

Locally Significant Industrial Location

Sugar House Lane / Stratford High Street

| EMPLOYMENT LAND REVIEW 2022 | | Sugar House Lane |
|--|--|---|
| SEL Status | LSIS B.1b7 | |
| Site Uses and Area Composition | Roads | Estates |
| Residential and office area of Strand East, adjacent to Stratford High Street, bounded to the west by the River Lea and Three Mills Wall River Weir to the east. | Sugar House Lane, Cloud Street, Hunt's Lane, High Street | Formerly industrial estates, now cleared and redeveloped. The site is within an area that has been predominantly used for industrial and commercial activity. The site accommodates a mix of commercial activity, including a number of creative industries, and vacant land and buildings which were cleared for redevelopment |
| Size | 4.36 ha | |
| Location | | |
| Area at the northern end of the Strand East site allocation, partly fronting Stratford High Street, with an existing planning permission for a cluster of development for a mix of predominantly office, workshop, retail, hotel and associated business and employment-generating uses. | | |
| Quality and nature of offer | | |
| The commercial element in LSIS designation is currently under construction for modern offices and hotel, as part of the wider high density redevelopment of the area as part of the mixed use Strand East SA4.2 site allocation. | | |
| Worker facilities | | |
| The site is largely under construction, with the wider redevelopment providing hotel, restaurants, bars and cafes. The Site is located on Stratford High Street in close proximity to Stratford town centre and shops and facilities on Hancock Road. | | |
| PTAL | 2-5 | |
| Freight Access | Road | |
| Development activity, ownership and management | | |
| The entire site has outline planning for redevelopment for comprehensive redevelopment (12/00336/LGOUT) including 33,950sqm offices and work shops (B1), hotel and restaurants, bars and cafes. The first phase including some of the site within the LSIS have been delivered, with a significant amount of commercial floorspace. | | |
| The western part of the LSIS is pending decision for 4,160 sqm of commercial floorspace (Use Classes A1, A2, A3, A4, B1 Located in the five-storey eastern (and southern) element(s) of the plot of which 1,068 sqm are allocated to flexible uses falling within Use Classes A1, A3, A4 and/or B1 and 3,090 sqm to Use Class B1(including an allowance for 514 sqm of Use Class A2 on the ground floor at High Street Stratford). | | |
| There is no further capacity on site due to comprehensive redevelopment. | | |
| Industrial land management considerations | | |

Former economic cluster with land formerly in B2/B8 use. Permission granted for office, workspace, hotel, & retail, all supports intensified workspace, but loss of industrial.

The site is the employment designation (northern section) of the wider LLDC SA4.2 mixed use site allocation. Sugar House workspace is underway on this site as part of 'sugar house island' development, an

Concluding points

- Commercial element currently being delivered for offices and work spaces / workshops.
- The site has reached capacity through ongoing redevelopment.
- The Site is operating as an employment site, predominantly office, workshop, retail, hotel and associated business and employment-generating uses, rather than industrial. Redevelopment for mixed-uses on wider site supports recommendation for re-designation to LMUA.

Rick Roberts Way North

| EMPLOYMENT LAND REVIEW 2022 | | Rick Roberts Way North | |
|---|------------------------------|-----------------------------|---|
| SEL Status | LSIS B.1b8 | | |
| Site Uses and Area Composition | Roads | Estates | |
| Creative industries, light industry, building supplies. High quality business park adjacent to the Jubilee Line depot and Rick Roberts Way residential site allocation; | Rick Roberts Way, Abbey Lane | International Business Park | |
| Size | 4.36 ha | Number of Businesses | 4 |
| The site is located to the south of Stratford High Street, the business park is bounded to the east by the Channelsea Path walking trail and the TFL Jubilee Line depot (LIL 2) and to the west by the Rick Roberts Way site allocation SA3.6 for mixed use development of residential with education uses. | | | |
| The nearest station is Abbey Road DLR located approximately 500 metres away. | | | |
| Quality and nature of offer | | | |
| A cluster of existing high-quality industrial design and manufacturing uses of B2 and B8 Use Classes in modern buildings, with tenants including Kesslers International, Travis Perkins, St Clements Press, and Mercedes-Benz retail Group UK. | | | |
| Worker facilities | | | |
| The Site is located off Stratford High Street in close proximity to Stratford town centre and shops and facilities on Hancock Road. | | | |
| PTAL | | 1a-5 | |
| Freight Access | | Road | |
| Development activity, ownership and management | | | |
| There is no recent development activity. | | | |
| Industrial land management considerations going forward | | | |
| Cluster of B2/B8 high quality industrial warehouses and offices. Potential for intensification of existing floorspace capacity through multi-storey, and more efficient use of land through increased plot ratios but in the short/medium term there is too much inherent value to make this viable. Could be achievable longer term. | | | |
| Given the ongoing suitability for this site to be maintained for industrial use, it should be re-designated as a LIL | | | |

Concluding points

- Cluster of B2/B8 high quality industrial warehouses and offices.
- Longer term - potential for intensification of existing floorspace capacity through multi-storey, and more efficient use of land through increased plot ratios, subject to mitigation of impacts / provision of buffer on

adjacent strategic site SA3.6 (identified for location of primary school and minimum of 750 homes).

- Should TfL vacate the neighbouring LIL site, there is opportunity for connectivity between both sites.
- Given the ongoing suitability for this site to be maintained for industrial use, it should be re-designated as a LIL.

