





# 3

## LAND USE STRATEGY

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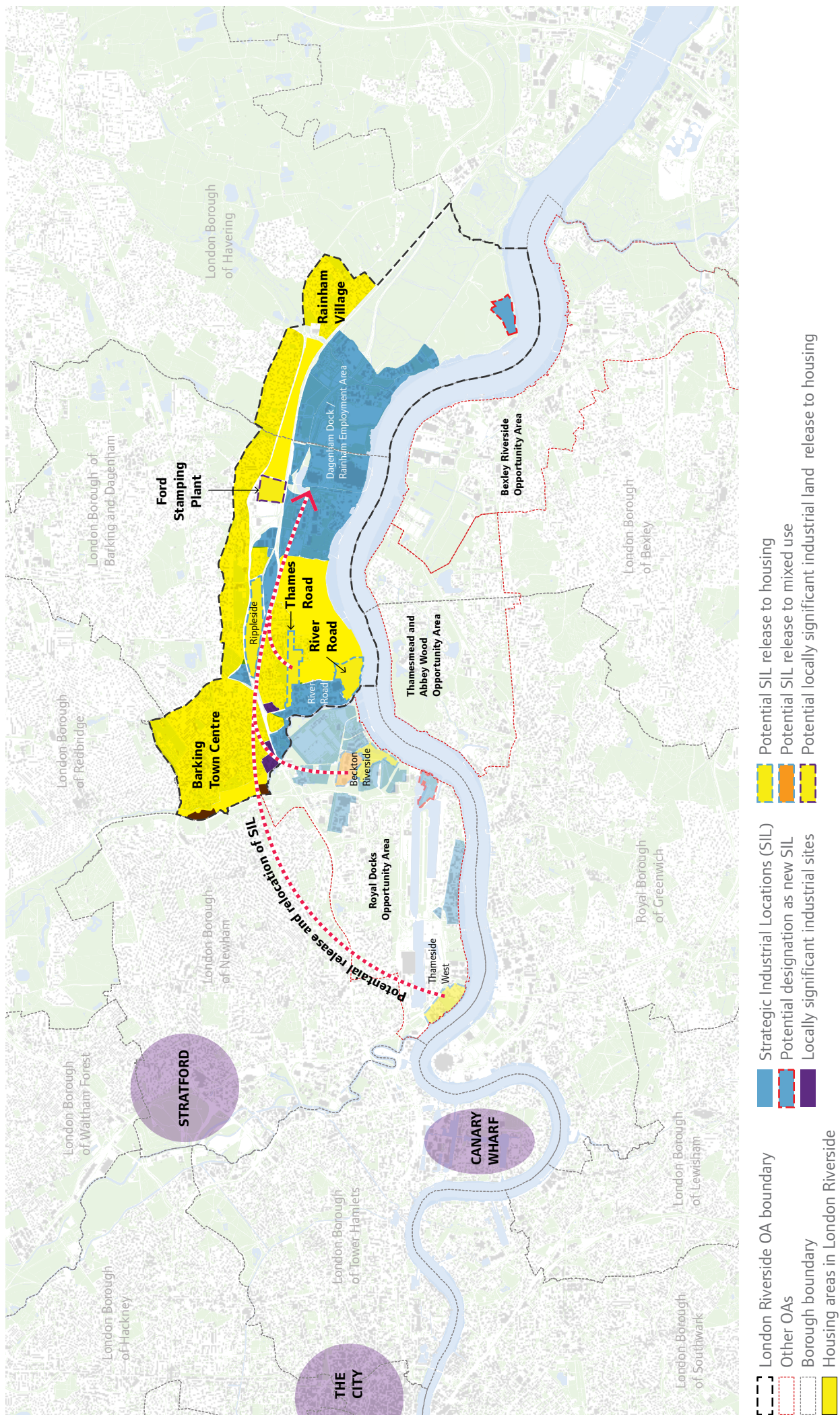


Figure 3.1 Existing and proposed land-use

### 3.1 Introduction

In order to successfully regenerate London Riverside, clarity needs to be provided on the long-term land use aspirations for the area, so that its role and function in accommodating London's growth are clear to potential developers and landowners.

The relationship between housing development and associated social infrastructure, industrial development and transport provision should be such that one does not undermine the other.

Parts of London Riverside will continue to provide the location for some of London's largest industrial uses and in particular will help to accommodate the growing green industries and further industrial relocation from the Royal Docks.

Other areas such as Barking Riverside and the Housing Zones at Barking Town Centre and Rainham and Beam Park will provide considerable residential capacity but will only succeed in doing so if they are well connected to the residential hinterland and are not cut off from them by intervening industrial uses.

