

Dulcia Mills

EMPLOYMENT LAND REVIEW 2022		Dulcia Mills
Status	LMUA7	
Site Uses and Area Composition	Royal Mail depot, with mix of carpet and furniture wholesalers and light industry surrounded by predominantly residential uses and adjacent to a row of commercial units including a local shopping parade	
Roads	Herbert St Swete St Plaistow High St Balaam St	
Size	0.83ha	
Location		
This employment site is located on and south of Plaistow High Street, a short distance to the south of Plaistow underground station.		
There was no change to the LMUA boundary in the Local Plan Review 2018.		
Quality and nature of offer (by sub area if appropriate)		
The focal point of the cluster is the busy Royal Mail premises, which lies at the centre of the site with surrounding yard space. The site is notable also for the presence of well-established housing in two Council-owned blocks on Swete St/Herbert St and an imposing Victorian house at the top of Balaam St. Several of the other premises appear to be vacant. The occupied premises include a furniture store, a carpet warehouse and two colleges (D1) all fronting Balaam St. There is a barber's shop, a vacant public house, and a take-away shop on the High Street frontage.		
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 th century inn and is grade II listed. It is included in Historic England's Buildings at Risk register.		
Worker facilities		
No workers facilities within the site but Plaistow local shopping parade is opposite with a basic range of services, and there are other shops and services in easy walking distance at Greengate Local Centre to the south. Public transport access is good.		
The location of this site supports the objectives which focus on 15-minute neighbourhoods, the climate emergency, and the consideration of how to create a healthier environment for all residents. In particular, the focus on reducing car dependency, focusing growth in locations that are easily accessed by public transport, as well as being accessible through walking and cycling.		

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

Concluding points

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



Sprowston Mews and Atherton Mews

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

With a small handful of relatively modern housing developments on site at the central component of the Mews (including a gate restricting access through the site) the existing area currently supports both residential and limited commercial uses. However, the quality is reduced towards the eastern fringe with a number of dilapidated small scale industrial units.

Worker facilities

No services for industrial occupiers such as workplace crèches or cafes were identified within the area. However, a wide variety of shopping, child care, and other services are available within easy walking distance at Forest Gate town centre and on Romford Road. The eastern end of Atherton Mews benefits from a small number of car parking spaces supporting the existing carpet wholesaler.

PTAL

2/3/4

Freight Access – water/rail

Not applicable

Airport safeguarding *Note that a Constraints Assessment was prepared on behalf of the GLA by White Young Green in December 2015*

Development in the area unlikely to raise issues under technical airport safeguarding considerations.

Development activity, ownership and management

Sprowston Mews

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.

Sprowston mews comprises approximately 22 premises all in private ownership supplemented by building plots at the end of gardens on Clova and Sprowston Roads. New residential properties are dispersed throughout the mews and interest in construction of more one-off houses has increased in recent years. It is important to note that many of the houses constructed which were approved as family housing are operated as houses of multiple occupation (HMO's).

There are a handful of recent permissions for three and four bed individual family homes and 5 self-contained flats (2x1bed, 1x2bed & 1x3bed) and for 2 small B1 office units.

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.

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.

