

Safeguarded Wharves on the River Thames London Plan Implementation Report



January 2005

Cover photo stories:

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- 1 JJ Prior delivering aggregates to RMC Fulham (Comley's Wharf). The aggregates, sand and gravel, originate from Prior's quarry at Fingringhoe on the River Colne near Colchester. Prior owns seven aggregate vessels ranging in size from 250 to 600 tonne cargo carrying capacity. The vessels load directly from the quarry and delivery direct to upriver aggregates facilities, carrying approximately 160,000 tonnes per year. These small ships make a huge contribution to keeping heavy lorries off London's streets. In recognition of this, the company has received several Freight Facilities Grants towards the cost of vessel refurbishment.
- 2 A panorama of two safeguarded Wandsworth terminals: Cringle Dock, a waste transfer station owned by the Western Riverside Waste Authority and operated by Cory Environmental; and RMC Battersea, owned and operated as a concrete batching plant by RMC. These two berths primarily handle cargo that has been transhipped within the Port of London, sea-dredged aggregates and cement arriving at RMC Battersea from terminals in Greenwich, Northfleet and Greenhithe and household waste barged from Cringle Dock to Mucking in Essex. In 2001, over 375,000 tonnes of cargo was handled at these two terminals, which kept over 51,000 lorry movements of the capital's streets.
- 3 A Cory Environmental owned tug pulling a pair of dumb barges upstream through Lambeth Bridge carrying empty containers for loading with household waste at two safeguarded water transfer stations in Wandsworth (Western Riverside Waste Transfer Station and Cringle Dock). Cory transports over 600,000 tonnes of waste on the River Thames in 2001 from safeguarded terminals in Wandsworth, City of London and Tower Hamlets for disposal in Essex. This constitutes 15% of London's waste and keeps over 100,000 lorry movements off the capital's streets.
- 4 A 6000 deadweight tonne dredger *City of London*, owned by United Marine Aggregates, discharging sand dredged from licensed areas of the sea-bed in the North Sea and English Channel at the safeguarded Murphy's Wharf in Greenwich. Murphy's Wharf, extending to 2.6 hectares is believed to be the largest marine aggregates terminal in Europe, and handled almost 1.7 million tonnes of aggregates in 2001. Nearly half of this cargo landed at the terminal is distributed by rail from the wharf's dedicated railhead. It is one of the busiest terminals within the Port of London, with a total of 409 vessel arrivals in 2001 keeping 150,000 lorry movements off the capital's streets.

Continued inside back cover

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Summary

The Mayor, in consultation with the Port of London Authority and the riparian local authorities, has reviewed the existing 28 Safeguarded Wharves and the proposed 45 sites downstream of the Thames Barrier (as recommended to the Government Office for London by the Port of London Authority (PLA) and London Planning Advisory Committee (LPAC) in April 1999¹) in the context of national and regional planning policies, including the London Plan and other Mayoral Strategies, new trade forecasts to 2015, associated port capacity requirements and the general changes in cargo-handling trends since 1996/97. The Mayor considers that to meet these strategic imperatives: -

- **Of the existing 28 Safeguarded Wharves:** - Sixteen operational and nine non-operational or road served wharves are viable or capable of being made viable for cargo-handling and should retain their safeguarded status. Three wharves are no longer viable for cargo-handling and should be de-designated as Safeguarded Wharves. One wharf has had its designation removed following demonstration of the exceptional circumstance of the Greenwich Peninsula development.
- **Of the proposed Safeguarded Wharves:** - Nineteen operational and six non-operational or road served wharves are viable or capable of being made viable for cargo-handling and should be safeguarded by direction of the Deputy Prime Minister. Nineteen of the proposed sites are not viable for cargo-handling.
- Notwithstanding any effects from the loss of Delta Wharf to the total wharf aggregates capacity in Greater London, a capacity shortfall has been identified of 2.1 million tonnes per annum. Hurlingham Wharf in Hammersmith and Fulham, Orchard Wharf in Tower Hamlets and Peruvian Wharf in Newham, all currently vacant, are specifically identified as capable of being made viable to accommodate part of this predicted capacity shortfall in aggregates, together with other cargoes as appropriate. It is estimated that these wharves could accommodate up to 1.1 million tonnes of this shortfall as follows: Hurlingham Wharf up to 0.15 million tonnes; Orchard Wharf up to 0.45 million tonnes; and Peruvian Wharf up to 0.5 million tonnes. This still results in an estimated capacity shortfall of 1 million tonnes per annum. The possible implications to London of this anticipated shortfall in aggregates capacity should be closely monitored and appropriate mitigation measures implemented if necessary.
- Six currently non-operational sites are specifically identified as capable of being made viable to accommodate the growth in green industry operations or waste processing operations as identified in the Mayor's London Plan, Economic Development Strategy and Waste Strategy. These sites are Convoys Wharf in Lewisham, Orchard Wharf, Peruvian Wharf, Debden Wharf in Barking & Dagenham, Manor Wharf/Borax Wharf in Bexley and Frog Island in Havering.

The Mayor looks to the boroughs to continue to protect the wharves through their unitary development plans/local development documents and the exercise of their planning powers and to actively encourage the wharves to be used for the sustainable distribution of goods.

¹ 'Report 25/99 Safeguarding sites for cargo-handling in the River Thames', LPAC (1999). 41 sites were identified in the LPAC report, 4 additional sites were also considered, and reasons for this are given on page 7.

1 Introduction

- 1.1 Towards the London Plan² indicated that the London Plan³ would review the application of the safeguarding process for wharves as an extension of the Secretary of State's safeguarding directions for wharves on the River Thames. This review has accordingly evaluated each of the existing or proposed Safeguarded Wharves to ascertain whether they are viable or capable of being made viable for cargo-handling.

Background to 1997 wharf safeguarding

- 1.2 The London Planning Advisory Committee's (LPAC) Advice to Government on Strategic Planning Guidance for London (1994) identified a need to ensure that existing and potential sites for wharves, maintenance facilities and other essential infrastructure were identified and safeguarded. This advice was endorsed by the then Minister for Transport in London, Steven Norris, who established the River Thames Working Group to examine transport uses on the Thames. The Thames Strategy published in April 1995, endorsed by John Gummer, then Secretary of State for the Environment, took the work of the Norris Group forward. The Thames Strategy recommended that the remaining commercial wharves and essential river-related uses should be retained and development proposals that would result in their loss notified to the Secretary of State. Gummer charged LPAC and the Port of London Authority (PLA) with compiling a list of the essential minimum number of sites required to ensure continued and expanding use of the River Thames for the transshipment of cargo.
- 1.3 Annex B to Regional Planning Guidance Note 3⁴ identified that forecasts by the PLA suggested that trade could more than double by 2020, with considerable increases in aggregates imports in particular. It was anticipated that additional capacity would be required in the lower Thames (below Greenwich) for seagoing vessels, and that if enough wharves remain available on the upper Thames there would be scope for some increase in the transshipment of goods by water: -

'The movement of goods by water rather than by road can help relieve traffic congestion and air and noise pollution, and is consistent with the principle of sustainable development. These broader environmental benefits of river transport need to be considered against the possible local disbenefits. Many sites for freight transport and other river-related uses are under development pressure or have been lost within recent years: they are a diminishing and finite resource. Although some wharves may currently be surplus to requirements, work done by the PLA, LPAC, London Rivers Association (LRA) and others suggests a need to protect an essential minimum number of sites in order to safeguard the continued operation and potential expansion of freight transport on this stretch of the River. This applies particularly to sites with good land-side transport links and other relevant facilities'. (Paragraph 3.51 and 3.52)

² Initial proposals for the Mayor's Spatial Development Strategy', GLA (2001)

³ 'The London Plan: Spatial Development Strategy for Greater London', GLA (2004)

⁴ RPG3b/9b 'Strategic Planning Guidance for the River Thames', GOL (1997)

- 1.4 To accompany RPG3b/9b the Secretary of State for the Environment identified thirty-two wharves suitable for cargo-handling. These sites were safeguarded on the basis that: -

'...It is important in the broader strategic interest that sites which are currently, or could potentially be, used for the transshipment of freight, including waste and aggregates, and for related activities, should be retained and safeguarded against development that could preclude their future use for these purposes'. (Paragraph 3.53)

- 1.5 The two sets of directions were served in respect of the wharves. The first, served under Section 12(7A) of the Town and Country Planning Act 1990, required local authorities to have regard to the maintenance of the specified Safeguarded Wharves when formulating their development plans. A second set was served under the Town and Country Planning (General Development Procedure) Order 1995 (Statutory Instrument 1995/419) concerning the handling of any planning applications received for these sites. Prior to a local planning authority determining planning applications for one of the Safeguarded Wharves the application had to be referred to the Secretary of State for a decision as to whether the application should be 'called-in' for determination through a public inquiry.
- 1.6 On 3 July 2000 the Mayor assumed the responsibility for assessing planning applications on Safeguarded Wharves. The directions were reissued under the 1995 Order to take account of the Mayor's planning powers. The sites now fall within Part IV of the Town and Country Planning (Mayor of London) Order 2000 and any application lodged on the sites should be treated as a strategic referral to the Mayor under the procedures set out in the Order. This applies irrespective of whether it is for comprehensive redevelopment of the site or cargo-handling operations.
- 1.7 The main effect of directions has been to limit the redevelopment of wharves that are viable or capable of being made viable for cargo-handling, allowing proposals to be fully considered in terms of the wharf's operational, planning and transport context. Only four sites have been officially removed from the safeguarded list. Gatliff Road waste transfer station in Westminster was removed following a planning inquiry in 1998, which found that the wharf's characteristics no longer made it viable for either handling waste in ISO compliant containers or other cargoes. Ordnance Wharf in Greenwich was removed during the transfer of directions to the Mayor: the wharf partly lies under the site of the Millennium Dome and therefore has little prospect of returning to cargo-handling use. London Steel Terminal was removed following examination of the wharf's constraints in terms of access and site size. Delta Wharf was removed following demonstration of exceptional circumstance policy. This is a reversal of the previous trend when 33 terminals that handled cargo in Greater London in 1987 had ceased operation by 1997. Of these 25 were upstream of Greenwich.
- 1.8 In April 1999 LPAC and PLA recommended to the Government Office for London (GOL) that the Secretary of State should identify an additional 41 sites as Safeguarded Wharves and afford these the same level of planning protection as those already identified by Safeguarding directions⁵. It was determined that the

⁵ 'Report 25/99 Safeguarding sites for cargo-handling in the River Thames', LPAC (1999)

strategic nature of the issue did not make it appropriate to issue such directions in the build-up to the Greater London Authority (GLA) and a new Mayor for London. Instead, GOL transferred the recommendations and associated work to the GLA so that the Mayor could consider whether to take the recommendation forward as part of the London Plan (Spatial Development Strategy) process.

Consultation process

- 1.9 A consultation draft of the review of the extant and proposed Safeguarded Wharves in London was published in April 2003. The report was subject to a three-month consultation period and a total of 65 responses were received. The tables below provide a breakdown of the total responses by type of respondent and a detailed breakdown of comments for each section of the report.
- 1.10 A report detailing each representation made and the corresponding changes in this report is available for inspection on the GLA's website www.london.gov.uk.

Type of respondent	Number
Business	29
Charity/pressure group	1
Cross-borough group	2
Functional Body to the GLA	1
Government Agency	1
Government – London Borough	13
Government – Regional	1
Individual	3
Joint Waste Disposal Authority	2
Public/Private/Voluntary body	8
Trade Association	4
Total	65

Source: GLA database of consultation responses.

Section	Comment (neither support or object)	Object	Support
1 – General Comment	15	6	30
2 – Introduction	0	0	2
3 – Methodology	32	33	7
4 – Wharf	68	40	50
5 – Implementation	24	5	4

Source: GLA database of consultation responses.

Table 1 - Safeguarded Wharf Directions Transferred to the Mayor⁶

Hammersmith & Fulham 1. Hurlingham Wharf 2. Swedish Wharf 3. RMC Fulham (Comley's Wharf)	Newham 4. Priors Wharf 5. Mayer Parry Wharf (EMR Canning Town) 6. Thames Wharf 7. Peruvian Wharf 8. Manhattan Wharf 9. Sunshine Wharf 10. Minoco Wharf
Kensington & Chelsea 11. Cremorne Wharf	Greenwich 12. Brewery Wharf 13. Lovell's Wharf 14. Granite Wharf 15. Tunnel Glucose 16. Victoria Deep Water Terminal 17. Delta (Blackwall) Wharf (now removed) ⁷ 18. Angerstein Wharf 19. Murphy's Wharf 20. Riverside Wharf
Lewisham 21. Convoys Wharf	
Wandsworth 22. Western Riverside Waste Transfer Station 23. Pier Wharf 24. Cringle Dock 25. RMC Battersea (Metro Greenham) 26. RMC Vauxhall (Middle Wharf)	
Tower Hamlets 27. London Steel Terminal (now removed ⁸) 28. Northumberland Wharf 29. Orchard Wharf	Corporation of London 30. Walbrook Wharf

⁶ Directions under Articles 10 and 17 of the GPDO identify the sites. Applications submitted on these sites are referable to the Mayor under Part IV of the Town and Country Planning (Mayor of London) Order 2000.

⁷ The safeguarding direction for Delta Wharf was removed in May 2004 as a result of a planning application that demonstrated the exceptional circumstance policy as at policy 4C.15 of the London Plan.

⁸ The safeguarding direction for London Steel Terminal was removed in June 2001 as a result of a planning application that justified that the wharf was no longer capable of being made viable for cargo-handling.

Table 2 - Additional sites recommended by LPAC and PLA in 1999⁹

<p>Greenwich</p> <ol style="list-style-type: none"> 1. Bay Wharf 2. Tunnel Avenue Trading Estate 3. Durham Wharf, Charlton Wharf, Cory's Repair Yard, Lombard Wharf 	<p>Barking & Dagenham</p> <p>Barking Creek</p> <ol style="list-style-type: none"> 4. Welbeck Wharf 5. F McNeil & Co 6. Alexander Wharf 7. Pinns Wharf 8. Kierbeck Wharf¹⁰ 9. Steel Wharf 10. Maple Wharf 11. Bowen Wharf 12. New Free Trade Wharf 13. Dockland Construction Wharf 14. Debden Wharf 15. Rippleway Wharf 16. Dockland Wharf 17. Victoria Stone Wharf 18. DePass Wharf <p>Dagenham Dock</p> <ol style="list-style-type: none"> 19. RMC Roadstone 20. Rugby Cement 21. Pinnacle Terminal 22. White Mountain Jetty (now known as White Mountain Roadstone) 23. Essex Cargo Terminals (now known as Van Dalen (Hunts Wharf)) 24. ARC Jetty (now known as Hanson Aggregates) 25. Ford Motor Company (now known as Ford Dagenham Terminal) 	<p>Bexley</p> <ol style="list-style-type: none"> 26. Crossness Sewage Treatment Plant 27. Manor Wharf/Borax Wharf 28. Belvedere Power Station 29. Burt's Wharf 30. Mulberry Wharf 31. Pioneer Wharf 32. Albion Wharf 33. British Gypsum 34. RMC Erith¹¹ 35. RMC Railway Wharf¹² 36. Mayer Parry Recycling (now known as EMR Erith) 37. Standard Wharf¹³ 38. Anchor Bay 39. Union Yard
<p>Newham</p> <ol style="list-style-type: none"> 40. Tay Wharf¹⁴ 41. Venesta Wharf 42. Thames Refinery/Cairn Mills 		<p>Havering</p> <ol style="list-style-type: none"> 43. Phoenix Wharf/Frog Island 44. Murex Site 45. Tilda Rice

⁹ 'Report 25/99 Safeguarding sites for cargo-handling in the River Thames', LPAC (1999)

¹⁰ Kierbeck & Steel Wharves have been considered as one site in line with the site ownership and operation.

¹¹ RMC Erith is the remaining wharf area of the larger site formerly known as British Gypsum.

¹² RMC Railway Wharf was added to the list of potential Safeguarded Wharves at the request of JJ Priors Transport Ltd in March 2001

¹³ Standard Wharf was added to the list of potential Safeguarded Wharves at the request of Bardon Aggregates in June 2002

¹⁴ Tay Wharf was added to the list of potential Safeguarded Wharves at the request of Newham Council in March 2001.

2 Methodology to the Review of Safeguarded Wharves on the River Thames

2.1 There are two key themes that provide the overall context for the wharf evaluation.

- The national and regional policy context, including the London Plan and other Mayoral Strategies; and
- New trade forecasts to 2015 (provided by the PLA), associated port capacity requirements and general changes in cargo-handling since 1996/97 (the last time the safeguarding directions were reviewed).

Planning Policy Context

2.2 The following section explains the national planning policy documents that are of relevance to the safeguarded wharf review.

National planning policy

- 2.3 Planning Policy Guidance Note 12¹⁵ indicates that local authorities may wish to safeguard sites for transport related development, which might otherwise be lost to other development, such as sites adjoining railway sidings or wharves alongside waterways and ports. This is in the context of providing better protection to those sites and routes (both existing and potential), which could be critical in developing infrastructure to widen transport choices.
- 2.4 Planning Policy Guidance Note 13¹⁶ indicates that local authorities should identify and where appropriate protect sites and routes, both existing and potential, which could be critical in developing infrastructure for the movement of freight and ensure that any such disused transport sites and routes are not unnecessarily severed by new development or transport infrastructure. On disused transport sites, local authorities are required to consider uses related to sustainable transport first before other uses. Local authorities are advised to take particular care when allocating sites for port use to ensure they are viable, both to avoid unnecessary blight and to secure the economic and regeneration benefits of developing sites for port or port related uses.
- 2.5 Planning Policy Guidance Note 3¹⁷ (Consultation Draft) proposes the insertion of a new paragraph 42a into PPG3. The proposed new paragraph provides that where land is allocated for industrial or commercial use, but is no longer needed for such use, or where there are redundant industrial or commercial buildings, applicants should be able to expect “expeditious and sympathetic” handling of any proposals they put forward for developing such land/buildings for schemes involving housing. It goes on to provide that local planning authorities should look at such applications favourably, unless the proposal is contrary to the remainder of PPG3 or would undermine regional or local housing or economic strategy, or where there is a realistic prospect of the land being used for its allocated purpose within the plan period.

¹⁵ PPG12 ‘Development Plans’, DETR (2000)

¹⁶ PPG13 ‘Transport’, DETR (2001)

¹⁷ PPG3 ‘Consultation Draft: Housing’, ODPM (2003)

- 2.6 The Mayor considers that safeguarding wharves on the River Thames for cargo-handling use forms part of the appropriate response to the national requirement to safeguard sites that might otherwise be lost to other development. In furtherance of guidance in PPG13, only wharves that are viable or capable of being made viable have been identified for safeguarding and the requirement to consider a sequential test approach to the reuse of disused sites (wharves) is included at paragraph 4.106 of the London Plan. The Mayor considers that the assessment of wharf viability in the context of London Plan policies is the correct approach when considering if wharf land (as industrial land) will realistically be taken up over the plan period and whether it is needed as part of a realistic requirement.

Regional planning policy

- 2.7 The following section places the Safeguarded Wharf review in the context of regional planning policy documents (or similar).
- 2.8 Regional Planning Guidance Note 9¹⁸ identifies the need for the Mayor to work with the Regional Planning Bodies, Strategic Rail Authority, Highway Agency, Port Authorities and other partners to identify a strategic freight network which supports the overall [freight] strategy and promotes the efficient and effective use of road, rail, inland waterways and coastal shipping networks; and include a criteria-based assessment framework which will allow individual authorities to respond to proposals for inter-modal interchange facilities on a consistent basis. Development plans and/or local transport plans should include proposals to safeguard sites for rail freight facilities, including wharves and ports and permit development on rail and water freight operations and associated facilities for modal transfer where these would assist in the development of the strategic freight network.
- 2.9 The Communities Plan¹⁹ is a non-statutory action programme that identifies key proposals for sustainable growth in housing supply over the next 15 years. The Thames Gateway is confirmed as one of four priority growth areas for the development of residential communities to address the South East's housing crisis. The Thames Gateway offers the opportunity to regenerate existing deprived communities through access to 300,000 new jobs that could be accommodated by 2031; has one of the largest concentrations of brownfield sites in the country; and is in a strategic location on major transport links to the continent and is close to London. The Plan recognises that other priorities are also important in taking forward the action programme such as promoting smart growth and sustainable patterns of development and supporting the largest and fastest growing regional economy in Britain, with particular high outputs noted in the construction sector.
- 2.10 In July 2003 the Deputy Prime Minister (DPM) published an update of the sustainable communities agenda, setting out initial priorities for investment and minimum targets for development.²⁰ The update proposed that at least 120,000 new dwellings could be delivered across Thames Gateway, of which around 60,000 would be in London during the period 2003-2016.

¹⁸ RPG9 'Regional Planning Guidance for the South East' GOSE (2001)

¹⁹ 'Sustainable Communities: Building for the future', ODPM (2003)

²⁰ 'Creating Sustainable Communities: Making it Happen: Thames Gateway and the Growth Areas', ODPM (2003)

- 2.11 To take forward the Sustainable Communities agenda for London the London Development Agency (LDA), GLA and Thames Gateway London Partnership (TGLP) have jointly put forward ideas regarding the future allocation of land to different uses in the Thames Gateway²¹. The TGDIF indicates a headline target of at least 91,000 new homes in London Thames Gateway, concentrated on areas of existing and future high public transport accessibility, consolidating and building on existing transport hubs, and masterplanning for new hubs such as Crossrail stations and new corridors such as the Greenwich Waterfront corridor. Survey work undertaken as part of the Framework has already identified over 300 sites, of which 137 have housing potential. With the right investment, these could deliver at least 91,000 houses and flats in the long term. **None of the identified sites within the TGDIF include either existing or proposed Safeguarded Wharves.** Forty per cent of the identified housing capacity is found on the seven largest sites, including Greenwich Peninsula and Barking Reach. These figures are correct as of February 2004, but will change as further opportunities are identified and will be revised through scenario testing and the forthcoming London Plan Housing Capacity Study.
- 2.12 The Framework recognises that London Thames Gateway currently has around 21,000 hectares of industrial land. To 2016, 30 hectares of this is likely to be released in east London each year, in line with the London-wide annual monitoring target of 50 hectares, as set out in the London Plan draft Industrial Land SPG²². Though employment densities are declining, London Thames Gateway industrial areas support around 90,000 jobs and form part of a network for the manufacture, distribution and consumption of goods and services, and the disposal of the waste that arises from the daily life of the city. However, the land take of Thames Gateway's industrial areas is significant, and the value of industrial land needs to be balanced with what it could deliver for housing or other uses, particularly riverside sites, and with the perceived negative visual impact of many industrial buildings.
- 2.13 The Mayor recognises that a number of the proposed Safeguarded Wharves are located in the Thames Gateway, a national and regional priority for growth. However the Mayor considers that the protection of the essential minimum number of wharves required to accommodate predicted growth in trade and to underpin the sustainable movement of freight (including waste and aggregates) on the River Thames will not compromise the ability of the Thames Gateway to deliver maximum housing growth.
- 2.14 It is worth noting that of all the 224 hectares (approximately) of riparian land proposed for safeguarding, which includes both operational and non-operational sites, a total of 69 hectares are located within the Ford Motor Company's operational plant at Dagenham and relate to the roll-on, roll-off facility serving the plant. This equates to 31% of the total land proposed for safeguarding. The four largest facilities (Ford Motor Company, Hanson Aggregates in Dagenham, Tate and Lyle in Silvertown) and Albion Wharf in Bexley equate to over 46% of all the land proposed for safeguarding.

²¹ 'London Thames Gateway: Development and Investment Framework (TGDIF)', GLA (2004)

²² 'Draft Supplementary Planning Guidance to the London Plan: Industrial Capacity', GLA (2003)

The Mayor's Strategies

The London Plan

- 2.15 Previously, the regional policy used to give relevance and context to the safeguarding directions was Strategic Planning Guidance for the River Thames²³. The London Plan has now superseded the London part (3b) of this guidance. The following paragraphs detail those parts of the London Plan that are of relevance to the safeguarded wharf review.
- 2.16 London's growth projections (population growth of 800,000 and economic growth (jobs) of 636,000) require key strategic policy directions to ensure that this growth is sustainable and less wasteful in terms of environmental resource management and key land use location decisions. The Plan recognises that the greatest challenge is to accommodate significant growth in ways that respect and improve London's diverse heritage while delivering the Mayor's vision for an exemplary, sustainable world city. This involves the sensitive intensification of development in locations that are, or will be, well served by public transport. Among the different ways identified for how this will be best achieved include: recognition of the government's and the wider regional priority for regeneration of East London, especially the Thames Gateway and London-Stansted-Cambridge growth areas and major development in Opportunity Areas, with an overall priority to the east of London along the Thames Gateway. Opportunity Areas are identified on the basis that they are capable of accommodating substantial new jobs or homes. Typically, each can accommodate at least 5,000 jobs or 2,500 homes or a mix of the two, together with appropriate provision of other uses such as local shops, leisure facilities and schools.
- 2.17 Section 4 of the London Plan (at paragraph 4.99) identifies Opportunities Areas, which include or adjoin parts of the Blue Ribbon Network. There are safeguarded wharves (existing or proposed) within the Opportunity Areas of London Riverside, Belvedere/Erith, Deptford Creek/Greenwich Riverside, Greenwich Peninsula, the Lower Lea Valley and Vauxhall/Nine Elms/ Battersea, and there are safeguarded wharves (existing or proposed) adjacent to the Opportunity Area at Barking Reach. The individual wharf sheets in section 3 of this report indicate whether a wharf is within or adjacent to an Opportunity Area. With the exception of the safeguarded wharves in the Vauxhall/Nine Elms/Battersea Opportunity Area, all the other wharves have been, as noted at paragraph 2.11, considered as part of the TGDIF process.
- 2.18 The detailed boundaries, capacity and policies for the different Opportunity Areas will be identified in Sub-Regional Development Frameworks and in Unitary Development Plans/Local Development Documents (UDPs/LDDs). As part of the process of producing Sub-Regional Development Frameworks, the Mayor will work with strategic partners to prepare planning frameworks for Opportunity Areas. These will set out a sustainable development programme for each Opportunity Area to be reflected in UDPs/LDDs. Opportunity Area Frameworks are written with regard to the advice in the London Plan to seek to exceed the minimum guidelines for housing and have regard to the indicative estimates for employment, but also in the context of all other policies in the Plan e.g. density of development, maximising access by public transport, Metropolitan Open Land,

²³ RPG3b/9b 'Strategic Planning Guidance for the River Thames', GOL (1997)

Strategic Employment Locations and Safeguarded Wharves. Opportunity Area Frameworks will be expected to have regard to these pan-London issues and justify any departures from other London Plan policies.

2.19 The Panel's report of the London Plan Examination in Public confirms that the continuing availability of appropriate wharf facilities is a prerequisite to the statutory duty placed on the Mayor to promote and encourage safe use of the Thames, including use for transport/freight uses. The Panel recognised that there will be economic tensions in the case of wharves where there is not a strong current market case for their retention, but that to accept the release of sites to other permanent uses, particularly uses of a higher value, will result in their permanent loss as wharves. The Panel concluded that, save for a stronger commitment to promoting temporary uses on vacant wharves, the Mayor's Safeguarded Wharves policies represented a generally balanced strategic approach to this issue. The commitment to review the Safeguarded Wharves in the light of future reviews of the London Plan means that the safeguarding policy will be more reactive to the implications of other policy developments.

2.20 A number of the key policy directions identified to deliver the Mayor's London Plan objectives are relevant to Safeguarded Wharves: -

- *'Provide the spatial framework for London's economic growth and regeneration to realise the Mayor's Economic Development Strategy.*
- *Release employment land that is no longer needed in its current use for new uses.*
- *Support emerging dynamic sectors of growth and innovation, such as green and creative industries, and encourage information technology and research, and the development of business intelligence in London.*
- *Improve the sustainable movement of freight within and around London, making more use of water and rail.*
- *Encourage and support the development of green industries.*
- *Make the fullest and most sustainable use of resources including land, water, energy and construction materials.*
- *Enhance the use and environment of the Thames and the Blue Ribbon Network'.*

2.21 Chapter 4C of the London Plan addresses the Blue Ribbon Network. Three of the Blue Ribbon Network principles identified in the London Plan are directly relevant to Safeguarded Wharves: -

- *'To accommodate London's growth within its boundaries without encroaching on green spaces, policies should make the most sustainable and efficient use of space in London, by protecting and enhancing the multi-functional nature of the Blue Ribbon Network so that it enables and supports those uses and activities that require a water or waterside location'.*

- *'To make London a more prosperous city with strong and diverse economic growth, policies should exploit the potential for water-borne transport, leisure, tourism and waterway support industries. The attractiveness of the Blue Ribbon Network for investment should be captured by appropriate waterside development and regeneration. This will include the restoration of the network and creation of new links'.*
- *'To improve London's accessibility, use of the Blue Ribbon Network for water-borne transport of people and goods (including waste and aggregates) should be increased. Alongside the Blue Ribbon Network there also opportunities for pedestrian and cycling routes'.*

2.22 Policy 4C.12 of the London Plan sets out the sustainable growth priorities for the Blue Ribbon Network: -

- *'The uses of the Blue Ribbon Network and land alongside it should be prioritised in favour of those uses that specifically require a waterside location. These uses include water transport, leisure, recreation, wharves and flood defences. For sites that are not suitable or not needed for these priority uses, developments should capitalise on the water as an asset and enhance the Blue Ribbon Network in order to improve the quality of life for Londoners as a whole, as well as for the users of the development'.*

2.23 Policy 4C.14 of the London Plan sets out the approach to freight uses on the Blue Ribbon Network: -

- *'The Mayor will, and boroughs should, support new development and facilities that increase the use of the Blue Ribbon Network to transport freight and general goods, especially in areas of deficiency'.*

2.24 This policy is further explained by paragraph 4.103 of the London Plan, which states that: -

- *'Increasing the use of the Blue Ribbon Network for freight transport is a widely supported objective as this is a more sustainable method of transport and can help to reduce congestion and the impact of goods vehicles on London's roads. The Thames has many wharf facilities and there are a small number of discreet opportunities on the canal network'.*

2.25 Policy 4C.15 of the London Plan sets out the approach to Safeguarded Wharves on the Blue Ribbon Network: -

- *'The Mayor will, and boroughs should, protect Safeguarded Wharves for cargo-handling uses, such as inter-port or transshipment movements and freight-related purposes. The Mayor will, and boroughs should, encourage appropriate temporary uses of vacant Safeguarded Wharves. Temporary uses should only be allowed where they do not preclude the wharf being re-used for cargo-handling uses. Development next to or opposite Safeguarded Wharves should be designed to minimise the potential for conflicts of use and disturbance. 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'.*

2.26 The criteria for assessing the viability of wharves are set out in paragraph 4.105 of the London Plan: -

- *'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. The only exceptional circumstance to this would be for a strategic proposal of essential benefit for London, which cannot be planned for or delivered on any other site in Greater London. The viability of a wharf is dependant on:*
 - *the wharf's size, shape, orientation, navigational access, road access, rail access (where possible), planning history, environmental impact and surrounding land use context*
 - *the geographical location of the wharf, in terms of proximity and connections to existing and potential market areas*
 - *the existing and potential contribution that the wharf can make towards reducing road-based freight movements*
 - *existing and potential relationships between the wharf and other cargo-handling sites or land uses*
 - *the location and availability of capacity at comparable alternative wharves, having regard to current and projected Port of London and wharf capacity and market demands*
 - *in the case of non-operational sites, the likely timescale within which a viable cargo-handling operation can be attracted to the site, having regard to the short-term land-use policy, and long-term trade forecasts'.*

2.27 The policy approach to Safeguarded Wharves is further explained by paragraphs 4.106 to 4.108 of the London Plan: -

- *'If a wharf is no longer viable, redevelopment proposals must incorporate water-based passenger transport, leisure and recreation facilities and water transport support facilities first, before non-river-related uses that do not require a riverside location'.*
- *'Appropriate temporary uses on vacant Safeguarded Wharves can ensure that investment in the wharf is maintained and image problems are minimised for the wider area. Temporary uses must maintain the existing cargo-handling infrastructure to a specified standard, be limited by a temporary permission with a specific end date and priority should be given to uses which require a waterside location as set out in Policy 4C.12'.*
- *'Wharves are increasingly surrounded by different land uses that do not have an industrial or freight purpose. Many wharves are in the Opportunity Areas identified in Chapter 5. The challenge is to minimise conflict between the new and the old land uses. This must be met through modifications and safeguards built into new and established developments'.*

- *'Wharf operators should use the latest available technology, equipment and business practices. New development next to or opposite wharves should utilise the layout, use and environmental credentials of buildings to design away these potential conflicts. Boroughs should ensure that highway access to wharves for commercial vehicles is maintained when considering proposals for development of neighbouring sites'.*

2.28 The approach taken in the London Plan to assess the viability of an individual wharf is distinct from that used in this report to periodically review the use of safeguarding directions on a pan-London basis. It is only at the pan-London level that the wider context to this review, e.g. national and regional policy and trade forecasts/wharf capacity, can be taken into account. Assessments on an individual wharf as part of the planning application process or UDP/LDD review mechanism will be expected to follow the criteria-based analysis identified at policy 4C.15 and paragraph 4.105 of the London Plan.

