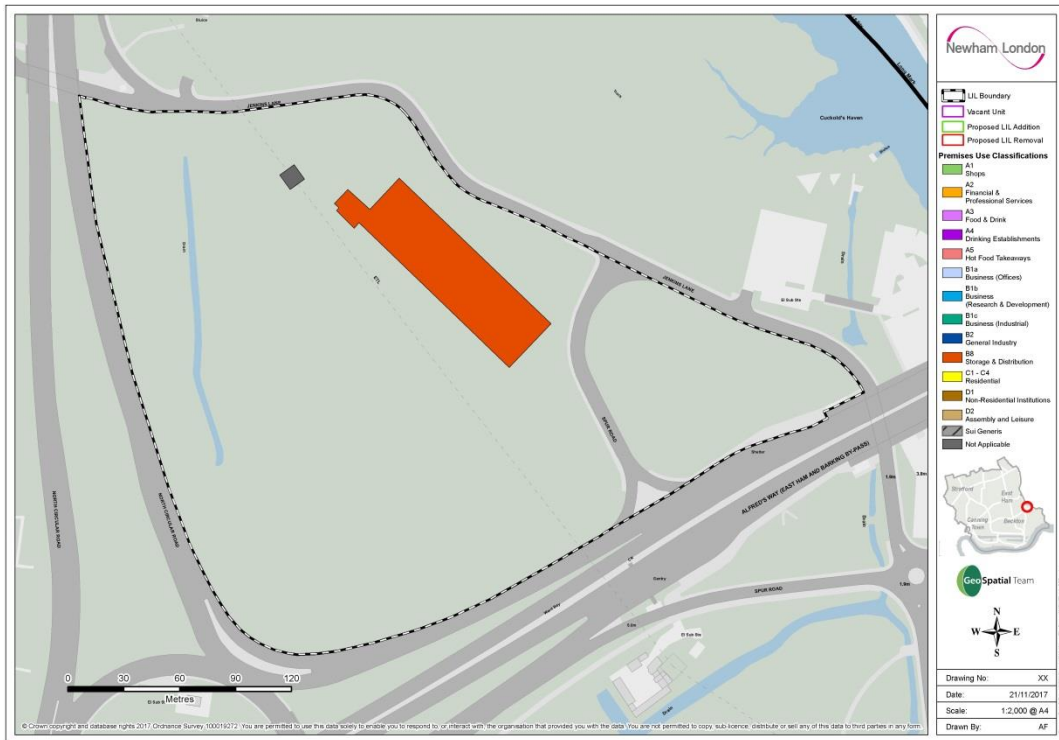
EMPLOYMENT STUDY 2017		Beckton Gateway (Jenkins Lane)
<b>Status</b>		LIL 7
<b>Area Composition</b>		Open land (undeveloped)
<b>Roads</b>		Intersected by Spur Road Jenkins Lane, Alfreds Way, A406
<b>Size</b>		7.17ha
<b>Category</b>		
	<b>Area Ha</b>	
B1 (a)	0	
B2	0	
B8	0.39 ha (100%) [3900 sq m under construction]	
SG	0	
N/A	0	
<b>Total</b>	<b>0.39</b>	
<b>Location</b>		
<p>Just north of the major industrial sites of Beckton Sewage Works, Beckton Gasworks, and the Jenkins Lane waste facility, this undeveloped site sits to the east of the Borough close to the River Roding and the border with London Borough of Barking &amp; Dagenham.</p> <p>The site benefits from good access for industrial operations particularly given its location adjacent to the A13 (Newham Way/Alfred's Way), the North Circular (A406), and A1020 (which proceeds south to Gallions Reach &amp; North Woolwich).</p> <p>To the north of the site is the Fresh Wharf Estate (out of Borough, LBBD), to the west is another Local Industrial Location (LIL6, Folkestone Road Depot). The land between the east of the site and the River Roding is designated SINC and MOL.</p> <p>The site falls within the boundary of the Royal Docks OAPF.</p>		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
n/a		
<b>Worker facilities</b>		
n/a		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
0	0	
<b>PTAL</b>	1a-2	
<b>Freight Access – water/rail</b>	The safeguarded wharves to the east of the Roding (in LDDDB) provide scope for water access (with road transit via River Road and the A13).	

	There is no rail access and the site generally has poor public transport access.
<b>Airport safeguarding</b>	n/a
<b>Development activity, ownership and management</b>	
A GLA owned site where development is being promoted	
The northern end of site is currently being developed predominantly for 3,900 sq m warehousing (phase 1), with an planning application (phases 2 and 3) for 10,700 sq m of warehousing and a hotel on the larger part of the site.	

<b>Industrial land management considerations going forward</b>	
-Given the site's separation from sensitive land uses and good road access with the potential for river access, current construction and planning activity, designation as a LIL remains appropriate.	

### **Concluding points**

- Previously open and undeveloped land with works on site for modern warehousing will contribute to the net addition of approx. 15,000 sq m of B8 floorspace
- Site to remain LIL and is a key site in the delivery of net additional industrial floorspace in a masterplanned way



## Canning Road East

EMPLOYMENT STUDY 2017		CANNING ROAD EAST
<b>SEL Status</b>		LIL 8
<b>Area Composition</b>	<b>Roads</b> Canning Road Abbey Road	<b>Estates</b> Abbey Point Trading Estate
<b>Size</b>		1.3 ha
<b>Category</b>		<b>Land area ha</b>
B1 (a)		0.07 ha (14%)
B1 (c)		0.22 ha (42%)
B2		0.10 ha (20%)
B8		0.08 ha (16%)
C3		0.02 ha (5%)
SG		0.01 ha (3%)
<b>Total</b>		<b>0.51 ha</b>
<b>Location</b>		
Cluster comprises a 1.3 hectare self-contained industrial area known as Abbey Trading Point Estate at the western edge of the borough, between Stratford and West Ham. It is bounded by other industrial areas and road and rail infrastructure.		
<b>Quality &amp; Nature of offer</b>		
Small-medium sized industrial units and a former office block lawfully converted into six residential flats, by virtue of time. Industrial operators include food wholesalers, carpenters and clothing manufacturers, together with some heavier industry. There are some 'bad neighbour' issues relating to noise and odour.		
The cluster is busy, with some under occupation indicated by marketing, but generally well-occupied with a fair quality public realm. Loading/unloading bays are adequate but there are some signs of parking stress given the constrained nature of the site and surrounding roads. 85% of buildings are considered to be in fair condition.		
Whilst there is a potential conflict identified with the existing lawful residential block, it otherwise sits well with surrounding industry, road and rail infrastructure.		
<b>Worker facilities</b>		
The site benefited from direct access to green space but was not proximate to other facilities for workers		
<b>Freight Access</b>		Primary access to the site is via road.
<b>Airport safeguarding</b>		n/a
<b>Vacancy rates</b>		0
Floorspace		Makeup by Use Class

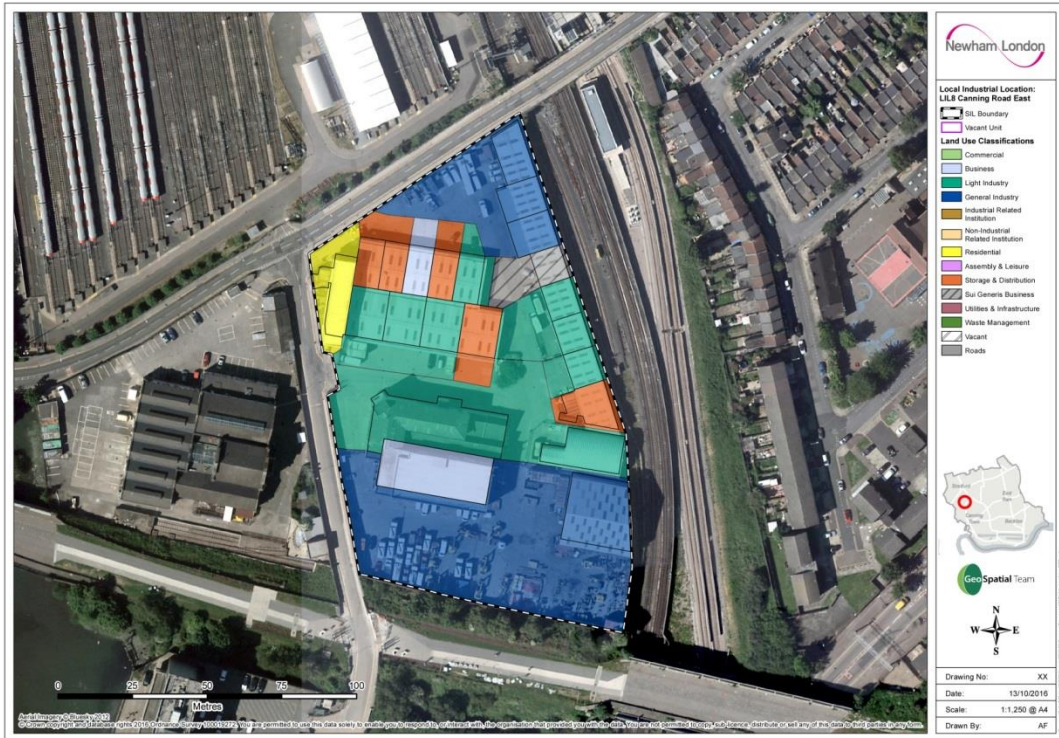
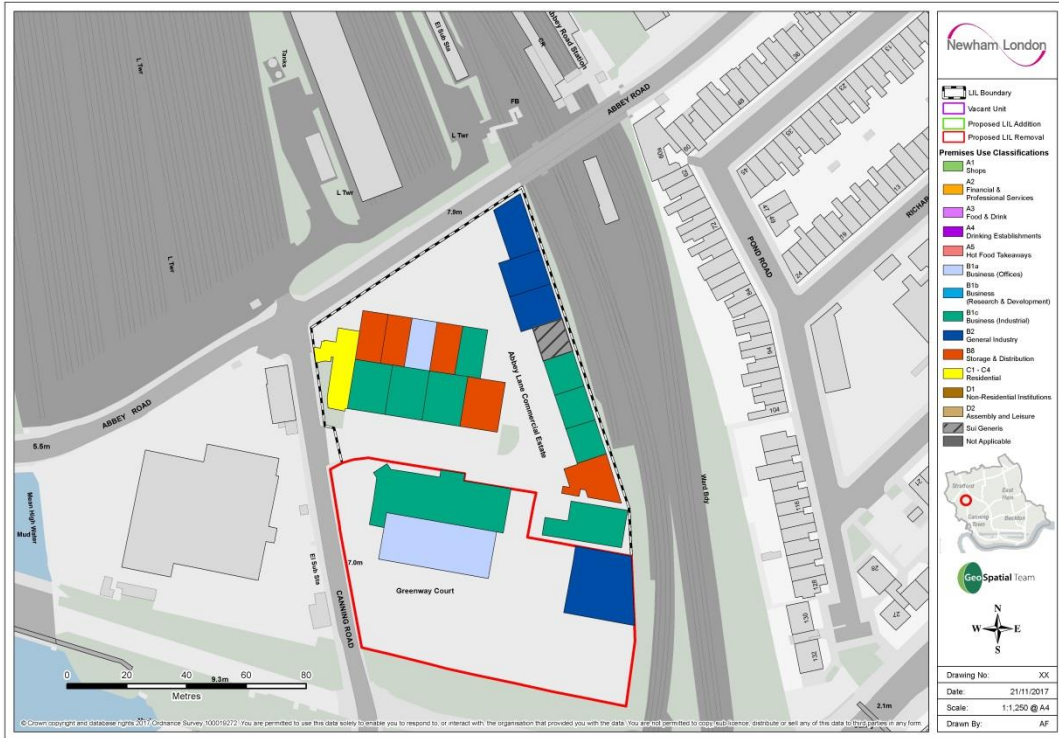
Warehouses of 1610sqft & 6300sqft advertised to let.	B1a; B1b; B2; B8 & sui generis employment generating uses and non-conforming C3 use.
PTAL	4-5
<b>Development activity, ownership &amp; management</b>	
<ul style="list-style-type: none"> <li>• Limited to small scale business expansion in 2010/11 and an unimplemented consent for small scale expansion of floorspace at OMM House falling within the B Use Classes in 2011/12.</li> <li>• Ownership appears to be split between the north and south parts of the site.</li> <li>• The cluster has maintained similar levels of occupancy since monitoring commenced in 2012.</li> <li>• In 2017, Class O Prior Approval allowed (on appeal) for 10 residential units at OMM House and a refusal for 20 units at OSS House/Greenway Court (southern end of the designation)</li> </ul>	

<b>Industrial land management considerations going forward</b>
<p>Both assessments undertaken in 2015 suggest this SME cluster provides satisfactory accommodation in a suitable location for the current industrial occupiers.</p> <p>During the Detailed Sites and Policies DPD, the Examination Inspector noted that LIL 8 is not considered a suitable location for housing development, supporting the future operations at this locations. However, given the recent allowances for Prior Approval to residential use and the risk of further piecemeal residential incursions, there is a need to manage this more positively. As such it is considered on balance that there is scope to extend the boundary of LMUA 9 into the southern end of LIL 8 to better manage this site and ensure redevelopment occurs in an employment-led way with a process of Managed Transition, recognising the continued demand for industrial and warehousing and the scope to design these in, and the transition to LIL 8 to ensure ongoing viability of such uses.</p>

**Conclusion:**

Whilst uses on site and the site's location continue to justify LIL designation, stability of the site being undermined by likely further residential incursion. As such, it is appropriate to recognise the change in circumstance allowed by Permitted Development and to secure employment led mixed use through an extension of LMUA 9 (see LMUA 9 options) with the northern section of the designation to remain as LIL.





## Nursery Lane

EMPLOYMENT STUDY 2017		Nursery Lane
<b>Status</b>		LIL 9
<b>Area Composition</b>		Large urban site predominantly comprising of an active bakery.
<b>Roads</b>		Served by Upton Lane and Romford Road. Primary access point to the site via Romford Road.
<b>Size</b>		2.4 ha
<b>Category</b>		<b>Area ha</b>
B1 (c)		0.08 ha (6%)
B2		1.23 ha (88%)
D1		0.05 ha (4%)
D2		0.03 ha (2%)
<b>Total</b>		<b>1.39 ha</b>
<b>Location</b>		
The 2.5ha site is located at Nursery Lane to the south of Forest Gate station and south west of the Forest Gate District Centre. The site is surrounded by residential terraces and commercial development.		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>A large component of the site consists of a good quality large industrial unit in stable manufacturing use as a bakery, which serves both the local and regional economy.</p> <p>To the east and west of the bakery includes standard specification workspace units which are generally of a poor quality and old. Occupying these premises are primarily light industrial uses including small scale clothing manufacturing businesses (operating from 4 units to the south east of the site) and to the west a cluster of non B class uses operating on this site including a gym, motor sales and a community church.</p> <p>The site benefits from good access to an A road, public transport and town centre facilities.</p>		
<b>Worker facilities</b>		
Overall the site is well served by worker facilities, public transport and local amenities, being within a few minutes walk of Forest Gate town centre and station.		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
0	0	
<b>PTAL</b>	3/4	
<b>Freight Access – water/rail</b>	The site is entirely bounded by roads and primary vehicular access to the site is via gated access off Chaucer Road.	

<b>Airport safeguarding</b>	n/a
<b>Development activity, ownership and management</b>	
<ul style="list-style-type: none"> <li>• An application in 2011 was received to intensify the north east of the site for a COU to a hotel, which was subsequently withdrawn.</li> <li>• There is some development interest in the west of the site but otherwise the site is characterised by long term stability.</li> </ul>	

<b>Industrial land management considerations going forward</b>	
<ul style="list-style-type: none"> <li>• The site and current uses serve both a local and regional economy, evidenced by nil vacancy; the core occupier seems unlikely to change.</li> <li>• The cluster is well located in relation to local facilities and strategic road network, offering the potential at this site to improve the quality of the smaller units. In order to encourage this, it may be more appropriate to re-allocate the long linear western edge of the site as a LMUA.</li> </ul>	

### **Concluding points**

- Uses serve both local and regional economy
- Re-allocate the long linear western edge of the site as part of the expansion of LMUA 3 (given the small cluster of B1c and D uses which are not of an industrial nature and scope to further enhance the offer.



## Grantham Road

EMPLOYMENT STUDY 2017		Grantham Road
<b>Status</b>		LIL10
<b>Area Composition</b>		Small industrial estate
<b>Roads</b>		North Circular Road A406 & Romford Road
<b>Site size</b>		1.33 ha
<b>Category</b>		
	<b>Area ha</b>	
D2 Assembly and Leisure	0.09 ha (81%)	
Sui Generis (business)	0.01 ha (19%)	
<b>Total</b>	<b>0.11 ha</b>	
<b>Location</b>		
<p>At the eastern boundary of the borough adjoining London Borough of Redbridge and a short distance from Ilford town centre, the area is enclosed by the North Circular Road A406, Romford Road key corridor and residential Grantham Road. To the south is vacant scrubland known as Websters Land which forms part of Little Ilford Park and which is designated as Green Space and Metropolitan Open Land.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The LIL comprises three premises all of which are currently occupied. At the north is Enterprise Rent-a-Car fronting Romford Road; in the middle of the site is a former office building which is now a gym; and to the south is a large vehicle storage business. Whist buildings are in reasonable condition, the site is generally regarded to be under-used.</p> <p>All three businesses share a common vehicular access to the North Circular Road. This entrance also provides a pedestrian pathway to Romford Road running alongside the North Circular. There is no other access apart from a pedestrian entrance to Enterprise Rent-a-Car from Romford Road.</p> <p>The site's PTAL varies across the site from 2-6. This is reflected in that the sites location has relatively poor access from the southern end of the site but public transport accessibility improves from Romford Road towards Ilford station. However, the lower PTALS are indicative of the lack of access points and poor connectivity within the site and the barrier effects of the North Circular.</p> <p>The characteristics of the surrounding area given the sites proximity to the North Circular and vehicular turnoff into Newham means that the site is likely to be impacted by higher levels of noise alongside poorer air quality in this area. Furthermore the site is constrained by a line of pylons and likely contamination from former industrial uses.</p>		
<b>Worker facilities</b>		
<p>Other than the gym, there are no on site facilities, however a wide variety of shopping, child care, and other services are available at the nearby Ilford town</p>		

centre and on Romford Road.	
<b>Vacancy rates</b>	
Floorspace	Units by Use Class
0%	0
<b>PTAL</b>	Access to site (western side) – 2 South – 4 North/East - 6
<b>Freight Access</b>	Road only
<b>Airport safeguarding</b>	NA
<b>Development activity, ownership and management</b>	
<p>Both the gym and car rental business at the LIL are recent developments which have revived what had been vacant land and buildings. Both businesses appear to be operating successfully, benefitting from North Circular access, and car parking.</p> <p>The car storage business can be considered characteristic of meanwhile uses, pending alternative market interest for more intensive use.</p> <p>Planning permission for a new warehouse of 1625 sq m in area at this site has lapsed. However, the unsuitability of the site for alternative, residential-led redevelopment has been confirmed by the Inspector's report into the Detailed Sites and Policies DPD. This should re-base land values to industrial.</p>	