Atherton Mews

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

Industrial land management considerations going forward

Sprowston Mews

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

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

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

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

Atherton Mews

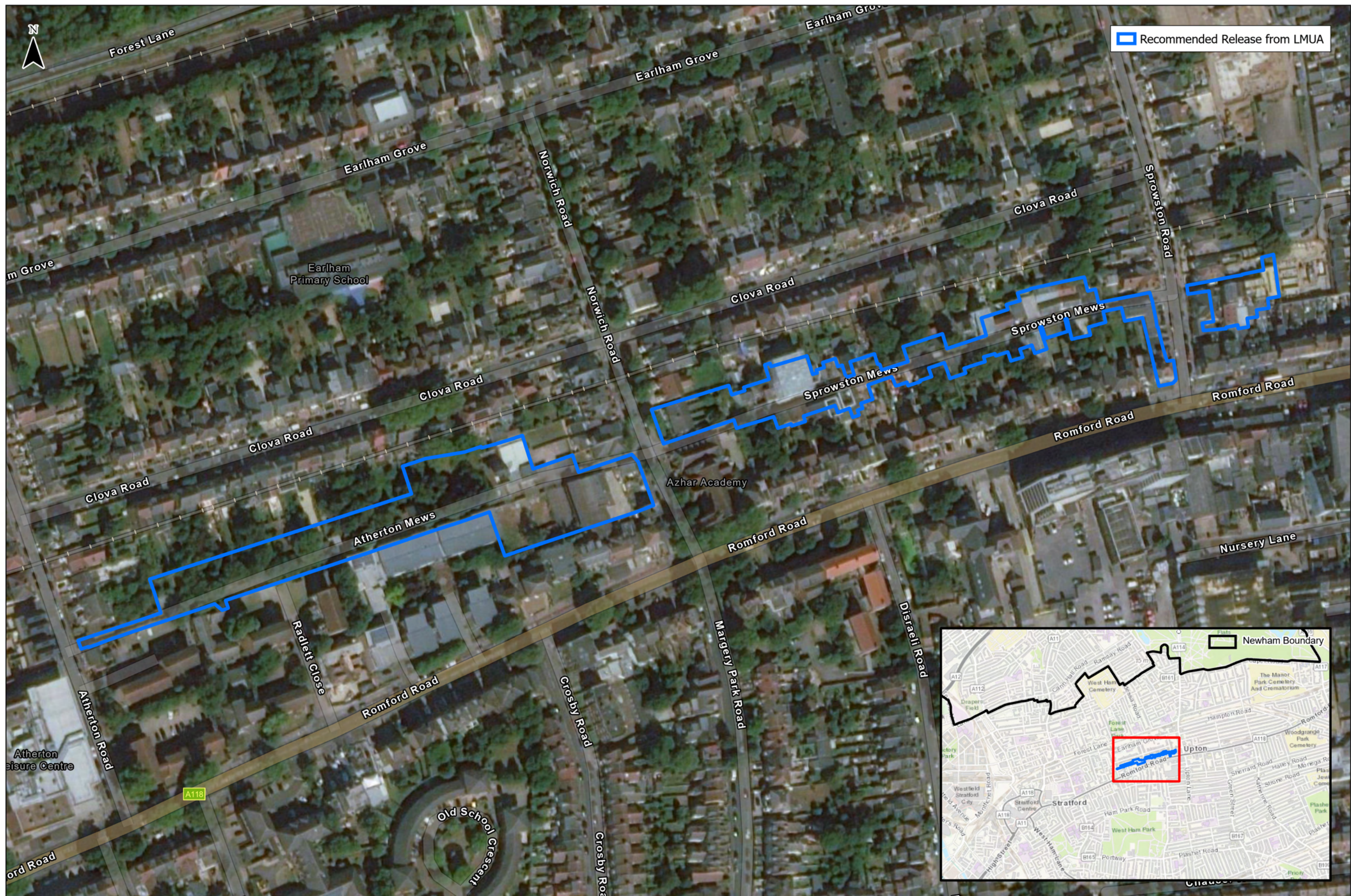
The site benefits from good access at the eastern end of the mews appropriate for mixed-uses of the LMUA designation which promotes employment led development at this location, whilst addressing qualitative issues to support a higher quality environment for both employment and residential uses.

