Statement of Common Ground: Thameside West SIL / Silvertown Landing (S09) – as updated 26/6/18

1. Introduction

The purpose of this Statement of Common Ground (SoCG) is to inform the Inspector, prior to the Examination hearings of Newham’s Submission Draft Local Plan, as to areas of agreement between the Council and the Mayor of London (GLA) in relation to the boundary of Thameside West Strategic Industrial Location (SIL), which falls within Strategic Site allocation: Silvertown Landing (S09). Such an agreement is necessary following the Secretary of State's decision on 10th May 2018, under section 114 of the 2008 Act, to make with modifications an Order granting development consent for the Silvertown Tunnel3.

Thameside West SIL is currently proposed for Managed Release under adopted policy of the Core Strategy (2012). The Proposed Submission Draft Local Plan, carries forward this release in a plan-led and managed way in which the area at the western edge that falls within Strategic Site S09 (Silvertown Landing) compromising of both protected SIL and SIL release. This is illustrated in Map 02 which shows the Proposed Submission Draft Local Plan protection/release at Thameside West and Map 04 how this sits within the context of Strategic Site allocation at Silvertown Landing (S09).

This SoCG follows a representation received from the Mayor of London at the Proposed Submission Draft stage (Reg 19), suggesting a minor amendment to the proposed SIL boundary within S09, to better reflect the Silvertown crossing alignment (Map 01) with appropriate buffering, as shown in Map 03. The representation suggests that the designation in its current form risks the potential for non SIL conforming uses such as housing to come forward at this location, in which appropriate buffering is required.

As part of the statement, LBN seek to agree the following with the Mayor of London:

- A post submission amendment to the SIL boundary at Thameside West - that retains a revised total quantum of approximately 1.92ha ha of SIL (Map 03) within Thameside West SIL in Strategic Site S09 (Silvertown Landing) - to better reflect the boundary with the Silvertown Tunnel alignment, whilst providing appropriate buffering of SIL.
- A post submission amendment revision to the wording of strategic site S09 (Appendix 1, page 385 of the Proposed Submission Draft Local Plan Document) as reworded below to reflect the SIL to be retained. The amendment to the wording recognises the potential for further limited release through Managed Intensification (illustrated by a star on Map 03) as per criteria in policy J2.3.b.

3 SoS Silvertown Tunnel decision
• Agree mapping amendment protecting SIL as illustrated in Map 03 (which will result in amendments to the Post Submission Plan Maps on J2 (pg 187), Silvertown Landing (pg 385), S3 Map (43), Wharf Map (pg 45) and S4 Map (pg 58))

2. Rationale

The Council’s plan-led, managed approach to SIL reflects the findings of the Council’s Employment Land Evidence base\(^2\) (parts 1 and 2). Part 1 (Employment Sites Audit) is a qualitative review of the Borough’s employment land seeking to take stock of the existing employment land to ensure the ongoing viable operation and functionality (maintaining industrial capacity) of SIL. The second part (Demand Study) reflects on the findings from Part 1, recognising the increasing land pressures on SIL and to plan for the strategic objective to provide the quantum of SIL in a demand-led way to meet identified industrial demand. It concludes that Silvertown landing has some scope to support regeneration for modern industrial purposes including buffering between retained SIL and new development coming forward.

As a result of the proposed amendment to Thameside West the following SIL will be protected/released (subject to ensuring the no net loss of industrial capacity or functionality through a series of policy tests in J2.3a/b at S09:

<table>
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<tr>
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<th>SIL Protected</th>
<th>SIL Release</th>
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<tr>
<td>S09: Silvertown Landing (as proposed at Submission, Feb 2018)</td>
<td>2.06 ha</td>
<td>3.57 ha</td>
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<tr>
<td>S09: Silvertown Landing (minor amendment)</td>
<td>1.92 ha (-0.14ha)</td>
<td>3.72 ha (+0.14ha)</td>
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The objective of S09 seek to ensure the efficient use of retained SIL to meet identified demand for modern industrial floorspace and warehousing. Furthermore the land will act as a buffer between new and existing SIL and strategic infrastructure, and any new residential development. As such, the following wording is included in S09 of the Local Plan: ‘mixed use with strategic infrastructure to the east of the site and repositioned to secure buffering of new and existing SIL and strategic infrastructure.