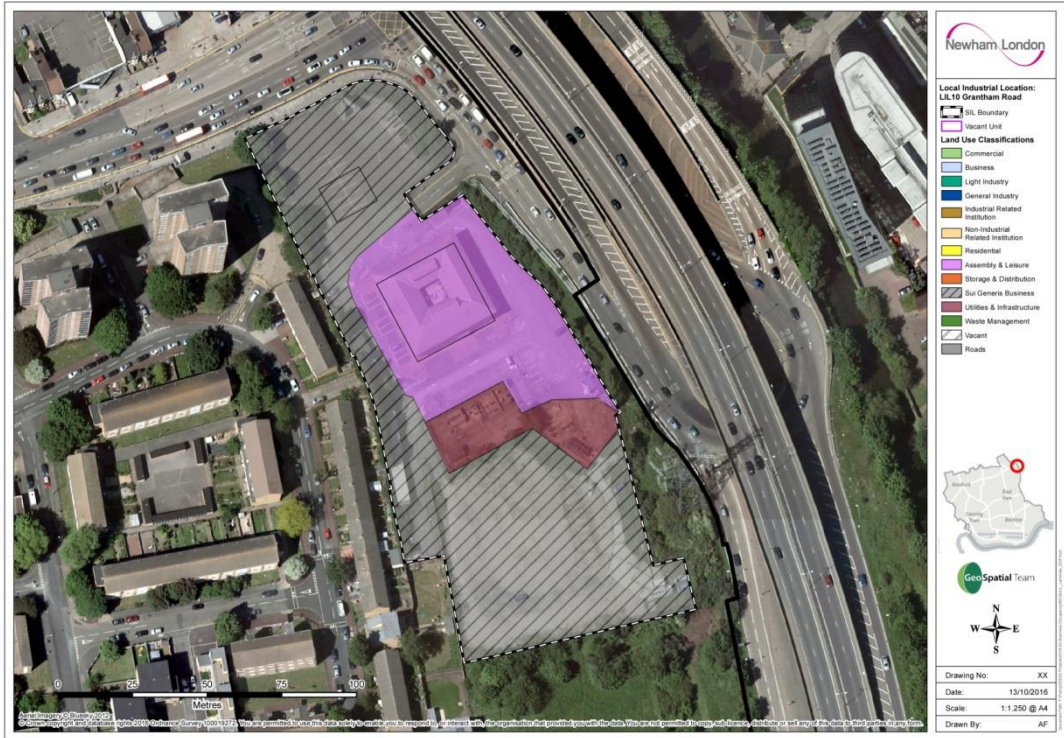
<b>Industrial land management considerations going forward</b>
<p>The striking characteristics of this estate are its accessibility to the strategic road network; and its accessibility to the local workforce by public transport, walking and cycling. As noted above the site is an optimal location for business use in terms of accessibility and proximity to a neighbouring town centre. Part 2 of the ELR notes that whilst the site is relatively small, given its good accessibility to the strategic road network, the site is suited for small/medium warehousing or industrial uses that require high accessibility. It is also located at a prominent gateway to the borough which could be made more of through careful design.</p> <p>The land has potential for more intensive employment use than at present, making use of its locational attributes, and providing capacity to accommodate new demand arising in the area and/or displacement from elsewhere. Indeed, capacity could further be realised if the gym were relocated into a town centre, and the car hire elsewhere (storage of cars could occur off site for instance; revised J2 (as proposed) would allow for this to occur on an otherwise unallocated retail park for example. As such the boundaries and designation as LIL remain appropriate.</p>

## **Concluding points**

Highly accessible and sustainable location .

Estate has potential for more intensive employment generating development given its proximity to Ilford town centre and excellent transport links.

Prominent location at a gateway to the borough is appropriate for a landmark development that announces arrival in Newham particularly for medium warehousing and industrial uses that require high accessibility, yielding additional employment floorspace.





## Bridge Road Depot

EMPLOYMENT STUDY 2017		Bridge Road Depot	
<b>Status</b>	LIL 11	<b>Estimated Employment</b>	
<b>Area Composition</b>		Council depot site surrounded predominantly by low density residential	
<b>Roads</b>		Bridge Road	
<b>Size</b>	1.8ha	Number of Businesses	2
<b>Category</b>		<b>Area (Ha)</b>	
B1 (c)		0.08 ha (11%)	
SG (Business)		0.65 ha (89%)	
<b>Total</b>		<b>0.73 ha</b>	
<b>Location</b>			
<p>The site is located to the south 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.</p>			
<b>Quality and nature of offer</b> (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. To the north west of the site there are a number of low quality temporary portakbins and electricity sub station.</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>			
<b>Worker facilities</b>			
<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>			
<b>Vacancy rates</b>			
0	Units by Use Class		
	0		
<b>PTAL</b>	4-6		
<b>Freight Access</b>	Road only (unclassified)		
<b>Airport safeguarding</b>	NA		
<b>Development activity, ownership and management</b>			
<p>Workshops and training centre were consented around 1993 and there has been no significant development activity at the depot site since.</p>			

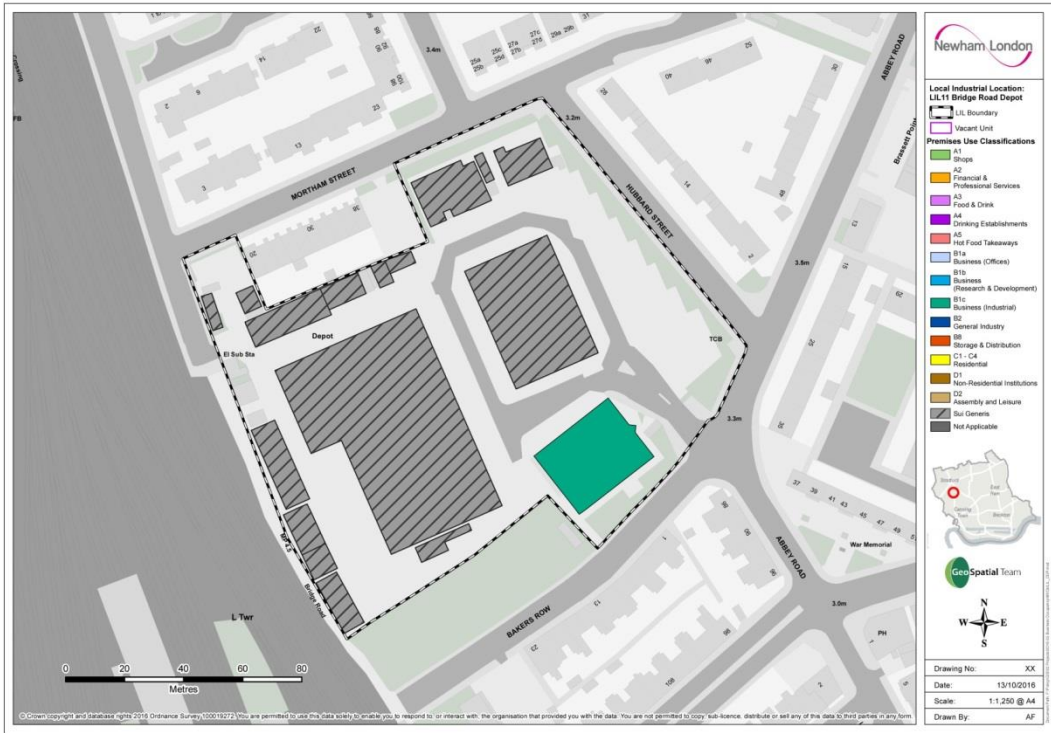
The site is owned by LBN

**Industrial land management considerations going forward**

Maintaining depot facilities is a key requirement of the Council's operations. However, there is scope to consolidate provision on the other Council depot site at Folkestone Road (LIL 6). As such allowing for environmental uplift and intensification of the site better reflecting its PTAL and residential/heritage context and employment functions, a LMUA designation could be suitable. 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.

**Concluding points**

- The LIL comprises of a number of maintenance facilities supporting Council operations
- Located close to Stratford Metropolitan Centre and local centres
- Scope for intensification and environmental uplift via new investment on this site for a mixed use designation (LMUA)



## Albert Island

EMPLOYMENT STUDY 2017		ALBERT ISLAND
<b>Status</b>		LIL12
<b>Area Composition</b>	<b>Roads</b>	The site is accessed from Woolwich Manor Road (A117)
	Woolwich Manor Way	Predominately open land, some industrial buildings and extensive hardstanding.
<b>Site size</b>		12.7 ha
<b>Category</b>		<b>Area ha</b>
B1(a) Business		0.04 ha (11%)
B2		0.21 ha (58%)
B8 Storage and Distribution		0.01 ha (3%)
D1 Non-residential institution		0.05 ha (14%)
Sui Generis		0.03 ha (8%)
N/A		0.02 ha (6%)
<b>Total</b>		<b>0.36 ha</b>
<b>Location</b>		
<p>Bound by water, the site sits at the eastern end of the Royal Docks where the docks adjoin the Thames River. To both the north and south of the land mass are locks between river and dock. The LIL location is unique in this respect as it presents direct access to the river to support marine infrastructure. Site is adjacent to the residential area of North Woolwich, and also London City Airport (to the south), and Gallions Reach shopping park, residential areas as well as University of East London (to the north).</p> <p>The existing road network within the site is accessed from Woolwich Manor Road (A117)-.</p> <p>Significant parts of the Albert Island site are located within the Royal Docks Enterprise Zone which encourages and incentivises end occupiers to locate here.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The site is subject to low intensity use in part due to 38% of its area falling within the Airport Public Safety Zone. Many occupiers are traditional 'bad neighbours' and accommodation is generally low grade.</p> <p>The largest business is Corbyn Construction which uses Thames House for concrete 'batching' and the manufacture of pre-fabricated reinforced concrete elements for the local construction industry, together with ancillary storage elsewhere on the site.</p> <p>Other uses to the east of Woolwich Manor Way (outside the safety zone) include an ICT rental company, marina with associated facilities, motorcross</p>		

(D2) track, and an industrial training centre (D1).

Road access is good to the A13 and North Circular via Gallions roundabout immediately to the north. Public transport is via DLR to Gallions Reach or King George V. While there is pedestrian access alongside North Woolwich Way these may not be step-free routes.

Buffering from nearby residential through separation distance provided by the surrounding water, as well as relatively high levels of background airport noise

**Worker facilities**

No services for industrial occupiers were identified within the site. While extensive shopping and food providers are accessible by car at Gallions Reach, access to services on foot is more limited and convoluted (500m from North Woolwich local centre).

<b>Vacancy rates</b>	Units by Use Class
<b>0</b>	0
<b>PTAL</b>	0-2
<b>Freight Access</b>	Potential for use of river for freight. Currently a leisure marina use. Good access to the strategic road network.
<b>Airport safeguarding</b>	Area is subject to technical airport safeguarding considerations, which will form a significant consideration in any development proposals with regard to both building height restrictions and congregation of people.

**Development activity, ownership and management**

The majority of the employment area is in the ownership of the Mayor of London, and being managed as a potential development site, including a new commercial boatyard to service riverboat passenger service vessels. Land parcels on either side of the King George V lock and at the west of the island are leased by the Royal Docks Management Authority (RoDMA). Some land to north east is in the ownership of London Borough of Newham.

The concrete manufacturing plant operated by Corbyn Construction at Thames House and ancillary buildings has been controversial, attracting complaints from residents and nearby businesses, and has been the subject of enforcement action. However, with appropriate management and mitigation put in place, a time limited planning application (16/03456/FUL) was approved at Thames House for concrete batching and manufacturing of pre-cast concrete elements until July 2018. As part of the proposal this include retaining the existing warehousing supporting the operation of concrete batching at this location.

**Industrial land management considerations going forward**

The area is well located in relation to the strategic road network and offers

potential for 24 hour working due to its relative self-containment and separation distance from sensitive receptors.

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

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

### **Concluding points**

Comprehensive development by the Mayor of London and a development partner is imminent.

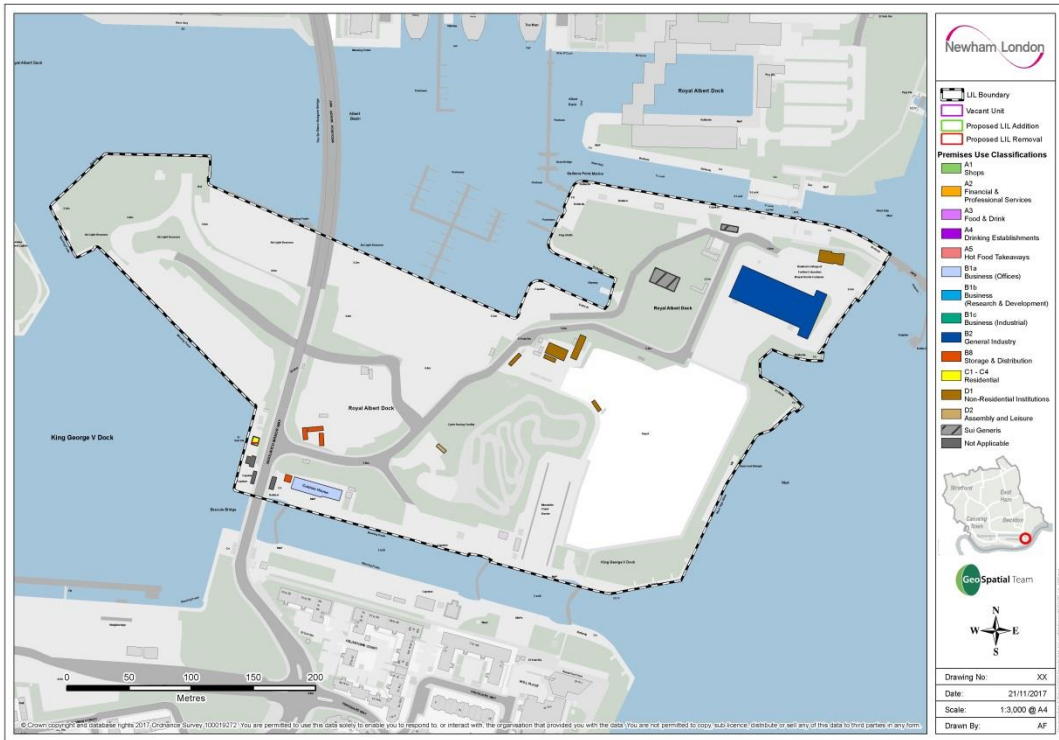
The LIL is unique in that it has direct access to the dock and surrounded by water to support potential for a future strategic boatyard.

Well served by road network, good access to river and public transport links (two DLR stations within walking distance as well as local bus network).

The Mayor of London is encouraging commercial and leisure marine related activities at this riverside location in the docklands; refurbishment of existing buildings for offices and training; and some housing. This latter element conflicts with the designation of the land as a Local Industrial Location. -

Emphasis on place-making to assist in overall regeneration of Royal Docks.

Environmental constraints at the land notably proximity to the airport and presence of existing general industry justify allocation of the land as LIL



## Butchers Road

EMPLOYMENT STUDY 2017		Butchers Road
<b>Status</b>		LIL 13
<b>Roads</b>		Butchers Road / Newham Way / <i>Beeby Road</i>
<b>Area Composition</b>		A mix of light industrial and residential served to the north by Newham Way
<b>Size</b>		1.8ha
<b>Category</b>		<b>Area ha</b>
B1 (a)		0.05 ha (12%)
B1 (c)		0.03 ha (7%)
B8		0.27 ha (67%)
SG		0.06 ha (14%)
<b>Total</b>		<b>0.40 ha</b>
<b>Location</b>		
<p>In the Custom House area, close to Canning Town and largely surrounded by residential development to the south and the west of the site, the site is located directly south of the A13 on Butchers Road. To the east is a variety of commercial and community uses.</p>		
<b>Quality and nature of offer by sub area</b>		
<p>The main part of the site is Mint Business Park, a modern estate currently with a low level of vacancy. It comprises a number of large and small scale light industrial/general industry units, units for storage and distribution and additional utilities/infrastructure including a petrol filling station. Businesses include clothing distribution, office technology, commercial cleaning and security services,</p> <p>The eastern, outlying part of the site comprises a low quality building (named Prospect House) which was a former small transport depot and is the yard now occupied by Falco Construction for vehicle/plant storage (B8) with ancillary offices (B1a).</p> <p>The site is accessed off the Newham Way, and benefits from a key distributor road for larger vehicles to access the site.</p>		
<b>Worker facilities</b>		
<p>There is a petrol station and convenience store on site, and more extensive local facilities at Freemasons Road local centre, just over 5 minutes' walk away. The estate provides on site car parking for employees and visitor, but public transport access is poor. The site benefits from the Cycle Superhighway running east/west at the northern end of the site.</p>		
<b>Vacancy rates</b>		
% of Floorspace		Units
0		0
<b>PTAL</b>		2/3



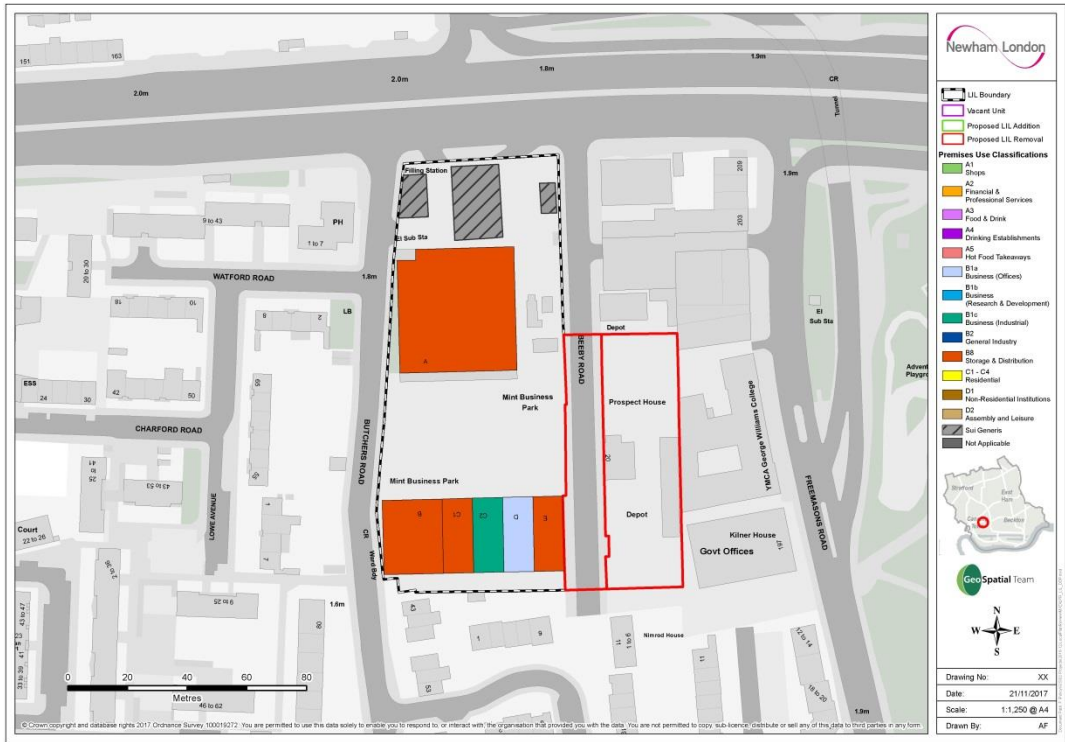
<b>Freight Access</b>	The site is entirely bounded by roads. Access to the site is solely by road via a primary distributor road (Newham Way) which is intended to provide large-scale transport links between areas and in particular east to west of the Borough.
<b>Airport safeguarding</b>	
<b>Development activity, ownership and management</b>	
<p>There has been very little planning activity on the site in recent years, partly down to the fact that there are a limited number of units on site and the buildings on are of a good quality with active tenancies across all of the units. However, in 2017 Mint Business Park has seen a number of applications approved for qualitative improvements to some of the units, highlighting investment in to support the ongoing operation of the uses at this location.</p> <p>Land ownership is relatively consolidated on the western part of the site evident in a generally well managed environment.</p> <p>The outlying part of the side to the east was granted permission in April 2014 from a former transport depot (SG) to a mix of uses compromising of B8 for the storage of contractor vehicles, plant and equipment with onsite maintenance of the items stored on site with ancillary B1a.</p>	

<b>Industrial land management considerations going forward</b>	
<p>The Butchers Road site benefits from access from a primary distributor road suited for heavy and larger vehicles associated with the land use. The buildings on the estate are generally modern (built approximately in the last 15 years) and in good condition with adequate on site and secure parking for the units. The low vacancy rate has remained low since the 2011 Employment Land Review, suggesting that marketability of the units is good and in good condition throughout the recent years.</p> <p>Overall the estate performs well in relation to providing employment space for new businesses and industrial development and as such its designation as a LIL remains appropriate.</p> <p>However, the eastern part of the site, which is not part of the main estate and comprises a wider range of buildings and lower intensity yard based uses, would perhaps be better managed as part of a LMUA alongside neighbouring B1, D1 and residential uses (to the east) which have some scope for intensification.</p>	

**Conclusion**

Overall the employment area is performing well, with recent qualitative improvements receiving planning approval at Mint Business Park

There is scope to reconfigure the land to the east (off Beeby Road) as part of wider strategic potential and designate further as LMUA (recognising the uses onsite including job centre, some residential and location near green space, school and other residential uses).



