Matter 5 Providing for Efficient Use of Employment Land

(i) Is policy J2 justified in its protection of Strategic Industrial Locations (SIL) / employment land and in its managed release of land to other uses, e.g. through its ‘agent of change’ principles in order to achieve an effective buffered transition between residential and traditional industrial uses? Is the onus on developers of released SIL to accommodate their designs to pre-existing industrial neighbours, rather than vice versa, (which is my understanding of para 3.a), justified and would this policy be effective in achieving neighbourliness and eliminating complaints from noise-sensitive developments? Does this policy set out an effective template for overcoming conflict between neighbouring uses, or is it overly onerous and restrictive?

The Statement of Common Ground (SOCG) includes next steps for the masterplanning of the Beckton Riverside area, with reference to other Local Plan policies to shape how these uses are realised to meet wider plan objectives.

TfL agree with the wording, as per Inspector’s understanding, that the onus on developers of released SIL to accommodate their designs to pre-existing industrial neighbours, rather than vice versa. If it helps, with particular reference to the example of the Beckton DLR depot:

1 The existing Beckton DLR depot will require a security fence as it does now, which can include noise baffling, to achieve a level of noise in line with DLR’s existing noise policy. However, this applies to the impact on residents – as there are currently no residents nearby such a policy would not need to be implemented until any residents are in place.

2 The northern boundary of the depot would still be largely the existing TfL land boundary, and so there is no new land available for landscaping mitigation measures other than the fence line that is already available. With DLR being the existing occupier here we would expect any large-scale new mitigation measures to take place on the land being outside the depot area, since the depot already runs along most of the boundary, to accommodate pre-existing use.
3 The area proposed to be retained as SIL extends to Armada Way, whatever is masterplanned and ultimately developed on either side of the road which provide a large additional buffer to any nearby residential property. Any further noise impacts from the depot could be mitigated by noise barriers meeting DLR’s existing policy.

4 It should be noted that noise levels at the boundary of the depot are likely to be quite low as this would mainly be train stabling and associated stock movement – maintenance activity which generates some more noise will largely take place at the centre of the depot site as it does now.

(ii) In the light of planning / projected increases in housing numbers in Newham over the plan period (and the accompanying increase in economically active residents), what is the justification for releasing large amounts of employment land?

Release of industrial land to other uses should consider the impact of new development on the transport network and how new development can address access by active, efficient and sustainable modes. Any land released in a Strategic Industrial Location should be done in relation to existing and potential Public Transport Access Levels.

No TfL statement to questions (iii) or (iv)