The existing land uses and key objectives going forward are outlined below and illustrated on Figure 3.1.

## Employment

London Plan Policy 2.17 outlines the approach to protecting Strategic Industrial Location (SIL) that has been identified based on future need, whilst managing the release of surplus industrial land. The London Plan and the Mayor's 'Land for Industry and Transport' SPG (2012) provide more information on suitable uses within London's SIL and should be read alongside this framework. The strategy for employment is:

- Consolidate land at LSIP and promote it as a hybrid Industrial Business Park (IBP)/Preferred Industrial Location (PIL) in character. As Green Grid projects are delivered, the wider area will see significant improvements to the public realm and it is anticipated that manufacturing, light industrial and higher value industrial investment will be attracted to the area as it transforms. Whilst this transformation will take time, throughout this evolution it will be important to ensure that the mix of IBP and PIL uses is managed carefully. This will not only mean quantitative management but also ensuring that the spatial distribution makes best use of infrastructure advantages and responds appropriately to emerging mixed use and residential areas.
- Intensify and promote the retained parts of the Dagenham and Rainham employment areas as strategically important industrial locations. Through the new Thames Gateway Park and the public realm improvements delivered through the Green Grid projects, the image of these employment areas continues to improve, attracting new industries that may be displaced

from elsewhere in the OA.

- Designate new SIL on the Freightmaster Estate at Coldharbour Point in the borough of Havering.
- As well as larger scale industrial uses, consideration also needs to be given to managed SME space. Increasing demand for larger scale uses in central London is pricing small businesses, including tech uses, out of the area. The A1306 is a location where these uses are being promoted, and they can also help provide diversity in residential schemes, providing they do not undermine viability. These uses are more likely to succeed in locations where they have good access to London, particularly around new and existing stations such as Dagenham Dock, Barking Riverside and Beam Park.
- Barking Power Station has been decommissioned and is no longer required for the production and supply of electricity due to various changes in the energy market and legislation. Covering some 42 hectares, the site is a significant opportunity to re-balance SIL release elsewhere and provide relocation space for existing industries in the area. Given the sites proximity to LSIP, its locational characteristics could mean it could be suitable for green industries to contribute to the Circular Economy.
- As a result of the closure and decommissioning, the southern bank of electricity pylons extending west from the power station will be removed, helping to improve the areas image. In addition, underground pipelines have been degassed and capped off, and subject to detailed analysis could be re-used for other utilities such as broadband.