2.29 Other policies in the plan (aside from those for the Blue Ribbon Network) are also relevant to the review of Safeguarded Wharves. The use of water transport for freight is encouraged in Policy 3C.24 of the London Plan: -

- *'The Mayor will promote the sustainable development of the full range of road, rail and water-borne freight facilities in London and seek to improve integration between the modes and between major rail interchanges and the centres they serve. The development of a London rail freight bypass route is supported. UDP policies should:*
 - *implement the spatial aspects of the freight element of the Mayor's Transport Strategy as developed by the London Sustainable Distribution Partnership*
 - *seek to locate developments that generate high levels of freight movement close to major transport routes*
 - *ensure that suitable sites and facilities are made available to enable the transfer of freight to rail and water through the protection of existing sites and the provision of new sites*
 - *ensure developments include appropriate servicing facilities, off-road wherever practicable*
 - *ensure collection and delivery can take place off the main bus and tram routes'.*

2.30 This approach is further explained by paragraphs 3.216 and 3.217 of the London Plan: -

- *'The Thames provides significant opportunities for sustainable freight access into the heart of the capital. The Thames is particularly suited to the transport of bulk materials, such as waste and aggregates. There is also potential for extending freight operations on the Lee Navigation and Grand Union canals. A collaborative approach is needed across London to focus, in particular, on encouraging new facilities and protecting, through the planning system, essential existing facilities supporting water-borne freight movement'.*

- *'The reliable and efficient distribution of goods depends in part upon a vibrant ports industry. London relies on a range of facilities to service its needs, including the Port of London. The Port of London Authority, the UK's biggest port, is a vital gateway for international trade. Although serving London, much of the port is physically located outside London. A regional ports study was undertaken by the South East and East Anglia Ports Local Authority Group (SEAPLAG) and further collaborative work is ongoing between the GLA, SEERA and EELGC to examine the regional implications of port expansion and, from a London perspective, ensure that transport implications for London are fully taken into account. Opportunities to support the development of the Thames Gateway region should be maximised. In addition, similar joint work is being undertaken in relation to strategic rail intermodal facilities'.*

2.31 Policy 4A.5 of the London Plan sets out the spatial policies to support the better use of aggregates: -

- *'UDP policies should:*
 - *identify and safeguard aggregate resources suitable for extraction*
 - *adopt the highest environmental standards for aggregates extraction in line with National Minerals Policy Guidance*
 - *support the development of aggregate recycling facilities in appropriate and environmentally acceptable locations, with measures to reduce noise, dust and visual intrusion to a practical minimum*
 - *safeguard wharves with an existing or future potential for aggregates handling and ensure adjacent development is designed accordingly to minimise the potential for conflicts of use and disturbance*
 - *protect existing railhead capacity to handle and process aggregates*
 - *minimise the movement of aggregates by road'.*

2.32 Policy 4C.27 of the London Plan supports green industries along the Thames: -

- *'The Mayor will, and boroughs should, generally welcome the use of waterside sites, especially those within Strategic Employment Locations, for green industries, where the majority of materials transshipment is by water'.*

2.33 This approach is further explained by paragraph 4.133 of the London Plan: -

- *'The need for increased rates of recycling and re-use of waste will require locations to be found for green industries. Locations along the Thames and tidal tributaries will offer the additional advantages of being able to move materials by sustainable means'.*

2.34 Green industries along the Thames are also underpinned by Policy 3B.11 of the London Plan, which sets out the overall approach to environmental industries: -

- *'The Mayor will and the LDA and other agencies and sub regional partnerships should, support the establishment of green industries and green practices in*

business through funding, training, business support, market development, promotion initiatives, demonstration projects, land use policies and support for clusters of related activities’.

- *‘UDP policies and community strategies, should identify and safeguard land and premises in appropriate locations including river- and rail-based locations, to secure capacity for appropriate environmental industries and facilities for recycling and reprocessing of waste’.*
- *‘The Mayor will and boroughs should encourage demand for environmental goods and services by applying policies on sustainable design and construction in new developments and refurbishment, and through encouraging demand for recycled products’.*

2.35 Policy 4C.34 of the London Plan recognizes the policy links outside London: -

- *‘The Mayor will work with key organisations, regional government bodies, local authorities and others on strategic issues of planning and managing the Blue Ribbon Network. The Mayor recognises that solutions to some challenges may lie outside the London boundary and that choices within London may affect other areas’.*

2.36 The implications of this, especially in terms of water transport, are further explained by paragraph 4.147 of the London Plan: -

- *‘Policies for the Blue Ribbon Network in London should be closely related to those for neighbouring regions, taking account of their differing needs. London derives much of its drinking water from sources outside its boundary and is reliant on receiving good quality water from areas upstream of the Thames and other river catchments. The opportunities for transport links are greatest in the Thames Estuary although there are also possibilities for the River Lea, the Grand Union Canal and the upstream Thames’.*

2.37 A total of 27 of the Safeguarded Wharves identified on the Mayor’s definitive list (table 9) are also located in Strategic Employment Locations (SELs). The individual wharf sheets in section 3 of this report indicate whether a wharf is in an SEL. Policy 3B.5 of the London Plan sets out the approach to SELs: -

- *‘With strategic partners, the Mayor will promote and manage the varied industrial offer of the Strategic Employment Locations (SELs), set out in Annex 2 of the London Plan as London’s strategic reservoir of industrial capacity. Boroughs should identify SELs in UDPs, and develop local policies for employment sites outside the SELs, having regard to:*
 - *the locational strategy in Chapter 2 of the London Plan*
 - *accessibility to the local workforce, public transport and where appropriate, freight movement*
 - *quality and fitness for purpose of sites*

- *the release of surplus land for other uses in order to achieve the efficient use of land in light of strategic and local assessments of industrial demand’.*

2.38 Paragraph 5.91 of the London Plan considers SELs in East London: -

- *‘The East London sub-region contains over a third of London’s SELs. However, substantial areas do not meet modern industrial requirements. Access, environmental and other factors also constrain their redevelopment. Partnership action, including the LDA in many cases, will be necessary to address these in accordance with Policy 3B.5. Declining industrial demand at the strategic level should inform development of criteria to manage the more local protection, release or enhancement of sites outside the SEL framework. In managing industrial land stocks, account should be taken of the need to make provision for waste management in line with the principle of self-sufficiency and taking account of some of central London’s needs’.*

2.39 The Strategic Employment Locations Framework is designed to reconcile demand and supply and to take account of industry’s needs in terms of clustering, capacity, environment, accessibility and cost requirements. Supplementary Planning Guidance²⁴ has been produced to set out in more detail how the wider policies in the London Plan influence employment land, in line with national policy, including the national requirement (contained in PPG3) to review demand and supply of industrial land. The SPG seeks to ensure that sufficient land is available to meet future industrial needs, including those of existing firms, and bring genuinely surplus industrial land back into more active uses to meet wider objectives of the Plan. Section 5 of this report indicates how wharf areas can be reassessed as part of the wider approach to SELs and other types of industrial land.

The Mayor’s Transport Strategy

2.40 Section 41(5) of the GLA Act 1999 requires the Mayor to have regard to the desirability of promoting the use of the River Thames safely for the transportation of freight in preparing or revising any of his strategies. The following section explains how the various Mayor’s strategies seek to deliver this general duty and provide further advice on the other Mayoral policies that are relevant to the review of Safeguarded Wharves.

2.41 The Mayor’s Transport Strategy²⁵ recognises that transport of freight by river brings significant environmental benefits. Water accounts for almost ten per cent of freight volume in London. The development of, and changes in, the River’s role in transporting goods and commodities including waste and recyclables (within the context of the proximity principle and the waste hierarchy) will be considered in conjunction with the Mayor’s Waste Strategy. The Strategy indicates that the Mayor will support the retention of freight interchange facilities on the Thames and other waterways. The Strategy indicates that Transport for London will work with relevant partners to identify options for increasing freight use of the River Thames and other waterways.

²⁴ ‘Draft Supplementary Planning Guidance to the London Plan: Industrial Capacity’, GLA (2003)

²⁵ ‘The Mayor’s Transport Strategy’, GLA (2001)

- 2.42 Using the operational wharves identified in this report saves over 950,000 trips by heavy goods vehicles a year on London's roads.

The Mayor's Waste Strategy

- 2.43 The Mayor's Waste Strategy²⁶ vision is to promote waste minimisation, waste reduction, reuse and recycling and to do this in a way that brings new products, new industries and new jobs into London. The collection of more recyclables will require more reprocessing facilities in London. Current reprocessing capacity includes a well-established industry for recycling paper close to London. There are well-established markets outside London for reprocessing glass, steel and aluminium, and companies to handle bulk materials for reprocessing. However, continuing to rely on reprocessing facilities outside London does not accord with the objective of regional self-sufficiency. There is a need for more appropriately sited reprocessing facilities and plants in and around London and a need to start collecting the material to help build up markets in order to attract new local facilities which will be the better environmental option in the longer term. The infrastructure of existing waste management facilities must be able to change with the development of sustainable waste management. With new recycling collections there is a need for new recycling sorting and processing plants; in the future municipal waste will need to be treated and reprocessed with the London area, as far as possible. Paragraph 4Q.8 identifies that UDPs do not identify specific sites for waste, and that nearly all UDPs fail to protect existing waste management sites. Taken together they only protect two per cent of London's 750 existing waste management sites.
- 2.44 Meeting statutory recycling targets for household waste will probably lead to an increase in the number of vehicles on the roads and more local waste transport movements. Opportunities created to improve the sustainability of waste transport should not be missed. The movement of waste by rail and water will be encouraged by protecting waste management facilities that have, or may have, water and rail access. But, in order to realise the potential for the waterway network to carry a greater proportion of London's waste, it will be necessary to increase the number of facilities located on the waterway network and encourage waste authorities within their waste contracts to seriously consider the use of water as a transport medium. One aim of the Mayor's Waste Strategy, as transferred to future planning for land use in relation to waste management, is to locate as many waste and recycling facilities as possible on the water and rail networks in London.

The Mayor's Economic Development Strategy

- 2.45 The Mayor's draft Economic Development Strategy²⁷ recognises the importance of the River Thames as providing an opportunity for environmentally friendly passenger and freight access to the centre of London; provides opportunities for tourism, leisure and recreation; serves as a powerful landmark that can be used to help support regeneration and other economic development initiatives; and is an important wildlife site and natural landscape feature. The LDA will join with other parts of the GLA Group, relevant boroughs and other stakeholders to ensure the potential presented by the river (and the other waterways in the city) is optimised

²⁶ 'Rethinking Rubbish in London: The Mayor's Municipal Waste Management Strategy', GLA (2003)

²⁷ 'Sustaining Success: Developing London's Economy (Draft Strategy)', LDA (2004)

– for example, by seeking to retain freight interchanges on the Thames and implementing the Blue Ribbon Network policies outlined in the London Plan. The Strategy recognises the importance of the environment sector to improving the resource efficiency of the entire business base. The environment sector has a key role to play improving business productivity through increased energy efficiency and green procurement. Strategic actions directly relevant to Safeguarded Wharves include the LDA's commitment to: -

- *'Ensure an appropriate strategic approach to land use in London and retention of essential employment sites, while facilitating changes of use in appropriate locations.*
- *Support the adoption of sustainable construction and design practices and address the strategic location needs of waste, recycling and other environmental industries.*
- *Promote green industries and services to help meet the Mayor's target of 10,000 jobs and ensure the promotion of resource efficiency and goods and services to improve business productivity and environmental sustainability in London'.*

Trade forecasts to 2015 for the Port of London

2.46 In 2001²⁸ the Port of London handled 52.4 million tonnes of cargo, including the transshipment of cargoes within the landward and seaward limits of the Port of London (but excluding household waste). A total of 10.1 million tonnes of cargo was handled at terminals within that part of the Port of London situated within Greater London. Additionally, 680,000 tonnes of London's household waste was transported on the River Thames in 2001, constituting 15% of the total waste generated and removing an estimated 100,000 lorry movements from the capital's roads. Terminals in Greater London handle aggregates, sugar, vegetable oils, chemicals, petroleum products, oil seed, animal feed, cereals, forest products, steel, metals and metal recycling, roll-on roll-off cargoes, vehicles, components, containerised waste and cement. All of these cargoes, plus container traffic (lift-on lift-off) and coal are handled downstream of Greater London. Details of the Port of London's total trade by Borough in 2001 are indicated at Table 3.

²⁸ 2001 has been taken as the base year for the trade forecasts and individual wharf viability assessments as this corresponds to the base year in both the MPG6 Guidelines for aggregates provision in England and for the London Plan growth projections.

Table 3 - Port of London total trade by Borough (including household waste²⁹)

Borough	2001 thousand tonnes	2000 thousand tonnes
Barking & Dagenham	3,109	2,685
Bexley	1,187	1,118
Castle Point	299	358
City	77	76
Dartford	3,124	3,036
Gravesham	2,777	2,224
Greenwich	3,093	2,964
Hammersmith & Fulham	84	83
Havering	22	27
Lewisham	0	79
Medway	862	766
Newham	1,374	1,272
Southwark	0	1
Thurrock	35,305	33,678
Tower Hamlets	1,123	1,422
Wandsworth	688	729
TOTAL	53,124	50,518
Greater London	10,757	10,456
Essex	35,604	34,036
Kent	6,763	6,026

2.47 The PLA's trade forecasts for the Port of London to 2015 are based principally on expected growth in the UK economy and market intelligence collected from existing terminal operators and companies seeking a presence within the Port of London. This market intelligence includes planned investments at facilities and additional capacity requirements to meet specific project or consumer demands and the amount and type of export industry located in the surrounding area. As noted on Table 4, the PLA's trade forecasts for 2015 indicate that the Port of London has the potential to grow by 42% over current levels (from 52.4 million tonnes in 2001 to 74.2 million tonnes in 2015)³⁰, provided that there is sufficient handling capacity available. The key policy directions within the London Plan and other Mayoral Strategies will have growth impacts additional to the PLA's trade forecasts, primarily in the handling of waste, recyclates and recycled products.

²⁹ Includes household waste in 2001 (2000): City of London – 77,000 tonnes (76,000); Tower Hamlets – 100,000 tonnes (78,000); Wandsworth – 503,000 tonnes (596,000)

³⁰ This forecast includes traffic from Medway, Brightlinsea and Colchester and traffic between terminals in the Port of London except for household waste.

Table 4 - Port of London trade forecasts to the year 2015

Cargo Classification	2001 thousand Tonnes	Forecast thousand Tonnes
Lift on – Lift off	4,348	13,300
Roll on – Roll off	7,497	10,500
Coal	2,093	1,000
Oil	18,429	20,800
Conventional	690	780
Aggregates	10,023	16,100
Sugar	1,298	1,470
Vegetable Oils	653	720
Oil Seed	487	370
Animal Feed	148	230
Cereal	1,068	1,500
Chemicals	543	950
Forest Products	2,086	3,000
Steel	746	920
Ores & Scrap	1,597	2,060
Cement	738	480
TOTAL	52,444	74,180

2.48 Terminals within the Port of London are vital to the supply of aggregates to London and the South East of England. The most recent figures published by Government in 1999 indicated that the Port of London handled over 31% of all aggregates handled at UK ports, far in excess of its nearest competitor. The handling of aggregates represents the third largest cargo type by throughput, after petroleum products and unitised (lift-on lift-off and roll-on roll-off) cargoes. Over 10 million tonnes of aggregates were handled in the Port of London in 2001. Most of the aggregates handled in the Port of London are sourced from marine dredging.

2.49 The PLA considered forecasting the likely aggregates supply to 2015 through modelling the landings of various aggregates at terminals within the Port of London. This approach has been discounted. Modelling data of past aggregates throughputs within the Port of London does not and cannot take into account any changes in supply arising from Government policy initiatives, principally the promotion of modal shift and changing patterns of supply between differing sources of aggregates to meet demand. Therefore, for the purposes of the Port of London trade forecasts to 2015, the PLA has assumed that an analysis of the

national and regional guidelines for England in the published version of MPG6³¹ represents a more appropriate and sophisticated basis on which to forecast the supply of primary aggregates. The PLA recognise that the published guidelines relate to the supply of land-won sand and gravel and contain assumptions as to the likely levels of alternatives to primary aggregates, marine dredged aggregates and imports for the purposes of identifying the likely level of demand for land-won aggregates.

2.50 Although the aggregates forecast for the Port of London has not been considered or agreed by the relevant regional aggregates working parties, the PLA has discussed and agreed the basis and assumptions underpinning the aggregates forecast with the Technical Secretary of both the South East of England Regional Aggregates Working Party (SEERAWP) and London Aggregates Working Party (LAWP). The main assumptions underpinning the PLA's aggregates forecast are as follows: -

- The primary aggregates forecast for the Port of London is based on the published (2003) national and regional guidelines;
- The supply of primary aggregates through the Port of London is assumed to be in the same proportion of the South East supply as it was in 1998³². Market intelligence was then taken into account, particularly in relation to crushed rock imports; and
- The amount of each type of primary aggregate to be handled at terminals in that part of the Port of London situated in Greater London takes into consideration past handling patterns within the Greater London area and terminal requirements for the different types of aggregates.

2.51 These assumptions, when applied to the published regional guidelines, produce a regional analysis for the South East and London as detailed at Table 5. This Table also illustrates how the PLA's assumptions have been applied, in terms of primary aggregates supply, to the Port of London as a whole and furthermore that part of the Port of London situated within Greater London.

³¹ 'MPG6: National and Regional Guidelines for aggregates provision in England 2001 – 2016' ODPM (2003)

³² The South East region was defined until 1998 for aggregates monitoring purposes as encompassing 11 shire counties, London and the Isle of Wight. The South East region therefore encompassed the entirety of the Port of London. The regions have been based, since 1998, on the boundaries of the regional assemblies. In 1998 the Port of London handled the following proportions of aggregates sales in the south east: land won sand and gravel – 9.2%; marine sand and gravel – 62%; crushed rock – 13%. The source of the south east sales figures is Aggregates Monitoring in 1998, South East England Region Aggregates Working Party, June 2000. The source of the Port of London figures is the PLA.

Table 5 – PLA analysis of MPG6 regional guidelines for primary aggregates

	Guidelines for land won		Assumptions		Total
	Land won sand and gravel	Land won crushed rock	Marine sand and gravel	Net imports	
South East of England³³	212	35	120	85	261
Average annual	13.25	2.18	7.5	5.31	28.24
London	19	0	53	6	78
Average annual	1.18	0	3.3	0.3	4.78
Port of London	32.0	0	121.6	62.4 ³⁴	216
Average annual	2.0	0	7.6	3.9	13.5
Port of London in Greater London	22.4	0	72.0	14.4	108.8
Average annual	1.4	0	4.5	0.9	6.8

Million Tonnes (Source: Table 1 of MPG6 National and Regional Guidelines for Aggregates Provision 2001 – 2016 and PLA/GLA projections)

- 2.52 The handling of aggregates transhipped between terminals in that part of the Port of London situated in Greater London and from terminals further downstream in Kent and Essex is an important activity at the currently safeguarded wharves and ensures the removal of HGV movements from London's road network. The PLA's forecast for primary aggregates to be transhipped and handled at wharves in Greater London is 2.1 million tonnes per annum. This forecast is based on an analysis of demand arising from the formal bids submitted by operators seeking to reactivate safeguarded wharves and an extrapolation of base year levels of transhipment into and within London terminals. Formal bids received for the wharf reactivation project and subsequent PLA discussions with operators indicate substantial interest from operators with an established presence both in London and within the Port of London as a whole in obtaining additional capacity to increase transhipment by approximately 1.9 million tonnes. In the base year (2001) aggregates transhipment traffic to and within terminals in Greater London totalled 0.2 million tonnes.
- 2.53 The forecast for secondary aggregates to be handled at wharves in Greater London is 0.5 million tonnes per annum. This forecast is based on market intelligence received from operators and an extrapolation of base year levels of construction and demolition waste (C&DW). In the base year (2001), 0.6 million tonnes of C&DW was transported on the River Thames, exclusively from major riparian construction contracts. PLA discussions with operators suggests that the movement of C&DW arising from the redevelopment of Battersea Power Station by water, together with a number of other substantial development opportunities

³³ The definition of the South East of England relates to the former (pre-1998) South East region boundaries. It therefore includes supply both the new (post-1998) South East of England and East of England regions.

³⁴ Net imports to the Port of London include imports from Scotland (coastwise) and foreign traffic.

(Greenwich Peninsula, Lower Lea Valley, Barking Reach, Lots Road) provide evidence that base year levels will be continued during the forecast period. This forecast recognises that it is not possible, in this review of safeguarding, to forecast the supply of alternative materials: the market is still emerging and statistics have yet to reveal any indication of movement patterns.

2.54 The PLA's annual aggregates forecast for that part of the Port of London situated in Greater London is therefore 9.4 million tonnes, comprising: -

- Primary sources (Table 3) 6.8 million tonnes
- Transshipment to/within London (paragraph 2.46) 2.1 million tonnes
- Secondary aggregates (paragraph 2.47) 0.5 million tonnes

2.55 The aggregates element of the PLA's 2015 trade forecasts for the Port of London as a whole (Table 4) totals 16.1 million tonnes, compared with a total throughout in 2001 of 10 million tonnes. This overall forecast comprises the Port of London's average annual tonnage for primary aggregates from Table 5, together with the transshipment (paragraph 2.46) and secondary aggregates (paragraph 2.47) forecasts and is detailed at Table 6.

Table 6 – Port of London aggregates forecast

	2001	Forecast
Crushed Rock	0	0
Net Imports	2.4	3.9
Sand & Gravel	0.2	2.0
Marine Sand & Gravel	6.6	7.6
Aggregates Transshipment	0.2	2.1
Secondary Aggregates	0.6	0.5
Total	10.0	16.1

Million Tonnes

Projected capacity in the Port of London

2.56 In order to build up an indication of handling capacity within the Port of London, operators were asked to estimate the cargo capacity of their terminals for 2015, based on the present mix of traffic, any expected changes in operations and planned investments at the terminal. In broad terms, the capacity of each terminal is dependent on navigational accessibility, site constraints, processing constraints, transport infrastructure constraints and other working restrictions.

2.57 Capacity is derived on a cargo specific basis, as the majority of terminals can only handle certain types of cargo. By definition, the capacity given is the capacity of all working terminals. The total estimated capacity within the Port of London is 79.6 million tonnes and is detailed, in terms of cargo type, at Table 7.

2.58 The total estimated capacity for aggregates at terminals within the Port of London as a whole is 13.1 million tonnes and the forecast trade 16.1 million tonnes, equating to a shortfall of capacity throughout the Port of London as a whole of 3 million tonnes. However, due to the relative size of wharfage facilities, the majority of this capacity shortfall exists within Greater London. The aggregates capacity within that part of the Port of London situated within Greater London is 7.3 million tonnes, including the capacity at Delta Wharf. As the aggregates forecast for that part of the Port of London situated within Greater London equates to 9.4 million tonnes, the PLA predict an aggregates capacity shortfall of 2.1 million tonnes in Greater London. New or currently unused wharf capacity is therefore required to meet this predicted capacity shortfall.

Table 7 - Port of London capacity

Cargo Classification	Forecast Trade	Capacity	Surplus/shortfall Capacity
Lift on – Lift off	13,300	17,600	+4,300
Roll on – Roll off	10,500	10,800	+300
Coal	1,000	1,500	+500
Oil	20,800	21,400	+600
Conventional	780	1,000	+220
Aggregates	16,100	13,125	-2,975 ³⁵
Sugar	1,470	1,520	+50
Vegetable Oils	720	850	+130
Oil Seed	370	600	+230
Animal Feed	230	320	+90
Cereal	1,500	1,800	+300
Chemicals	950	1,070	+120
Forest Products	3,000	3,080	+80
Steel	920	960	+40 ³⁶
Ores & Scrap	2,060	2,220	+160
Cement	480	1,800	+1,320
Total	74,180	79,645	

Thousand Tonnes

³⁵ Of the total 13.1 million tonnes aggregate capacity in the Port of London, 7.3 million tonnes are located within Greater London. A total of 2.1 million tonnes of the overall identified shortfall in aggregates capacity of 3 million tonnes is situated within Greater London.

³⁶ Of the 40,000 tonnes surplus capacity for steel in the Port of London, a total of 6,000 tonnes is located within Greater London.

- 2.59 There is a near convergence (to within 6,000 tonnes) of demand and capacity for steel within that part of the Port of London situated in Greater London. As such, it is appropriate to consider whether safeguarding additional capacity for this cargo type is necessary within Greater London and, if so, where this capacity should be located. In order to take advantage of operational synergies, it may be appropriate that any new capacity required to 2015 is located in the Barking Creek area, where the terminals currently handling this cargo are situated.
- 2.60 It is important that new capacity is provided at a number of riparian sites throughout Greater London rather than at one large site or indeed downstream of London's limits. This allows the maximum transport of cargoes by sustainably water and therefore minimises the onward, primarily road, distribution of cargo from the terminal on the capital's congested streets. The selection of sites to be reactivated for aggregate use will ensure a geographical spread of aggregate-handling sites thereby minimising the number of long-distance lorry movements on not only London's road network but also into the capital from wharves in Kent and Essex. It is also vital to maintain existing wharf capacity for other bulk cargoes in Greater London and to provide opportunities for growth in construction materials, waste and recycled products (which do not form part of the PLA's 2015 trade forecast, but which are ideally suited for transport by water) to allow the sustainable movement of material that will underpin London's growth projections. The selection of sites to be reactivated for waste and recycling use has taken account of existing patterns of waste movements and existing and proposed waste-handling processes undertaken at waste-handling wharves. The selected sites are centrally placed to the existing waste transport routes to allow for a co-ordinated collection of recyclable materials and a central site for eco-processing and remanufacturing. The selected sites will not interfere with the optimal operation of existing and proposed waste-handling processes and will, most importantly, provide essential facilities to ensure that the maximum value in terms of recyclables is extracted from London's waste before final disposal.
- 2.61 Section Three of this report considers each of the existing or proposed Safeguarded Wharves and recommends whether a wharf is viable or capable of being made viable for cargo-handling in the context of the national and regional policy framework and the PLA's trade forecasts to 2015.

3 Wharf information sheets and recommendations

Notes on the wharf information sheets and recommendations: -

- The information recorded on the wharf sheets follows the structure of the wharf viability tests as set out in paragraph 4.105 of the London Plan. Elements of the test would only be considered in the context of a proposal to redevelop an individual wharf and/or when a wharf is considered as part of the reactivation process e.g. the potential contribution towards reducing road based freight movements, the potential relationships between the wharf and other cargo-handling sites or land uses, and the capacity at comparable alternative wharves and the likely timescale within which a cargo-handling operational can be attracted to the site. Commentary on these elements is included for those wharves subject to the LDA/PLA and GLA wharf reactivation process.
- Due to the wide range of cargo handling facilities on the River Thames, it is not possible to use fixed criteria such as a minimum site size or state of navigation access to assess the viability of any particular wharf. Each site must be considered on its individual merits. In the case of operational wharves, the assessment includes the site's current operations. In the case of inactive wharves the assessment includes its operational history, advice from the PLA as Statutory Harbour and Navigation Authority and the level of operator interest in reactivating the wharf. It may appear, at first glance that the geographical spread of terminals on the River Thames in Greater London must result in wharves operating in less than optimal conditions, whether in relation to size or navigational characteristics. However, shipping and port operations in the Port of London have developed in such a way as to take advantage of the conditions experienced on the River Thames, in particular the strong tidal stream, to ensure that vessels can penetrate and discharge cargoes far upstream. A number of wharves, particularly within and upstream of Barking Creek, dry at low water; these conditions are not uncommon at other estuarial ports including berths on the Rivers Humber, Medway and Trent. Vessels using these berths arrive at or near high tide, when the depth of water is at its deepest, unload the cargo over low water whilst resting on the river bed, and depart on the next or subsequent flood tide. The appropriate size of wharves also depends on a range of factors, primarily the cargo type handled, and the amount of processing undertaken on-site prior to onward transport and how long the goods are held prior to despatch.
- The wharf information sheets use 2001 as the base year for details on the terminal characteristics; this corresponds to the base year used by Government in MPG6 analysis and for the London Plan growth projections.
- Water depths recorded in the navigation information represent depths recorded on the most recent PLA charts 313-330 for the River Thames, rather than historical depths.

Hammersmith and Fulham

Existing Safeguarded Wharves (3)

Hurlingham Wharf

Swedish Wharf

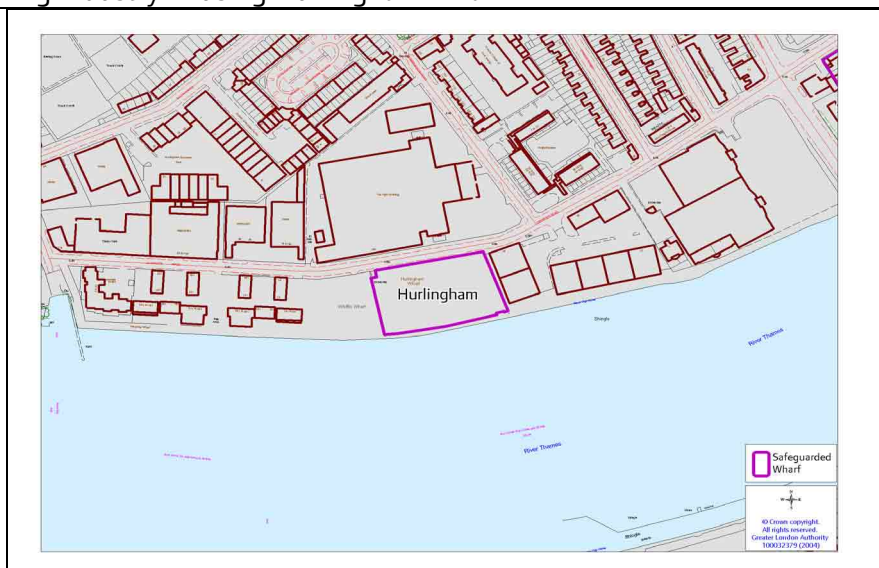
RMC Fulham (Comleys Wharf)

Proposed Safeguarded Wharves (0)

Name	Hurlingham Wharf
Address	Carnwath Road, Fulham, London SW6
Local Authority	Hammersmith and Fulham
Owner	Comer Homes
Site Area	0.49 ha
Harbour Master Ref	AN/13/333
Mean High Water Springs Depth	3.6 metres
Low Water Depth (chart datum)	Dries to 2.4 metres
Draught of vessels handled	3.0 metres NAABSA ³⁷ berth
Jetty/Berth Length	80 metres
Operational status	Vacant
Last Handled	1995
Reason for Closure	Blue Circle consolidated all their cement operations to their Northfleet Terminal in Gravesend and now deliver cement to the area by road.
Maximum Tonnage	356,000 in 1994 (cement)
Road/Rail Links	<p>The Council comment that the road network is heavily congested at peak periods due to capacity restraints at the key junction of Townmead Road/Carnwath Road/ Wandsworth Bridge Road (A217). This junction is the key access point for the safeguarded wharf. Traffic surveys undertaken for recent potential development conclude that the restricted capacity of the road network is a major hindrance to new development in the area. The main outstanding development scheme in the area is Imperial Wharf; this scheme will increase traffic at the above junction but also includes, and is partly dependent on a number of significant transport improvements.</p> <p>No direct rail link.</p>
Planning Information	<p>UDP Context – Revised Hammersmith and Fulham UDP as approved for adoption (January 2003) EN33 Development of Riverside Sites identifies the wharf on the proposals map to the UDP as safeguarded for the transshipment of freight, including waste and aggregates and related freight activities. TN31 states that the Council will safeguard the wharf for these specified purposes. Site proposals B/1 identifies that the wharf is vacant but considers that it has the potential for a new use for the transshipment of freight and freight related activities and that the purpose of the site designation is to safeguard against development that could preclude the wharf’s future use for these purposes. The site designation specifically states that residential use would not be appropriate to continued wharf use.</p>

³⁷ NAABSA: Not always afloat but safely aground

	<p>Adjoining uses – employment to the south side of Carnwath Road, employment uses to the east, vacant site at Whiffen Wharf to the west (also within the employment zone).</p> <p>Recent development – Piper Building opposite the wharf, 11,600 sq.m B1 and 77 residential units. Committee resolution noted that the B1 element would act as a buffer to other industrial uses, notably the cement works at Hurlingham Wharf.</p> <p>Planning history – 29/5/52 approval of outline permission for buildings and use as a cement depot. 8/11/62 approval of 45ft silo for storage of cement. 27/4/82 approval for retention of new cement intake equipment. 19/8/97 conservation area consent for demolition of dolphin and link span structures in the Thames. Previously operated with no restrictions on operating times.</p> <p>Environmental Health concerns – Complaints were received in the early 1980’s to do with noise and dust, these were resolved. No complaints received in the 1990s.</p>
<p>Market Interest</p>	<p>Following a marketing exercise run jointly by the PLA, GLA and LDA as part of the Mayor’s wharf reactivation process; five formal bids were received for Hurlingham Wharf. Cargoes proposed include aggregates, road salt, waste paper, metal recycling, demolition waste and excavation spoil. Proposed tonnages to be handled ranged from 50,000 to 225,000 a year saving between 4,000 and 20,000 lorry movements. All five proposals involve the transshipment of cargoes to and from terminals located further downstream in the Port of London or in neighbouring ports.</p>
<p>Recommendation – Retain Safeguarded Status</p> <ul style="list-style-type: none"> • Hurlingham Wharf has been identified, by virtue of its site characteristics and market placement, as viable or capable of being made viable for cargo-handling, particularly for transhipped aggregates. • The recent marketing exercise has revealed considerable interest from the cargo-handling industry in using Hurlingham Wharf 	

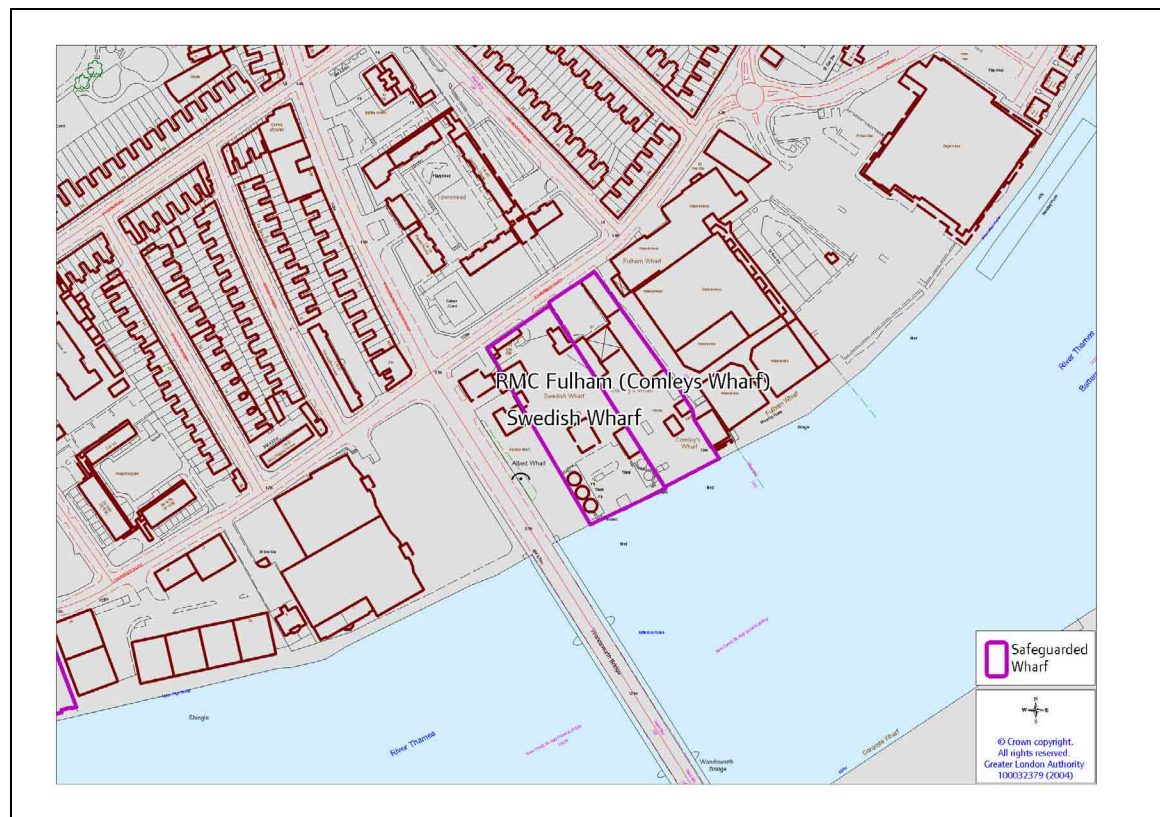


Name	Swedish Wharf
Address	Townmead Road, Fulham, London SW6
Local Authority	Hammersmith & Fulham
Owner	Fuel Oils London Ltd
Site Area	0.55 ha
Harbour Master Ref	AN/14/343
Mean High Water Springs Depth	3.5 metres
Low Water Depth (chart datum)	Dries to 2.5 metres
Draught of vessels handled	3.0 metres NAABSA
Jetty/Berth Length	50 metres
Operational status	Petroleum products Inraport cargoes from Coryton Oil refinery in Thurrock, approx 80km by river from Swedish Wharf, for delivery to central, north and south west London
Operator	Fuel Oils London Ltd
Ship Frequency (2001)	29
Maximum Tonnage	26,898 in 1998 (oil) with 26,304 tonnes in 2001.
Lorry movements saved per year (2001)	1,878
Road/Rail Links	The Council comment that the road network is heavily congested at peak periods due to capacity restraints at the key junction of Townmead Road/Carnwath Road/ Wandsworth Bridge Road (A217). This junction is the key access point for the safeguarded wharf. Traffic surveys undertaken for recent potential development conclude that the restricted capacity of the road network is a major hindrance to new development in the area. The main outstanding development scheme in the area is Imperial Wharf; this scheme will increase traffic at the above junction but also includes, and is partly dependent on a number of significant transport improvements. No direct rail link.
Planning Information	UDP Context – Revised Hammersmith and Fulham UDP as approved for adoption (January 2003) EN33 Development of Riverside Sites identifies the wharf on the proposals map to the UDP as safeguarded for the transshipment of freight, including waste and aggregates and related freight activities. TN31 states that the Council will safeguard the wharf for these specified purposes. Site proposals A/1 identifies that the wharf is currently used by businesses which use the river and the purpose of the site designation is to protect such uses and retain the use of the wharf for the transshipment of freight and freight related activities. The site designation specifically states that residential use would not be appropriate to continued wharf use.