## Local Mixed Use Areas (LMUAs)

## Silvertown Arches

EMPLOYMENT STUDY 2017		Silvertown Arches
<b>Status</b>		LMUA 1
<b>Area Composition</b>		Arches under major flyover surrounded by industrial land
<b>Roads</b>		Dock Road / North Woolwich Road
<b>Size</b>		0.9 ha
<b>Category</b>		<b>Area ha</b>
B1 (a)		0.19 ha (36%)
B1 (c)		0.01 ha (3%)
B2 General Industry		0.22 ha (43%)
B8		0.02 ha (5%)
D1		0.01 ha (3%)
SG Employment Gen uses		0.05 ha (10%)
<b>Total</b>		<b>0.53 ha</b>
<b>Location</b>		
<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 town centre. The site is the transition zone in the Royal Docks between the residential development of Britannia Village/Royal Victoria and the SIL of Thameside West.</p> <p>The nearest public transport is West Silvertown DLR located approximately 200m away. The site is bounded by Strategic Site S30 (Royal Victoria West) to the north and S08 (Thames Wharf) to the South.</p>		
<b>Quality and nature of offer</b> (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.</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, broadcasting, printers and trade counters. Managed workspace includes office activity, research and light industry, consisting of website and graphic designers, accountancy and training facilities. A large proportion of the site is made up of the Waterfront Studios Business Centre offering office and training facilities with ancillary car parking. Given the higher level of B1a space than other LMUAs the designation presents good opportunities to support SMEs requirements .</p>		
<b>Worker facilities</b>		
<p>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.</p> <p>However Canning Town town centre is approximately 10 minutes walk away,</p>		

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.

<b>Vacancy rates</b>	
Floorspace	Units by Use Class
0	0
<b>PTAL</b>	2
<b>Freight Access</b>	Road only
<b>Airport safeguarding</b>	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**

There has been limited development activity at the site in recent years. With the last permission granted in 2004 for new ancillary facilities for the office space.

However, units are well occupied and appear to meet particular needs.

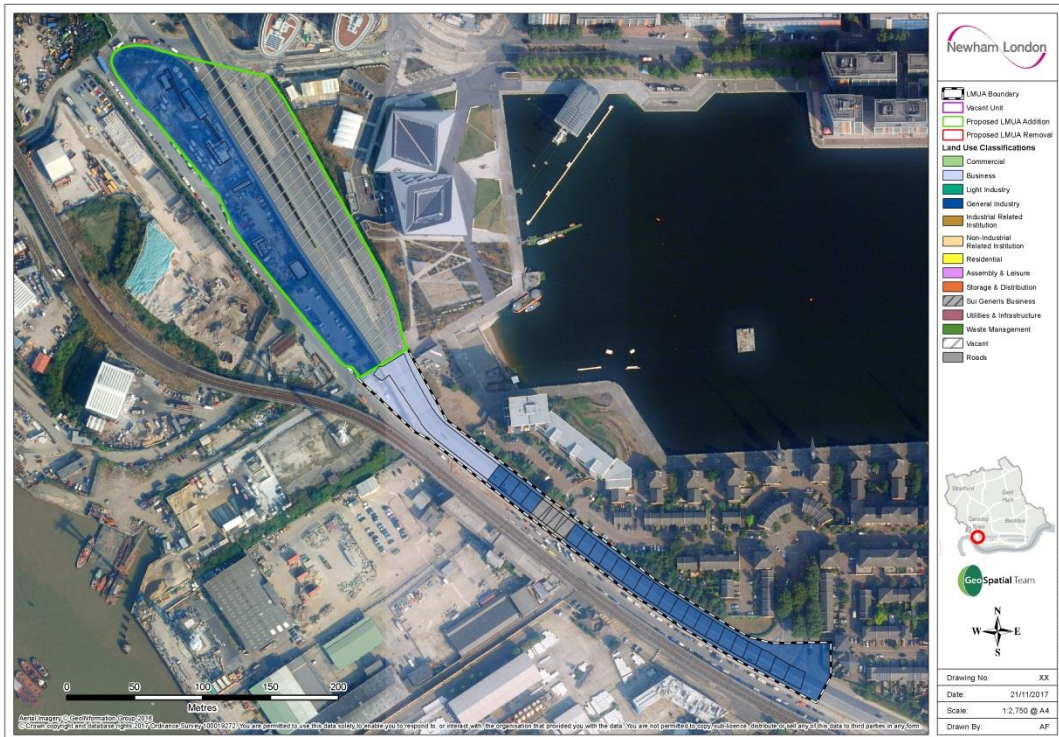
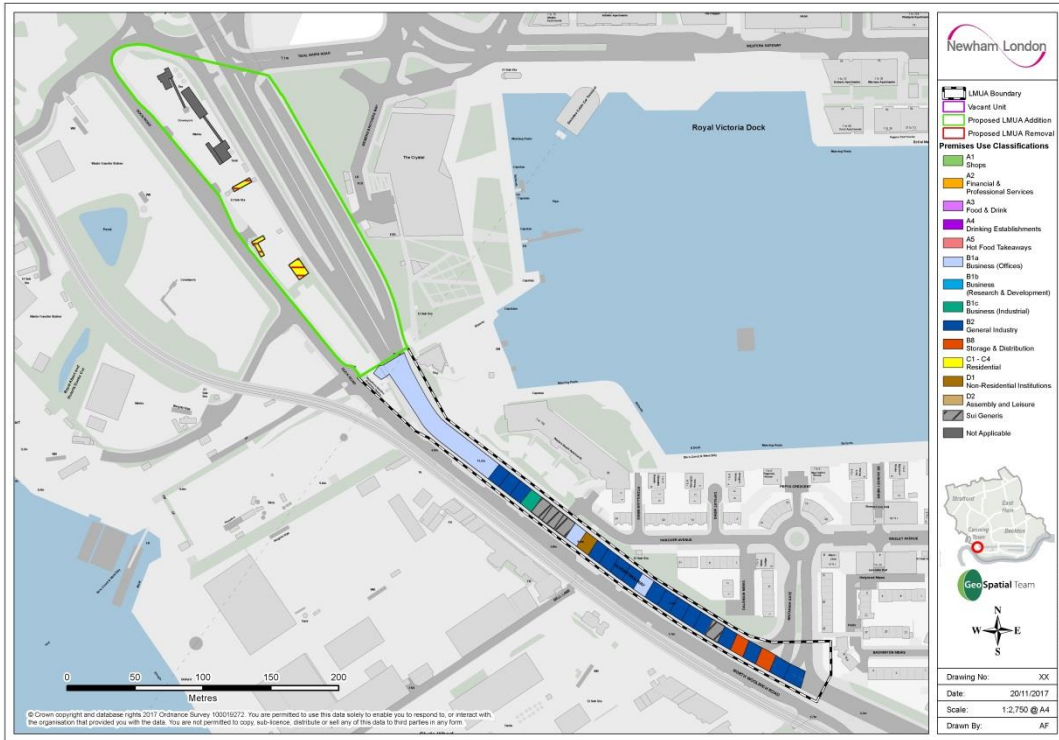
GLA and various stakeholders are currently looking at development opportunities to progress with the 'Silvertown Flyover' for the unoccupied flyover space adjoining LMUA 1 (Silvertown Arches).

**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. 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. At the northern end of the LMUA the designation could be extended to recognise the further space with development potential to support regeneration in the wider area (notably at Strategic Sites at Thames Wharf and Royal Victoria) and opportunities to cultivate creative uses in this area increasing the usability of this space beneath the road. Options to extend the LMUA north could further assist in the realisation delivering new employment uses and public realm improvements to address severance at this location including better walking routes, connectivity at this location.

## **Concluding points**

- Site is constrained by overpass from the North Woolwich Road
- Limited scope for development of the existing LMUA other than management and improvements to the environmental quality through LMUA allocation and DM process for B class uses
- Opportunities to extend the LMUA northwards recognising the unoccupied sections of the flyover for new employment opportunities
- B class units remain active at this location, offering micro unit space in the Royal Docks, primarily suited to B and possibly other employment-generating use classes





## Aldersbrook

EMPLOYMENT STUDY 2017		Aldersbrook
<b>Status</b>		LMUA2
<b>Area Composition</b>		Small industrial estate
<b>Roads</b>		Romford Road and Lugg Approach
<b>Site size</b>		2.76 ha
<b>Category</b>		
	<b>Area Ha</b>	
B2 General Industry	0.07 ha (11%)	
D1 Non-residential Institution	0.37 ha (53%)	
C3 Residential	0.03 ha (5%)	
Sui Generis	0.22 ha (31%)	
<b>Total</b>	<b>0.69 ha</b>	
<b>Location</b>		
<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 in the Core Strategy. Ilford town centre lies approximately 500m to the east.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<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 (one pair of maisonettes has been converted to a house).</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.</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.</p> <p>Between 2010 and 2015 the Academy set out to train over 3,000 people for a variety of tunnelling skills related to Crossrail. Whilst there is limited</p>		

information in relation to the creation of local jobs created by the academy, the longer term aspirations following the implementation of Crossrail 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.

The site has a PTAL of 6a representing a site with '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.

**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.

**Vacancy rates**

Floorspace	Units by Use Class
0	0 (74% of site underused)
<b>PTAL</b>	6a
<b>Freight Access</b>	Road only
<b>Airport safeguarding</b> <i>Note that a Constraints Assessment was prepared on behalf of the GLA by White Young Green in December 2015</i>	Development in the area unlikely to raise issues under technical airport safeguarding considerations.

**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 intensification at the site. 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**

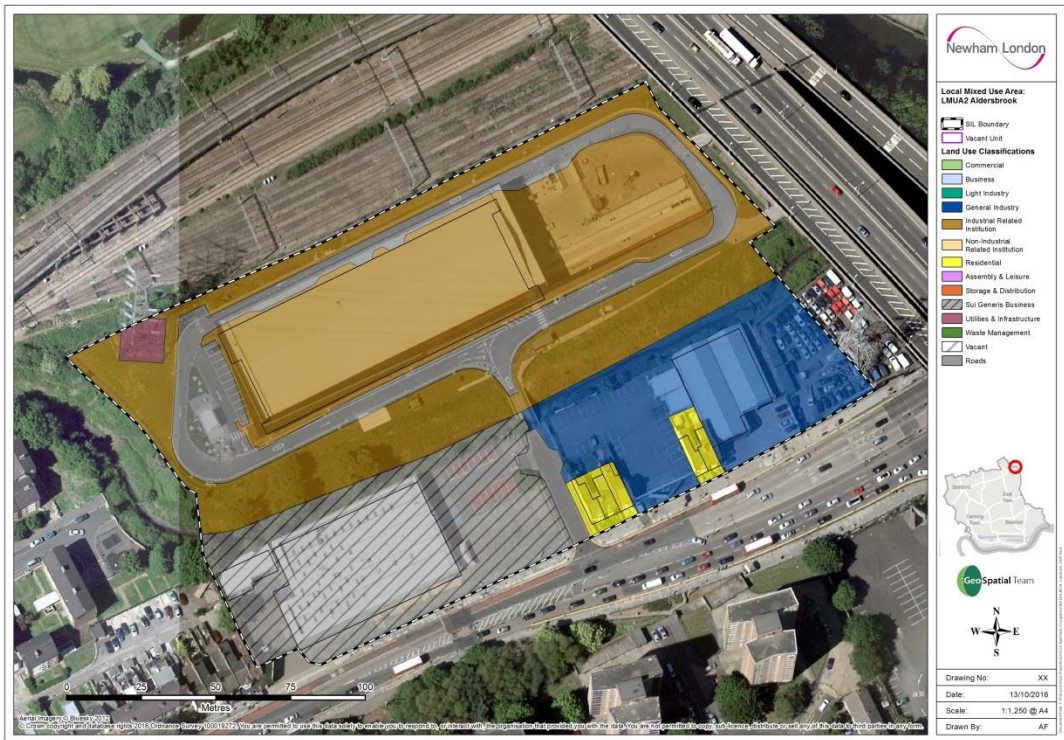
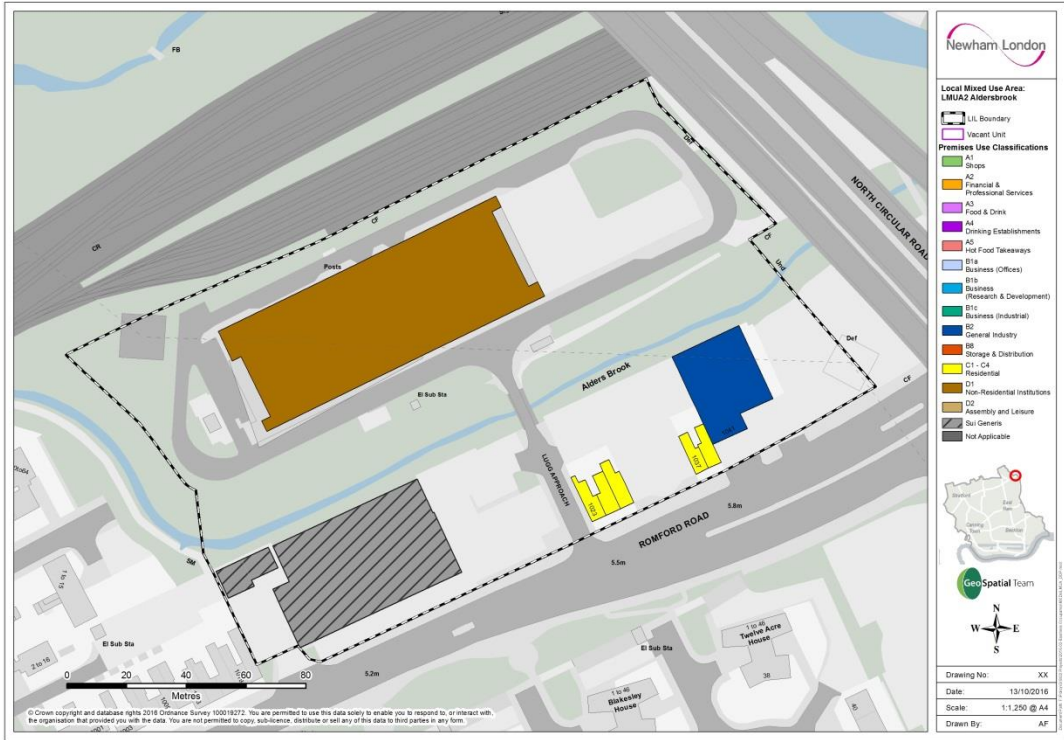
The current mix of uses including significant non-B class floorspace and residential justifies its designation as a LMUA. The site layout is however inefficient suggesting that there could be scope to reconfigure it to better effect, potentially incorporating more residential uses particularly to the 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.

### **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 has potential to promote mixed use on site including those employment uses compatible with residential



## Nursery Lane (LMUA)

EMPLOYMENT STUDY 2017		Nursery Lane
<b>Status</b>		LMUA 3
<b>Area Composition</b>		Backland located off a major high street backing onto light industrial land with some low density residential nearby
<b>Roads</b>		Nursery Lane off Upton Lane
<b>Size</b>		0.7ha
<b>Category</b>		<b>Area Ha</b>
A1		0.02 ha (7%)
B1 (c)		0.10 ha (37%) 0.07 ha vacant
C2		0.03 ha (11%)
C3		0.01 ha (4%)
Unclassified		0.03 ha (11%) 0.01ha vacant
<b>Total</b>		<b>0.27</b>
<b>Location</b>		
The LMUA benefits from good access to the town centre and is located to the west of Forest Gate District Centre parallel to Romford Road. The area is surrounded by commercial premises and a large industrial unit used for manufacturing use as a bakery (LIL 9) to the south.		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
The LMUA is linear in form, accessed off Upton Lane in a mews-type arrangement. The active uses in this LMUA are for car repairs and clothes manufacturing whilst several units are vacant and generally in a poor condition. There are 2 buildings in residential use, which may be subject to amenity issues. The environment in its current form is not of a high quality.		
<b>Worker facilities</b>		
The site is located 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. The nearest station is Forest Gate and the site benefits from good bus routes to the north and east of the site.		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
29%	0.07 ha - B1 c 0.01 ha of unclassified	
<b>PTAL</b>	4	
<b>Freight Access</b>	There is no rail/water access to the site but located near to main distributor roads.	
<b>Airport safeguarding</b>	Development in the area is unlikely to raise issues under technical airport safeguarding considerations.	

### **Development activity, ownership and management**

There has been limited development activity at this location other than some new residential (including one site for C2 accommodation). Whilst development management activity indicates some further interest in a mixed of uses including residential coming forward the road proposes some limitations for waste/servicing given the narrow nature of Nursery Lane.

