SAFEGUARDED WHARVES REVIEW 2011/2012

Annex 5 – Assessment sheets of all wharves
July 2011

Table of Contents

West Sub-region

Hurlingham Wharf 1
Swedish Wharf 5
Comley's Wharf 9
Smugglers Way 13
Pier Wharf 17
Cringle Dock 21
Kirtling Wharf 25
Middle Wharf 29
Cremorne Wharf 33
Walbrook Wharf 37

South East Sub-region

Convoys Wharf 41
Brewery Wharf 45
Tunnel Wharf 48
Victoria Deep Water Terminal 52
Angerstein Wharf 56
Murphy's Wharf 59
Riverside Wharf 63
Middleton Jetty 67
Mulberry Wharf 71
Pioneer Wharf 75
Albion Whar 79
Erith Wharf 83
Railway Wharf 87
Town Wharf 91
Standard Wharf 95

North East Sub-region

Northumberland Wharf 99
Orchard Wharf 103
Priors Wharf 107
Mayer Parry Wharf 111
Thames Wharf 115
Peruvian Wharf 119
Manhattan Wharf 123
Sunshine Wharf 127
Thames Refinery 131
Welbeck Wharf 135
Alexander Wharf (new) 139
Pinns Wharf 143
Steel Wharf 147
Rippleway Wharf 151
Docklands Wharf 155
Victoria Stone Wharf 159
DePass Wharf 163
Dagenham Wharf 167
Pinnacle Terminal 170
No 1 Western Extension 173
East Jetty 176
No 4 Jetty 179
Ford Dagenham Terminal 182
Phoenix Wharf 185
Halfway Wharf 188

For an introduction of the site assessments please see section 7.1 of the main document.

Distribution of Safeguarded Wharves by sub-region

West Sub-region	
1	Hurlingham Wharf
2	Swedish Wharf
3	Comley's Wharf
4	Smugglers Way
5	Pier Wharf
6	Cringle Dock
7	Kirtling Wharf
8	Middle Wharf
9	Cremorne Wharf
10	Walbrook Wharf

South East Sub-region	
11	Convoys Wharf
12	Brewery Wharf
13	Tunnel Wharf
14	Victoria Deep Water Terminal
15	Angerstein Wharf
16	Murphy's Wharf
17	Riverside Wharf
18	Middleton Jetty
19	Mulberry Wharf
20	Pioneer Wharf
21	Albion Wharf
22	Erith Wharf
23	Railway Wharf
24	Town Wharf
25	Standard Wharf

N

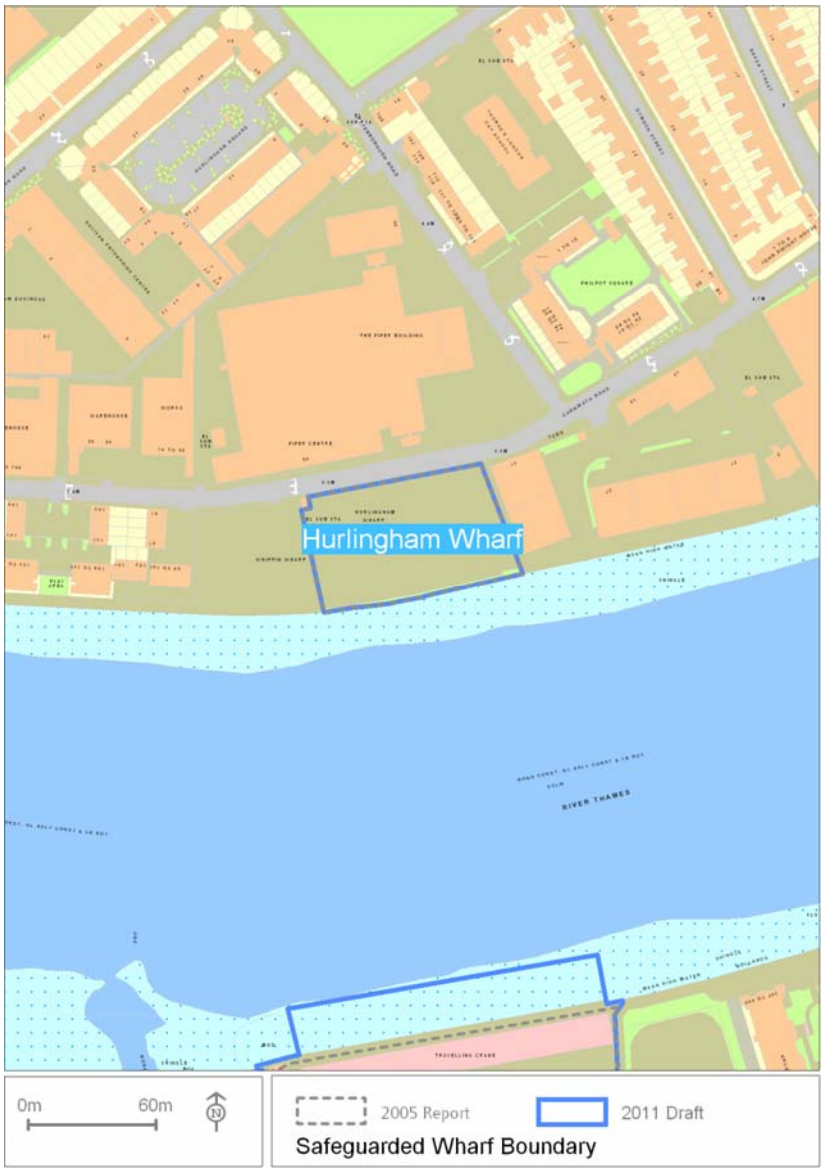
0km 2km

North East Sub-region	
26	Northumberland Wharf
27	Orchard Wharf
28	Priors Wharf
29	Mayer Parry Wharf
30	Thames Wharf
31	Peruvian Wharf
32	Manhattan Wharf
33	Sunshine Wharf
34	Thames Refinery
35	Welbeck Wharf
36	Alexander Wharf (new)
37	Pinns Wharf
38	Steel Wharf
39	Rippleway Wharf
40	Docklands Wharf
41	Victoria Stone Wharf
42	DePass Wharf
43	Dagenham Wharf
44	Pinnacle Terminal
45	No 1 Western Extension
46	East Jetty
47	No 4 Jetty
48	Ford Dagenham Terminal
49	Phoenix Wharf
50	Halfway Wharf

1
Hurlingham Wharf

1 Location

Address	Carnwath Road, Fulham, London SW6
Local authority	Hammersmith and Fulham
Grid reference	Easting 525,603 / Northing 175,568
Site area	0.51 ha
Boundary change	None Proposed



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access to Carnwath Road from north via Wandsworth Bridge Road, A217 (SRN)) with connections to New Kings Road, A308 (SRN), access from south via Wandsworth Bridge Road, A217 (SRN).
Congestion (delay in minutes per km)	Wandsworth Bridge Road A217 between j/w York Road (A3205) and j/w King's Road (A308): • North bound: 0.5 to over 1.5 • South bound: 0.5 to over 1.5
Rail access	N/A
Commentary	Wandsworth Bridge Road, A217 (SRN) offers connections to west and southwest London via junctions with A308 (SRN), A3 (TLRN), and a number of other strategic routes. Wandsworth Bridge Road experiences significant HGV flows at present. There are capacity constraints at the junction of Wandsworth Bridge Road and Carnwath Road, especially at peak times. As proposals come forward for the site, TfL will work with local partners to develop a solution in accordance with the Mayor's Transport Strategy, acceptable in terms of capacity, road safety and urban A Delivery and Servicing Plan could help to mitigate the noise and air quality effects of road freight activity at the wharf. Retaining wharf capacity in the area could help encourage mode shift to water, reducing the amount of strategic road freight passing through west London.

Deleted: However, the local Highway Authority has identified an improvement scheme to provide additional capacity.

3 Navigational Access

Min. and max. berth depths	Dries 2.26 metres to 3.68 metres
Wall or jetty berth (and length)	Wall berth (80 metres)
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. No campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water. Some minor bed levelling/dredging at the downstream end of the berth would improve the wharf's viability.

4 Planning Status and Land Use Context

Site's planning status	Some initial proposals from the landowner to include a wharf in conjunction with development for mixed uses including the adjacent Whiffen Wharf (not safeguarded) were under

	discussion in 2006. Through its Core Strategy (October 2011) LB H&F promotes for South Fulham Riverside the consolidation of wharf capacity onto fewer and better located wharf sites, where road access to the strategic road network can be improved' (paragraph 7.140) However, 'any proposals for non-river use on the safeguarded wharf sites will need to be supported by viability assessments in accordance with the London Plan' (paragraph 7.141). In March 2011, Thames Water announced that it is considering the site, along with adjacent land, as a possible construction site for the Thames Tideway Tunnel.
Surrounding land use and planning context – including other freight handling sites	To the immediate west is the vacant Whiffen Wharf site and residential properties, to the east is a range of light industrial uses, residential properties and retail warehouses. To the north of Carnwath Road is further residential development. Whilst the re-activation of a wharf facility should generally be compatible with most surrounding land uses, it will need to ensure that any impacts on residential uses are managed at an acceptable level.

Deleted: draft

Deleted: (adoption expected in October 2011) has sought the removal of the safeguarding status and consolidation of wharf activities on fewer sites to the east of Wandsworth Bridge. The Inspector's report following the EIP of H&F's Core Strategy (April 2011) acknowledges the need to consider consolidation opportunities but firmly rejects the removal of safeguarding from this wharf and highlights the importance of this review in considering the level of need.

Deleted: Thames Water's proposals for this site should be better understood during the second stage consultation, due in Autumn 2011.

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant – Navigational use of the river ceased in 1997 when the site was vacated by Blue Circle. Dolphins in the Thames dismantled at the same time.
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	There has, and continues to be, substantial and consistent interest from operators within and new to the Port of London for handling aggregates, waste, other bulk cargoes and containers through this wharf. The West sub-region is characterised by a greater demand than supply of wharfage, resulting in a lack of available alternative sites.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is viable and long-standing interest has been expressed in it by a range of cargo-handling operators. The wharf can contribute to the shortfall of capacity in West London.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders to bring forward the re-activation of the site for river freight handling. The reactivation may require the use of a Compulsory Purchase Order (subject to resources) if a negotiated lease/sale cannot be achieved.
- Highways authorities should ensure the proposed highway works retain suitable HGV access to the site.
- GLA and PLA consider working with relevant stakeholders, including the Council and local developers to ensure that any re-development of adjacent sites does not reduce the viability of this site as a river freight wharf.
- The site has been identified as a potential construction site for the Thames Tideway Tunnel. If the site is selected, the proposals should ensure that this wharf is used to transport bulk construction/excavation materials by water and that the site can be used as a viable wharf following completion of the Tunnel.

2
Swedish Wharf

1 Location

Address	Townmead Road, Fulham, London SW6
Local authority	Hammersmith & Fulham
Grid reference	Easting 525,942 / Northing 175,722
Site area	0.55 ha
Boundary change	None Proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	From north via Wandsworth Bridge Road, A217 (SRN)) with connections to New Kings Road, A308 (SRN), from south via Wandsworth Bridge Road, A217 (SRN), then left / right turn on to Townmead Road.
Congestion (delay in minutes per km)	Wandsworth Bridge Road A217 between j/w York Road (A3205) and j/w King's Road (A308) • North bound: 0.5 to over 1.5 • South bound: 0.5 to over 1.5
Rail access	N/A
Commentary	Wandsworth Bridge Road, A217 (SRN) offers connections to west and southwest London via junctions with A308 (SRN), A3 (TLRN), and a number of other strategic routes. Wandsworth Bridge Road experiences significant HGV flows at present. There are capacity constraints at the junction of Wandsworth Bridge Road and Townmead Road, especially at peak times. The Local Highway Authority has identified an improvement scheme to provide additional capacity. A Delivery and Servicing Plan could help to mitigate the noise and air quality effects of road freight activity at the wharf. Retaining wharf capacity in the area could help encourage mode shift to water, reducing the amount of strategic road freight passing through west London.

3 Navigational Access

Min. and max. berth depths	Dries 2.86 metres to 3.08 metres
Wall or jetty berth (and length)	Wall berth (50 metres)
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. No campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water. Since cargo-handling ceased, a 'hump' has formed in the riverbed at the downstream end of the berth. Some bed levelling/dredging would improve the wharf's viability.

4 Planning Status and Land Use Context

Site's planning status	The site is in industrial use (fuel storage) but is not currently utilising water transport. The site falls under the COMAH regulations, which control the loading, storage and security of fuels at the site. The site has been marketed by the landowner for non-wharf use but this would be contrary to London Plan policy. The area is no longer designated as an Employment Zone in H&F's Core Strategy (October 2011). The Inspector's report following the EIP of H&F's Core Strategy (April 2011) acknowledges that this site and the adjacent Comleys site are suitable for river cargo. Discussions have also been held regarding the scope for consolidation with the neighbouring Comleys site. These will continue with appropriate action taken through the planning system.
Surrounding land use and planning context – including other freight handling sites	To the west is Albert Wharf (not safeguarded) with a car auction and retail unit, to the east is the operational Comleys Wharf. To the north are mixed uses including residential. Therefore whilst the re-activation of a wharf facility should generally be compatible with most surrounding land uses, it will need to ensure that any impacts on residential uses are managed at an acceptable level. Further to the east is Fulham Wharf, which has planning approval for an enlarged supermarket and 472 new dwellings. It will be important not to restrict the potential of this site for the re-introduction of cargo handling.

Deleted: the emerging

Deleted: adoption programmed for

Deleted: , subject to a section 106 agreement

Deleted: to ensure that the mixed use nature of the area does

5 Operational Status

Current use (if vacant date and last handled cargo)	Petroleum Products by road. Last cargo handled c. 2004 - from a refinery in the Thames Estuary. The site has substantial fuel storage tanks and pipes for the transmission of fuel including from the river.
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	A recent, informal, marketing exercise undertaken by the PLA revealed significant interest from aggregate operators. The West sub-region is characterised by a greater demand than supply of wharfage, resulting in a lack of available alternative sites.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

Retain safeguarding. Site is viable and long-standing interest has been expressed in it by a range of cargo-handling operators. The wharf can contribute to the shortfall of capacity in West London.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders to bring forward the use of the site for river freight handling. The reactivation may require the use of a Compulsory Purchase Order (subject to resources) if a negotiated lease/sale cannot be achieved.
- Highways authorities should ensure that the proposed highway works retain suitable HGV access to the site.
- GLA and PLA consider working with relevant stakeholders, including the Council and local developers to ensure that any re-development of adjacent sites does not reduce the viability of this site as a river freight wharf.

3

Comley's Wharf (formerly RMC Fulham)

1 Location

Address	Townmead Road, Fulham, London SW6
Local authority	Hammersmith & Fulham
Grid reference	Easting 525,975 / Northing 175,743
Site area	0.44 ha (0.45 ha)
Boundary change	Yes, to reflect operations, ownership and highway widening works proposed on Townmead Road.

2 Road/Rail Access (see Glossary for explanation/background)

Road access	From north via Wandsworth Bridge Road, A217 (SRN)) with connections to New Kings Road, A308 (SRN), from south via Wandsworth Bridge Road, A217 (SRN), then left / right turn on to Townmead Road. Wharf site is located on southern side of road.
Congestion (delay in minutes per km)	Wandsworth Bridge Road A217 between j/w York Road (A3205) and j/w King's Road (A308) • North bound: 0.5 to over 1.5 • South bound: 0.5 to over 1.5
Rail access	N/A
Commentary	Wandsworth Bridge Road, A217 (SRN) offers connections to west and southwest London via junctions with A308 (SRN), A3 (TLRN), and a number of other strategic routes. Wandsworth Bridge Road experiences significant HGV flows at present. There are capacity constraints at junction with Wandsworth Bridge Road especially at peak times. The Local Highway Authority has identified an improvement scheme to provide additional capacity. - The finalised section 106 agreement for the development at this wharf will include transfer to the borough of a 5 metre strip along Townmead Road for the purposes of related highway improvements. A Delivery and Servicing Plan could help to mitigate the noise and air quality effects of road freight activity at the wharf. Retaining wharf capacity in the area could help encourage mode shift to water, reducing the amount of strategic road freight passing through west London.

3 Navigational Access

Min. and max. berth depths	Dries 1.96 metres to 3.98 metres
Wall or jetty berth (and length)	Wall Berth (50 metres)
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. No campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use for aggregates transhipment and the owners have received planning permission to upgrade the facilities and increase the capacity of the site, subject to a S106 agreement. It is estimated that following the implementation of the permission this will increase the amount of river cargo handling to 80,000 tonnes per annum with a reduction in HGV movement per annum from 32,081 to 31,800 movements. The area is no longer designated as an Employment Zone in H&F's Core Strategy (October 2011). Although LBH&F initially sought the release of this site, it was later conceded at the Core Strategy EIP that this site and the adjacent Swedish Wharf site were suitable for river cargo. The Inspector's report following the EIP of H&F's Core Strategy (April 2011) acknowledges that this site and the adjacent Swedish site are suitable for river cargo.
Surrounding land use and planning context – including other freight handling sites	To the west is Swedish Wharf, to the east is the currently derelict Fulham Wharf. To the north are mixed uses including residential. The site is subject to strict environmental controls to ensure its compatibility with surrounding residential uses. Further to the east is Fulham Wharf, which has planning approval for an enlarged supermarket and 472 new dwellings. It will be important not to restrict the potential of this site for the re-introduction of cargo handling.

Deleted: the emerging

Deleted: adoption programmed for

Deleted: , subject to a section 106 agreement

Deleted: to ensure that the mixed use nature of the area does

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates.
Recent average tonnage (2006 –10)	53,000 tonnes per annum
On-site processing	Concrete batching plant
Environmental impacts	Some reduction in heavy lorry movement will occur with implementation of the recent planning approval (subject to S106 agreement) (max. 31,800 movements per year) with restrictions on use at certain times. This scheme, if implemented, will also provide enhanced environmental safeguards with regard to noise and dust.

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, with the benefit of planning permission to increase throughput.

8 Implementation

Actions required to ensure waterborne use:

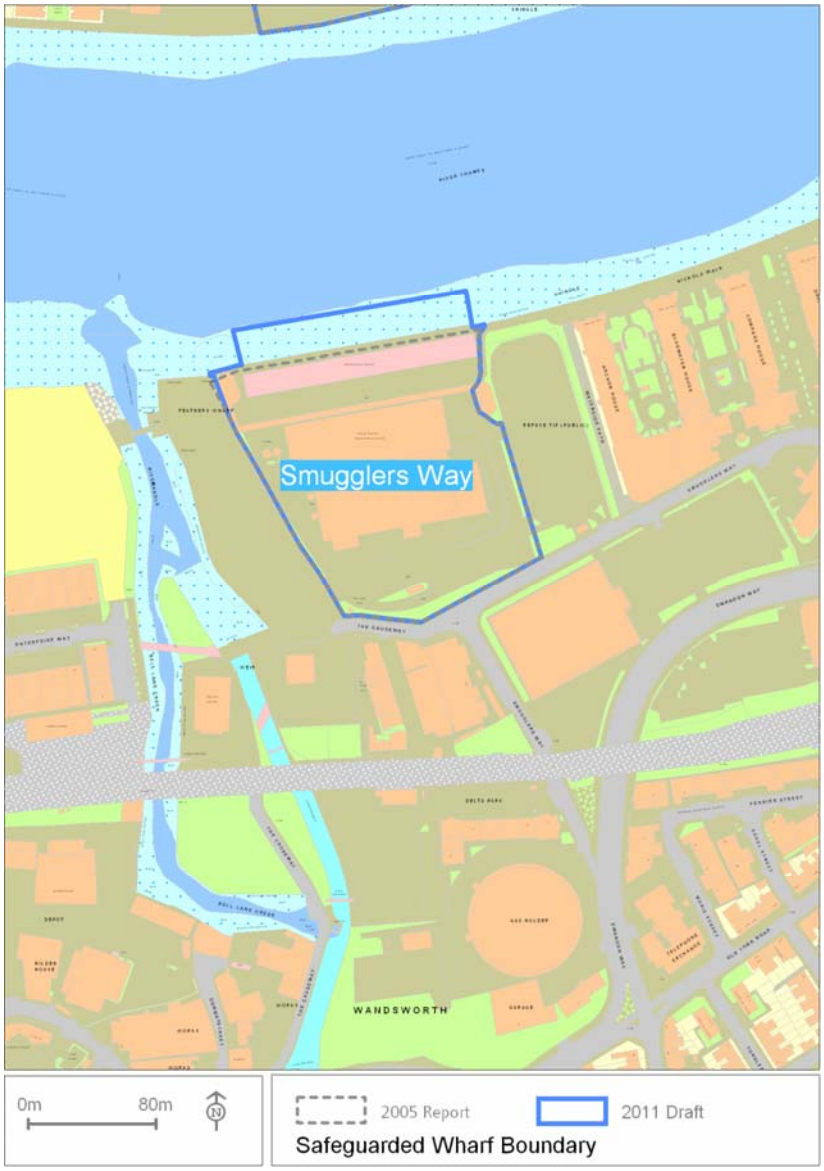
- The operator is encouraged to implement the recent planning permission to increase throughput on the site.
- Highways authorities should ensure that the proposed highway works retain suitable HGV access to the site.
- GLA and PLA consider working with relevant stakeholders, including the Council and local developers to ensure that any re-development of adjacent sites does not reduce the viability of this site as a river freight wharf.

4

Smugglers Way (formerly Western Riverside Waste Transfer Station)

1 Location

Address	Smuggler's Way, London SW18
Local authority	Wandsworth
Grid reference	Easting 525,634 / Northing 175,255
Site area	2.81 ha (2.43 ha)
Boundary change	Yes, incorporation of cargo-handling infrastructure



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access from Smuggler's Way using Wandsworth Bridge Road roundabout; A217 Wandsworth Bridge Road (TLRN) from the north; York Bridge Road A3205 (TLRN) from north easterly direction; Trinity Road A214 (TLRN) from sou a th east, and Swandon Way A217 (TLRN) to the west. A3 (TLRN) is also close - providing access to central London.
Congestion (delay in minutes per km)	A217 Swandon Road between j/w Armoury Way and York Road • North bound: 0.5 to 1.0 • South east bound: 1 to over 1.5 A3205 York Road j/w Swandon Road and A3220 Battersea Bridge Road • North east bound: under 0.25 to over 1.5 • South west bound: under 0.25 to over 1.5 A3 Wandsworth Common Road j/w Wandsworth Bridge Road and Elspeth Road (A3220) • East bound: 0.25 to over 1.5 • West bound: 0.25 to over 1.5 A214 Trinity Road j/w Earlsfield Road to Swandon Road • NW bound: 0.25 to 1.5 • SE bound: under 0.25 to 1.0 Junction: Wandsworth Bridge Road roundabout A217/A3205: • 0.25 to 1.5
Rail access	N/A
Commentary	Congested area; key node in south and southwest London road network. Site generates traffic, however, the waste authority needs to use sites close to the population it serves. Mode shift opportunities could help reduce freight demand for road network.

3 Navigational Access

Min. and max. berth depths	Dries 1.66 metres to 4.28 metres
Wall or jetty berth (and length)	Wall Berth (150 metres)
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. Substantial campshed, allowing barges to berth two abreast (double bottom). Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use as a waste transfer station. The wharf is set within a wider site that includes a civic amenity site, which is currently being re-modelled. LB Wandsworth's adopted Core Strategy (2010) describes in the spatial strategy (paragraph 4.75) that the redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. Policy PL 9 (River Thames and the riverside) currently protects the five safeguarded wharves for the transhipment of freight, including waste and aggregates, and for freight related activities. Development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance. The site is allocated in the Site Specific Allocations Document (site 3.5)
Surrounding land use and planning context – including other freight handling sites	To the west lies a currently vacant site, Feathers Wharf. To the east is the St George's Wharf residential development, which has been developed and occupied whilst the wharf and civic amenity site have been operational. To the south lies an area of large format retail units and commercial properties. Therefore the site is generally compatible with surrounding land uses and has not experienced problems in operation over recent years. The Site Specific Allocations Document identifies site 3.7 (currently retail) directly to the south of the safeguarded wharf for residential development. LB Wandsworth have identified Feathers wharf for mixed-use redevelopment. These uses will need to ensure that there is no impact on the operational viability of the wharf.