	<p>Adjoining uses - Has not been the subject of development permitted or built on adjoining sites since 1997. Adjoining uses industrial/commercial within the employment zone. Opposite the wharf on the north of Townmead Road is predominately residential, but set back from the road.</p> <p>Recent development – No recent developments.</p> <p>Planning history – 3/12/59 approval of petrol storage and distribution depot. Three approvals in 1964 and 1965 for oil storage tanks. Other approvals up to 1990 for office buildings, sheds, garages, shower facilities and re-siting of entrance gates.</p> <p>Environmental Health concerns – No record of complaints.</p>
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Recommendation – Retain Safeguarded Status

- Swedish Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	RMC Fulham (Comleys Wharf)
Address	15 Townmead Road, Fulham, London SW6
Local Authority	Hammersmith & Fulham
Owner	RMC Readymix London
Site Area	0.44 ha
Harbour Master Ref	AN/14/344A
Mean High Water Springs Depth	3.9 metres
Low Water Depth (chart datum)	Dries to 2.1 metres
Draught of vessels handled	3.5 metres NAABSA
Jetty/Berth Length	50 metres
Operational status	Land won aggregates from Essex, waterborne cement. On site concrete production.
Operator	RMC Readymix London
Ship Frequency (2001)	178
Maximum Tonnage	58,120 tonnes in 2001 (aggregates)
Lorry movements saved per year (2001)	5,284
Road/Rail Links	<p>The Council comment that the road network is heavily congested at peak periods due to capacity restraints at the key junction of Townmead Road/Carnwath Road/ Wandsworth Bridge Road (A217). This junction is the key access point for the safeguarded wharf. Traffic surveys undertaken for recent potential development conclude that the restricted capacity of the road network is a major hindrance to new development in the area. The main outstanding development scheme in the area is Imperial Wharf; this scheme will increase traffic at the above junction but also includes, and is partly dependent on a number of significant transport improvements.</p> <p>No direct rail link.</p>
Planning Information	<p>UDP Context – Revised Hammersmith and Fulham UDP as approved for adoption (January 2003) EN33 Development of Riverside Sites identifies the wharf on the proposals map to the UDP as safeguarded for the transshipment of freight, including waste and aggregates and related freight activities. TN31 states that the Council will safeguard the wharf for these specified purposes. Site proposals A/1 identifies that the wharf is currently used by businesses which use the river and the purpose of the site designation is to protect such uses and retain the use of the wharf for the transshipment of freight and freight related activities. The site designation specifically states that residential use would not be appropriate to continued wharf use.</p> <p>Adjoining uses - Has not been the subject of development permitted or built on adjoining sites since 1997. Adjoining uses industrial/commercial within the employment zone. Opposite</p>

that wharf on the north of Townmead Road is predominately residential, but set back from the road.

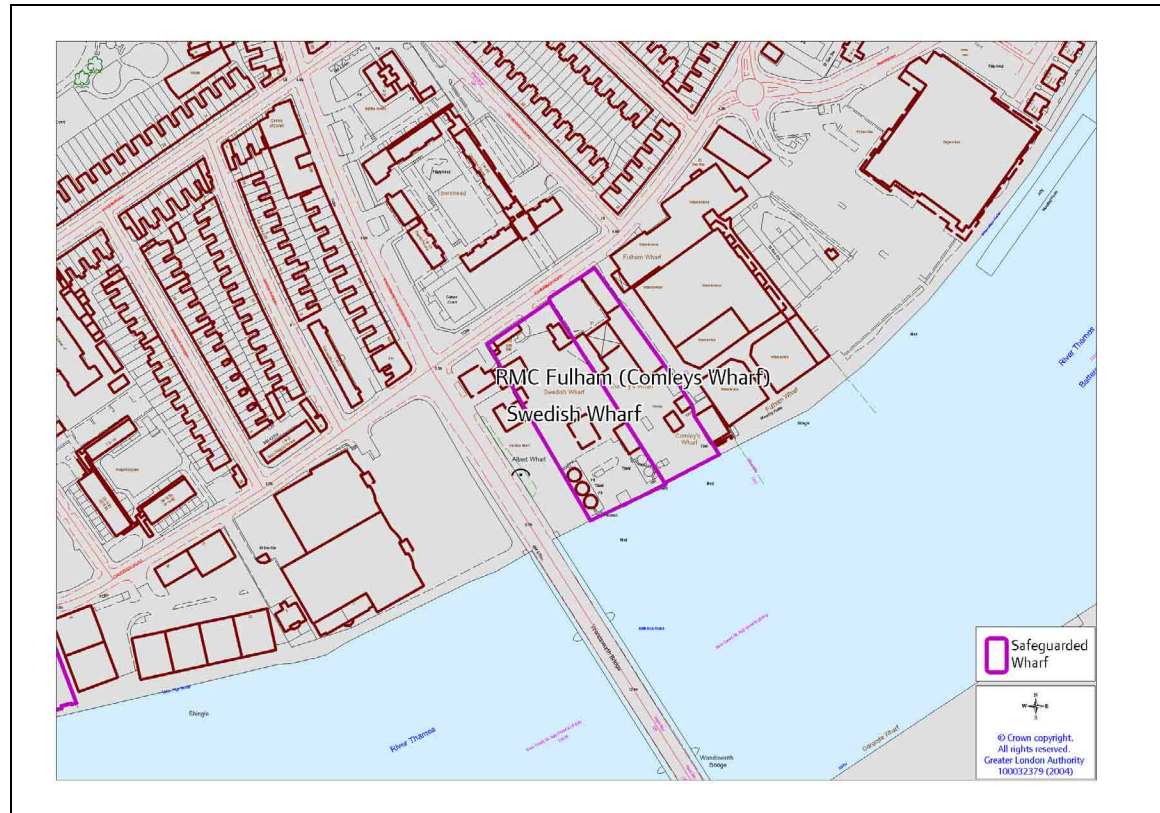
Recent development – No recent development.

Planning history – 15/1/53 approval for petrol pump and underground tank. 27/5/60 approval for preparation and distribution of ready mixed concrete and erection of concrete mixing plant. 15/7/74 approval for replacement of plant by new cement mixing plant and conveyor (including condition maintenance of plant to ensure no undue noise, dust or spillage is emitted to the detriment of local amenities). 28/8/98 approval for the erection of a 500 tonne cement silo, acquired with the benefit of Freight Facilities Grant.

Environmental Health concerns – No record of complaints.

Recommendation – Retain Safeguarded Status

- RMC Fulham (Comleys Wharf), by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Wandsworth

Existing Safeguarded Wharves (5)

Western Riverside Waste Transfer Station

Pier Wharf

Cringle Dock

RMC Battersea (Metro Greenham)

RMC Vauxhall (Middle Wharf)

Proposed Safeguarded Wharves (0)

Name	Western Riverside Waste Transfer Station
Address	Smuggler's Way, London, SW18
Local Authority	Wandsworth
Owner	Western Riverside Waste Authority (WRWA)
Site Area	2.42 ha
Harbour Master Ref	AS/13/100
Mean High Water Springs Depth	4.2 metres
Low Water Depth (chart datum)	Dries to 1.8 metres
Draught of vessels handled	Barge traffic, NAABSA, campshedded berths
Jetty/Berth Length	145 metres
Operational status	Waste from Hammersmith & Fulham, Lambeth, Wandsworth and Kensington & Chelsea. The site comprises a transfer station for municipal and commercial solid waste, together with a civic amenity site and facilities for handling separated waste collected for recycling by the four constituent boroughs. Currently Residual Municipal Solid Waste arriving at the transfer station is packed into sealed containers that are loaded onto barges for shipment down the river to landfill at Mucking. Recyclable materials delivered to the site are currently transported onwards by road for reprocessing. Cory Environmental are implementing substantial improvements to this strategic waste management site, including a new fully enclosed Materials Recycling Facility (MRF), with a capacity of at least 84,000 tonnes per year that will significantly improve recycling performance. Cory is exploring the potential to divert some of the recyclables handled on site from road to water transport, as new reprocessing facilities are developed down-river.
Operator	Cory Environmental
Ship Frequency (2001)	Not available.
Maximum Tonnage	318,804 in 2000 (waste) with 259,100 tonnes in 2001.
Lorry movements saved per year (2001)	40,803
Road/Rail Links	Wandsworth Council declined to provide any detailed information on road and rail links to the GLA. Smugglers Way onto A217, A214, A3205. No direct rail link.
Planning Information	UDP Context – Adopted UDP (August 2003). Policies R12-13 provide for safeguarding of sites for trans-shipment of freight (including aggregates and waste). The wharf frontage is part of Wandle Delta Area, which in turn is part of the Wandsworth Thames Policy Area. Policies INF3 and 4 propose that the safeguarded wharf sites should continue to house waste facilities subject to environmental and traffic criteria being met.

Adjoining uses – New residential and commercial development to the east and south, Feathers Wharf container storage and Wandle Delta to the west.

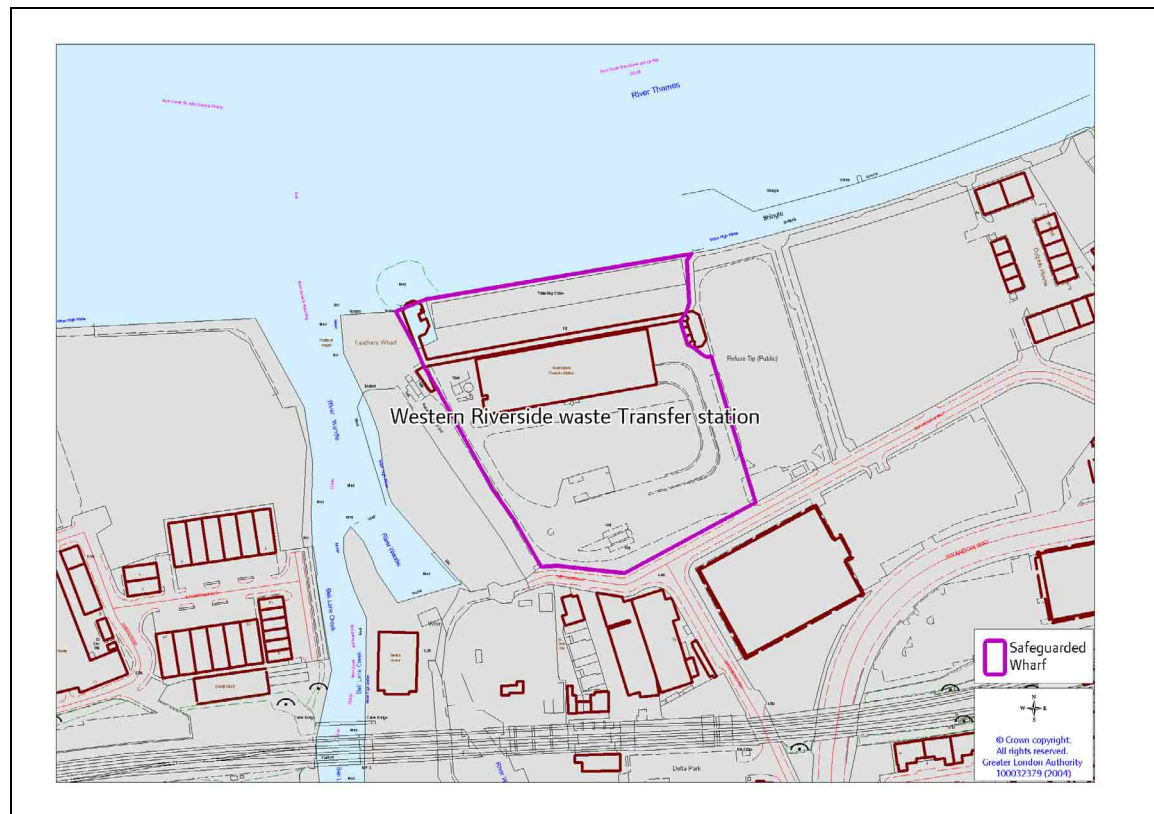
Recent development – Riverside West, a commercial and residential development set 20 metres from the boundary to the wharf. Main vehicle access to and from the wharf is located on the opposite boundary to the new development.

Planning history – Wandsworth Council declined to provide any detailed information on planning history to the GLA.

Environmental Health concerns – Wet collectors remove dust created by the discharge of waste from vehicles at the site. Wandsworth Council declined to provide any detailed information on environmental health details to the GLA.

Recommendation – Retain Safeguarded Status

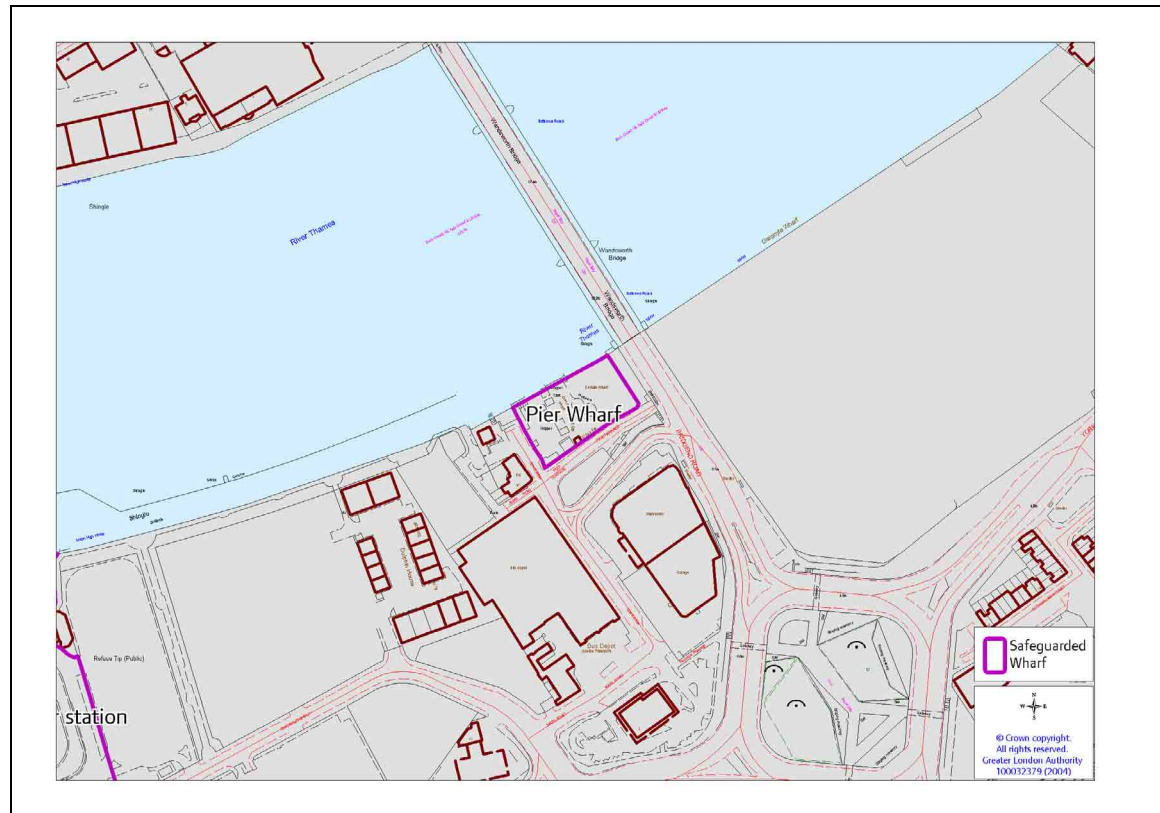
- Western Riverside (WTS) Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	Pier Wharf
Address	Pier Terrace, Jews Row, London SW18.
Local Authority	Wandsworth
Owner	Hanson Aggregates
Site Area	0.23 ha
Harbour Master Ref	AS/13/106
Mean High Water Springs Depth	4.2 metres
Low Water Depth (chart datum)	Dries to 1.8 metres
Draught of vessels handled	2.8 metres NAABSA
Jetty/Berth Length	62 metres
Operational status	Aggregates by road. On site concrete production.
Operator	Hanson Aggregates
Maximum Tonnage	42,000 in 1994 (aggregates)
Last Handled	1995
Road/Rail Links	Wandsworth Council declined to provide any detailed information on road and rail links to the GLA. Wandsworth Bridge Road to A217, A214, A3205. No direct rail link.
Planning Information	UDP Context – Adopted UDP (August 2003). Policies R12-13 provide for safeguarding of sites for trans-shipment of freight (including aggregates and waste). The wharf frontage is part of the Wandsworth Thames Policy Area. Policies INF3 and 4 propose that the safeguarded wharf sites should continue to house waste facilities subject to environmental and traffic criteria being met. Adjoining uses – Wandsworth Bridge to the east, and the Ship Public House to the west. Recent development – None in the immediate vicinity. Planning history – Wandsworth Council declined to provide any detailed information on planning history to the GLA. Environmental Health concerns – Wandsworth Council declined to provide any detailed information on environmental health details to the GLA.

Recommendation – Retain Safeguarded Status

- Pier Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.
- The site’s navigation characteristics would permit the types of barges and small coasters already serving similar wharves along this Reach of the river. If reactivated Pier Wharf could receive the aggregates it currently receives by road through river-based transshipment. Capacity is constrained by its size and it is unlikely that it could accommodate any identified shortfall in aggregates capacity.



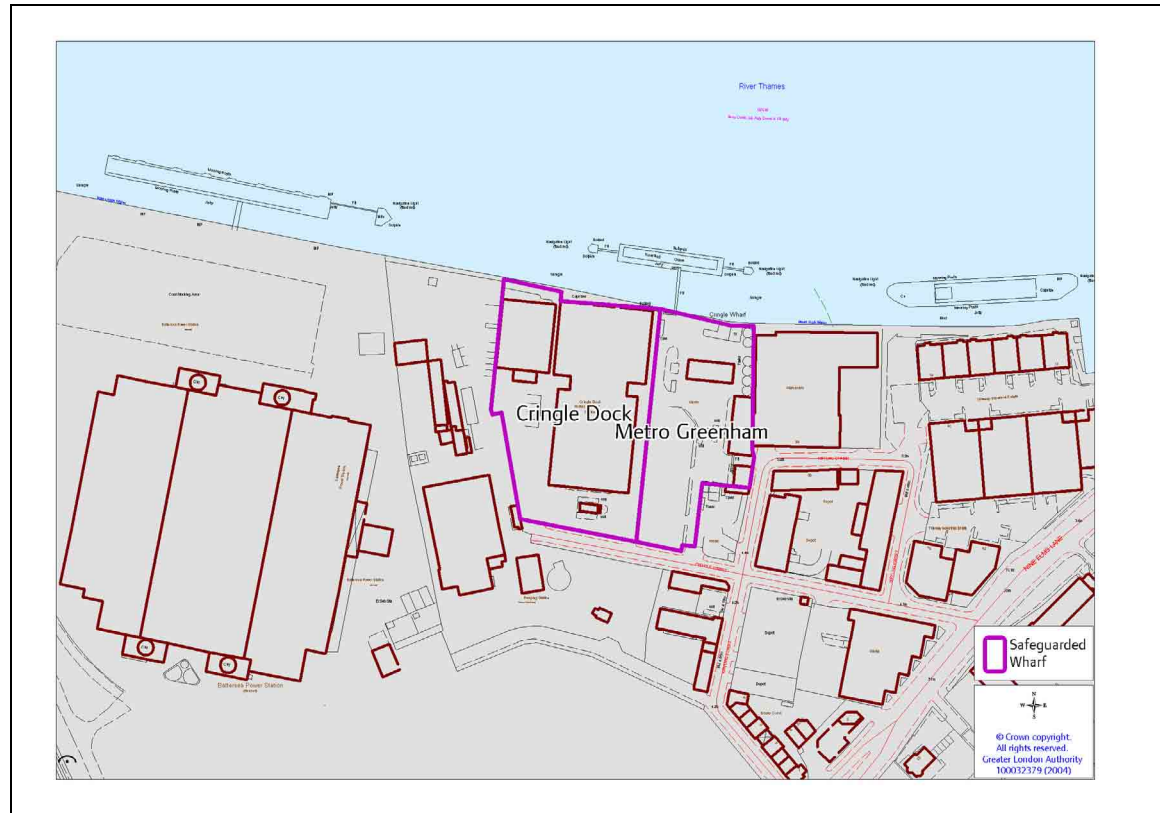
Name	Cringle Dock
Address	Cringle Street, Battersea, London SW8
Local Authority	Wandsworth
Owner	Western Riverside Waste Authority
Site Area	1.12 ha
Harbour Master Ref	AS/17/17 A
Mean High Water Springs Depth	4.1 metres
Low Water Depth (chart datum)	Dries to 2.2 metres
Draught of vessels handled	Barge traffic, NAABSA, campshedded berths.
Jetty/Berth Length	80 metres
Operational status	Residual Municipal Solid Waste from Hammersmith & Fulham, Lambeth, Wandsworth and Kensington & Chelsea is delivered to the site, compacted into containers and transported down river by barges to the landfill at Mucking.
Operator	Cory Environmental
Ship Frequency (2001)	Not available.
Maximum Tonnage	295,500 in 1999 (waste) with 244,006 tonnes in 2001.
Lorry movements saved per year (2001)	38,426
Road/Rail Links	Wandsworth Council declined to provide any detailed information on road and rail links to the GLA. A3205, which in turn forms part of the TLRN ³⁸ No direct rail link.
Planning Information	London Plan Context – Within the Vauxhall/Nine Elms/Battersea Opportunity Area. UDP Context – Adopted UDP (August 2003). Policies R12-13 provide for safeguarding of sites for trans-shipment of freight (including aggregates and waste). The wharf frontage is part of the Wandsworth Thames Policy Area. Policies INF3 and 4 propose that the safeguarded wharf sites should continue to house waste facilities subject to environmental and traffic criteria being met. Adjoining uses – Industrial, workshop space and RMC Battersea to the east and south, disused Battersea Power Station to the west. Recent development – None in the immediate vicinity. Planning history – Wandsworth Council declined to provide any detailed information on planning history to the GLA. Environmental Health concerns –Wandsworth Council declined to provide any detailed information on environmental health

³⁸ Transport for London Road Network

details to the GLA.

Recommendation – Retain Safeguarded Status

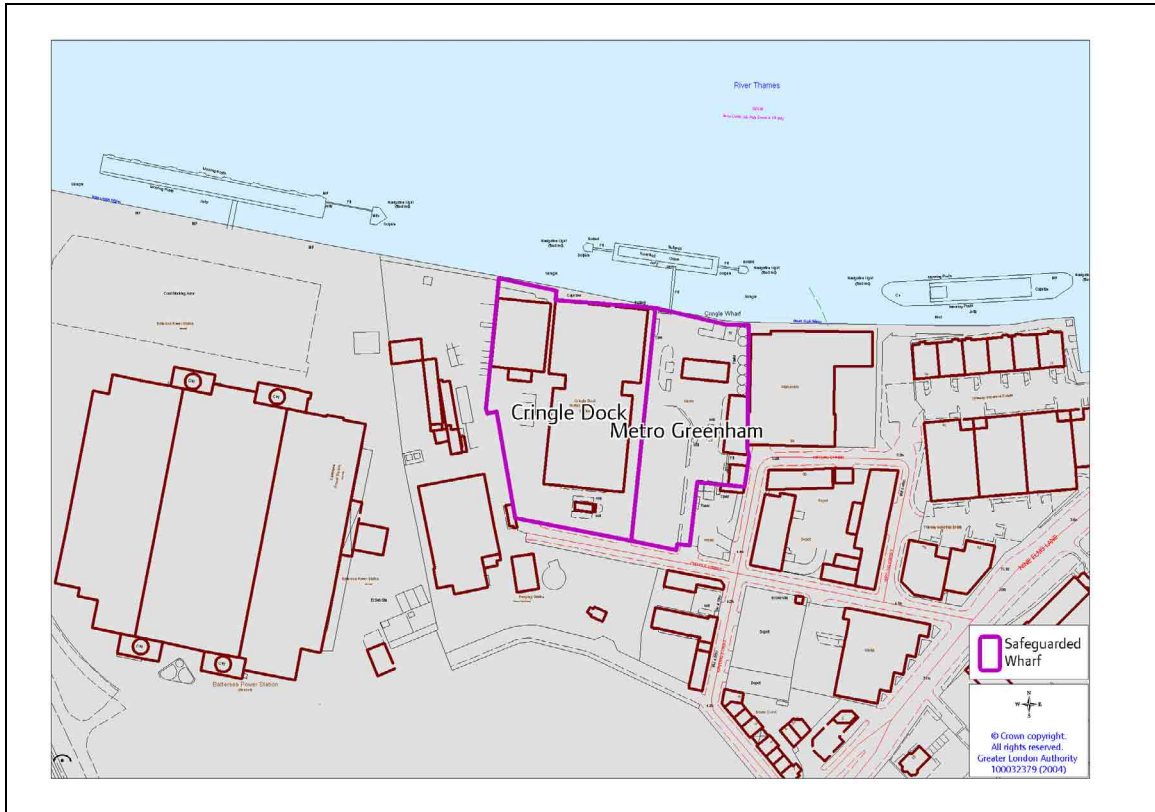
- Cringle Dock, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	RMC Battersea (Metro Greenham)
Address	Cringle Street, Nine Elms, London SW8
Local Authority	Wandsworth
Owner or Operator	RMC Aggregates (Greater London) Ltd
Site Area	0.68 ha
Harbour Master Ref	AS/17/17 B
Mean High Water Springs Depth	7.7 metres
Low Water Depth (chart datum)	1.4 metres
Draught of vessels handled	4.5 metres NAABSA
Jetty/Berth Length	50 metres
Operational status	Sand and gravel from Essex, waterborne cement delivery and transshipment movements from Port of London terminals and the facilities on the River Medway for dispatch to Readymix plants throughout London. On site concrete production.
Operator	RMC Aggregates (Greater London) Ltd
Ship Frequency (2001)	173
Maximum Tonnage	152,794 in 1998 (aggregates) with 134,784 tonnes in 2001.
Lorry movements saved per year (2001)	12,253
Road/Rail Links	Wandsworth Council declined to provide any detailed information on road and rail links to the GLA. A3205, which in turn forms part of the TLRN No direct rail link.
Planning Information	London Plan Context – Within the Vauxhall/Nine Elms/Battersea Opportunity Area. UDP Context – Adopted UDP (August 2003). Policies R12-13 provide for safeguarding of sites for trans-shipment of freight (including aggregates and waste). The wharf frontage is part of the Wandsworth Thames Policy Area. Policies INF3 and 4 propose that the safeguarded wharf sites should continue to house waste facilities subject to environmental and traffic criteria being met. Adjoining uses - Industrial and workshop space to the east and south, Cringle Dock WTS to the west. Recent development – None in the immediate vicinity. Planning history – Wandsworth Council declined to provide any detailed information on planning history to the GLA. Environmental Health concerns –Wandsworth Council declined to provide any detailed information on environmental health details to the GLA.

Recommendation – Retain Safeguarded Status

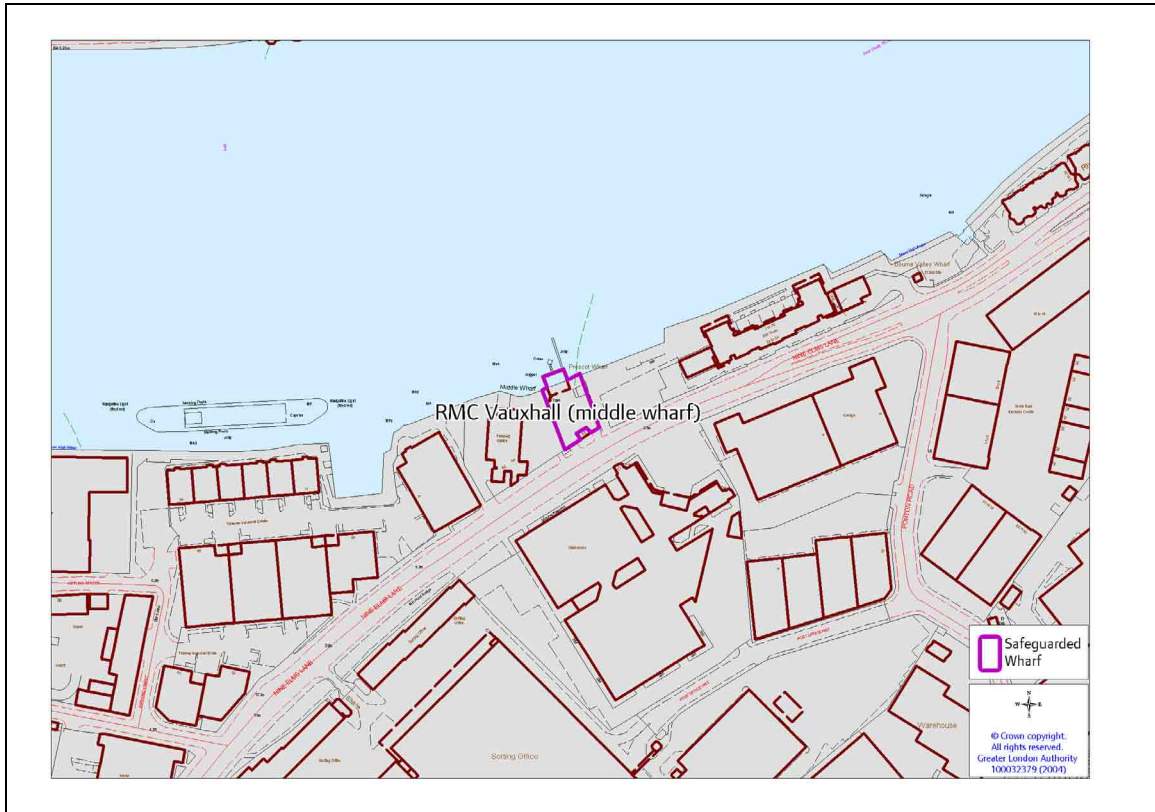
- RMC Battersea (Metro Greenham), by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	RMC Vauxhall (Middle Wharf)
Address	52 Nine Elms Lane, Vauxhall, London SW8
Local Authority	Wandsworth
Owner	RMC Readymix London
Site Area	0.10 ha
Harbour Master Ref	AS/17/26
Mean High Water Springs Depth	5.0 metres
Low Water Depth (chart datum)	Dries to 1.3 metres
Draught of vessels handled	3.5 metres NAABSA
Jetty/Berth Length	30 metres
Operational status	Sand and Gravel from Essex and waterborne cement delivery. On site concrete production.
Operator	RMC Readymix London
Ship Frequency (2001)	246
Maximum Tonnage	70,560 tonnes in 1999 (aggregates) with 50,400 tonnes in 2001.
Lorry movements saved per year (2001)	4,582
Road/Rail Links	Wandsworth Council declined to provide any detailed information on road and rail links to the GLA. A3205 then the TLRN. No direct rail link.
Planning Information	London Plan Context – Within the Vauxhall/Nine Elms/Battersea Opportunity Area. UDP Context – Adopted UDP (August 2003). Policies R12-13 provide for safeguarding of sites for trans-shipment of freight (including aggregates and waste). The wharf frontage is part of the Wandsworth Thames Policy Area. Policies INF3 and 4 propose that the safeguarded wharf sites should continue to house waste facilities subject to environmental and traffic criteria being met. Adjoining uses – RMC Vauxhall is a very small central London site hemmed in by industrial units and a park, making expansion on the site impossible. Recent development – None in the immediate vicinity. Planning history – Wandsworth Council declined to provide any detailed information on planning history to the GLA. Environmental Health concerns –Wandsworth Council declined to provide any detailed information on environmental health details to the GLA.

