5.1 This hearing statement from the Port of London Authority (PLA) specifically addresses question 5.4 ‘Providing for Efficient Use of Employment Land’ of the Matters, Issues and Questions Discussion Note under matter 5 ‘The Economy and Employment Provision’. Specifically this statement addresses part (iii) which states:

“(iii) What is meant by “rationalisation of safeguarded wharves”? Is this strategy justified in the light of projected growth in seaborne trade through the Port of London?”

5.2 This statement addresses the PLA’s position with regard to the rationalisation of Safeguarded Wharves within the Thameside West area of the London Borough of Newham, with the purpose of ensuring that seaborne and inland waterway freight trade into/out of the Port of London area continues to grow and remain strong.

5.3 The PLA considers that the reactivation, relocation and / or consolidation of the four currently safeguarded wharves in the Thameside West (Thames, Peruvian, Manhattan and Sunshine) to Peruvian and Royal Primrose wharves will achieve an increase in functionality and wharf capacity within this part of the north east London sub-region. This could provide for a qualitative increase in cargo-handling beyond that currently existing. The creation of an improved industrial and cargo-handling ‘core’ with other users in Thameside West and the creation of additional modal shift provide benefits beyond that which could not be obtained from the current arrangement of Safeguarded Wharves.

5.4 The current locations of the Safeguarded Wharves in the Thameside West area in Newham and the PLA’s preferred approach is shown on the map contained on page 44 of the Local Plan Review Proposed Submission draft November 2017 (as consolidated with Proposed Minor Amendments February 2018) and in the appendices below. Peruvian Wharf, which has been acquired by the PLA, and following a range of site preparation works will be reactivated for cargo-handling and the proposed new Safeguarded Wharf on Royal Primrose wharf will cumulatively enable a new operator (Brett Aggregates) and both of the existing operators within Thameside West (Keltbray and Euromix) to increase throughput and obtain a security of tenure and hence investment in facilities not previously possible. Currently Euromix are located at the non-safeguarded Dock Entrance Wharf on a short-term basis, therefore the move to Royal Primrose Wharf will enable operations to expand. Keltbray are currently located on Thames Wharf, also on a short term basis. Moving to Peruvian Wharf will enable Keltbray to expand operations due to the enlarged site area at Peruvian Wharf, as well as consolidate their own sites to just one central site.

5.5 Currently the capacity of Thames wharf is estimated at 104,000 tonnes, Manhattan at 5,000 tonnes and Sunshine at 15,000 tonnes. A combined loss of 123,000 tonnes in annual capacity. However, the proposed new wharf at Royal Primrose has an estimated capacity of 250,000 tonnes leading to an overall increase in capacity within this part of the network.
5.6 In addition, the creation and reactivation of a new wharf at Royal Primrose Wharf also provides for a direct connection from the river to Tarmac’s existing Silvertown concrete batching plant at Knights Road. This facility currently imports approximately 250,000 tonnes of aggregates from Murphy’s Wharf in the Royal Borough of Greenwich by road via the Blackwall Tunnel. The proposed new wharf will enable this material to be handled through Royal Primrose Wharf and its inclusion as a Safeguarded Wharf is, in addition to the other factors mentioned above fundamental to the success of the proposed approach to consolidating the wharves in Thameside West, and in addition to the benefits for cargo-handling and increasing river transport, will enable other development schemes to be brought forward. Figures one and two below present charts showing the proposed reactivation, relocation and consolidation of the Safeguarded Wharves at Thameside West. Figure three is taken from the London Borough of Newham’s Proposed Submission Local Plan Review (As consolidated with proposed Minor Amendments) (February 2018), and its inclusion is supported by the PLA.

5.6 The proposed reactivation, relocation and consolidation of Safeguarded Wharves in this area has also been supported by the Greater London Authority (GLA), who have recently launched a consultation on a review of the network of Safeguarded Wharves\(^1\) (May 2018), in support of the draft London Plan (2017). Within the consultation document, the review proposes that if the Silvertown Tunnel between Greenwich and Newham proceeds, which, as per the development consent granted on 10 May 2018, is likely, then the current wharf operators at Thames Wharf and the non-safeguarded Dock Entrance Wharf will need to be relocated.