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

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

Concluding points

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



Recommended Release from LMUA

Canning Road West

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

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

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

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

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

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

Industrial land management considerations going forward

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

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

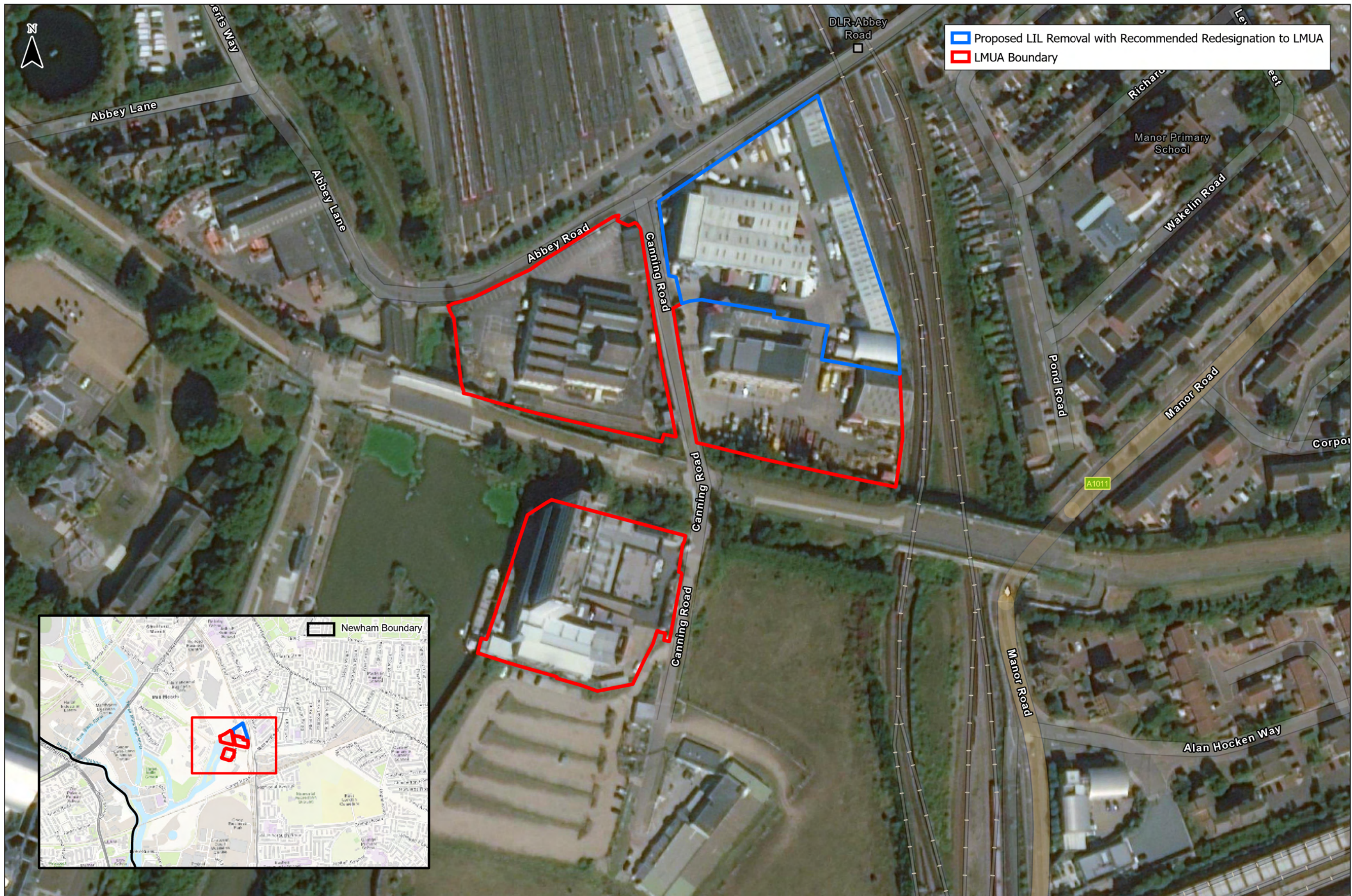
Recent Permitted Development Rights on the eastern and southern clusters have somewhat impacted available land to secure employment functions, emphasising the greater employment role of the remaining employment land on this site.