Recommendation – Retain Safeguarded Status

- RMC Vauxhall, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Kensington & Chelsea

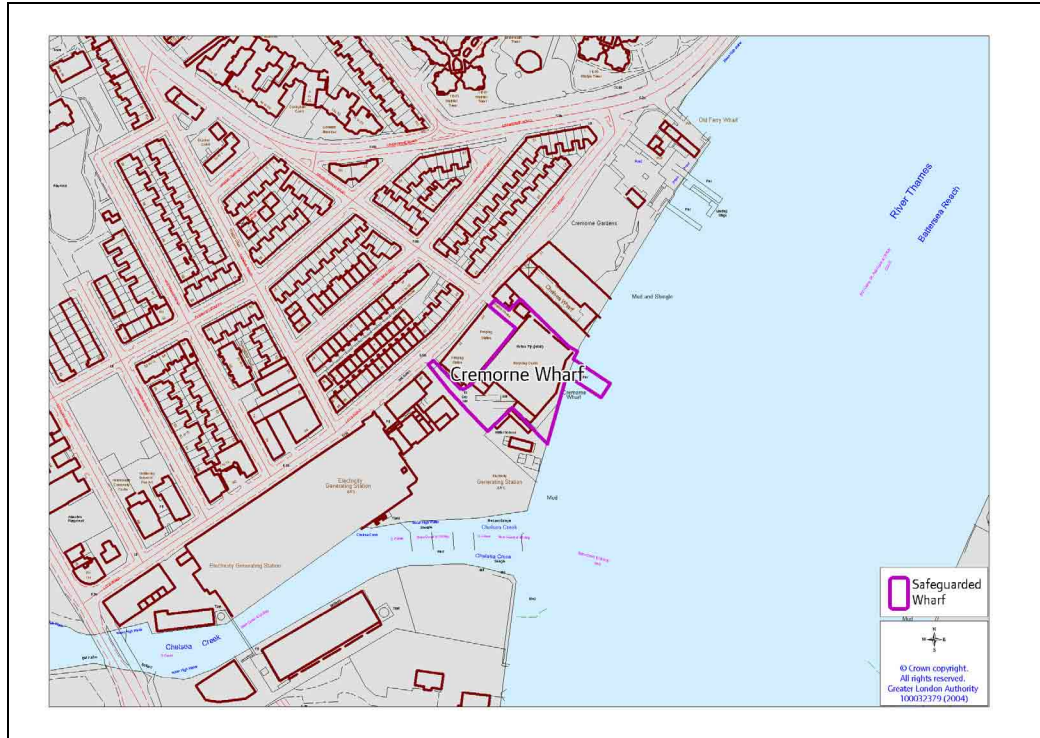
Existing Safeguarded Wharves (1)

Cremorne Wharf

Proposed Safeguarded Wharves (0)

Name	Cremorne Wharf
Address	Lots Road, Chelsea, London SW10
Local Authority	Kensington & Chelsea
Owner	Royal Borough of Kensington & Chelsea
Site Area	0.39 ha
Harbour Master Ref	AN/15/362
Mean High Water Springs Depth	5.2 metres
Low Water Depth (chart datum)	Dries to 1 metre
Draught of vessels handled	Barge traffic, NAABSA
Jetty/Berth Length	12 metres (head) by 24 metres, plus about 40 metres frontage upstream
Operational status	Waste – Materials Reclamation Facility, recycling a proportion of Kensington & Chelsea’s waste. Waste is transported by road to Western Riverside Waste Transfer Station. With the renegotiation of the Western Riverside Waste Authority’s waste disposal contract Cremorne Wharf has become surplus to the requirements of the Borough. The current use of Cremorne Wharf is the result of a short-term agreement between the Council and the Western Riverside Waste Authority (WRWA) to provide recycling facilities until the WRWA construct their own facility in Wandsworth. In the medium and long term, Cremorne Wharf will no longer form part of the Council’s Waste infrastructure.
Operator	S.I.T.A (GB) Ltd
Maximum Tonnage	Not known
Road/Rail Links	<p>The Council comment that the adjoining roads and junctions are at or near capacity. Lots Road is single carriageway, partially residential, parking both sides with sufficient width for two lorries remaining. Both distributor roads accessed through priority junctions. Lots Road is quiet during off peak periods; development nearby will increase usage.</p> <p>Redevelopment will result in changes to Lots Road and junction with Cremorne Road. A3212 forms part of TLRN.</p> <p>No direct rail link.</p>
Planning Information	<p>UDP Context – Adopted UDP (May 2000). Policy Strat 27b supports the use of the river Thames and other waterways for passenger and freight movements. The existing waste function of this riverside site must remain as it has the potential to play an integral part in future river-based waste disposal systems. Policy PU6a states that the Council will resist the loss of Cremorne Wharf as a waste management facility.</p> <p>Adjoining uses - Thames Water pumping station (Lots Rd), housing, Chelsea harbour, restaurants and industrial.</p> <p>Recent development – Permission was granted in March 2001</p>

	<p>for a mixed-use development B1, A3 and residential use at Chelsea Wharf. The site is immediately to the north east of the wharf. The scheme was not modified to take account of the wharf. There is a current application for the Lots Road Power Station; no modifications due to the proximity of the wharf have been suggested during the pre-application process.</p> <p>Planning history – 1954 alterations and additions to Cremorne in connection with its use as a refuse transfer station by Lambeth Council. 1992 approval for a single storey building for a waste management facility for road and river transportation. In 2000 an application was made to remove the conditions to the 1992 permission that limit the hours of operations. These are as follows:</p> <ul style="list-style-type: none"> • No vehicles are admitted to the site between 5pm and 7am Monday to Friday, at all on Sundays and Public Holidays and after mid-day on Saturday. • The facility has to be operated so that there are no more than 150 HGV movements in any working day, with the exception of Saturday to mid-day when there are no HGV movements and the facility is used solely for residents. <p>Environmental Health concerns – There has not been a long history of complaints concerning the site. A total of 28 objections were received to the 2000 applications, the principal concerns were: noise of glass being processed; bulldozer/loader used to feed the waste stream; HGV movements and smell. The Council comment that it is unlikely that a statutory noise nuisance is occurring.</p>
<p>Recommendation – Retain Safeguarded Status</p> <ul style="list-style-type: none"> • Cremorne Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. • The site’s navigation characteristics would suit the types of vessels already serving similar wharves along this stretch of the river. 	



Corporation of London

Existing safeguarded wharf (1)

Walbrook Wharf

Proposed safeguarded wharf (0)

Name	Walbrook Wharf
Address	Upper Thames Street, London EC3
Local Authority	Corporation of London
Owner	Corporation of London
Site Area	0.65 ha
Harbour Master Ref	AN/20/123
Mean High Water Springs Depth	5.0 metres
Low Water Depth (chart datum)	Dries to 1.9 metres
Draught of vessels handled	Barge traffic NAABSA, campshedded berths
Jetty/Berth Length	43 metres
Operational status	Cory Environmental Ltd operates the site as a waste transfer station under a contract with the Corporation of London Environmental Services department, from whom the site is leased until the contract comes up for renewal. This contract facilitated significant investment to upgrade the wharf, including conversion from an open barge waste handling operation to a containerised waste operation and provision of a riverside walkway, open to the public. Residual Municipal Solid Waste delivered to the waste transfer station is containerised, loaded onto barges and transported to landfill at Mucking. The current contract is due to expire in 2015. However, the improved and modernised facility at Walbrook Wharf is capable of performing as a strategic link in water transport of London's waste well beyond that date.
Operator	Cory Environmental
Ship Frequency (2001)	Not available.
Maximum Tonnage	77,000 tonnes in 2001 (waste)
Lorry movements saved per year (2001)	12,126
Road/Rail Links	The Council comment that Upper Thames Street is a busy congested 2-way 4-lane road with limited extra capacity in weekday off-peaks, and probably none in peaks. Carriageway estimated 13-14m wide. Upper Thames Street access to waste station and car park, priority junction with half yellow box. Would need signalising if substantial right turn out movements were required. A3211 then the TLRN. No direct rail link.
Planning Information	UDP Context – Adopted UDP (April 2002). Policy Riv8 encourages the use of the river for freight. Policy Riv9 safeguards the wharf against development that would preclude the use of the site for river borne freight. The site is part of the Thames Policy Area (STRAT 12D). The Riverside Walk identified in policy Riv6 crosses the wharfside periphery of the site. UTIL 5 states that the Council will encourage practices

that move waste by river and rail and that Walbrook Wharf has been refurbished to enable this to continue.

Adjoining uses - densely built-up area of EC4 (Upper Thames Street) between Southwark Road Bridge (upstream) and Cannon Street railway bridge (downstream).

Recent development – there have been no permitted developments in the immediate surrounding area since 1997 and no conditions imposed on neighbouring buildings due to the proximity of operations at the wharf.

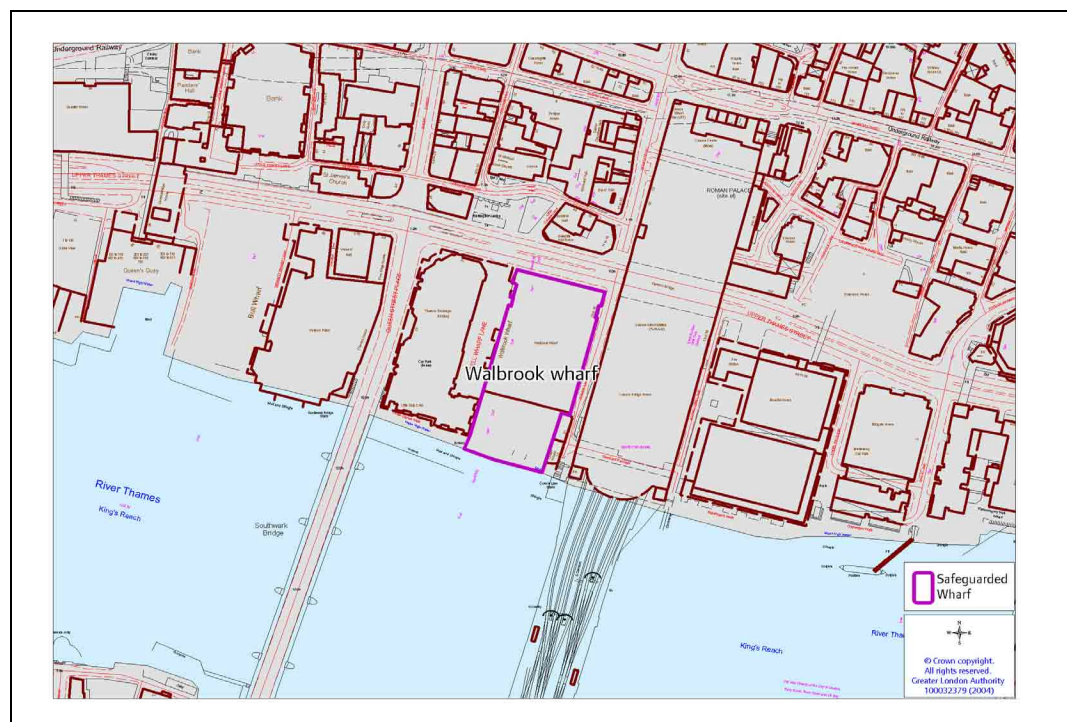
Planning history – 1957 approval for refuse disposal centre. 1995 approval for infilling of the dock, construction of a crane and riverside walkway as part of the conversion of the refuse depot to a containerised refuse transfer station. Relevant conditions include: -

- Riverside walkway open at all times except when removal of containers is being carried out over the walkway.
- No use of the crane or movement of the containers between 10pm and 6am in order to protect residential amenity.
- Level of refuse received and transferred should not exceed 110,000 tonnes per annum.
- Noise levels should not exceed specified levels so as to protect residential amenity.

Environmental Health concerns – None

Recommendation – Retain Safeguarded Status

- Walbrook Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Tower Hamlets

Existing Safeguarded Wharves (2)

Northumberland Wharf

Orchard Wharf

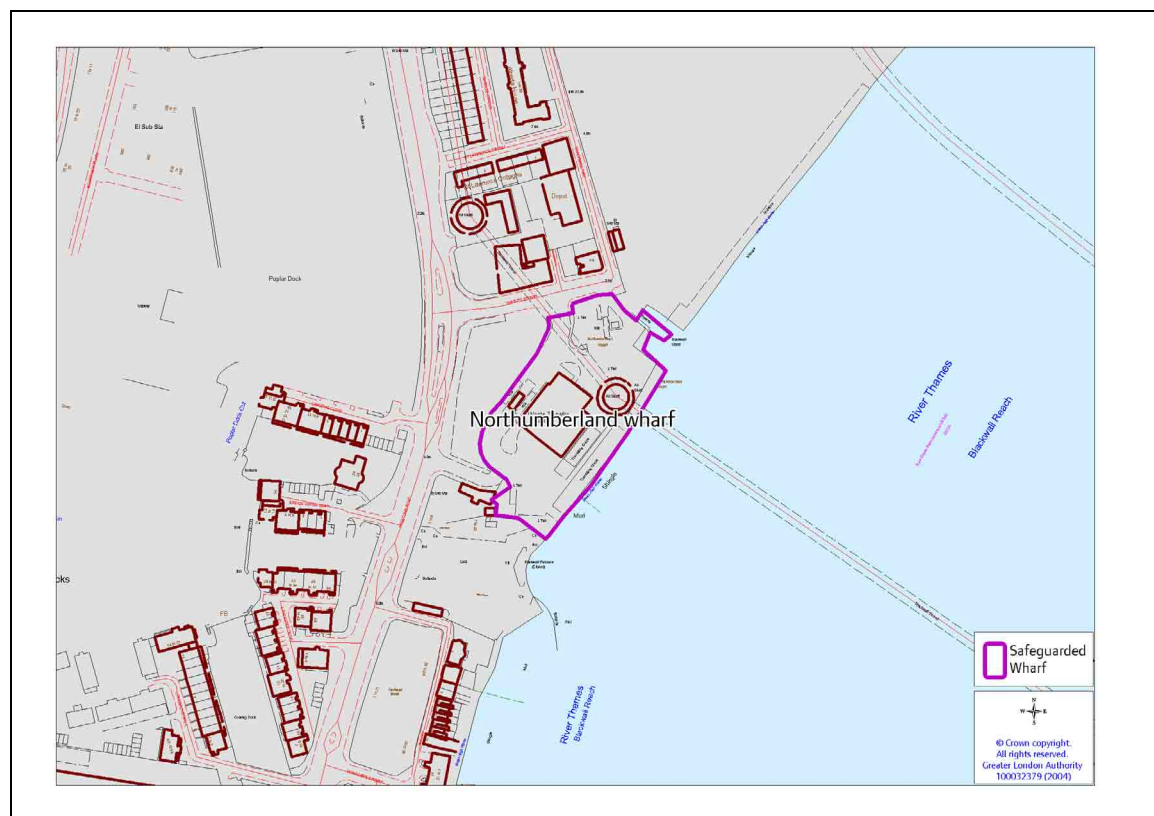
Proposed Safeguarded Wharves (0)

Name	Northumberland Wharf
Address	Yabsley Street, London E14
Local Authority	Tower Hamlets
Owner	LB Tower Hamlets
Site Area	0.85 ha
Harbour Master Ref	AN/28/378
Mean High Water Springs Depth	5.61 metres
Low Water Depth (chart datum)	Dries to 1.5 metres
Draught of vessels handled	Barge traffic, NAABSA, campshedded berths
Jetty/Berth Length	60 metres
Operational status	The site functions as a civic amenity site and transfer station through which Residual Municipal Solid Waste from Tower Hamlets is containerised, loaded onto barges and transported to landfill at Mucking. Cory Environmental is responsible for transporting waste from the site under contract to Tower Hamlets Council. The site was modernised to its current standard in 1987. Tower Hamlets Council anticipate the expansion of this waste transfer facility in line with local population growth in the Docklands/Isle of Dogs area and have safeguarded space around the wharf in their current UDP to cope with the projected expansion.
Operator	Cory Environmental
Ship Frequency (2001)	Not available.
Maximum Tonnage	100,000 tonnes in 2001 (waste)
Lorry movements saved per year (2001)	15,748
Road/Rail Links	Tower Hamlets Council declined to provide any detailed information on road and rail links to the GLA. The A1206 Preston's Road is a modern road of good urban standard, suitable for HGVs. Preston's Rd/Raleana Rd signalised junction so suitable for HGVs to turn in and out of side road. Other links - A1206, A 1261 then the TLRN. No direct rail link.
Planning Information	UDP Context – Adopted UDP 1998 First Deposit Draft May 2004. In the adopted Plan Policy T26 encourages the maximum feasible use of the waterways for the movement of freight and bulky goods. Northumberland Wharf is identified as sufficient to meet the needs of the Borough for the foreseeable future. Riverside sites can be appropriate for waste transfer stations provided proposals are environmentally acceptable and full use of the river is made for transporting waste where possible. In the Deposit Draft Plan TRN 12 requires the movement of heavy good by water and rail whenever possible, to reduce unnecessary road congestion and also states that the Council will not permit the loss of

	<p>safeguarded wharves that are used for freight transport.</p> <p>Adjoining uses - Mainly newly developed residential apartments and industrial users.</p> <p>Recent development – Tower Hamlets Council declined to provide any detailed information on recent developments to the GLA.</p> <p>Planning history – Tower Hamlets Council declined to provide any detailed information on planning history to the GLA.</p> <p>Environmental Health concerns – Tower Hamlets Council declined to provide any detailed information on environmental health records to the GLA.</p>
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Recommendation – Retain Safeguarded Status

- Northumberland Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.

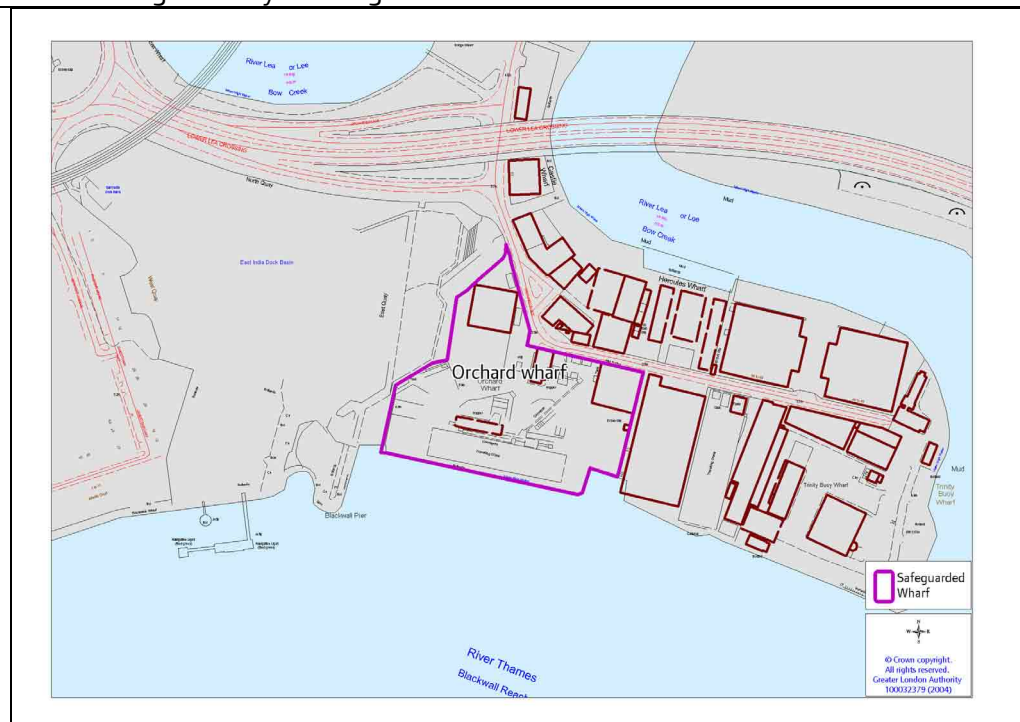


Name	Orchard Wharf
Address	Leamouth Road, Poplar, London E14
Local Authority	Tower Hamlets
Owner	Grafton Group
Site Area	1.4 ha
Harbour Master Ref	AN/28/388
Mean High Water Springs Depth	5.6 metres
Low Water Depth (chart datum)	Dries to 1.5 metres
Draught of vessels handled	5.0 metres
Jetty/Berth Length	80 metres
Operational status	Vacant
Last Handled	1993
Reason for Closure	The lease permitting use by St Albans Sand and Gravel expired.
Maximum Tonnage	473,000 in 1990 (aggregates)
Road/Rail Links	Road access is via a dedicated slip road off the Lower Lea crossing. The wharf is within 0.6km of the A13 and its links with the M25. Tower Hamlets Council declined to provide any detailed information on road and rail links to the GLA. A1020 then the TLRN. No direct rail link.
Planning Information	<p>London Plan Context – Within the Lower Lea Valley Opportunity Area.</p> <p>UDP Context – Adopted UDP 1998 First Deposit Draft May 2004. In the adopted Plan Policy T26 encourages the maximum feasible use of the waterways for the movement of freight and bulky goods. Northumberland Wharf is identified as sufficient to meet the needs of the Borough for the foreseeable future. Riverside sites can be appropriate for waste transfer stations provided proposals are environmentally acceptable and full use of the river is made for transporting waste where possible. In the Deposit Draft Plan TRN 12 requires the movement of heavy good by water and rail whenever possible, to reduce unnecessary road congestion and also states that the Council will not permit the loss of safeguarded wharves that are used for freight transport.</p> <p>Adjoining uses – Lea Valley Nature Reserve to the west, Orchard Place commercial and live/work development to the north and industrial/commercial use to the east.</p> <p>Recent development – Tower Hamlets Council declined to provide any detailed information on recent developments to the GLA. Orchard Place to the north has permission for office development, a data centre and live/work units.</p> <p>Planning history – Tower Hamlets Council declined to provide</p>

	<p>any detailed information on planning history to the GLA.</p> <p>Environmental Health concerns – Tower Hamlets Council declined to provide any detailed information on environmental health records to the GLA.</p>
<p>Market Interest</p>	<p>Following a marketing exercise run jointly by the PLA, GLA and LDA as part of the Mayor's wharf reactivation project, seven formal bids were received for Orchard Wharf. Cargoes proposed include aggregates, crushed rock, general construction materials (including steel and timber), waste paper, metal recycling, demolition waste, excavation spoil and commercial waste. Proposed tonnages to be handled range from 80,000 to 400,000 tonnes per year, saving between 6,500 and 32,000 lorry movements. All seven proposals involve the transshipment of cargoes to and from terminals located further downstream in the Port of London or in neighbouring ports. There are no operating aggregates wharves in this area on the River Thames's north bank.</p>

Recommendation – Retain Safeguarded Status

- Orchard Wharf has been identified, by virtue of the site characteristics and market placement, as capable of being made viable for cargo-handling, particularly for transhipped aggregates and the range of uses indicated through the reactivation project.
- The recent marketing exercise has revealed considerable interest from the cargo-handling industry in using Orchard Wharf.



Lewisham

Existing safeguarded wharf (1)

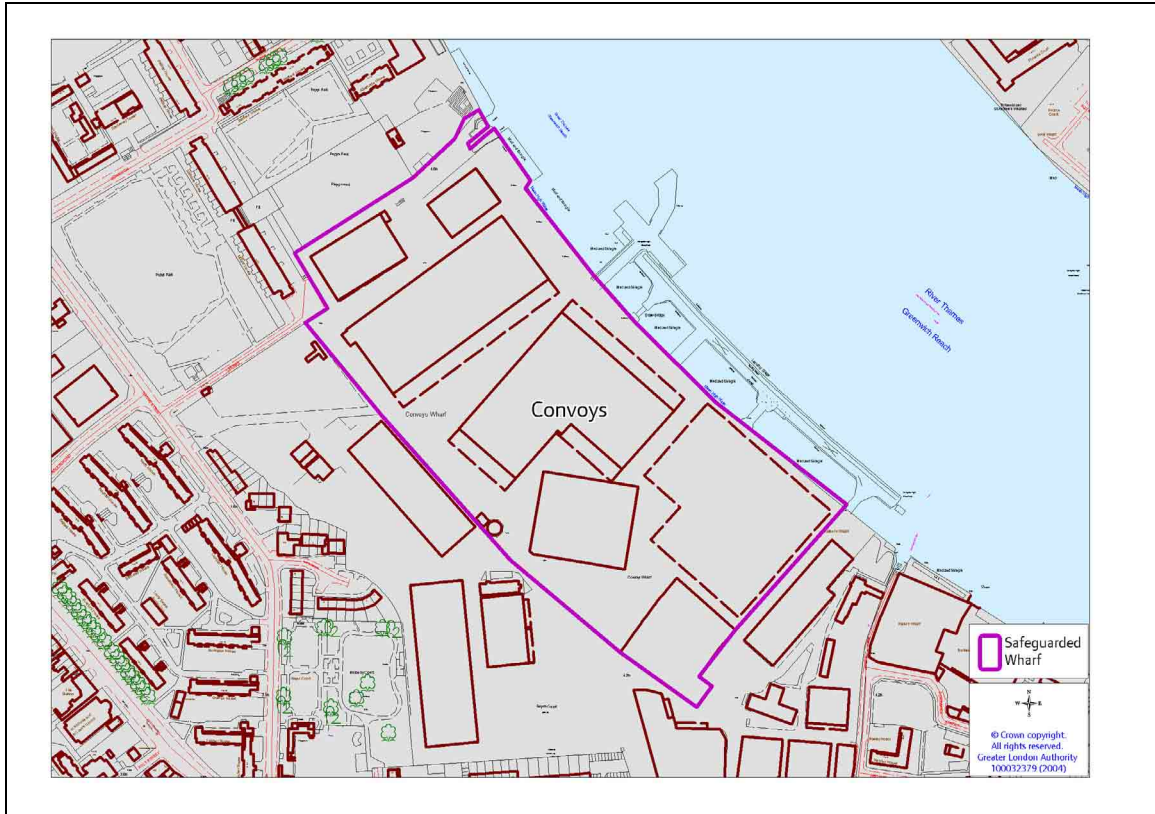
Convoys Wharf

Proposed safeguarded wharf (0)

Name	Convoys Wharf
Address	Princes Street, Deptford, London SE8
Local Authority	Lewisham
Owner	News International
Site Area	9.13 ha
Harbour Master Ref	AS/25/348
Mean High Water Springs Depth	Ro-Ro 13.9 metres Jetty 12.0 metres
Low Water Depth (chart datum)	Ro-Ro 6.8 metres Jetty 4.9 metres
Draught of vessels handled	Ro-Ro 7.1 metres Jetty 5.2 metres
Jetty/Berth Length	Roll-on Roll-off 180 metres Jetty 245 metres
Operational status	Vacant
Last Handled	1999
Reason for Closure	Convoys Ltd moved the importation of paper from Convoys wharf to the River Medway.
Maximum Tonnage	730,000 tonnes in 1999 (Paper)
Road/Rail Links	The Council comment that current access from the site only Evelyn Street (A200) is via Prince Street, New King Street and Watergate Street. These are narrow residential streets. A200 then the TLRN. No direct rail link.
Planning Information	<p>London Plan Context – Within the Deptford Creek/Greenwich Riverside Opportunity Area.</p> <p>UDP Context – Revised Deposit UDP (August 2001). Policy TRN8 the Council will support applications that involve the increased use of the River Thames for both freight and passenger transport, provided suitable access is provided and the environmental quality of the river and surrounding land uses is protected. Policies EMP8A & 8B New development proposals which do not involve wharf uses will need to prove that the wharf is no longer needed for this purpose. Taking into account the length of time the site has been vacant, active and appropriate marketing, environmental impact of current and future wharf use, geographical proximity and connections to existing and potential markets area, contribution a development not using the wharf would make to the physical, economic and social regeneration of the Borough.</p> <p>Adjoining uses – Residential and commercial uses</p> <p>Recent development – No significant new development in the area surrounding the site have been built since 1997.</p> <p>Planning history – Incremental planning permissions in connection with the continued operation and upgrading of the wharf facilities dating back to 1966. This included permission</p>

	<p>in 1988 to reopen the Grove Street access to the site. This appears to have been in response to complaints from local residents about excess lorry movements. News International has submitted an outline planning application to redevelop Convoys wharf for a mixed use scheme that includes an eco-processing and remanufacturing wharf. The discussions on these development proposals are continuing and it would not be appropriate to change the report to reflect decisions yet to be determined by Lewisham Council members or the Mayor of London as part of the planning application process. Section 5 of this report reiterates how a safeguarding direction can be modified through the planning application process.</p> <p>Environmental Health concerns – There was a minor chemical spillage at the site in 1997.</p>
Market Interest	<p>In terms of capital projects in London new facilities are required to process different parts of the waste stream into new materials/ products, including glass, paper, plastic, tyres, electrics and electronic equipment, organics (composting). These types of operation would mix well within the context of the site in terms of adjacent uses and redevelopment of the non-safeguarded part of the site.</p> <p>Refurbishment and reuse of these products has significant spin off in terms of training and employment, offering more skilled, high-end opportunities. 100,000 tonnes of product per annum roughly equates to the employment of 100 people ranging from unskilled to managerial posts.</p> <p>Such a facility would be centred on a sorting/grading facility that will provide the basic feedstock for other material processors or manufacturers. Typically this facility will accept either source separated or co-mingled recycled waste products, which would normally include some or all of the following: paper, cardboard, glass, tin cans, aluminium cans and plastics. It is also increasingly likely that other materials e.g. Waste Electronic & Electrical Equipment (WEEE) will be collected for reprocessing.</p> <p>Once the materials have been separated into the various grades, further processing would be carried out either as material preparation for product manufacturing or re-manufacturing for re-use e.g. refurbished computers and fridges.</p> <p>The area required for the central sorting/grading facility would need to be around four hectares, assuming a minimum annual throughput of 100,000 tonnes, although this will in practice need to be much higher to reflect the amount of product currently moved on the Thames and increasing rates of recycling in London. A similar amount of land would be required to accommodate the further processing activities of materials preparation or re-manufacturing.</p> <p>In view of the relatively close proximity of housing to the site,</p>

	<p>lighter weight materials and higher technology applications should be included in any potential scheme, as these are less likely to cause detrimental effects of noise and dust. The potential materials and products and processes include: -</p> <ul style="list-style-type: none"> • Paper & Card (optical sorting and grading for transshipment to mills, manufacture of cellulose insulation, manufacture of moulded pulp packaging). • Glass (wash & crush for local use in asphalt, crafts or building materials replacement, industrial glass beads and water filtration media). • Plastics (optical sort & grade into various polymers for granulation and extrusion into new products e.g. garden furniture, fencing etc). • Wood plastic composite for building products. • Steel & Aluminium cans (Sort and bale for shipment to smelters). • Electronic and Electrical goods (refurbish and distribute for local and regional re-use in schools and social programmes with automated metal granulation and sortation). • Speciality engineered plastics products. <p>Whilst Convoys could provide a significant part of the required shortfall in aggregates capacity, this shortfall should be accommodated at a range of sites throughout London rather than at one terminal, thereby serving a variety of geographical markets and maximising the sustainable benefits of water transport.</p>
<p>Recommendation – Retain Safeguarded Status</p> <ul style="list-style-type: none"> • Convoys Wharf has been identified, by virtue of the site characteristics and market placement, as capable of being made viable for cargo-handling uses, particularly to accommodate the predicted growth in green industry operations as identified in the Mayor’s London Plan, Economic Development Strategy and Waste Strategy. 	