5 Operational Status

Current use (if vacant date and last handled cargo)	Waste transfer station. - The waste is transported to the new Energy from Waste facility in Belvedere (Middleton Jetty). A substantial part of the wharf area is given to the loading area for the waste vehicles that serve the site. The Western Riverside Waste Authority (WRWA) owns this site and their current 30 year disposal contract with Cory Environmental Ltd gives Cory control of the site until 2022. This contract ensures the continued use of the wharf for residual waste to be transported by river barge. Site also includes Material Recycling Facility and upgraded Civic Amenity Site (under construction)

Recent average tonnage (2006 –10)	247,000 tonnes per annum
On-site processing	Waste Transfer Station - Residual waste is fed into a compactor which compresses the waste into individual containers. Containers are then transferred by two cranes onto barges. Material Recycling Facility - Mixed recyclable material is brought in by road and sorted then taken by road for onward reprocessing. Civic Amenity Site - Members of the public bring household waste and recycling for disposal by private vehicle, recyclable material is removed by road and residual waste goes into the compactors of the Waste Transfer Station.
Environmental impacts	In the past there have been significant conflicts with residents on Anchor House, a relatively new development adjacent to the site. However, there are no current nuisance complaints about the wharf due to specific improvements onsite. According to Cory, the new upgraded Civic Amenity Site will operate in new split level format and is expected to have local environmental benefits for neighbours

Deleted: Following removal of the recyclates, residual waste is fed into compactor which compresses the waste into individual containers. Containers subsequently transferred by two cranes onto barges.

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, with dedicated infrastructure to serve the current user.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders, including the waste authority and operator, to explore options for increasing the use of river transport for materials, including recyclates, through this site.

5
Pier Wharf

1 Location

Address	Pier Terrace, Jews Row, London SW18
Local authority	Wandsworth
Grid reference	Easting 526,000 / Northing 175,430
Site area	0.25 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	As per Smuggler's Way - except access is via Jews Row from northbound A217 Wandsworth Bridge Road, and is a one-way street with egress is via Marl Road onto Swandon Way.
Congestion (delay in minutes per km)	A217 Swandon Road between j/w Armoury Way and York Road • North bound: 0.5 to 1.0 • South east bound: 1 to over 1.5 A3205 York Road j/w Swandon Road and A3220 Battersea Bridge Road • North east bound: under 0.25 to over 1.5 • South west bound: under 0.25 to over 1.5 A3 Wandsworth Common Road j/w Wandsworth Bridge Road and Elspeth Road (A3220) • East bound: 0.25 to over 1.5 • West bound: 0.25 to over 1.5 A214 Trinity Road j/w Earlsfield Road to Swandon Road • NW bound: 0.25 to 1.5 • SE bound: under 0.25 to 1.0 Junction: Wandsworth Bridge Road roundabout A217/A3205: • 0.25 to 1.5
Rail access	N/A
Commentary	Congested area; near key nodes in south and southwest London road network. Site generates traffic, however, in light of significant amounts of construction activity in the area sites such as this, located near to market, are needed to meet the needs of the sub-region. Mode shift opportunities could help reduce freight demand for road network. Nine Elms Lane (A3025) is a key route for HGVs. TfL data prepared in 2009 suggests daily average flow of between 500 and 1,500 HGVs per day.

Deleted: ¶
Use during construction (and operational) phase of Thames Tunnel could reduce the number of road freight vehicle movements.

3 Navigational Access

Min. and max. berth depths	Dries 1.66 metres to 4.28 metres
Wall or jetty berth (and length)	Wall berth (70 metres)
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. No campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use as an aggregates wharf with concrete batching plant on site. LB Wandsworth's adopted Core Strategy (2010) describes in the spatial strategy (paragraph 4.75) that the redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. Policy PL 9 (River Thames and the riverside) currently protects the five safeguarded wharves for the transhipment of freight, including waste and aggregates, and for freight related activities. Development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance. The site is allocated in the Site Specific Allocations Document (site 3.5)
Surrounding land use and planning context – including other freight handling sites	To the west lies a pub and then the St George's Wharf residential development. To the east lies the A217 Wandsworth Bridge Road. Therefore the site is generally compatible with surrounding land uses and has not experienced problems in operation over recent years. Extensive residential development has recently taken place to the east of Wandsworth Bridge whilst the wharf has been operational.

Deleted: ¶
Thames Water is considering the site as a possible construction site for the Thames Tideway Tunnel to address the Falconbrook and Wandle Valley Storm Relief Combined Sewer Overflows which discharge into the river adjacent to the site. Thames Water's proposals for this site should be better understood during the second stage consultation, due in Autumn 2011.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates. The site is relatively small and effectively uses its whole area.
Recent average tonnage (2006 –10)	98,000 tonnes per annum
On-site processing	Concrete batching plant
Environmental impacts	No current nuisance complaints about the wharf

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, with a particularly high throughput for a small wharf.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

Deleted: The site has been identified by Thames Water as a potential construction site for the Thames Tideway Tunnel. If the site is selected, a suitable replacement facility will need to be provided during the construction period. The proposals for this wharf should also ensure that it is used to transport bulk construction/excavation materials by water. The site should be returned to its current viable use following construction. If this is not possible, a permanent alternative site must be found.

6
Cringle Dock

1 Location

Address	Cringle Street, Battersea, London SW8
Local authority	Wandsworth
Grid reference	Easting 529,145 / Northing 177,567
Site area	1.23 ha (1.12 ha)
Boundary change	Yes, incorporation of marine infrastructure

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access to / from Nine Elms Lane A3025 (TLRN) using Cringle Road. Access to Battersea Bridge using Queenstown Circus and Queenstown Road A3216 (BPRN). Alternative access to central and South London via Vauxhall Cross A3036 (TLRN).
Congestion (delay in minutes per km)	A3025 j/w A3216 to Vauxhall Cross, A3 • Northbound: under 0.25 to over 1.5 • Southbound: under 0.25 to over 1.5 A3216 j/w A3205 Battersea Park Road to j/w Chelsea Embankment, A3212 • Northbound: 0.25 to over 1.5 • Southbound: 1 to over 1.5
Rail access	N/A
Commentary	Congested area; key node in south and southwest London road network. Site generates traffic, however, the waste authority needs to use sites close to the population it serves. Mode shift opportunities could help reduce freight demand for road network. Nine Elms Lane (A3025) is a key route for HGVs. TfL data published 2010[1] suggests daily average flow of between 500 and 1,500 HGVs per day. Use during construction (and operation) of the VNEB Opportunity Area could reduce the number of road freight vehicle movements in the area.

3 Navigational Access

Min. and max. berth depths	Dries 2.22 metres to 3.95 metres
Wall or jetty berth (and length)	Dock berth
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	The wharf is unique in London in that barges are moored inside the dock, rather than along the wharf's frontage. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water. Throughout the construction of the Thames Tunnel navigational access needs to be maintained.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use as a waste transfer station.

[1] London Freight Data Report, University of Westminster for TfL, 2010

	The draft Opportunity Area Planning Framework for Vauxhall, Nine Elms Battersea and the land use approach within the LB Wandsworth both envisage the retention of Cringle Dock waste facility and the adjacent Kirtling aggregates wharf. LB Wandsworth's adopted Core Strategy (2010) describes in the spatial strategy (paragraph 4.75) that the redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. Policy PL 9 (River Thames and the riverside) currently protects the five safeguarded wharves for the transhipment of freight, including waste and aggregates, and for freight related activities. Development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance. The site is allocated in the Site Specific Allocations Document (site 2.1.6)
Surrounding land use and planning context – including other freight handling sites	The site is within an industrial area with the derelict Battersea Power Station to the west, the safeguarded aggregates wharf operated by Cemex to the east and other derelict land in the vicinity. Therefore the site is generally compatible with surrounding land uses and has not experienced problems in operation over recent years. However the surrounding land uses are set to change substantially from predominantly industrial uses into a mix of uses with a large number of residential units: The draft Opportunity Area Planning Framework for Vauxhall, Nine Elms Battersea and the land use approach within the LB Wandsworth both envisage large-scale land use change in the surrounding area, notably the redevelopment of the adjacent Battersea power Station site. This will lead to extensive new mixed-use development, with a large number of residential properties in the vicinity - some already have planning permission. It will be important to ensure that the layout and design of the surrounding uses including any proposals for the Thames Path do not reduce the operational viability of this wharf and the neighbouring Kirtling Wharf. Given the scale of surrounding redevelopment it will be important to ensure that appropriate HGV access to the two wharves is not compromised. Also, given the amount of development expected in the area, the wharves in the VNEB Opportunity Area have the potential to play an important role in the transport of construction and demolition materials by water.

5 Operational Status

Current use (if vacant date and last handled cargo)	Waste transfer station. - The waste is transported to the new Energy from Waste facility in Belvedere (Middleton Jetty). A substantial part of the wharf area is given to the loading area for the waste vehicles that serve the site. The Western River Waste Authority owns this site and their current 30 year disposal contract with Cory Environmental Ltd gives Cory control of the site until 2022. This contract ensures the continued use of the wharf for residual waste to be transported by river barge. The site is unique in having covered docking areas for loading barges. This significantly increases the throughput of the wharf. - The site is also used as a Civic Amenity Site for public disposal of household waste.
Recent average tonnage (2006 –10)	257,000 tonnes per annum
On-site processing	Following removal of the recyclates, residual waste is fed into compactor which compresses the waste into individual containers. Containers subsequently transferred by two cranes onto barges.
Environmental impacts	No current nuisance complaints about the wharf as there are currently no adjacent residents. - Planning permission has been given for the Battersea Power Station (BPS) site with residential blocks directly adjacent to the boundary of this site. Through a section 106 agreement the developers of BPS are required to achieve improvements to the site or enclose the access to the residential block to avoid potential noise and dust problems.

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within specialist infrastructure, which enables the waste transfer activities to take place in a covered dock.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA are working with relevant stakeholders, including the Council and local developers, to ensure that the redevelopment of the wider Battersea/Nine Elms areas provides a suitable road network to service this wharf and does not reduce the viability of the site as a river freight wharf.

7
Kirtling Wharf (formerly RMC Battersea/Metro Greenham)

1 Location

Address	Cringle Street, Nine Elms, London SW8
Local authority	Wandsworth
Grid reference	Easting 529,213 / Northing 177,555
Site area	0.87 ha (0.68 ha)
Boundary change	Yes, incorporation of marine infrastructure and to reflect operations and ownership

2 Road/Rail Access

Road access	Access to / from Nine Elms Lane A3025 (TLRN) using Cringle Road. Access to Battersea Bridge using Queenstown Circus and Queenstown Road A3216 (BPRN). Alternative access to central and South London via Vauxhall Cross A3036 (TLRN).
Congestion (delay in minutes per km)	A3025 j/w A3216 to Vauxhall Cross, A3 • Northbound: under 0.25 to over 1.5 • Southbound: under 0.25 to over 1.5 A3216 j/w A3205 Battersea Park Road to j/w Chelsea Embankment, A3212 • Northbound: 0.25 to over 1.5 • Southbound: 1 to over 1.5
Rail access	N/A
Commentary	Congested area; near key nodes in south and southwest London road network. Site generates traffic, however, in light of significant amounts of construction activity in the area sites such as this, located near to market, are needed to meet the needs of the sub-region. Mode shift opportunities could help reduce freight demand for road network. Nine Elms Lane (A3025) is a key route for HGVs. TfL data published 2010 suggests daily average flow of between 500 and 1,500 HGVs per day. Use during construction (and operation) of the VNEB Opportunity Area could reduce the number of road freight vehicle movements in the area.

3 Navigational Access

Min. and max. berth depths	0.58 metres to 6.75 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	The most upstream wharf served by a jetty. Access to the jetty by large (1,000 tonne) barges is available across most of the tidal cycle, although in practice barge traffic travels to the wharf on the flood tide, mooring at or near high water. - Throughout the construction of the Thames Tunnel navigational access needs to be maintained.

4 Planning Status and Land Use Context

Site's planning status	The site is operational for aggregates transhipment. The operator has obtained planning permission to upgrade the

	facilities and increase the capacity of the site. The draft Opportunity Area Planning Framework for Vauxhall, Nine Elms Battersea and the land use approach within the LB Wandsworth both envisage the retention of this and the adjacent Cringle Dock waste wharf. LB Wandsworth's adopted Core Strategy (2010) describes in the spatial strategy (paragraph 4.75) that the redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. Policy PL 9 (River Thames and the riverside) currently protects the five safeguarded wharves for the transhipment of freight, including waste and aggregates, and for freight related activities. Development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance. The site is allocated in the Site Specific Allocations Document (site 2.1.7) Thames Water is considering the site as a potential main tunnelling site to construct the Thames Tideway Tunnel.
Surrounding land use and planning context – including other freight handling sites	The site is within an industrial area with the safeguarded Cringle Dock waste transfer station to the west, and other derelict land in the vicinity. Therefore, the site is generally compatible with surrounding land uses and has not experienced problems in operation over recent years. However the surrounding land uses are set to change substantially from predominantly industrial uses into a mix of uses with a large number of residential units (see paragraph below). An initial example of this is the recent planning permission for residential development relatively close to the site, which has given the operators cause for concern regarding potential future land use conflict. The draft Opportunity Area Planning Framework for Vauxhall, Nine Elms Battersea and the land use approach within the LB Wandsworth both envisage large-scale land use change in the surrounding area, notably the redevelopment of the adjacent Battersea Power Station site. This will lead to extensive new mixed use development, with a large number of residential properties in the vicinity, some already have planning permission. It will be important to ensure that the layout and design of the surrounding uses including the Thames Path do not reduce the operational viability of this wharf and the neighbouring Cringle Dock waste wharf. Given the scale of surrounding redevelopment it will be

	important to ensure that appropriate HGV access to the two wharves is not compromised. Also, given the amount of development expected in the area, the wharves in the VNEB Opportunity Area have the potential to play an important role in the transport of construction and demolition materials by water.

Deleted: Thames Water has identified the area adjacent for a main tunnelling site to construct the Thames Tideway Tunnel. This could offer some positive benefits in terms of construction materials transport.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	114,000 tonnes per annum. The operator has obtained planning permission to upgrade the facilities and increase the capacity of the site. Aggregate volumes by water to be 230,000 tonnes following implementation of the planning permission.
On-site processing	Concrete batching plant
Environmental impacts	Planning permission has been given on the adjacent site for a large residential/mixed use development which requires substantial mitigation for some flats due to the potential for dust and noise nuisance from activities at this wharf.

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within the benefit of planning permission to increase throughput of the wharf.

8 Implementation

Actions required to ensure waterborne use:

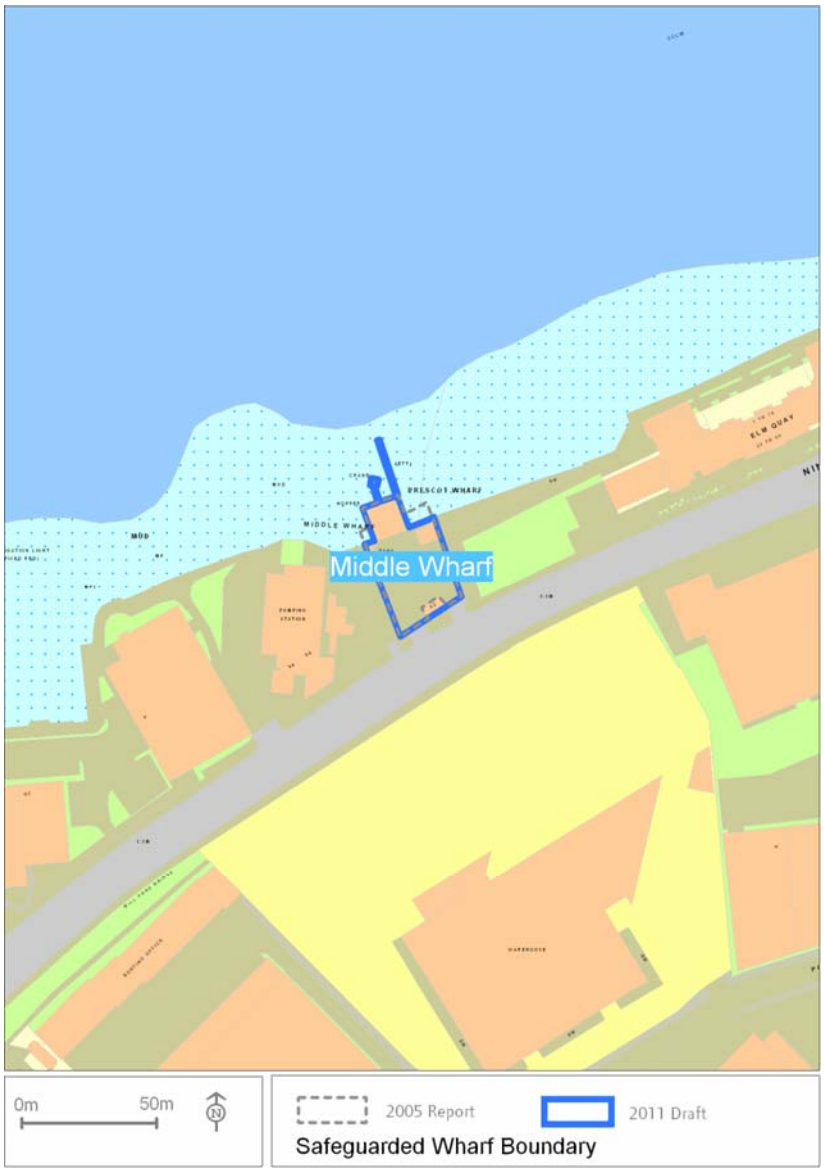
- The operator is encouraged to implement the recent planning permission to increase throughput at this site.
- GLA and PLA are working with relevant stakeholders, including the Council and local developers, to ensure that the redevelopment of the wider Battersea/Nine Elms areas provides a suitable road network to service this wharf and does not reduce the viability of the site as a river freight wharf.
- The site has been identified by Thames Water as a potential construction site for the Thames Tideway Tunnel. If the site is selected, navigational access will need to be maintained during the construction period. The proposals for this wharf should also ensure that it is used to transport bulk construction/excavation materials by water.

8

Middle Wharf (formerly RMC Vauxhall)

1 Location

Address	Nine Elms Lane, Vauxhall, London SW8
Local authority	Wandsworth
Grid reference	Easting 529,575 / Northing 177,639
Site area	0.088 ha (0.087 ha)
Boundary change	Yes, incorporation of marine infrastructure and to reflect operations and ownership



2 Road/Rail Access (see Glossary for explaination/background)

Road access	Access to / from Nine Elms Lane A3025 (TLRN) using Cringle Road. Access to Battersea Bridge using Queenstown Circus and Queenstown Road A3216 (BPRN). Alternative access to central and South London via Vauxhall Cross A3036 (TLRN).
Congestion (delay in minutes per km)	A3025 Nine Elms Lane j/w Battersea Park Road to j/w Wandsworth Road • Northbound: under 0.25 to over 1.5 • Southbound: under 0.25 to over 1.5 A3216 j/w A3205 Battersea Park Road to j/w Chelsea Embankment, A3212 • Northbound: 0.25 to over 1.5 • Southbound: 1 to over 1.5 Junction: Queenstown Circus under 0.25 to over 1.5 (depending on junction arm).
Rail access	N/A
Commentary	Congested area; near key nodes in south and southwest London road network. Site generates traffic, however, in light of significant amounts of construction activity in the area sites such as this, located near to market, are needed to meet the needs of the sub-region. Mode shift opportunities could help reduce freight demand for road network. Nine Elms Lane (A3025) is a key route for HGVs. TfL data prepared in 2009 suggests daily average flow of between 500 and 1,500 HGVs per day. Use during construction (and operational) phase of Thames Tunnel and the VNEB Opportunity Area could reduce the number of road freight vehicle movements.

3 Navigational Access

Min. and max. berth depths	Dries 1.12 metres to 5.05 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. Unusual berthing arrangements, with vessels moored perpendicular to the wharf. No campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water.

Site's planning status	Thames Water is considering the site as a possible construction site for the Thames Tideway Tunnel. The site is not currently in use and has been cleared although the owners, Thames Water, have been in discussions with operators to reactivate it on a temporary basis as a wharf in connection with the Thames Tideway Tunnel. In re-activating the wharf it will be important to ensure that other surrounding development can come forward without land use conflict that cannot be resolved by the design of that development. The draft Opportunity Area Planning Framework for Vauxhall, Nine Elms Battersea and the land use approach within the LB Wandsworth both envisage the retention of Middle Wharf. LB Wandsworth's adopted Core Strategy (2010) describes in the spatial strategy (paragraph 4.75) that the redevelopment of safeguarded wharves should only be accepted if the wharf is no longer viable or capable of being made viable for cargo handling uses. Policy PL 9 (River Thames and the riverside) currently protects the five safeguarded wharves for the transhipment of freight, including waste and aggregates, and for freight related activities. Development next to or opposite safeguarded wharves should be designed to minimise the potential for conflicts of use and disturbance. The site is allocated in the Site Specific Allocations Document (site 2.1.10)
Surrounding land use and planning context – including other freight handling sites	The draft Opportunity Area Planning Framework for Vauxhall, Nine Elms Battersea and the land use approach within the LB Wandsworth both envisage large-scale land use change in the surrounding area, notably the redevelopment of the adjacent Battersea Power Station site. This will lead to extensive new mixed-use development, with a large number of residential properties in the vicinity - some already have planning permission. It will be important to ensure that the layout and design of the surrounding uses do not reduce the operational viability of the wharf, and also that any operations at the wharf are undertaken in such a way as to mitigate impacts on potential neighbouring uses as anticipated within the Opportunity Area. Given the scale of surrounding redevelopment it will be important to ensure that appropriate HGV access to the two wharves is not compromised. Also, given the amount of development expected in the area, the wharves in the VNEB Opportunity Area have the potential

Deleted: Thames Water's proposals for this site should be better understood during the second stage consultation, due in Autumn 2011.

	to play an important role in the transport of construction and demolition materials by water.

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant. Last cargo handled c. 2005
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Interest has been expressed in this wharf by operators for handling bulk cargoes, particularly aggregates and waste. The West sub-region is characterised by a greater demand than supply of wharfage, resulting in a lack of available alternative sites.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site may be required by Thames Water for the Thames Tideway Tunnel for the medium term, following that it should be able to contribute to the shortfall in wharf capacity in West London.

8 Implementation

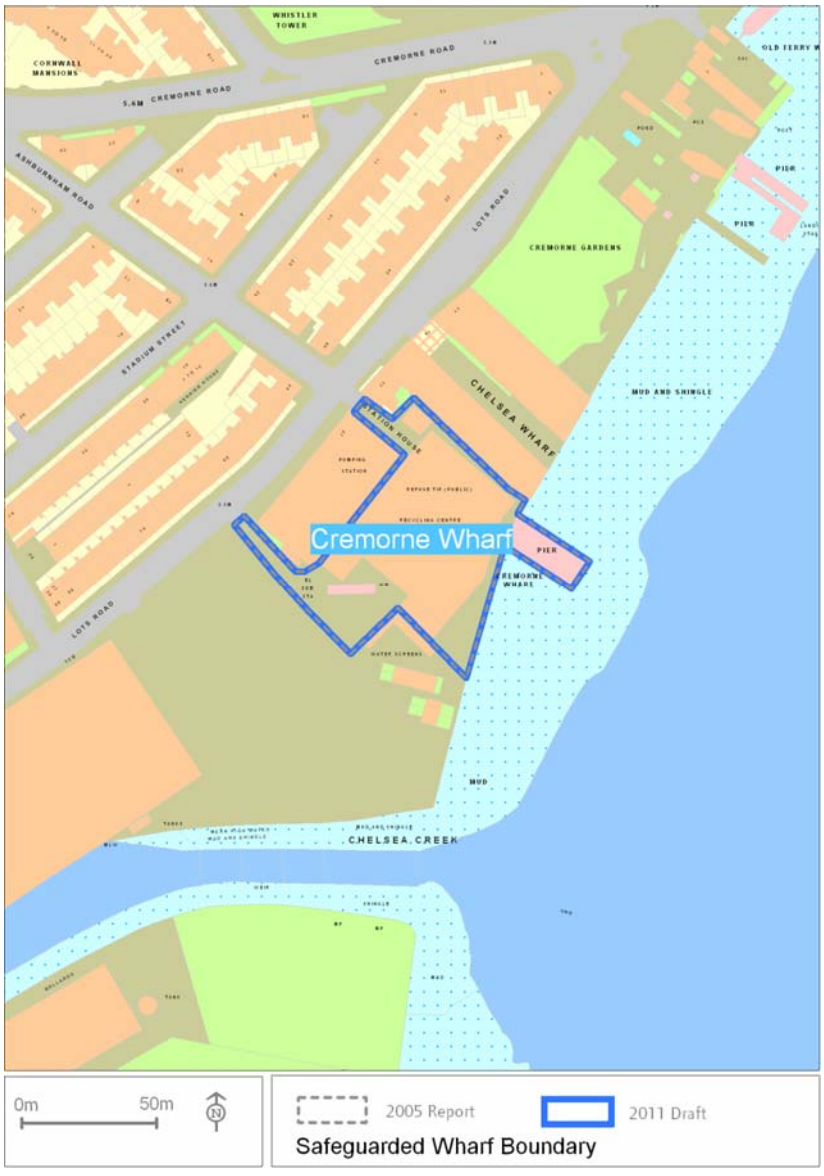
Actions required to ensure waterborne use:

- The site has been identified as a potential construction site for the Thames Tideway Tunnel. If the site is selected, the proposals should ensure that this wharf is used to transport bulk construction/excavation materials by water and that the site can be used as a viable wharf following completion of the Tunnel.