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

Concluding points

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

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



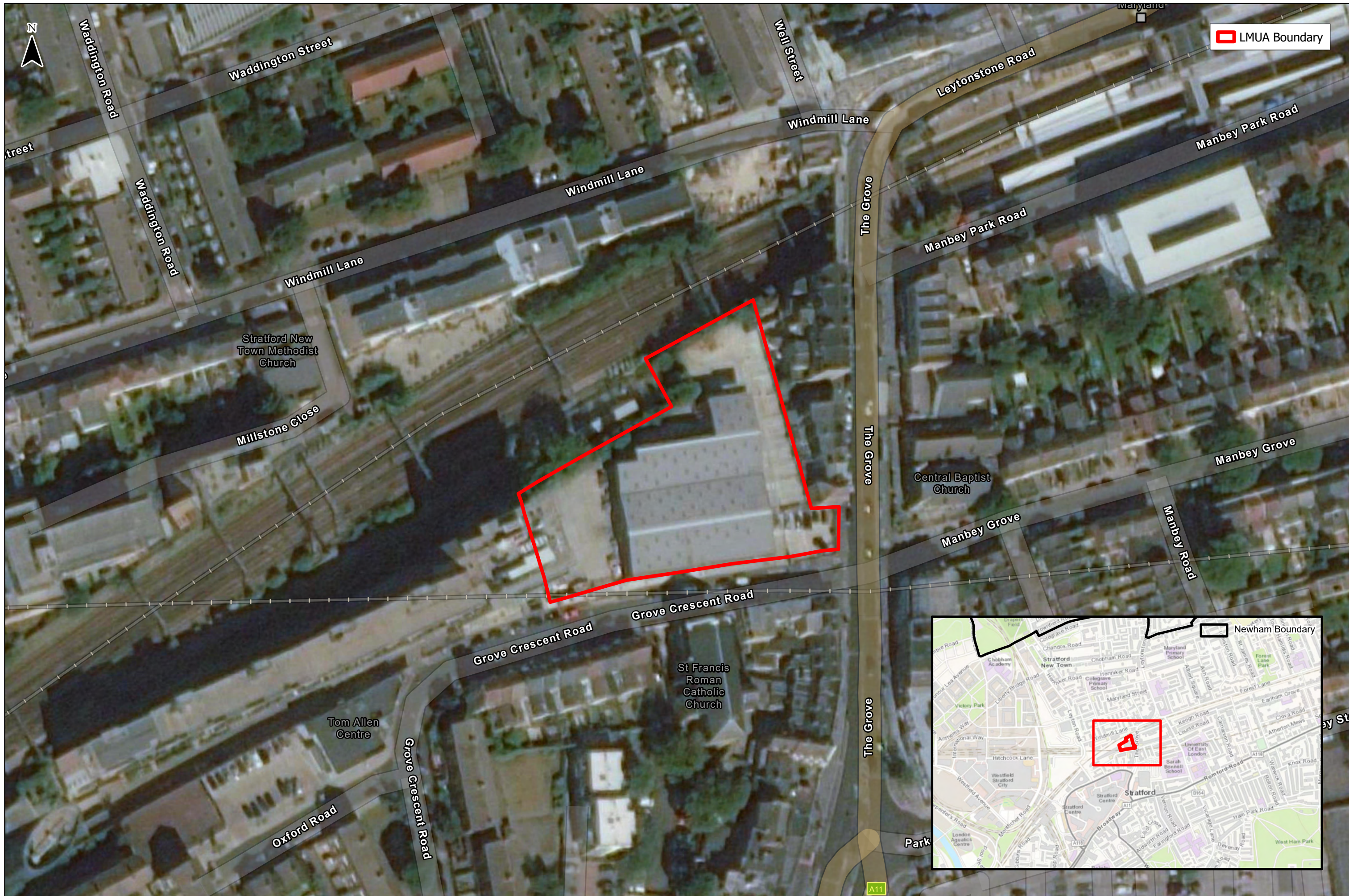
Grove Crescent


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

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

Concluding points

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