Newham

Existing Safeguarded Wharves (7)

Priors Wharf

Mayer Parry Wharf

Thames Wharf

Peruvian Wharf

Manhattan Wharf

Sunshine Wharf

Minoco Wharf

Proposed Safeguarded Wharves (3)

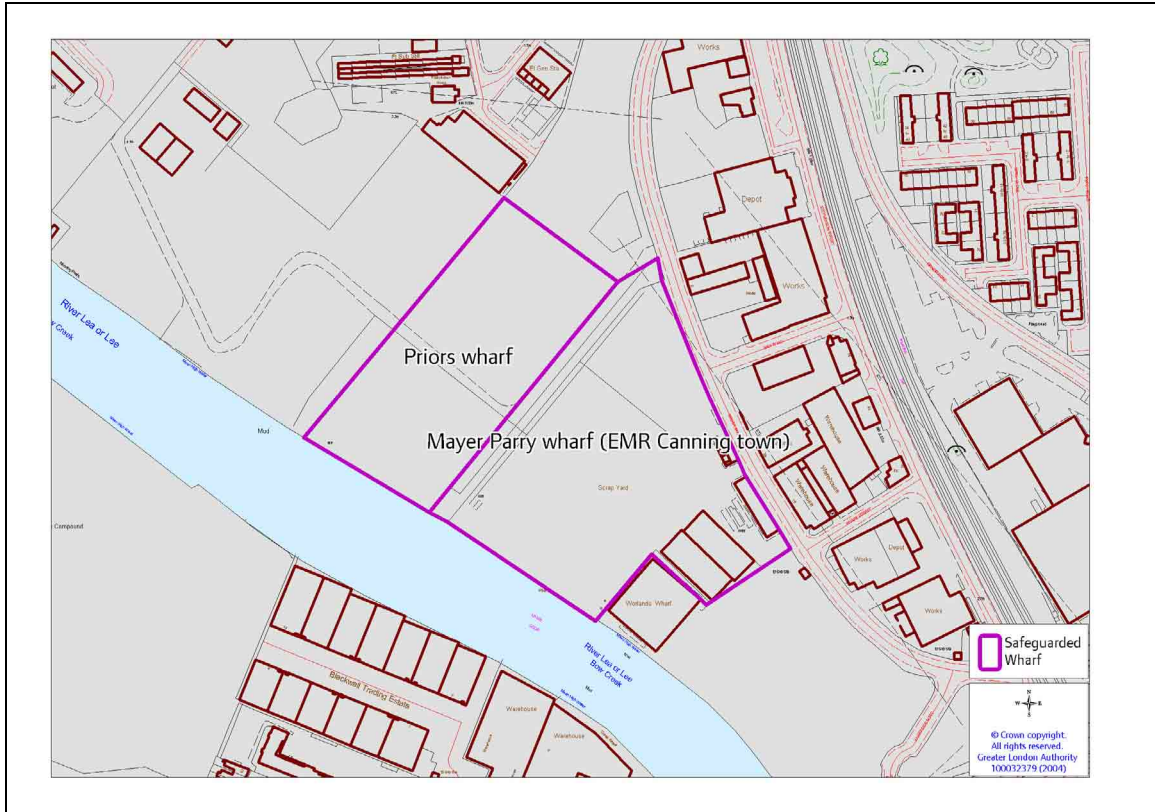
Tay Wharf

Thames Refinery/Cairn Mills

Venesta Wharf

Name	Priors Wharf
Address	Bidder Street, Canning Town, London E16
Local Authority	Newham
Owner	Harbour Land Developments
Site Area	1.44 ha
Mean High Water Springs Depth	British Waterways is the statutory navigation authority for Priors Wharf
Low Water Depth (chart datum)	
Draught of vessels handled	
Jetty/Berth Length	
Operational status	Industrial and warehousing units have been developed on the site. A legal agreement attached to the planning permission required the implementation of a River Transport Policy in connection with the development, which includes a target of 75% of raw materials to be brought to the development by river.
Last Handled	1995
Reason for Closure	The terminal was closed due to issues of site security.
Maximum Tonnage	80,000 tonnes in 1994 (Aggregates)
Road/Rail Links	<p>A1011, A13 and TLRN.</p> <p>No direct rail link.</p> <p>The Council comment that regeneration plans for the Royals and Arc of Opportunity will increase the number of people working, living and visiting the area. The ability of the road network to accommodate this growth is causing concern and requires major junction improvements. The Council is continuing to support the expansion of public transport facilities to allow for commuting and accommodate many of the new trips from this regeneration.</p> <p>The potential number of trips, lorry size and times of operations from the active wharves has not been considered by Newham Council. The Council does consider that there is capacity on the local road network at present. The area does have obvious pinch points going north on Silvertown Way and west on the Lower Lea crossing and East India Dock Road. The main route east is the A13.</p>
Planning Information	<p>London Plan Context – Within the Lower Lea Valley Opportunity Area.</p> <p>UDP Context – Adopted UDP (June 2001). The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities. There may be exceptions where it can be demonstrated that the facility is operationally redundant or there is no demand for it. It may</p>

	<p>also be that the continued use of the wharf is not compatible with the Council's objectives for major regeneration proposals, because of its location, because it is required for other development proposals or because of its use. The wharf is included in the Arc of Opportunity as a Major Opportunity Zone, which indicates that mixed-use development including an element of residential is supported. The continued use of some wharves in Major Opportunity Zones for such purposes as waste transfer, scrap metal and aggregates may be incompatible with urban regeneration objectives because of noise, visual intrusion and low employment.</p> <p>Adjoining uses – Canning Town is a Priority Development Node that can build on the transport links from the interchange between the DLR and Jubilee line station.</p> <p>Recent development – Newham Council declined to provide any detailed information on recent developments to the GLA.</p> <p>Planning history – Priors Wharf was subject to planning permission in November 2000 for an industrial/warehousing development. In recognition of the 1997 safeguarding directions the planning permission was subject to a legal agreement that required the implementation of a River Transport Policy, which sets in place a management target to achieve 75% of the total quantity of raw materials to be brought to the development by river.</p> <p>Environmental Health concerns – Newham Council does not have any records of complaints arising from recent or current uses of its Safeguarded Wharves.</p>
<p>Recommendation – Retain Safeguarded Status</p> <ul style="list-style-type: none"> • Priors Wharf has been identified, by virtue of the site characteristics, as viable or capable of being made viable for cargo-handling. • Whilst Priors Wharf has been redeveloped for industrial/warehousing use with units built relatively close to the river frontage, the Section 106 agreement associated with the development requires the implementation of a River Transport Policy, which sets in place management procedures to encourage use of the river for the supply of raw materials and seeks to achieve a target of 75% of raw materials to be supplied in this way. 	

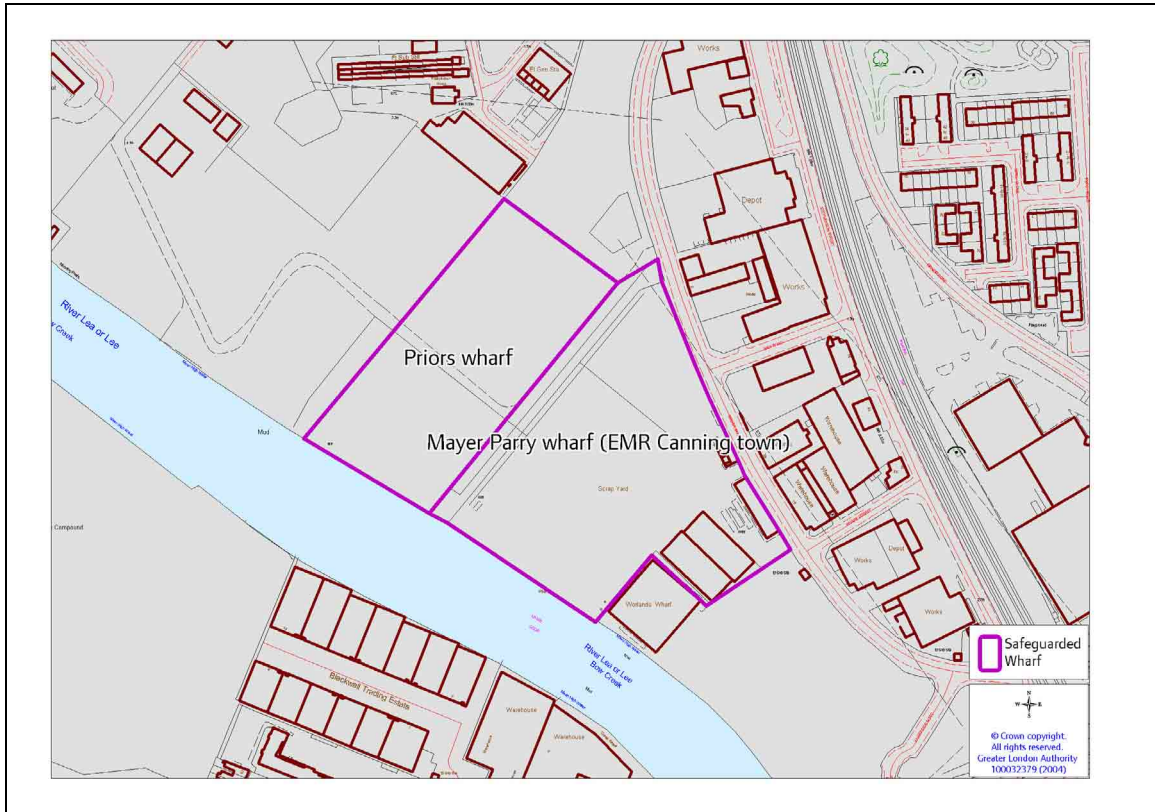


Name	Mayer Parry Wharf (EMR Canning Town)
Address	Bidder Street, Canning Town, London E16
Local Authority	Newham
Owner or Operator	European Metal Recycling
Site Area	2.17 ha
Mean High Water Springs Depth	British Waterways are the statutory navigation authority for Mayer Parry Wharf
Low Water Depth (chart datum)	
Draught of vessels handled	
Jetty/Berth Length	
Operational status	Metal Recycling by road. The recycling of scrap metal has been taking place on the site since 1947 and EMR has a lease on the property until 2046. Previously owned by George Cohen Ltd, the business recovers ferrous and non-ferrous metals for use in domestic and international steel mills. EMR handle over 2000 metric tonnes of metals each day. The material is sorted, sheared/burned or/and baled prior to loading onto lorries to one of EMR's short sea or deep water terminals. EMR also use the site for work on recycling cars; the cars arrive by car transporter and the waste will depart separately as plastic, ferrous, non-ferrous waste etc. EMR are keen to expand their operations and are currently undertaking a feasibility study into re-using the wharf for the delivery of materials.
Operator	European Metal Recycling
Last Handled	1994
Reason for Closure	
Maximum Tonnage	4000 tonnes in 1991 (Metal recycling)
Road/Rail Links	A1011, A13 and TLRN. No direct rail link. The Council comment that regeneration plans for the Royals and Arc of Opportunity will increase the number of people working, living and visiting the area. The ability of the road network to accommodate this growth is causing concern and requires major junction improvements. The Council is continuing to support the expansion of public transport facilities to allow for commuting and accommodate many of the new trips from this regeneration. The potential number of trips, lorry size and times of operations from the active wharves has not been considered by Newham Council. The Council does consider that there is capacity on the local road network at present. The area does have obvious pinch points going north on Silvertown Way and west on the Lower Lea crossing and East India Dock Road. The main route east is the A13.
Planning Information	London Plan Context – Within the Lower Lea Valley Opportunity Area.

	<p>UDP Context – Adopted UDP (June 2001). The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities. There may be exceptions where it can be demonstrated that the facility is operationally redundant or there is no demand for it. It may also be that the continued use of the wharf is not compatible with the Council’s objectives for major regeneration proposals, because of its location, because it is required for other development proposals or because of its use. The wharf is included in the Arc of Opportunity as a Major Opportunity Zone, which indicates that mixed-use development including an element of residential is supported. The continued use of some wharves in Major Opportunity Zones for such purposes as waste transfer, scrap metal and aggregates may be incompatible with urban regeneration objectives because of noise, visual intrusion and low employment.</p> <p>Adjoining uses – Canning Town is a Priority Development Node that can build on the transport links from the interchange between the DLR and Jubilee line station. The site is identified as being available to contribute to the Town Centre’s regeneration and can combine with a site to the south to form a 3.9ha development area.</p> <p>Recent development – Newham Council declined to provide any detailed information on recent developments to the GLA.</p> <p>Planning history – In addition to the metal recycling operation, the wharf has temporary permission for recycling of construction waste, concrete crushing (1999) and as a vehicle forensic facility for vehicle removal schemes (2000). No evidence was found of conditions restricting the use of the wharves.</p> <p>Environmental Health concerns – The site usually operates weekdays and on Saturday mornings, but will on occasion work throughout 24 hours and on Sundays. Newham Council does not have any records of complaints arising from recent or current uses of its Safeguarded Wharves.</p>
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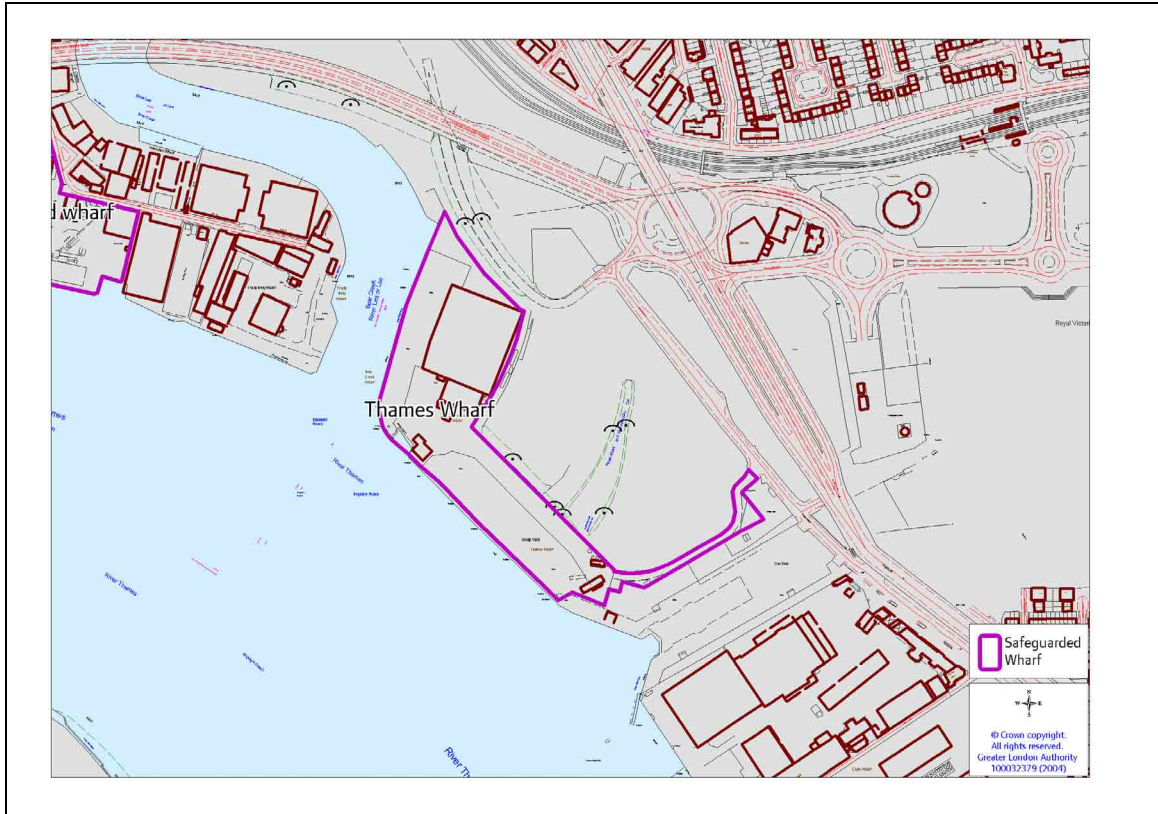
Recommendation – Retain Safeguarded Status

- Mayer Parry Wharf has been identified, by virtue of the site characteristics, as viable or capable of being made viable for cargo-handling.



Name	Thames Wharf
Address	Dock Road, Canning Town, London E16
Local Authority	Newham
Owner or Operator	European Metal Recycling
Site Area	7.92 ha (currently safeguarded) 3.27 ha (recommended modified safeguarded)
Harbour Master Ref	AN/28/417
Mean High Water Springs Depth	5.9 metres
Low Water Depth (chart datum)	Dries to 1.2 metres
Draught of vessels handled	4.5 metres NAABSA
Jetty/Berth Length	185 metres
Operational status	Metal Recycling from London & south east exported to Spain.
Operator	European Metal Recycling
Ship Frequency (2001)	26
Maximum Tonnage	100,873 in 2000 (Metal recycling) with 75,239 tonnes in 2001.
Lorry movements saved per year (2001)	7,524
Road/Rail Links	<p>Road access via Dock Road into A1020 and A13.</p> <p>No direct rail link.</p> <p>The Council comment that regeneration plans for the Royals and Arc of Opportunity will increase the number of people working, living and visiting the area. The ability of the road network to accommodate this growth is causing concern and requires major junction improvements. The Council is continuing to support the expansion of public transport facilities to allow for commuting and accommodate many of the new trips from this regeneration.</p> <p>The potential number of trips, lorry size and times of operations from the active wharves has not been considered by Newham Council. The Council does consider that there is capacity on the local road network at present. The area does have obvious pinch points going north on Silvertown Way and west on the Lower Lea crossing and East India Dock Road. The main route east is the A13.</p>
Planning Information	<p>London Plan Context – adjacent to the Royal Docks Opportunity Area.</p> <p>UDP Context – Adopted UDP (June 2001). The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities. There may be exceptions where it can be demonstrated that the facility is operationally redundant or there is no demand for it. It may</p>

	<p>also be that the continued use of the wharf is not compatible with the Council's objectives for major regeneration proposals, because of its location, because it is required for other development proposals or because of its use. The surrounding area is identified as a Major Opportunity Zone; the designation requires high quality mixed development of predominately B1, B2, leisure use and residential use (estimated 170 units). The continued use of some wharves in Major Opportunity Zones for such purposes as waste transfer, scrap metal and aggregates may be incompatible with urban regeneration objectives because of noise, visual intrusion and low employment.</p> <p>Adjoining uses – Industrial and commercial uses, vacant land.</p> <p>Recent development – There have been a number of regeneration schemes in the wider area since 1997. These include Britannia Village, Phase 2 of West Silvertown, and Excel Centre.</p> <p>Planning history – Only part of the safeguarded area is operational. The boundary of the currently safeguarded site also contains areas of vacant land previously used as rail sidings, with no history of operational cargo-handling. There is a mismatch between the historical and current operational land used in conjunction with the wharf. The safeguarded area is therefore proposed to be adjusted to accommodate the operational wharf only.</p> <p>Environmental Health concerns – Newham Council does not have any records of complaints arising from recent or current uses of its Safeguarded Wharves.</p>
<p>Recommendation – Retain Safeguarded Status, but modify area identified for safeguarding</p> <ul style="list-style-type: none"> • Thames Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. • The area identified for safeguarding should be modified to reflect the area that is viable for cargo-handling i.e. the operational metal recycling facility on the River Thames together with the wharf and surrounding land at Instone Wharf on the confluence of Bow Creek and River Thames. 	

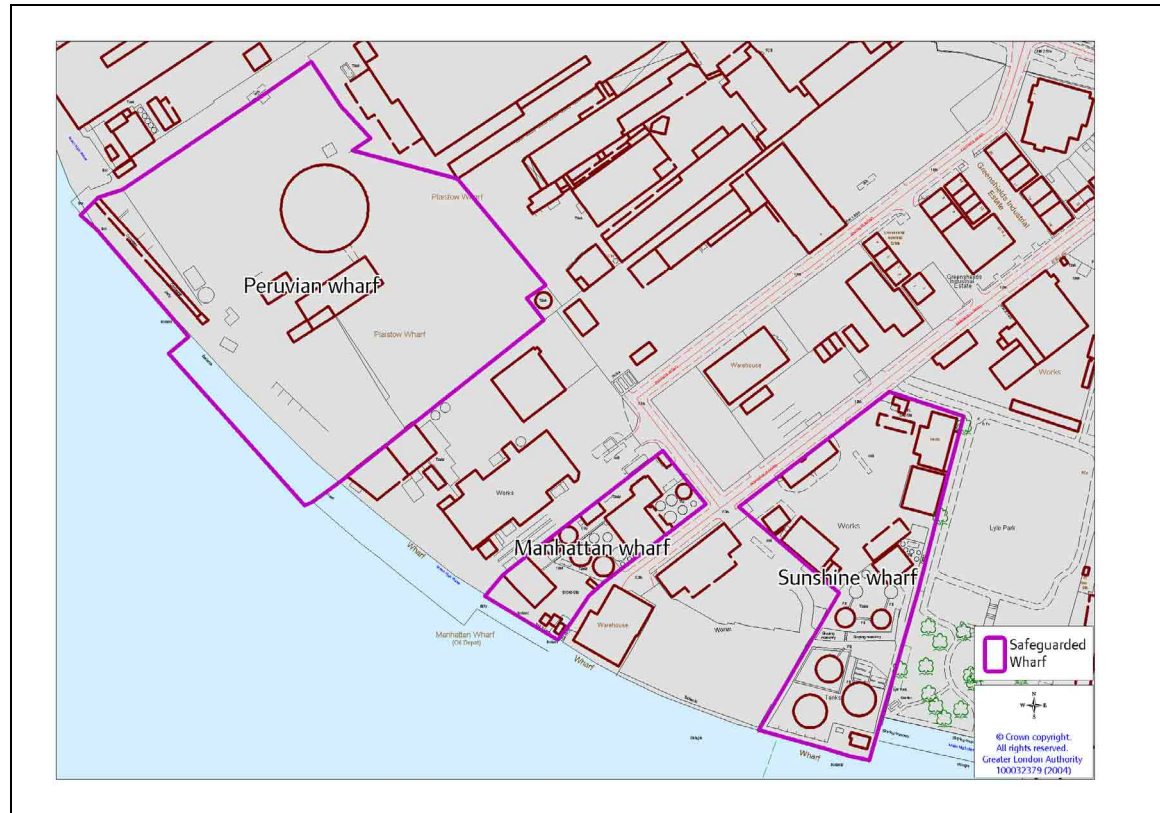


Name	Peruvian Wharf
Address	North Woolwich Road, Silvertown, London E16
Local Authority	Newham
Owner	Colpy Ltd and Haworth Ltd
Site Area	3.55 ha
Harbour Master Ref	AN/28/425
Mean High Water Springs Depth	3.9 metres to 5.7 metres
Low Water Depth (chart datum)	Dries to between 1.4 and 3.2 metres
Draught of vessels handled	6.3 metres (the berth was dredged when operational)
Jetty/Berth Length	220 metres, partly campshedded
Operational status	Vacant
Last Handled	1993
Reason for Closure	ARC South Eastern, the terminal operator, relocated to new facilities in Dagenham.
Maximum Tonnage	932,000 tonnes in 1989 (aggregates)
Road/Rail Links	<p>Road access to the safeguarded part of the site is across the roadside (unsafeguarded) portion of the site. Road access to the strategic network is via the A1020 link to the A13.</p> <p>No direct rail link.</p> <p>The Council comment that regeneration plans for the Royals and Arc of Opportunity will increase the number of people working, living and visiting the area. The ability of the road network to accommodate this growth is causing concern and requires major junction improvements. The Council is continuing to support the expansion of public transport facilities to allow for commuting and accommodate many of the new trips from this regeneration.</p> <p>The potential number of trips, lorry size and times of operations from the active wharves has not been considered by Newham Council. The Council does consider that there is capacity on the local road network at present. The area does have obvious pinch points going north on Silvertown Way and west on the Lower Lea crossing and East India Dock Road. The main route east is the A13.</p>
Planning Information	<p>London Plan Context – Within the Thameside West Strategic Employment Location and adjacent to the Royal Docks Opportunity Area.</p> <p>UDP Context – Adopted UDP (June 2001). The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities. There may be exceptions where it can be demonstrated that the facility is operationally redundant or there is no demand for it. It may</p>

	<p>also be that the continued use of the wharf is not compatible with the Council’s objectives for major regeneration proposals, because of its location, because it is required for other development proposals or because of its use.</p> <p>The continued use of some wharves in Major Opportunity Zones for such purposes as waste transfer, scrap metal and aggregates may be incompatible with urban regeneration objectives because of noise, visual intrusion and low employment. The site is in the Thameside West employment area, where the Council is seeking to manage the ongoing contraction and changing nature of the traditional employment area. The primary objective of the Council is to support the wider regeneration of the Royals by encouraging new employment and creating a new sense of place.</p> <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – 800 metres from Phase 2 West Silvertown development and 350 metres from the recently completed Britannia Village.</p> <p>Planning history – Capital and Provident has submitted two outline planning applications to redevelop Peruvian Wharf. The first was based on a primarily residential scheme, whilst the most recent includes a wharf facility handling aggregates. Discussions on these planning applications are continuing and it would not be appropriate to change the report to reflect decisions yet to be made by Newham Council members or the Mayor of London as part of the planning application process. Section 5 of this report reiterates how a safeguarding direction can be modified through the planning application process.</p> <p>Environmental Health concerns – Newham Council declined to provide any detailed information on environmental health records to the GLA.</p>
<p>Market Interest</p>	<p>Following a marketing exercise run jointly by the PLA, GLA and LDA as part of the Mayor's wharf reactivation process eight formal bids were received for Peruvian Wharf. Cargoes proposed include aggregates, crushed rock, waste paper, metal recycling, demolition waste, containerised household waste and recyclables, excavation spoil, and construction materials including steel and timber. Proposed tonnages to be handled ranged from 80,000 to 1,000,000 tonnes (based on different site areas) per annum saving between 6,500 and 80,000 lorry movements. The proposals include the transshipment of cargoes to and from terminals located upstream and downstream in the Port of London and from neighbouring ports, sea dredged aggregates and crushed rock from quarries in Scotland, Ireland and Norway.</p>

Recommendation – Retain Safeguarded Status

- Peruvian Wharf has been identified, by virtue of the site characteristics and market placement, as capable of being made viable for cargo-handling, particularly for aggregates and the range of uses indicated through the reactivation project.
- The recent marketing exercise reveals considerable interest from the cargo-handling industry in using Peruvian Wharf.



Name	Manhattan Wharf
Address	Knights Road, Silvertown, London E16
Local Authority	Newham
Owner	Atlantis Oil & Chemical Ltd
Site Area	0.51 ha
Harbour Master Ref	AN/28/428
Mean High Water Springs Depth	3.3 metres
Low Water Depth (chart datum)	Dries to 3.8 metres
Draught of vessels handled	2.5 metres NAABSA
Jetty/Berth Length	60 metres
Operational status	Petroleum products delivered by transhipment movement from Vopak (Thurrock) for onward distribution around the UK, mainly Wales, the Midlands and Crayford. The company buys 5000 tons of mineral oil per annum. Some of the oil is manufactured and containerized at the terminal, although the vast majority is supplied ready-made. Of the 5,000 tonnes of product purchased annually, over half is delivered by barge, with the remainder delivered by road.
Operator	Atlantis Oil & Chemical Ltd
Ship Frequency (2001)	5
Maximum Tonnage	4,000 tonnes in 2001 (petroleum products)
Lorry movements saved per year (2001)	286
Road/Rail Links	<p>Road access via Knights Road and onto A1020 and A13.</p> <p>No direct rail link.</p> <p>The Council comment that regeneration plans for the Royals and Arc of Opportunity will increase the number of people working, living and visiting the area. The ability of the road network to accommodate this growth is causing concern and requires major junction improvements. The Council is continuing to support the expansion of public transport facilities to allow for commuting and accommodate many of the new trips from this regeneration.</p> <p>The potential number of trips, lorry size and times of operations from the active wharves has not been considered by Newham Council. The Council does consider that there is capacity on the local road network at present. The area does have obvious pinch points going north on Silvertown Way and west on the Lower Lea crossing and East India Dock Road. The main route east is the A13.</p>
Planning Information	<p>London Plan Context – Within the Thameside West Strategic Employment Location and adjacent to the Royal Docks Opportunity Area.</p> <p>UDP Context – Adopted UDP (June 2001). The Council fully</p>

supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities. There may be exceptions where it can be demonstrated that the facility is operationally redundant or there is no demand for it. It may also be that the continued use of the wharf is not compatible with the Council's objectives for major regeneration proposals, because of its location, because it is required for other development proposals or because of its use.

The continued use of some wharves in Major Opportunity Zones for such purposes as waste transfer, scrap metal and aggregates may be incompatible with urban regeneration objectives because of noise, visual intrusion and low employment.

Adjoining uses – Industrial and commercial.

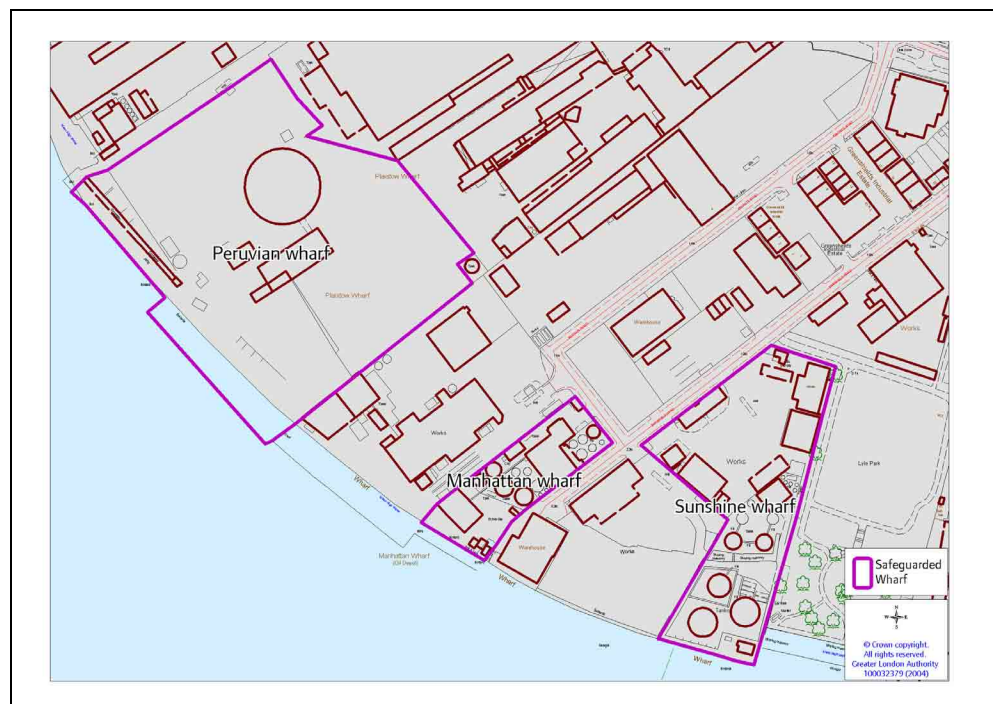
Recent development – Newham Council declined to provide information on recent developments to the GLA.

Planning history – Newham Council declined to provide information on planning history to the GLA.

Environmental Health concerns – Newham Council does not have any records of complaints arising from recent or current uses of its Safeguarded Wharves.

Recommendation – Retain Safeguarded Status.

- Manhattan Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	Sunshine Wharf
Address	Bradfield Road, Silvertown, London E16
Local Authority	Newham
Owner	Sun Chemicals Inks (UK) Ltd
Site Area	1.41 ha
Harbour Master Ref	AN/28/432
Mean High Water Springs Depth	3.7 metres
Low Water Depth (chart datum)	Dries to 3.4 metres
Draught of vessels handled	3.0 metres
Jetty/Berth Length	70 metres
Operational status	Chemicals and Petroleum Products from Sweden for use in the on-site plant to make newspaper inks.
Operator	Sun Chemicals Inks (UK) Ltd
Ship Frequency (2001)	10
Maximum Tonnage	14,947 tonnes in 2001 (inks)
Lorry movements saved per year (2001)	1,070
Road/Rail Links	<p>Road access via Bradfield Road and onto A1020 and A13.</p> <p>No direct rail link.</p> <p>The Council comment that regeneration plans for the Royals and Arc of Opportunity will increase the number of people working, living and visiting the area. The ability of the road network to accommodate this growth is causing concern and requires major junction improvements. The Council is continuing to support the expansion of public transport facilities to allow for commuting and accommodate many of the new trips from this regeneration.</p> <p>The potential number of trips, lorry size and times of operations from the active wharves has not been considered by Newham Council. The Council does consider that there is capacity on the local road network at present. The area does have obvious pinch points going north on Silvertown Way and west on the Lower Lea crossing and East India Dock Road. The main route east is the A13.</p>
Planning Information	<p>London Plan Context – Within the Thameside West Strategic Employment Location and adjacent to the Royal Docks Opportunity Area.</p> <p>UDP Context – Adopted UDP (June 2001). The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities. There may be exceptions where it can be demonstrated that the facility is operationally redundant or there is no demand for it. It may</p>

also be that the continued use of the wharf is not compatible with the Council’s objectives for major regeneration proposals, because of its location, because it is required for other development proposals or because of its use.

The continued use of some wharves in Major Opportunity Zones for such purposes as waste transfer, scrap metal and aggregates may be incompatible with urban regeneration objectives because of noise, visual intrusion and low employment.

Adjoining uses – Industrial, commercial uses and open space.

Recent development – Newham Council declined to provide information on recent developments to the GLA.

Planning history – Newham Council declined to provide information on planning history to the GLA.

Environmental Health concerns – Newham Council does not have any records of complaints arising from recent or current uses of its Safeguarded Wharves.

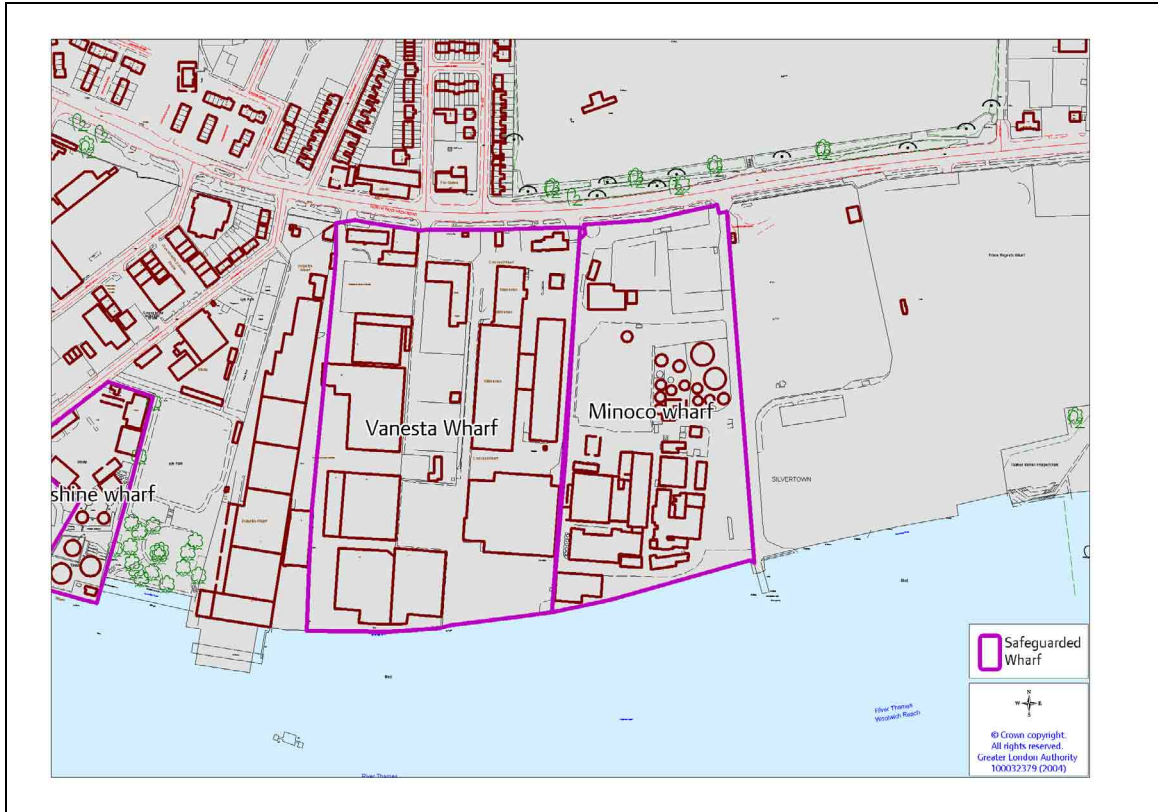
Recommendation – Retain Safeguarded Status.