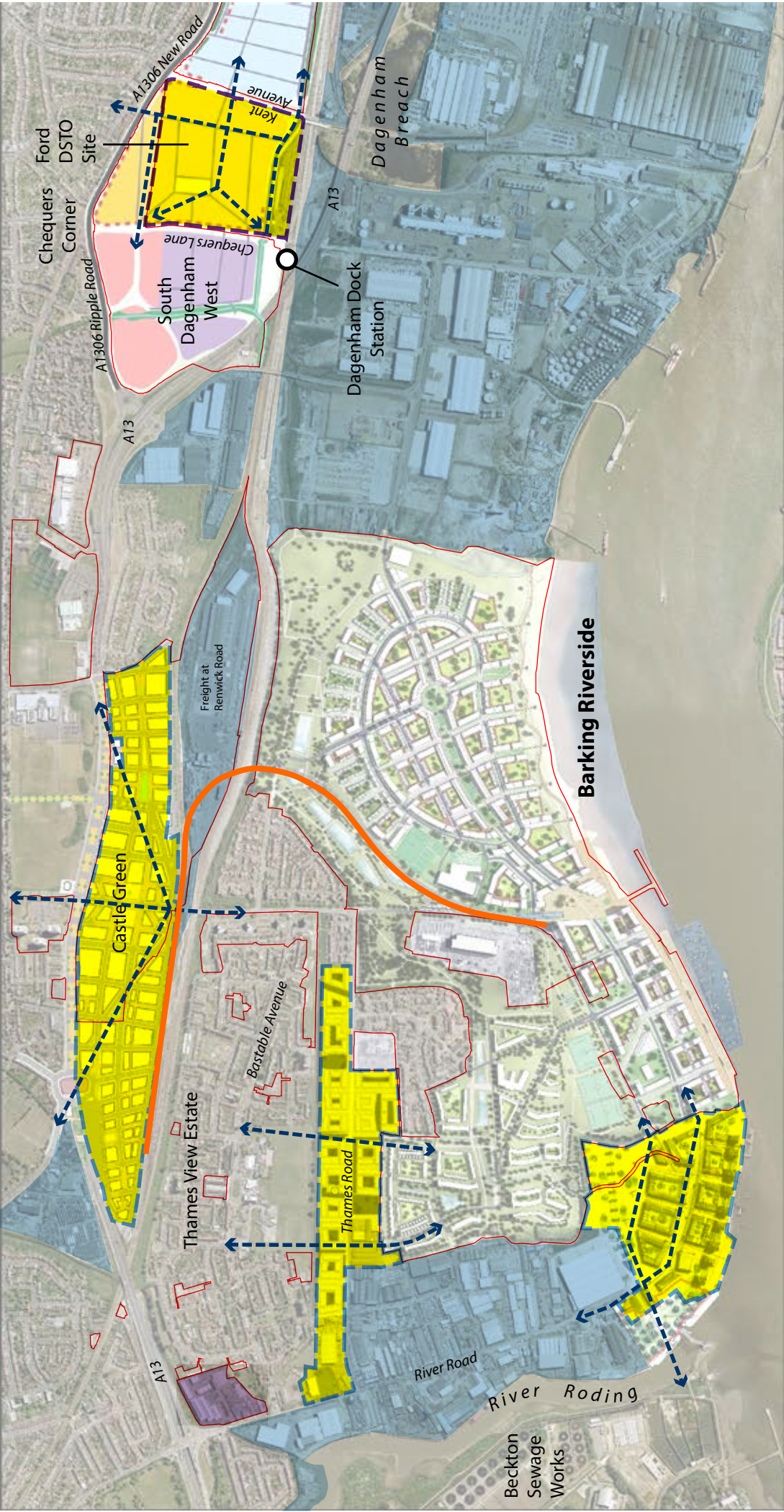


Figure 3.2 Potential release of industrial land at Thames Road, Creekmouth, Castle Green and Ford DSTO site to housing

## 3.2 Housing

The strategy for housing is set out below:

- Support new residential developments at key sites such as Barking Riverside (where further development can only be unlocked with the delivery of the London Overground extension), the Gascoigne Estate, sites along the River Roding, and along the A1306, including the Housing Zones in Barking Town Centre and Rainham and Beam Park.
- Change the Strategic Industrial Land (SIL) to residential at Thames Road, in order to facilitate better connections between Barking Town Centre and Barking Riverside, and integrate the Thames View estate into the wider residential community. In addition, explore the de-designation of Creekmouth at the southern River Road SIL adjacent to Barking Riverside to promote connections to the west over the River Roding to the Royal Docks and City Airport. It is important, however, that consequences of de-designation are understood for existing uses. An initial analysis has been undertaken to assess the types and numbers of businesses currently in the area, and further work will be done by the Council to assess the availability of alternative employment opportunities. The initial industrial land surveys are shown on figures 3.3 and 3.4.
- Should an intermediate station on the Overground extension be provided at Castle Green and the aspirations to underground the A13 be achieved, then in the longer term, the future of the Rippleside SIL would also need to be reviewed as shown on Figure 3.2. Some early indicative masterplanning and visualisations are shown in Chapter 5.

**Affordable housing:** Many parts of London Riverside have high levels of rented affordable housing. Increasing the proportion of intermediate provision, and in particular shared ownership through the Mayor's First Steps programme that offers Londoners on modest incomes a route to home ownership, would help deliver more mixed and balanced communities.

It will also help to accelerate the numbers of homes developed, delivering economic benefits to London. House prices within the opportunity area are lower than the London average. As a result London Riverside is one of the most affordable parts of London in which to buy or rent providing excellent value for money given the high design quality of new housing. This aspect of affordability needs to be taken into account when considering the overall provision of affordable housing in development schemes.

Whilst low density family housing is common to London Riverside and will continue to form the large majority of new housing, a variety of housing typologies will be needed in order to achieve a mixed and balanced community. Higher densities, small units and other forms of housing including senior living and less traditional forms of affordable housing, have the potential to diversify the housing offer. It is also recognised that residential use is more vulnerable to the constraints that exist in London Riverside such as flooding and contamination. A degree of flexibility is therefore necessary when negotiating on individual development proposals in terms of typologies, layouts, and levels of affordable housing.