The nature of the uses across the site is diverse, and ownership apparently 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**

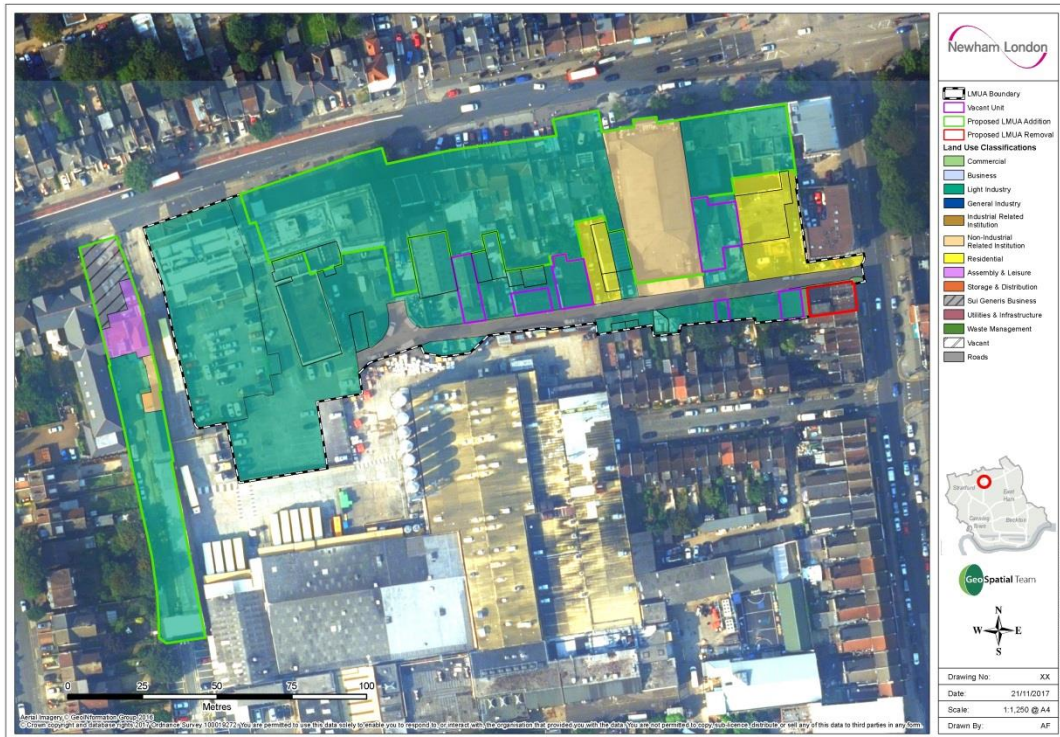
The options for the site are limited by its tightly bound and linear form and fragmented ownership, however it would benefit from investment to bring vacant spaces into use.

The western edge of LIL 9 is made up of a cluster of smaller units, which is appropriate to incorporate into the LMUA designation. In addition, incorporation of the edge of centre Romford Road frontage may help to increase the scope for a viable scale of development, and manage the transition from the town centre to more residential part of the street.

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**

- The site has many locational advantages which are not currently reflected in its occupancy levels and level of investment.
- LMUA allocation remains appropriate to make best use of the smaller cluster of uses onsite and ensure compatibility between residential and employment-generating uses.
- Incorporate the smaller cluster of units to the western edge of LIL 9 and units along Romford road into this LMUA would improve economic opportunities adjacent to the town centre.



## East Ham Industrial Estate

EMPLOYMENT STUDY 2017	
East Ham Industrial Estate	
<b>Status</b>	LMUA 4
<b>Area Composition</b>	Surrounded by low density residential/green space and major road to the north (Newham Way)
<b>Roads</b>	Viking Gardens, Newham Way,
<b>Site size</b>	1.71 ha
<b>Category</b>	
	<b>Area ha</b>
B2 General Industry	0.28 ha (42%)
B8 Storage and Distribution	0.28 ha (42%) 0.11 ha vacant
<b>Total</b>	<b>0.67 ha</b>
<b>Location</b>	
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.	
<b>Quality and nature of offer</b> (by sub area if appropriate)	
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.	
The estate comprises a number of low quality buildings primarily in Class B1/B8 use including warehouse units use for wholesales and storage, a tyre manufacturer, bathroom retailer and two car mechanics. It should be noted on upper floors one of the units is now operated as a place of worship (not in floorspace count). Two units on site are vacant B8 storage.	
Although many of the buildings are occupied, the site is underutilise, in a poor state of repair which suggests the site is reaching the end of its operational life.	
<b>Worker facilities</b>	
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.	
<b>Vacancy rates</b>	
Floorspace	Units by Use Class
16%	0.11 ha B8
<b>PTAL</b>	This location is very poorly served by public transport and has a PTAL rating of 0.
<b>Freight Access</b>	Road only
<b>Airport safeguarding Note</b> <i>that a Constraints Assessment was prepared on behalf of the GLA by White Young Green in</i>	Development in the area unlikely to raise issues under technical airport safeguarding considerations.



December 2015

### **Development activity, ownership and management**

It is understood that the site is in single ownership, however management does not appear to have been particularly active in recent years.

The site was allocated for residential development for many years without any schemes coming forward.

Currently there is a live application (subject to S106) for the redevelopment of the whole site responding to the LMUA allocation for B1 uses with residential.

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

It is clear that this rundown industrial estate would benefit from investment, reconfiguring floorspace to better meet modern employment-generating demands and make better use of the site.

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

However, the site does have excellent vehicular links to the Newham Way (A13) which is one of the main arterial routes into London from Essex. This advantage, plus the challenging environment adjacent to the main road provides justification for a continued employment use at the site which could be supported by secondary vehicular links and pedestrian links to the adjacent housing at Beckton. This would make the site more permeable and connected to the local area.

The proximity of the adjacent Beckton Park and residential development to the east offers a lot of potential for an integrated development of low rise housing and business uses incorporating high quality landscaping which is such a characteristic of Beckton.

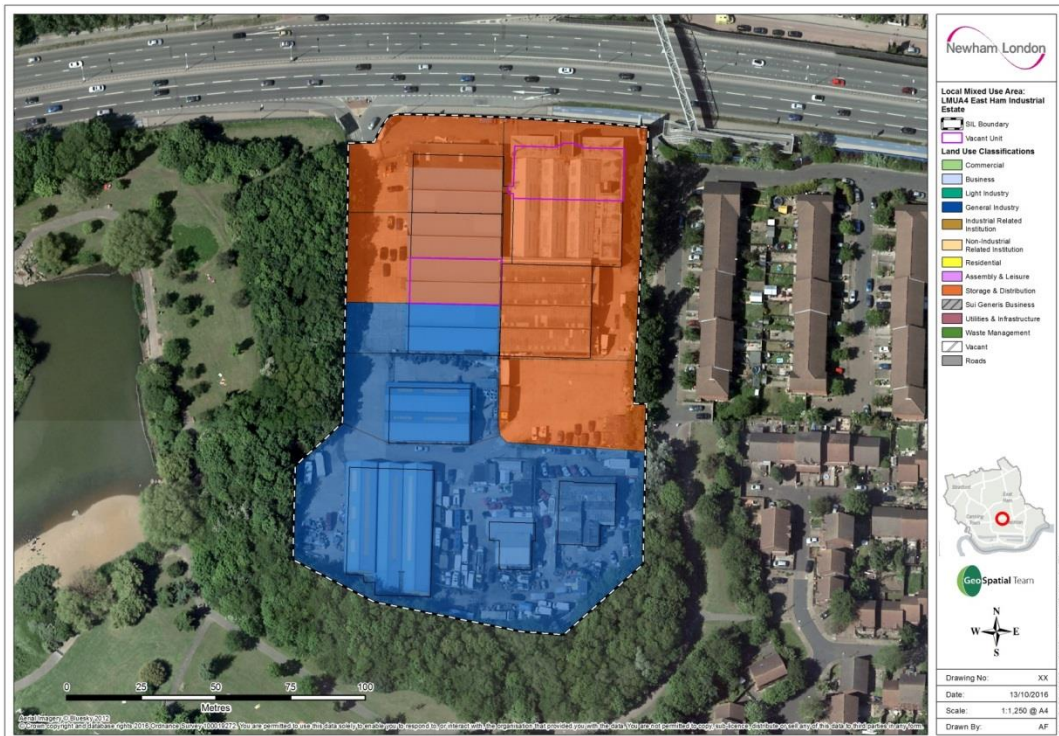
Alternatively, the location of the estate on the A13 with easy access to the regional road network makes the estate particularly suitable for storage and distribution uses (Class B8).

The issues identified above indicate that the estate's recent allocation as a LMUA continues to be appropriate to ensure the employment functions of the site remain. ▬

### **Concluding points**

The site will see benefits from investment and re-design to address the site context and problems of under occupancy.

A LMUA allocation remains appropriate due to the need for this investment and opportunities to better relate to the more pleasant and residential environment to the south, east and west of the site, with the potential for employment uses to buffer the main road's amenity impacts.



## Forest Gate Arches

EMPLOYMENT STUDY 2017		Forest Gate Arches
<b>Status</b>		LMUA5
<b>Area Composition</b>		Arches under the Gospel Oak to Barking railway line
<b>Roads</b>		Station Road, Strode Road, Bignold Road, Clinton Road, Stracey Road, Woodgrange Road, Chestnut Avenue, Cranmer Road, Latimer Road, and Balmoral Road
<b>Size</b>		2.46 ha
<b>Category</b>		<b>Area Ha</b>
A1		0.01 ha (1%)
A3		0.01 ha (1%)
B1 (a)		0.02 ha (2%)
B1 (b)		0.02 ha (2%)
B1 (c)		0.00 ha (0%)
B2		0.53 ha (66%)
B8		0.12 ha (14%)
Sui Generis		0.05 ha (7%)
Unclassified		0.05 ha (7%)
<b>Total</b>		<b>0.83 ha</b>
<b>Location</b>		
<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>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<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.</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 currently being marketed by Network Rail. On the opposite side (east) of Lorne Rd the arches are occupied by a builders business.</p>		

*Latimer Road:*

The arches on both sides of Latimer Road are occupied by car repair businesses.

*Cranmer/Avenue Road:*

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 for a yoga studio, gym and café/bistro. These units are being actively marketed and provide an opportunity to support a cluster of smaller enterprises/businesses at this location.

*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. Fronting Talbot Road is a warehouse (Paola House) currently occupied by an arts collective, but has consent for a mixed use scheme incorporating residential.

Overall much of the arches are in poor condition and are dilapidated, with their appearance affected by the non-conforming uses within them. Only the Woodgrange Station section and one unit on Station Road (Aphrodite's) achieve the tone appropriate to a modern business complex.

**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. It is expected that future uses that come forward supporting the LMUA allocation will improve the offer within the stretch of the arches.

<b>Vacancy rates</b>	
Floorspace	Units by Use Class
0	0
<b>PTAL</b>	
<b>Freight Access</b>	By road only
<b>Airport safeguarding</b>	NA
<b>Development activity, ownership and management</b>	
<p>The employment area almost exclusively comprises railway arches owned by Network Rail although there are a two individual factory premises and a number of yards also contained in the area. As noted the factory premises have been the subject of proposals for redevelopment for mainly residential purposes.</p> <p>Management of the arches appears to be low key and dependent on a slow process of refurbishment and the impact of changes of use as leases are surrendered.</p> <p>Planning and environmental health enforcement action however, does help address acute tensions between employment-generating and residential uses.</p>	

<b>Industrial land management considerations going forward</b>
<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 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 has seen gradual take up of start-up/SMEs occupying space into Newham, in which the LMUA allocation would support future investment in Newham.</p>

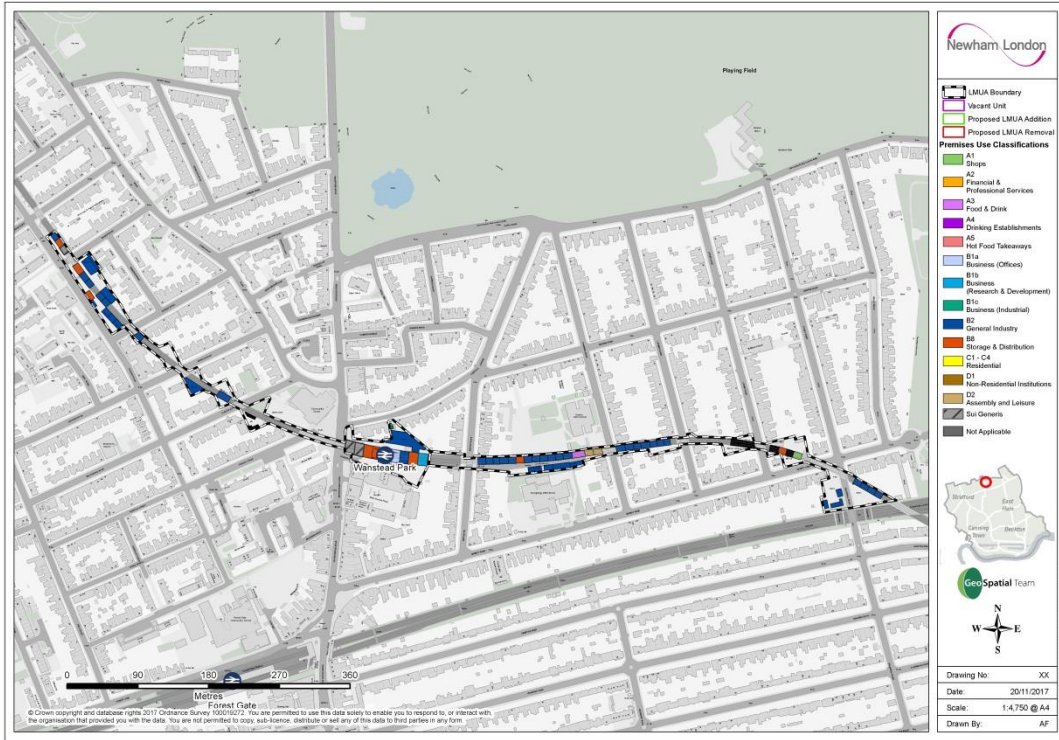
### **Concluding points**

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 to be accommodated at this location maximising economic opportunities in highly accessible locations.

There has been a marginal take-up for small businesses occupying the arches at within the LMUA in recent year, particularly clusters forming around the Cranmer/Avenue Road and Wanstead Park areas, which are being actively marketed for light industrial and storage purposes.

The LMUA allocation signals to owners and developers this potential to support SME/Start-Ups to benefit from space in close proximity to the town centre.



## Ashburton Terrace

EMPLOYMENT STUDY 2017		Ashburton Terrace
<b>Status</b>		LMUA 6
<b>Area Composition</b>		A triangular mixed use site with a variety of employment uses, yardspace and some live work units
<b>Roads</b>		Ashburton Terrace / Plaistow Road
<b>Size</b>		0.41ha
<b>Category</b>		
	<b>Area ha</b>	
B1 (a)	0.05 ha (20%)	
B1 (c)	0.09 ha (36%)	
A1	0.04 ha (16%)	
D1	0.02 ha (8%)	
SG	0.01 ha (4%)	
B8	0.04 ha (16%)	
<b>Total</b>	<b>0.25 ha</b>	
<b>Location</b>		
<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.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<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 yardspace to support the operational requirements of the builders' merchants.</p> <p>At the front of the site are vertically mixed 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, as is the overall environment due to the compatibility of uses on site; some could benefit from renewal however.</p>		
<b>Worker facilities</b>		
<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>		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
0	0	
<b>PTAL</b>	5 (and 2) – 'Good'	



<b>Freight Access</b>	Means of access to the site is via the road.
<b>Airport safeguarding</b>	NA
<b>Development activity, ownership and management</b>	
<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 yardspace) in particular is well-ordered which allows for compatibility with residential.</p> <p>A significant part of the site (to the west) is vacant land and benefits from a 2013 consent for redevelopment to mixed use (including artists studios) which appears to have been started recently.</p> <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.</p>	

<b>Industrial land management considerations going forward</b>
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<p>The direction of travel towards a mixed use area acknowledged by the recent LMUA allocation, 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.</p>
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**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, renewed and intensified.
- A key component of the site is the yardspace to support operational needs for employment generating uses.



## Dulcia Mills

EMPLOYMENT STUDY 2017	
<b>LMUA7 Dulcia Mills</b>	
<b>Status</b>	LMUA7
<b>Area Composition</b>	Surrounded by predominantly residential uses and adjacent to a row of commercial units including a local shopping parade
<b>Roads</b>	Herbert St Swete St Plaistow High St Balaam St
<b>Size</b>	0.83ha
<b>Category</b>	
	<b>Area ha</b>
A1	0.02 ha (5%)
A4	0.02 ha (5%)
A5	0.01 ha (3%)
B2	0.08 ha (20%)
C3	0.07 ha (18%)
D1	0.11 ha (28%)
SG	0.08 ha (21%)
<b>Total</b>	<b>0.39 ha</b>
<b>Location</b>	
This employment site is located on and south of Plaistow High Street, a short a short distance to the south of Plaistow underground station.	
<b>Quality and nature of offer</b> (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 named 'The Coach and Horses', 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. 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 18<sup>th</sup> century inn and is grade II listed. It is included in Historic England's Buildings at Risk register.</p>	

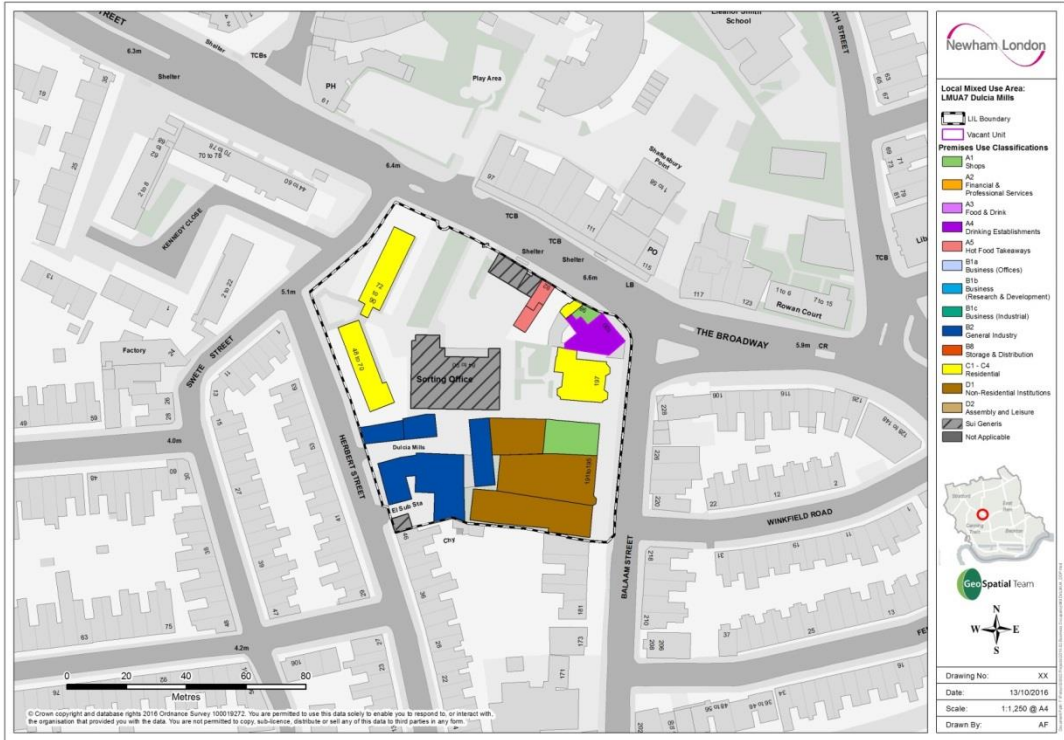
<b>Worker facilities</b>	
None within the site but Plaistow local shopping parade is opposite with a basic range of services, and there are other shops and services in easy walking distance at Greengate Local Centre to the south. Public transport access is good.	
<b>Vacancy rates</b>	
Floorspace	Units by Use Class
4%	1 unit (A4) 0.02 ha
<b>PTAL</b>	4
<b>Freight Access</b>	Road only
<b>Airport safeguarding</b>	NA
<b>Development activity, ownership and management</b>	
There has been minimal development/planning activity on the site since the erection of the units on site.	
The predominant usage of the site is for the Royal Mail delivery/sorting office occupying the large units at the centre of the site.	
Ownership is apparently fragmented.	