	Client London Borough Of Newham	NEWHAM EMPLOYMENT LAND REVIEW Grove Crescent LMUA Boundary	0 50 100 m Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA World Imagery: Maxar, Microsoft Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc, METI/NASA, USGS	1:1,000 @ A3 Drawn: KP Figure 22	Date: 13/05/2022 Checked: SS Rev A
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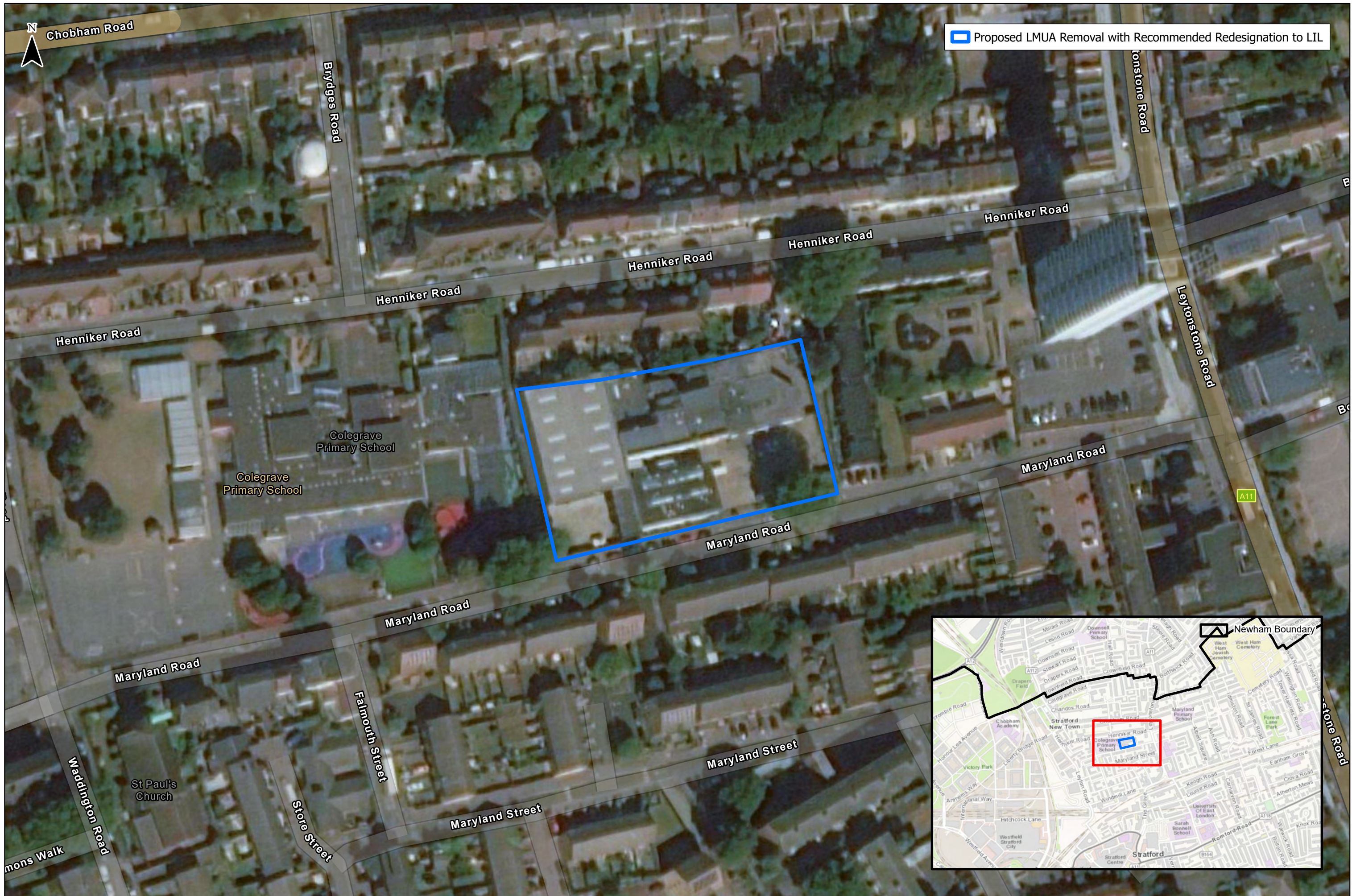
St Marys Industrial Estate (Maryland)