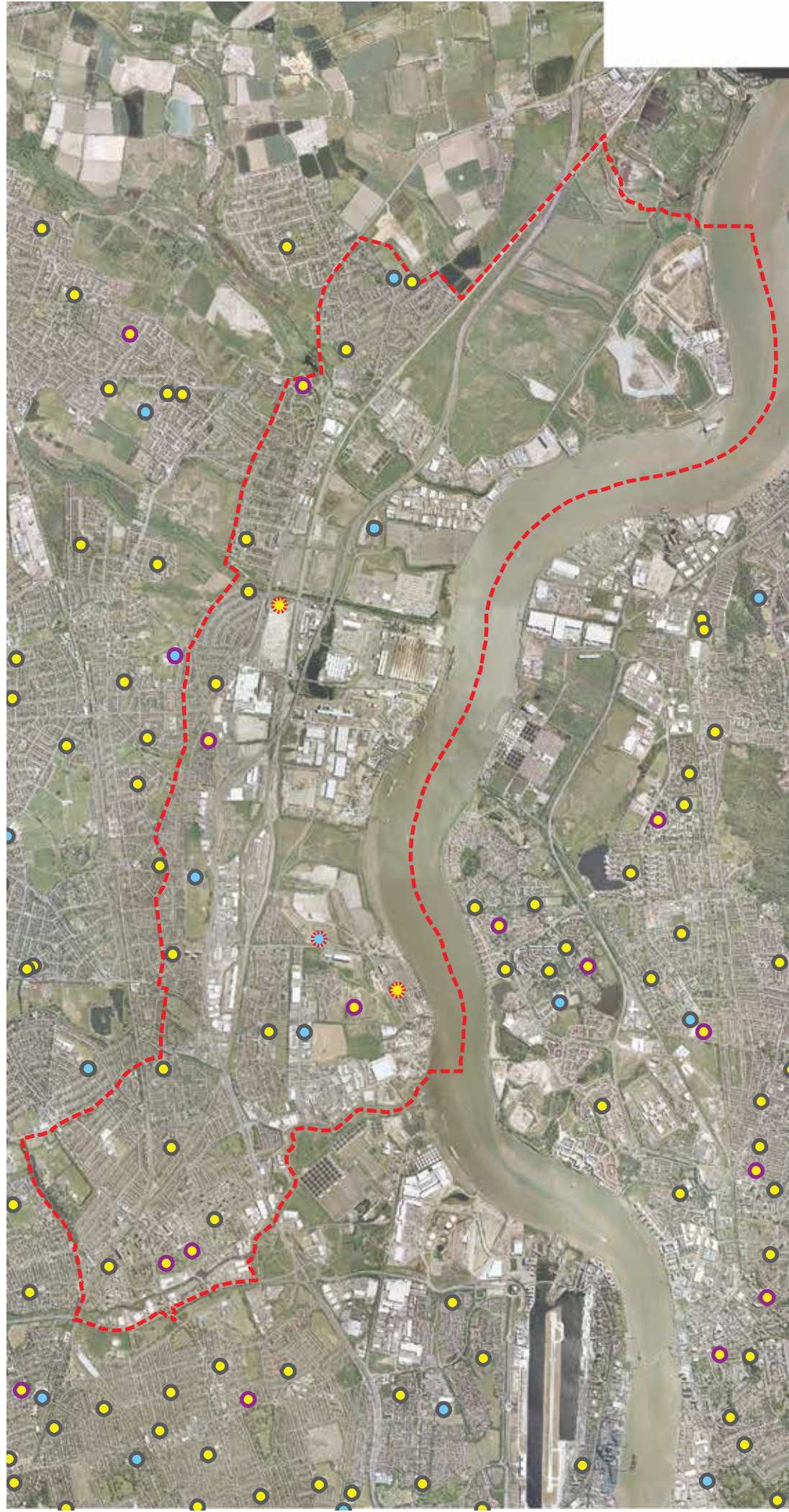




Figure 3.3 Landuse survey - Thames Road (Source: LB Barking and Dagenham, 2015)



Figure 3.4 Landuse survey - Creekmouth (Source: LB Barking and Dagenham, 2015)



- Primary
- Secondary
- Academy, Community, Foundation and Free schools
- Voluntary schools
- New/ planned / proposed school

Figure 3.5 Schools Atlas (July 2015)

### 3.3 Education

With the planned housing growth of 26,500 homes, it is imperative that social infrastructure is planned for, and in particular schools. There is a pressing need across London for school places, in particular primary places. Given the opportunity in London Riverside offered by the rebalancing of land uses, it is important that school provision is considered strategically at an early stage to meet the needs of the new population. This framework does not identify land for schools per se, but sets a context for what school provisions the OA will need to deliver for the new communities, and suggests broad locations which must be well connected and walkable to the new residential neighbourhoods.

Fig 3.5 shows the existing primary and secondary schools within London Riverside. based on census data, the London School's Atlas predicts a percentage increase in school age children upto 2018. For the Thames ward, a 62% increase is expected in primary age children and 98% for secondary.

Both Havering and Barking and Dagenham Councils are embarking on Local Plan reviews and as part of that process will be looking at social infrastructure provision to meet the anticipated growth. In some cases it may be possible to follow a similar approach to Barking Riverside and require new schools as part of an outline planning permission. For other large housing areas in multiple ownership, a masterplan approach will be necessary. Developers and landowners are therefore strongly encouraged to engage at an early stage with the Councils to ensure school provision is planned for.