9
Cremorne Wharf

1 Location

Address	Lots Road, Chelsea, London SW10
Local authority	Kensington & Chelsea
Grid reference	Easting 526,530 / Northing 177,108
Site area	0.39 ha
Boundary change	None proposed



2 Road/Rail Access (see Glossary for explanation/background)

Road access	A3220 Cremorne Road (TLRN)- single carriageway - north / west-bound - wide lanes; one-way system operated using King's Road (A308) and Edith Grove (also forms A3220) south/ east-bound.
Congestion (delay in minutes per km)	A3212 from j/w Battersea Bridge to j/w Fulham Road. • North / West bound: 0.5 to over 1.5 • South / East bound: A3212 – 1.5 to over 1.5 A308 King's Road, between j/w Cremorne Road and Edith Grove, Eastbound: 0.5 to 1.5
Rail access	N/A
Commentary	Site is close to TLRN, however, access from the north and west (and to the south and east on egress) is constraint due to a one-way system. The proximity of the listed pumping station wall and the rear wall of the former Lots Road Power station means that the access/egress cannot easily be widened to enable large vehicles to have easier access. The existing planning permission allows up to 75 in/out lorry movements. If the wharf was re-activated, a Delivery and Servicing Plan could help to mitigate the noise and air quality effects of road freight activity at the wharf.

3 Navigational Access

Min. and max. berth depths	Dries 2.07 metres to 4.01 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. No campshed. The existing jetty is in a poor state of repair and requires replacement to handle cargo. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use and safeguarded as a waste management site, although waste transfer no longer takes place. The Borough's waste is dealt with by the Western Waste Riverside Authority and shipped from Smuggler's Wharf in the London Borough of Wandsworth. This agreement lasts until

	2031. Post 2031 agreement has been reached in the LBHF Core Strategy for the spare capacity at the waste processing facility at Old Oak Common in the LBHF to be utilised to meet the RBKC apportionment target. Subject to a legal agreement with LBHF Cremorne Wharf may no longer be required as part of the waste apportionment figure. Thames Water is considering the site as a possible construction site for the Thames Tideway Tunnel to address the Lots Road Pumping Station Combined Sewer Overflow, which is in the river underneath the existing jetty. The whole of the borough is in an Air Quality Management Area, and the use of the site as a wharf should ensure that any impacts on surrounding residential properties were acceptable.
Surrounding land use and planning context – including other freight handling sites	To the north and east of the site are existing residential properties. Adjacent to the site to the east is also the Lots Road redevelopment site, which has planning permission for a mix of uses including a large number of residential units. Cremorne Gardens, which is a valuable source of public open space in this part of the Borough, is also in close proximity. It will also be important to retain larger vehicle access to the site and vicinity for construction purposes given that extensive, predominantly residential development is likely to take place over the coming year, principally from the Lots Road Power Station development.

Deleted: Thames Water's proposals for this site should be better understood during the second stage consultation, due in Autumn 2011.

5 Operational Status

Current use (if vacant date and last handled cargo)	Site is used storage of highway department materials and vehicles. Last cargo handled prior to 1997.
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	The West sub-region is characterised by a greater demand than supply of wharfage, resulting in a lack of available alternative sites. Several aggregate operators have indicated their interest.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site may be required by Thames Water for the Thames Tideway Tunnel for the medium term, following that it should be able to contribute to the shortfall in wharf capacity in West London.

8 Implementation

Actions required to ensure waterborne use:

- The site has been identified as a potential construction site for the Thames Tideway Tunnel. If the site is selected, the proposals should ensure that this wharf is used to transport bulk construction/excavation materials by water and that the site can be used as a viable wharf following completion of the Tunnel.

10
Walbrook Wharf

1 Location

Address	Upper Thames Street
Local authority	City of London
Grid reference	Easting 532,505 / Northing 180,731
Site area	0.69 ha (0.66 ha)
Boundary change	Yes, incorporation of marine infrastructure

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access is from A3211 Upper Thames Street (forms part of the TLRN)
Congestion (delay in minutes per km)	A3211 Upper Thames Street between j/w A201, Blackfriars Bridge and London Bridge, A10 • West bound: under 0.25 to over 1.5 • East bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Upper Thames Street is a two-lane carriageway, per direction east and west. There is a narrow access down Bell Wharf Lane under a building, which has suitable clearance heights for cars, vans and HGVs. There is limited room for vehicular movements in Bell Wharf lane and once vehicles enter the transfer station they must conform to the traffic management of the site. The catchment area for freight movements generated by the site is well defined - predominantly City of London. Borough officers also highlighted the importance of the break in the central reservation is maintained to allow traffic to turn right into Bell Wharf Lane from the west to help reduce traffic movements on Upper Thames Street and also to allow a right turn out of Bell Wharf Lane when exiting.

3 Navigational Access

Min. and max. berth depths	Dries 1.92 metres to 4.63 metres
Wall or jetty berth (and length)	Wall Berth (60 metres)
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. Substantial campshed, allowing barges to berth two abreast (double bottom). Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water.

4 Planning Status and Land Use Context

Site's planning status	City of London's LDF Core Strategy (adopted in Sept 2011) policy CS17 *Waste* commits the City of London to safeguarding Walbrook Wharf as a wharf suitable for the river transport of materials including waste. The site is also safeguarded as a waste-handling site with a commitment to exploring its potential for waste management alongside its waste transfer function. Policy CS 9 *Thames and the Riverside* promotes the

Deleted: due for adoption

	functional uses of the River Thames through retaining Walbrook Wharf. The site is in use as a waste transfer site utilising river transport. It is one of only a few sites to manage this successfully while maintain access along the Thames Path. This is achieved through regular closure of the Thames Path for short periods (15 minutes maximum), to allow the loading of containers onto river barges, using a travelling crane. Vehicular access to and from Upper Thames Street needs to be maintained for both eastbound and westbound traffic in order to facilitate efficient operation of Walbrook Wharf.
Surrounding land use and planning context – including other freight handling sites	The site is predominantly surrounded by offices within the City of London along with some leisure uses. It is generally compatible with surrounding land uses, as it has not experienced problems in operation over recent years. Cannon Street National Rail and London Underground station is adjacent to Walbrook Wharf to the east. Cannon Street Railway Bridge crosses the River Thames immediately to the east of Walbrook Wharf and Southwark Bridge crosses approximately 65m to the west. Planning approval was granted in 1995 for infiling of the dock, construction of a crane and riverside walkway as part of the conversion to a containerised depot. Relevant conditions include: • Riverside walkway to be open at all times except during removal of containers over the walkway • Use of crane prohibited between 10pm and 6am to protect residential amenity • Level of refuse limited to 110,000 tonnes per annum to limit lorry movements to and from depot • Noise levels should not exceed specified limits to protect residential amenity

5 Operational Status

Current use (if vacant date and last handled cargo)	Waste Transfer Station The City represents an independent waste planning authority committed to the retention of river transport via Walbrook Wharf. The current contract that the City of London has with Cory Environmental for the disposal of waste runs until 2025, within this contract Cory can use the transfer station and wharf to accept trade/ commercial waste from other customers. The City of London is also exploring the possibility of also transporting recycling materials by river in an attempt to take more vehicle movements off the roads.

Recent average tonnage (2006 –10)	50,000 tonnes per annum The capacity of Walbrook Wharf is limited to 110,000 tonnes per annum by a Planning condition (95-1713B) The Environment Agency licence for this site shows the annual tonnage permitted as 171,080 tonnes.
On-site processing	Waste fed into compactor, which compresses the waste into individual containers. Containers transferred by crane onto barges.
Environmental impacts	Complaints - There have been no complaints about noise or odour from this site since it's development in 1995. Noise levels in connection with the Waste transfer station at Walbrook Wharf are limited by planning condition. The whole of the City, in common with the rest of central London, has been identified as an Air Quality Management Area for particulate matter (PM10) and Nitrogen Dioxide. Upper Thames Street has been identified in the Mayor of London's Air Quality Strategy 2010 as one of seven locations in central London which are at risk of exceeding the EU daily limit values for PM_{10}. Activities at Walbrook Wharf must not exacerbate the poor air quality in this area. The maximum height of buildings and structures at this site is limited by the Mayor's London View Management Framework, Monument Views and St Paul's Heights protection policies. See Core Strategy Policy CS13 *Protected Views*.

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, with infrastructure designed to meets its current use.
- The City Corporation regards the wharf as an essential part of the infrastructure in managing the City's waste contributing to reductions in traffic on London's busy road network, and thus reducing airborne pollutants and carbon emissions.

Deleted: in

8 Implementation

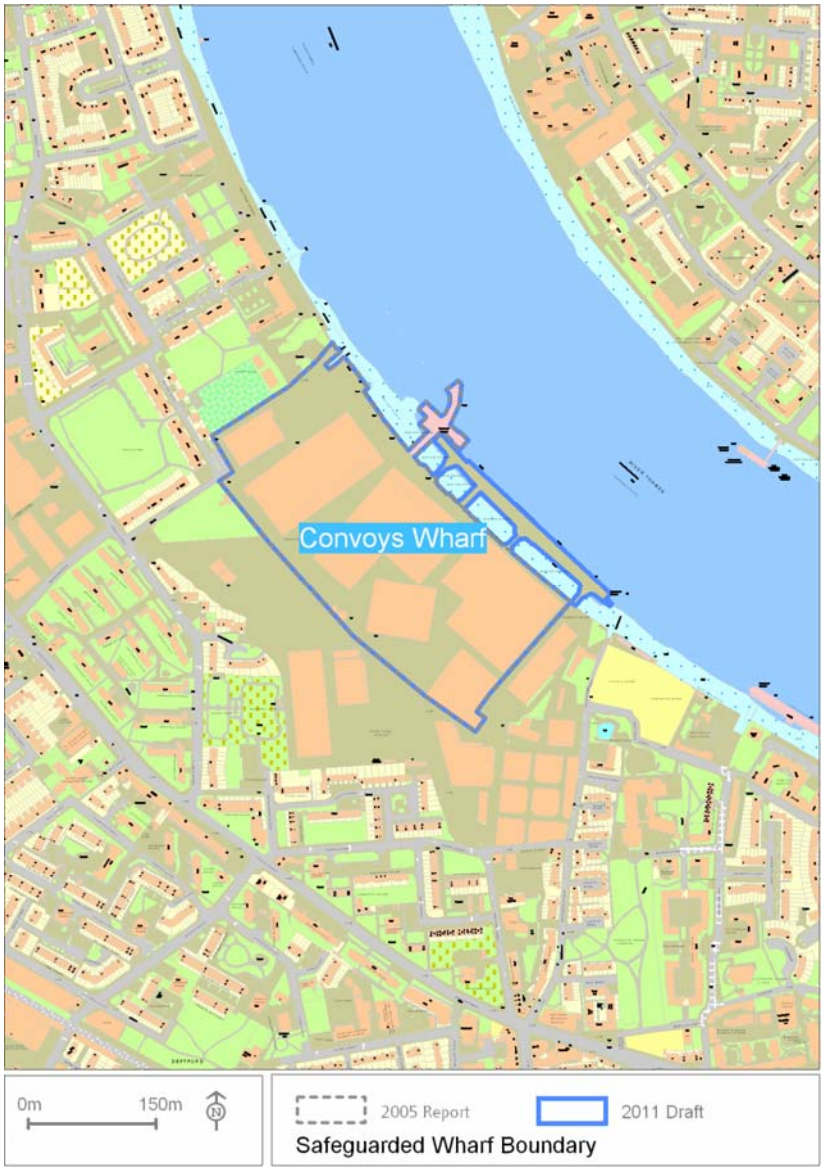
Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders to encourage the increased use of the wharf, including the transport of recyclates by water.
- Highways authorities should ensure that vehicular access to and from Upper Thames Street in eastbound and westbound directions is ensured.

11
Convoys Wharf

1 Location

Address	Princes Street, Deptford, London SE8
Local authority	Lewisham
Grid reference	Easting 536,987 / Northing 178,261
Site area	9.14 ha (8.59 ha)
Boundary change	Yes, incorporation of marine infrastructure



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Strategic access from A2 at Deptford Bridge (TLRN) via Deptford Church Street A2209 (BPRN) on to Evelyn Street A200 (BPRN). Local access – one way system from Evelyn Street via Prince Street eastbound (in) and New King Street southbound (out).
Congestion (delay in minutes per km)	A2 from .j/w A2211 Lewisham Road to New Cross Gate • North / West bound A2 0.25 to over 1.5 • South / East bound A2 0.25 to over 1.5 A200 from j/w Deptford Church Street to Lower Road (also A200) • North / West bound A200 - 1 to over 1.5 • South / East bound A200 - 0.25 to over 1.5
Rail access	None
Commentary	The site is currently accessed via residential streets off A200, Evelyn Street, the main route through the area (Rotherhithe-Greenwich) with significant levels of traffic (20-25% through traffic). Prince Street/New King Street effectively reduced to single lane carriageway due to on-street parking. Historic second site access (junction Grove Street/Leeway) not in use.

3 Navigational Access

Min. and max. berth depths	5.15 metres to 11.81 metres (downstream jetty berth)
Wall or jetty berth (and length)	Jetty berth. Upstream Ro-Ro berth not useable and in need of significant repair/replacement
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	Deep water is available at all stages of the tide at the fixed (downstream) jetty, allowing the berthing of substantial sea-going vessels. The upstream cargo-handling infrastructure is in a poor state of repair.

4 Planning Status and Land Use Context

Site's planning status	The site is not currently operational. The wider area has been the subject of a planning application for mixed-use development since 2002, which was revised in 2010 and most recently revised in August 2011. The applicants have undertaken an assessment of the wharf's viability and determined that 2.3 hectares plus a further 0.3 hectares on a new jetty of the current site is viable for cargo-handling.

	The adopted Lewisham Core Strategy includes a Strategic Site allocation policy for Convoys Wharf. This policy allocates the whole site (including the protected wharf area) for mixed-use redevelopment. Amongst other things the policy requires any redevelopment to satisfactorily address the safeguarded wharf status of part of the site. The site is within the Deptford Creek/Greenwich Riverside Opportunity Area identified in the London Plan. Annex 1 of the London Plan states 'subject to resolution of wharf related issues, parts of Convoys Wharf should be developed for a range of uses' (page 264).
Surrounding land use and planning context – including other freight handling sites	A revision to the 2002 planning application is currently under consideration for a wider site that includes the wharf (see above). This will require road widening and junction improvements if road access to the site is to be satisfactory for all users. The site is surrounded by existing residential development. It will be important to ensure that the development minimises conflicts between the land uses and retains an access corridor suitable for HGV vehicles.

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant. Last cargo handled c. 2000
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Agents acting on behalf of the site owner and, subsequently, the PLA undertook extensive marketing exercises and have identified a number of operators, handling primarily bulk cargoes, who have sought to occupy the revised wharf area. The wharf's location (closest to the east side of central London) and depth of water available, make it attractive for cargo-handling.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. A reduction in safeguarding area is proposed as part of the current planning application. The wharf's location close to central London remains valuable for a range of cargo-handling uses and the site will need to retain flexibility to meet a range of operational needs.

8 Implementation

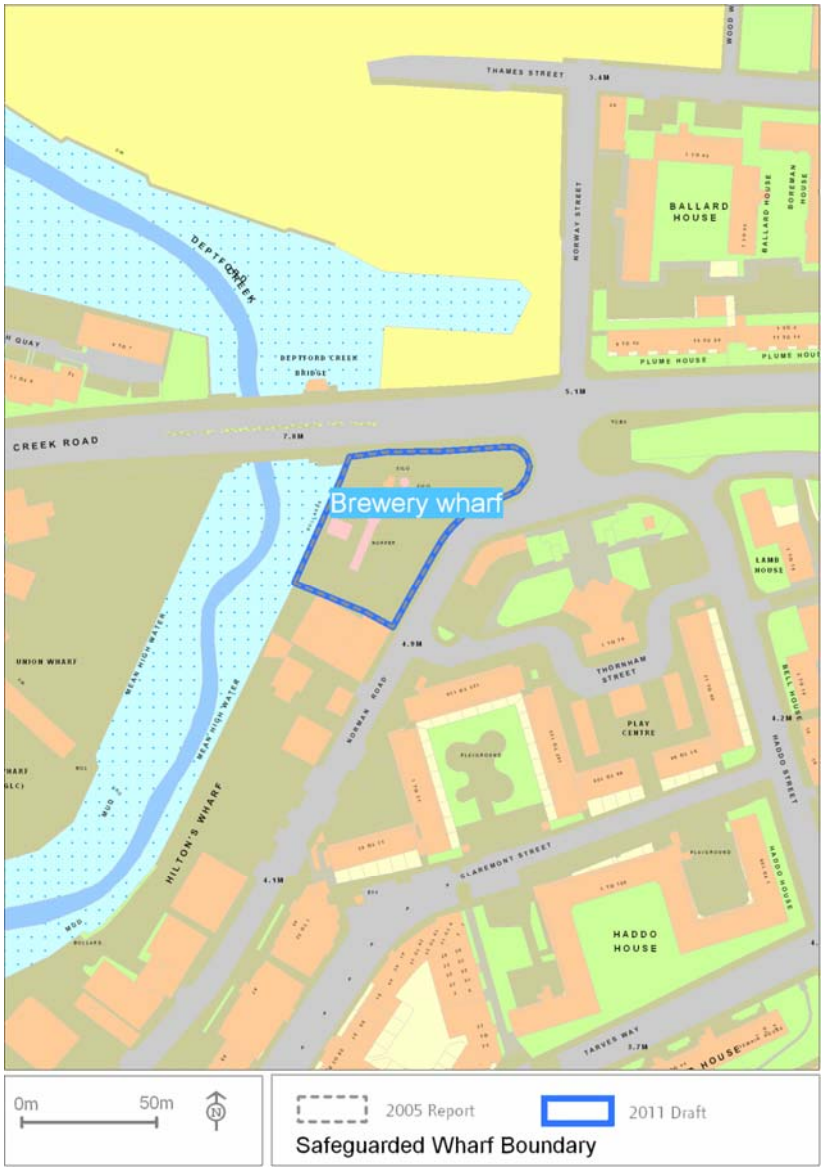
Actions required to ensure waterborne use:

- GLA and PLA are working with relevant stakeholders to bring forward the use of part of the site for river freight handling at an early stage of the site's development
- The current proposals are for a reduction of the wharf area to 2.6 ha (2.3 ha of land and a 0.3 ha jetty). If the current planning application is permitted and implemented, the safeguarding direction would need to be changed at a suitable point during the development construction.
- Adequate access to the wharf area through the wider site and compatibility of the surrounding uses with a working wharf should be ensured.

12
Brewery Wharf

1 Location

Address	Norman Road, Greenwich, London SE10
Local authority	Greenwich
Grid reference	Easting 537,894 / Northing 177,654
Site area	0.24 ha
Boundary change	None proposed



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access from A2 Deptford Bridge (TLRN) via Depford Church Street A2209 (BPRN) on to Creek Road A200 (BPRN). Alternative access via A206 (BPRN). A weight limit of 7.5 tonnes is in place on Romney Road
Congestion (delay in minutes per km)	A200 j/w Greenwich Church Street to j/w Grove Street • westbound 1.0 to over 1.5 • eastbound under 0.25 to 1.5
Rail access	N/A
Commentary	Close to the Strategic Road Network (SRN) and Transport for London Road Network (TLRN), providing good access to destinations in Lewisham and outer SE London, and wider SE via M25 and A2.

3 Navigational Access

Min. and max. berth depths	Dries 2.05 metres to 4.63 metres
Wall or jetty berth (and length)	Wall Berth (45 metres)
Vessel Size LOA x beam x draft (metres)	55 x 8 x 2.5
Commentary	A drying berth, typical of tidal creeks. No campshed. Creek Road Bridge, downstream of the wharf, opens to allow the unencumbered passage of the vessels. Berth characteristics appropriate for barge (which to this wharf is motorised) traffic, which travels to the wharf on the flood tide, mooring at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is located on the Deptford Creek and operates as an aggregates wharf. LB Greenwich's UDP 2006 and draft Core Strategy 2010 – submission expected in autumn 2012 – identify this site as safeguarded wharf. The site is within the Deptford Creek/Greenwich Riverside Opportunity Area.
Surrounding land use and planning context – including other freight handling sites	There are other land uses in close proximity and these have been designed to reduce conflicts, given the presence of the wharf. Therefore the site is generally compatible with surrounding land uses. There is expected to be further re-development in the vicinity of the wharf, much of it for residential development. It will be important to ensure that this does not generate conflicts with

Deleted: spring

	the wharf operation or HGV access to the wharf.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	87,000 tonnes per annum
On-site processing	Concrete batching plant
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:
• Retain safeguarding. Site is in active use and is one of the closest to central/inner London markets.

8 Implementation

Actions required to ensure waterborne use:
• None, site is in active use

13
Tunnel Wharf (formerly Tunnel Glucose)

1 Location

Address	Thames Bank House, Tunnel Avenue, Greenwich, London, SE10
Local authority	Greenwich
Grid reference	Easting 539,113 / Northing 179,140
Site area	2.68 ha (4.21 ha)
Boundary change	Yes, to cluster with other existing marine related infrastructure and ensure it remains within the Strategic Industrial Location

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access to from A2, and A13 via Blackwall Tunnel southern approach A102 (TLRN) via Blackwall Lane A2203 (BPRN).
Congestion (delay in minutes per km)	A2203 Blackwall Lane (entirety) • Northbound: 0.25 to over 1.5 • Southbound: 0.5 to over 1.5 A102 • Northbound: Sun in the Sands roundabout to Blackwall Tunnel southern approach roundabout. Under 0.25 to 1.0 • Southbound: j/w East India Dock Road to Blackwall Tunnel southern approach roundabout. 0.25 to over 1.5 Junctions: Blackwall Tunnel southern approach roundabout under 0.25 to 1.0
Rail access	N/A
Commentary	Close to the TLRN. Good access to East and South East London via Blackwall Tunnel and wider South East via A2/ M25. On egress from site HGVs over 4m in height are not permitted from using the Blackwall tunnel in the northbound direction and must use either the Woolwich Ferry or Dartford Crossings instead.

3 Navigational Access

Min. and max. berth depths	See below
Wall or jetty berth (and length)	See below
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	The cargo-handling infrastructure at the wharf has been mostly removed and a new jetty would be required. Water depths off the wharf are good, with over four meters of water available within 100 metres of the wharf.

4 Planning Status and Land Use Context

Site's planning status	The site has been predominately cleared and levelled in 2010. LB Greenwich's UDP 2006 and draft Core Strategy 2010 – submission expected in autumn 2012 – identify the site as safeguarded wharf. The wharf is allocated as part of the Greenwich Peninsula West Defined Industrial Area within the UDP 2006. The wharf is in the Greenwich Peninsula Opportunity Area.

Deleted: except for an office block at the eastern end

Deleted: spring

Deleted: However, in the Draft Core Strategy 2010 it is not within the Greenwich Peninsula West Strategic Industrial Location. Instead it forms part of the Greenwich Peninsula West Strategic Development Location. The Mayor has objected to this.

	The reactivation of this wharf should ensure that the Thames Path is maintained and, where it would have no detrimental impact of cargo-handling operations, potentially improved.
Surrounding land use and planning context – including other freight handling sites	The site is bounded by a proposed boat yard at Bay Wharf to the north and warehouse buildings to the south and east.. Therefore the site is generally compatible with surrounding land uses. The currently safeguarded Tunnel Glucose Wharf lies to the south of the site and is now located within a Strategic Development Location as defined in the Greenwich Draft Core Strategy Proposals Map. The Mayor has objected to this. Planning permission was granted in 2011 for a mixed-use redevelopment to the south of this site – Enderby Wharf. Enderby Whaf includes a cruise liner terminal and this has been designed to ensure that appropriate navigation to Tunnel Glucose wharf remains for cargo vessels and that land use conflict with an operational wharf at Tunnel Glucose are minimised.

Deleted: other industrial uses

Deleted: the

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant. Last cargo handled pre 1997.
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Syral UK Limited have been seeking users/tenants for leasehold interest in the site since 2009. There is interest from local operators.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain a safeguarded wharf in the general area, but reduce site area in view of the excess of capacity in SE London and adjust boundaries to the north to cluster with other marine related infrastructure and ensure it remains within the Strategic Industrial Location.