<b>Industrial land management considerations going forward</b>
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.
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.
As a LMUA this recognises the site's important local employment role. In the short term, change may be mainly incremental.

**Concluding points**

The LMUA comprising 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.



## Sprowston Mews

EMPLOYMENT STUDY 2017		Sprowston Mews
<b>Status</b>		LMUA8
<b>Area Composition</b>		Unadopted road with a variety of general industrial and piecemeal residential uses
<b>Roads</b>		Sprowston Mews
<b>Size</b>		0.94 ha
<b>Category</b>		
	<b>Area Ha</b>	
B1 (c)	0.01 (4%)	
B2	0.23 (88%)	
C3	0.02 (8%)	
<b>Total</b>	<b>0.23</b>	
<b>Mapping see Atherton Mews</b>		
<b>Location</b>		
<p>This local mixed use area LMUA presently comprises Sprowston Mews which is located in Forest Gate running between Norwich Road and Sprowston 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, rear gardens, workshops and garages. The road itself is unadopted and currently in a serious state of disrepair with no drainage or street lighting.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<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 until recently 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.</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 will be a Crossrail station) and Forest Gate town centre.</p>		
<b>Worker facilities</b>		
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.

**Vacancy rates**

Floorspace	Units by Use Class
0	0

<b>PTAL</b>	4-5
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<b>Freight Access – water/rail</b>	Not applicable
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<b>Airport safeguarding Note</b> <i>that a Constraints Assessment was prepared on behalf of the GLA by White Young Green in December 2015</i>	Development in the area unlikely to raise issues under technical airport safeguarding considerations.
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**Development activity, ownership and management**

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.

The 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).

There are a handful of live planning applications for three bed individual family homes.

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.

Highways are not opposed in principle to further development in Sprowston Mews subject to each new house having an integral parking space. Highways have no plans to adopt Sprowston Mews at the present time.

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.

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.

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

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 ELR notes that Sprowston Mews could support flexible uses given its size and proximity to the town centre. The harpsichord business is an example of the small scale creative industries that would be compatible with adjoining housing much of which has the potential to be family sized. 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. It is important that the mews does not become a solely residential road and that opportunities for the introduction of small scale creative and high tech businesses are maximised at this highly sustainable location.

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.

As such continued the allocation of the mews as a LMUA is well founded and could support future economic growth opportunities presented by the town centre , including support for growth of small scale creative uses as part of the LMUA. Extending the boundary westward into Atherton Mews would also be appropriate, given that the site is similar in nature as well as improving the economic opportunities connected to the town centre. In doing so the amalgamated LMUA boundary would support key areas with commercial and residential potential at the eastern sides of both Atherton Mews (see Atherton Mews Appraisal) and Sprowston Mews with opportunities for residential to come forward at these locations.

Furthermore to strengthen the connectivity with Sprowston Mews with the town centre, and better manage a cluster of B2 uses not particularly associated with the town centre (car repairs, taxi services and auto parts) along Sprowston Road and into the backland area (which currently forms part of the Town Centre Boundary). As such this would better align the LMUA



designation with the town centre as well as addressing particular issues around anti-social car parking from the car repair units, creating a higher quality employment environment that is compatible with the surrounding residential areas.

### **Concluding points**

#### **Highly accessible location-**

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.

Important that focus remains on a truly mixed use area rather than allowing new residential developments to predominate; this will require careful development management.

Land management opportunities seek to recognise and similar mews adjacent at Atherton Mews and extend the boundary to secure opportunities to support a higher quality mixed use environment at this location.

Support to better align the boundary with the town centre and subsequent employment hub at this location, would 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.

## Atherton Mews

EMPLOYMENT STUDY 2017		Atherton Mews
<b>Status</b>		LMUA (extension of Sprowston Mews)
<b>Area Composition</b>		Surrounded by predominantly residential uses, the site is a backland mews located close to Forest Gate Town Centre.
<b>Roads</b>		Atherton Mews, Atherton Road, Norwich Road Romford Road,
<b>Size</b>		0.77ha
<b>Sprowston Mews and Atherton Mews Combined</b>		
<b>Category</b>	<b>Area Ha</b>	
B1 (c)	0.03 ha (6%) / 0.05 ha vacant	
B2	0.29 ha (60%)	
C3	0.06 ha (12%)	
D1	0.01 ha (2%)	
TBC	0.05 ha (10%)	
<b>Total</b>	<b>0.48 ha</b>	
<b>Location</b>		
<p>The site is located on the northern side of Romford Road, and consists of a mews running east to west from Norwich Road to Atherton Road. The mews is a narrow road characterised by predominantly residential uses, with carpet wholesalers and car and ancillary parking for a hotel along Romford Road. The mews is located to the west of Sprowston mews, which is of a similar nature.</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.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>Atherton Mews is a challenging site given the poor quality of environment throughout the site. The location of the mews provides an opportunity for small scale businesses to set up with easy access to nearby Romford Rd (and Sprowston Mews LMUA) which is well served by buses and the Town Centre.</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 commercial uses. However, the quality is reduced towards the eastern fringe notably around by the carpet wholesalers and a number of dilapidated small scale industrial units. Recent inspection highlights a small number of vacant plots at the eastern end also present opportunities for redevelopment/intensification to more modern premises.</p>		
<b>Worker facilities</b>		
<p>No services for industrial occupiers such as crèches, cafes were identified on the site. However, a wide range of shopping, child care and other services are available within walking distance at Forest Gate Town Centre and on</p>		

Romford Road. The eastern end benefits from a small number of car parking spaces supporting the existing carpet wholesaler.

**Vacancy rates**

Floorspace	Units by Use Class
10%	0.05 ha (B1 C)
<b>PTAL</b>	2/3/4
<b>Freight Access – water/rail</b>	N/A
<b>Airport safeguarding</b>	N/A

**Development activity, ownership and management**

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 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**

The site benefits from good access at the eastern end of the mews, in which would benefit from a LMUA designation to better promote employment led development at this location, whilst addressing qualitative issues to support a higher quality environment for both employment and residential uses. Similarly to Sprowston Mews, the site offers opportunities to develop the commercial uses at this site through qualitative changes to existing environment.

Given the layout of existing the mews site, residential is appropriate supported towards the centre and western end of the mews, with a greater focus on commercial uses to the eastern end which benefits from a higher PTAL and proximity to the town centre. Recognising the link to the town centre, it is considered appropriate to incorporate this site with the adjacent LMUA ( Sprowston Mews), which is similar in nature.

**Concluding points**

- Appropriate to adjoin Atherton mews to adjacent LMUA at Sprowston Mews as one site allocation given the proximity to the town centre as well as similar mix of uses and nature of opportunity.
- Allocation would support qualitative improvements to the existing environment for both employment uses and adjoining/new residential



## Canning Road West

EMPLOYMENT STUDY 2017		Canning Road West
<b>Status</b>		LMUA 9
<b>Area Composition</b>		Industrial land, with SINC designations nearby
<b>Roads</b>		Canning Road / Abbey Road
<b>Size</b>		1.16ha
<b>Category</b>		
	<b>Area ha</b>	
B2		0.08 ha (20%)
D1(industrial related institution)		0.20 ha (53%)
C3		0.08 ha (20%)
A3		0.03 ha (7%)
<b>Total</b>		<b>0.38 ha</b>
<b>Location</b>		
<p>The site is located at the Western side of the Borough alongside Canning Road. The surrounding uses are a Local Industrial Land (LIL 8) to the north and surrounding SINC including Abbey Creek to the west which adjoins the LLDC boundary. The LMUA is divided by publically accessible Linear Open Space (Greenway) running from east to west through the site. The southern part of the site adjoins the Strategic Site S10 Abbey Mills.</p> <p>The nearest station is Abbey Road DLR located approximately 130 metres away.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The LMUA comprises two separate clusters: one occupied by an industrial training facility within the former engine room for the West Ham Pumping Station and the other, to the south, 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 blocks (named GTEC house and Alpha Building Services) are in relatively poor condition. The engine house of the pumping station is a Grade II listed building built in circa 1897.</p>		
<b>Worker facilities</b>		
<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>		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
0%	0	
<b>PTAL</b>	5	
<b>Freight Access</b>	Road only	
<b>Airport safeguarding</b>	Not applicable	

### **Development activity, ownership and management**

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 is currently development interest in 2016/17 for a mix of uses including further residential units within the southern component of the site (on the Channelsea House carpark). To the east of the site boundary Prior Approval was granted (at appeal) for 10 units at OMM House (currently forming part of LIL 8).

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

Beyond this Strategic Site S10 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 incorporating the large training facility building (listed engine room) into the scheme, subject to heritage sensitive design.

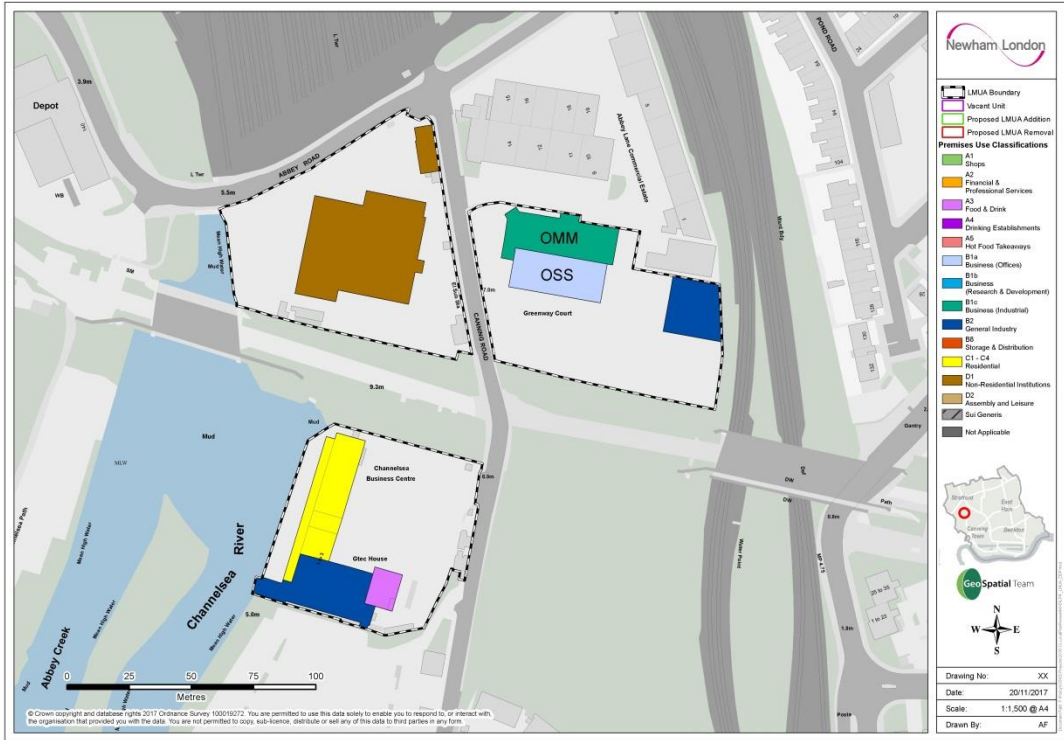
The southern part of the site also has scope for intensification, with the potential to secure uplift to remaining employment-generating space or incorporate new employment-generating floorspace together with work to ensure compatibility with existing residential uses and existing and future employment-generating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

It is also considered appropriate to extend the LMUA boundary to the southern end of LIL 8 and managed this as part of LMUA 9 designation better securing employment uses compatible with residential.

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 mixture of uses arrived at through permitted development rights and incremental change.
- The LMUA allocation should seek to strategically manage uses and character assets going forward to achieve a series of complementary successful mixed use places.
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## Grove Crescent

EMPLOYMENT STUDY 2017	
<b>Grove Crescent</b>	
<b>Status</b>	LMUA10
<b>Area Composition</b>	Retail units along main road.
<b>Roads</b>	The Grove, Grove Crescent Road
<b>Size</b>	0.44 ha
<b>Category</b>	
B8 (Builders Yard)	0.17 ha (100%)
<b>Total</b>	<b>0.17 ha</b>
<b>Location</b>	
<p>This LMUA which comprises only one unit 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.</p> <p>A six storey offices and housing development lies at the east of the site on Grove Crescent Road and the church of St Francis of Assisi lies opposite.</p>	
<b>Quality and nature of offer</b> (by sub area if appropriate)	
<p>Jewson is a national chain of builders merchants. 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 have been constructed and has ancillary sales unit counters.</p>	
<b>Worker facilities</b>	
None at the LMUA but Maryland local centre and Stratford town centre are a short walking distance away	
<b>Vacancy rates</b>	
Floorspace	Units by Use Class
Nil	N/A
<b>PTAL</b>	6a
<b>Freight Access</b>	Road only
<b>Airport safeguarding</b>	NA
<b>Development activity, ownership and management</b>	
<p>The warehouse was approved in 1980 and there have been no significant developments since then. However the owners made representations on the DSPDPD concerning the possibility of redevelopment of the site incorporating their existing use plus residential development.</p>	

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

The current use of the site appears to be active and vibrant, but 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.

As such, the LMUA allocation and boundary remain broadly appropriate to help encourage this more effective use of the land (including valuable yardspace to support operational needs), though it may encourage better design integration to include the longer Grove Road frontage (which falls within a MBOA and CFOA) within the site, even if this is not expected to be redeveloped.

### **Concluding points**

The site comprises a sole unit with associated yard space which is operated for bulky goods retail (B8) purposes.

The current operator is well established, but has indicated the possibility of a redevelopment incorporating employment-generating and other uses.

LMUA allocation continues to be appropriate but the boundary could be logically expanded by a little to bring in adjacent commercial frontage, whilst ensuring operational needs are met for uses on site. ▸



## St Marys Industrial Estate (Maryland)

<b>EMPLOYMENT STUDY 2017</b>	
<b>Maryland Industrial Estate (St Marys)</b>	
<b>Status</b>	LMUA11
<b>Area Composition</b>	Low density in nature surrounded by a school and residential terraces
<b>Roads</b>	Maryland Road
<b>Size</b>	0.41ha
<b>Category</b>	<b>Area Ha</b>
A1	0.05 ha (20%)
B2 General Industry	0.05 ha (20%) / 0.09ha vacant (36%)
D1 Non-industrial related institution	0.04 ha (16%)
B8 Storage and Distribution	0.02 ha (8%)
<b>Total</b>	<b>0.25 ha</b>
<b>Location</b>	
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 east is Colegrave Primary School a large school site.	
<b>Quality and nature of offer</b>	
The estate comprises six units and extensive car-parking.	
The estate appears to have been constructed in the mid twentieth century and now presents a somewhat dilapidated appearance.	
The largest unit is vacant meaning the site feels quite inactive. Other units include a school, charity shop, a bakery, warehouse and MOT garage.	
<b>Worker facilities</b>	
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.	
<b>Vacancy rates</b>	
% of floorspace	Number of units
36% (B2)	1 unit 0.09 ha B2
<b>PTAL</b>	6a
<b>Freight Access</b>	Road only
<b>Airport safeguarding</b>	NA
<b>Development activity, ownership and management</b>	
There have been no recent planning applications at the site apart from the school which was allowed on appeal.	
Overall the estate appears under-used. The school operates from an unsuitable building and may wish to relocate in the longer term.	
<b>Industrial land management considerations going forward</b>	
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.

The site as a result of this, the excessive car parking and large vacant unit has considerable potential for a mixed use redevelopment incorporating residential and potentially re-providing the school; as such the allocation as a LMUA remains appropriate.

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 could 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.

### **Concluding points**

The industrial estate is under-used and is also the location of an inappropriately accommodated school.

The estate offers scope for a mixed use redevelopment including intensification comprising new housing and space for employment-generating uses better targeted at the market in a more efficient configuration.