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

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

Concluding points

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



	Client London Borough Of Newham	NEWHAM EMPLOYMENT LAND REVIEW St Marys Industrial Estate (Maryland) Proposed LMUA Removal	050100 m		1:1,000 @ A3	Date: 13/05/2022
			Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA World Imagery: Maxar, Microsoft Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc, METI/NASA, USGS		Drawn: KP	Checked: SS
					Figure 23	Rev A

Bidder Street

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

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

Industrial land management considerations going forward

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

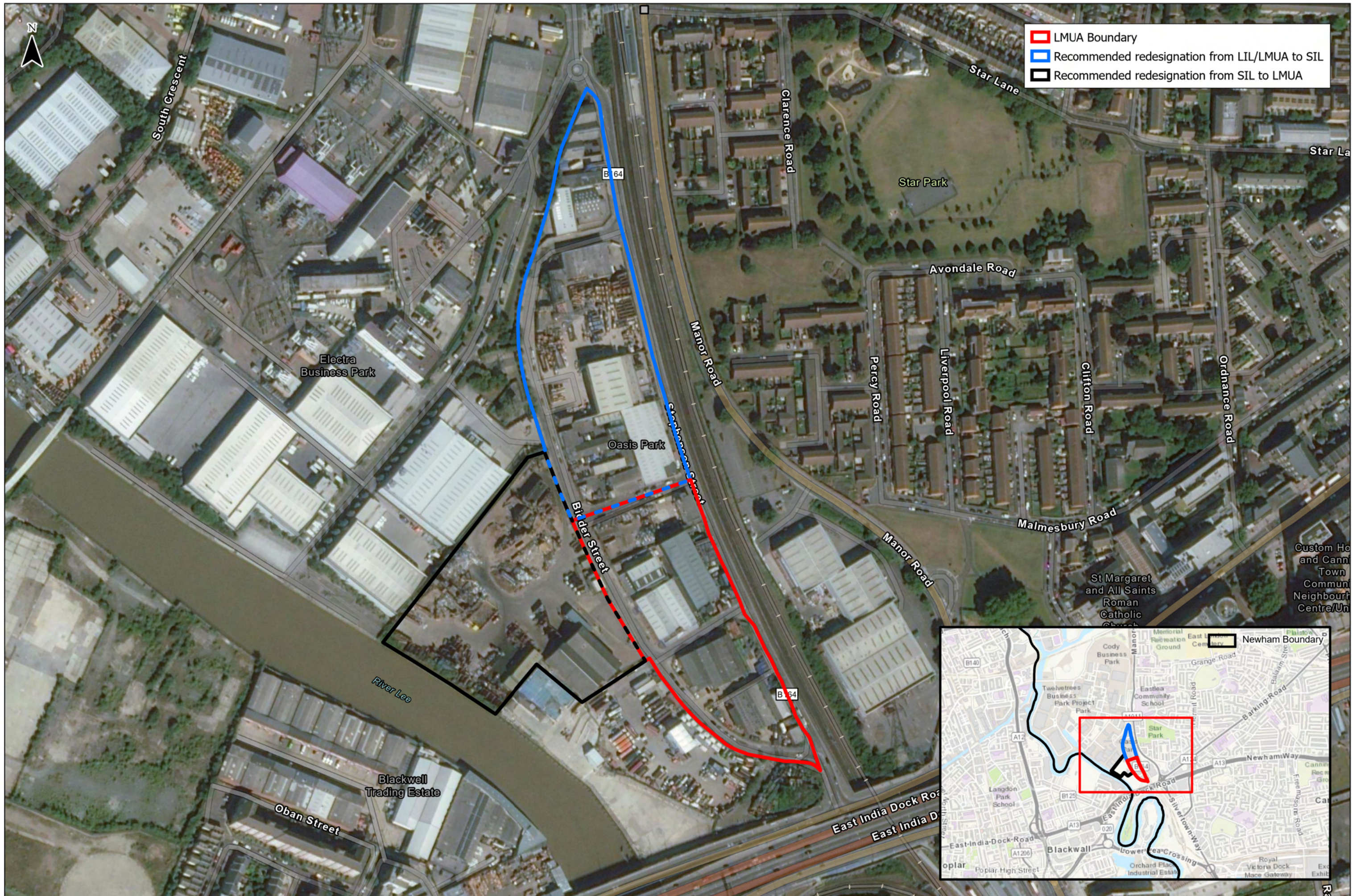
Given the heavier nature of uses at this LMUA, and as part of Managed Transition to support a higher quality economic environment in the current plan and design, factors such as enclosure should be considered to support viable operation of existing and future B2 uses at this location whilst improving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