Other Industrial Locations (OIL)

Cook's Road

| EMPLOYMENT LAND REVIEW 2022 | | | Cooks Rd |
|--|-------------|-----------|----------|
| SEL Status | | OIL B.1b6 | |
| Site Uses and Area Composition | Roads | Estates | |
| Light industry and vacant site. Application pending determination. Industrial area in transition within Pudding Mill Site Allocation SA4.3 for new medium-density, mixed-use area. | Cook's Road | n/a | |
| Size | 1.49 ha | | |
| Location | | | |
| <p>The site is located on the western edge of the borough and north of Stratford High Street and A118. The site is surrounded by the River Lea and Capital Ring pathway to the west and Pudding Mill River to the south. The site abuts the Pudding Mill Lane Sub-station to the north. The eastern side is adjacent to recently completed residential led mixed-used development and older industrial warehouses and offices. The site is within the Pudding Mill site allocation which will deliver a new Local Centre adjacent to Pudding Mill Lane DLR Station within a mixed-use area, including a significant and diverse element of new and replacement business floorspace, including spaces suitable for small- and medium-sized businesses.</p> <p>The nearest station is Pudding Mill Lane DLR located approximately 400 metres away.</p> | | | |
| Quality and nature of offer | | | |
| <p>The site is largely vacant with previous occupiers City Oils recently vacated this site. The site is largely now dilapidated warehousing and cleared forecourt of land. One business remains as rug shop in aging warehouse.</p> <p>The northern part of the site is cleared and in use as an overflow car park.</p> | | | |
| Worker facilities | | | |
| <p>The Site is located off Stratford High Street in close proximity to Stratford town centre. A new local centre in Pudding Mill will be delivered as part of the site allocation.</p> <p>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.</p> | | | |
| PTAL | | 3-5 | |
| Freight Access | | Road | |
| Development activity, ownership and management | | | |

The site was recently granted planning permission (ref: 20/00307/FUL) for a residential mixed-use development of buildings between two and 14 storeys in height to include 457 residential units (Use Class C3), 5,594sqm (GEA) of storage and distribution floorspace (Use Class B8), 3,494sqm (GEA) of light industrial floorspace (Use Class B1c) and 180sqm (GEA) of retail floorspace (Use Classes A1/A2/A3).

The development generates an uplift in the existing 2,670 sq m of B1(c) uses by delivering +649 of B1c and +5,513 sq m of B8 at ground floor level. The units will lend themselves to office occupiers or light industrial uses providing the flexibility many smaller occupiers require e.g. space for office/hot desking, meeting rooms, light manufacturing, design and distribution.

The site is adjacent to the recently completed Legacy Wharf residential scheme.

Industrial land management considerations going forward

The site is undergoing transition to co-location and intensification, with re-provision of existing industrial to the northern section adjacent to the sub-station.


Potential for redevelopment to make more efficient use of land including re-provision of intensive industrial floorspace at northern part of the designation, and to intensify the floorspace capacity through increased plot ratios facilitating the co-location with residential within the remainder of the designation.

Given the ongoing suitability for this to be maintained for industrial use, this should be considered to be re-designated as a LIL, subject to how the current application progresses.

Concluding points

- Other Industrial Location designation maintained along the western edge where industrial uses should be intensified in the short term of the plan period in line with Site Allocation SA4.3: Pudding Mill, and facilitate the co-location with residential uses Cluster of B2/B8 high quality industrial warehouses and offices.
- The site is suitable to be maintained for industrial use and is recommended to be re-designated as a LIL to protect industrial integrity of the site should the recently granted permission not proceed. Otherwise, the site proposals are more akin to future redesignation to LMUA.
- Re-provision of industrial uses should be maximised on site.
- Continue to monitor the success of the planning application, as the concept could be replicated under the LMUA designations.



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|---|---------------------------------------|--|--|--|--|
|  | Client London Borough Of Newham | NEWHAM EMPLOYMENT LAND REVIEW Cook's Road Proposed OIL Removal | 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 | 1:1,200 @ A3 Drawn: KP Figure 35 | Date: 13/05/2022 Checked: SS Rev A |
|---|---------------------------------------|--|--|--|--|

Local Mixed Use Areas (LMUAs)

Silvertown Arches

| EMPLOYMENT LAND REVIEW 2022 | | Silvertown Arches |
|---|--|-------------------|
| Status | LMUA 1 | |
| Site Uses and Area Composition | Arches under major flyover surrounded by part industrial land and part Strategic Site. Shared workspaces, creative industries, light industry. | |
| Roads | Dock Road / North Woolwich Road | |
| Size | 2.94 ha | |
| Location | | |
| <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 centre. The site is the transition zone in the Royal Docks between the western edge of the ExCeL - Royal Victoria West employment hub (including The Crystal) and Britannia Village.</p> <p>The Mayor of London has now relocated City Hall to the north of this site at the Crystal building.</p> <p>The West Silvertown DLR station is located close to the southern end of the designation. The Silvertown Tunnel Safeguarding designation overlapping part of LUMA 1. The site is bounded by Strategic Site S30 (Royal Victoria West) to the north and Strategic Sites S08/S09 (now Thameside West development) and Thameside West protected SIL to the South/East. In the 2018 Local Plan Review the LMUA designation was extended incorporating land and arches to the north between Silvertown Way and Dock Road as proposed in the 2017 ELR.</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>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 and designated as Silvertown Tunnel Safeguarding. Through major redevelopment in the area the environmental quality has potential to improve over the plan period.</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, microbreweries, broadcasting, printers and trade counters. Managed workspace includes office activity, research and light industry, consisting of website and graphic designers, accountancy and training facilities.</p> <p>Given the higher level of B1a space than other LMUAs the designation presents good opportunities to support SMEs requirements.</p> | | |
| Worker facilities | | |

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. The recent Thameside West planning permission (October 2021) has scope to deliver shops cafes and restaurants within approved flexible retail facilities (Use Classes A1-A4).