3. Common Ground

The representations noted that Newham’s draft Local Plan is in general conformity with the London Plan, subject to a minor amendment regarding the SIL boundary, and the subject of this SoCG.

It is acknowledged by the Mayor of London that LBN have been proactive in working with the Mayor of London’s team to agree and co-ordinate SIL in the light of the findings from the borough’s own Employment Land evidence base alongside other wider supporting evidence including the Industrial Land Demand Study.

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\(^2\) LBN Employment Land Review
The Mayor of London has also welcomed the Council’s plan-led and managed approach to support economic growth in the Arc of Opportunity/employment hubs and the consolidation of SIL through subsequent designations, subject to the minor amendment to the SIL boundary at Thameside West (Silvertown Landing) as highlighted above.

4. Proposed amendments (post submission)

In the light of the Silvertown Tunnel consent and Reg 19 representation from the Mayor of London, the Council is proposing a Post Submission Amendment to the SIL designation at Thameside West within S09 to reflect the alignment of the Tunnel.

In the light of the above, agreement is sought for the below points as part of the Post Submission Amendments:

- The principle for the need for a Post Submission Amendment to the Thameside West SIL boundary / Strategic Site S09 SIL
- The mapping as illustrated in Map 03 is agreed
- Amendment to the text of Strategic Site allocation S09 (set out below in red below) is also agreed:

Post submission wording to S09 Silvertown Landing

Mixed use consolidating the community centred on the new DLR station at Thames Wharf on the western part of the site through Managed Release of SIL, and employment/strategic infrastructure development at the east of the site, where the functionality and capacity of the SIL will be protected, but may be re-positioned to best effect securing buffering of both new and existing SIL and strategic infrastructure with possible scope for further limited release via Managed Intensification as per J2. Employment uses on the SIL should include modern industrial and warehousing, but may also link to the adjacent LMUA, with the scope to secure Managed Intensification (as per J2) and further release if new formats are realised, reducing the spatial footprint whilst achieving the same capacity, functionality and ability to respond to industrial and warehousing demand. The Managed Release of the western part of the site for mixed use will secure an appropriate transition from SIL and strategic infrastructure and include residential uses, green and community infrastructure meeting local need, and employment generating uses. Convenient and comfortable connections to the DLR stations at West Silvertown, Thames Wharf and Royal Victoria, and along and across North Woolwich Road will be improved as will pedestrian and cycle links through to and along the river (where public space will open out) and docks and to nearby local centres and
Canning Town town centre. Indicative building heights 10 to 12 storeys buildings of up to 18 storeys being acceptable at key locations.

See also Policies S1, S3, SP4, SP7, SP8, SP9, J1, J2, INF1, INF2, INF4, INF6, INF7, INF8 and INF9

The amended text continues to support the ongoing promotion of a mixed use Strategic Site allocation at S09. With the Post Submission Amendment to the SIL boundary in Map 3, this would seek to continue to support the buffering of transport infrastructure at the eastern end of S09. In doing so this recognises the scope for possible further limited release of SIL through the promotion of Managed Intensification (subject to criteria set out in J2.3.b) at the north/eastern end of the added SIL.

The maps below illustrate the proposed changes to reflect these points:

Map 01: Silvertown Tunnel alignment:

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3 Silvertown Tunnel, Plans, Drawings and Sections (April 2017), Pg 10
Map 02: Submission Document Mapping (Thameside West SIL/SIL Release):

- Strategic Industrial Location (scope for Managed Intensification)
- SIL (Subject to Managed Release) [J/2]
- Possible Further Release by Intensification (or Reprovision)
Map 03: Proposed [Post Submission] Amendment to Thameside West (SIL) / Silvertown Landing:

[Diagram showing map of Silvertown Landing with strategic site CJ marked and other strategic locations indicated.]
Map 04: Proposed Submission Site Allocation (S09 / Silvertown Landing)
Map 05: Proposed (post submission) amendment to Thameside West (SIL)
Silvertown Landing land
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<th>Signed on behalf of LBN</th>
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<tr>
<td>Planning Policy Manager</td>
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<td>26\textsuperscript{th} June 2018</td>
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