8 Implementation

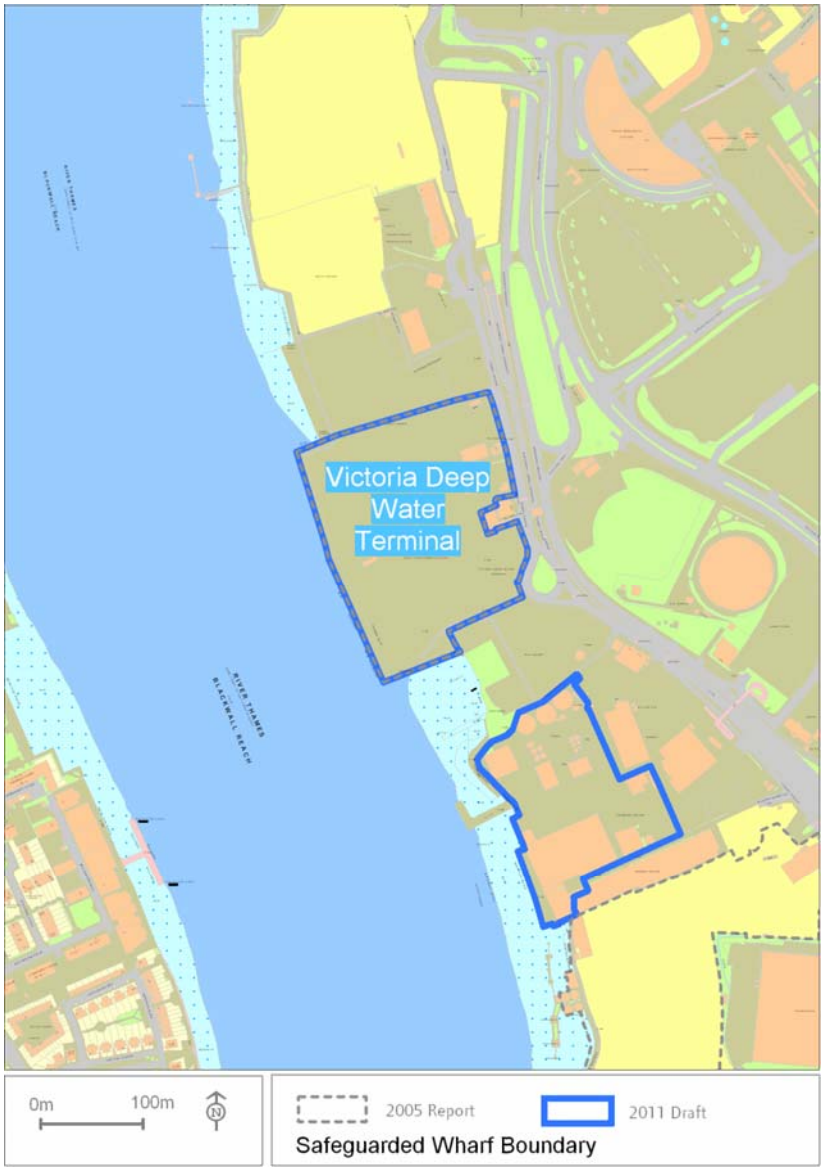
Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders including the Council and landowner to bring forward the use of the site for river freight handling, this may include the use of a Compulsory Purchase Order (subject to resources) if a lease/sale cannot be negotiated.

14
Victoria Deep Water Terminal

1 Location

Address	231 Tunnel Avenue, Greenwich, London SE10
Local authority	Greenwich
Grid reference	Easting 538,952 / Northing 179,448
Site area	4.42 ha
Boundary change	None proposed



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access to from A2 and A13 via Blackwall Tunnel southern approach, A102 (TLRN), via Tunnel Avenue and Millennium Way.
Congestion (delay in minutes per km)	A2203 Blackwall Lane (entirety) • Northbound: 0.25 to over 1.5 • Southbound: 0.5 to over 1.5 A102 • Northbound: Sun in the Sands roundabout to Blackwall Tunnel southern approach roundabout. Under 0.25 to 1.0 • Southbound: j/w East India Dock Road to Blackwall Tunnel southern approach roundabout. 0.25 to over 1.5 Junctions: Blackwall Tunnel southern approach roundabout under 0.25 to 1.0
Rail access	N/A
Commentary	Close to the TLRN. Good access to East and South East London via Blackwall Tunnel and wider South East via A2/ M25. Heavy Goods Vehicles over 4m in height are not permitted from using the Blackwall tunnel in the northbound direction and must use either the Woolwich Ferry or Dartford Crossings instead. Local issues are arising from changes to the road layout needed to enable the inclusion of an overheight vehicle detection lane on the southern approach to the Blackwall Tunnel. The lane is designed to reduce congestion in the area by reducing the number of closures required on the northbound Blackwall Tunnel arising due to vehicles exceeding 4m entering the tunnel. This will deliver local air quality and journey time improvements. Proposals for mitigating the effect on the wharf operations are under consideration.

Deleted: Blackwall Lane, A2203 (BPRN), and Blackwall Southern approach roundabout

3 Navigational Access

Min. and max. berth depths	5.45 metres to 12.11 metres
Wall or jetty berth (and length)	Wall berth (200 metres)
Vessel Size LOA x beam x draft (metres)	Up to 166 x 25 x 10.5 and tugs and tows
Commentary	This wharf is unique in Greater London in having a wall berth directly to deep water. Depths are very good at all stages of the tide, allowing the mooring of all but the largest vessels throughout the tidal cycle.

4 Planning Status and Land Use Context

Site's planning status	The site is in use as an aggregates wharf. LB Greenwich's UDP 2006 and draft Core Strategy 2010 – submission expected in autumn 2012 – identify this site as safeguarded wharf. It is part of the Greenwich Peninsula West Strategic Industrial Location and the Greenwich Peninsula West Defined Industrial Area within the UDP 2006 as well as the Greenwich Peninsula Opportunity Area. With long-term security over operations, the quality of the Thames Path through the site could be improved, potentially with a diversion/ management regime for times of loading/unloading vessels.
Surrounding land use and planning context – including other freight handling sites	To the east the site is immediately bounded by the Dome Coach Park. Further east there is a mix of new business development and residential developments and approximately 50 metres to the north of the site there is also residential development. These blocks use a combination of land use and the environmental credentials of buildings to provide a visual and acoustic buffer between the wharf and the residential buildings. to safeguard residential amenity and to ensure conflicts between the development and operations at the wharf are minimised. To the south of the site is the Bay Wharf boatyard, which is nearing completion. The boatyard has been designed to reduce potential conflicts with the wharf, eg dust. Therefore the site is generally compatible with surrounding land uses.

Deleted: spring

Deleted: The site is bounded by other industrial uses.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	223,000 tonnes per annum
On-site processing	Concrete batching plant
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

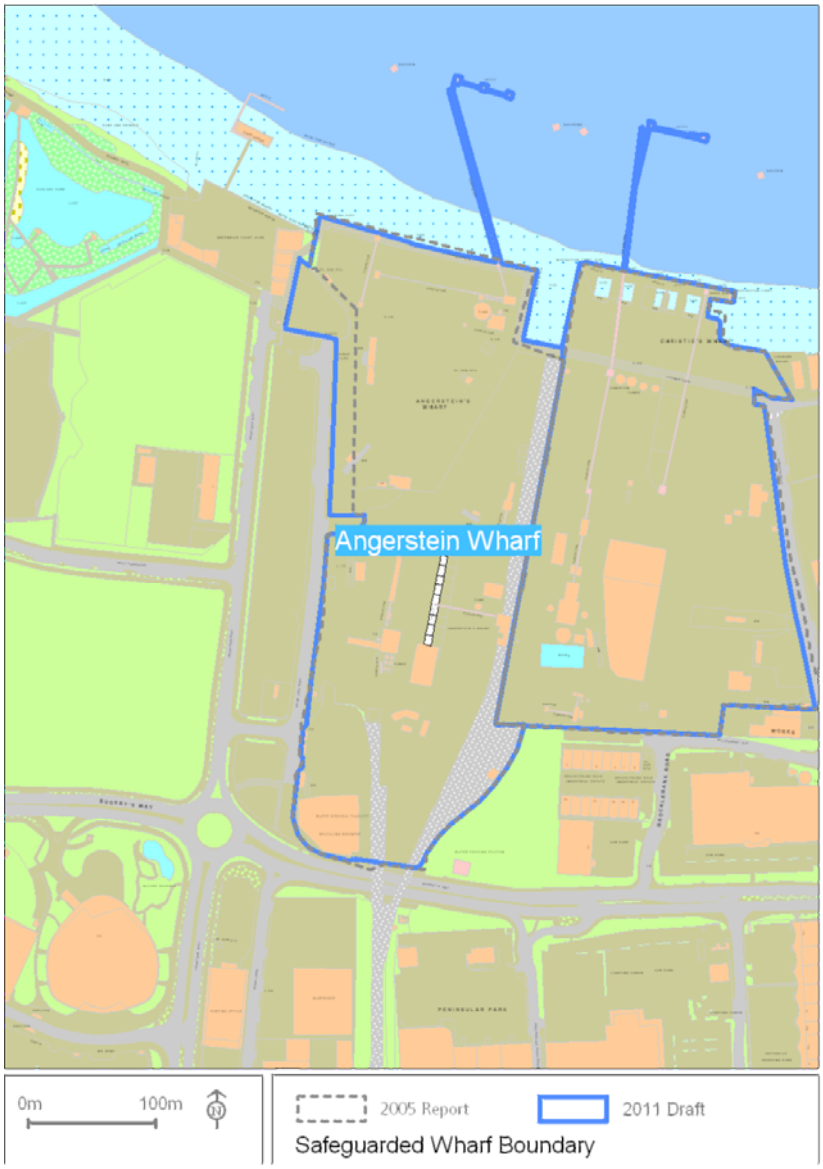
Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders including the Council and the operator to ensure that a suitable Thames Path route is provided through/around the site.

15
Angerstein Wharf

1 Location

Address	Off Horn Lane, Bugsby Way, Charlton, London SE10
Local authority	Greenwich
Grid reference	Easting 540,359 / Northing 179,002
Site area	7.36 ha (7.24 ha)
Boundary change	Yes, change to wharf area and incorporation of marine infrastructure



Map above includes changed '2011 Draft' compared to '2005 Report' boundary. This change was not included in the original October 2011 consultation draft.

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access to from A2 and A13 via Blackwall Tunnel southern approach A102 (TLRN), via Blackwall Lane A2203 and Bugsby's Way A2052 and Peartree Way. Direct access to Murphy and Angerstein from Bugsby's Way eastbound, westbound traffic access via roundabout.
Congestion (delay in minutes per km)	A102 • Northbound: Sun in the Sands roundabout to Blackwall Tunnel southern approach roundabout. Under 0.25 to 1.0 • Southbound: j/w East India Dock Road to Blackwall Tunnel southern approach roundabout. 0.25 to over 1.5 A2052 Bugsby's Way between Blackwall Tunnel roundabout and wharves) • Eastbound: 0.25 to over 1.5 • Westbound: under 0.25 to 1.5
Rail access	Yes
Commentary	Close to the TLRN. Good access to East and South East London via Blackwall Tunnel and wider South East via A2/ M25. Heavy Goods Vehicles over 4m in height are not permitted from using the Blackwall tunnel in the northbound direction and must use either the Woolwich Ferry or Dartford Crossings instead.

3 Navigational Access

Min. and max. berth depths	4.48 metres to 11.07 metres
Wall or jetty berth (and length)	Jetty berth and wall berth (Barge outloading)
Vessel Size LOA x beam x draft (metres)	Up to 120 x 20 x 8 and tugs and tows
Commentary	An intensively used jetty berth that is accessible to self-discharging dredgers throughout most of the tidal cycle. The wall berth provides access to barges at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is in use as an aggregates wharf LB Greenwich's UDP 2006 and draft Core Strategy 2010 – submission expected in autumn 2012 – identify this site as safeguarded wharf. The site, along with the adjacent Murphy's Wharf, also forms an Aggregates Zone within the draft Core Strategy. It sits within the Charlton Riverside Strategic Industrial Location

Deleted: spring

	and the Charlton Riverside Opportunity Area. The site successfully operates in conjunction with the Thames Path using conveyors.
Surrounding land use and planning context – including other freight handling sites	The surrounding area is in industrial and freight uses but mixed-use development has occurred nearby over recent years. Neighbouring proposed uses acknowledge existing wharf use. Further mixed-use development is planned in the Charlton area over coming years bringing mixed-use development closer to the wharves than the existing. It will be important to ensure that this does not introduce conflicting land uses and retains appropriate HGV access to the site.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	833,000 tonnes
On-site processing	Concrete batching plant, aggregate distribution.
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification: • Retain safeguarding. Site is in active use, within an industrial area and has infrastructure and a railhead to enable large-scale operation.

8 Implementation

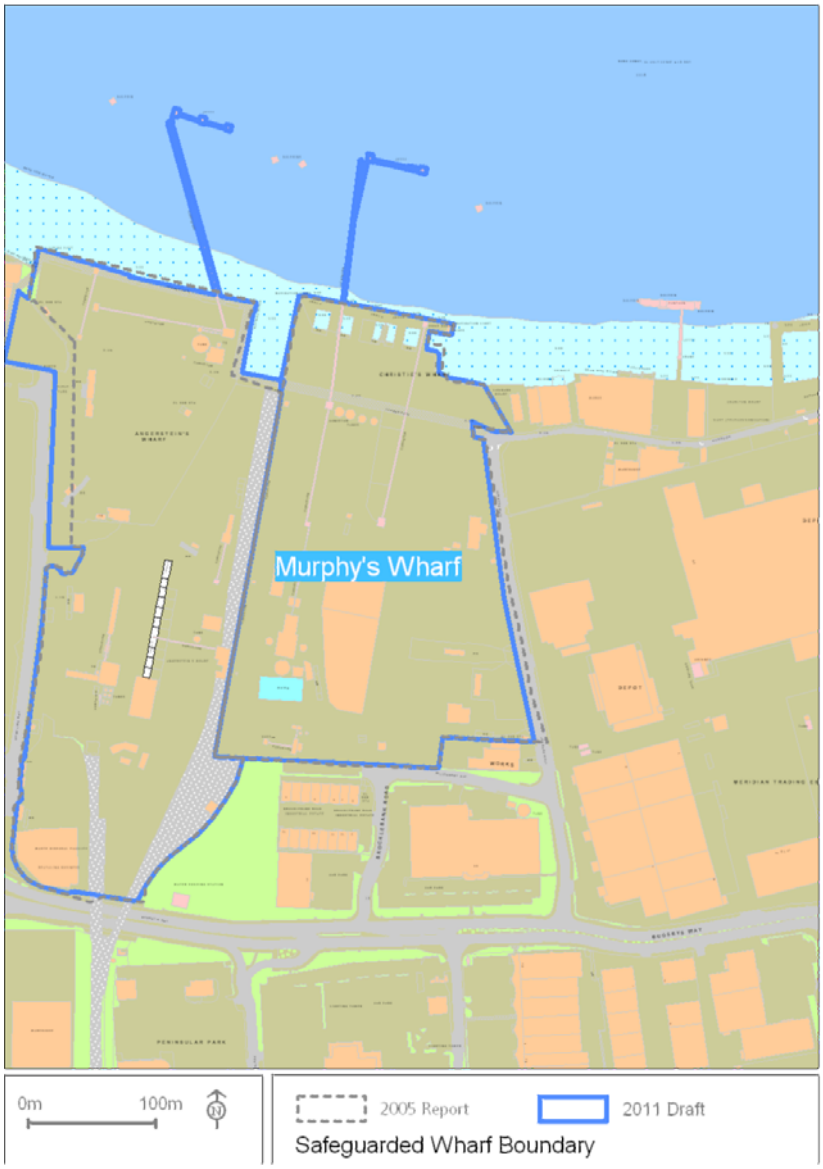
Actions required to ensure waterborne use: • None, site is in active use.

16
Murphy's Wharf

1 Location

Address	Lombard Wall, Charlton, London SE7
Local authority	Greenwich
Grid reference	Easting 540,543 / Northing 179,035
Site area	6.58 ha (6.67 ha)
Boundary change	Yes, incorporation of marine infrastructure

Deleted: and to reflect operations and ownership



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access to from A2 and A13 via Blackwall Tunnel southern approach A102 (TLRN), via Blackwall Lane A2203 and Bugsby's Way A2052 and Lombard Wall. Direct access to Murphy and Angerstein from Bugsby's Way eastbound, westbound traffic access via roundabout.
Congestion (delay in minutes per km)	A102 • Northbound: Sun in the Sands roundabout to Blackwall Tunnel southern approach roundabout. Under 0.25 to 1.0 • Southbound: j/w East India Dock Road to Blackwall Tunnel southern approach roundabout. 0.25 to over 1.5 A2052 Bugsby's Way between Blackwall Tunnel roundabout and wharves) • Eastbound: 0.25 to over 1.5 • Westbound: under 0.25 to 1.5
Rail access	Yes
Commentary	Close to the TLRN. Good access to East and South East London via Blackwall Tunnel and wider South East via A2/ M25. Heavy Goods Vehicles over 4m in height are not permitted from using the Blackwall tunnel in the northbound direction and must use either the Woolwich Ferry or Dartford Crossings instead.

3 Navigational Access

Min. and max. berth depths	Outer - 3.88 metres to 10.47 metres. Inner – dries 0.02 metres to 6.57 metres
Wall or jetty berth (and length)	Jetty berths
Vessel Size LOA x beam x draft (metres)	Outer – up to 100 x 18 x 7 Inner – up to 82.5 x 11.5 x 4
Commentary	Two separate berths operate at this wharf. An intensively used jetty berth that is accessible to self discharging dredgers throughout most of the tidal cycle; and a drying, inner berth that, due to nearby deep water and ease of navigational access enables the berthing of sea-going vessels at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is in use as an aggregates wharf. LB Greenwich's UDP 2006 and draft Core Strategy 2010 – submission expected in autumn 2012 – identify this site as safeguarded wharf. The site, alongside the adjacent Angerstein Wharf, is also within an Aggregates Zone.

Deleted: spring

	It sits within the Charlton Riverside Strategic Industrial Location and the Charlton Riverside Opportunity Area. The site successfully operates in conjunction with the Thames Path using conveyors. Planning consent has been granted for a barge-loading facility associated with the outer (jetty) berth.
Surrounding land use and planning context – including other freight handling sites	The surrounding area is in industrial and freight uses but mixed-use development has occurred nearby over recent years. Neighbouring proposed uses acknowledge existing wharf use. Further mixed-use development is planned in the Charlton area over coming years - notably the Sainsburys distribution depot - bringing mixed-use development closer to the wharves than the existing. It will be important to ensure that this does not introduce conflicting land uses and retains appropriate HGV access to the site.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	1,200,000 tonnes per annum
On-site processing	Concrete batching plant, aggregate distribution.
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and has infrastructure and a railhead to enable large-scale operation.

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders, including the site operator, to implement the consented barge loading facility, in conjunction with operator's proposals for barge-fed sites.

17
Riverside Wharf

1 Location

Address	Herringham Road
Local authority	Greenwich
Grid reference	Easting 541,270 / Northing 179,188
Site area	0.98 ha (1.01 ha)
Boundary change	Yes, to reflect marine infrastructure

2 Road/Rail Access

Road access	Access to from A2 and A13 via Blackwall Tunnel southern approach, A102 (TLRN), and via Woolwich Road, A206. Access from A206 via Herringham Road and Westmoor Street, on the Anchorage Point Industrial estate.
Congestion (delay in minutes per km)	Measurements for A102, as per Tunnel Wharf. A206 (between Blackwall Tunnel southern approach and wharves) • Eastbound under 0.25 to 1.5 • Westbound: 0.25 to over 1.5
Rail access	N/A
Commentary	Close to the TLRN. Good access to East and South East London via Blackwall Tunnel and wider South East via A2/ M25. Heavy Goods Vehicles over 4m in height are not permitted from using the Blackwall tunnel in the northbound direction and must use either the Woolwich Ferry or Dartford Crossings instead.

3 Navigational Access

Min. and max. berth depths	Dries 0.72 metres to 5.87 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	Unusually, a drying berth served by a jetty, although water depths reasonable. No campshed. Berth characteristics appropriate for large (1,000 tonne) barges, which travel to the wharf on the flood tide, mooring at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is in use as an aggregates wharf and includes an asphalt plant. LB Greenwich's UDP 2006 and draft Core Strategy 2010 – submission expected in autumn 2012 – identify this site as safeguarded wharf. The wharf is allocated as part of the Greenwich Peninsula West Defined Industrial Area within the UDP 2006. The importance of the Strategic Industrial Land designation in this area for the safeguarded wharf will need to be seriously considered in emerging local planning policy[1]. The wharf is in the Charlton Riverside Opportunity Area.
Surrounding land use and planning context – including other freight handling sites	The surrounding area is in industrial and freight uses, which do not present any land use conflicts. Therefore the site is generally compatible with surrounding land uses. Further mixed-use development is planned in the Charlton area over coming years. It will be important to ensure that this does not introduce conflicting land uses and retains appropriate HGV access to the site.

Deleted: spring

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	92,000 tonnes per annum
On-site processing	Asphalt Plant
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

[1] In the draft Core Strategy the wharf is not allocated as Charlton Riverside Strategic Industrial Location but forms part of the Charlton Riverside Strategic Development Area.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

18
Middleton Jetty (formerly Borax Wharf/Manor Wharf)

1 Location

Address	Norman Road, Erith, Bexley, Kent DA18
Local authority	Bexley
Grid reference	Easting 549,587 / Northing 180,747
Site area	9.35 ha (8.68 ha)
Boundary change	Yes, incorporation of marine infrastructure and to reflect operations and ownership

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Accessible from A282 and A2 (TLRN) using A206 and A2016 (both SRN). Also accessible from via A2 and A220. From strategic roads vehicles access Norman Road j/w Eastern Way, A2016 (SRN).
Congestion (delay in minutes per km)	A2016 between j/w Queen's Road and j/w Picardy Manorway: • North / west bound: under 0.25 to 0.5 • South / east bound: under 0.25 to 0.5 A206 between j/w Perry Street and j/w Bexley Road • North / west bound: under 0.25 to 1.5 • South /east bound: under 0.25 to over 1.5 A220 between j/w Watling Street and j/w Queen's Road • North bound: under 0.25 to over 1.5 • South bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Good access to the TLRN and SRN. Site is a short journey away from M25 and Dartford Crossing providing access to wider South East using A206 and A2016 (SRN). Also good access to SE London, Docklands and central London via A2 and A220 (TLRN). Some congestion in Crayford, Erith town centre, North End, Northumberland Heath and Dartford areas - some congested nodes en route to M25 / A2 Roads serving Belvedere Industrial Estate are well-equipped to accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	3.52 metres to 9.82 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	A substantial new jetty has been developed alongside the Energy from Waste facility, which provides access for barge traffic throughout the tidal cycle.

4 Planning Status and Land Use Context

Site's planning status	The site is fully operational as an energy from waste facility with river borne delivery of waste. Planning permission ref 11/01387/FULL includes a condition

Deleted: will become

Deleted: in 2011

Deleted: 07/11615/FUL

	stating that except in periods of jetty outage or emergency the jetty and pier shall remain available at all times for tugs and barges transporting waste, residual material following incineration of construction materials associated with the development and consumables necessary for the operation of the development and for no other purpose; to ensure the maximum use of the river for transportation. The site part of the Belvedere Industrial Area Strategic Industrial Location (also comes under saved UDP policy TS6 Thames-side policy for Belvedere Industrial Area) and the Bexley Riverside Opportunity Area. The site is within an area of Archaeological Search and an Air Quality Management Area. LB Bexley's Proposed Submission Core Strategy Policy CS15 describes how the protection of the borough's viable safeguarded wharves will help to contribute towards achieving an integrated and sustainable transport system. The Core Strategy also commits to retaining and improving safeguarded wharves at paragraph 4.7.14.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial uses that are unlikely to raise any land use conflicts. Therefore it is generally compatible with surrounding land uses. GLA and LB Bexley will look at the potential of working on the Bexley Riverside OAPF for the Belvedere area. This is likely to focus on the employment role of the area and will place a particular value on retaining the wharf uses. - The site is adjacent to recent Belvedere Links Regeneration project.

5 Operational Status

Current use (if vacant date and last handled cargo)	Waste
Recent average tonnage (2006 –10)	N/A
On-site processing	Use of a jetty to load and unload waste containers for use at Riverside Energy from Waste Facility
Environmental impacts	Under the planning permission granted in 2008, there are various conditions related to environmental impacts, including a number of conditions relating to noise impacts, including only performing some operations within specific times to protect the environment of those living and working in the area.