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

Concluding points

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

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



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW

Bidder Street LMUA Boundary

0 50 100
m

Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA
World Imagery: Maxar, Microsoft
Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

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Figure 20 Rev B

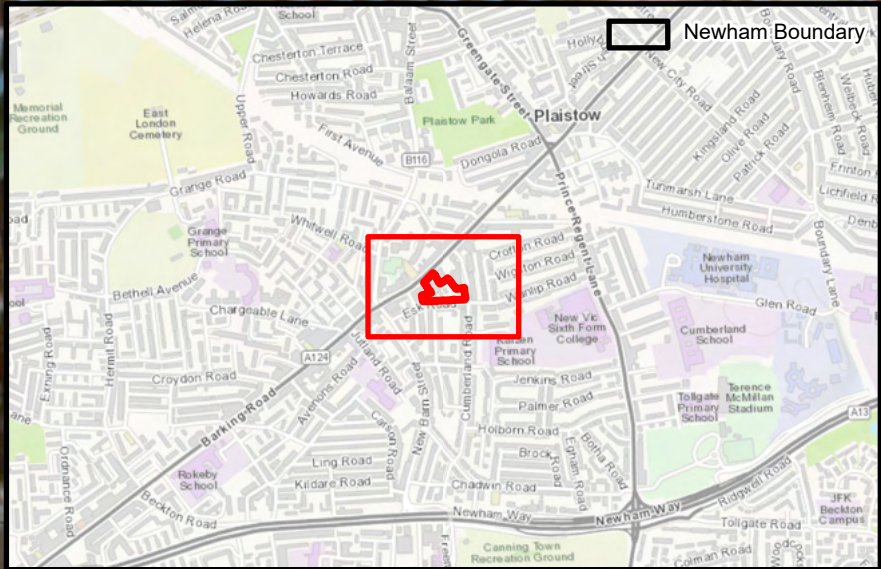
Esk Road


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

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

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



	Client London Borough Of Newham	NEWHAM EMPLOYMENT LAND REVIEW Esk Road LMUA Boundary	050100 m		1:1,000 @ A3	Date: 13/05/2022
			Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA World Imagery: Maxar, Microsoft Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc, METI/NASA, USGS		Drawn: KP	Checked: SS
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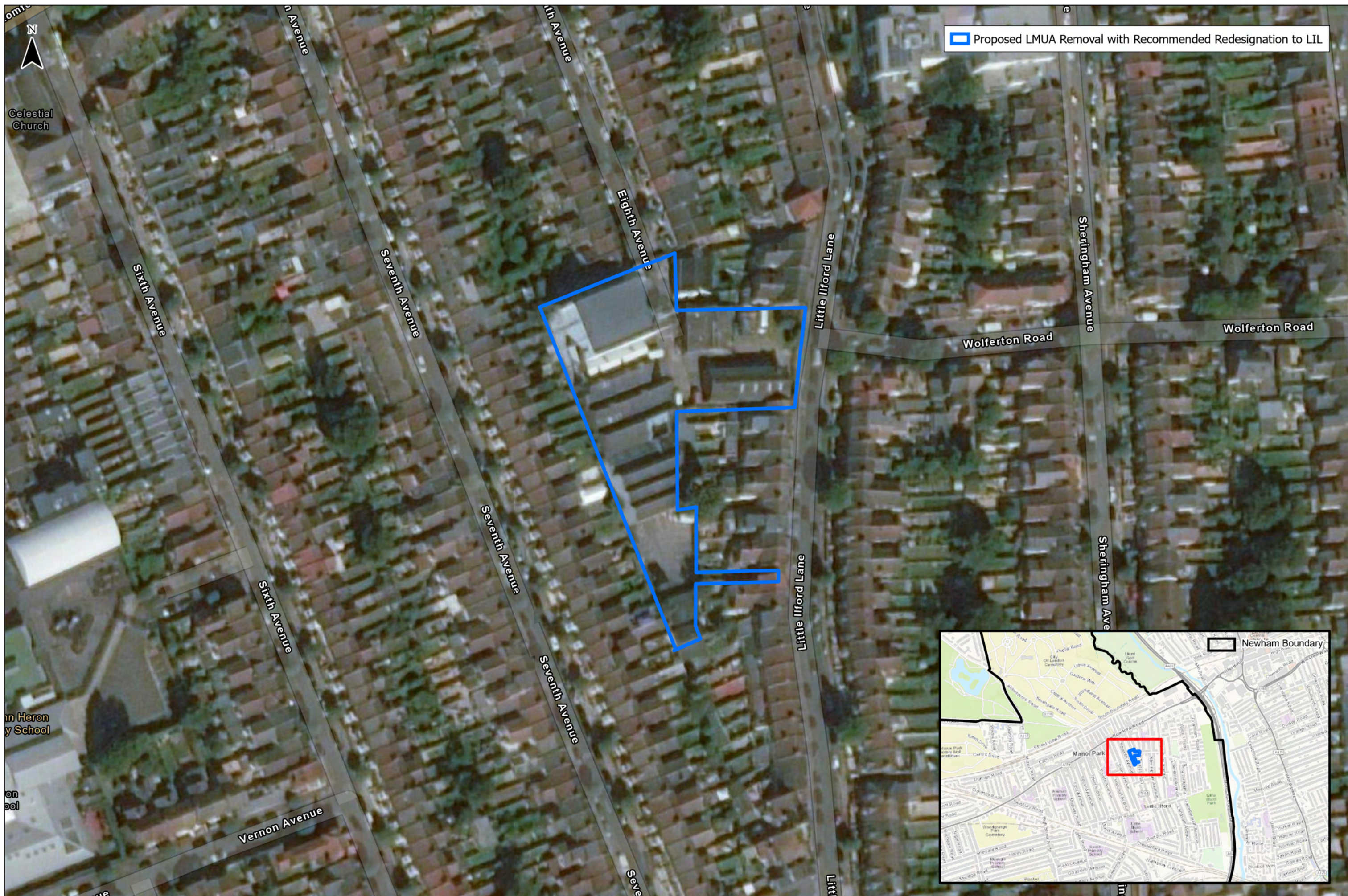
Kudhail Industrial Complex

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

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

Concluding points

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



Proposed LMUA Removal with Recommended Redesignation to LIL

Beeby Road

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

Units on site are well occupied.

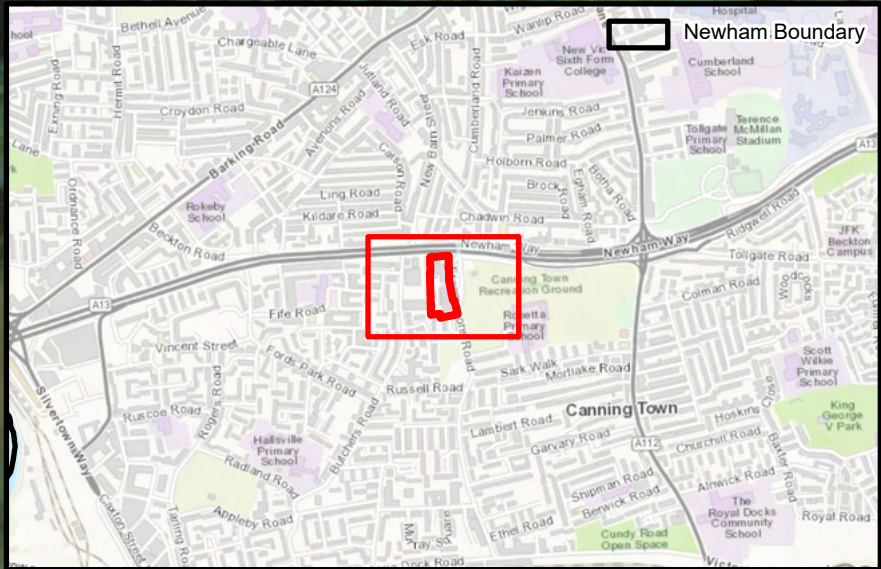
Historically the site has been used as a transport yard with ancillary office space. In 2017 a change of use from industrial warehouse to nursery and after school club facilities was refused. More recently in 2020, prior approval for change of use from warehouse into twenty small serviced offices was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