## Bidder Street

EMPLOYMENT STUDY 2017		Bidder street
<b>Status</b>		LMUA 12
<b>Area Composition</b>		Predominantly industrial uses served by main roads
<b>Roads</b>		Stephenson Street / Bidder Street
<b>Size</b>		5.1ha
<b>Category</b>	<b>Area ha</b>	
A3	0.01 ha (1%)	
A4	0.01 ha (1%)	
B1 (a)	0.16 ha (12%)	
B1 (c)	0.07 ha (5%)	
B2	0.42 ha (32%)	
B8	0.42 ha (32%)	
D1	0.01 ha (1%)	
D2	0.03 ha (2%) / 0.11 vacant	
SG	0.06 ha (4%) /	
<b>Total</b>	<b>1.33 ha</b>	
<b>Location</b>		
<p>Bidder Street is within the Canning Town and Custom House Regeneration Area, and forms a transition zone from Cody Road SIL to the north 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 employment hub that spreads outwards from the town centre, which is located to the east and south.</p>		
<b>Quality and nature of offer</b> (by sub area if appropriate)		
<p>Bidder Street is a poor quality environment containing 'bad neighbour' uses including waste management, 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.</p> <p>The land at the south approximately (1.5ha) of the LMUA is relatively open and underused – largely vacant - consisting of a number of skips and waste storage (part of the adjoining the waste management operations).</p>		
<b>Worker facilities</b>		
<p>There are several informal/mobile café facilities and a pub, 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 the DLR provides access to facilities in Canning Town and Stratford.</p>		

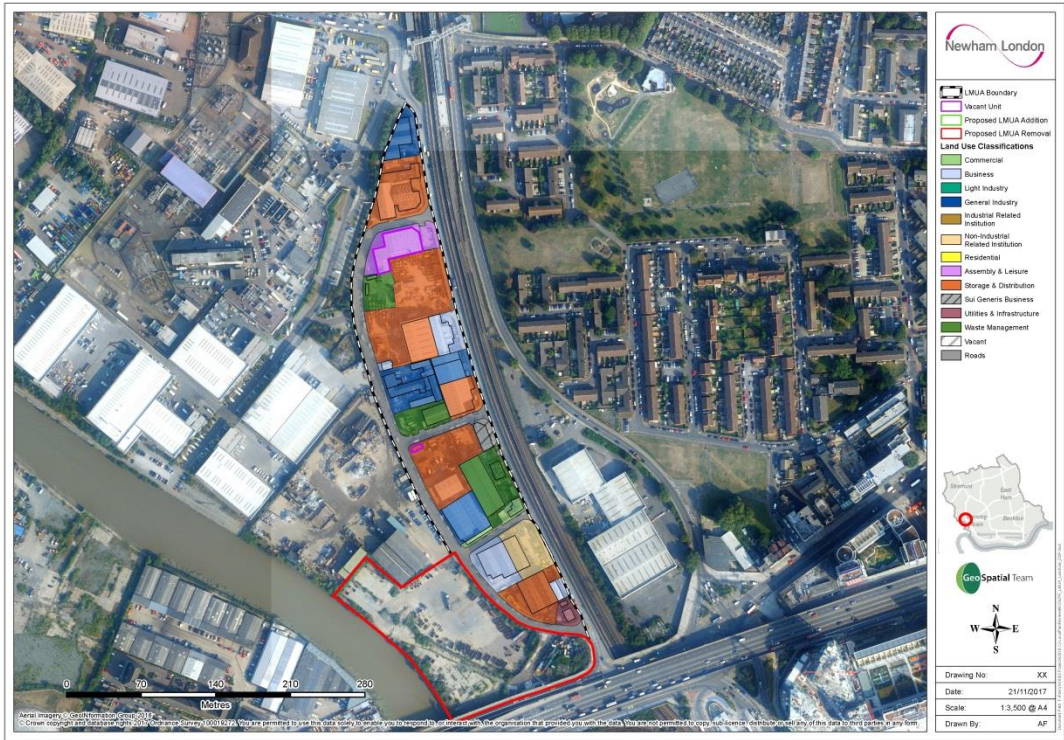
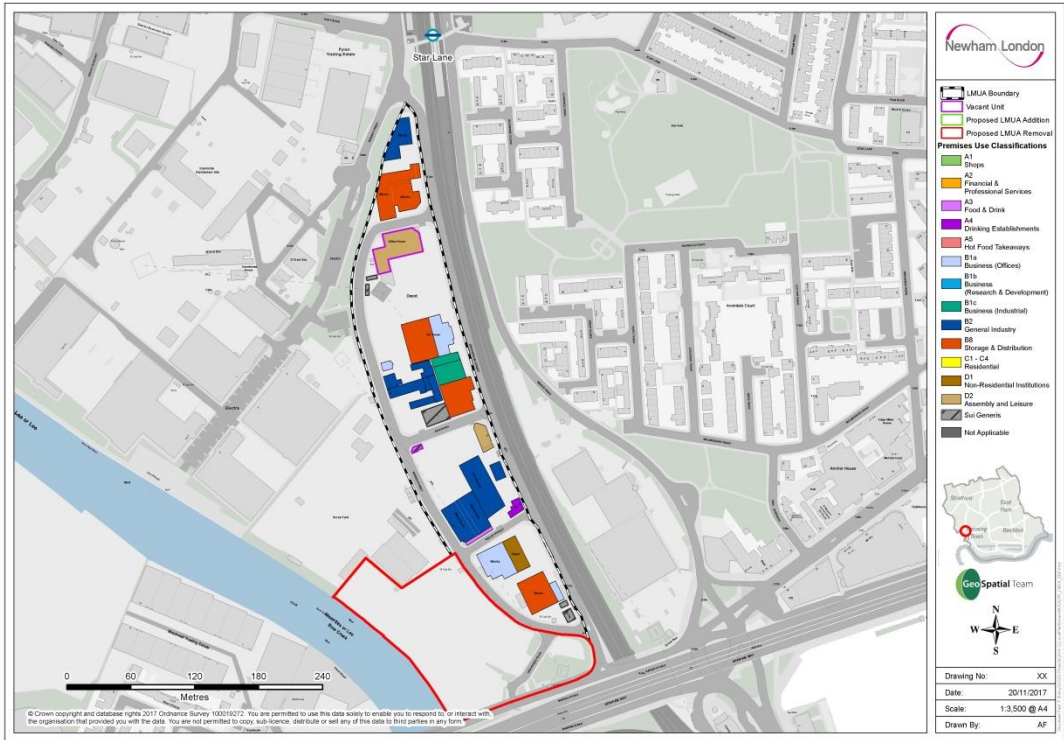
<b>Vacancy rates</b>	
Floorspace	Units by Use Class
8%	0.11 ha vacant
<b>PTAL</b>	6
<b>Freight Access</b>	Road only – good access from the A13/B164
<b>Airport safeguarding</b>	n/a
<b>Development activity, ownership and management</b>	
<p>The most recent applications associated with this site seek minor improvements to the existing buildings including enclosure of waste operations. Whilst dilapidated and potentially under-used, (low intensity uses) vacancy rates are low, though a sizeable building is for sale (as a long leasehold interest) in the middle of the site.</p> <p>The site falls within the strategic development area of the Lea River Park (Leaway) where there is pro-active work with landowners, leaseholders and developers to facilitate the project vision. It is also within the Council's wider Canning Town and Custom House Regeneration area where there is significant development activity to the south and east.</p>	

<b>Industrial land management considerations going forward</b>
<p>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, as part of Managed Transition to support a higher quality economic environment, design factors such as enclosure should be considered to support viable operation of B2 uses at this location whilst improving compatibility with residential.</p> <p>The greatest scope for change at present relies on the success of proactive regeneration work in the southern part of the site as part of the Leaway/Lea River Park project and wider area-based work; from here regeneration and creation of a better mixed use environment could proceed northwards, seeking to ensure that employment-generating uses are able to function alongside residential. Recognising the potential strategic role of this part of the site with the SIL immediately north of it (EMR), it has been proposed as a Strategic Site.</p>



### **Concluding points**

- The area has good access to local facilities, road and public transport links.
- Currently offers more traditional industrial uses in a very low grade environment, in which as part of the managed transition criteria design factors should be secured particularly through enclosure to ensure the continuing viable operation of B2/B8 uses and buffering any potential impacts from new uses nearby. ▫
- The land at the south of the area has the most potential for transformational change to catalyse regeneration and should be allocated as part of a strategic site accordingly, making better use of the riverside, town centre and station access.



## Esk Road (new allocation)

EMPLOYMENT STUDY 2017		Esk Road
<b>Status</b>	New LMUA	
<b>Area Composition</b>		Predominantly residential with some commercial uses along main corridor
<b>Roads</b>		Barking Road and Esk Road
<b>Size</b>		0.50ha
<b>Category</b>		<b>Area Ha</b>
B1 a		0.03 ha (16%)
B2		0.09 ha (47%)
B8		0.05 ha (26%)
NA		0.01 ha (5%)
<b>Total</b>		<b>0.19 ha</b>
<b>Location</b>		
<p>The site is located off Barking Road close to the Abbey Arms Local Centre and 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.</p>		
<b>Quality and nature of offer</b> (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 Hoist PCT (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>		
<b>Worker facilities</b>		
<p>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.</p>		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
50%	2 large units (B1 a and B2)	
<b>PTAL</b>	4	
<b>Freight Access</b> – water/rail	Primary road access is via the principal/strategic road network (Barking Road).	
<b>Airport safeguarding</b>	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. However, it is noted that the marketing signs claim refurbished offices are available.

It is also noted that the police station is due to close in December 2017, but is unclear to what extent an operational presence (including vehicle storage/parking) will be required, impacting on the portion of the police station site in this 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
- A LMUA allocation would seek to realise both employment-generating and residential potential, managing the transition between the Barking Road and residential area to the south.



## Kudhail Industrial Complex (new allocation)

<b>EMPLOYMENT STUDY 2017</b>		<b>Kudhail Industrial Complex</b>
<b>Status</b>	New LMUA	n/a
<b>Area Composition</b>		Predominantly residential with some educational uses to the north east
<b>Roads</b>		Little Ilford Lane (B165)
<b>Size</b>		0.38ha
<b>Category</b>		
		<b>Area Ha</b>
B1 c		0.22 ha (100%)
<b>Total</b>		<b>0.22 ha</b>
<b>Location</b>		
<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.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The site is bounded on all sites 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 and Azhar Academy Ltd (light manufacturing and distribution uses). The buildings are in fair condition for their current use.</p> <p>Vacancy is low across the site with the all of the buildings being in use to some degree, from storage to manufacturing, but intensity and design/environmental quality could be improved.</p> <p>Access is poor.</p>		
<b>Worker facilities</b>		
<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>		
<b>Vacancy rates</b>		
Floorspace	Units by Use Class	
0%	N/A	
<b>PTAL</b>	2	
<b>Freight Access – water/rail</b>	Road access is via Little Ilford Lane (B165) off the principal/strategic road network (Romford Road).	
<b>Airport safeguarding</b>	N/A	
<b>Development activity, ownership and management</b>		
<p>There have been three outline planning applications submitted in relation to this site in recent years. One of these was withdrawn, one was refused and one incomplete. These applications were proposing to redevelop the site as a residential development, but have yet to achieve a policy-compliant proposal.</p>		

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

The site's residential context and B-Road access suggest a mix of employment uses compatible with and incorporating residential redevelopment would be the most appropriate option, improving the character of the area, subject to managed transition, where appropriate to account for the continuing needs of existing employment uses at this location.

### **Concluding points**

- The industrial buildings across the site are of only fair quality which detract from the wider area
- Potential for uplift through full or partial redevelopment incorporating employment-led mixed use with some residential.
- To allocate as a LMUA would seek qualitative improvements to the benefit of business alongside local residents





## Beeby Road (new allocation)

EMPLOYMENT STUDY 2017		Atherton Mews
<b>Status</b>		LMUA (New)
<b>Area Composition</b>		Light industrial in nature to the west with low density residential to the south and Green Space to the East, served by Newham Way
<b>Roads</b>		Located off Newham Way with dual access via Beeby Rd and Freemasons Road
<b>Size</b>		0.85ha
<b>A2</b>		<b>0.07 ha (15%)</b>
<b>B1a</b>		<b>0.06 ha (13%)</b>
<b>B2</b>		<b>0.05 ha (11%)</b>
<b>B8</b>		<b>0.01 ha (3%)</b>
<b>D1</b>		<b>0.21 ha (46%)</b>
<b>D2</b>		<b>0.03 ha (7%)</b>
<b>C3</b>		<b>0.02 ha (5%)</b>
<b>TBC</b>		<b>0.00 ha</b>
<b>Total</b>		<b>0.45 ha</b>
<b>Location</b>		
<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 town centre approx. 900m to the west.</p> <p>The nature of the surroundings is predominantly light industrial to the west of the site with greenspace, a school and low density housing to the south and east. Whilst the site has good access off Newham way for vehicles the site is limited to the south-east for pedestrian access.</p>		
<b>Quality and nature of offer (by sub area if appropriate)</b>		
<p>The eastern side of the site is dominated by community uses including a religious establishment, a college and a job centre. The quality of these building is reasonable and suitable for its purpose. The eastern side also has a small gym 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 yardspace to support operational needs. It should be noted that in 2014 Falco moved to this location to meet growing demands in central London for attending emergency and reactive works.</p>		
<b>Worker facilities</b>		
<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</p>		

northern end of the site, providing cycle access to Canning town.	
<b>Vacancy rates</b>	
Floorspace	Units by Use Class
0	0
<b>PTAL</b>	2 (poor)
<b>Freight Access – water/rail</b>	The site has good access to the strategic road network via Newham Way.
<b>Airport safeguarding</b>	N/A
<b>Development activity, ownership and management</b>	
Historically the site has been used a transport yard with ancillary office space. There have been no recent planning applications other than one application was approved in 2014 for a mixed use of B1 and B8 uses on part of the site.	

<b>Industrial land management considerations going forward</b>
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 and residential/green space, it is appropriate to recognise these uses as part of a mixed use allocation.

**Concluding points**

- Given the existing uses on site (B & D1 uses), designation for Local Mixed Use Area would seek to promote employment-led development at this location, recognising the benefits of the sites adequate yardspace to support operational needs.
- Site is distinguished between light industrial on the western side (Beeby Road) with more community/leisure focused uses and residential on the eastern side (Freemasons Road)



## Strategic Industrial Locations (SIL)

## Beckton Riverside

### Beckton Riverside

<b>SIL</b>			
<b>Area Composition</b>	<b>Roads</b> Armada Way Hornet Way Atlantis Avenue Gallions Road Eric Clarke Lane	<b>Estates</b> Gemini Business Park	
		Beckton Riverside	
<b>Size</b>	133 ha	Number of Businesses	32
<b>Category</b>			
<b>Category</b>		<b>Gross Floor Area (sq m)</b>	
B2 General Industry		0.21 (2139 sq m) – 1%	
B8 Storage / Distribution		6.06 (52933 sq m) – 15%	
Sui Generis employment generating uses		6.46 (64718 sq m) – 16%	
Sewage Treatment Works (under N/A)		28.12 (281325 sq m) – 68%	
Unclassified		0.22 (2259 sq m) – 1%	
Total		410000 sq m	
<b>Location</b>			
<p>The SIL is located in the south east of the borough at the boundary with London Borough of Barking and Dagenham.</p> <p>The SIL is bounded by the Thames and Strategic Site (Albert Basin) to the south and the Roding to the east; Royal Docks Road and Gallions Reach shopping centre to the west; and the A13 to the north.</p>			
<b>Quality and nature of offer</b>			
<p>The SIL may be examined in five sub-areas according to their character.</p> <p><i>Beckton Sewage Treatment Works &amp; Docklands Light Railway Depot</i> The majority of the SIL comprises Beckton Sewage Treatment Works including a desalination plant. As the main treatment works for north and east London serving a population of seven million, Beckton Sewage Treatment works is a vital part of the city's infrastructure and provides a state of the art facility. The modern and evolving DLR depot is another important component of London's growth infrastructure.</p> <p><i>Beckton CHip Plant and the former gasworks</i> The gasworks to its north have been decommissioned and partly replaced with residual infrastructure including a Gas Pressure Reduction Station; and the</p>			

modern Beckton CHiP, which powers the desalination plant of the Sewage Treatment Works. -Surrounding land to the east and south (up to the DLR depot) , is largely vacant, other than some temporary car parking/construction compounds.

*Jenkins Lane Waste Management Facility*

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

*Beckton Riverside South*

The southern area comprises three substantial businesses on Armada Way and Atlantis Way: a large concrete frame construction yard adjoining the Thames operated by Byrne Group, and 2 modern units housing businesses relocated from the Olympic Park - a light industrial unit occupied by Buhler Sortex Ltd (optical sorting solutions) and a warehouse occupied by Bridgewater Ltd. Beckton Riverside South is also characterised by extensive stretches of vacant land to the north of these units.

*Gemini Business Park*

Gemini Business Park is a modern industrial estate of excellent quality comprising almost exclusively warehousing uses, to accommodate industrial businesses displaced from the Olympic Park. The park has a nil vacancy rate and is a busy business park where warehouse uses (Class B8) predominate. It also scores highly in its external environment as it does not impose any amenity impacts on neighbouring uses.

The SIL is well connected for vehicular and road freight in terms of its easy connection to the A13. The SIL is served by public transport at Gallions Reach DLR station, though access to this declines across the extensive area, and also has access to some bus routes. The buildings throughout the SIL are all rated as 'Good' to 'Excellent'. All of the industrial offer was found to have adequate parking and circulation space.

**Worker facilities**

No 'walk to' services for industrial occupiers such as workplace crèches or cafes have been identified within the industrial area. Whilst Gallions Reach shopping centre with a wide variety of shops and restaurant/café uses is immediately adjacent the SIL, pedestrian access to it is challenging.

**Vacancy rates**

Percentage of units	No of Units
0	0
Percentage of land	Ha
Beckton Riverside (North)	0 hectares
Beckton Riverside (South)	28.8 hectares (43% of Beckton Riverside)

	Side South land use)
PTAL	0-2
Freight Access – water/rail	The SIL is bounded by the Thames and the Roding. The sewage works operates a loading facility on the Thames.
Airport safeguarding	The area is subject to technical airport safeguarding considerations, notably affecting building height.
<b>Development activity, ownership and management</b>	
<p>Since the build out of Gemini Business Park (Phase 2 of the gasworks redevelopment, Phase 1 being Gallions Reach retail park) there has been limited development activity in the area outside that of the existing built footprint where some enhancements/intensification have taken place, plus one COU to a fire/emergency services training centre. The 3<sup>rd</sup> phase of the gasworks redevelopment at the eastern end of Gallions Reach, has remained unimplemented, and the Joint East London Waste Plan (2012) allocation of a site for a waste facility has also not been realised.</p> <p>However, ownership is concentrated amongst a few large landowners including Thames Water, TfL, National Grid and the GLA, all of whom are engaged in active consideration of the long term future of their sites amidst others and broader infrastructure planning.</p>	
<b>Industrial land management considerations (-including Managed Release /Transition where indicated in the Plan) going forward</b>	
<p><i>Industrial &amp; warehousing</i></p> <p>Gemini Business Park is fully occupied with SIL-conforming uses, and the estate clearly meets modern business needs, so no changes are anticipated in this location. There also continues to be demand for the ‘Olympic relocation’ industrial units, but it is acknowledged that their configuration and location is not optimal in terms of broader change in the area and vacant land at their margins. Beyond this, despite the spatial strategy in the Core Strategy, which maintained the assumption that employment land released in LLV and Royal Docks would be re-provided for in Beckton Riverside, large areas of land remain vacant, despite the area providing for many locational attributes attractive to industry and warehousing, including good strategic road network access, and relative isolation from residential.</p> <p><i>Utilities &amp; Transport: Beckton Riverside North</i></p> <p>The Beckton Sewage Works in Beckton Riverside North are an essential part of London infrastructure which will not come forward for redevelopment and should continue to be recognised as SIL given their employment-generating utilities use, which also contributes to broader economic growth. The SIL boundaries need amending to fully cover the extent of operational use however, which has been extended and intensified in recent years with a new sludge digestion facility. Operational use is likely to expand further in time due to ongoing expansion to meet growth needs.</p> <p>Similarly, the ChiP plant is of recent construction and may have potential to</p>	

provide power to new developments in the wider area, and the new remnant gas-related infrastructure continues to be a necessary utilities function with broader economic benefit, though it is understood there may be scope to reposition/design it as part of a broader masterplan for the area. The remaining decommissioned gasholders however will need to be cleared in time.

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

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

#### *Other land use designations*

Part of Beckton Riverside South has been safeguarded for the construction of the Thames Gateway Bridge. Whilst this is not expected to come forward as originally designed, TfL have recently consulted on a river crossing linking the A2016 Western Way in Thamesmead with the A1020 Royal Docks Road which would follow a similar alignment. A new proposal is now being advanced for a DLR only crossing; the route has yet to be formally scoped. The Mayor of London has committed to a package of river crossings to be delivered in the next 5-10 years including the DLR crossing at Gallions Reach. The safeguarding therefore remains in place.

The Joint Waste Plan (2012) also identifies a 7 hectare site within Beckton Riverside South as suitable for a medium to large scale waste facility, but this has yet to come forward and the waste authority have indicated it may not be suitable for their requirements. Moreover, the site is largely occupied by a balancing pond for drainage purposes which would need to be re-provided. This allocation will be reviewed as part of a Joint Waste Plan Review, but given lack of present intent and this constraint, it is presently considered appropriate to remove the SIL coverage of this site to facilitate mixed use masterplanning.