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and benefits from new infrastructure to fulfil its waste to energy role.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

Deleted: will shortly become fully operational

19
Mulberry Wharf

1 Location

Address	Crabtree Manorway, Belvedere, Kent DA17
Local authority	Bexley
Grid reference	Easting 550,613 / Northing 180,152
Site area	2.86 ha
Boundary change	*Release proposed*

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Accessible from A282 and A2 (TLRN) using A206 and A2016 (both SRN). Also accessible from via A2 and A220. From strategic roads, vehicles use Anderson Way, Crabtree Manorway and Fishers' Way. Bronze Age Way (A2016) and Anderson Way roundabout - no right turn from A2016 westbound carriageway so roundabout also needed to access Anderson Way.
Congestion (delay in minutes per km)	A2016 between j/w Queen's Road and j/w Picardy Manorway: • North / west bound: under 0.25 to 0.5 • South / east bound: under 0.25 to 0.5 A206 between j/w Perry Street and j/w Bexley Road • North / west bound: under 0.25 to 1.5 • South /east bound: under 0.25 to over 1.5 A220 between j/w Watling Street and j/w Queen's Road • North bound: under 0.25 to over 1.5 • South bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Good access to the TLRN and SRN. Site is a short journey away from M25 and Dartford Crossing providing access to wider South East using A206 and A2016 (SRN). Also good access to SE London, Docklands and central London via A2 and A220 (TLRN). Some congestion in Crayford, Erith town centre, North End, Northumberland Heath and Dartford areas - some congested nodes en route to M25 / A2 Roads serving Belvedere Industrial Estate are well-equipped to accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	Dries to 2.28 metres to 4.02 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying jetty berth that, despite a number of intensive recent dredging campaigns to increase water depths and ensure a stable berth, has not been maintained satisfactorily.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use as road served aggregates facility. The site part of the Belvedere Industrial Area Strategic Industrial Location (also comes under saved UDP policy TS6 Thames-side policy for Belvedere Industrial Area) and the Bexley Riverside Opportunity Area. The site is within an area of Archaeological Search and an Air Quality Management Area. LB Bexley's Proposed Submission Core Strategy Policy CS15 describes how the protection of the borough's viable safeguarded wharves will help to contribute towards achieving an integrated and sustainable transport system. The Core Strategy also commits to retaining and improving safeguarded wharves at paragraph 4.7.14.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial uses that are unlikely to raise any land use conflicts. Therefore it is generally compatible with surrounding land uses. GLA and LB Bexley will look at the potential of working on the Bexley Riverside OAPF for the Belvedere area. This is likely to focus on the employment role of the area and will place a particular value on retaining the wharf uses. - The site is adjacent to recent Belvedere Links Regeneration project.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates by road. Last cargo handled c. 2004
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	There are alternative wharves within the sub-region with more favourable conditions.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Release of safeguarding - in view of surplus capacity in SE London.
- The current and potential conditions at the wharf are less favourable than other wharves in this sub-region.

Deleted: , which negatively impact on the site's viability for cargo-handling

8 Implementation

Actions required to ensure waterborne use:

- N/A

20
Pioneer Wharf

1 Location

Address	Church Manorway, Erith, Kent DA8
Local authority	Bexley
Grid reference	Easting 550,757 / Northing 179,721
Site area	2.51 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Accessible from A282 and A2 (TLRN) using A206 and A2016 (both SRN). Also accessible from via A2 and A220. From strategic roads, vehicles use Lower Road (B213) grade separated junction onto Church Manorway.
Congestion (delay in minutes per km)	A2016 between j/w Queen's Road and j/w Picardy Manorway: • North / west bound: under 0.25 to 0.5 • South / east bound: under 0.25 to 0.5 A206 between j/w Perry Street and j/w Bexley Road • North / west bound: under 0.25 to 1.5 • South /east bound: under 0.25 to over 1.5 A220 between j/w Watling Street and j/w Queen's Road • North bound: under 0.25 to over 1.5 • South bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Good access to the TLRN and SRN. Site is a short journey away from M25 and Dartford Crossing providing access to wider South East using A206 and A2016 (SRN). Also good access to SE London, Docklands and central London via A2 and A220 (TLRN). Some congestion in Crayford, Erith town centre, North End, Northumberland Heath and Dartford areas - some congested nodes en route to M25 / A2 Roads serving Belvedere Industrial Estate are well-equipped to accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	5.53 metres to 11.78 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Up to 110 x 18 x 7
Commentary	An intensively used jetty berth that is accessible to self-discharging dredgers across most of the tidal cycle.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use for handling aggregates. The site part of the Belvedere Industrial Area Strategic Industrial Location (also comes under saved UDP policy TS6 Thames-side policy for Belvedere Industrial Area) and the Bexley Riverside Opportunity Area. The site is within an area of Archaeological Search and an Air Quality Management Area. LB Bexley's Proposed Submission Core Strategy Policy CS15 describes how the protection of the borough's viable safeguarded wharves will help to contribute towards achieving an integrated and sustainable transport system. The Core Strategy also commits to retaining and improving safeguarded wharves at paragraph 4.7.14.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial uses that are unlikely to raise any land use conflicts. Therefore it is generally compatible with surrounding land uses. GLA and LB Bexley will look at the potential of working on the Bexley Riverside OAPF for the Belvedere area. This is likely to focus on the employment role of the area and will place a particular value on retaining the wharf uses. - The site is adjacent to recent Belvedere Links Regeneration project.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	300,000 tonnes per annum
On-site processing	Concrete batching plant
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

21
Albion Wharf

1 Location

Address	Church Manorway, Erith, Kent DA8
Local authority	Bexley
Grid reference	Easting 550,758 / Northing 179,312
Site area	6.85 ha (10.42 ha)
Boundary change	Yes, to reflect operations and ownership

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Accessible from A282 and A2 (TLRN) using A206 and A2016 (both SRN). Also accessible from via A2 and A220. From strategic roads, vehicles use Lower Road (B213) grade separated junction onto Church Manorway.
Congestion (delay in minutes per km)	A2016 between j/w Queen's Road and j/w Picardy Manorway: • North / west bound: under 0.25 to 0.5 • South / east bound: under 0.25 to 0.5 A206 between j/w Perry Street and j/w Bexley Road • North / west bound: under 0.25 to 1.5 • South /east bound: under 0.25 to over 1.5 A220 between j/w Watling Street and j/w Queen's Road • North bound: under 0.25 to over 1.5 • South bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Good access to the TLRN and SRN. Site is a short journey away from M25 and Dartford Crossing providing access to wider South East using A206 and A2016 (SRN). Also good access to SE London, Docklands and central London via A2 and A220 (TLRN). Some congestion in Crayford, Erith town centre, North End, Northumberland Heath and Dartford areas - some congested nodes en route to M25 / A2 Roads serving Belvedere Industrial Estate are well-equipped to accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	Outer berth - 6.73 metres to 12.98 metres. Inside berth - 2.93 metres to 9.18 metres
Wall or jetty berth (and length)	Jetty berths
Vessel Size LOA x beam x draft (metres)	Outer – up to 109 x 16 x 6 Inner – up to 91.5 x 13.5 x 5
Commentary	Two intensively used berths that can accommodate sea-going vessels, which can moor at the outer berth throughout the tidal cycle. The inner berth is also used by motorised barges serving another terminal downstream.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use handling oilseed and vegetable oil. The site part of the Belvedere Industrial Area Strategic Industrial Location (also comes under saved UDP policy TS6 Thames-side policy for Belvedere Industrial Area) and the Bexley Riverside Opportunity Area. The site is adjacent to recent Belvedere Links Regeneration project, within an area of Archaeological Search and an Air Quality Management Area. LB Bexley's Proposed Submission Core Strategy Policy CS15 describes how the protection of the borough's viable safeguarded wharves will help to contribute towards achieving an integrated and sustainable transport system. The Core Strategy also commits to retaining and improving safeguarded wharves at paragraph 4.7.14.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial uses that are unlikely to raise any land use conflicts. Therefore it is generally compatible with surrounding land uses. GLA and LB Bexley will look at the potential of working on the Bexley Riverside OAPF for the Belvedere area. This is likely to focus on the employment role of the area and will place a particular value on retaining the wharf uses. - The site is adjacent to recent Belvedere Links Regeneration project.

5 Operational Status

Current use (if vacant date and last handled cargo)	Oilseed and vegetable oil
Recent average tonnage (2006 –10)	611,000 tonnes per annum
On-site processing	Oil seed processing and vegetable oil refining. Rape seed meal exporting
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

22

Erith Wharf (formerly RMC Erith)

1 Location

Address	Church Manorway, Erith, Kent DA8
Local authority	Bexley
Grid reference	Easting 550,879 / Northing 179,090
Site area	1.7 ha (1.8 ha)
Boundary change	Yes, to reflect operations and ownership

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Accessible from A282 and A2 (TLRN) using A206 and A2016 (both SRN). Also accessible from via A2 and A220. From strategic roads, vehicles use Lower Road (B213) grade separated junction onto Church Manorway.
Congestion (delay in minutes per km)	A2016 between j/w Queen's Road and j/w Picardy Manorway: • North / west bound: under 0.25 to 0.5 • South / east bound: under 0.25 to 0.5 A206 between j/w Perry Street and j/w Bexley Road • North / west bound: under 0.25 to 1.5 • South /east bound: under 0.25 to over 1.5 A220 between j/w Watling Street and j/w Queen's Road • North bound: under 0.25 to over 1.5 • South bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Good access to the TLRN and SRN. Site is a short journey away from M25 and Dartford Crossing providing access to wider South East using A206 and A2016 (SRN). Also good access to SE London, Docklands and central London via A2 and A220 (TLRN). Some congestion in Crayford, Erith town centre, North End, Northumberland Heath and Dartford areas - some congested nodes en route to M25 / A2 Roads serving Belvedere Industrial Estate are well-equipped to accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	4.13 metres to 10.38 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Planning permission proposes vessels up to 100m LOA and tugs and tows
Commentary	A new jetty has been constructed across the old infrastructure to handle aggregates. The berth can accommodate sea-going vessels.

4 Planning Status and Land Use Context

Site's planning status	The site is being reactivated to handle waterborne aggregates. In 2007 planning permission (Ref 07/11510/FULM) was granted for the erection of a replacement asphalt plant, a new concrete batching plant and office. In 2010 planning permission (REF: 10/01673/FUL) was granted for the construction / reconstruction of the existing timber jetty. The site part of the Belvedere Industrial Area Strategic Industrial Location (also comes under saved UDP policy TS6 Thames-side policy for Belvedere Industrial Area) and the Bexley Riverside Opportunity Area. The site is within an area of Archaeological Search and an Air Quality Management Area. LB Bexley's Proposed Submission Core Strategy Policy CS15 describes how the protection of the borough's viable safeguarded wharves will help to contribute towards achieving an integrated and sustainable transport system. The Core Strategy also commits to retaining and improving safeguarded wharves at paragraph 4.7.14.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial uses that are unlikely to raise any land use conflicts. Therefore it is generally compatible with surrounding land uses. GLA and LB Bexley will look at the potential of working on the Bexley Riverside OAPF for the Belvedere area. This is likely to focus on the employment role of the area and will place a particular value on retaining the wharf uses. - The site is adjacent to recent Belvedere Links Regeneration project.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	N/A
On-site processing	Asphalt plant, concrete batching plant
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

Deleted: Site is currently being reactivated for cargo-handling.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

Deleted: being reactivated

8 Implementation

Actions required to ensure waterborne use:

- None, site in active use.

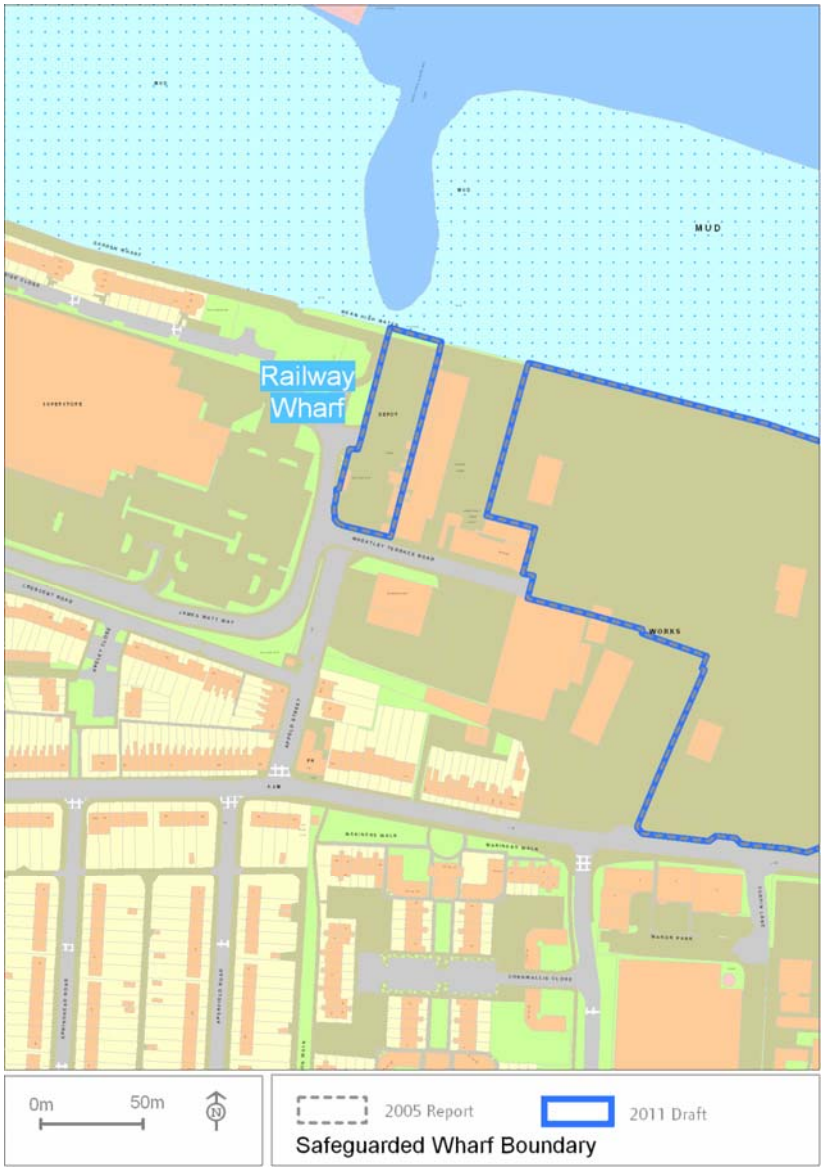
Deleted: is being reactivated

23

Railway Wharf (formerly RMC Railway Wharf)

1 Location

Address	Manor Road, Erith, Kent DA8
Local authority	Bexley
Grid reference	Easting 551,944 / Northing 177,935
Site area	0.28 ha (0.28 ha)
Boundary change	*Release proposed*



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Accessible from A282 and A2 using A206, Queen's Road (TLRN). From strategic roads, vehicles use single-lane B252 James Watt Way.
Congestion (delay in minutes per km)	A206 between j/w Crayford Way and j/w Manor Road • North bound: under 0.25 to 1.5 • South bound: under 0.25 to over 1.5 A220 between j/w Watling Street and j/w Queen's Road • North bound: under 0.25 to over 1.5 • South bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Good access to the TLRN and SRN. Site is a short journey away from M25 and Dartford Crossing providing access to wider South East using A206 and A2016 (SRN). Also good access to SE London, Docklands and central London via A2 and A220 (TLRN). Some congestion in Crayford, Erith town centre, North End, Northumberland Heath and Dartford areas - some congested nodes en route to M25 / A2 A206 has a weak bridge at Queens Rd / South Road and is unsuitable for abnormal loads. Current access route is James Watt Way, as Appold Street is not open to through traffic. According to Bexley borough officers this has caused some difficulties, as vehicles need to take routes passing local superstore, causing congestion due to insufficient carriageway width.

3 Navigational Access

Min. and max. berth depths	Dries 2.07 metres to 4.18 metres
Wall or jetty berth (and length)	Wall berth (30 metres)
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying wall berth. No campshed. Although the available depths on the berth are comparable with wharves upstream of the Thames Barrier, the approaches to the berth are long and are shallower by almost two metres. The berth is the shortest of all the safeguarded wharves.

4 Planning Status and Land Use Context

Site's planning status	The site has been vacant for a number of years. The site part of the Erith Riverside Strategic Industrial Location and the Bexley Riverside Opportunity Area. It comes under saved UDP policy TS5, Thames-side policy for Manor Road, Erith. The site is within an area of Archaeological Search and an Air Quality Management Area. LB Bexley's Proposed Submission Core Strategy Policy CS15 describes how the protection of the borough's viable safeguarded wharves will help to contribute towards achieving an integrated and sustainable transport system. The Core Strategy also commits to retaining and improving safeguarded wharves at paragraph 4.7.14.
Surrounding land use and planning context – including other freight handling sites	The wharf at this site is located directly to the east of Erith Town Centre, and is adjacent to recently developed residential units and a major supermarket. LB Bexley has an aspiration to base similar industrial uses at the Belvedere Industrial Estate to the west – thus making the Belvedere area the principal location for certain industrial uses, including waste sites .This is highlighted the borough's Core Strategy Proposed Submission Policy CS12. GLA and LB Bexley will look at the potential of working on the Bexley Riverside OAPF for the Belvedere area. This is likely to focus on the employment role of the area and will place a particular value on retaining the wharf uses.

Deleted: - The site is adjacent to recent Belvedere Links Regeneration project.

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant. Last cargo handled in 2005
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

Deleted: pre 1997

6 Market Interest

Market interest and alternative wharves	There are alternative wharves within the sub-region with move favourable conditions.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Release of safeguarding - in view of surplus capacity in SE London.
- The current and potential conditions at the wharf, in particular the approaches to the berth, are less favourable than other wharves in this sub-region.

Deleted: , which negatively impact on the site's viability for cargo-handling

8 Implementation

Actions required to ensure waterborne use:

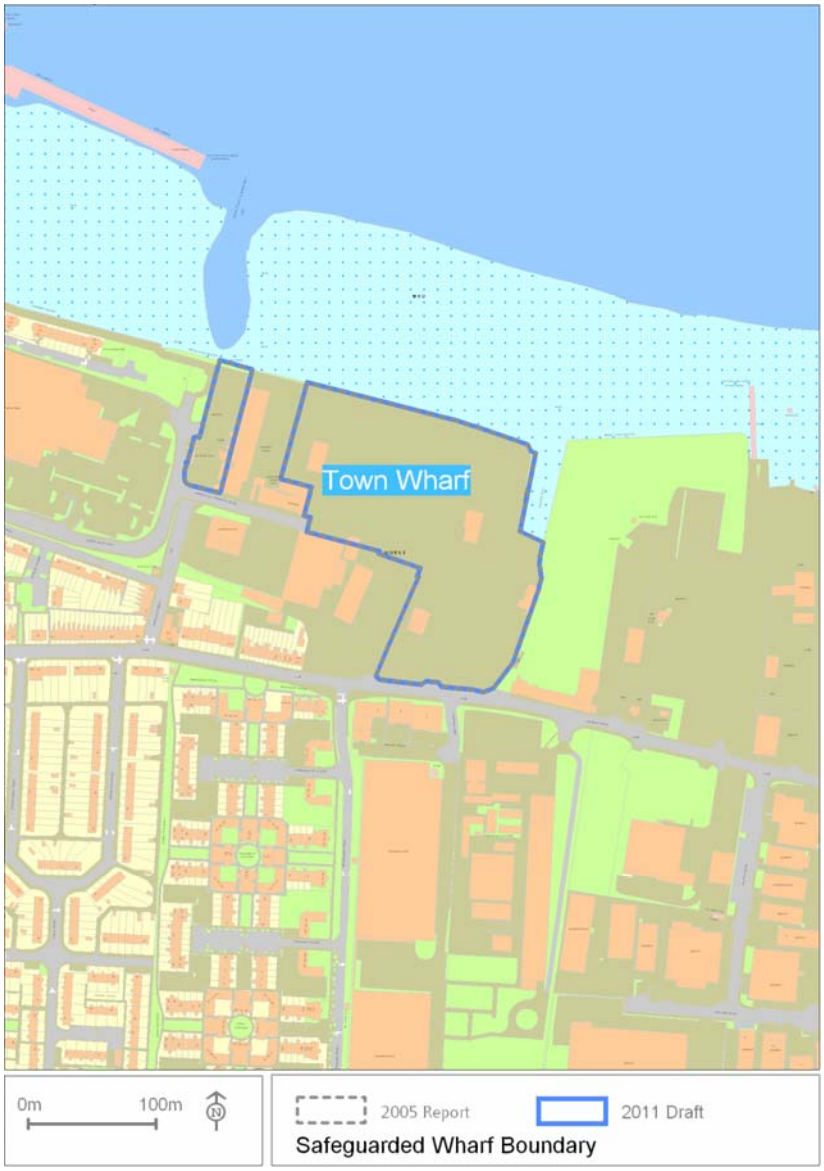
- N/A

24

Town Wharf (formerly EMR Erith/Mayer Parry Recycling)

1 Location

Address	Manor Road, Erith, Kent DA8
Local authority	Bexley
Grid reference	Easting 552,103 / Northing 177,841
Site area	3.00 ha
Boundary change	*Release proposed*



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Accessible from A282 and A2 using A206, Queen's Road (TLRN). From strategic roads, vehicles use single-lane carriageway Manor Road, which has a junction with the wharf.
Congestion (delay in minutes per km)	A206 between j/w Crayford Way and j/w Manor Road • North bound: under 0.25 to 1.5 • South bound: under 0.25 to over 1.5 A220 between j/w Watling Street and j/w Queen's Road • North bound: under 0.25 to over 1.5 • South bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Good access to the TLRN and SRN. Site is a short journey away from M25 and Dartford Crossing providing access to wider South East using A206 and A2016 (SRN). Also good access to SE London, Docklands and central London via A2 and A220 (TLRN). Some congestion in Crayford, Erith town centre, North End, Northumberland Heath and Dartford areas - some congested nodes en route to M25 / A2 A206 has a weak bridge at Queens Rd / South Road and is unsuitable for abnormal loads. Vehicles accessing the Manor Road industrial area have to pass through a residential area with its related environmental problems. According to Bexley borough officers the road also has a poor safety record for conflicts with pedestrian and cycle users.

3 Navigational Access

Min. and max. berth depths	Dries 2.10 metres to 4.68 metres
Wall or jetty berth (and length)	Wall berth (200 metres)
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying wall berth. No campshed. Although the available depths on the berth are comparable with wharves upstream of the Thames Barrier, the approaches are long and are shallower by almost two metres. The cargo handled excludes the construction of a jetty to access deeper water.

4 Planning Status and Land Use Context

Site's planning status	The site is currently handling metal recyclates by road. The site part of the Erith Riverside Strategic Industrial Location and the Bexley Riverside Opportunity Area. - The site comes under saved UDP policy TS8 Thames-side policy for Manor Road, Erith. - Planning Permission granted in 2007 for the use of premises for waste storage materials and plant repair workshop (ref 07/08955/FUL) and also to allow the storage of materials within a buffer zone under application ref 07/04190/FUL. The site is within an area of Archaeological Search and an Air Quality Management Area. LB Bexley's Proposed Submission Core Strategy Policy CS15 describes how the protection of the borough's viable safeguarded wharves will help to contribute towards achieving an integrated and sustainable transport system. The Core Strategy also commits to retaining and improving safeguarded wharves at paragraph 4.7.14.
Surrounding land use and planning context – including other freight handling sites	The wharf at this site is located to the east of Erith Town Centre, and is near to recently developed residential units and a major supermarket. However, it is generally compatible with surrounding land uses. LB Bexley has an aspiration to base similar industrial uses at the Belvedere Industrial Estate to the west – thus making the Belvedere area the principal location for certain industrial uses, including waste sites,. This is highlighted the borough's Core Strategy Proposed Submission Policy CS12.

Deleted: The site is adjacent to recent Belvedere Links Regeneration project.

5 Operational Status

Current use (if vacant date and last handled cargo)	Metal recyclate by road. Last cargo handled c. 2000
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	There are alternative wharves within the sub-region with more favourable conditions.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Release of safeguarding -in view of surplus capacity in SE London.
- The current and potential conditions at the wharf, in particular the approaches to the berth, are less favourable than other wharves in this sub-region.