The design of new schools should be given as much attention as any other development, and constraints around timescales and funding, whilst an important consideration, should not take precedence over exemplary design quality. Developers and architects are strongly advised to engage with the relevant Council and the GLA early in the design development stage of any new schools, to ensure inspiring 21st century learning environments are created for the children of London Riverside.



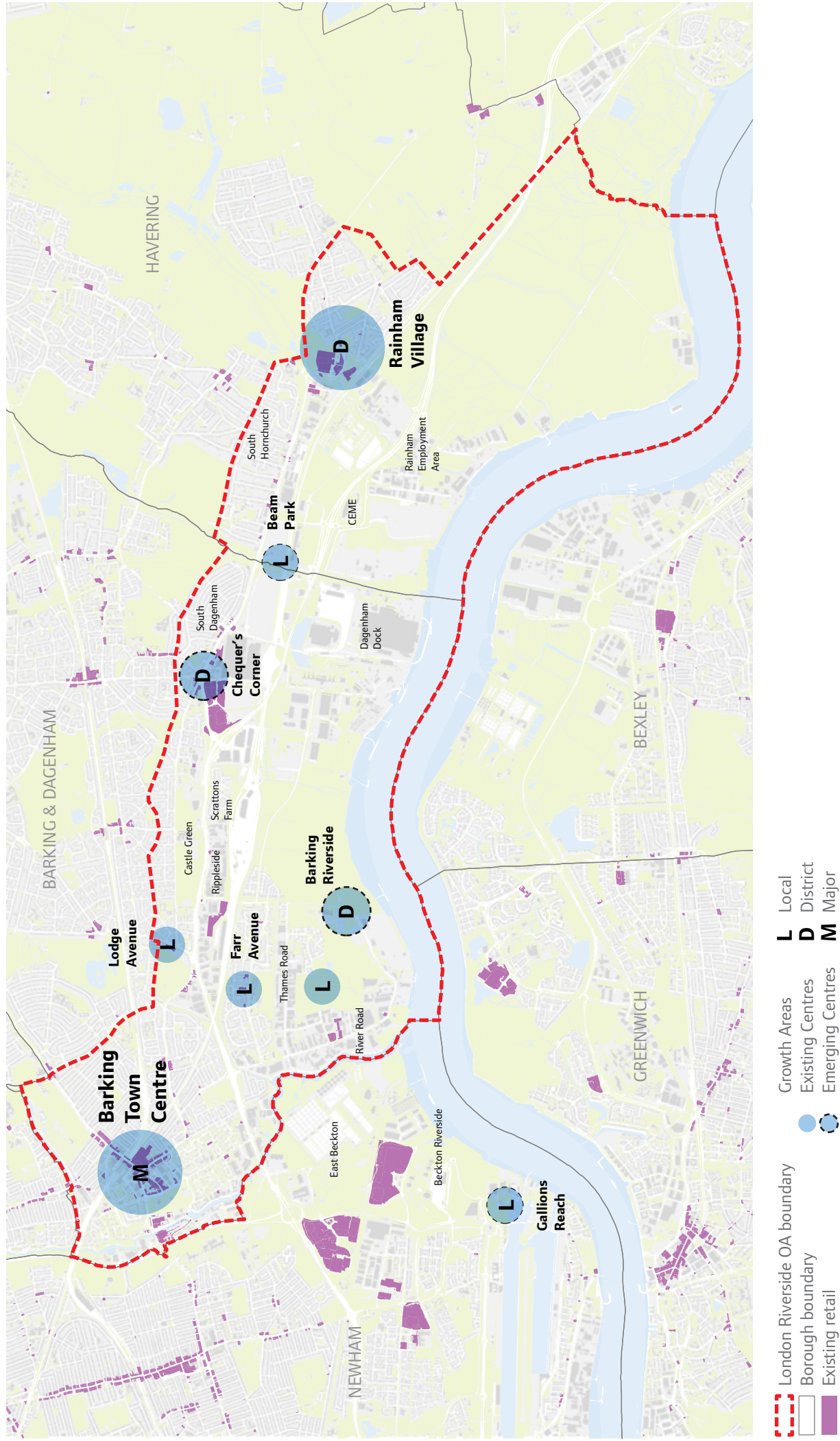


Figure 3.6 Existing retail development, town centre hierarchy and growth areas in London Riverside