#### *Non-industrial activity*

There are two outline consents for significant residential-led mixed use development at Great Eastern Quays (sandwiched between the current SIL boundary to the North and LIL16 to the South) and Gallions Quarter/Atlantis Avenue to the West as part of the Albert Basin Strategic Site (S19).

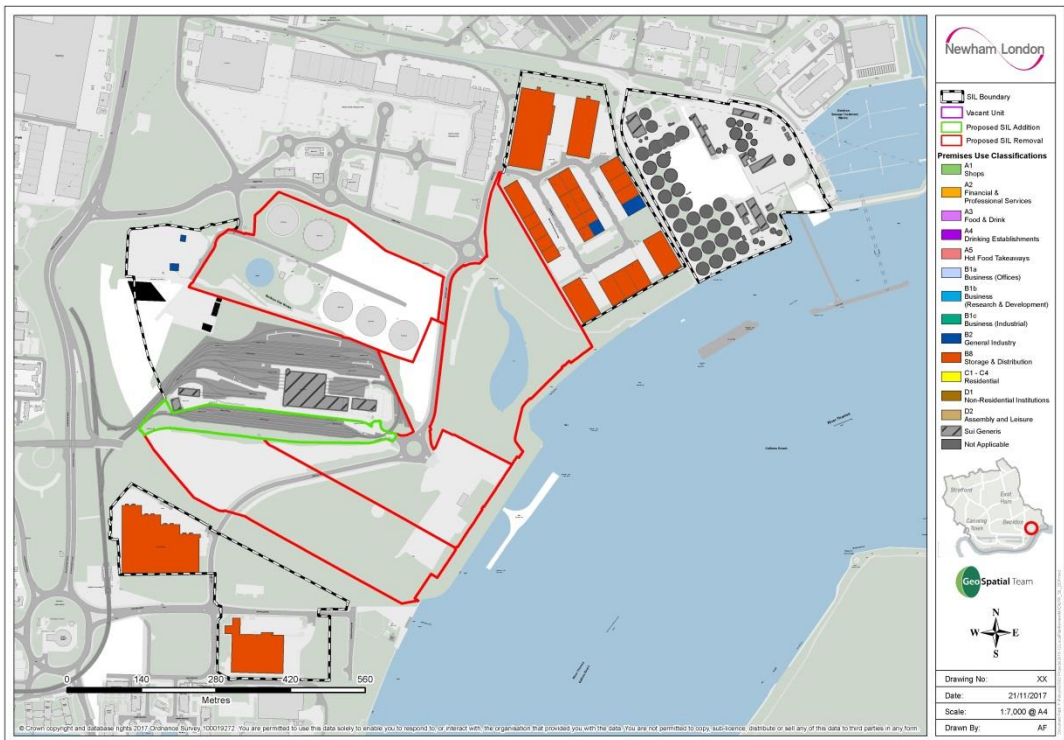
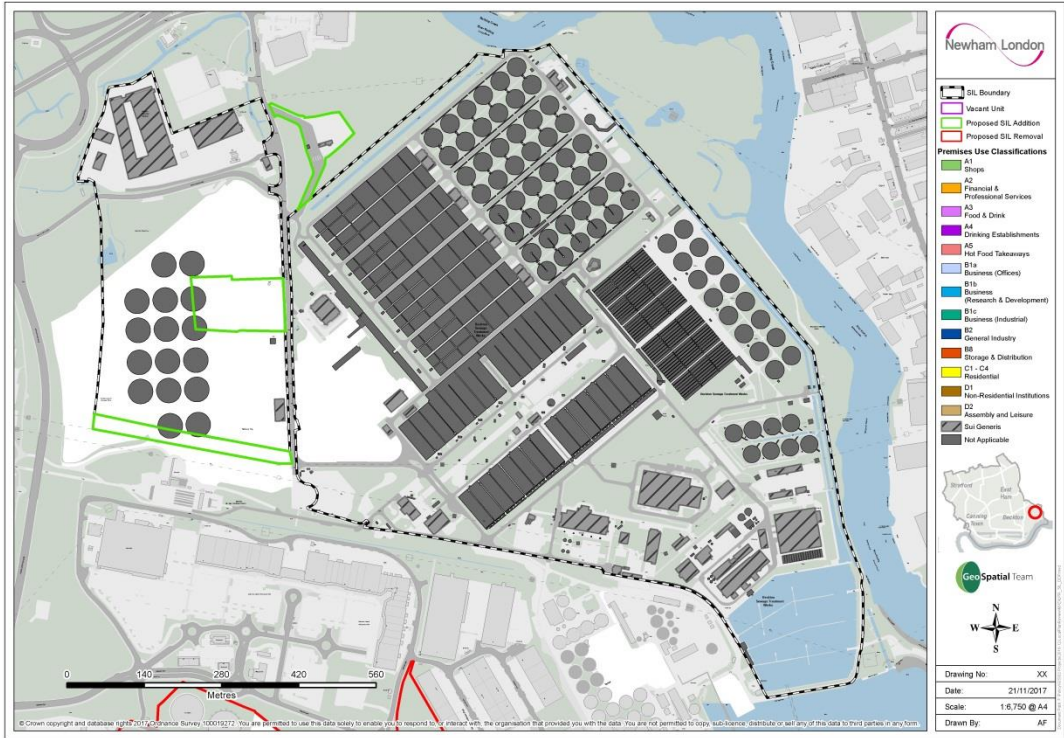
Depot expansion and river crossing(s) bring opportunities to introduce a new

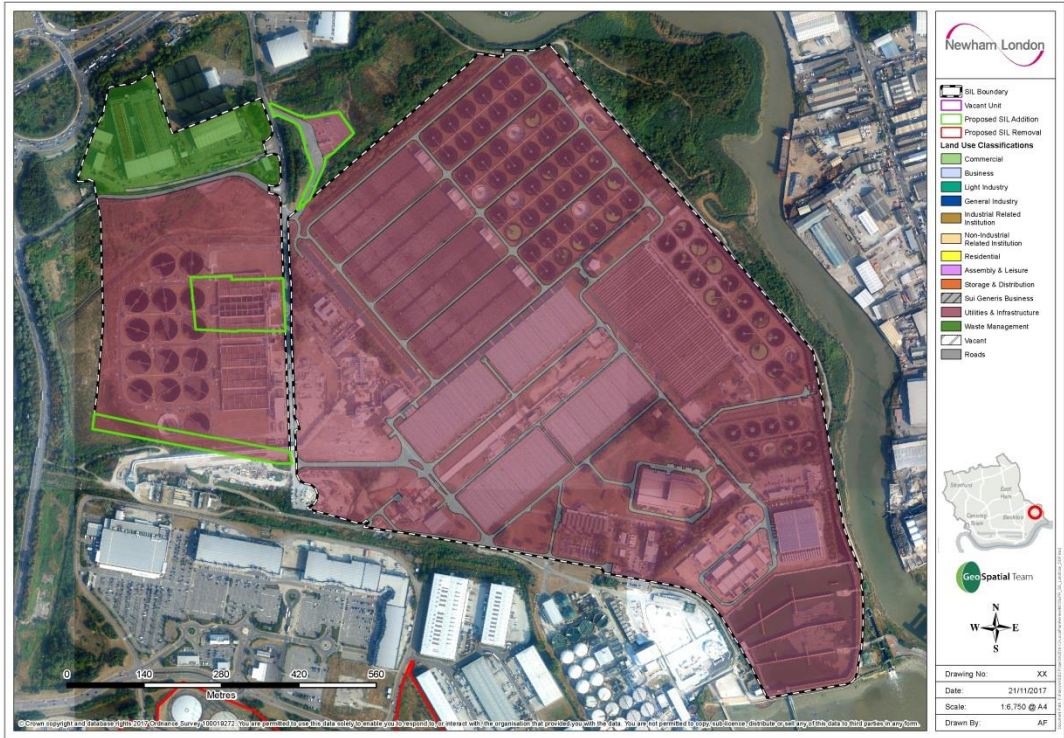


station to the area; this will transform its development potential and, alongside plans to re-format Gallions Reach shopping park into a town centre. This will enhance worker access, but also require masterplanning to balance land use demands, including housing capacity as well as industrial, warehousing and utilities/transport in the area. As such SIL boundaries need to be revised to reflect existing operational land.

### **Concluding points**

- The area has important infrastructure uses which will continue to dominate to meet growth needs, with some scope for reconfiguration/intensification depending on operational requirements.
- Whilst large parts of the SIL are performing the expected role of London-wide significance, significant parcels of vacant land are dispersed throughout the area which could be developed as part of a Strategic Site masterplanned to achieve multiple strategic objectives, including additional industrial/warehousing and depot provision.







## British Gas/Cody Road

### British Gas/Cody Road

<b>SEL Status</b>	SIL																				
<b>Area Composition</b>	<b>Roads</b>	<b>Estates</b>																			
	Bidder St Cody Road South Crescent North Crescent Cody Dock Twelve Trees Crescent	Cody Road Business Centre Crescent Court Business Centre Project Park Datapoint Electra Business Park Europa Trade Park Twelvetrees Business Park																			
<b>Size</b>	48.0	Number of Businesses	163																		
<table border="1"> <tr> <td></td> <td></td> </tr> <tr> <td>B1 (a)</td> <td>1.354</td> </tr> <tr> <td>B1 (c)</td> <td>0.221</td> </tr> <tr> <td>B2</td> <td>1.442 (0.055 vacant)</td> </tr> <tr> <td>B8</td> <td>8.825 (1.678 vacant)</td> </tr> <tr> <td>SG</td> <td>3.580</td> </tr> <tr> <td>A4</td> <td>0.029</td> </tr> <tr> <td>D1</td> <td>0.038</td> </tr> <tr> <td>Total</td> <td>15.489</td> </tr> </table>						B1 (a)	1.354	B1 (c)	0.221	B2	1.442 (0.055 vacant)	B8	8.825 (1.678 vacant)	SG	3.580	A4	0.029	D1	0.038	Total	15.489
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SG	3.580																				
A4	0.029																				
D1	0.038																				
Total	15.489																				
<b>Location &amp; Overview</b>																					
<p>The Cody Road SIL is located at the western edge of the borough along the boundary with London Borough of Tower Hamlets, forming part of an employment hub (also comprising a LIL and LMUA) bounded by the River Lea tributaries to the West, West Ham Underground and mainline railway station and corridor to the North, the Jubilee Line railway corridor to the East and Newham Way road infrastructure and Canning Town town centre to the South. Immediately to the north is Strategic Site S11, the former Parcel Force depot now cleared and vacant; and, beside this site is a large gas works plant comprising 8 disused gas holders.</p>																					
<b>Quality and nature of offer</b>																					
<i>Cody Road Business Centre, North Crescent</i>																					
<p>Cody Road Business centre was developed by the London Development Agency in 1985. It contains an industrial core of good quality SME units of a standard specification also known as Crescent Court Business Centre and Project Park with adequate onsite parking and landscaping. Uses are traditional 'bad neighbour' types including recycling facilities and car repair/breaker yards; however these are in the main buffered by high quality storage and distribution</p>																					

warehousing, plus green landscape strips.

*Cody Road Business Centre, South Crescent plus Electra Park*

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

A more traditional offer is found further south towards Canning Town with land used for open storage and scrap metal. This sub-area contains two safeguarded wharves, Priors Wharf and Mayer Parry Wharf, but these are not currently in use, and indeed the river is unlikely to be navigable for freight purposes in any case.

*Prologis and Twelvetrees Parks*

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

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

**Worker facilities**

Within the SIL there is a pub, steam baths and several informal cafes. The DLR also provides good access to town centres, with Canning Town walkable from the south.

**Vacancy rates**

Percentage of floorspace	No of Units
11%	2
PTAL	1-4
Freight Access	Although the SIL is bounded by the river Lea there is only one insignificant and unused riparian access at Cody Dock. Access to the estate is solely by road.

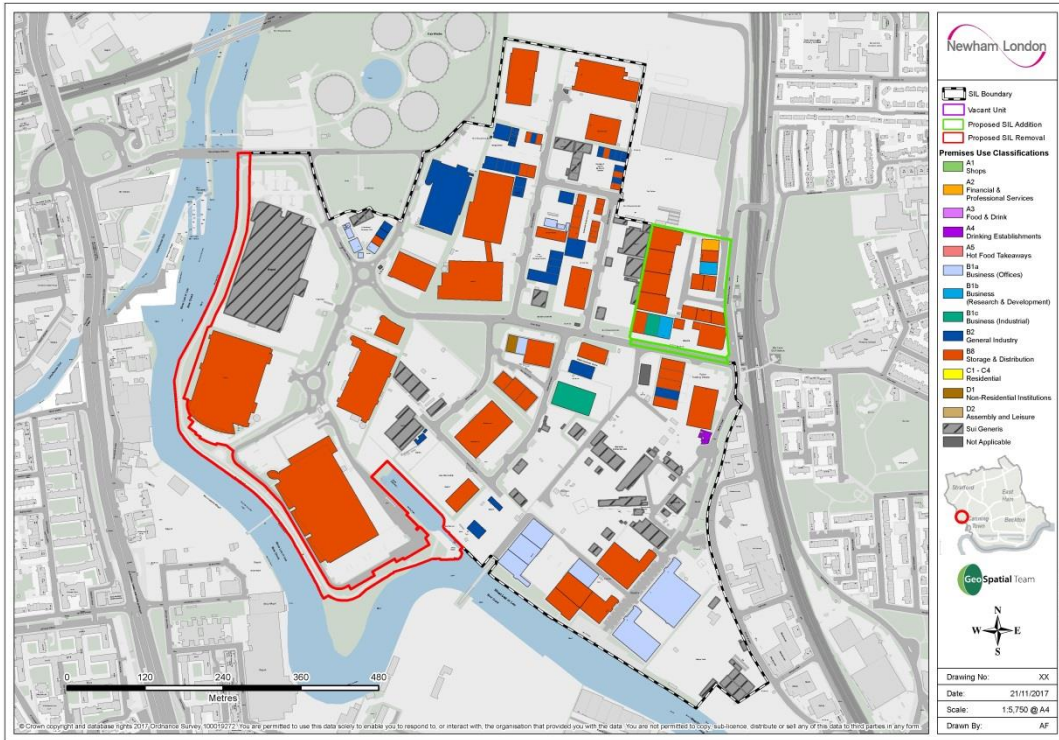
	Two safeguarded wharves to the south are inactive, but unlikely to be usable due to navigational difficulties
<b>Development activity, ownership and management</b>	
<p>The area has seen significant recent investment with large warehousing units previously constructed at Prologis Industrial Park, and a variety of units on Electra Business Park.</p> <p>There have also been a number of applications for extensions to premises and retention of certain minor developments, and there is currently ongoing improvements to pedestrian and cycling infrastructure on the western fringe as part of the Lea River Park (Leaway); this is likely to involve relocation of the EMR scrap metal business at the southern-most part of the area if an appropriate alternative site can be found. There is also a cluster of Lea River Park community and enterprise activity around Cody Dock, although this is presently partly unlawful.</p> <p>Land ownership is linked to specific industrial estates so is relatively consolidated and evident in generally well managed estate environments.</p>	
<b>Industrial land management considerations( including Managed Release /Transition where indicated in the Plan)</b>	
<p>The commercial space in Cody Road benefits from a high degree of industrial land use conformity; is well occupied and shows recent investment interest . The buildings at the estate are generally modern and in good condition with adequate parking and circulation, overall. A number of creative and high tech businesses as well good quality industrial accommodation for leading companies are already present in all sub-areas. It is not expected that any significant displacement will occur in the immediate future so that the estate is likely to retain its current configuration. However, there is the opportunity for incremental modernisation of remaining stock, and should any consolidation of the electricity infrastructure occur, then this may provide scope for further expansion of productive floorspace.</p> <p>Whilst the adjoining Canning Town Business Park is currently protected as part of the Stephenson Street LIL, it is of little difference to the main SIL. As such it is considered appropriate to incorporate it into the SIL boundary.</p> <p>Conversely, around Cody Dock, it is considered appropriate to remove the dock and margins from SIL to reflect its Lea River Park/Blue Ribbon Network role.</p> <p>Whilst a combination of Strategic Site (S11 Parcelforce, S13 Manor Road) and Local Mixed Use Area (Bidder Street) allocations provide for the introduction of residential uses at the margins of the SIL, the allocations are clearly specified to provide for ongoing protection to SIL based industrial activity and incorporate appropriate employment-generating uses compatible with residential on site as a buffer to the wider SIL.</p> <p>At the southern end of the area, there may be some scope for intensification of</p>	

SIL moving away from open storage to modern industrial/warehousing units reflective of the area's strengths, should EMR find alternative accommodation within the borough, providing opportunity to facilitate Lea River Park and wider regeneration objectives (including appropriate buffering of SIL and new industrial/warehousing floorspace) given its proximity to Canning Town station and town centre; this would also entail loss of safeguarded wharf access, but this is not presently in use, and nor expected to be able to become so.

### **Concluding points**

- Cody Road provides the most modern employment space in the Lower Lea Valley, providing for a range of spaces and uses, with some scope for intensification of these incorporating environmental improvements and the wider Leaway aspirations.
- The isolation of the SIL from residential uses makes it an ideal location for heavier, unneighbourly SIL-conforming employment uses.
- There is scope to incorporate the LIL within it at the north-east of the site, and subject to relocation of EMR, intensify SIL to the south, together with re-designation of Cody Dock and surrounding riverside margins better reflecting its Lea River Park role/ambitions.
- Beyond this, the designation and its boundaries remain appropriate.





## London Industrial Park

<b>SEL Status</b>	SIL	<b>London Industrial Park</b>	
<b>Area Composition</b>	<b>Roads</b>	<b>Estates</b>	
	Alpine Way Eastbury Road Whitings Way Hillcroft Road Roding Road	London Industrial Park	
<b>Size</b>	22.7 ha	Number of Businesses	82
<b>Category</b>		<b>Gross Floor Area sq m / ha</b>	
B1(a) Offices		510 sq m (1%) / 0.051 ha	
B2 General Industry		44273 sq m (44%) / 4.42 ha	
B8 Storage / Distribution		52486 sq m (6446 sq m vacant) (52%) / 52.486 ha	
Sui Generis employment generating uses		2307 sq m (2%) / 0.23 ha	
D1 Non-residential institutions		1131 sq m (1%) / 0.11 ha	
Total		100808 sq m / 10.08 ha	
<b>Location</b>			
<p>London Industrial Park is in Beckton at the east of the borough. The Greenway, a footpath and cycleway constructed on the embankment containing the Northern Outfall Sewer, runs to the north of the estate. The estate is bounded to the east by Royal Docks Road A1020, and to the south lies modern residential development and the Beckton Retail Park. On the west side is an area of green (not currently publicly accessible) open space: a former tip known as the Beckton Alp.</p>			
<b>Quality and nature of offer</b>			
<p>London Industrial Park is a modern estate with low rates of vacancy. The majority of the units are rated as excellent or good with only one premises, Solar House, judged to be in poor condition.</p> <p>The front of the estate is well shielded from the surrounding area as it is elevated, set back from surrounding roads with green space, through which there are pedestrian links to the neighbouring residential area. The estate also benefits from a high quality well maintained public realm. Parking was considered to be sufficient on the estate with no signs of parking stress found.</p> <p>The largest premises on the estate is the Britvic Soft Drinks plant, in existence at this location since 1990, which takes up a major part of the east of the estate in B2 use. There are also a number of smaller general industrial uses which mainly comprise printing businesses.</p> <p>The majority of the other uses comprise small to medium-sized Class B8 Storage and Distribution uses: mainly delivery and parcel businesses or</p>			

wholesale suppliers. There is a trend on the estate for one or more B8 units to be amalgamated for use by one business. The dominance of this use results in a high volume of traffic movement to and from the estate and along the service roads taking access from Woolwich Manor Way, and contributes to the estate's busy character. Indeed evidence was found of 24 hour working with HGV traffic active on the site at night.