Deleted: , which negatively impact on the site's viability for cargo-handling

8 Implementation

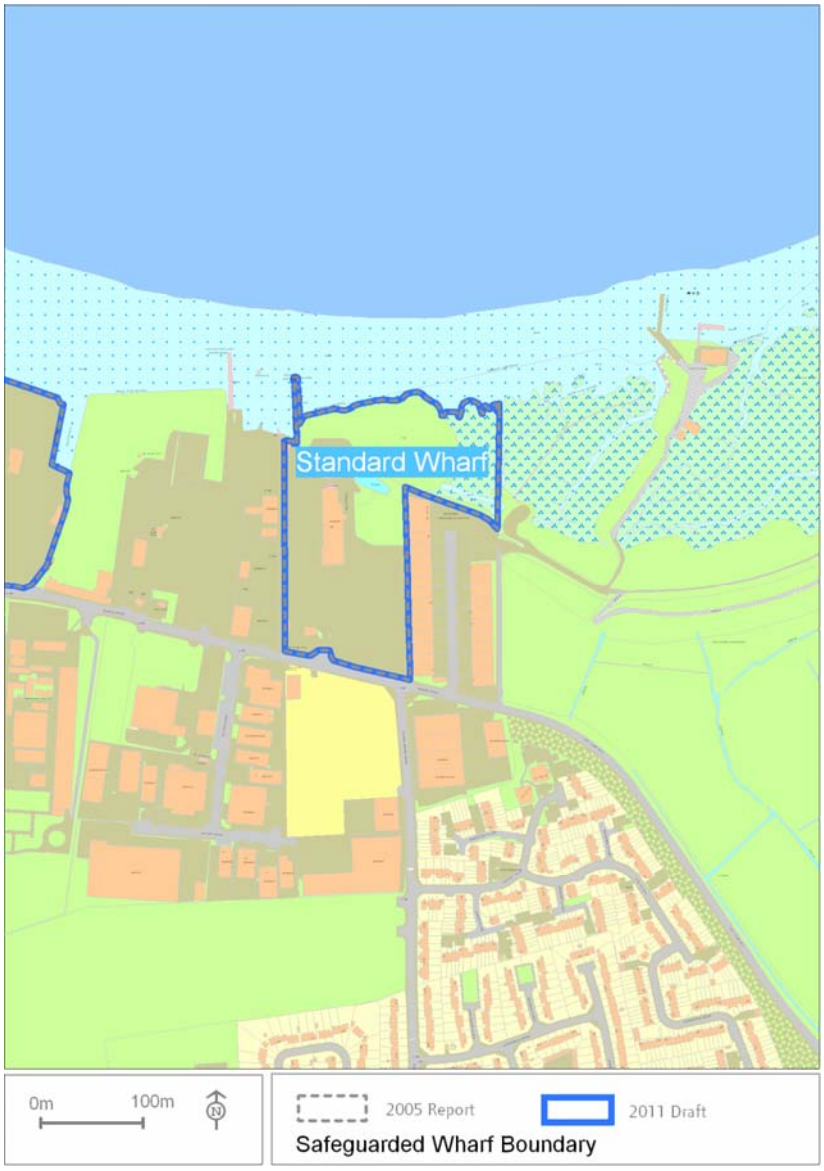
Actions required to ensure waterborne use:

- N/A

25
Standard Wharf

1 Location

Address	Manor Road, Erith, Kent DA8
Local authority	Bexley
Grid reference	Easting 552,532 / Northing 177,787
Site area	4.21 ha
Boundary change	None proposed



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Accessible from A282 and A2 using A206, Queen's Road (TLRN). From strategic roads, vehicles use single-lane carriageway Manor Road, which has a junction with the wharf.
Congestion (delay in minutes per km)	A206 between j/w Crayford Way and j/w Manor Road • North bound: under 0.25 to 1.5 • South bound: under 0.25 to over 1.5 A220 between j/w Watling Street and j/w Queen's Road • North bound: under 0.25 to over 1.5 • South bound: under 0.25 to over 1.5
Rail access	N/A
Commentary	Good access to the TLRN and SRN. Site is a short journey away from M25 and Dartford Crossing providing access to wider South East using A206 and A2016 (SRN). Also good access to SE London, Docklands and central London via A2 and A220 (TLRN). Some congestion in Crayford, Erith town centre, North End, Northumberland Heath and Dartford areas - some congested nodes en route to M25 / A2 A206 has a weak bridge at Queens Rd / South Road and is unsuitable for abnormal loads. Vehicles accessing the Manor Road industrial area have to pass through a residential area with its related environmental problems. According to Bexley borough officers the road also has a poor safety record for conflicts with pedestrian and cycle users.

3 Navigational Access

Min. and max. berth depths	See below
Wall or jetty berth (and length)	See below
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	The existing jetty infrastructure is in poor condition and requires replacement to handle aggregates. Water depths are appropriate for barge traffic within 100 metres of the wharf.

4 Planning Status and Land Use Context

Site's planning status	The site is currently handling aggregates by road. The site part of the Erith Riverside Strategic Industrial Location and the Bexley Riverside Opportunity Area. - The site comes under saved UDP policy TS8 Thames-side policy for Manor Road, Erith. Planning permission was granted in 2008 (Ref: 08/00725/FUL) to increase the height of the existing silos to provide additional capacity. The site is within an area of Archaeological Search and an Air Quality Management Area. LB Bexley's Proposed Submission Core Strategy Policy CS15 describes how the protection of the borough's viable safeguarded wharves will help to contribute towards achieving an integrated and sustainable transport system. The Core Strategy also commits to retaining and improving safeguarded wharves at paragraph 4.7.14.
Surrounding land use and planning context – including other freight handling sites	The site is a short distance to the east of Erith Town Centre, although it is surrounded by industrial uses and there are no obvious land use conflicts. Therefore it is generally compatible with surrounding land uses. There are no current proposals for significant land use change that would affect this wharf. GLA and LB Bexley will work on the Bexley Riverside OAPF for the Belvedere area. This is likely to focus on the industrial role of the area and will place a particular value on retaining the wharf uses.

Deleted: – The site is adjacent to recent Belvedere Links Regeneration project.

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates by road. Last cargo handled pre 1997
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	There is operator interest.

Deleted: N/A

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, which is viable to use water transport, is within an industrial area and retains flexibility to meet a range of operational needs, although its infrastructure requires investment.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA are working with relevant stakeholders, including the operator and the Council, to further explore the feasibility of constructing new cargo-handling infrastructure to enable the handling of waterborne aggregates.

Formatted

26
Northumberland Wharf

1 Location

Address	Yabsley Street, London E14
Local authority	Tower Hamlets
Grid reference	Easting 538,470 / Northing 180,292
Site area	0.89 ha (0.85 ha)
Boundary change	Yes, incorporation of marine infrastructure and to reflect operations and ownership

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access to / from Blackwall tunnel via A13 East India Dock Road (TLRN). Then A1206 - Cotton Street / Preston's Road (also connects to Aspen Way A1261). Preston's Road has j/w Yabsley Street.
Congestion (delay in minutes per km)	A13 between j/w Burdett Road (A1205) and Blackwall Tunnel Northern Approach (A12) • West bound - under 0.25 • East bound - under 0.25 A1206 Preston's Road between j/w Marsh Wall and j/w Aspen Way • North bound: 0.25 to 1.5 • South bound: under 0.25 to 1.0 A1261 Aspen Way between j/w Westferry Road and j/w Cotton Street. • West bound: under 0.25 to 0.5 • East bound: under 0.25 to 1.0
Rail access	N/A
Commentary	Very close to Blackwall Tunnel (A102, TLRN). Heavy Goods Vehicles over 4m in height are not permitted from using the Blackwall tunnel in the northbound direction and must use either the Woolwich Ferry or Dartford Crossings instead. Good connections to A13 TLRN for access to Central. East and North London and M25; A102 provides access to SE London and A2/M20. A 17 tonne weight restriction is in place on Yabsley Street, limiting the range of HGVs, which can deliver to/from the facility.

3 Navigational Access

Min. and max. berth depths	Dries 0.85 metres to 5.81 metres
Wall or jetty berth (and length)	Wall Berth (65 metres)
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. Campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use as a waste transfer station. The Council requires the site to contribute to delivering the borough's waste apportionment. The site is within the 'place' of Blackwall as identified within the LB Tower Hamlets adopted Core Strategy, and Spatial Policies 05 and 08 protect this wharf. The site is within the Isle of Dogs Opportunity Area.
Surrounding land use and planning context – including other freight handling sites	The site has been increasingly surrounded by residential development, although this has not resulted in any reduction in viability. Therefore the site is generally compatible with surrounding land uses. It will be important to ensure that future development retains suitable HGV access to this site and does not reduce the operational viability of the wharf.

5 Operational Status

Current use (if vacant date and last handled cargo)	Waste transfer station
Recent average tonnage (2006 –10)	90,000 tonnes per annum
On-site processing	Waste fed into compactor which compresses the waste into individual containers. Containers transferred by crane onto barges
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification: • Retain safeguarding. Site is in active use, with cargo-handling infrastructure to serve the current operational use.

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders, including the Council and operator, to increase the use of the wharf for river freight, for example through handling recyclate material.

27
Orchard Wharf

1 Location

Address	Orchard Place, London, E14 0JU
Local authority	Tower Hamlets
Grid reference	Easting 539,248 / Northing 180,778
Site area	1.41 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access from the A13 East India Dock Road (TLRN) via A1261 Leamouth Road, A1020, Lower Lea Crossing (SRN) and Orchard Place. A1020 Lower Lea Crossing also connects with A1261, Aspen Way. One-way access on to/from Lower Lea Crossing. No left turn from A1020 from the east, access via roundabout, then onto Orchard Place.
Congestion (delay in minutes per km)	A13 East India Dock Road between j/w Blackwall Tunnel Northern Approach and j/w A1011 Manor Road- Silvertown Way • West bound: under 0.25 to over 1.5 • East bound: under 0.25 to over 1.5 A1020 Lower Lea Crossing between j/w A1261 Aspen Way and j/w Silvertown Way • West bound: under 0.25 • East bound: under 0.25 to 1.5
Rail access	N/A
Commentary	Very close to Leamouth Road roundabout for connections to A13 and close also to Blackwall Tunnel (A102, TLRN). Good connections to A13 TLRN for access to Central. East and North London and M25; A102 provides access to SE London and A2/M20. A1261 provides access to Docklands. A Delivery and Servicing Plan could help to mitigate the noise and air quality effects of road freight activity at the wharf on the live-work units nearby.

3 Navigational Access

Min. and max. berth depths	Dries 1.85 metres to 4.81 metres. Planning application proposes a dredged berth 6.00 metres to 13.11 metres
Wall or jetty berth (and length)	Wall berth (150 metres). Planning application proposes jetty berth
Vessel Size LOA x beam x draft (metres)	Planning application proposes both tugs and tows and cement vessels at up to 90m LOA
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. No campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water. The jetty proposed within the planning application will provide deep water capable of accommodating deep draught sea-going vessels.

4 Planning Status and Land Use Context

Site's planning status	The site has been vacant for over 10 years but is currently the subject of a planning application for use as an aggregates wharf. The site is within the 'place' of Leamouth as identified within the LB Tower Hamlets' adopted Core Strategy, and policy SP08 protects this wharf for cargo-handling. The site is within the Lower Lea Valley Opportunity Area.
Surrounding land use and planning context – including other freight handling sites	The site lies adjacent to employment uses to the north and east. Immediately to the north are some live-work units, beyond which is the Leamouth Peninsula development currently under construction. East India Dock Nature Reserve is adjacent to the site but this is not expected to present in principle any land use conflict. Therefore the site is generally compatible with surrounding land uses. It will be important to ensure that new uses do not restrict the operation of the wharf and retain good access to the A1261.

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant – last cargo handled pre 1997. Planning application currently being determined to re-activate the wharf for cargo handling (aggregates/cement)
Recent average tonnage (2006 –10)	N/A. Planning application proposes 350,000 tonnes per annum of aggregates and 260,000 tonnes per annum of cementitious powders
On-site processing	N/A. Planning application proposes concrete batching plant and cement storage & distribution
Environmental impacts	N/A. Planning application has been designed to minimise potential impacts on the life-work units.

6 Market Interest

Market interest and alternative wharves	Aggregate Industries has been seeking reactivate Orchard Wharf since 2003, culminating in the submission of a planning application in 2011. Reactivation of the wharf could satisfy an element of the forecast shortfall of aggregate supply in this sub-region.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. This site is viable, well located to serve central and inner London locations and can satisfy an element of the forecast shortfall of aggregate supply in the sub-region.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA are working with relevant stakeholders, including the operator, to secure and implement planning permission for cargo-handling, and a subsequent reactivation of the wharf, including the use of Compulsory Purchase Order if a negotiated lease/sale cannot be achieved.

28
Priors Wharf

1 Location

Address	Bidder Street, Canning Town, London E16 4ES
Local authority	Newham
Grid reference	Easting 538,979 / Northing 181,733
Site area	1.67 ha
Boundary change	*Release proposed*

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 (TLRN) provides strategic access. From A13: • Eastbound – j/w Bidder Street • Westbound - access via Leamouth roundabout before returning on A13 eastbound to j/w Bidder Street. Bidder Street forms a one-way system providing northbound circulation, and Stephenson Street.
Congestion (delay in minutes per km)	A13: j/w A117 to j/w A12 • West bound under 0.25 to over 1.5 • East bound under 0.25 to 1.5
Rail access	N/A
Commentary	A13 (TLRN) provides strategic access to from east, west, north and south London and wider South East. The A13 dual carriageway enables fast access to Blackwall Tunnel for SE London or M25/A282 (Dartford Crossing). A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and M25.

3 Navigational Access

Min. and max. berth depths	Dries 3.10 metres to 4.01 metres
Wall or jetty berth (and length)	Wall berth
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	River wall appears in good condition. The river may require some spot dredging. The meandering nature of Bow Creek means that only small barges can reach the wharf.

4 Planning Status and Land Use Context

Site's planning status	The site is in employment use with extensive warehouse type buildings but does not utilise water transport. The site is part of the British Gas Site / Cody Road Strategic Industrial Location (SIL) and the Lower Lea Valley Opportunity Area. The site is also within Newham's draft Core Strategy Employment Hub E04 as well as the Stratford and Lower Lea Valley Area Action Plan.
Surrounding land use and planning context – including other freight handling sites	The land surrounding the site is in industrial use, including the safeguarded Mayer Parry EMR Wharf to the immediate south. Therefore the site is generally compatible with surrounding land uses. LB Newham is seeking to regenerate the Canning Town area to the east and have suggested the concept of a green corridor through to the River Lee. As yet these proposals do not affect this site.

5 Operational Status

Current use (if vacant date and last handled cargo)	Site is part of the larger Electra Business Park developed with industrial and warehousing units. Last cargo handled pre 1997.
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	No expressions of interest from any commercial operators regarding the use of this site for the movement of freight by water. - There are alternative wharves within the sub-region with more favourable conditions.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification: • Release of safeguarding in view of surplus capacity in NE London. • The site is less favourable than other wharves due to its location along Bow Creek and the presence of uses and extensive buildings on site, which were not designed to handle or accommodate riverborne cargo.

8 Implementation

Actions required to ensure waterborne use:

- N/A

29
Mayer Parry Wharf (formerly Mayer Parry Wharf [EMR Canning Town])

1 Location

Address	Bidder Street, Canning Town, London E16
Local authority	Newham
Grid reference	Easting 539,065 / Northing 181,684
Site area	1.96 ha
Boundary change	*Release proposed*

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 (TLRN) provides strategic access. From A13: • Eastbound – j/w Bidder Street • Westbound - access via Leamouth roundabout before returning on A13 eastbound to j/w Bidder Street. Bidder Street forms a one-way system providing northbound circulation, and Stephenson Street.
Congestion (delay in minutes per km)	A13: j/w A117 to j/w A12 • West bound under 0.25 to over 1.5 • East bound under 0.25 to 1.5
Rail access	N/A
Commentary	A13 (TLRN) provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall Tunnel for SE London or M25/A282 (Dartford Crossing). A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and M25.

3 Navigational Access

Min. and max. berth depths	Dries to 3.60 metres to 3.51 metres
Wall or jetty berth (and length)	Wall berth
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	River wall appears in good condition. The river may require some spot dredging. The meandering nature of Bow Creek means that only small barges can reach the wharf.

4 Planning Status and Land Use Context

Site's planning status	The site is in employment use with extensive warehouse type buildings but does not utilise water transport. The site is part of the British Gas Site / Cody Road Strategic Industrial Location (SIL) and the Lower Lea Valley Opportunity Area. The site is also within Newham's draft Core Strategy Employment Hub E04 as well as the Stratford and Lower Lea Valley Area Action Plan.
Surrounding land use and planning context – including other freight handling sites	The land surrounding the site is in industrial use, including the safeguarded Priors Wharf to the immediate north. Therefore the site is generally compatible with surrounding land uses. LB Newham is seeking to regenerate the Canning Town area to the east and have suggested the concept of a green corridor through to the River Lee. As yet these proposals do not affect this site.

5 Operational Status

Current use (if vacant date and last handled cargo)	Metal recycling by road. Local arisings from within Newham and adjoining boroughs, which are all transported by road. - Last cargo handled by water pre 1997.
Recent average tonnage (2006 –10)	N/A
On-site processing	Scrap metal recycling - the material is sorted into different categories of scrap, sheared and/or baled to produce a recyclable metal product
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	There are alternative wharves within the sub-region with more favourable conditions.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Release of safeguarding in view of surplus capacity in NE London.
- The site is less favourable than other wharves due to its location along Bow Creek and the associated navigational issues limiting the dimensions of the barges required to transport the heavy bulk cargo handled at the wharf.

8 Implementation

Actions required to ensure waterborne use:

- N/A

30
Thames Wharf

1 Location

Address	Dock Road, Canning Town, London E16
Local authority	Newham
Grid reference	Easting 539,615 / Northing 180,587
Site area	3.27 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 provides strategic access. Access from A13 (TLRN) on to A1020 (BPRN) via Tidal Basin Road roundabout, onto Silvertown Way A1011 (BPRN) and also access to Blackwall Tunnel. One-way access between A1011 Silvertown Way and Scarab Close using Tidal Basin roundabout for egress.
Congestion (delay in minutes per km)	A13: j/w A117 to j/w A12 • West bound under 0.25 to over 1.5 • East bound under 0.25 to 1.5 A1011 Silvertown Way from j/w: A13 to Silvertown roundabout • North / west bound: under 0.25 to 1.0 • South / east bound: under 0.25 to 1.0 Tidal Basin roundabout (serves A1020 and A1011): 1 to 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast dual carriageway access to Blackwall Tunnel for SE London or M25/A282 (Dartford Crossing). A13 experiences some delay, especially on approaches to junctions, however in free-flow conditions A13 provides a fast link to Docklands and M25.

3 Navigational Access

Min. and max. berth depths	Dries 1.85 metres to 4.81 metres
Wall or jetty berth (and length)	Wall berth (150 metres)
Vessel Size LOA x beam x draft (metres)	Up to 90 x 14.5 x 4.5
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. The berth's length, nearby deep water and ease of navigational access enables the berthing of sea-going vessels at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use as a wharf handling aggregates, CE&D waste and project cargoes. It is within the Thameside West Strategic Industrial Location and the Lower Lea Valley Opportunity Area. The site is also within the Newham's draft Core Strategy Strategic Site S08 as well as within the Royal Docks and Thameside West Area Action Plan.
Surrounding land use and planning context – including other freight handling sites	The site is close to other freight sites including wharves and therefore generally compatible with surrounding land uses. Over recent years the GLA, LDA, PLA, LTGDC, TfL and LB Newham have worked on the concept of consolidating the 4 wharves in Thameside West area into a continuous block. The aim of this would be to reduce the negative impacts associated with wharf industries, create a buffering set of land uses around the wharves, increase the capacity of the wharves by introducing higher capacity infrastructure and to release some land for mixed use development. There was general agreement that this could be achieved in policy terms but concern that the costs involved in consolidating the wharves could not be met by the increased development value of the released land. Discussions have also been held regarding the scope for moving the Thames Wharf facility to the neighbouring Carlsberg Tetley site. These will continue with appropriate action taken through the planning system particularly having regard to progress of proposals for the Silvertown Crossing. The wharf is within its safeguarded route. The Secretary of State for Transport has designated the proposed new Silvertown Tunnel a 'Nationally Significant Infrastructure Project', which means that the project will be subject to the process for a Development Consent Order by the Secretary of State. Should a proposal come forward it will need to ensure that access to the site is maintained and that works or structures do not compromise the operation of the wharf.

Deleted: to

Deleted: the

Deleted: for the proposed Silvertown Road Crossing

Deleted: the latter

Deleted: any bridge/tunnel

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates; Construction, Excavation and Demolition Waste; and project cargoes. Crossrail spoil will be shipped out from Instone Wharf (its Bow Creek frontage) Keltbray currently ships contaminated soil away from the Olympic Park.

	ASD distribute multi metals by road.
Recent average tonnage (2006 –10)	40,000 tonnes per annum
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders, including the operator, to encourage the increased use of the wharf for river freight
- Part of the safeguarded wharf is to be used for waterborne logistics in connection with Crossrail construction for the medium term.
- Opportunities to consolidate wharves in the Thameside West area are under consideration and will be progressed, if appropriate, with relevant stakeholders

31
Peruvian Wharf

1 Location

Address	North Woolwich Road, Silvertown, London E16
Local authority	Newham
Grid reference	Easting 540,151 / Northing 179,992
Site area	3.62 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 provides strategic access. Access from A13 (TLRN) on to A1020 (BPRN) via Tidal Basin Road roundabout, onto Silvertown Way A1011 (BPRN) and also access to Blackwall Tunnel.
Congestion (delay in minutes per km)	A13: j/w A117 to j/w A12 • West bound under 0.25 to over 1.5 • East bound under 0.25 to 1.5 A1011 Silvertown Way from j/w: A13 to Silvertown roundabout • North / west bound: under 0.25 to 1.0 • South / east bound: under 0.25 to 1.0 Tidal Basin roundabout (serves A1020 and A1011): 1 to 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 dual carriageway enables fast access to Blackwall Tunnel for SE London or M25/A282 (Dartford Crossing). A13 experiences some delay, especially on approaches to junctions, however in free-flow conditions A13 provides a fast link to Docklands and M25. There are a number of banned right turns from south / east-bound A1011 Silvertown Way carriageway.

3 Navigational Access

Min. and max. berth depths	Dries 2.45 metres to 4.21 metres
Wall or jetty berth (and length)	Jetty Berth
Vessel Size LOA x beam x draft (metres)	Planning permission proposes vessels of up to 82m LOA
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. The berth's length, nearby deep water and ease of navigational access enables the berthing of sea-going vessels at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site has been vacant for over 10 years. However, following a dismissal of a mixed use scheme at planning appeal and a legal agreement between the landowner and the LDA to reactivate the site, it is now due to commence operation as an aggregates wharf during 2012. The LDA, supported by the PLA, retains an option to acquire the site if it is not reactivated

	for cargo-handling. It is within the Thameside West Strategic Industrial Location and the Lower Lea Valley Opportunity Area. The site is also within the Royal Docks and Thameside West Area Action Plan and Newham's draft Core Strategy Employment Hub E02. Over recent years the GLA, LDA, PLA, LTGDC, TfL and LB Newham have worked on the concept of consolidating the 4 wharves in Thameside West area into a continuous block – with this wharf at its centre. The aim of this would be to reduce the negative impacts associated with wharf industries, create a buffering set of land uses around the wharves, increase the capacity of the wharves by introducing higher capacity infrastructure and to release some land for mixed use development. There was general agreement that this could be achieved in policy terms but concern that the costs involved in consolidating the wharves could not be met by the increased development value of the released land.
Surrounding land use and planning context – including other freight handling sites	The site is close to other freight sites including wharves and therefore generally compatible with surrounding land uses. The redevelopment of the land to the immediate north of the site will need to ensure that it does not compromise the operation of the wharf and that it provides a suitable HGV access to the wharf.

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant – last handled cargo pre 1997. Planning permission has been granted for aggregate handling and other processes.
Recent average tonnage (2006 –10)	N/A. Planning permission proposes 500,000 tonnes per annum.
On-site processing	N/A. Planning permission for concrete batching plant, dry silo mortar plant and aggregates bagging plant
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Brett Aggregates has been seeking to reactivate Peruvian Wharf since 2003, culminating in the granting of a planning application in 2008. Reactivation of the wharf could satisfy an element of the forecast shortfall of aggregate supply in this sub-region.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is viable, within an industrial area and retains flexibility to meet a range of operational needs. It has the benefit of planning permission for aggregates wharf use and can satisfy an element of the forecast shortfall of aggregate supply in this sub-region.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA are working with relevant stakeholders, including the landowner and operator to bring forward the use of the site for river freight handling. This may include the exercise of an option to purchase the site from its current owners in 2012.
- GLA and PLA also consider working with relevant stakeholders, including the Council and local developer, to ensure that the redevelopment of the land to the immediate north of the site will not compromise the operation of the wharf and provide a suitable HGV access to it.
- Opportunities to consolidate wharves in the Thameside West area are under consideration and will be progressed, if appropriate, with relevant stakeholders.

32
Manhattan Wharf

1 Location

Address	Knights Road, Silvertown, London E16
Local authority	Newham
Grid reference	Easting 540,314 / Northing 179,841
Site area	0.51 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 provides strategic access. Access from A13 (TLRN) on to A1020 (BPRN) via Tidal Basin Road roundabout, onto Silvertown Way A1011 (BPRN) and also access to Blackwall Tunnel.
Congestion (delay in minutes per km)	A13: j/w A117 to j/w A12 • West bound under 0.25 to over 1.5 • East bound under 0.25 to 1.5 A1011 Silvertown Way from j/w: A13 to Silvertown roundabout • North / west bound: under 0.25 to 1.0 • South / east bound: under 0.25 to 1.0 Tidal Basin roundabout (serves A1020 and A1011): 1 to 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 dual carriageway enables fast access to Blackwall Tunnel for SE London or M25/A282 (Dartford Crossing). A13 experiences some delay, especially on approaches to junctions, however in free-flow conditions A13 provides a fast link to Docklands and M25. There are a number of banned right turns from south / east-bound A1011 Silvertown Way carriageway.