5.7 As a result the Mayor within the draft Safeguarded Wharves review is proposing that a Safeguarding Direction is applied to Royal Primrose Wharf, adjacent to Peruvian Wharf, which would allow the group of operators affected by the Silvertown Tunnel (Keltbray on Thames Wharf and Euromix on Dock Entrance Wharf), to co-locate and derive benefits from co-location, as well as enable the release of existing sites for redevelopment, reduce the area coverage of these operations whilst increasing their actual capacity and deliver modal shift benefits from road to water. In addition, the draft Safeguarded Wharves review recommends that if the Silvertown Tunnel scheme proceeds, then Thames, Sunshine and Manhattan Wharves can be released from safeguarding on the condition that capacity is consolidated elsewhere in the Thameside West area, through the safeguarding of Royal Primrose Wharf.

5.8 Within London the GLA’s draft Safeguarded Wharves review states that there is an estimated capacity of 18 million tonnes across London, which will fall to 17.4 million tonnes as a result of the proposed release of safeguarding to a number of wharves, including the Thameside West wharves in Newham. Safeguarded Wharves in Newham are contained within the North-East sub-region, and the demand and capacity forecasts supporting the review state that there will be an estimated fall in spare capacity in the region from 2.9 million tonnes to 2.4 million tonnes, an 18% reduction in excess capacity, as a result of the proposed changes within the Safeguarded Wharves review, including the consolidation of wharves in the Newham area, as well as the loss of Safeguarded Wharves in the London Boroughs of Havering (Phoenix Wharf) and Barking and Dagenham (Welbeck Wharf).

\(^1\) [https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/safeguarded-wharves-review](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/safeguarded-wharves-review)
5.9 With regard to demand, the draft Safeguarded Wharves review states, under the base demand scenario that the overall trend for the amount of cargo handled is forecast to increase to 13.4 million tonnes by 2027, potentially then decreasing to 12.3 million tonnes by 2041, the high scenario forecasts a potential demand of 16 million tonnes by 2041. Specifically in the north–east sub-region specifically the draft Safeguarded Wharves review forecasts that by 2041, demand would be at 5.8 million tonnes, compared with a capacity of 8.7 million tonnes, leaves a surplus capacity of 2.4 million tonnes, taking into account the proposed changes to Safeguarded Wharves in this sub-region. Therefore as part of the analysis of the draft Safeguarded Wharves review, it has been assessed that there is sufficient capacity to accommodate the forecasted increase in demand, taking into account the proposed wharf consolidation within the London Borough of Newham.

5.10 As part of Newham’s Local Plan Review consultation stages, the PLA has made a number of comments, the majority of which have been taken into account. The PLA has made some comments on the Proposed Submission Local Plan Review (As consolidated with proposed Minor Amendments) (February 2018), principally with regard to highlighting the importance of the phasing of the reactivation, relocation and / or consolidation of Safeguarded Wharves, to ensure there is no loss of Safeguarded Wharves at any point during the development of these sites, and a number of consistency comments, to ensure the same terminology is used throughout the Local Plan with regard to Safeguarded Wharves. The PLA recommends that these proposed amendments are taken forward as part of the adopted Local Plan for Newham to ensure the policies relating to Safeguarded Wharves are clear and robust.
Appendix One: London Borough of Newham Thameside West Safeguarded Wharves.

Figure 1: proposed reactivation, relocation and consolidation at Thameside West, Newham
Figure 2: Boundary of Safeguarded area of Peruvian Wharf and proposed safeguarding area of Royal Primrose Wharf
Figure 3: Page 44 Newham Local Plan Review, Proposed Submission Draft November 2017 (As consolidated with Proposed Minor Amendments February 2018)