- Sunshine Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	Minoco Wharf
Address	North Woolwich Road, Silvertown, London E16
Local Authority	Newham
Owner	The Minoco Wharf Partnership
Site Area	5.91 ha
Harbour Master Ref	AN/29/437
Mean High Water Springs Depth	1.8 metres
Low Water Depth (chart datum)	Dries to 5.2metres at the berth.
Draught of vessels handled	5.0 metres on the jetty. The approach to the jetty passes over Hookness Shoal.
Jetty/Berth Length	Jetty and dolphins.
Operational status	Vacant
Last Handled	1998
Reason for Closure	Shell, the former owner of the wharf, ceased its operations in 1998. The jetty could not be extended further into the river channel, due to issues of navigational safety in the vicinity of the Thames Barrier.
Maximum Tonnage	44,509 tonnes in 1990 (oil)
Road/Rail Links	<p>The site has direct road access onto the A1020 an A13.</p> <p>No direct rail link.</p> <p>The Council comment that regeneration plans for the Royals and Arc of Opportunity will increase the number of people working, living and visiting the area. The ability of the road network to accommodate this growth is causing concern and requires major junction improvements. The Council is continuing to support the expansion of public transport facilities to allow for commuting and accommodate many of the new trips from this regeneration.</p> <p>The potential number of trips, lorry size and times of operations from the active wharves has not been considered by Newham Council. The Council does consider that there is capacity on the local road network at present. The area does have obvious pinch points going north on Silvertown Way and west on the Lower Lea crossing and East India Dock Road. The main route east is the A13.</p>
Planning Information	<p>London Plan Context – Within the Thameside West Strategic Employment Location and adjacent to the Royal Docks Opportunity Area.</p> <p>UDP Context – Adopted UDP (June 2001). The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities. There may be exceptions where it can be demonstrated that the facility is operationally redundant or there is no demand for it. It may</p>

	<p>also be that the continued use of the wharf is not compatible with the Council's objectives for major regeneration proposals, because of its location, because it is required for other development proposals or because of its use.</p> <p>The continued use of some wharves in Major Opportunity Zones for such purposes as waste transfer, scrap metal and aggregates may be incompatible with urban regeneration objectives because of noise, visual intrusion and low employment.</p> <p>Adjoining uses – Industrial and commercial use.</p> <p>Recent development – Newham Council declined to provide any detailed information on recent developments to the GLA.</p> <p>Planning history – Newham Council declined to provide any detailed information on planning history to the GLA.</p> <p>Environmental Health concerns – Newham Council declined to provide any detailed information on environmental health records to the GLA.</p>
Market Interest	<p>The PLA is aware of one expression of interest for aggregates handling at the site, but this was not pursued as the operator secured a more viable opportunity. The PLA is not aware of any other operator interest in resuming cargo handling at the site.</p>
<p>Recommendation – Remove Safeguarded Status</p> <ul style="list-style-type: none"> • Minoco Wharf, by virtue of its characteristics is not capable of being made viable for cargo-handling uses. • The navigational characteristics at the berth are too restrictive for the terminal to handle substantial draught vessels. There is available capacity within the Port of London for liquid bulk cargoes, which are primarily handled using the site's existing infrastructure. The cost of providing a new infrastructure from the jetty to handle bulk cargoes is considered unviable. 	



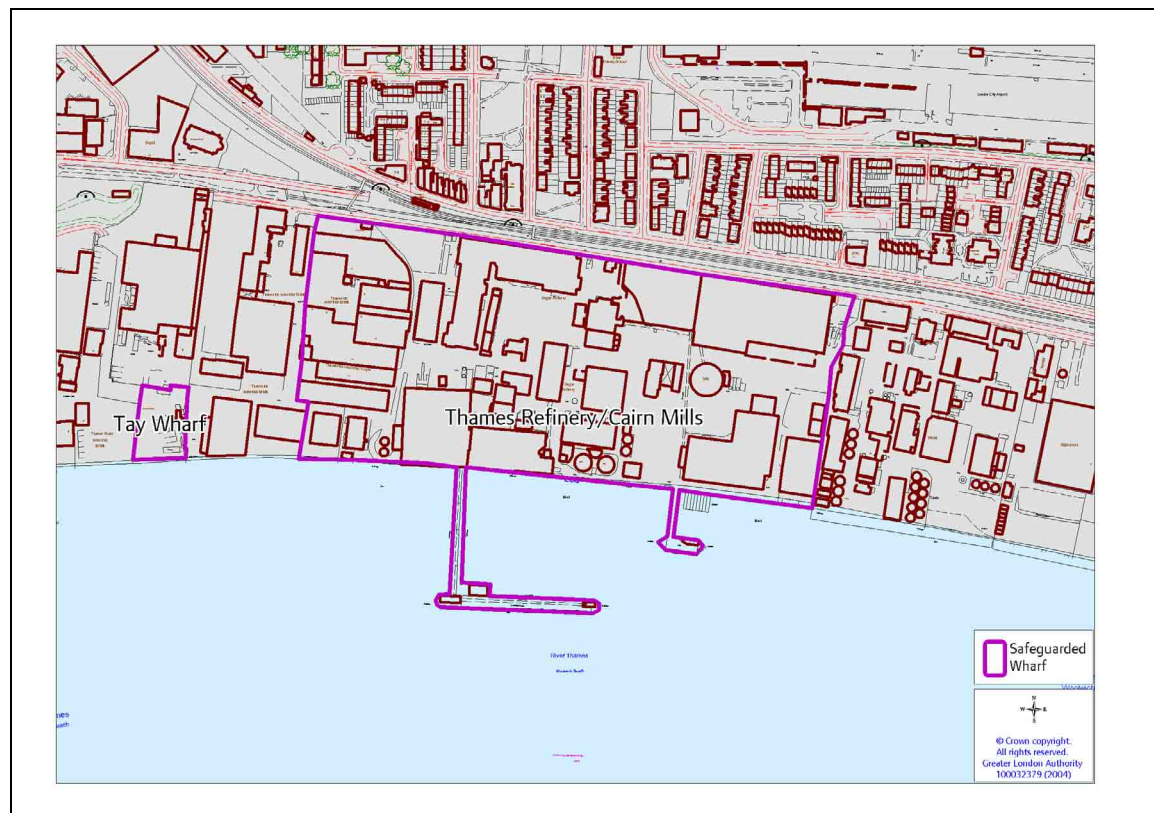
Name	Tay Wharf³⁹
Address	Factory Road, Silvertown, London E16
Local Authority	Newham
Owner	Ballymore Properties
Site Area	0.32 ha
Harbour Master Ref	AN/29/445
Mean High Water Springs Depth	3.1 metres
Low Water Depth (chart datum)	Dries to 3.9 metres
Draught of vessels handled	3.0 metres
Jetty/Berth Length	46 metres
Operational status	Tay Wharf has not been used as a terminal for a number of years. Bishopsgate Iron & Steel has a twelve-year lease on the site and use it to store metal recycling. Use of the River Thames for the transport of recyclates has now ceased.
Operator	Bishopsgate Iron & Steel
Ship Frequency (2001)	Bishopsgate Iron & Steel Co Ltd has exported four shipments of scrap steel from the berth, in May and October 2002 and in January and February 2003
Maximum Tonnage	N/A
Road/Rail Links	Close to the A112 with onward connections to A13. No direct rail link.
Planning Information	<p>London Plan Context – Within the Thameside East Strategic Employment Location.</p> <p>UDP Context – Adopted UDP (June 2001). The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities.</p> <p>The Thameside East Principle Employment Area contains a relatively large section of river frontage that is currently making use of the Thames. The wider employment area is not subject to the same development pressure and regeneration interest as that west of Thames Barrier Park. There are plans to improve public transport access through a new DLR link to the City Airport, a rapid transit link toward Barking and a new river crossing at North Woolwich. However the area would still be relatively peripheral to the priority development nodes at Canning Town and Lower Lea/Thameside. The Council continues to view Thameside East PEA as the primary location for industrial use.</p>

³⁹ Tay Wharf was added to the list of potential Safeguarded Wharves at the request of Newham Council in March 2001.

	<p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Newham Council declined to provide any detailed information on recent developments to the GLA.</p> <p>Planning history – Newham Council declined to provide any detailed information on planning history to the GLA.</p> <p>Environmental Health concerns – Newham Council declined to provide any detailed information on environmental health records to the GLA.</p>
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Recommendation – Do not identify as a Safeguarded Wharf

- Tay Wharf, by virtue of its characteristics is not capable of being made viable for cargo-handling uses.
- The water depths available at Tay Wharf are among the lowest of any of the existing or proposed Safeguarded Wharves. Dredging the riverbed in front of the river wall at Tay Wharf in order to improve navigational access is not viable, as it would put the stability of the wall at risk. Consequences of such failure would be significant as the river wall forms part of the flood defence system downstream of the Thames Barrier.



Name	Thames Refinery/Cairn Mills
Address	Thames Refinery, Factory Road, Silvertown, London E16
Local Authority	Newham
Owner	Tate & Lyle Sugars
Site Area	11.4 ha
Harbour Master Ref	AN/29/447-449
Mean High Water Springs Depth	16.0 metres (imports) 8.1 metres (exports)
Low Water Depth (chart datum)	9.0 metres (imports) 1.1 metres (exports)
Draught of vessels handled	Main jetty 10.0 metres Loading berth 5.0 metres
Jetty/Berth Length	161 metres (raw sugar jetty (imports)) 48 metres (refined sugar jetty (exports))
Operational status	<p>Of the EC quota of 1.3 million tonnes for importing sugar from ACP countries (Jamaica, Fiji, Guyana, Maputo, Barbados, Trinidad, Belize, Mauritius). 1.2 million tonnes is imported through Thames Refinery. A total of 180,000 tonnes is exported to Norway and the Mediterranean. Cairn Mills was recently added to the refinery area for the storage of molasses and United Storage (a Tate & Lyle subsidiary trading in edible oils). Ships of 40,000 tonne import edible oils to the site. Tate & Lyle also tranship sugar to Pura Foods in Tower Hamlets at Orchard Place.</p> <p>Tate & Lyle has spent £40 million in the last 6 years on investment in new plant. £2 million was invested 3 years ago on the jetty and dredging to deepen water at the berth.</p>
Operator	Tate & Lyle Sugars
Ship Frequency (2001)	135
Maximum Tonnage	1,279,621 tonnes in 2001 (sugar)
Lorry movements saved per year (2001)	127,962
Road/Rail Links	<p>The site has direct road access onto the A112 and onward connections to A13, M11 and M25.</p> <p>No direct rail link.</p>
Planning Information	<p>London Plan Context – Within the Thameside East Strategic Employment Location.</p> <p>UDP Context – Adopted UDP (June 2001). The Council fully supports the use of rivers for freight traffic, particularly if the alternative is movement by road. It supports the retention and replacement of freight handling facilities, including wharves, where possible, especially in designated employment areas where adjoining land can support such activities.</p> <p>The Thameside East Principle Employment Area contains a relatively large section of river frontage that is currently making use of the Thames. The wider employment area is not subject</p>

to the same development pressure and regeneration interest as that west of Thames Barrier Park. There are plans to improve public transport access through a new DLR link to the City Airport, a rapid transit link toward Barking and a new river crossing at North Woolwich. However the area would still be relatively peripheral to the priority development nodes at Canning Town and Lower Lea/Thameside. The Council continues to view Thameside East PEA as the primary location for industrial use.

Adjoining uses – Industrial.

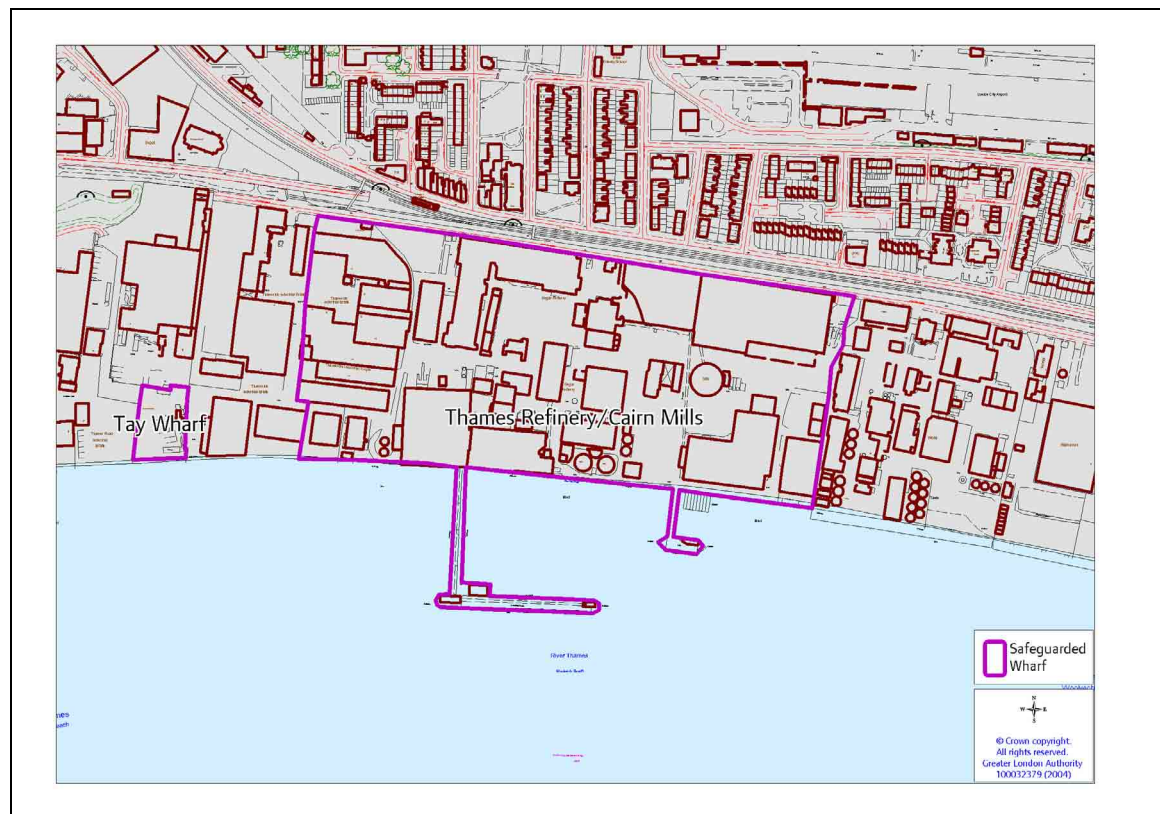
Recent development – Newham Council declined to provide any detailed information on recent developments to the GLA.

Planning history – Newham Council declined to provide any detailed information on planning history to the GLA.

Environmental Health concerns – Newham Council declined to provide any detailed information on environmental health records to the GLA.

Recommendation – Identify as a Safeguarded Wharf

- Thames Refinery/Cairn Mills, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Venesta Wharf

- No history of wharf use. Kierbeck operate a steel mesh business from the site, although the site is principally let to third party warehouse users that do not use water transport. There is an area at the riverside section of the site that has not been developed and is used to handle steel reinforcement products by road. Navigational access at the berth is very restricted. The cost of building a new jetty to enable better access is considered to be unviable.
- **Recommendation – Do not identify as a Safeguarded Wharf**

Greenwich

Existing Safeguarded Wharves (9)

Brewery Wharf

Lovell's Wharf

Granite Wharf

Tunnel Glucose

Victoria Deep Water Terminal

Delta Wharf

Angerstein Wharf

Murphy's Wharf

Riverside Wharf

Proposed Safeguarded Wharves (3)

Bay Wharf

Tunnel Avenue Trading Estate

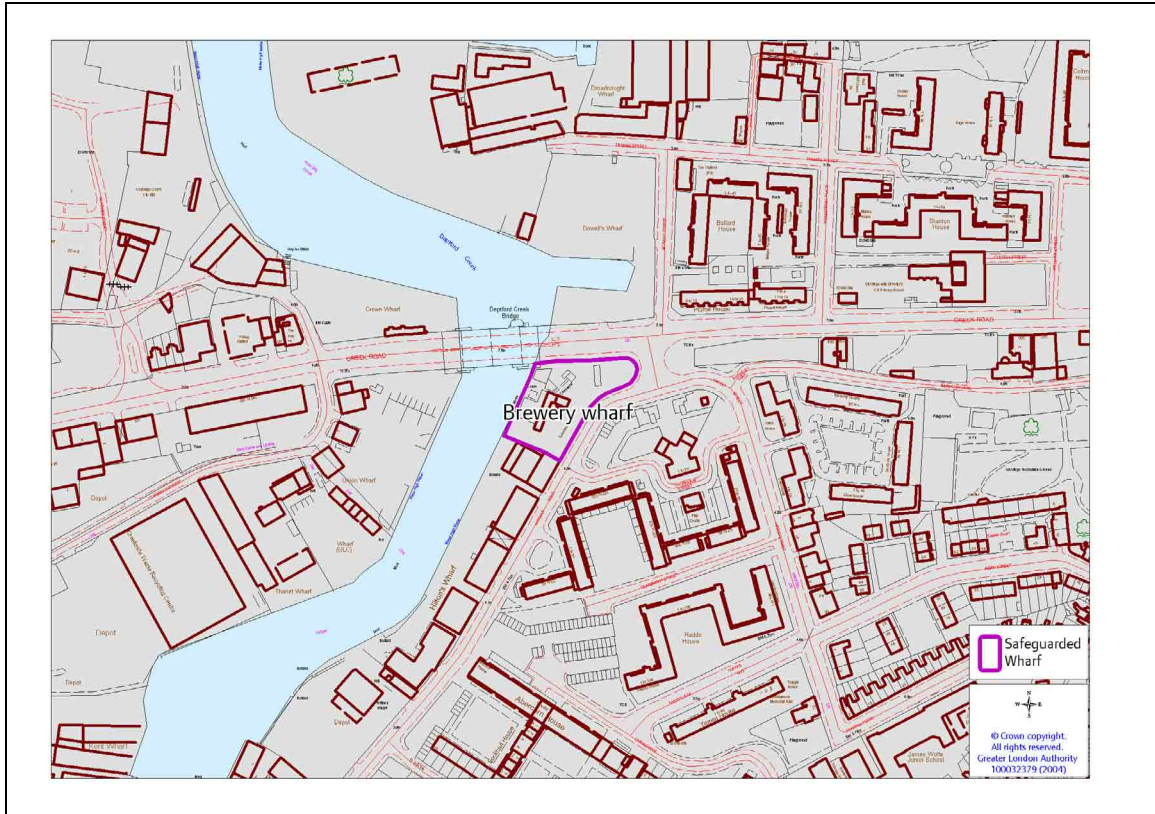
Durham Wharf, Charlton Wharf, Cory's Repair Yard, Lombard Wharf

Name	Brewery Wharf
Address	Norman Road, Greenwich, London SE10
Local Authority	Greenwich
Owner	JJ Prior (Transport) Ltd
Site Area	0.23 ha
Harbour Master Ref	AS/76/55
Mean High Water Springs Depth	4.3 metres
Low Water Depth (chart datum)	Dries to 2.8 metres
Draught of vessels handled	4 metres NAABSA
Jetty/Berth Length	36.5 metres
Operational status	Sand and gravel from Essex. On-site concrete production.
Operator	RMC Readymix London
Ship Frequency (2001)	264
Maximum Tonnage	111,232 tonnes in 1998 (Aggregates) with 73,079 tonnes in 2001.
Lorry movements saved per year (2001)	6,644
Road/Rail Links	Road access is via Norman Road, A206, A102(M) with direct connections to the A2 and M25. No direct rail link.
Planning Information	<p>London Plan Context – within the Deptford Creek/ Greenwich Riverside Opportunity Area.</p> <p>UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals, which increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 Identifies the wharf as a safeguarded wharf for river-based, freight or transport operations. Policy MU19 identifies the wider area as suitable for an element of residential or live-work as part of mixed-use scheme, providing the residential elements are secondary to the primary requirement to provide employment related uses.</p> <p>Adjoining uses – Greenwich Reach East to the north and north east, industrial uses to the south and residential (New Haddo Estate) to the east.</p> <p>Recent development – Planning permission has been granted for mixed use development, including a cruise-liner terminal at Greenwich Reach East, to the north and north east of the site. A number of applications are lodged with Greenwich and Lewisham Councils for redevelopment schemes on both banks of Deptford Creek. Planning permission has been granted, on appeal, for the erection of river served cement silo on the site.</p> <p>Planning history – Greenwich Council declined to provide</p>

information on planning history to the GLA.
 Environmental Health concerns – Greenwich Council declined to provide information on environmental health concerns to the GLA.

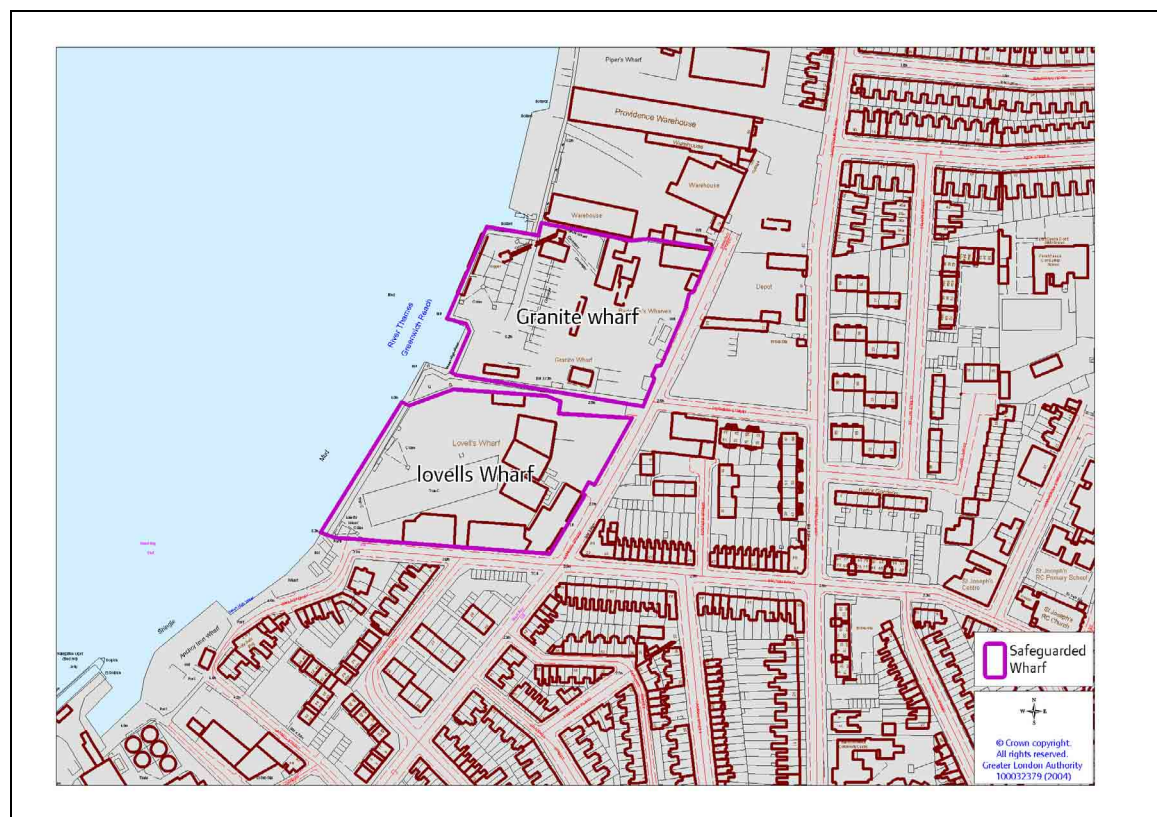
Recommendation – Retain Safeguarded Status.

- Brewery Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	Lovell's Wharf
Address	Pelton Road, Greenwich, London SE10
Local Authority	Greenwich
Owner	Morden College
Site Area	1.14 ha
Harbour Master Ref	AS/27/438
Mean High Water Springs Depth	3.2 metres
Low Water Depth (chart datum)	Dries to 3.9 metres.
Draught of vessels handled	3.0 metres
Jetty/Berth Length	90 metres
Operational status	Vacant
Last Handled	1992
Reason for Closure	Steel reinforced bars and steel casements were imported to the site in connection with the construction of Canary Wharf. The wharf was vacated on the expiry of the contract in 1992.
Maximum Tonnage	138,000 tonnes in 1987 (Steel)
Road/Rail Links	Road access is via cobbled and narrow residential streets to the A2203 and A102(M). No direct rail link
Planning Information	<p>London Plan Context – within the Greenwich Peninsula Opportunity Area.</p> <p>UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals that increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 states that aggregate operations are inappropriate at Granite and Lovell's wharves as they are in close proximity to, and accessed through, residential areas. Policy MU35 requires a single masterplan for Lovells, Granite and Piper's Wharves, to incorporate a riverside walk, retaining the boatyard at Piper's, an element of residential above ground floor and affordable housing.</p> <p>Adjoining uses – Immediately downstream of Lovells Wharf is Granite Wharf, also safeguarded. Formerly operated by Tarmac, now relocated to Mulberry Wharf in Bexley because of restrictions in working hours and a lack of space for expansion. Residential uses to the east and south.</p> <p>Recent development – Greenwich Council declined to provide any detailed information on recent developments to the GLA.</p> <p>Planning history – In September 1999 a planning application was submitted by Credmill Ltd to redevelop the wharf as a hotel. The application has been held in abeyance pending finalisation of the East Greenwich Riverside Planning Statement (now part of the Greenwich Peninsula SPG).</p>

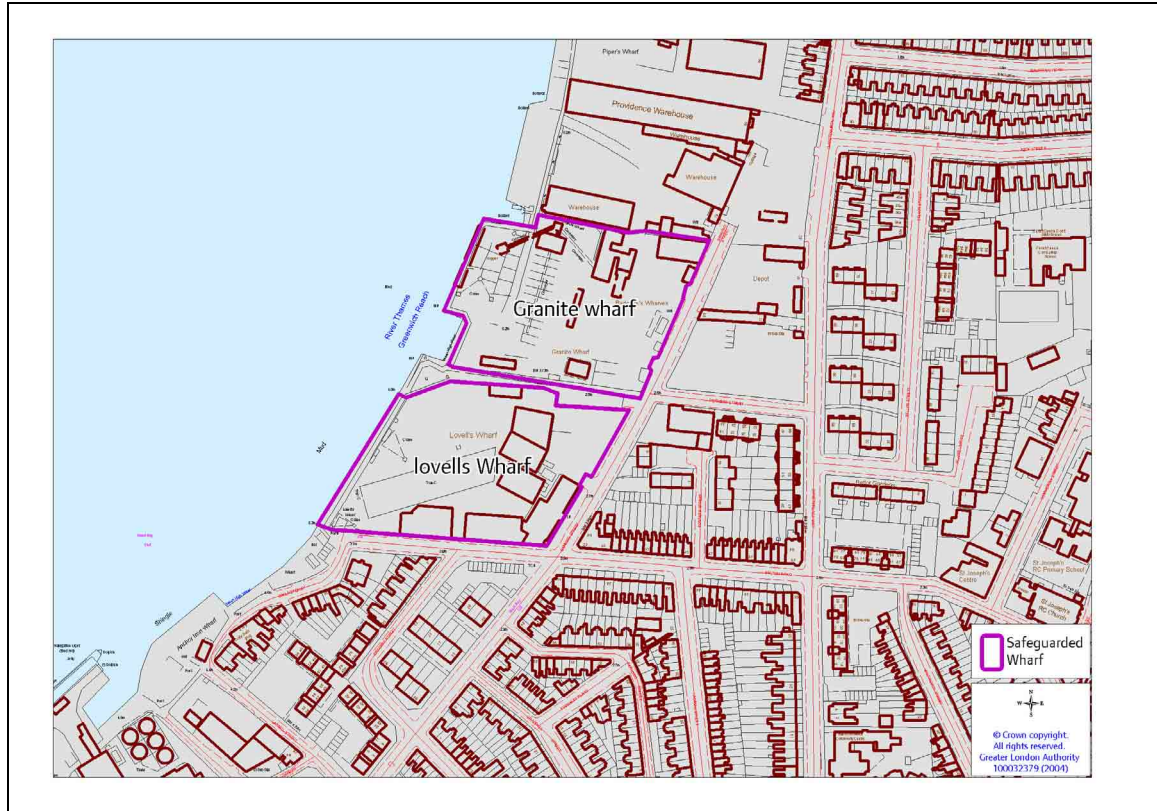
	<p>Environmental Health concerns – Greenwich Council declined to provide any detailed information on environmental health records to the GLA, although HGV movements from the site were a major local environmental issue.</p>
<p>Market Interest</p>	<p>The operator adjacent to Lovell’s Wharf submitted an expression of interest in the site, but this was not pursued and the operator has since relocated elsewhere within the Port of London. The PLA is not aware of any operators interested in resuming cargo-handling at the site.</p>
<p>Recommendation – Remove Safeguarded Status</p> <ul style="list-style-type: none"> • Lovell’s Wharf, by virtue of its characteristics is not capable of being made viable for cargo-handling uses. • The berth arrangements, environmental issues and road connections in particular make this site unviable for cargo-handling. 	



Name	Granite Wharf
Address	Banning Street, Greenwich, London SE10
Local Authority	Greenwich
Owner	Morden College
Site Area	1.14 ha
Harbour Master Ref	AS/27/440
Mean High Water Springs Depth	5.7 metres
Low Water Depth (chart datum)	Dries to 1.4 metres.
Draught of vessels handled	4.0 metres NAABSA
Jetty/Berth Length	60 metres
Operational status	Vacant
Last Handled	2001
Reason for Closure	Tarmac Quarry Products Ltd, the previous operator, consolidated its operations from Granite Wharf at Mulberry Wharf.
Maximum Tonnage	96,000 tonnes in 2000 (Aggregates)
Road/Rail Links	Road access is via cobbled and narrow residential streets to the A2203 and A102(M). No direct rail link.
Planning Information	<p>London Plan Context – within the Greenwich Peninsula Opportunity Area.</p> <p>UDP Context – UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals that increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 states that aggregate operations are inappropriate at Granite and Lovell’s wharves as they are in close proximity to, and accessed through, residential areas. Policy MU35 requires a single masterplan for Lovells, Granite and Piper’s wharves, to incorporate a riverside walk, retaining the boatyard at Piper’s, an element of residential above ground floor and affordable housing.</p> <p>Adjoining uses – Adjacent to Lovells Wharf. Residential use to the east, industrial and commercial uses to the north.</p> <p>Recent development – Greenwich Council declined to provide any detailed information on recent developments to the GLA.</p> <p>Planning history – Greenwich Council declined to provide any detailed information on planning history to the GLA.</p> <p>Environmental Health concerns – Greenwich Council declined to provide any detailed information on environmental health records to the GLA. Although it is understood that there have been complaints.</p>
Market Interest	The PLA is not aware of any operators interested in resuming cargo-handling at the site.

Recommendation – Remove Safeguarded Status

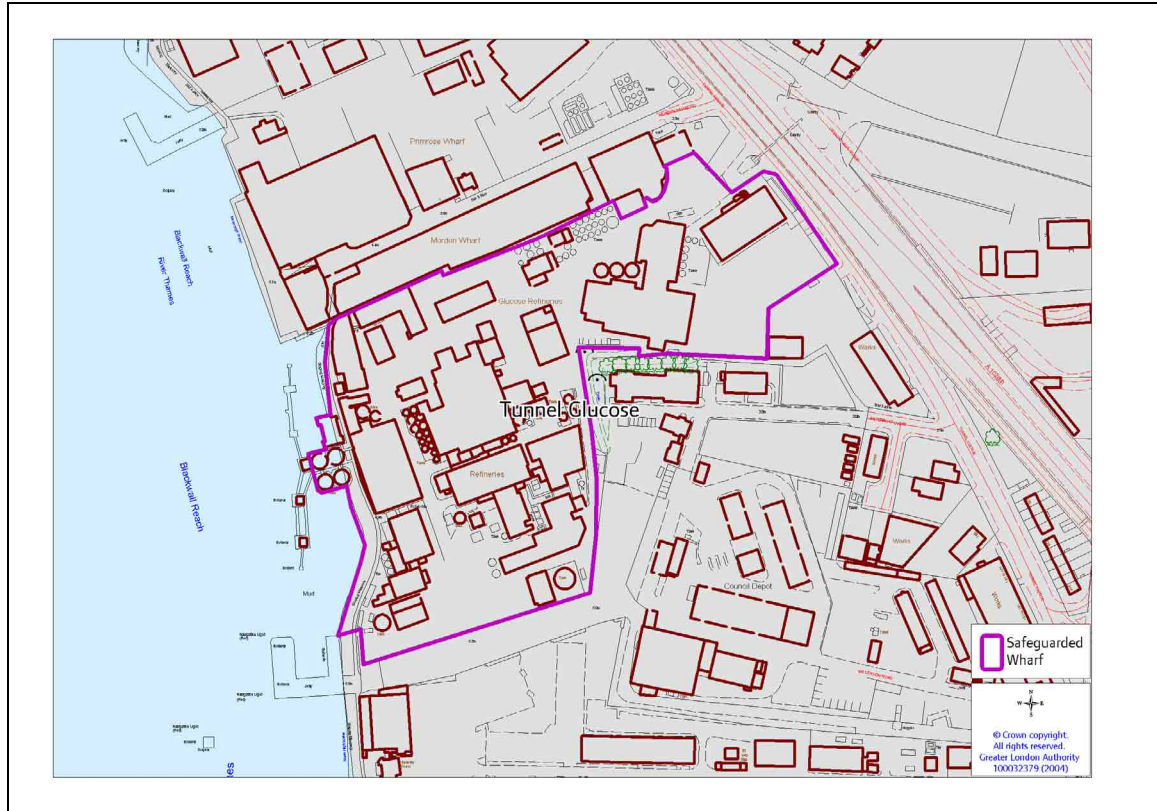
- Granite Wharf, by virtue of its characteristics is not capable of being made viable for cargo-handling uses.
- The road connections and operating restrictions in particular make this site unviable for cargo-handling.