3 Navigational Access

Min. and max. berth depths	Dries 3.05 metres to 3.61 metres
Wall or jetty berth (and length)	Wall berth (50 metres)
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. No campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water. Some bed levelling/dredging would improve the wharf's viability.

4 Planning Status and Land Use Context

Site's planning status	The site is not currently in use. Oil handling equipment and tanks are still present on site. It is within the Thameside West Strategic Industrial Location and the Lower Lea Valley Opportunity Area. The site is also within the Royal Docks and Thameside West Area Action Plan and Newham's draft Core Strategy Employment Hub E02.
Surrounding land use and planning context – including other freight handling sites	The site is close to other freight sites including wharves and therefore generally compatible with surrounding land uses. Over recent years the GLA, LDA, PLA, LTGDC, TfL and LB Newham have worked on the concept of consolidating the 4 wharves in Thameside West area into a continuous block. The aim of this would be to reduce the negative impacts associated with wharf industries, create a buffering set of land uses around the wharves, increase the capacity of the wharves by introducing higher capacity infrastructure and to release some land for mixed use development. There was general agreement that this could be achieved in policy terms but concern that the costs involved in consolidating the wharves could not be met by the increased development value of the released land. Discussions have also been held regarding the scope for moving the Manhattan Wharf facility to the John Knight site to the east of Peruvian Wharf. These will continue with appropriate action taken through the planning system.

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant. Last cargo handled c. 2001.
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	No recent marketing of the wharf has been undertaken, although the occupation of an operator handling waterborne aggregates on a temporary planning consent at a nearby and non-safeguarded wharf demonstrates a degree of demand for wharfage, particularly for bulk cargoes. The larger (and vacant)

	Sunshine Wharf is located close by.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is viable, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders to bring forward the use of the site for river freight handling.
- Opportunities to consolidate wharves in the Thameside West area are under consideration and will be progressed, if appropriate, with relevant stakeholders.
- Options may include the use of Compulsory Purchase Order (should resources permit) if a negotiated lease/sale of land cannot be secured.

33
Sunshine Wharf

1 Location

Address	Bradfield Road, Silvertown, London E16
Local authority	Newham
Grid reference	Easting 540,461 / Northing 179,823
Site area	1.46 ha
Boundary change	*Release proposed*

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 provides strategic access. Access from A13 (TLRN) on to A1020 (BPRN) via Tidal Basin Road roundabout, onto Silvertown Way A1011 (BPRN) and also access to Blackwall Tunnel.
Congestion (delay in minutes per km)	A13: j/w A117 to j/w A12 • West bound under 0.25 to over 1.5 • East bound under 0.25 to 1.5 A1011 Silvertown Way from j/w: A13 to Silvertown roundabout • North / west bound: under 0.25 to 1.0 • South / east bound: under 0.25 to 1.0 Tidal Basin roundabout (serves A1020 and A1011): 1 to 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 dual carriageway enables fast access to Blackwall Tunnel for SE London or M25/A282 (Dartford Crossing). A13 experiences some delay, especially on approaches to junctions, however in free-flow conditions A13 provides a fast link to Docklands and M25. There are a number of banned right turns from south / east-bound A1011 Silvertown Way carriageway.

3 Navigational Access

Min. and max. berth depths	Dries 3.45 metres to 3.21 metres
Wall or jetty berth (and length)	Wall Berth (70 metres)
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying berth, typical of the river upstream of the Thames Barrier. No campshed. Berth characteristics appropriate for barge traffic, which travels to the wharf on the flood tide, mooring at or near high water. Bed levelling/dredging would improve the wharf's viability.

4 Planning Status and Land Use Context

Site's planning status	The site is not currently in use. The Sun Chemicals factory has been demolished. It is within the Thameside West Strategic Industrial Location and the Lower Lea Valley Opportunity Area.

	The site is also within the Royal Docks and Thameside West Area Action Plan and Newham's draft Core Strategy Employment Hub E02.
Surrounding land use and planning context – including other freight handling sites	The site is close to other freight sites including wharves and therefore generally compatible with surrounding land uses. Lyle Park lies to the east, the industrial site Mohawk Wharf to the west. The LB Newham has aspirations to introduce a more mixed land use to Thameside West and release some of the industrial land. Over recent years the GLA, LDA, PLA, LTGDC, TfL and LB Newham have worked on the concept of consolidating the 4 wharves in Thameside West area into a continuous block. The aim of this would be to reduce the negative impacts associated with wharf industries, create a buffering set of land uses around the wharves, increase the capacity of the wharves by introducing higher capacity infrastructure and to release some land for mixed use development. There was general agreement that this could be achieved in policy terms but concern that the costs involved in consolidating the wharves could not be met by the increased development value of the released land.

5 Operational Status

Current use (if vacant date and last handled cargo)	Vacant. Last cargo handled c. 2007. – Historically small tankers delivered chemicals for making printing ink.
Recent average tonnage (2006 –10)	500 tonnes per annum
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	No recent marketing of the wharf has been undertaken, although the fact of an operator handling waterborne aggregates with a temporary planning consent at a nearby and non-safeguarded wharf demonstrates a degree of demand for wharfage, particularly for bulk cargoes. – However, there are alternative wharves within the sub-region with more favourable conditions and the smaller (and vacant) Manhattan Wharf is located close by.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Release of safeguarding in view of surplus capacity in NE London.
- The site is less favourable than other wharves in the sub-region due to its navigational characteristics restrictive to maintain cargo-handling operations on such a large site area.

8 Implementation

Actions required to ensure waterborne use:

- N/A

34
Thames Refinery (formerly Thames Refinery/Cairn Mills)

1 Location

Address	Thames Refinery, Factory Road, Silvertown, London E16
Local authority	Newham
Grid reference	Easting 542,248 / Northing 179,909
Site area	11.54 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 provides strategic access. Access from A13 (TLRN) on to A1020 (BPRN) via Tidal Basin Road roundabout, onto Silvertown Way A1011 (BPRN) and also access to Blackwall Tunnel. Alternatively, access via A112 (BPRN) Connaught Bridge Road and Airport roundabout onto North Woolwich Road then Factory Road. - Locally, no access from Connaught Road. - Access is also possible from the Woolwich Ferry.
Congestion (delay in minutes per km)	A1020 j/w Connaught Bridge Road to j/w Silvertown Way • East bound: under 0.25 to 0.5 • West bound yellow, under 0.25-0.5 A112 j/w Gallions Reach Roundabout to j/w Connaught Bridge Road • East bound under 0.25 to 0.5 • West bound under 0.25 to 1.0 Gallions Reach roundabout A117 / A1020 0.25 to over 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 dual carriageway enables fast access to Blackwall tunnel for SE London or M25/A282 (Dartford Crossing). A13 experiences some delay, especially on approaches to junctions, however in free-flow conditions A13 provides a fast link to Docklands and M25. Northbound overheight vehicles can access from SE London via the Woolwich Ferry and Pier Road. This is also an alternative route if the Blackwall Tunnel is disrupted.

3 Navigational Access

Min. and max. berth depths	Raw sugar jetty 10.28 metres to 16.87 metres. Refined sugar jetty 1.68 metres to 8.27 metres
Wall or jetty berth (and length)	Jetty berths
Vessel Size LOA x beam x draft (metres)	Raw sugar jetty – up to 190 x 32 x 12 Refined jetty – up to 95 x 15 x 5
Commentary	The main (raw sugar) jetty provides the deepest water at any wharf in Greater London; sufficient to accommodate large (up to 52,000 tonnes) bulk carriers.

4 Planning Status and Land Use Context

Site's planning status	The site is operational as a cane sugar refinery. The site is within the Thameside East Strategic Industrial Location and the Royal Dock and Beckton Waterfront Opportunity Area. The site is also with Newham's draft Core Strategy Employment Hub E03 as well as the Royal Docks and Thameside West Area Action Plan.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial land uses without any conflicting land uses. Therefore the site is generally compatible with surrounding land uses. There are no known plans for any significant changes to the site's immediate surroundings.

5 Operational Status

Current use (if vacant date and last handled cargo)	Sugar (raw and refined); edible oils; biomass The site is operational as the largest cane sugar refinery in the world, utilising the main jetty for importing sugar cane together with exports of refined sugar and the import of biomass.
Recent average tonnage (2006 –10)	1,121,000 tonnes per annum
On-site processing	Refining of raw cane sugar. Export of bulk dry and liquid product
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification: • Retain safeguarding. Site is in active use, within an industrial area and has infrastructure in place specifically to meet the current operator's requirements. • It is recognised that the large extent of the wharf area is a particular reflection of Tate & Lyle's business, handling a unique cargo type.

Actions required to ensure waterborne use:

- None, site is in active use.

35
Welbeck Wharf

1 Location

Address	Welbeck House, River Road, Barking, Essex IG11
Local authority	Barking & Dagenham
Grid reference	Easting 545,325 / Northing 183,000
Site area	3.68 ha (4.02 ha)
Boundary change	Yes, to reflect recent boundary changes following CPO for route of East London Transit – *release proposed*

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Grade-separated junction (Mover's Lane) from Alfred's Way A13 (TLRN) allows access on to River Road. Wharf is accessible via a junction with River Road.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Movers Lane • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 A13, at Movers Lane junction: • Eastbound: 0.5 to over 1.5 • Westbound: under 0.25 to over 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall tunnel or M25/A282 (Dartford Crossing). A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and the M25. River Road is a single-lane carriageway passing through industrial land (Lyon and River Road business parks and Katella trading estate) although it lies not far from the Thames View residential estate in Barking.

3 Navigational Access

Min. and max. berth depths	Dries 1.52 metres to 4.88 metres
Wall or jetty berth (and length)	Wall berth (175 metres)
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A drying berth, typical of tidal creeks. No campshed. Maximum length of vessels permitted within Barking Creek is 100 metres. The furthest upstream of the wharves within the creek with shallow approaches, bed levelling/dredging work would improve the wharf's viability.

4 Planning Status and Land Use Context

Site's planning status	The site is part of the River Road Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.

Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses, although there are residential properties to the north and a residential care home to the east. Therefore the site is generally compatible with surrounding land uses, although any new wharf use would have to be designed to minimise any potential conflict with the residential uses nearby. The comprehensive redevelopment of Barking Riverside area is planned over the next 20 years. The GLA and LB B&D are producing the London Riverside OAPF. This plans for the introduction of a significant amount of residential development to the area and including planning permission for up to 10,800 new homes and associated development that is under construction. The OAPF will also plan for the retention, improvement and intensification of existing industrial and employment uses. It will be important to define a secure and defendable boundary to the wharf and industrial areas and to preserve appropriate HGV access. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy.

5 Operational Status

Current use (if vacant date and last handled cargo)	Use for storage only. Last cargo handled c. 2007
Recent average tonnage (2006 –10)	23,000 tonnes per annum
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Extensive marketing undertaken, with limited interest in the wharf. - There are alternative wharves within the sub-region with more favourable conditions.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Release of safeguarding - in view of surplus capacity in NE London.
- The site is less favourable than other wharves due to its navigational characteristics, its location furthest up the creek,the large site area and the presence of extensive specialised buildings on site which were designed for a previous user and which could not easily be adapted or modified.

8 Implementation

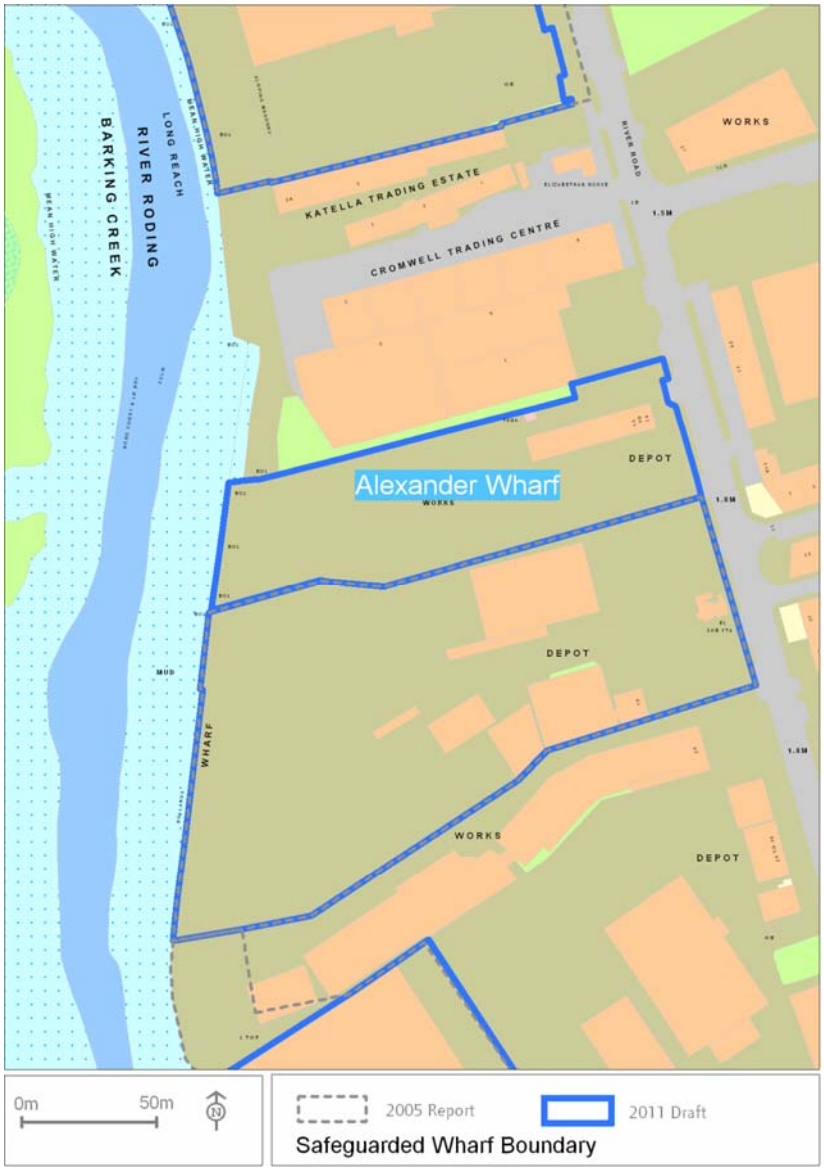
Actions required to ensure waterborne use:

- N/A

36
Alexander Wharf

1 Location

Address	River Road, Barking, Essex IG11
Local authority	Barking & Dagenham
Grid reference	Easting 545,378 / Northing 182,673
Site area	0.66 ha
Boundary change	N/A



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Grade-separated junction (Mover's Lane) from Alfred's Way A13 (TLRN) allows access on to River Road. Wharf is accessible via a junction with River Road.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Movers Lane • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 A13, at Movers Lane junction: • Eastbound: 0.5 to over 1.5 • Westbound: under 0.25 to over 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall tunnel or M25/A282 (Dartford Crossing). A13 experiences some delays, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and the M25. River Road is a single-lane carriageway passing through industrial land (Lyon and River Road business parks and Katella trading estate) although it lies not far from the Thames View residential estate in Barking.

3 Navigational Access

Min. and max. berth depths	Dries 1.20 metres to 5.20 metres
Wall or jetty berth (and length)	Wall berth (40 metres)
Vessel Size LOA x beam x draft (metres)	82.5 X 11.5 X 4
Commentary	A drying berth, typical of tidal creeks. No campshed. Maximum length of vessels permitted within Barking Creek is 100 metres. Berth characteristics make it appropriate for sea-going vessels mooring or departing the berth at or near high water

4 Planning Status and Land Use Context

Site's planning status	The site is on the Barking Creek and is currently in use handling metal recyclate. The site is part of the River Road Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects

	this in addition to its safeguarded wharf. The wharf was considered but not safeguarded through the 2005 Safeguarded Wharves Implementation Report, as it was not in operational use and it was not thought that the river depth around the berth was sufficient to support the type of vessels needed to secure the site's viability. However, the wharf was reopened for cargo handling in 2008 and in order to ensure sufficient depth for cargo ships to berth safely, dredging was initiated by the PLA.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. The comprehensive redevelopment of Barking Riverside area is planned over the next 20 years. The GLA and LB B&D are producing the London Riverside OAPF. This plans for the introduction of a significant amount of residential development to the area including planning permission for up to 10,800 new homes and associated development that is under construction. The OAPF will also plan for the retention, improvement and intensification of existing industrial and employment uses. It will be important to define a secure and defendable boundary to the wharf and industrial areas and to preserve appropriate HGV access. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy.

5 Operational Status

Current use (if vacant date and last handled cargo)	Metal Recyclate
Recent average tonnage (2006 –10)	8,000 tonnes per annum (the wharf was reactivated for cargo-handling in 2008)
On-site processing	Scrap Processing
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- New safeguarding. - Site is viable, in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

37
Pinns Wharf

1 Location

Address	River Road, Barking, Essex IG11
Local authority	Barking & Dagenham
Grid reference	Easting 545,379 / Northing 182,574
Site area	1.50 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Grade-separated junction (Mover's Lane) from Alfred's Way A13 (TLRN) allows access on to River Road. Wharf is accessible via a junction with River Road.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Movers Lane • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 A13, at Movers Lane junction: • Eastbound: 0.5 to over 1.5 • Westbound: under 0.25 to over 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall tunnel or M25/A282 (Dartford Crossing). A13 experiences some delays, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and the M25. River Road is a single-lane carriageway passing through industrial land (Lyon and River Road business parks and Katella trading estate) although it lies not far from the Thames View residential estate in Barking.

3 Navigational Access

Min. and max. berth depths	Dries 1.02 metres to 5.38 metres
Wall or jetty berth (and length)	Wall berth (140 metres)
Vessel Size LOA x beam x draft (metres)	Up to 88 x 13 x 4.5
Commentary	A drying berth, typical of tidal creeks. No campshed. Maximum length of vessels permitted within Barking Creek is 100 metres. Berth characteristics make it appropriate for sea-going vessels mooring or departing the berth at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is on the Barking Creek and is currently in use handling metal recyclate. The site is part of the River Road Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. The comprehensive redevelopment of Barking Riverside area is planned over the next 20 years. The GLA and LB B&D are producing the London Riverside OAPF. This plans for the introduction of a significant amount of residential development to the area including planning permission for up to 10,800 new homes and associated development that is under construction. The OAPF will also plan for the retention, improvement and intensification of existing industrial and employment uses. It will be important to define a secure and defendable boundary to the wharf and industrial areas and to preserve appropriate HGV access. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy.

5 Operational Status

Current use (if vacant date and last handled cargo)	Metal recyclate
Recent average tonnage (2006 –10)	98,000 tonnes per annum
On-site processing	Scrap processing
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

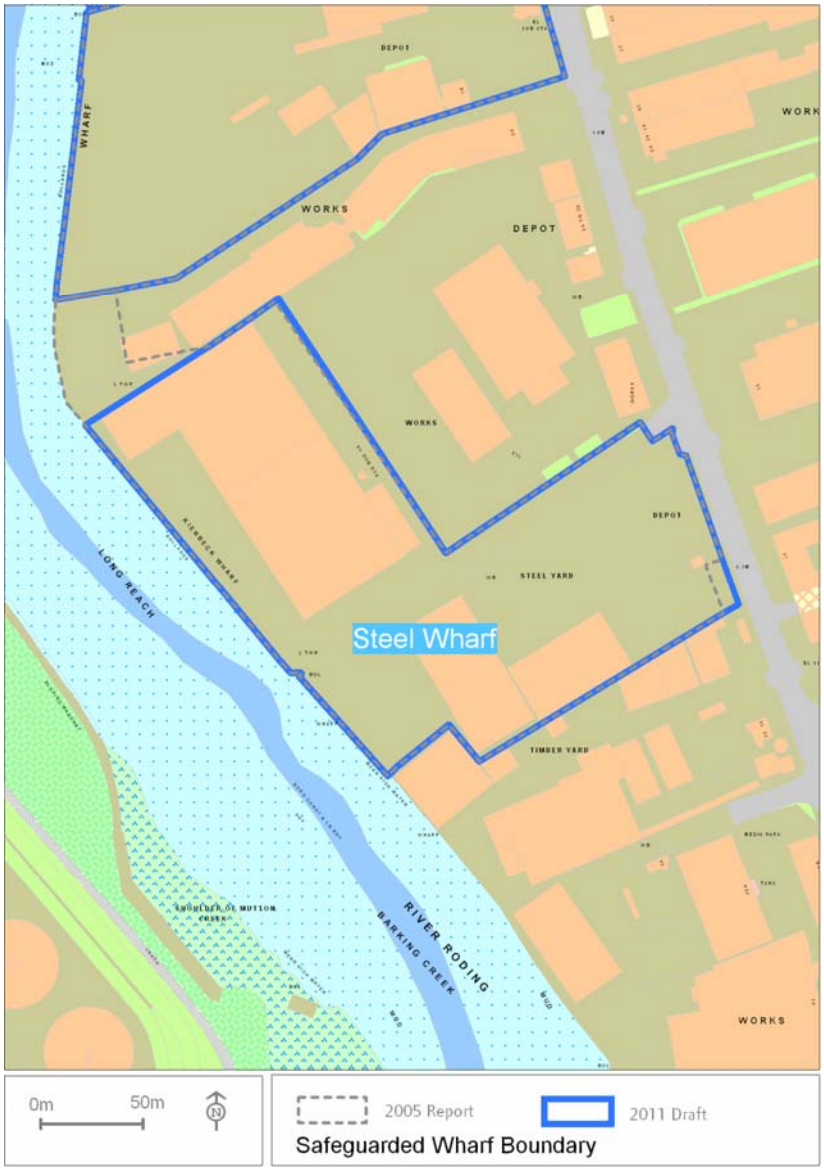
- None, site is in active use.

38

Steel Wharf (formerly Kierbeck & Steel Wharves)

1 Location

Address	River Road, Barking, Essex IG11
Local authority	Barking & Dagenham
Grid reference	Easting 545,423 / Northing 182,434
Site area	2.01 ha (2.12 ha)
Boundary change	Yes, to reflect operations and ownership



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Grade-separated junction (Mover's Lane) from Alfred's Way A13 (TLRN) allows access on to River Road. Wharf is accessible via a junction with River Road.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Movers Lane • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 A13, at Movers Lane junction: • Eastbound: 0.5 to over 1.5 • Westbound: under 0.25 to over 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall tunnel or M25/A282 (Dartford Crossing). A13 experiences some delays, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and the M25. River Road is a single-lane carriageway passing through industrial land (Lyon and River Road business parks and Katella trading estate) although it lies not far from the Thames View residential estate in Barking.

3 Navigational Access

Min. and max. berth depths	Dries 1.12 metres to 5.28 metres
Wall or jetty berth (and length)	Wall berth (150 metres)
Vessel Size LOA x beam x draft (metres)	Up to 88 x 12.5 x 4.5
Commentary	A drying berth, typical of tidal creeks. No campshed. Maximum length of vessels permitted within Barking Creek is 100 metres. Berth characteristics make it appropriate for sea-going vessels mooring or departing the berth at or near high water. The PLA is considering proposals for dredging with the operator to improve berth characteristics.

4 Planning Status and Land Use Context

Site's planning status	The site is on the Barking Creek and is currently in use handling steel reinforcement. The site is part of the River Road Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. The comprehensive redevelopment of Barking Riverside area is planned over the next 20 years. The GLA and LB B&D are producing the London Riverside OAPF. This plans for the introduction of a significant amount of residential development to the area including planning permission for up to 10,800 new homes and associated development that is under construction. The OAPF will also plan for the retention, improvement and intensification of existing industrial and employment uses. It will be important to define a secure and defendable boundary to the wharf and industrial areas and to preserve appropriate HGV access. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Steel
Recent average tonnage (2006 –10)	26,000 tonnes per annum
On-site processing	Steel reinforcement engineering
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

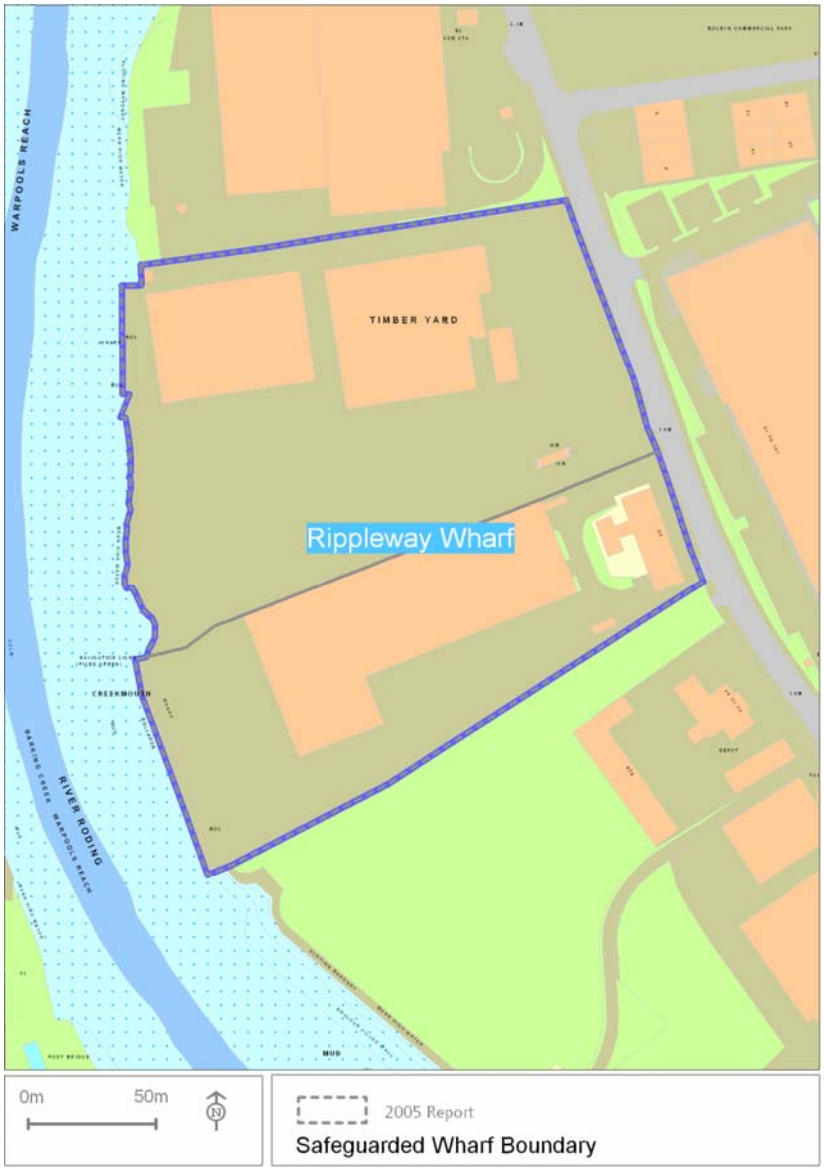
- GLA and PLA consider working with relevant stakeholders, including the operator, to encourage the increased use of the wharf for river freight.