Industrial land management considerations going forward

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

Concluding points

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



	Client London Borough Of Newham	NEWHAM EMPLOYMENT LAND REVIEW Beeby Road LMUA Boundary	0 50 100 m Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA World Imagery: Maxar, Microsoft Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., METI/NASA, USGS	1:1,000 @ A3 Date: 13/05/2022 Drawn: KP Checked: SS Figure 27 Rev A
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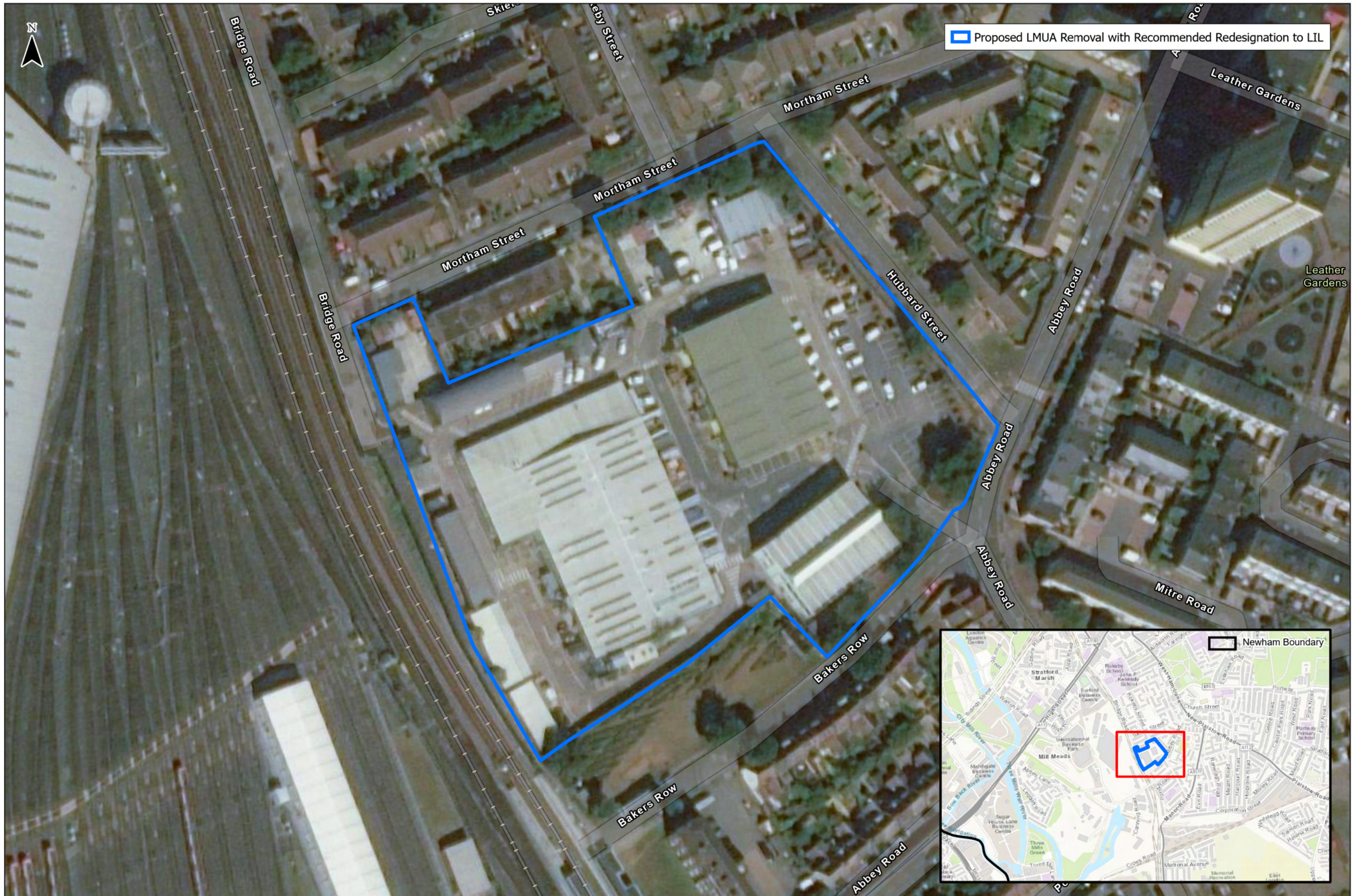
Bridge Road Depot

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

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

Concluding points

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



Client

London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW **Bridge Road Depot LMUA Boundary**

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Topographic: Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA
 World Imagery: Maxar, Microsoft
 Hybrid Reference Layer: Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

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Figure 28	Rev B