However Canning Town centre is approximately 10 minutes walk away, 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.

| | |
|-----------------------------|--|
| PTAL | 2 |
| Freight Access | Road only |
| Airport safeguarding | Part of the site is within the London City Airport Public Safety Zone. 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

To the south of the LMUA, permission was granted permission in October 2021 for development at Thameside West (Strategic Sites S08/S09) which includes the north eastern part of the LMUA. The masterplan for the site includes the Silvertown Tunnel Control Centre within the LMUA and a proposed Thameside West DLR station. The permission for phase 1 on the wider sites includes tall buildings, comprising 401 residential units, 3,608 sq.m. (GEA) of flexible employment floorspace (Use Classes B1b, B1c, B2 (restricted) and B8), and 230 sq.m. (GEA) of flexible retail floorspace (Use Classes A1-A4). The outline application approved co-location of uses (B1, B2, B8 & C3) approved on Bell Lane within SIL3, buffered by landscape treatment above the Silvertown tunnel. The outline phases will provide minimum quantum of GIA of 15,000sqm B1c, B2 and B8 and 833 sqm GEA of industrial (B1b, B1c, B2 (restricted) & B8).

Silvertown Tunnel Development Consent Order

On 21 February 2019, the Secretary of State for Transport issued a Correction Order and Correction Notice for amendments to the Silvertown Tunnel Order 2018 (as approved on 10 May 2018) for the Silvertown Tunnel scheme linking the Greenwich Peninsula and Silvertown. The duration of construction of the scheme is expected to be approximately 7 years.

In May 2020 a hybrid permission (18/03657/OUT) was granted for the erection of a series of light industrial workspace units (Use Class B1c). The detailed aspect comprised of 5,360 sqm, as well as shared space for exhibitions, open workshops or shared working area; ancillary café for the currently unoccupied/vacant Silvertown Way Flyover Arches (to north of LMUA). The outline approval sought a further 2,555 sqm of light industrial and ancillary floorspace (Use Class B1c) This permission as yet is not implemented.

Existing units are well occupied and appear to meet particular needs.

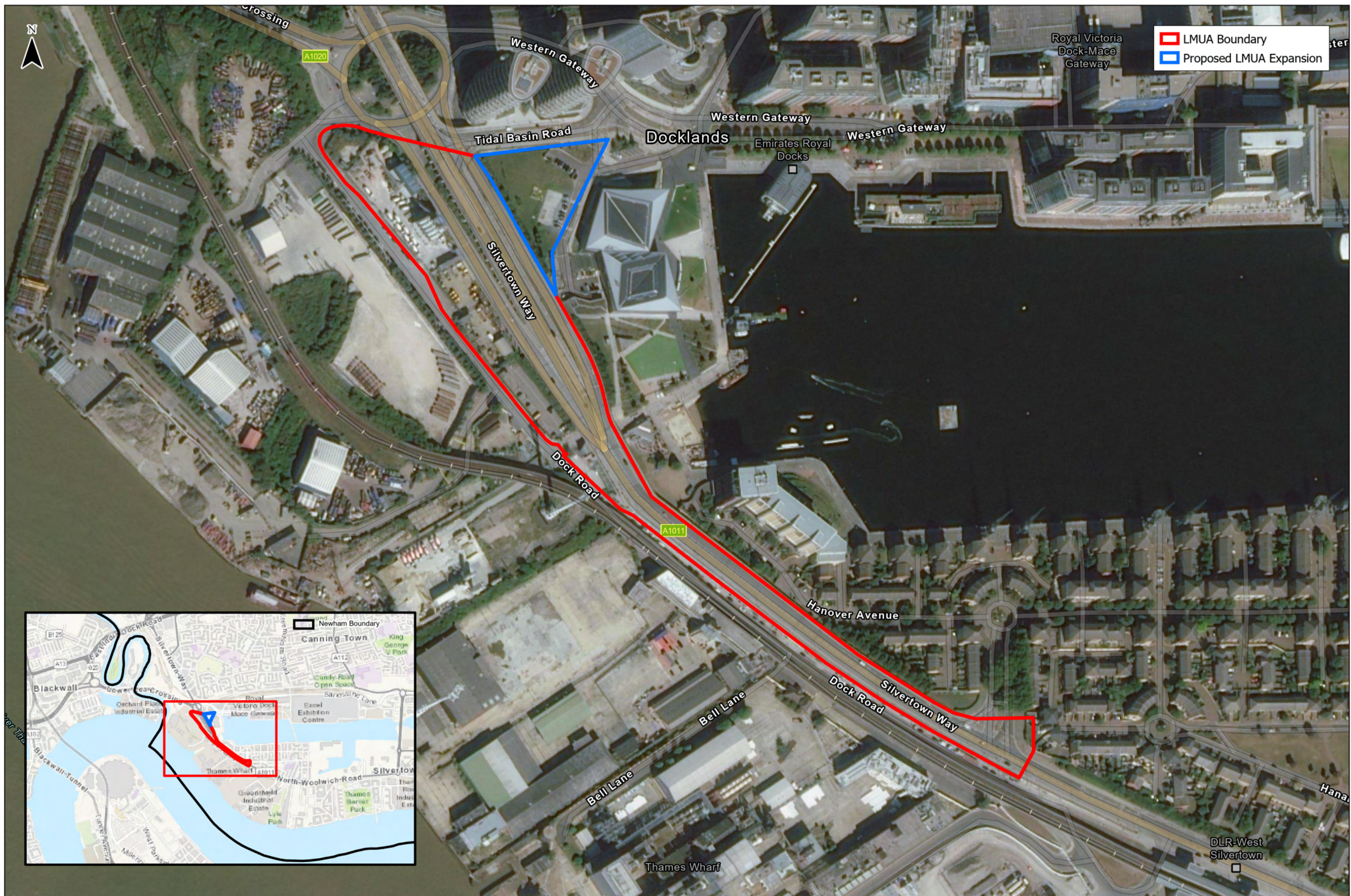
Industrial land management considerations going forward

Given the nature of the area and site constraints, there is limited scope for future development within the existing footprint, however recent approvals for the Silvertown Way Flyover Arches to the north and Thames Wharf strategic site will increase activity and use of the LMUA. 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.