Name	Tunnel Glucose
Address	Thames Bank House, Tunnel Avenue, Greenwich, London SE10
Local Authority	Greenwich
Owner	Tate and Lyle
Site Area	4.21 ha
Harbour Master Ref	AS/27/445
Mean High Water Springs Depth	4.7 metres
Low Water Depth (chart datum)	Dries to 2.4 metres
Draught of vessels handled	4.0 metres
Jetty/Berth Length	Jetty 36 metres, frontage upstream 51 metres.
Operational status	Cereals by road.
Operator	Amylum UK
Last Handled	1996
Reason for Closure	The jetty was last used in 1996 before Amylum switched to using local cereal rather than import it from France.
Maximum Tonnage	116,169 in 1995 (cereals)
Road/Rail Links	Tunnel Avenue joins the Blackwall Tunnel Approach, which links with the A13 and A2. No direct rail link.
Planning Information	<p>London Plan Context – Within the Greenwich Peninsula West Strategic Employment Location and within the Greenwich Peninsula Opportunity Area.</p> <p>UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals that increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 Identifies the wharf as a safeguarded wharf for river-based, freight or transport operations.</p> <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Greenwich Council declined to provide any detailed information on recent developments to the GLA.</p> <p>Planning history – Greenwich Council declined to provide any detailed information on planning history to the GLA.</p> <p>Environmental Health concerns – Greenwich Council declined to provide any detailed information on environmental health records to the GLA.</p>

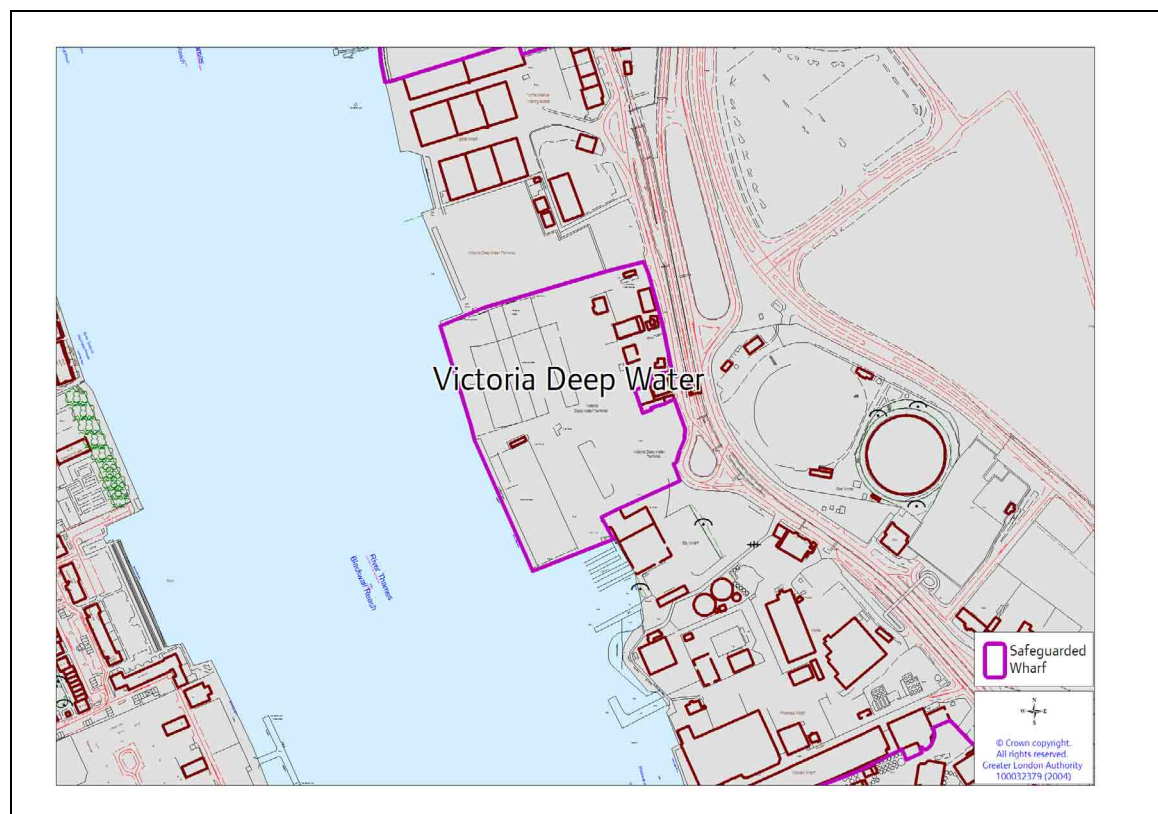
Recommendation – Retain Safeguarded Status

- Tunnel Glucose (Amylum UK), by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.
- Options to resume use of the wharf for importing cereal products continue to be investigated.



Name	Victoria Deep Water Terminal
Address	231 Tunnel Avenue, Greenwich, London SE10
Local Authority	Greenwich
Owner	Hanson Plc
Site Area	6.09 ha (currently safeguarded) 4.48 ha (recommended modified safeguarded)
Harbour Master Ref	AS/27/454
Mean High Water Springs Depth	11.3 metres
Low Water Depth (chart datum)	4.2 metres
Draught of vessels handled	8.0 metres
Jetty/Berth Length	259 metres
Operational status	Sea-dredged aggregates, crushed rock and slag. On site concrete production.
Operator	Hanson Plc
Ship Frequency (2001)	39
Maximum Tonnage	349,093 tonnes in 1999 (Aggregates) with 98,023 tonnes in 2001.
Lorry movements saved per year (2001)	8,911
Road/Rail Links	Direct road access onto the A102(M) Blackwall Tunnel. No direct rail link.
Planning Information	<p>London Plan Context – Within the Greenwich Peninsula West Strategic Employment Location and within the Greenwich Peninsula Opportunity Area.</p> <p>UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals that increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 Identifies the wharf as a safeguarded wharf for river-based, freight or transport operations.</p> <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Greenwich Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – Planning permission granted for a concrete batching plant with associated feed conveyor, batch cabin, personnel facilities and truck mixer washout facilities; and temporary siting and operation of a mobile crushing plant, screening plant, associated stocking areas, together with access for heavy goods vehicles to and from the site. These permissions delivered the move of infrastructure facilities from Delta Wharf to a new, modern plant at Victoria Deep Water Terminal, in furtherance of the Meridian Delta Ltd approved</p>

	<p>proposals for the Greenwich Peninsula.</p> <p>Environmental Health concerns – Greenwich Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Retain Safeguarded Status, but modify area identified for safeguarding</p> <ul style="list-style-type: none">• Victoria Deep Water Terminal by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.• Meridian Delta Ltd’s approved scheme for the Greenwich Peninsula requires the rationalisation of the northern edge of the safeguarded wharf boundary for Victoria Deep Water Terminal (VDWT). Greenwich Council and the Mayor have accepted this in the context of the exceptional circumstance policy identified at policy 4C.15 of the London Plan. The northern boundary of Victoria Deep Water Terminal was reconfigured by Direction issued on 19 May 2004. The southern boundary of Victoria Deep Water Terminal should be redrawn to remove those areas that are part of Bay Wharf and are considered not to be viable or capable of being made viable for cargo-handling.	

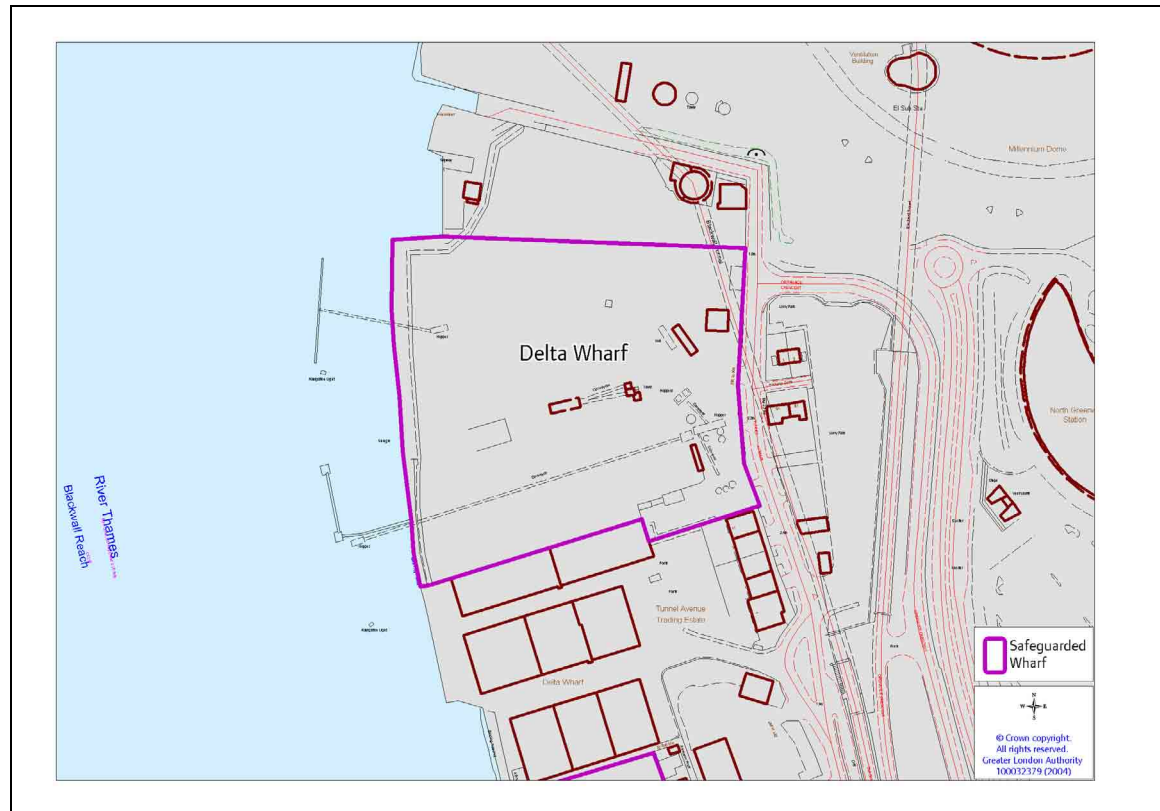


Name	Delta (Blackwall) Wharf
Address	303 Tunnel Avenue, Greenwich, London SE10
Local Authority	Greenwich
Owner	Quintain Estates and Development
Site Area	3.47 ha
Harbour Master Ref	AS/27/460
Mean High Water Springs Depth	9.2 metres
Low Water Depth (chart datum)	2.1 metres
Draught of vessels handled	8 metres
Jetty/Berth Length	150 metres
Operational status	Sea-dredged aggregates, crushed rock and slag. For use in construction plants and concrete plants in a 5 mile radius. Barge berth for exports to local markets, primarily the mobile concrete plants at Canary Wharf.
Operator	Hanson Plc
Ship Frequency (2001)	108
Maximum Tonnage	538,522 tonnes in 1998 (Aggregates) with 459,820 tonnes in 2001.
Lorry movements saved per year (2001)	41,802
Road/Rail Links	Direct road access onto the A102(M) Blackwall Tunnel. No direct rail link.
Planning Information	<p>London Plan Context – Within the Greenwich Peninsula West Strategic Employment Location and within the Greenwich Peninsula Opportunity Area.</p> <p>UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals that increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 states that Delta Wharf is adjacent to the Millennium Dome and North Greenwich underground station and it thus suitable for much more intensive use.</p> <p>Adjoining uses – Tunnel Avenue Trading Estate to the south, Millennium Dome to the north.</p> <p>Recent development – Greenwich Council declined to provide information on recent developments to the GLA</p> <p>Planning history – In January 2003 Meridian Delta Ltd applied for outline permission to develop the Greenwich Peninsula for a mixed use scheme. The proposed involved the redevelopment of Delta Wharf and the transfer of the wharf and other infrastructure facilities to the adjoining Victoria Deep Water Terminal. The scheme has been granted planning permission by Greenwich Council, following referral to the Mayor of</p>

	<p>London.</p> <p>Environmental Health concerns – Greenwich Council declined to provide information on environmental health concerns to the GLA.</p>
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Recommendation – Remove Safeguarded Status.

- Greenwich Council and the Mayor have accepted the redevelopment of Delta Wharf in the context of the exceptional circumstance policy identified at policy 4C.15 of the London Plan. The safeguarding direction for this wharf was lifted by Direction of the Deputy Prime Minister issued on 19 May 2004.

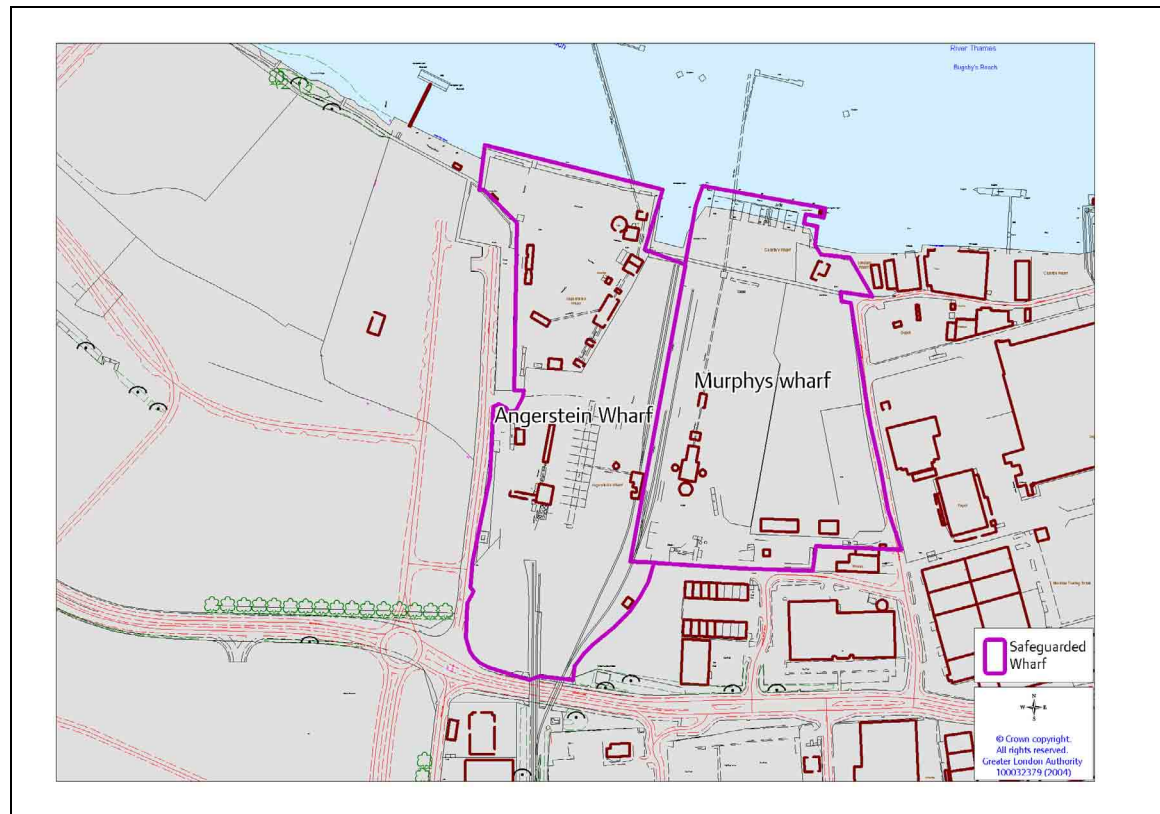


Name	Angerstein Wharf
Address	Off Horn Lane, Bugsby Way, Charlton, London SE10
Local Authority	Greenwich
Owner	RMC Aggregates (Greater London) Ltd
Site Area	7.24 ha
Harbour Master Ref	AS/29/477
Mean High Water Springs Depth	11.5 metres
Low Water Depth (chart datum)	4.5 metres
Draught of vessels handled	6.5 metres
Jetty/Berth Length	100 metres.
Operational status	Sea-dredged aggregates from the North Sea and Hastings Bank. For use in construction sites and concrete plants the majority is sent to RMC/Readymix concrete plants at Wembley, Stepney, Hendon, Canning Town, Kings Cross, Edmonton and Waltham Cross. Further tonnage is in transhipped to upriver RMC plants.
Operator	RMC Aggregates (Greater London) Ltd
Ship Frequency (2001)	124
Maximum Tonnage	805,597 tonnes in 1998 (Aggregates) with 689,063 tonnes in 2001.
Lorry movements saved per year (2001)	62,642
Road/Rail Links	Direct road access onto the A102(M) Blackwall Tunnel, A206. Direct rail access into the North Kent and London rail freight network.
Planning Information	<p>London Plan Context – Within the North Charlton Employment Area Strategic Employment Location.</p> <p>UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals that increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 Identifies the wharf as a safeguarded wharf for river-based, freight or transport operations. Policy M35 states that the site should continue to be used for rail freight. Policy J3 identifies the site as part of the Aggregates Zone for the borough. Aggregates, crushing and scrap uses will be concentrated in this zone subject to the safeguarding of the riverside walk.</p> <p>Adjoining uses – Aggregate use at Murphy’s Wharf to the East, and residential use at the Millennium Village to the West although this is separated by a buffer strip of parkland.</p> <p>Recent development – Greenwich Council declined to provide information on recent developments to the GLA.</p>

	<p>Planning history – Greenwich Council declined to provide information on planning history to the GLA.</p> <p>Environmental Health concerns – Greenwich Council declined to provide information on environmental health concerns to the GLA.</p>
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Recommendation – Retain Safeguarded Status.

- Angerstein Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling, with rail access.



Name	Murphy's Wharf
Address	Lombard Wall, Charlton, London SE7
Local Authority	Greenwich
Owner	United Marine Aggregates Ltd
Site Area	6.67 ha
Harbour Master Ref	AS/29/481
Mean High Water Springs Depth	12.4 metres
Low Water Depth (chart datum)	5.4 metres
Draught of vessels handled	7.5 metres
Jetty/Berth Length	143 metres.
Operational status	Believed to be Europe's largest marine aggregates terminal. Handles sea dredged aggregates. Two trains leave the site daily, carrying up to 1,500 tonnes of aggregate for businesses close to London. Aggregates are also transhipped by barge to terminals upriver. London Remade has established a Glass Eco-Industrial facility at the site, operated by Day Group Ltd, to manufacture secondary materials from waste container glass. The site has become a centre of excellence in glass re-processing and the development of alternative markets for re-processed glass (e.g. such as aggregates, shotblasting material, water filtration media). The riverside location of the eco-industrial site provides the opportunity for river transport to move both feedstock (waste glass) and products. Where possible finished products are transported by river to market. Cory Environmental manage and provide the river transportation
Operator	United Marine Aggregates Ltd and Day Aggregates
Ship Frequency (2001)	443
Maximum Tonnage	1,692,125 tonnes in 2001 (aggregates)
Lorry movements saved per year (2001)	153,830
Road/Rail Links	Direct road access onto the A102(M) Blackwall Tunnel, A206. Direct rail access into the North Kent and London rail freight network.
Planning Information	London Plan Context – Within the North Charlton Employment Area Strategic Employment Location. UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals that increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 Identifies the wharf as a safeguarded wharf for river-based, freight or transport operations. Policy J3 identifies the site as part of the Aggregates Zone for the

borough. Aggregates, crushing and scrap uses will be concentrated in this zone subject to the safeguarding of the riverside walk.

Adjoining uses – Aggregate use at Angerstein Wharf to the west. Industrial/boatyard use to the east.

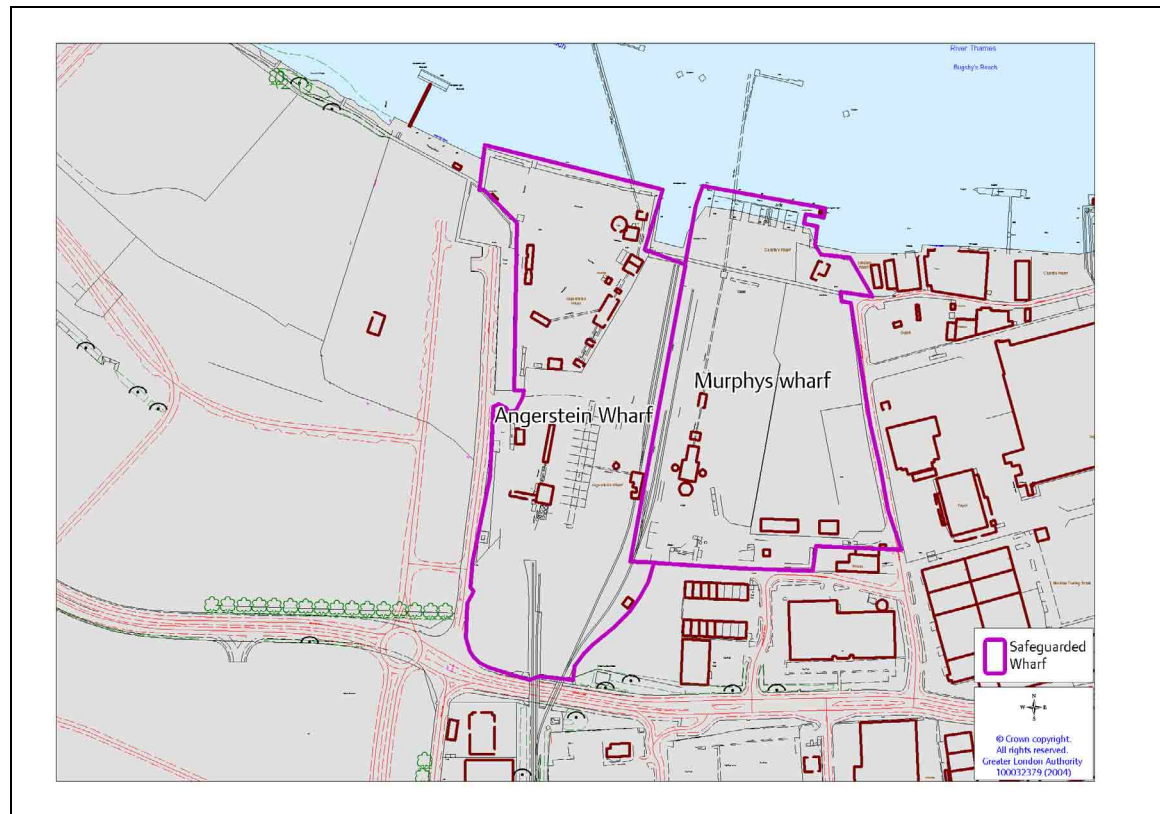
Recent development – Greenwich Council declined to provide information on recent developments to the GLA.

Planning history – Greenwich Council declined to provide information on planning history to the GLA.

Environmental Health concerns – Greenwich Council declined to provide information on environmental health concerns to the GLA.

Recommendation – Retain Safeguarded Status.

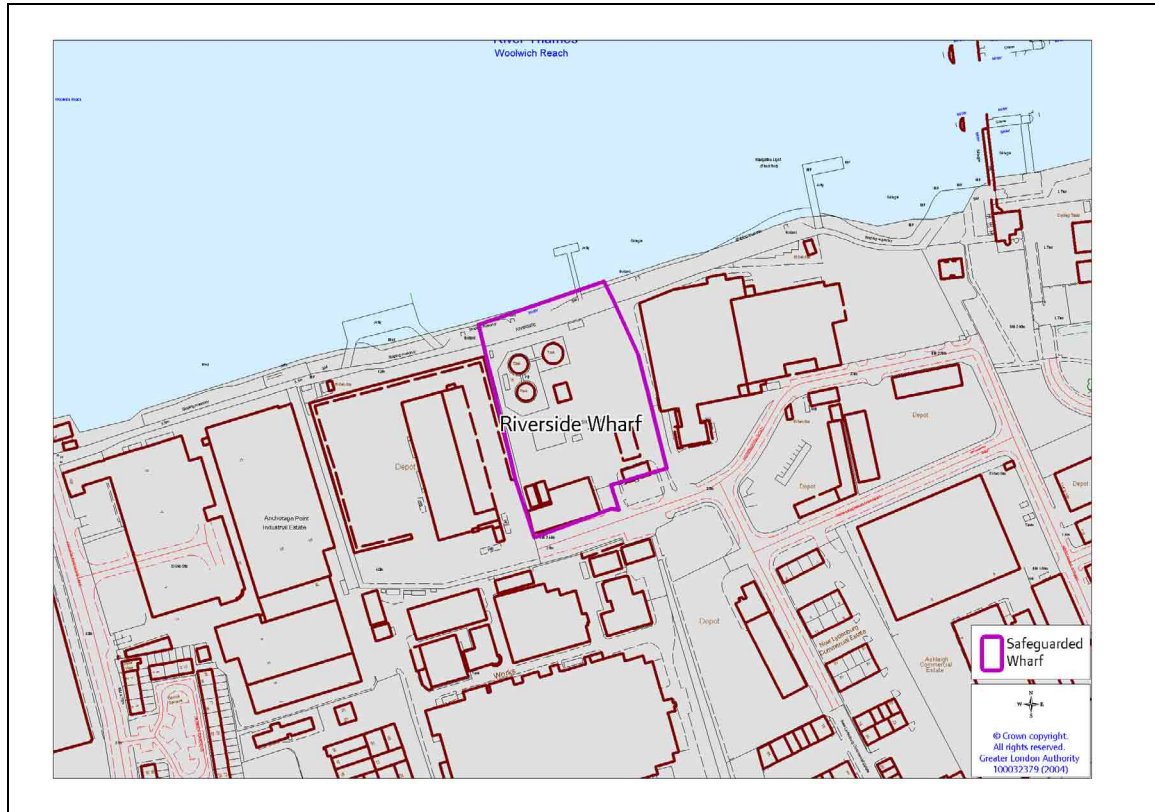
- Murphy’s Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	Riverside Wharf
Address	Herringham Road, Charlton, London SE7
Local Authority	Greenwich
Owner	Tarmac Ltd
Site Area	1.01 ha
Harbour Master Ref	AS/29/494
Mean High Water Springs Depth	5.7 metres
Low Water Depth (chart datum)	Dries to 1.3 metres
Draught of vessels handled	4.5 metres
Jetty/Berth Length	40 metres.
Operational status	New asphalt plant built in 1999, handles crushed rock and sand from France and Ireland. Products distributed to the South East road network.
Operator	Tarmac Ltd
Ship Frequency (2001)	31
Maximum Tonnage	73,021 in 1999 (Aggregates) with 21,815 tonnes in 2001.
Lorry movements saved per year (2001)	1,983
Road/Rail Links	Direct road access onto the A102(M) Blackwall Tunnel, A206. No direct rail access.
Planning Information	<p>London Plan Context – Within the North Charlton Employment Area Strategic Employment Location.</p> <p>UDP Context – Second Deposit Draft (April 2004). Policy M36 Generally the Council will support proposals that increase the proportion of freight in the Borough that is water borne. The use to be made of existing or proposed wharves will be an important consideration in determining relevant planning applications. Policy W5 Identifies the wharf as a safeguarded wharf for river-based, freight or transport operations. The wharf is also in a defined employment area.</p> <p>Adjoining uses – Industrial uses.</p> <p>Recent development – Greenwich Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – Greenwich Council declined to provide information on planning history to the GLA.</p> <p>Environmental Health concerns – Greenwich Council declined to provide information on environmental health concerns to the GLA.</p>

Recommendation – Retain Safeguarded Status.

- Riverside Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling, with rail access.



Bay Wharf

- The facilities at Bay Wharf consist of covered slipways and backland. City Recycling previously used the backland at Bay Wharf for the recycling of demolition arisings. The lack of berth and jetty opportunities at the site mean it is not viable for safeguarding.
- **Recommendation – Do not identify as a Safeguarded Wharf**

Tunnel Avenue Trading Estate

- An industrial trading estate with no connection to the river or history as a working wharf. The industrial units have been built up to the river edge of the site. There is no prospect of this site becoming available for cargo-handling purposes.
- **Recommendation – Do not identify as a Safeguarded Wharf**

Durham Wharf, Charlton Wharf, Cory's Repair Yard, Lombard Wharf

- These are operational boatyard facilities principally used as the Cory Barge Works. Safeguarding is intended for cargo-handling uses such as inter-port or transshipment movements and freight related purposes. For these reasons the site has not been assessed as a potential safeguarded wharf. The Mayor will identify strategic boatyard facilities as part of other work to accompany the London Plan.
- **Recommendation – Do not identify as a Safeguarded Wharf**

Barking & Dagenham

Proposed Safeguarded Wharves (21)

Barking Creek

Welbeck Wharf

Pinns Wharf

Kierbeck Wharf

Debden Wharf

Rippleway Wharf

Docklands Wharf

Victoria Stone Wharf

DePass Wharf

F McNeil & Co

Alexander Wharf

Maple Wharf

Bowen Wharf

New Free Trade Wharf

Dockland Construction Wharf

Dagenham Dock

RMC Roadstone

Pinnacle Terminal

White Mountain Jetty

Essex Cargo Terminals (now known as Van Dalen (Hunts Wharf))

Hanson Aggregates

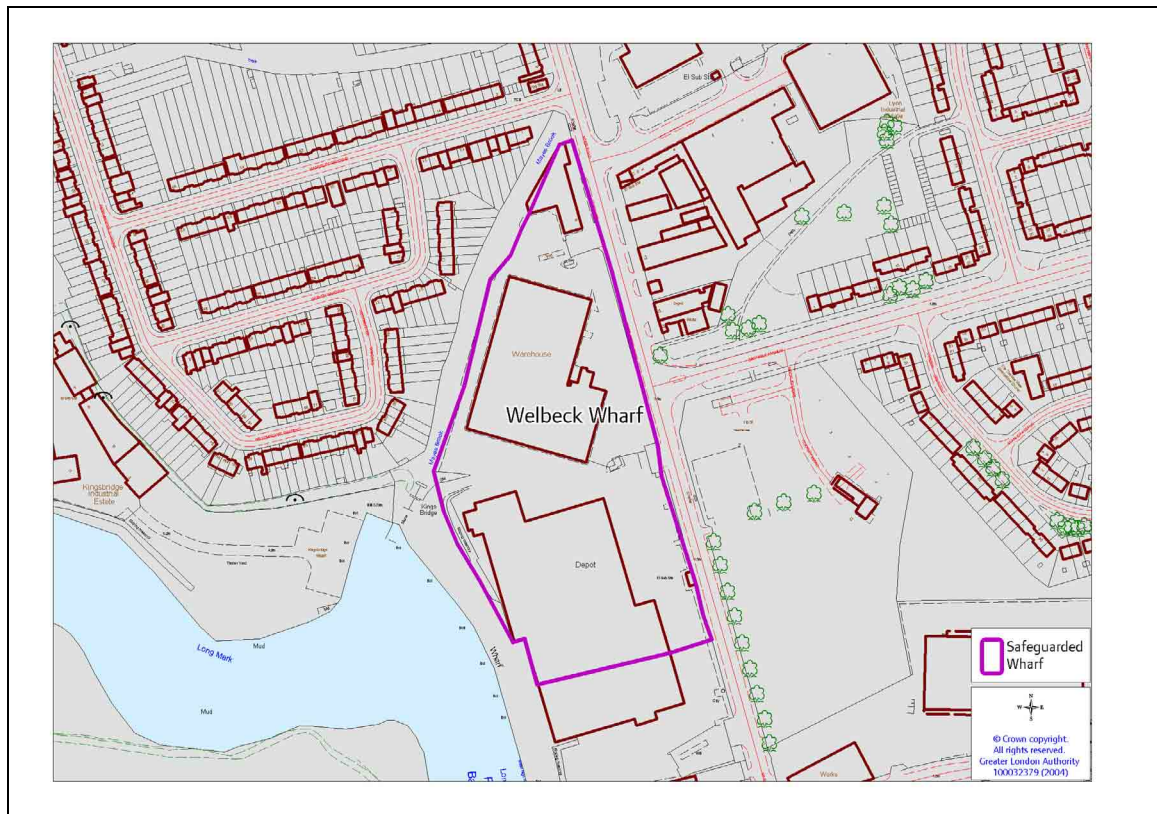
Ford Motor Company

Rugby Cement

Barking Creek

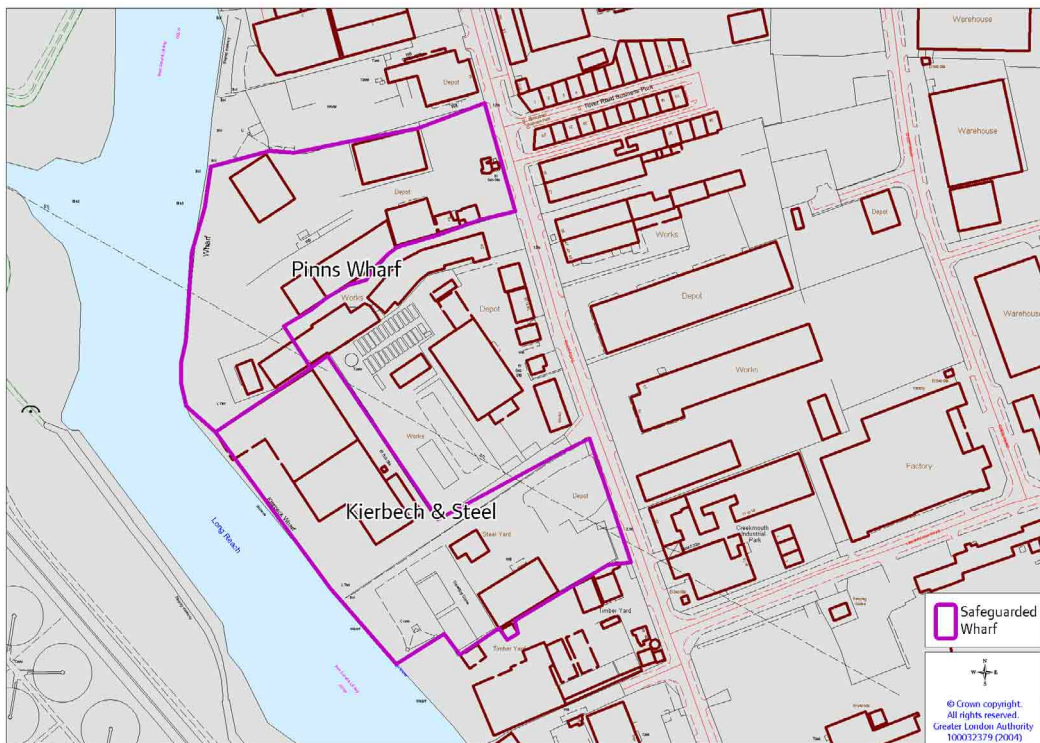
Name	Welbeck Wharf
Address	Welbeck House, River Road, Barking, Essex IG11
Local Authority	Barking & Dagenham
Owner	Welbeck Steel Service Centre Ltd
Site Area	2.77 ha
Harbour Master Ref	AN/79/44
Mean High Water Springs Depth	4.8 metres
Low Water Depth (chart datum)	Dries to 2.0 metres
Draught of vessels handled	4.0 metres NAABSA
Jetty/Berth Length	175 metres.
Operational status	Steel from France and Belgium. A just-in-time delivery system has been established with Motor Company at Dagenham.
Operator	Welbeck Steel Service Centre Ltd
Ship Frequency (2001)	140
Maximum Tonnage	194,065 tonnes in 1998 (Steel) with 168,964 tonnes in 2001.
Lorry movements saved per year (2001)	18,774
Road/Rail Links	A13, A123. No direct rail link.
Planning Information	<p>London Plan Context – Within the River Road Employment Area Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. However, because of the changing climate and the move away from manufacturing industry, there may well be potential for other uses to become established: recreational and leisure uses, especially water sports, or new land-uses that make provision for access to the waterfront provided the freight use is obsolete, or a substitute use can not be found to replace the existing or last known use. In either case, greater use of wharves should be explored and appropriate schemes encouraged. The site is in a defined employment area.</p> <p>Adjoining uses – Residential use to the north west, industrial and commercial use to the east and south, including two cash</p>