### 3.4 Retail

- Barking Town Centre is identified in the London Plan as a major centre, with the highest levels of public transport accessibility and connectivity to the rest of the opportunity area. Strengthening Barking Town Centre's functions is paramount to the success of London Riverside as a whole and its regeneration is key to the level of growth in new homes and new jobs in London Riverside.
- In terms of retail hierarchy, it is recognised that Barking Town Centre is the primary focus within the opportunity area. Whilst it is anticipated that retail and ancillary uses will also come forward in other existing and emerging centres, the main focus for retail development should be within the major centre in the opportunity area. Rationalising land uses and delivering the green grid objectives will help to connect the new housing areas with local retail uses, for example those emerging at Beam Park, which will also be well connected to the major centre.
- The new local centre at Barking Riverside has now been delivered with the opening of Morrison's. In the longer term a district centre is planned to be developed to integrate with the Barking Riverside station on the London Overground extension. The rail extension is crucial to delivering the success of this new local centre providing amenities for new residents, which will include a large supermarket, leisure centre and supporting retail and community facilities.
- At Beam Park, the new station on the C2C line would form the focus of a new local centre.
- At Chequers Corner, there is potential to expand the retail offer and also locate leisure and community uses, including a Ford Heritage Centre, into a new District Centre serving the new residential community created from redeveloping the Ford Dagenham Stamping and Tooling Plant (DSTO) site and those on the A1306.



Barking Town Centre



Morrisons at Barking Riverside



Chequers Corner



Rainham Village

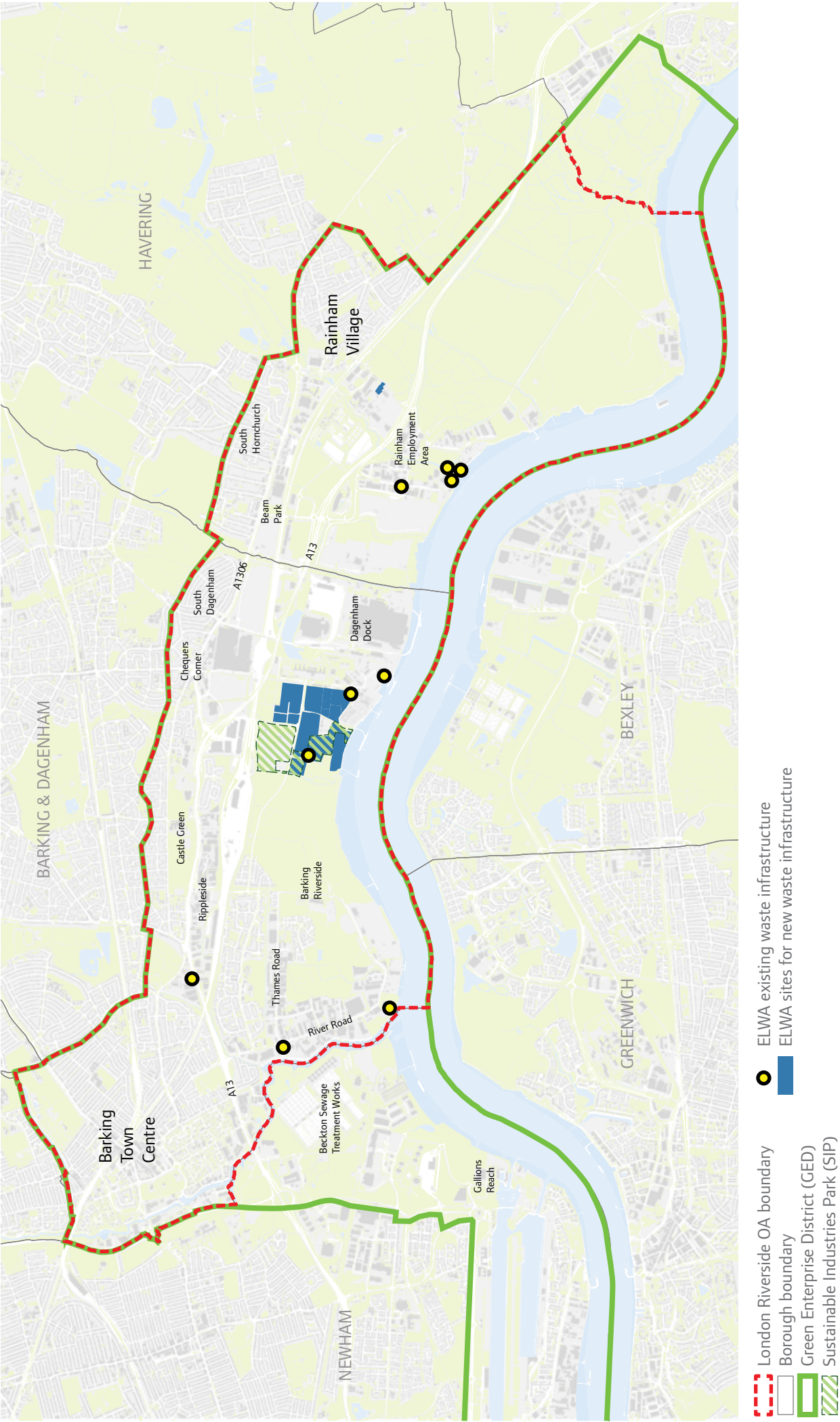


Figure 3.7 Waste infrastructure and Sustainable Industries Park (SIP)