There is scope to extend LMUA 1 boundary at Silvertown Arches to include the 'triangle' site south of Tidal Basin Road a NE of the City Hall site. This vacant site can further support economic functions at this location, and is in close proximity to City Hall and development proposals for a series of light industrial workspace units in the arches beneath Silvertown Way flyover.

Concluding points

- Site is constrained by overpass from the North Woolwich Road
- Recent permissions have sought to deliver a series of light industrial workspace units in the unoccupied arches along with development of the neighbouring Thameside West development which will see increased activity, environmental quality and B class use of the LMUA.
- A mix of B and E class units remain active at this location, offering unique micro unit space in the Royal Docks, primarily suited to B and possibly other employment-generating use classes.
- There is potential to expand the LMUA to include vacant land south of Tidal Basin Way and adjacent to City Hall to further support economic functions of the area and development proposals in Silvertown Way arches. Expansion to include this site is recommended.
- Retain as LMUA due to established and future commercial uses to complement the wider regeneration of the area.



Aldersbrook

| EMPLOYMENT LAND REVIEW 2022 | | Aldersbrook |
|--|---|-------------|
| Status | LMUA2 | |
| Site Uses and Area Composition | Small industrial estate with car dealership, mechanic and Tunnelling and Underground Construction Academy. Surrounded by road and rail infrastructure, open space and residential area. | |
| Roads | Romford Road and Lugg Approach | |
| Site size | 2.76 ha | |
| Location | | |
| <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 with Grantham Road LIL located on the opposite side. Ilford town centre lies approximately 500m to the east.</p> <p>There was no change to the LMUA boundary in the Local Plan Review 2018.</p> | | |
| Quality and nature of offer (by sub area if appropriate) | | |
| <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 partitioned by car parking.</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. The site is split by Alders Brook pathway.</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 to the rear. As it was used for Crossrail related employment, it is uncertain if it remains in operation. The longer term aspirations following the implementation of the Elizabeth Line 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.</p> | | |

The site has a PTAL of 4 to 6a representing a site with 'Good to 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, partly due to traffic related issues at the Romford Rd/Ilford junction.

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.

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 | 4-6a |
| Freight Access | Road only |
| Airport safeguarding | 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 small scale light industrial intensification with co-location at the site at the end of the plan period. 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.

Given that Crossrail has been implemented, the academy offers opportunity for future industrial need to be met by re-purposing this large unit.

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 there is potential to promote mixed uses on site including those employment uses compatible with residential.

Nursery Lane (LMUA)

| EMPLOYMENT LAND REVIEW 2022 | | Nursery Lane |
|--|---|--------------|
| Status | LMUA 3 | |
| Site Uses and Area Composition | Mixed uses located on a major high street, Romford Road, backing onto light industrial land with some low density residential nearby. | |
| Roads | Romford Road and Nursery Lane off Upton Lane | |
| Size | 1.76ha | |
| Location | | |
| The LMUA benefits from good access to the town centre and is located to the west of Forest Gate District Centre. The area is surrounded by commercial premises and residential terrace to the north and a large industrial unit used for manufacturing use as a bakery (LIL 9) to the south. The western part of the LMUA (formerly part of LIL 9) formed an addition in the Local Plan Review 2018, with the commercial unit of 12 Upton Ln removed. The eastern part of the site is within Forest gate Conservation Area. The site is in close proximity to Forest Gate train station, which will be serviced by The Elizabeth Line. | | |
| Quality and nature of offer (by sub area if appropriate) | | |
| The LMUA fronts onto Romford Road with units on Nursery Lane off Upton Lane. The active uses in this LMUA are for car repairs, religious institutions / places of worship, community services, offices, shops, restaurants and clothes manufacturing whilst several units are vacant and generally in a poor condition on Nursery Lane. Parts of the environment in its current form especially on Nursery Lane are not of a high quality. | | |
| Worker facilities | | |
| The site is located on Romford Road and 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. Forest Gate TfL Rail (soon to be the Elizabeth Line) is the nearest station, approximately a 7 minute walk away. The site benefits from good bus routes to the north and east of the site. | | |
| 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 | There is no rail/water access to the site but located near to main distributor roads. | |
| Airport safeguarding | Development in the area is unlikely to raise issues under technical airport safeguarding considerations. | |
| Development activity, ownership and management | | |
| Prior Approval for conversion of office block 258 - 262 Romford Road to residential and redevelopment of a Public House for residential uses were refused in 2021 and 2017 respectively. | | |

In 2021 permission (21/00174/FUL) was approved for retention of existing elevations for the creation of a 4 bedroom, 3 storey house.