In addition there are a few sui generis industrial machinery hire companies. They mostly contain open storage yards for their machinery. There has also been a limited amount of non-B Class incursion in the form of Class D1 training businesses operating within the estate including a motor cycle training centre and a building training business; however the nature of these does not presently conflict with the industrial offer.

**Worker facilities**

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

**Vacancy rates**

Percentage of floorspace	No of Units
6%	7
<b>PTAL</b>	0-2
<b>Freight Access</b>	Road only

**Development activity, ownership and management**

It is indicative of the commercially attractive nature of this estate that a new industrial unit has recently been completed at the while others have undergone recent refurbishment.

Over period 2014/15 planning consents have provided for changing business needs including a floorspace extension of 8615sqm at Britvic factory, as well as land use regularisation and permitted change of use to an employment generating sui generis use.

Solar House by reason of its large car park, accessible location at the edge of the estate close to Woolwich Manor Way and recent marketing has attracted interest for a range of inappropriate uses including proposals for a banqueting hall and as a place of worship. Such non-conforming uses have been resisted by the Council.

Interest expressed via the 2016 Call For Sites in piecemeal change in the heart of the site.

**Industrial land management considerations( including Managed Release /Transition where indicated in the Plan) going forward**

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

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

Given this, the scale of the estate and its largely homogenous character, it is considered that the only appropriate option is to retain the entire estate as a SIL. Whilst Solar House is under-performing, its current situation squeezed between a retail park and well-used B8 units make it difficult to consider removing it from SIL to facilitate redevelopment for alternative uses, and indeed, though the retail park is allocated a Strategic Site, it includes employment uses at this end. Its current designation would nonetheless allow for redevelopment/refurbishment to better meet modern business needs.

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

**Concluding points**

- Healthy industrial estate with a range of mainly general industrial and storage and distribution uses with some light industrial and training operators also present.
- Britvic the largest operator at the estate has been granted permission for a major extension
- The Solar House site should be refurbished or redeveloped, perhaps alongside the redevelopment of the Alpine Way Retail park.
- Allocation of the estate as SIL is complemented by its proximity to East Beckon District Centre.



**Thameside East**  
**Thameside East**

<b>SEL Status</b>	SIL	<b>Estimated Employment</b>	1845
<b>Area Composition</b>	<b>Roads</b>	<b>Estates</b>	
	Factory Road North Woolwich Road Albert Road	St Marks Industrial Estate Thames Road Industrial Estate Thameside Industrial Estate Tate & Lyle Standard Industrial Estate	
<b>Size</b>	31.3 ha	<b>Number of Businesses</b>	79
<b>Category</b>			
		<b>Land area hectares / sq m</b>	
B1 (a)		0.341 (3410 sq m) – 2%	
B1(c)		0.169 (1689 sq m) – 2%	
B2 General Industry		7.594 (75935 sq m) – 60%	
B8 Storage & Distribution		3.118 (31180 sq m) – 25%	
D1		0.155 (1547 sq m) – 1%	
SG		1.073 (10725 sq m) – 8%	
Unclassified		0.237 (2373 sq m) – 2%	
Total		12.686 (126860 sq m)	
<b>Location</b>			
An expansive Strategic Industrial Location located in the Royal Docks centred on the Tate and Lyle Sugar Refinery. It lies alongside the River Thames and south of the Crossrail route, which provides for separation from the other parts of Silvertown/North Woolwich.			
<b>Quality and nature of offer by sub area</b>			
<p><i>Thames Road Industrial Estate</i> is under occupied with existing operators identified largely falling within the B8 Use Class and 1.9 hectares of land within the industrial estate is being used for open storage. The sub area contains medium sized warehousing units of poor to fair quality with the presence of multiple pollutants and bad neighbour issues, significant due to close proximity to residential development. The estate contains much HGV traffic and there appears to be overspill with high parking stress on the adjacent roads. No evidence found of use of the river for freight.</p> <p><i>Thameside Industrial Estate</i> Adjacent to Thames road Industrial Estate and within Thameside Industrial Estate is industrial container/storage hire outlet. To the east of this units are used for storage and distribution as part of the wider Tate and Lyle operation. The access road off Factory Road is extremely busy with freight traffic. Condition is of poor to fair quality, lacking recent investment, with large areas of open storage and car-parking.</p>			

<p><i>Tate &amp; Lyle general industrial area</i> contains medium to large warehousing and general industrial units of fair quality. There is a large area of land used for open storage. Whilst apparently lacking recent cosmetic investment, the site is clearly meeting business needs and suits its riverside (with wharf access) and relatively isolated location, providing separation from its bad neighbour aspects (noise, emissions and large numbers of HGV movements).</p>	
<p><i>St Marks Industrial Estate</i> contains a range of small to medium size units accommodating light and general industry and storage uses together with open storage land. The estate has adequate loading and unloading provision and car parking facilities and is well occupied. The main estate and northern B8 unit are good quality environments, and the surrounding road infrastructure provides for a separation from sensitive receptors. However, adjacent to Brick Lane Music Hall is a more dated warehouse unit, and a site in temporary use by Crossrail,</p>	
<p>The SME cluster at <i>Standard Industrial Estate</i> contains a range of B Class occupiers (including waste processing), 1Ha of open storage land, 1.6Ha of vacant land and an industrial training facility. It also contains two non-conforming religious facilities. Until recently there was another well-occupied SME cluster but this was demolished to make way for Crossrail works; there has also been recent demolition of telecoms equipment at the eastern edge.</p>	
<p><b>Worker facilities</b></p>	
<p>No 'walk to' services for industrial occupiers such as workplace crèches or cafes were identified within the cluster. A local shopping parade on the corner of Parker Street and Connaught Road, and North Woolwich local centre were identified. These facilities are within 400m (as the crow flies) of each of the industrial estates. However access to these facilities on foot is difficult given the cluster is bounded by road and rail infrastructure which create significant north south barriers – there is only one stepped footbridge at the former Silvertown Station, and long linear industrial traffic dominated routes east west. Estates at the either end of the cluster have best access to public transport (DLR and bus services).</p>	
<p><b>Vacancy rates</b></p>	
% of Floorspace	No of Units
0	
<b>PTAL</b>	0-2
<b>Freight Access</b>	The cluster has a riparian margin and Tate & Lyle benefits from direct access to a safeguarded wharf which is in use. There is also good access to the Strategic Road Network.
<b>Airport safeguarding</b>	The entire cluster is subject to technical airport safeguarding considerations. This would be a significant constraint in any development proposals with regard to building height restrictions.
<p><b>Development activity, ownership and management</b></p>	
<ul style="list-style-type: none"> <li>Tate and Lyle is expanding eastwards beyond its present boundary to meet business needs; this should secure more SIL compatible uses in this vicinity (e.g. in place of a Cash and Carry). Their operational extent includes the Thameside Industrial Estate.</li> </ul>	

- BT recently proposed a new engineering depot on the former satellite site; but this application was subsequently withdrawn.
- Otherwise development activity is limited to small scale business expansion and land use regularisation in period 2011/12-2012/13. No activity in 2013/14-2014/15 as well as Crossrail Works at the eastern edge of the area.
- Interest in land use change at the western and eastern edges and piecemeal within the core of the site expressed at local plan consultation in 2011, 2015 and 2016.
- Ownership is relatively consolidated across 4 main landowners.

**Industrial land management considerations (-including Managed Release /Transition where indicated in the Plan) going forward**

**St Marks Industrial Estate**

The main part of the estate is well occupied by SMEs and exhibits a high quality of accommodation with a good degree of self containment/separation and good SRN access; however the eastern part of the sub-area is weaker. It is considered appropriate to retain this and the relatively modern unit at the north as LIL (rather than SIL) with partial release for employment-led mixed use at its margins (around the Listed Church/music hall) allowing for cultural industry and new accessible connections across the railway to be forged. The presently undesignated self storage unit is to be brought within the LIL designation.

**Thames Road Industrial Estate**

Whilst the area has potential for 24-hour working due to relative self-containment, recent residential development to the east has eroded this benefit. The site is made up primarily of large industrial units and warehouses. The high levels of road-based freight movement and parking stress add to this amenity issue. It is considered the estate requires investment to uplift it. This could be facilitated by reallocating this part of the SIL for mixed use as part of a wider strategic site; this would include new provision of industrial/warehousing floorspace at the eastern margin, subject to resolution of access issues.

**Thameside Industrial Estate/Tate & Lyle Sugar Refinery**

It is considered the location of this cluster as part of a larger cluster of industrial activity reinforces its suitability as SIL. It benefits from access to the river with direct access to a safeguarded wharf. However, there appears to be a lack of recent investment in both parts of the site. This section of the industrial estate is also affected by the considerable barrier effects of the Crossrail line, with only very limited pedestrian access to transport links and local amenities (stepped footbridge at former Silvertown station location by the local shopping parade). Longer term if the key occupier were to vacate the site, then redevelopment may be indicated, as long as it could afford infrastructure investment. However, recent engagement suggests that Tate and Lyle are committed to this location and have expansion and other investment plans.

**Standard Industrial Estate**

This industrial area provides for existing industrial activity and waste



management uses in modern accommodation. The area does not conflict with neighbouring land uses given separation distances and there is scope for industrial re-provision on the Crossrail site and BT utility land at the eastern end, helping to buffer the wider SIL from other development on a wider North Woolwich Gateway Strategic site, though this is also likely to include further employment-generating uses given amenity issues and efforts to reactivate the listed station through cultural uses. Pedestrian connectivity to local facilities remains a significant problem however, due to the barrier effects of Crossrail and the unattractive industrial access road environment. Connectivity is best at the eastern end, and should be further enhanced by Strategic Site masterplanning.

### **Concluding points**

- Most scope for change at the present time at the edges; should nonetheless occur in a managed, comprehensive and masterplanned way, including re-provision of modern industrial/warehousing floorspace.
- Tate and Lyle will remain a large operator at this location and are expanding operations and land take.
- Longer term if operator demands were to change, more large scale change would require significant changes to pedestrian and public transport connectivity.



## Thameside West

<b>SEL Status</b>	SIL	<b>Estimated Employment</b>	Main businesses: approximately 180 jobs
<b>Area Composition</b>		<b>Estates</b> [Already identified for release as part of Strategic Sites S22 and S08: Scarab Business Park; Dock Road Industrial Estate Greenshields Industrial Estate]	
<b>Roads</b>		Knights Road Bradfield Road Bell Lane	
<b>Size</b>	25.63ha (including previous SIL release)	Number of Businesses	31
<b>Category</b>		<b>Gross Floor Area ha</b>	
B2 General Industry		2.6 (including 0.36 vacant)	
B8 Storage		1.5 (including 0.39 vacant)	
Sui Generis employment generating uses		0.019 (including 0.04 vacant SG)	
A4		0.022	
Total		4.150	
<b>Location</b>			
Thameside West is safeguarded as a Strategic Industrial Location located in the Royal Docks along a river frontage which extends along the Thames south of Silvertown Way (and its arch based LMUA) to Lyle Park.			
<b>Quality and nature of offer by sub area</b>			
<p><i>Bradfield Road &amp; Knights Road</i> Bradfield Road links around to Knights Road. The sub-area accommodates a range of B1a, B2, B8 and sui generis industrial occupiers becoming more industrial in character towards the Thames, with Managed Release already provided for at the northern end, and planning activity ongoing in this area setting mixed use redevelopment in train close to the station. Along Knights road a concrete batching plant is in active use with consequent dust affecting the external environment, though an animal rendering plant which was the source of many odour complaints has now re-located. Parking stress continues to be an issue. Along Bradfield Road, uses reduce in intensity and are located in poor quality buildings with large amounts of open storage: these comprise B8 depot and waste/recycling storage use.</p> <p><i>Peruvian Wharf</i> This is a large vacant site (formerly occupied by a sugar refinery owned by Tate and Lyle) with two large industrial operators on either side: Nuplex resins (see below) to the west and Tate &amp; Lyle syrup works to the east. Tate and Lyle have had significant investment in modern production lines since 2010</p>			

within its existing building footprint. The wharf is safeguarded and subject to an extant permission for aggregates and concrete batching for which enabling works are in train. More recent consents allow for significant lorry movements associated with this operation (300 a day Monday to Saturday, including at night).

#### *Bell Lane*

Bell Lane is separated from the Bradfield Road area by the Peruvian Wharf site. This section is characterised by three large general industrial and storage operators: Nuplex Resins, Skanska construction yard and the presently well-managed Euromix Concrete batching plant. It is considered to have a fair quality public realm (relative to the nature of the uses) and low density units of fair quality. The former Carlsberg Tetley site at the northern edge is the subject of a GLA meanwhile use project focusing on cultural and creative industries. To the north west is land already allocated for release for mixed use redevelopment, (S08) reflecting passive provision for a new DLR station, if wharf needs can be met. This is presently in general industrial use, with Dock Road heavily congested with HGV traffic.

#### **Worker facilities**

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

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

#### **Vacancy rates**

Percentage of floorspace/area	No of Units
18%	5
PTAL	0-2
Freight Access	The industrial area has a riparian margin and benefits from direct access to three safeguarded wharves. It has good access to the Strategic Road Network.
Airport safeguarding	The area is subject to technical airport safeguarding considerations. This would be a significant consideration in any development proposals with regard to building height restrictions.

#### **Development activity, ownership and management**

Adjoining the site to the east on SIL released for redevelopment is the Royal Wharf development, a major new neighbourhood and local centre; this is moving westwards in phases, with consent recently granted for 1 Knights Road.

A number of temporary consents (up to 4 years) have been consented in 2017 for concrete batching and sorting/transfer of construction waste and

materials in the Bradfield Road area particularly at Keltbray Ltd.

Further north west a number of temporary consents have been approved in 2017 at the Thames Road (Dock Road) area for the continued use for aggregate/construction and waste recycling alongside general plant and machinery maintenance.

#### *Peruvian Wharf*

The wharf is set for re-activation for aggregate and concrete batching with its purchase recently completed and active planning and development work ongoing. There is also interest in consolidating wharfage from elsewhere in the vicinity (notably Thames Wharf, and potentially existing safeguarded wharves on the S22 Strategic Site (Royal/Minoco Wharf) onto this and the adjoining John Knights site, which is heavily contaminated – making other uses more challenging. To the rear, a planning application for residential-led mixed use is pending consideration. The lorry and shipping movements associated with wharf reactivation, together with aggregates dust and noise present considerable challenges for this development proposal.

#### *Royal Primrose Wharf*

As well as re-activating Peruvian Wharf, the PLA are actively pursuing proposals (known as Royal Primrose Wharf) to consolidate other Thameside West Wharves onto the former heavily contaminated John Knights site.

#### *Nuplex*

Recent engagement suggests that future investment at the Nuplex site (following other European sites at maximum capacity) is likely. The site has capacity for on site expansion and better utilisation of under occupied units, and there is also scope to improve its environmental performance..

#### *Silvertown Tunnel Development Consent Order*

An application for development consent for the Silvertown Tunnel scheme linking the Greenwich Peninsula and Silvertown is currently being assessed under the Nationally Significant Infrastructure Project (NSIP) regime. A decision by the Secretary of State is unlikely to be made until May 2018

The area north of Bell Lane and west of North Woolwich Road falls within the red line of the submitted scheme and would need to be cleared for construction: it is already covered by a safeguarding order.

The duration of construction of the scheme if approved is expected to be approximately 7 years. This substantial section of the SIL could be unavailable for employment purposes for almost a decade to come, though once completed, a development platform would become available. However, part of the site is currently the subject of a meanwhile use project facilitated by the GLA.

**Industrial land management considerations (including Managed Release /Transition where indicated in the Plan) going forward**

Thameside West is well located in relation to the Strategic Road Network, and to the River Thames. The SIL offers potential for 24 hour working due to its relative self-containment.

The SIL in its current form is however subject to competing development pressures. On the one hand land is being cleared or held vacant (not proactively marketed for employment uses); on the other there is work to re-activate a wharf with potential for further consolidation and significant wharf-related activity, (including lorry movements) together with potential Silvertown Crossing construction works in close proximity to these sites. The heart of the SIL, the Tate & Lyle works and surrounding industry including the Greenshields Industrial Estate and uses at Thames Wharf which are subject to the managed release policy as part of the Minoco [Royal] Wharf Strategic Site S22 & Thames Wharf S08 respectively remain active and industrial in character however.

Given the strategic pressures on industrial land, and the externalities of the fronting wharf use, together with further wharf consolidation potential, the continued designation of land behind Peruvian Wharf and the John Knights site as SIL is appropriate. Indeed, given its strategic role in providing new capacity, which could also accommodate displacement from elsewhere, (including a consolidated wharf and other uses on neighbouring Strategic Sites) it is further appropriate to accord it Strategic Site status, which allows for specification of new access to the wharves and other remaining industrial uses on Knights road, helping to reduce access conflict there. The wharf consolidation could in turn potentially help to reduce some lorry movements associated with existing uses such as concrete batching.

Indeed, the scale of the industrial area and its varied character with a range of employment uses and capacity sites of different sizes mean that it is considered appropriate to retain the majority of Thameside West as SIL.

There is however scope to release land at the eastern edge adjacent to Lyle Park, (rounding off the Royal Wharf neighbourhood and making better use of the park) and the western edge up to and around the proposed tunnel portal (i.e. closest to the proposed new DLR station at Thames Wharf) for mixed use redevelopment. Such development could improve the walk-to facility offer for workers on the remaining employment land as well as appropriately managing potentially conflicting land uses and regeneration/housing capacity potential linked to DLR access and parkside location. At the western end, further release may also be possible through carefully designed intensification that doesn't undermine functionality.

### **Concluding points**

- Extensive industrial area with a range of mainly general industrial and storage and distribution uses with some light industrial operators also present.

- A significant part of the original employment area at its eastern end adjoining Barrier Park has been released for the Royal Wharf development comprising 31.9 hectares, and there is a presumption that the remainder of SIL within the Strategic Site and S08 to the north will be released in due course as appropriate development proposals come forward; there is scope to round off both these new community areas through some further limited managed release.
- There is additionally a major development site, including scope for wharf reactivation (underway) and consolidation and opportunity to support industrial development at the Peruvian Wharf, adjoining John Knights site and its backland area with implications for neighbouring Strategic Sites and sustainability of employment-generating uses in the area.
- Given the existing industrial offer and potential for further displacement of operators on Thameside West a comprehensive masterplanned approach should be taken to manage any land use transition at this location.