39

Rippleway Wharf (formerly Debden Wharf & Rippleway Wharf)

1 Location

Address	River Road, Barking, Essex IG11
Local authority	Barking & Dagenham
Grid reference	Easting 545,590 / Northing 181,932
Site area	4.13 ha (1.64 ha + 2.49 ha)
Boundary change	Merge two neighbouring sites in same ownership



2 Road/Rail Access (see Glossary for explanation/background)

Road access	Grade-separated junction (Mover's Lane) from Alfred's Way A13 (TLRN) allows access on to River Road. Wharf is accessible via a junction with River Road.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Movers Lane • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 A13, at Movers Lane junction: • Eastbound: 0.5 to over 1.5 • Westbound: under 0.25 to over 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall tunnel or M25/A282 (Dartford Crossing). A13 experiences some delays, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and the M25. River Road is a single-lane carriageway passing through industrial land (Lyon and River Road business parks and Katella trading estate) although it lies not far from the Thames View residential estate in Barking.

3 Navigational Access

Min. and max. berth depths	Dries 1.42 metres to 4.98 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Tugs and tows
Commentary	A drying berth, typical of tidal creeks. No campshed. Maximum length of vessels permitted within Barking Creek is 100 metres. Although currently handling barge traffic, the berth (which is newly constructed) is appropriate for sea-going vessels mooring or departing the berth at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is on the Barking Creek and is currently in use handling aggregates and CE&DW.

	The site is part of the River Road Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. The comprehensive redevelopment of Barking Riverside area is planned over the next 20 years. The GLA and LB B&D are producing the London Riverside OAPF. This plans for the introduction of a significant amount of residential development to the area and there is an outline planning permission for up to 10,500 homes. The OAPF will also plan for the retention, improvement and intensification of existing industrial and employment uses. It will be important to define a secure and defendable boundary to the wharf and industrial areas and to preserve appropriate HGV access. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates; Construction, Excavation and Demolition Waste
Recent average tonnage (2006 –10)	6,000 tonnes per annum
On-site processing	Concrete batching plant
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational Wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification: • Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders, including the operator, to encourage the increased use of the wharf for river freight

40
Docklands Wharf

1 Location

Address	River Road, Barking, Essex IG11
Local authority	Barking & Dagenham
Grid reference	Easting 545,848 / Northing 181,691
Site area	2.01 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Grade-separated junction (Mover's Lane) from Alfred's Way A13 (TLRN) allows access on to River Road. Wharf is accessible via a junction with River Road.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Movers Lane • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 A13, at Movers Lane junction: • Eastbound: 0.5 to over 1.5 • Westbound: under 0.25 to over 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall tunnel or M25/A282 (Dartford Crossing). A13 experiences some delays, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and the M25. River Road is a single-lane carriageway passing through industrial land (Lyon and River Road business parks and Katella trading estate) although it lies not far from the Thames View residential estate in Barking.

3 Navigational Access

Min. and max. berth depths	Dries 0.42 metres to 5.98 metres
Wall or jetty berth (and length)	Wall berth (160 metres)
Vessel Size LOA x beam x draft (metres)	Up to 91 x 14 x 5.5
Commentary	Drying berth at the confluence of Barking Creek and the River Thames. No campshed. Berth characteristics make it appropriate for sea-going vessels mooring or departing the wharf at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and is currently in use handling metal recyclate. The site is part of the River Road Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. Proposals to extend the DLR to Dagenham Dock may require part of this site for construction works and for a permanent rail corridor. If this proposal is implemented, it should minimise the land take of the site and ensure that the wharf remains viable with good access to River Road. The comprehensive redevelopment of Barking Riverside area is planned over the next 20 years. The GLA and LB B&D are producing the London Riverside OAPF. This plans for the introduction of a significant amount of residential development to the area including planning permission for up to 10,800 new homes and associated development that is under construction. The OAPF will also plan for the retention, improvement and intensification of existing industrial and employment uses. It will be important to define a secure and defendable boundary to the wharf and industrial areas and to preserve appropriate HGV access. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Metal recyclate
Recent average tonnage (2006 –10)	51,000 tonnes per annum
On-site processing	Scrap processing
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- Designs for the DLR extension to Dagenham Dock will need to ensure that the wharf remains viable in terms of operation and access.

41
Victoria Stone Wharf

1 Location

Address	River Road, Barking, Essex IG11
Local authority	Barking & Dagenham
Grid reference	Easting 546,011 / Northing 181,656
Site area	2.00 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Grade-separated junction (Mover's Lane) from Alfred's Way A13 (TLRN) allows access on to River Road. Wharf is accessible via a junction with River Road.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Movers Lane • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 A13, at Movers Lane junction: • Eastbound: 0.5 to over 1.5 • Westbound: under 0.25 to over 1.5
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall tunnel or M25/A282 (Dartford Crossing). A13 experiences some delays, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and the M25. River Road is a single-lane carriageway passing through industrial land (Lyon and River Road business parks and Katella trading estate) although it lies not far from the Thames View residential estate in Barking.

3 Navigational Access

Min. and max. berth depths	See below
Wall or jetty berth (and length)	See below
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	The existing jetty infrastructure is in poor condition and requires replacement to handle aggregates. Water depths near wharf are very good - over seven metres at all states of the tide within 100 metres of the wharf – and a new jetty would enable access to the wharf by sea-going vessels across the tidal cycle.

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and is currently in use handling aggregates by road. The site is part of the River Road Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. Proposals to extend the DLR to Dagenham Dock may require part of this site for construction works and for a permanent rail corridor. If this proposal is implemented, it should minimise the land take of the site and ensure that the wharf remains viable with good access to River Road. The comprehensive redevelopment of Barking Riverside area is planned over the next 20 years. The GLA and LB B&D are producing the London Riverside OAPF. This plans for the introduction of a significant amount of residential development to the area including planning permission for up to 10,800 new homes and associated development that is under construction. The OAPF will also plan for the retention, improvement and intensification of existing industrial and employment uses. It will be important to define a secure and defendable boundary to the wharf and industrial areas and to preserve appropriate HGV access. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates by road. Last cargo handled pre 1997
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	N/A

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, which is viable to use water transport, is within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA are working with relevant stakeholders, including the new operator, to secure use of water transport.
- Designs for the DLR extension to Dagenham Dock will need to ensure that the wharf remains viable in terms of operation and access.

Deleted: consider

42
DePass Wharf

1 Location

Address	River Road, Barking, Essex IG11
Local authority	Barking & Dagenham
Grid reference	Easting 546,179 / Northing 181,625
Site area	2.87 ha
Boundary change	*Release proposed*

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Grade-separated junction (Mover's Lane) from Alfred's Way A13 (TLRN) allows access on to River Road. Wharf is accessible via a junction with River Road.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Movers Lane • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to over 1.5 (at junction)
Rail access	N/A
Commentary	A13 (TLRN) - provides strategic access to from east, west, north and south London and wider South East. A13 enables fast access to Blackwall tunnel or M25/A282 (Dartford Crossing). A13 experiences some delays, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and the M25. River Road is a single-lane carriageway passing through industrial land (Lyon and River Road business parks and Katella trading estate) although it lies not far from the Thames View residential estate in Barking.

3 Navigational Access

Min. and max. berth depths	See below
Wall or jetty berth (and length)	See below
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	The existing jetty infrastructure is in poor condition and requires replacement to handle aggregates. Water depths near wharf are good - over five metres at all states of the tide within 100 metres of the wharf – and a new jetty would enable access to the wharf by sea-going vessels across the tidal cycle

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and is currently in use handling bulk cargoes by road. The site is part of the River Road Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.

Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. Proposals to extend the DLR to Dagenham Dock may require part of this site for construction works and for a permanent rail corridor. If this proposal is implemented, it should minimise the land take of the site and ensure that the wharf remains viable with good access to River Road. The comprehensive redevelopment of Barking Riverside area is planned over the next 20 years. The GLA and LB B&D are producing the London Riverside OAPF. This plans for the introduction of a significant amount of residential development to the area including planning permission for up to 10,800 new homes and associated development that is under construction. The OAPF will also plan for the retention, improvement and intensification of existing industrial and employment uses. It will be important to define a secure and defendable boundary to the wharf and industrial areas and to preserve appropriate HGV access. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Bulk materials by road. Temporary planning permission for waste transfer expires in 2012. Last cargo handled pre 1997
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	There are alternative wharves within the sub-region with more favourable conditions.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Release of safeguarding - in view of surplus capacity in NE London.
- The site is less favourable than other wharves in this sub-region due to the poor condition of the jetty infrastructure, which would be costly to replace particularly for the cargo handled. This, together with the water conditions and the potential impact of the proposed DLR extension to Dagenham Dock, affects the wharf's viability.

8 Implementation

Actions required to ensure waterborne use:

- N/A

43

Dagenham Wharf (formerly RMC Roadstone)

1 Location

Address	Choates Road, Dagenham Dock, Dagenham RM9
Local authority	Barking & Dagenham
Grid reference	Easting 548,174 / Northing 182,182
Site area	5.19 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access from A13 via Goresbrook Interchange, then onto Choats Manor Way and Hindman's Way
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Marsh Way • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 Goresbrook Interchange (A13/ A1306) • Eastbound [from A13]: Over 1.5 • Westbound [from A13]: Over 1.5
Rail access	N/A
Commentary	A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and M25. Choats Manor Way and Hindman's Way have been purpose-built to serve the industrial area and accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	3.70 metres to 10.05 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Up to 90 x 14.5 x 6.5
Commentary	A jetty, with water depths that allows access at most states of tide and is appropriate for a range of sea-going vessels.

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and is currently in use for handling aggregates. The site is part of the Dagenham Dock/ Fords/ Havering Riverside Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. This area of Dagenham Docklands is planned to be retained as an industrial area, with a particular focus on wharf related development. This will be set out in the London Riverside OAPF.

	LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	108,000 tonnes per annum
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA are working with relevant stakeholders, including the operator, to encourage the increased use of the wharf for river freight

Deleted: consider

44
Pinnacle Terminal

1 Location

Address	Thunderer Jetty, Dagenham Dock, Dagenham RM9
Local authority	Barking & Dagenham
Grid reference	Easting 548,723 / Northing 181,972
Site area	9.64 ha (7.83 ha)
Boundary change	Yes, to reflect operations and ownership – the separate new area of land is part of the operational area and connected via pipeline to the rest of the site and the jetty

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access from A13 via Goresbrook Interchange, then onto Choats Manor Way and Hindman's Way
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Marsh Way • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 Goresbrook Interchange (A13/ A1306) • Eastbound [from A13]: Over 1.5 • Westbound [from A13]: Over 1.5
Rail access	N/A
Commentary	A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and M25. Choats Manor Way and Hindman's Way have been purpose-built to serve the industrial area and accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	9.90 metres to 16.25 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Up to 175.5 x 19 x 9.5
Commentary	The most westerly of the petroleum berths within the Port of London, the jetty provides deep water at all states of the tide, allowing access to substantial tankers.

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and is currently in use handling petroleum products and a range of bulk liquid cargoes. It is classified as a top tier COMAH site. The site is part of the Dagenham Dock/ Fords/ Havering Riverside Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses.

freight handling sites	This area of Dagenham Docklands is planned to be retained as an industrial area, with a particular focus on wharf related development. This will be set out in the London Riverside OAPF. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Petroleum products; chemicals
Recent average tonnage (2006 –10)	524,000 tonnes per annum
On-site processing	Blending, packing, temperature controlled storage tanks.
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification: • Retain safeguarding. Site is in active use, within an industrial area and has the appropriate infrastructure for handling large-scale petro-chemical goods.

8 Implementation

Actions required to ensure waterborne use: • None, site is in active use.

45

No 1 Western Extension (formerly White Mountain Roadstone)

1 Location

Address	No 1 Western Extension, Dagenham Dock, Dagenham RM9
Local authority	Barking & Dagenham
Grid reference	Easting 548,857 / Northing 181,846
Site area	2.21 ha (1.94 ha)
Boundary change	Yes, to reflect operations and ownership

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access from A13 via Goresbrook Interchange, then onto Choats Manor Way and Hindman's Way
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Marsh Way • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 Goresbrook Interchange (A13/ A1306) • Eastbound [from A13]: Over 1.5 • Westbound [from A13]: Over 1.5
Rail access	N/A
Commentary	A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and M25. Choats Manor Way and Hindman's Way have been purpose-built to serve the industrial area and accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	Dries 1.00 metres to 5.35 metres
Wall or jetty berth (and length)	Wall berth (100 metres)
Vessel Size LOA x beam x draft (metres)	Up to 90 x 12.5 x 4.5 and tugs and tows
Commentary	A drying wall berth. No campshed. Berth characteristics appropriate for both barge traffic and sea-going vessels, mooring and departing the berth at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and is currently in use handling aggregates. The site is part of the Dagenham Dock/ Fords/ Havering Riverside Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. This area of Dagenham Docklands is planned to be retained as an industrial area, with a particular focus on wharf related development. This will be set out in the London Riverside OAPF.

	LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	167,000 tonnes per annum
On-site processing	Asphalt plant
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

46

East Jetty (formerly Van Dalen/Hunts Wharf)

1 Location

Address	Chequers Lane, Dagenham Dock, Dagenham RM9
Local authority	Barking & Dagenham
Grid reference	Easting 548,993 / Northing 181,712
Site area	0.32 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access from A13 via Goresbrook Interchange, then onto Choats Manor Way and Hindman's Way
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Marsh Way • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 Goresbrook Interchange (A13/ A1306) • Eastbound [from A13]: Over 1.5 • Westbound [from A13]: Over 1.5
Rail access	N/A
Commentary	A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and M25. Choats Manor Way and Hindman's Way have been purpose-built to serve the industrial area and accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	Dries 0.50 metres to 6.85 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	Up to 88 x 13 x 5
Commentary	A drying berth that is appropriate for sea-going vessels that moor and depart the berth at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and is currently in use handling metal recyclate. The site is part of the Dagenham Dock/ Fords/ Havering Riverside Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. This area of Dagenham Docklands is planned to be retained as an industrial area, with a particular focus on wharf related development. This will be set out in the London Riverside OAPF.

	LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Metal recyclate
Recent average tonnage (2006 –10)	47,000 tonnes per annum
On-site processing	Scrap processing as well as household, commercial, construction and demolition waste
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

47

No 4 Jetty (formerly Hanson Aggregates)

1 Location

Address	Dagenham Depot, Dagenham Dock, Dagenham RM9
Local authority	Barking & Dagenham
Grid reference	Easting 549,258 / Northing 182,032
Site area	10.05 ha (11.45 ha)
Boundary change	Yes, to reflect operations and ownership

2 Road/Rail Access (see Glossary for explanation/background)

Road access	Access from A13 via Goresbrook Interchange, then onto Choats Manor Way and Hindman's Way
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Marsh Way • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 Goresbrook Interchange (A13/ A1306) • Eastbound: Over 1.5 • Westbound: Over 1.5
Rail access	Yes
Commentary	A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and M25. Choats Manor Way and Hindman's Way have been purpose-built to serve the industrial area and accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	Main jetty – 8.00 metres to 14.35 metres. Barge berth – 3.70 metres to 10.05 metres.
Wall or jetty berth (and length)	Jetty berths (one barge loading)
Vessel Size LOA x beam x draft (metres)	Up to 117 x 18 x 7 and tugs and tows
Commentary	Two intensively used jetties – the main berth can accommodate self-discharging dredgers at all states of the tide, whilst the barge berth has sufficient water to enable the berthing of large (1,000 tonne) barges across the tide.

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and in use as an aggregates wharf. It is an unusually long thin shape owing to the presence of the railway siding. The site is part of the Dagenham Dock/ Fords/ Havering Riverside Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. This area of Dagenham Docklands is planned to be retained as an industrial area, with a particular focus on wharf related development. This will be set out in the London Riverside

	OAPF. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy

5 Operational Status

Current use (if vacant date and last handled cargo)	Aggregates
Recent average tonnage (2006 –10)	1,212,000 tonnes per annum
On-site processing	Asphalt plant, concrete batching plant, aggregate distribution
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. Site is in active use, within an industrial area and retains flexibility to meet a range of operational needs, with the added benefit of a rail head for inter-modal transfers.

8 Implementation

Actions required to ensure waterborne use:

- None, site is in active use.

48

Ford Dagenham Terminal

1 Location

Address	Thames Avenue, Dagenham, Essex RM9
Local authority	Barking & Dagenham
Grid reference	Easting 549,648 / Northing 182,001
Site area	71.58 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 provides strategic access. A13 access via Goresbrook Interchange, then A1306 Ripple Road / New Road and either Kent Avenue or Thames Avenue.
Congestion (delay in minutes per km)	A13 between Goresbrook Interchange and j/w Marsh Way • Eastbound: under 0.25 to over 1.5 • Westbound: under 0.25 to 0.25 A1306 Ripple Road between A13 and j/w Chequers Lane • North /east bound: under 0.25 to over 1.5 • South / west bound: under 0.25 to 0.5
Rail access	Yes
Commentary	A13 experiences some delay, especially on approaches to junctions, however, in free-flow conditions A13 provides a fast link to Docklands and M25. Kent Avenue and Thames Avenue have been purpose-built to serve the industrial area and accommodate HGVs.

3 Navigational Access

Min. and max. berth depths	5.90 metres to 12.25 metres
Wall or jetty berth (and length)	Ro-Ro berth
Vessel Size LOA x beam x draft (metres)	Up to 147.5 x 21 x 5.5
Commentary	An intensively used Ro-Ro jetty with currently up to three sailings per day to Europe. The infrastructure is dedicated to this particular cargo-handling operation.

4 Planning Status and Land Use Context

Site's planning status	The site is on the River Thames and in use as a principal logistics facility for Ford UK. It is a very large site as the wharf designation includes extensive manufacturing/ assembly functions associated with Ford. The site is part of the Dagenham Dock/ Fords/ Havering Riverside Strategic Industrial Location and the London Riverside Opportunity Area. LB Barking and Dagenham's adopted Core Strategy protects this safeguarded wharf.
Surrounding land use and planning context – including other	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses.

freight handling sites	This area of Dagenham Docklands is planned to be retained as an industrial area, with a particular focus on wharf related development. This will be set out in the London Riverside OAPF. LB B&D has the highest number of safeguarded wharves in London and these form an important element of the borough's local economy.

5 Operational Status

Current use (if vacant date and last handled cargo)	Roll-on Roll-off cargo and vehicles
Recent average tonnage (2006 –10)	947,000 tonnes per annum
On-site processing	Multi modal distribution hub for all Ford UK operations. Manufacturing.
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	Operational wharf

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification: • Retain safeguarding. Site is in active use, within an industrial area and is set up particularly to service the Ford plant and business, handling a unique cargo type.

8 Implementation

Actions required to ensure waterborne use: • None, site is in active use.

49

Phoenix Wharf (formerly Phoenix Wharf/Frog Island)

1 Location

Address	Marsh View Industrial Estate, Ferry Lane, Rainham, Essex RM13
Local authority	Havering
Grid reference	Easting 550,911 / Northing 181,138
Site area	2.51 ha
Boundary change	*Release proposed*

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 (TLRN) provides strategic access. Access to/from A13 via Ferry Lane, east or westbound using Ferry Lane junction (grade separated).
Congestion (delay in minutes per km)	A13 Thames Gateway Road between j/w A1306 London Road and A1311Marsh Way • Eastbound: under 0.25 • Westbound: under 0.25
Rail access	N/A
Commentary	The A13 dual carriageway passes through Havering, enabling fast access to/from east and central London. The site is also close to the M25.

3 Navigational Access

Min. and max. berth depths	See below
Wall or jetty berth (and length)	See below
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	The existing jetty infrastructure has been removed and requires replacement to handle waste. Water depths near the wharf are good – over five metres at all states of the tide is available within 120 metres of the wharf. The flood defence walls are fixed.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use as a waste facility but does not currently use river transport. Recent planning permission was given for waste related development but again this does not utilise the wharf. The site is part of the Dagenham Dock / Rainham Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Havering's adopted Core Strategy Policy DC39 protects this wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. There are no current proposals for significant land use change that would affect this wharf.

5 Operational Status

Current use (if vacant date and last handled cargo)	Waste by road. Last cargo handled pre 1997
Recent average tonnage (2006 –10)	N/A
On-site processing	N/A
Environmental impacts	N/A

6 Market Interest

Market interest and alternative wharves	There are alternative wharves within the sub-region with more favourable conditions.

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Release of safeguarding - in view of surplus capacity in NE London.
- The site is less favourable than other wharves in the sub-region due to the presence of fixed flood defence walls and the lack of the jetty infrastructure, which would be costly to replace, particularly for the cargo handled. This, together with the water conditions, affects the wharf's viability.

8 Implementation

Actions required to ensure waterborne use:

- N/A

50

Halfway Wharf (formerly Tilda Rice)

1 Location

Address	Coldharbour Lane, Rainham, Essex RM13
Local authority	Havering
Grid reference	Easting 551,548 / Northing 180,328
Site area	3.91 ha
Boundary change	None proposed

2 Road/Rail Access (see Glossary for explanation/background)

Road access	A13 (TLRN) provides strategic access. Access to/from A13 via Ferry Lane, east or westbound using Ferry Lane junction (grade separated) then Coldharbour Lane.
Congestion (delay in minutes per km)	A13 Thames Gateway Road between j/w A1306 London Road and A1311Marsh Way • Eastbound: under 0.25 • Westbound: under 0.25
Rail access	N/A
Commentary	The A13 dual carriageway passes through Havering, enabling fast access to/from east and central London. The site is also close to the M25.

3 Navigational Access

Min. and max. berth depths	2.52 metres to 8.82 metres
Wall or jetty berth (and length)	Jetty berth
Vessel Size LOA x beam x draft (metres)	N/A
Commentary	A jetty berth that, although shallow for this part of the River Thames, is appropriate for sea-going vessels that moor and depart the berth at or near high water.

4 Planning Status and Land Use Context

Site's planning status	The site is currently in use as a rice storage and distribution facility but does not currently use river transport. The site is part of the Dagenham Dock / Rainham Employment Area Strategic Industrial Location and the London Riverside Opportunity Area. LB Havering's adopted Core Strategy Policy DC39 protects this wharf.
Surrounding land use and planning context – including other freight handling sites	The site is surrounded by other industrial and freight uses and is therefore generally compatible with surrounding land uses. The Inner Thames Marshes SSSI site is nearby to the north east. There are no current proposals for significant land use change that would affect this wharf.

5 Operational Status

Current use (if vacant date and last handled cargo)	Agricultural products by road using containers. Last cargo handled c 2007
Recent average tonnage (2006 –10)	2,000 tonnes per annum
On-site processing	Food processing
Environmental impacts	Any intensification of the use would be subject to EIA regarding impacts on the nearby SSSI.

6 Market Interest

Market interest and alternative wharves	N/A

7 Safeguarding Recommendation

Retention/Release of safeguarding – justification:

- Retain safeguarding. The site is currently in limited use, however its cargo-handling infrastructure means that increased wharf use should be viable.

8 Implementation

Actions required to ensure waterborne use:

- GLA and PLA consider working with relevant stakeholders, including the operator and the Council, to encourage the increased use of the wharf for river freight