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

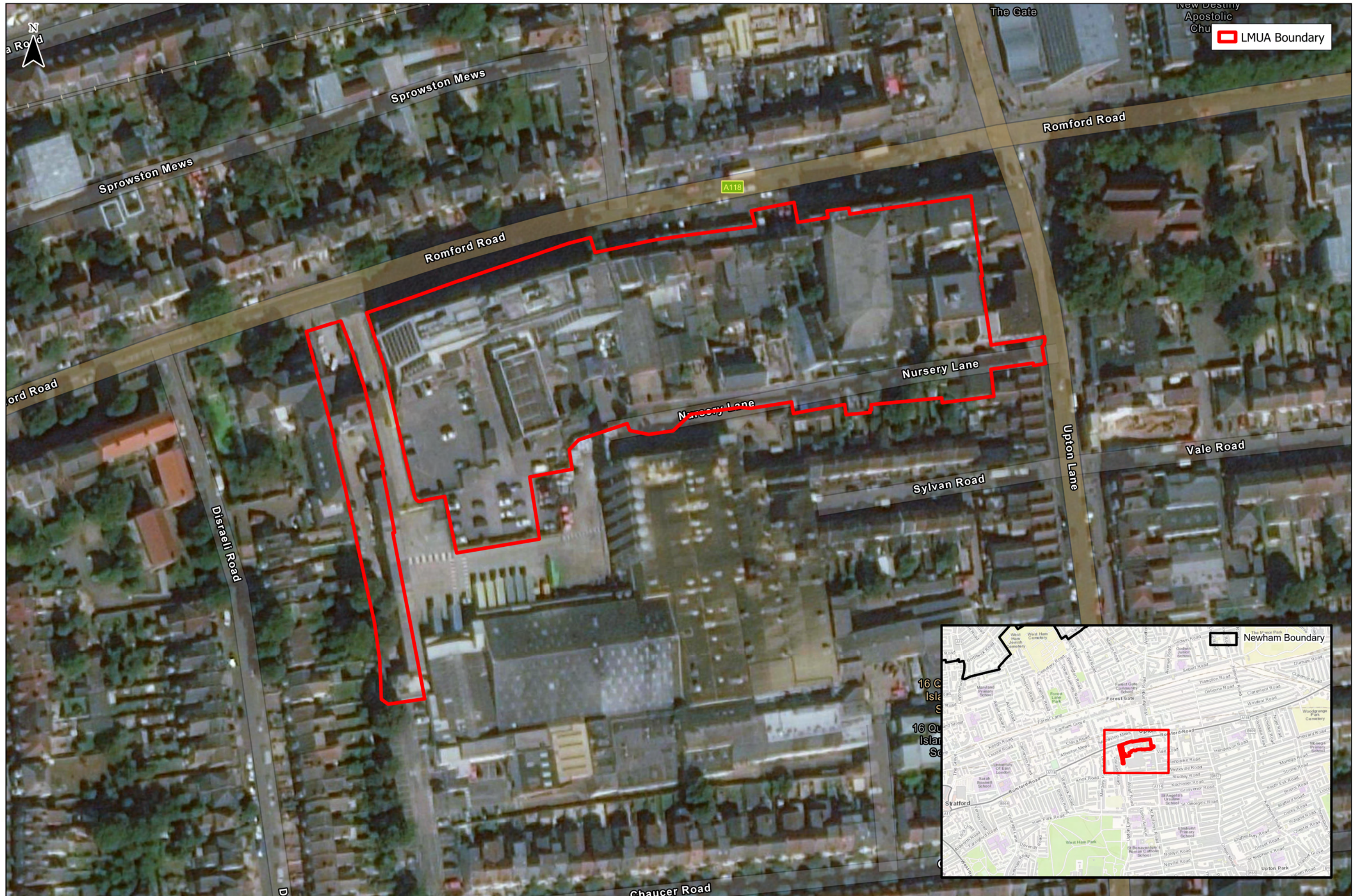
Industrial land management considerations going forward

The site has potential to benefit from investment to bring vacant spaces into use and reconfiguration and redevelopment of older quality buildings, however the site is limited by fragmented ownership and there has been loss of office space to residential occurring through PDR

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

- There has been loss of office space to residential occurring through PDR, although this hasn't undermined the LMUA given the availability of better quality offices elsewhere in the Borough.
- LMUA allocation remains appropriate to make best use of the cluster of uses onsite and ensure compatibility between residential and employment-generating uses.



East Ham Industrial Estate

| EMPLOYMENT LAND REVIEW 2022 | | East Ham Industrial Estate |
|--|---|----------------------------|
| Status | LMUA 4 | |
| Site Uses and Area Composition | Recently constructed Bellway residential led mixed use scheme, with commercial space in use as work hub and gym. surrounded by low density residential/green space and major road to the north (Newham Way) | |
| Roads | Viking Gardens, Newham Way | |
| Site size | 1.71 ha | |
| Location | | |
| 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. | | |
| 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 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 site was recently redeveloped to provide approximately 400 residential units and 600 sqm of commercial floor space (Use Class B1). | | |
| Worker facilities | | |
| 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. | | |
| 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. | | |
| Bellway are using the commercial space a residents “work hub” and gym. The work hub provides flexible office space for residents. | | |
| PTAL | This location is very poorly served by public transport and has a PTAL rating of 0. | |
| Freight Access | Road only | |
| Airport safeguarding | Development in the area unlikely to raise issues under technical airport safeguarding considerations. | |
| Development activity, ownership and management | | |
| The site is currently under construction for B1 uses with residential. | | |
| Industrial land management considerations going forward | | |
| The site is currently being redeveloped (Beckton Parkside development) to provide modern floorspace with residential uses. to better meet modern | | |

employment-generating demands and make better use of the site in an area limited of this provision.