### 3.5 The Green Enterprise District and London Sustainable Industries Park (LSIP)

The Mayor's Green Enterprise District (GED) initiative crosses the boundaries of six east London boroughs and is intended to make London a global leader in the low carbon economy, create thousands of jobs and help regenerate one of the most deprived areas of the capital. The GED also aims to create a highly sustainable and attractive destination for people to live, work and visit.

The London Sustainable Industries Park (LSIP) is a major initiative within the GED, currently emerging from 25 hectares of the land identified by the Joint Waste Plan at Chequers Lane/ Dagenham Dock, and provides waste-to-energy projects, combined heat and power schemes, recycling and reprocessing facilities and renewable energy technologies. It will soon become the largest concentration of environmental industries and technologies in the UK. The LSIP location has good transport links providing access to raw materials, markets and workforce throughout London and the south-east and is already home to cutting edge waste facilities.

The Mayor is continuing to oversee development of the LSIP as before, with £10 million already committed to the delivery of a high quality public realm and infrastructure that will unlock further development potential in the LSIP.

The businesses currently moving to the LSIP are primarily associated with waste processing and recycling. As the LSIP develops and expands, significant investment is expected from other

industrial sectors and possibly businesses relocated from areas such as the Royal Docks or from within other parts of the London Riverside Opportunity Area. Together this agglomeration of green industries and other potentially complimentary operations, have the potential to create a Circular Economy as encouraged in the Mayor's draft Infrastructure Plan 2050.

#### 3.5.1 Joint Waste Development Plan

The boroughs that make up the East London Waste Authority (ELWA) have jointly produced a Waste Development Plan Document (DPD) which sets out a strategy for sustainable waste management. This concludes that significant new composting and recovery capacity is required in the ELWA area. Furthermore it identifies suitable sites for the provision of new waste infrastructure to meet the London Plan apportionment, two of which are in London Riverside:

- Chequers Lane/Dagenham Dock: 25 hectares identified for in-vessel composting, anaerobic digestion and recovery within the LSIP.
- Ferry Lane North (with sites of 0.5–1.5 ha): identified as suitable for in-vessel composting.

The strategy has been successful, with recent permissions secured for TEG, PDM and Chinook waste-to-energy facilities which, once built, should provide sufficient waste management capacity to meet the London Plan apportionment.

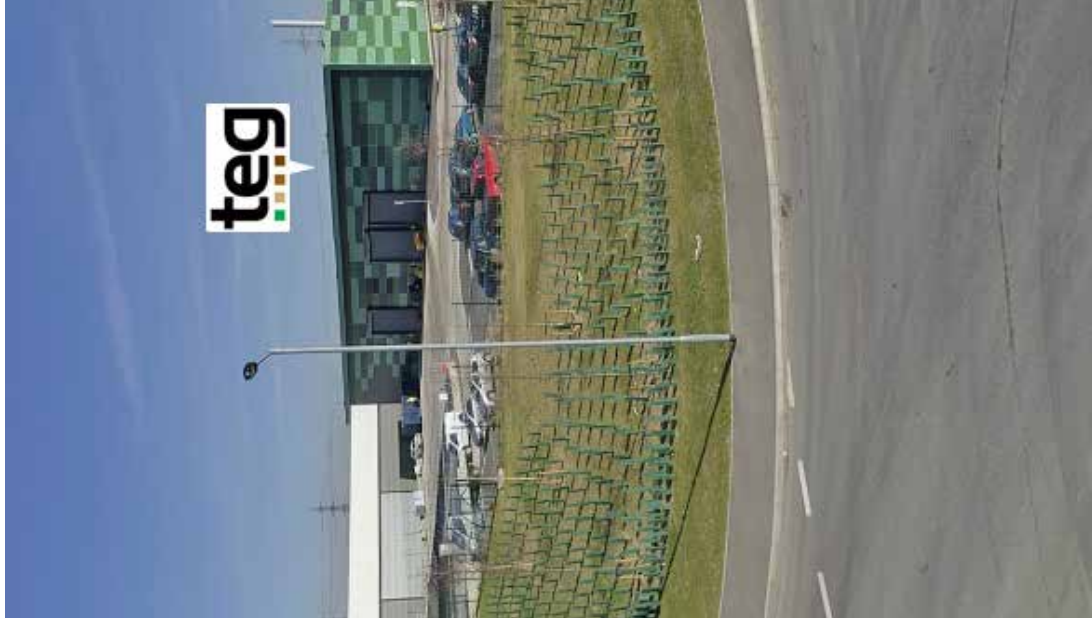


Figure 3.8 TEG plant on LSIP North



## 3.6 Safeguarded wharves

The Mayor's approach to applications for development on safeguarded wharves is set out in London Plan Policy 7.26. This seeks to protect wharves for waterborne freight handling uses and provides that adjacent sites should be designed to minimise potential conflicts with such uses.