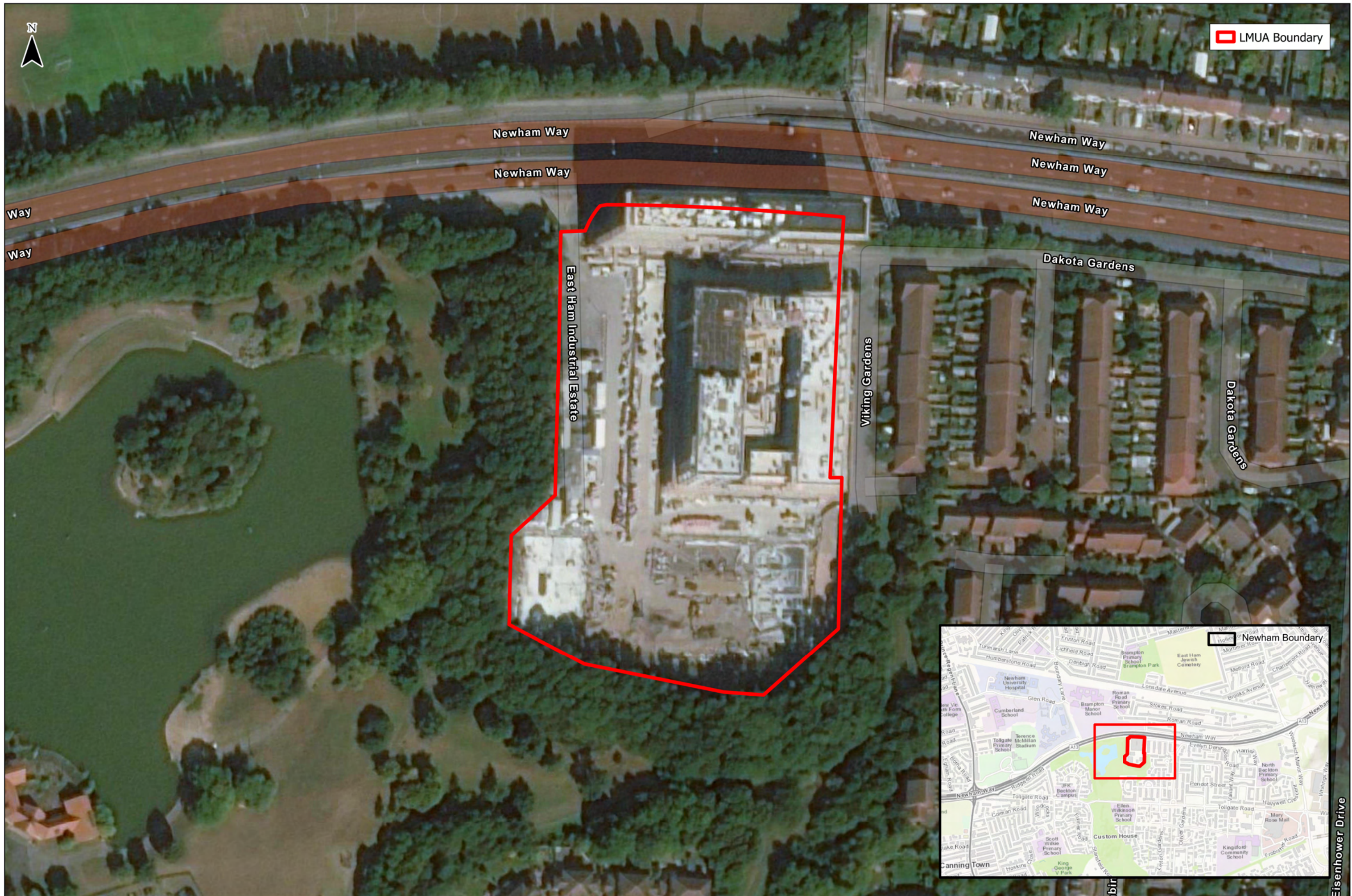
The very low PTAL rating for the estate of zero makes it problematic from a sustainability perspective.

The proximity of the adjacent Beckton Park and residential development to the east offers a lot of potential for an integrated development of housing and business uses as part of the 15 minute network, creating employment opportunities in an area limited of this provision.

The estate's allocation as a LMUA continues to be appropriate to ensure the employment functions of the site remain. Given the slow take-up of B1 operators on site it is important to test for demand on LMUAs, especially those isolated from retail and employment centres. The employment element of the site however is being used as a workspace, supporting residents and the wider 15 minute network.

Concluding points

- The new redevelopment of the site for mixed residential and employment space means the LMUA allocation remains appropriate and suggests a replicable example of co-location on LMUAs.



Forest Gate Arches

| EMPLOYMENT LAND REVIEW 2021 | | Forest Gate Arches |
|--|---|--------------------|
| Status | LMUA 5 | |
| Site Uses and Area Composition | Arches under the Gospel Oak to Barking (Overground) railway line with light industry, mechanics, bakeries, builders yards, creative industries, bar/café. | |
| Roads | Station Road, Strode Road, Bignold Road, Clinton Road, Stracey Road, Woodgrange Road, Chestnut Avenue, Cranmer Road, Latimer Road, and Balmoral Road | |
| Size | 2.46 ha | |
| Location | | |
| <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> <p>There was no change to the LMUA boundary in the Local Plan Review 2018.</p> | | |
| Quality and nature of offer (by sub area if appropriate) | | |
| <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 and an office for claims management.</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 one of the arches is occupied by a food service business. On the opposite side (east) of Lorne Rd the arches are occupied by a builders business.</p> <p><i>Latimer Road:</i> The arches on both sides of Latimer Road are occupied by car repair businesses.</p> <p><i>Cranmer/Avenue Road:</i> 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</p> | | |

for a yoga studio (unit 436), gym/boxing club (unit 438), and café/bistro (unit 432) and a cider press operator (unit 435). These units are being actively marketed and provide an opportunity to support a cluster of smaller enterprises/businesses at this location. The east side of Avenue Rd also contains a number of motor mechanic businesses.

Overall this component of the LMUA has seen the most activity, mainly with small businesses opening and operating on the side closest to Cramner Rd. As a result of the recent new uses and outdoor design measures from the pandemic, the cafes have created additional outdoor seating & tables to support these facilities.

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

The arches are well maintained and actively managed and marketed with recent new occupancies. Only the Woodgrange Station section, Cramner / Avenue Road section and Station Road achieve the tone appropriate for modern occupier requirements.

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. With an increase in uses coming forward at Cramner Rd/Avenue Rd, this area has seen new food/drink and health facilities as part of the offer. It is expected that as future uses come forward supporting the LMUA allocation, this will improve the offer within the stretch of the arches.

PTAL

2/3

Freight Access

By road only

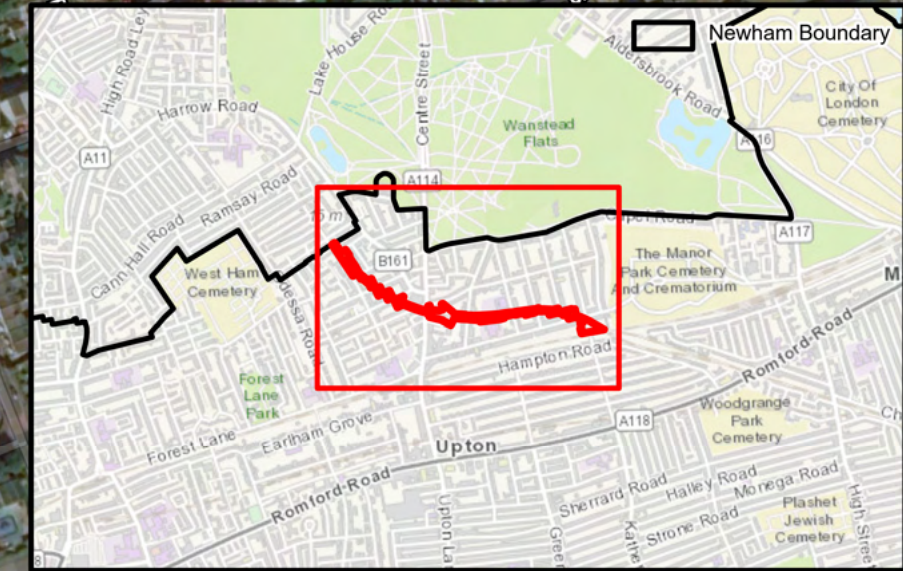
| | |
|---|----|
| Airport safeguarding | NA |
| Development activity, ownership and management | |
| <p>The employment area almost exclusively comprises railway arches owned by Network Rail.</p> <p>Management of the arches is dependent on a slow process of refurbishment and the impact of changes of use as leases are surrendered.</p> <p>In 2018 a change of use was approved from Record Shop to Bakery/Cafe (Use Class A3) at 432 Avenue Rd. This was completed and operating as a café in 2018.</p> <p>The space does provide relative affordable industrial accommodation (rents circa. £180 psm) on units of generally around 150 – 200 sq m in size on short term leases (3-years).</p> | |
| Industrial land management considerations going forward | |
| <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 continued 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 have 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 with wider uses than just light industrial to be accommodated at this location maximising economic opportunities in highly accessible locations.
- The space is well let, with occupiers happy to compromise on quality of space for more affordable lower cost market rents.
- The LMUA allocation signals to owners and developers the potential to support SME/Start-Ups to benefit from space in close proximity to the town centre.



LMUA Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW

Forest Gate Arches LMUA Boundary

0 100 200 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

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| Drawn: KP | Checked: SS |
| Figure 17 | Rev A |

Ashburton Terrace

| EMPLOYMENT LAND REVIEW 2021 | | Ashburton Terrace |
|--|--|-------------------|
| Status | LMUA 6 | |
| Area Composition | A triangular mixed use site with a variety of employment uses, yard space and some live work units | |
| Roads | Ashburton Terrace / Plaistow Road | |
| Size | 0.42ha | |
| Location | | |
| <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. The Plaistow North Strategic Site is adjacent to the site on Plaistow Road. There was no change to the LMUA boundary in the Local Plan Review 2018.</p> | | |
| Quality and nature of offer (by sub area if appropriate) | | |
| <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 yard space to support the operational requirements of the builders' merchants.</p> <p>At the front of the site are vertically mixed use 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, except for Hawley House which is dated for modern occupier requirements.</p> | | |
| Worker facilities | | |
| <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> <p>The location of this site supports the objectives which focus on 15-minute neighbourhoods (as there are no other employment allocations in close proximity), 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.</p> | | |
| PTAL | 5 and 2 – 'Good' | |
| Freight Access | Means of access to the site is via the road. | |
| Airport safeguarding | NA | |
| Development activity, ownership and management | | |
| <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 yard space) in particular is well-ordered which allows for compatibility with residential.</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. In March 2019 the site received permission for redevelopment for a range of residential buildings with ground floor retail.

Should the timber yard become vacate there is potential for site intensification in the form of small, stacked industrial units.