The safeguarding arrangements are reviewed regularly, most recently in the Mayoral Recommendations submitted to the Secretary of State in March 2013 (a refresh is currently being considered).

Appendix 5 of the Safeguarded Wharves review submitted in March 2013 contains a brief description and assessment of each safeguarded wharf. This highlights the differences between the wharves and the issues associated with each one. A number of the wharves within the OA are proposed for release including Phoenix Wharf (Havering), De-Pass Wharf and Welbeck Wharf (Barking and Dagenham). The following sub-sections outline the main issues affecting safeguarded wharves in London Riverside and sets out the preferred approach to support wharf facilities and maximise the opportunities they present as one of the areas key advantages.

### 3.6.1 Underused wharves and those in poor repair

The safeguarded wharves in London Riverside are in various states of usage and repair and operate at different levels of capacity.

One example of a wharf operating at a relatively high capacity is Ford Dagenham's Vehicle Operating Compound (VOC), which is Ford's major shipment point for goods coming in and going out of the UK. The wharf is currently operating three sailings a day on a roll-on roll-off ship. In addition, manufactured goods from Ford's Bridgend plant are also shipped from the VOC wharf.

The aspiration to release SIL at Creekmouth on the south of River Road would impact on three protected wharves – Docklands Wharf, Victoria Stone Wharf and De-Pass Wharf. As noted earlier, De-Pass Wharf is proposed for release, and whilst Victoria Stone Wharf has not been used as a wharf for many years, the Port of London Authority is promoting its reactivation.

The location of so many wharves in London Riverside reflects its industrial legacy, but fundamental changes in land use and industrial practices, together with London's growing population and economy, merits a review of wharf use in this area. If the SIL at Creekmouth were to be de-designated to improve links to the Royal Docks as shown in chapter 3 and 5, the long term future of the remaining two wharves may need to be reconsidered. The London Plan, however recognises that relocation is not the only possible approach and notes that wharves can be surrounded by other land uses, such as residential, where the nature of the commercial use and its activities can co-exist appropriately with residential with acceptable impacts. As development pressure in London grows, better land use efficiency and intensification around wharves may be unavoidable, and wharf operators together with the boroughs, the GLA, TfL and the PLA should develop appropriate approaches to managing this relationship.



### 3.6.2 Disused wharves and temporary permissions

Redevelopment of safeguarded wharves will only be deemed acceptable when the wharf is no longer viable, or capable of being made viable for freight handling uses, in line with London Plan Policy 7.26. It is recognised, however, that temporary uses on unused wharves can ensure that investment is maintained and the image of the wider area is not adversely affected. Applications for temporary uses will, however, only be allowed where they do not preclude the wharf being reused for waterborne freight handling uses.

### 3.6.3 New inter-modal facilities

There is the potential for a new inter-modal freight facility on Ford's Vehicle Operating Compound (VOC) which would create an opportunity to significantly increase transfer between road, rail and water-borne freight. In order to facilitate this opportunity, a new rail spur has been safeguarded through the approved Tesco logistics depot to access the site from the main east-west rail route across London Riverside.

### 3.6.4 LSIP and intensification at Dagenham Dock

The LSIP at Dagenham Dock is already home to a number of high-tech waste processing operations. These new plants represent a step-change in the way that waste is processed and individually deal with relatively small quanta of waste from within East London. It is not therefore anticipated that they will lead directly to an increase in demand for wharf capacity at Dagenham Dock. As explained in chapter 3, these initial industries are intended to be catalytic, and over time significant investment is expected from other industrial sectors and possibly businesses relocating from areas such as the Royal Docks and elsewhere within the opportunity area. This transformation will likely take many years to complete but the gradual re-introduction of manufacturing, light industrial and higher quality industrial uses should, over time, increase demand for wharf facilities in the area. Ongoing safeguarding of wharves in London Riverside is therefore important to the ongoing development and expansion of the LSIP.

### 3.6.5 Construction phase use

Given the range of wharf facilities within London Riverside, any major new development would be expected to utilise the river for the transport of bulk construction and demolition materials as part of a Construction Logistics Plan.