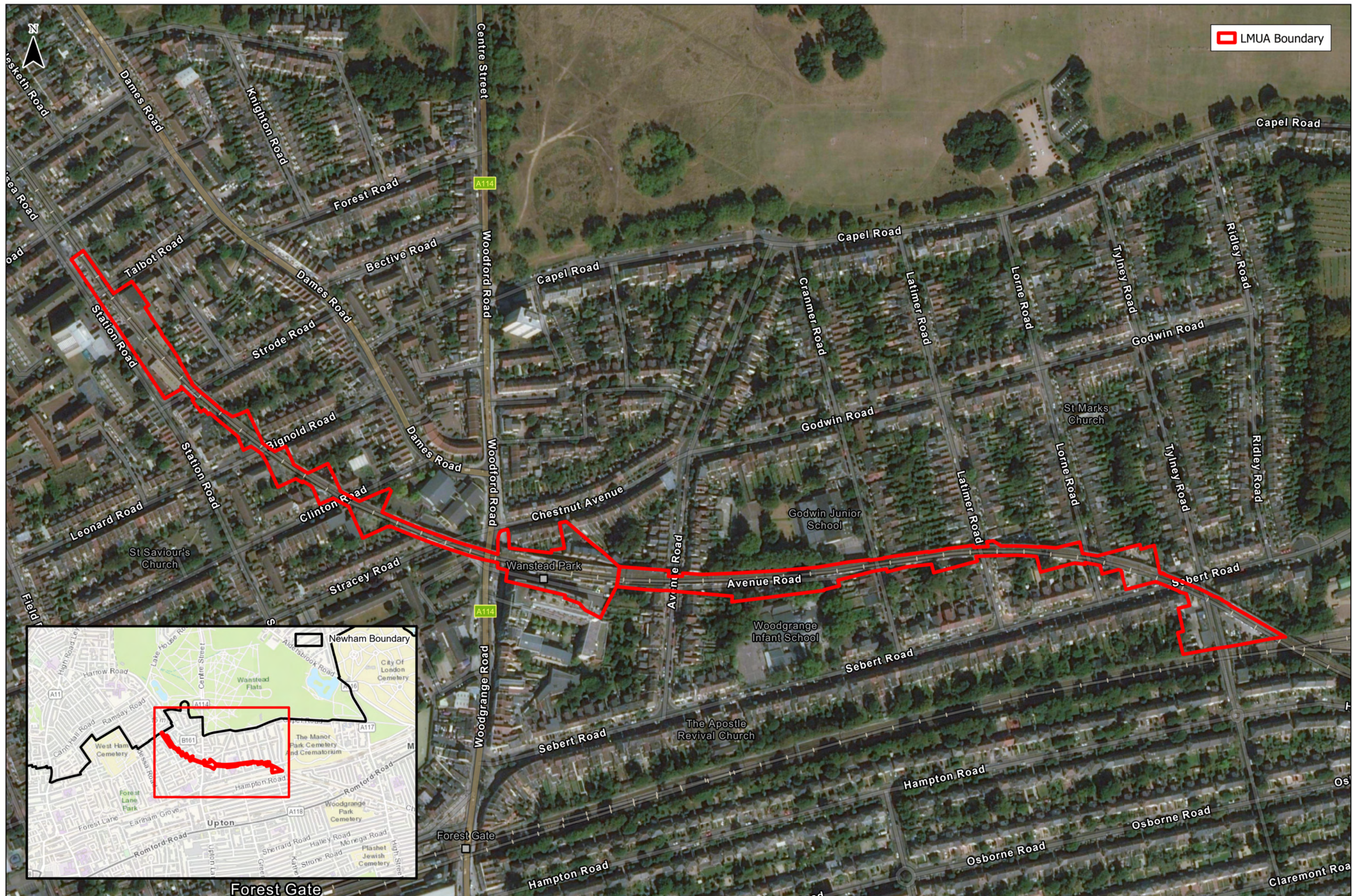
The element fronting the high street would lend itself to Class E with residential above.

Industrial land management considerations going forward

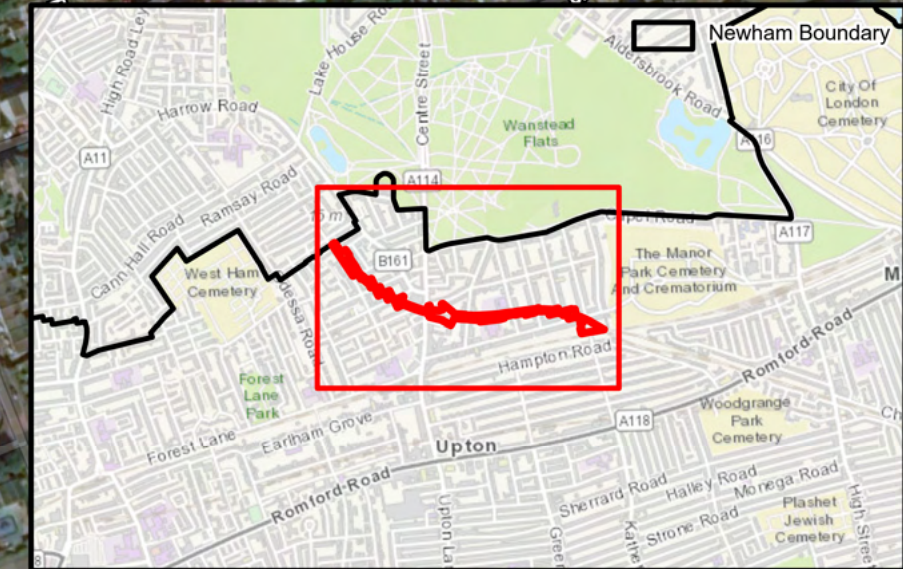
The direction of travel towards a mixed use area acknowledged further by the recent permission of the neighbouring strategic site, remains appropriate to steer renewal/intensification and other investment in the site following the implementation of consents on the major plots within the site. This recognises the 'good' accessibility to transport and high employment-generating activity levels on site.

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.
- A key component of the site is the yard space to support operational needs for employment generating uses.
- Scope for site intensification for small, stacked industrial units with co-location of uses should the existing occupier vacate in the medium term to end of the plan period.



 LMUA Boundary



Client
London Borough
Of Newham

NEWHAM EMPLOYMENT LAND REVIEW **Forest Gate Arches LMUA Boundary**

0 100 200
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

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| 1:3,000 @ A3 | Date: 13/05/2022 |
| Drawn: KP | Checked: SS |
| Figure 17 | Rev A |