	<p>and carry outlets to the south.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – Wharf restricted to 6am – 10pm Mon to Sat. No restrictions on processing/production operations.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> • Welbeck Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



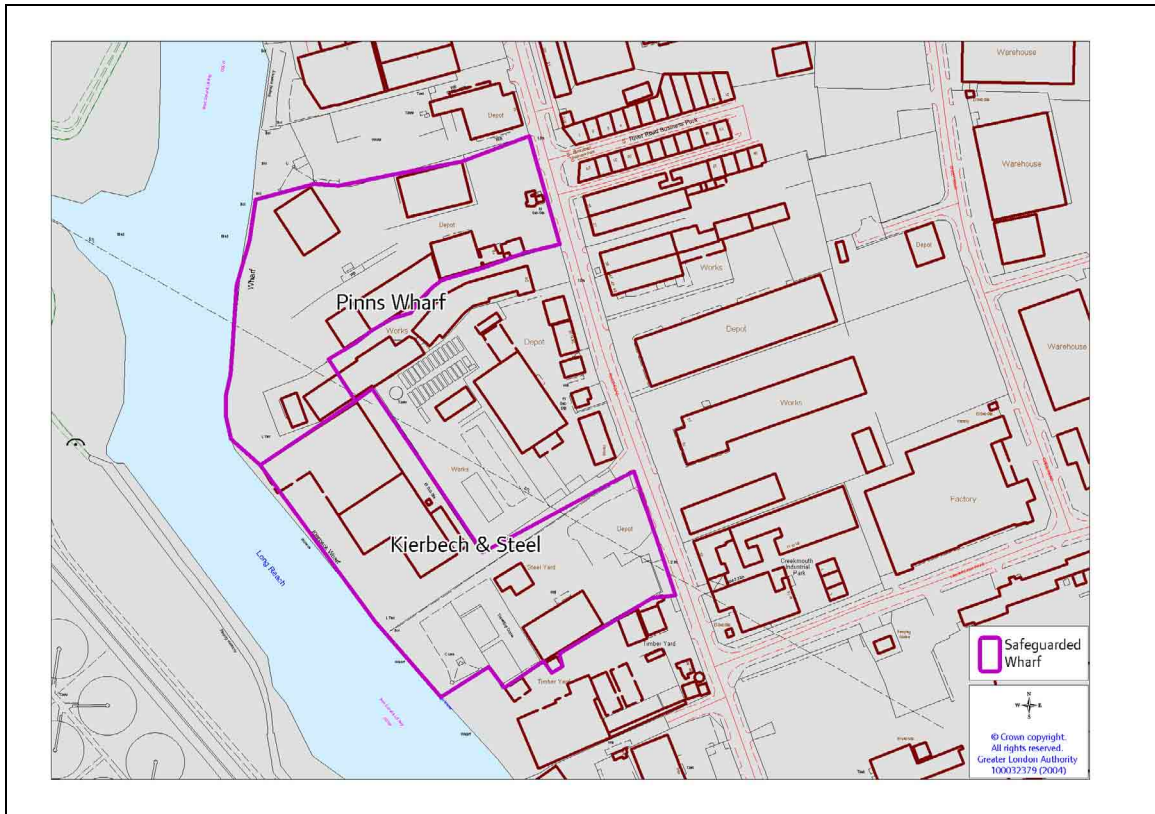
Name	Pinns Wharf
Address	River Road, Barking, Essex IG11
Local Authority	Barking & Dagenham
Owner or Operator	Fast Shipping Ltd
Site Area	1.73 ha
Harbour Master Ref	AN/79/51-53
Mean High Water Springs Depth	5.3 metres
Low Water Depth (chart datum)	Dries to 1.5 metres
Draught of vessels handled	4.0 metres NAABSA
Jetty/Berth Length	137 metres.
Operational status	Fast Shipping recently acquired the site, since that time two new warehouses have been constructed and the existing two warehouses refurbished/extended. Metal Recycling from in and around London for onward transport to Spain, Ireland, Netherlands and France. Terminal also handles steel, timber, and general cargoes.
Operator	Fast Shipping Ltd
Ship Frequency (2001)	49
Maximum Tonnage	163,374 in 2001 (Metal Recycling)
Lorry movements saved per year (2001)	16,337
Road/Rail Links	A13, A123. No direct rail link.
Planning Information	<p>London Plan Context – Within the River Road Employment Area Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. However, because of the changing climate and the move away from manufacturing industry, there may well be potential for other uses to become established: recreational and leisure uses, especially water sports, or new land-uses that make provision for access to the waterfront provided the freight use is obsolete, or a substitute use can not be found to replace the existing or last known use. In either case, greater use of wharves should be explored and appropriate schemes encouraged. The site is in a defined employment area.</p>

	<p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> Pinns Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



Name	Kierbeck & Steel Wharves
Address	River Road, Barking, Essex IG11
Local Authority	Barking & Dagenham
Owner or Operator	Kierbeck Ltd
Site Area	1.94 ha
Harbour Master Ref	AN/79/54-55
Mean High Water Springs Depth	4.0 metres
Low Water Depth (chart datum)	Dries to 2.8 metres
Draught of vessels handled	3.8 metres NAABSA
Jetty/Berth Length	150 metres.
Operational status	Steel (reinforced lengths and coils for use in the construction industry) from Belarus, Germany, Spain and Turkey.
Operator	Kierbeck Ltd
Ship Frequency (2001)	30
Maximum Tonnage	79,642 tonnes in 2001 (steel)
Lorry movements saved per year (2001)	8,849
Road/Rail Links	A13, A123. No direct rail link although a new railhead is being developed to receive dedicated shipments from a supplier in Cardiff. The supplier is building the infrastructure with Kierbeck operating the Barking operations on its behalf.
Planning Information	<p>London Plan Context – Within the River Road Employment Area Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. However, because of the changing climate and the move away from manufacturing industry, there may well be potential for other uses to become established: recreational and leisure uses, especially water sports, or new land-uses that make provision for access to the waterfront provided the freight use is obsolete, or a substitute use can not be found to replace the existing or last known use. In either case, greater use of wharves should be explored and appropriate schemes encouraged. The site is in a defined employment area.</p>

	<p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> • Kierbeck & Steel Wharves, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	

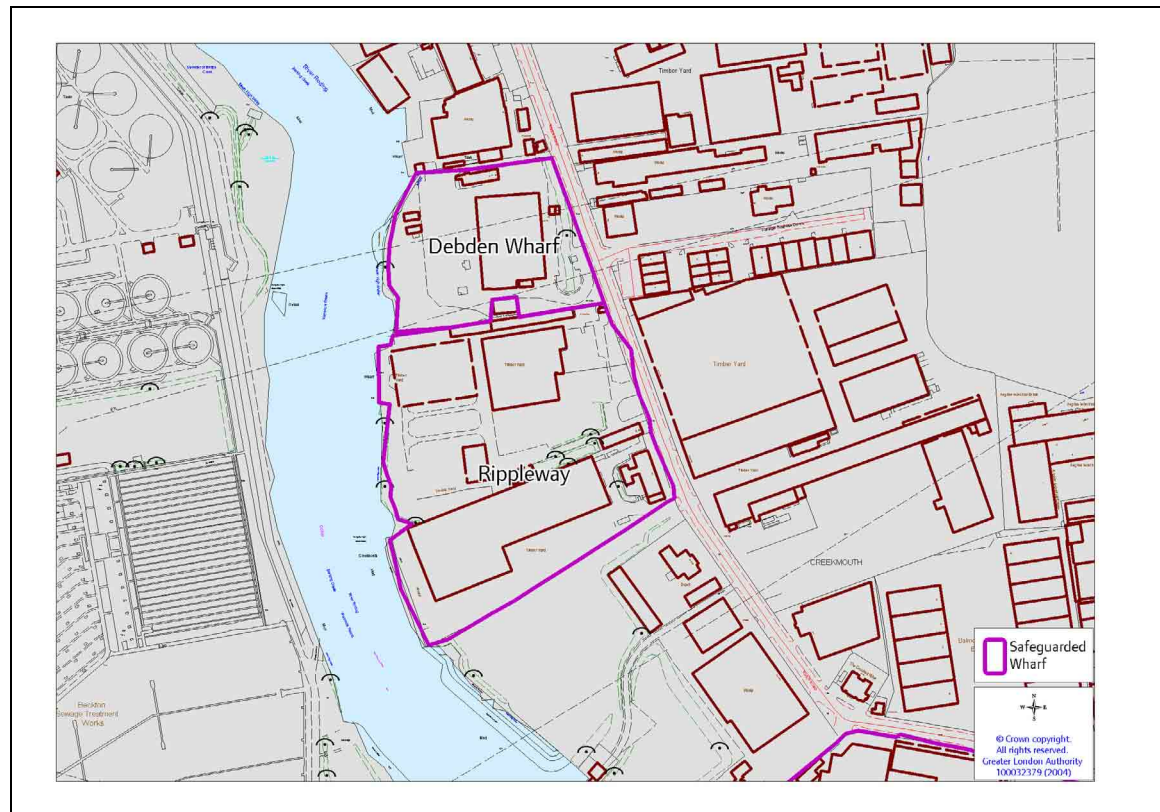


Name	Debden Wharf
Address	River Road, Barking, Essex IG11
Local Authority	Barking & Dagenham
Owner	JD Demolition
Site Area	1.64 ha
Harbour Master Ref	AN/79/60
Mean High Water Springs Depth	2.6 metres
Low Water Depth (chart datum)	Dries to 4.2 metres
Draught of vessels handled	Berth to be dredged
Jetty/Berth Length	120 metres
Operational status	Non-operational site to be reactivated. Planning permission has been granted for a construction and demolition waste transfer operation and new wharf infrastructure.
Operator	JD Demolition
Maximum Tonnage	N/A
Road/Rail Links	A13, A123. No direct rail link.
Planning Information	<p>London Plan Context – Within the River Road Employment Area Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. However, because of the changing climate and the move away from manufacturing industry, there may well be potential for other uses to become established: recreational and leisure uses, especially water sports, or new land-uses that make provision for access to the waterfront provided the freight use is obsolete, or a substitute use can not be found to replace the existing or last known use. In either case, greater use of wharves should be explored and appropriate schemes encouraged. The site is in a defined employment area.</p> <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – Planning permission granted for a</p>

	<p>construction and demolition waste transfer operation and new wharf infrastructure.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
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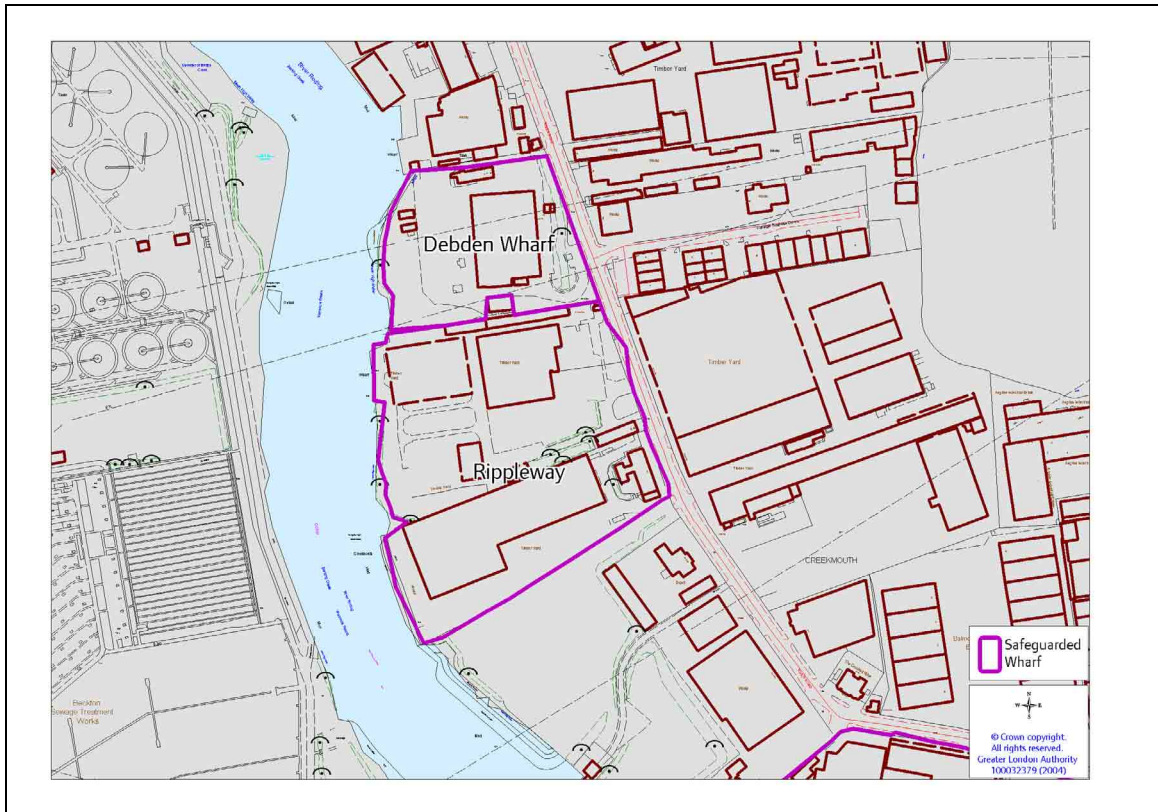
Recommendation – Identify as a Safeguarded Wharf.

- Debden Wharf has been identified, by virtue of the site characteristics and market placement, as capable of being made viable for cargo-handling uses, particularly predicted growth in waste handling operations as identified in the Mayor’s London Plan, Economic Development Strategy and Waste Strategy.



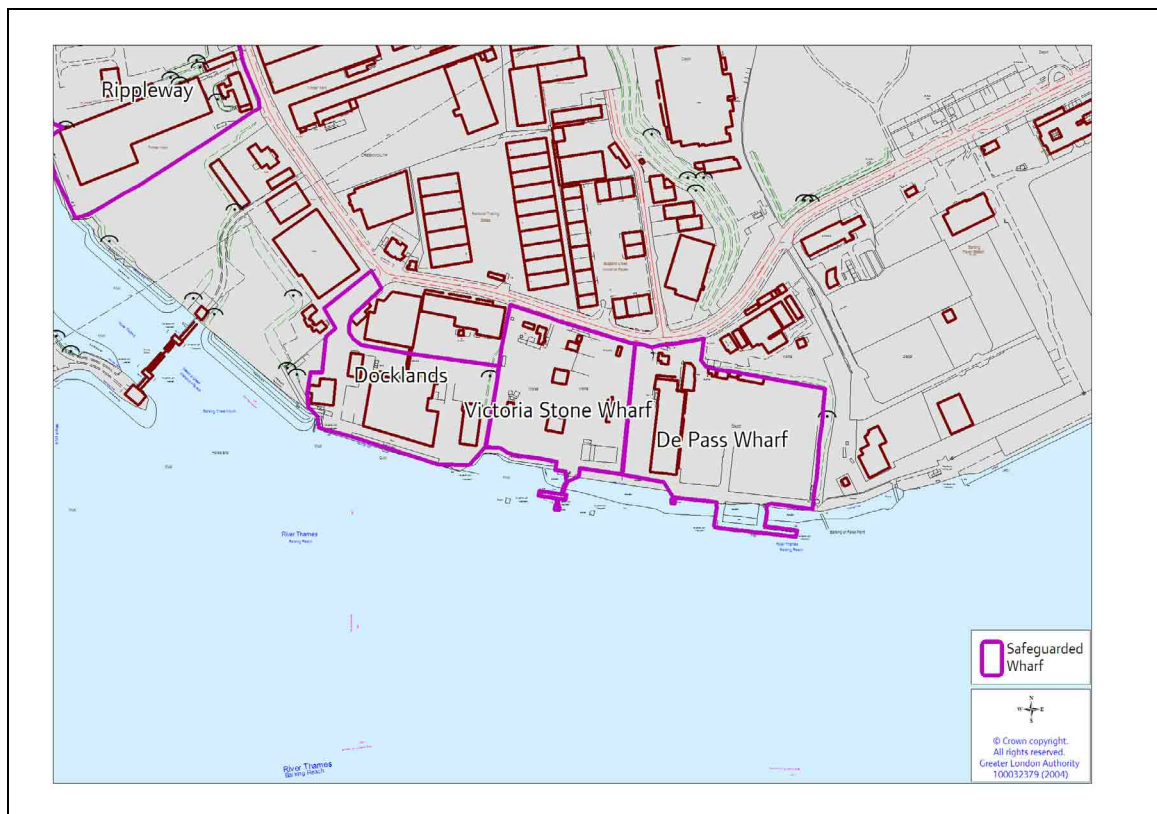
Name	Rippleway Wharf
Address	River Road, Barking, Essex IG11
Local Authority	Barking & Dagenham
Owner	Montague L Meyer Ltd
Site Area	4.11 ha
Harbour Master Ref	AN/79/61
Mean High Water Springs Depth	4.7 metres
Low Water Depth (chart datum)	Dries to 2.1 metres.
Draught of vessels handled	4.0 metres NAABSA
Jetty/Berth Length	95 metres.
Operational status	Timber products imported from Scandinavia and Russia. Terminal also handles petroleum products from Rotterdam and Norway.
Operator	Montague L Meyer Ltd
Ship Frequency (2001)	47
Maximum Tonnage	66,722 tonnes in 2000 (Timber) with 63,282 tonnes in 2001.
Lorry movements saved per year (2001)	7,031
Road/Rail Links	A13, A123. No direct rail link.
Planning Information	<p>London Plan Context – Within the River Road Employment Area Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. However, because of the changing climate and the move away from manufacturing industry, there may well be potential for other uses to become established: recreational and leisure uses, especially water sports, or new land-uses that make provision for access to the waterfront provided the freight use is obsolete, or a substitute use can not be found to replace the existing or last known use. In either case, greater use of wharves should be explored and appropriate schemes encouraged. The site is in a defined employment area.</p> <p>Adjoining uses – Industrial and commercial uses.</p>

	<p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> Rippleway Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



Name	Docklands Wharf
Address	River Road, Barking, Essex IG11
Local Authority	Barking & Dagenham
Owner	Docklands Wharf Ltd
Site Area	2.0 ha
Harbour Master Ref	AN/31/31
Mean High Water Springs Depth	5.9 metres
Low Water Depth (chart datum)	Dries to 0.9 metres.
Draught of vessels handled	5.0 metres NAABSA
Jetty/Berth Length	145 metres.
Operational status	Metal recycling, steel and general cargo. Metal Recycling exported to Spain and Rotterdam. Steel imported from Austria, France and Germany for distribution to users in Greater London. All cargo handled is on behalf of third parties.
Operator	Docklands Wharf Ltd
Ship Frequency (2001)	47
Maximum Tonnage	130,567 tonnes in 2000 (Metal Recycling/Steel) with 61,205 tonnes in 2001.
Lorry movements saved per year (2001)	6,121
Road/Rail Links	A13, A123. No direct rail link.
Planning Information	<p>London Plan Context – Within the River Road Employment Area Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. However, because of the changing climate and the move away from manufacturing industry, there may well be potential for other uses to become established: recreational and leisure uses, especially water sports, or new land-uses that make provision for access to the waterfront provided the freight use is obsolete, or a substitute use can not be found to replace the existing or last known use. In either case, greater use of wharves should be explored and appropriate schemes encouraged. The site is in a defined employment area.</p>

	<p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> • Docklands Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



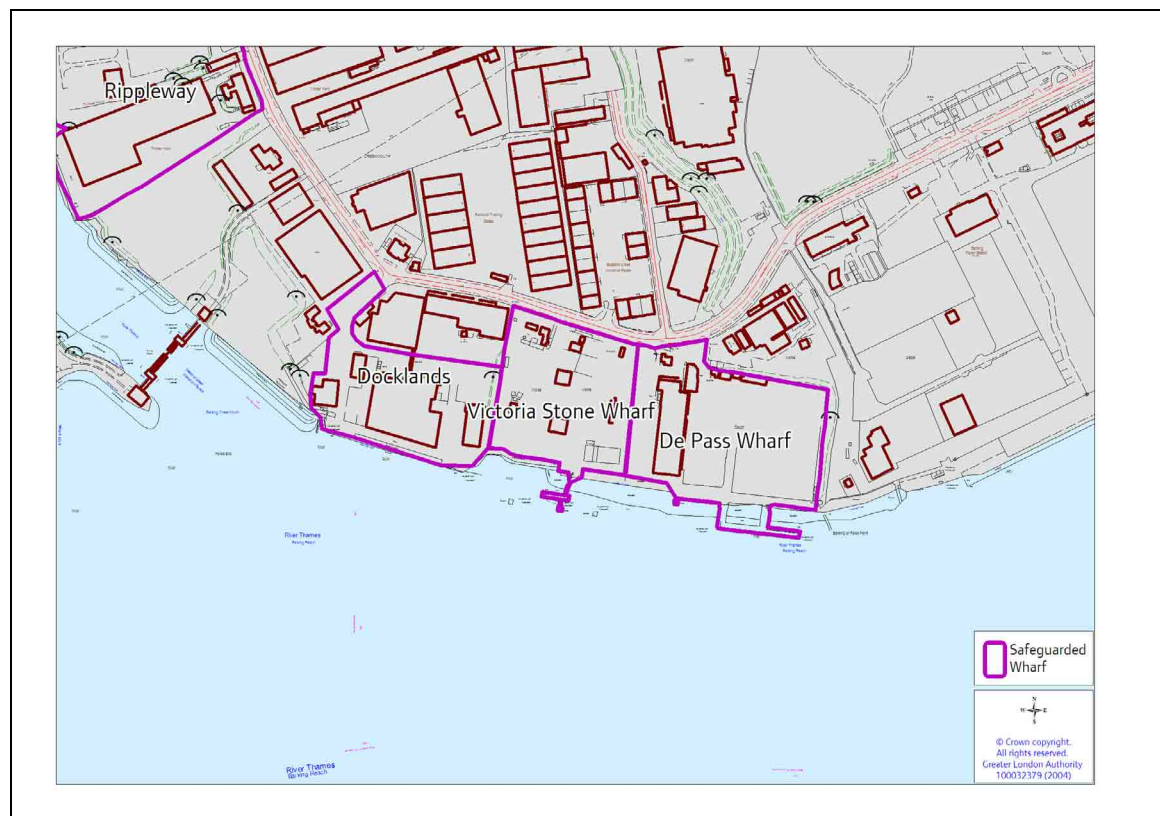
Name	Victoria Stone Wharf
Address	River Road, Barking, Essex IG11
Local Authority	Barking & Dagenham
Owner	RMC London Ltd
Site Area	1.99 ha
Harbour Master Ref	AN/31/32
Mean High Water Springs Depth	5.3 metres
Low Water Depth (chart datum)	Dries to 1.5 metres.
Draught of vessels handled	4.5 metres.
Jetty/Berth Length	Dolphins (100 metres).
Operational status	Aggregates by road
Operator	RMC London Ltd
Last Handled	1998
Reason for Closure	
Maximum Tonnage	460,000 tonnes in 1998 (Aggregates)
Road/Rail Links	A13, A123. No direct rail link.
Planning Information	<p>London Plan Context – Within the River Road Employment Area Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. However, because of the changing climate and the move away from manufacturing industry, there may well be potential for other uses to become established: recreational and leisure uses, especially water sports, or new land-uses that make provision for access to the waterfront provided the freight use is obsolete, or a substitute use can not be found to replace the existing or last known use. In either case, greater use of wharves should be explored and appropriate schemes encouraged. The site is in a defined employment area.</p> <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – Planning permission was granted in 1999 for RMC to install four storage silos on the site. The permitted</p>

scheme provides for the transportation and self-discharge of aggregate to the site by 5,000 tonne vessels.

Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.

Recommendation – Identify as a Safeguarded Wharf.

- Victoria Stone Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.
- The site’s navigation characteristics would suit the vessels already serving similar wharves along this Reach of the river. If reactivated Victoria Stone Wharf could receive the aggregates it currently receives by road through river-based transport.



Name	DePass Wharf
Address	River Road, Barking, Essex IG11
Local Authority	Barking & Dagenham
Owner	Barking Stone Ltd
Site Area	2.86 ha
Harbour Master Ref	AN/31/33
Mean High Water Springs Depth	8.2 metres
Low Water Depth (chart datum)	1.4 metres.
Draught of vessels handled	N/A
Jetty/Berth Length	85 metres.
Operational status	Vacant – to be reactivated. Barking Stone was been awarded a Freight Facilities Grant of £3.6 million in 2000 to refurbish the jetty and buy a vessel for the importation of aggregates and production of coated stone. Planning permission to develop this facility has been granted, together with a separate permission for a new jetty and associated infrastructure.
Operator	Barking Stone Ltd
Maximum Tonnage	N/A
Road/Rail Links	A13, A123. No direct rail link.
Planning Information	London Plan Context – Within the River Road Employment Area Strategic Employment Location and within the London Riverside Opportunity Area. UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. However, because of the changing climate and the move away from manufacturing industry, there may well be potential for other uses to become established: recreational and leisure uses, especially water sports, or new land-uses that make provision for access to the waterfront provided the freight use is obsolete, or a substitute use can not be found to replace the existing or last known use. In either case, greater use of wharves should be explored and appropriate schemes encouraged. The site is in a defined employment area.

Adjoining uses – Industrial and commercial uses.

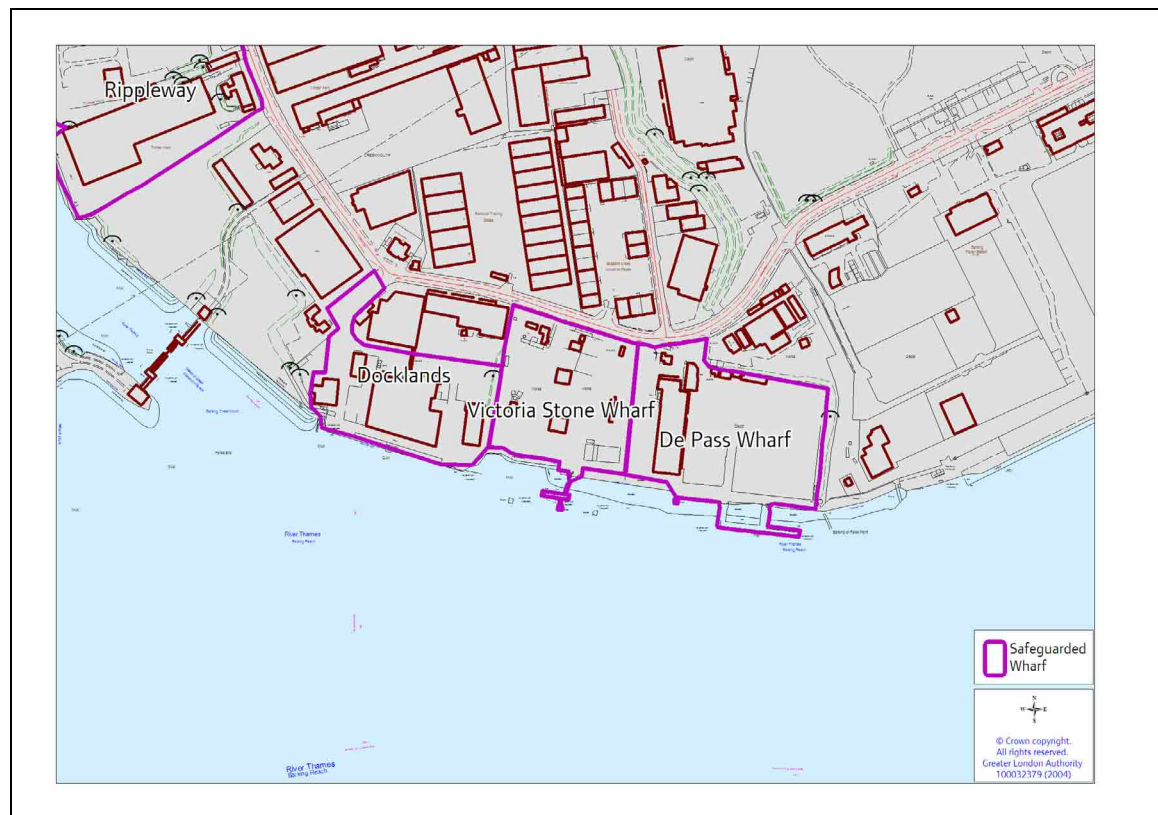
Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.

Planning history – No restrictions. Barking Stone Ltd has received planning permission to develop this facility, jetty and associated infrastructure.

Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.

Recommendation – Identify as a Safeguarded Wharf.

- DePass Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



F McNeil & Co

- Two cash and carry warehouses have been developed on the site. The units have been built up to the wharveside, with no operational back-land available for cargo-handling.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Alexander Wharf

- ELG Haniels Metals Ltd took over the site in December 1996. The wharf has been sealed off and delivered to the site by road. The depth of water at the berth is insufficient to handle the size of vessel needed to ensure the site's viability.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Maple Wharf

- C Blumson Ltd operates as a timber importer and merchant. The depth of water at the berth is insufficient to handle the size of vessels needed to ensure the site's viability.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Bowen Wharf

- Industrial units have been built up to the wharveside with no operational back-land available for cargo-handling.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

New Free Trade Wharf

- Industrial units have been built up to the wharveside with no operational back-land available for cargo-handling.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

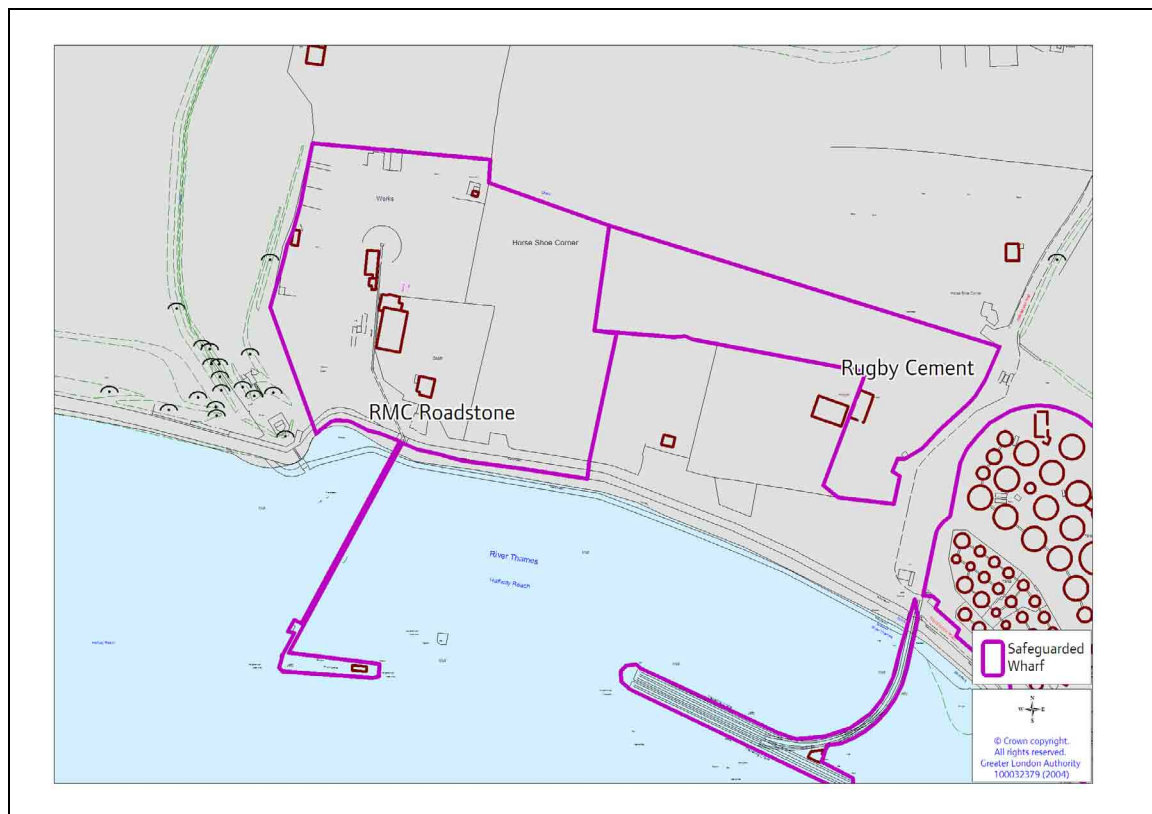
Dockland Construction Wharf

- The site has been developed as industrial units, with a substantial landscaped bank to the river wall. No operational back-land available for cargo-handling.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Dagenham Dock

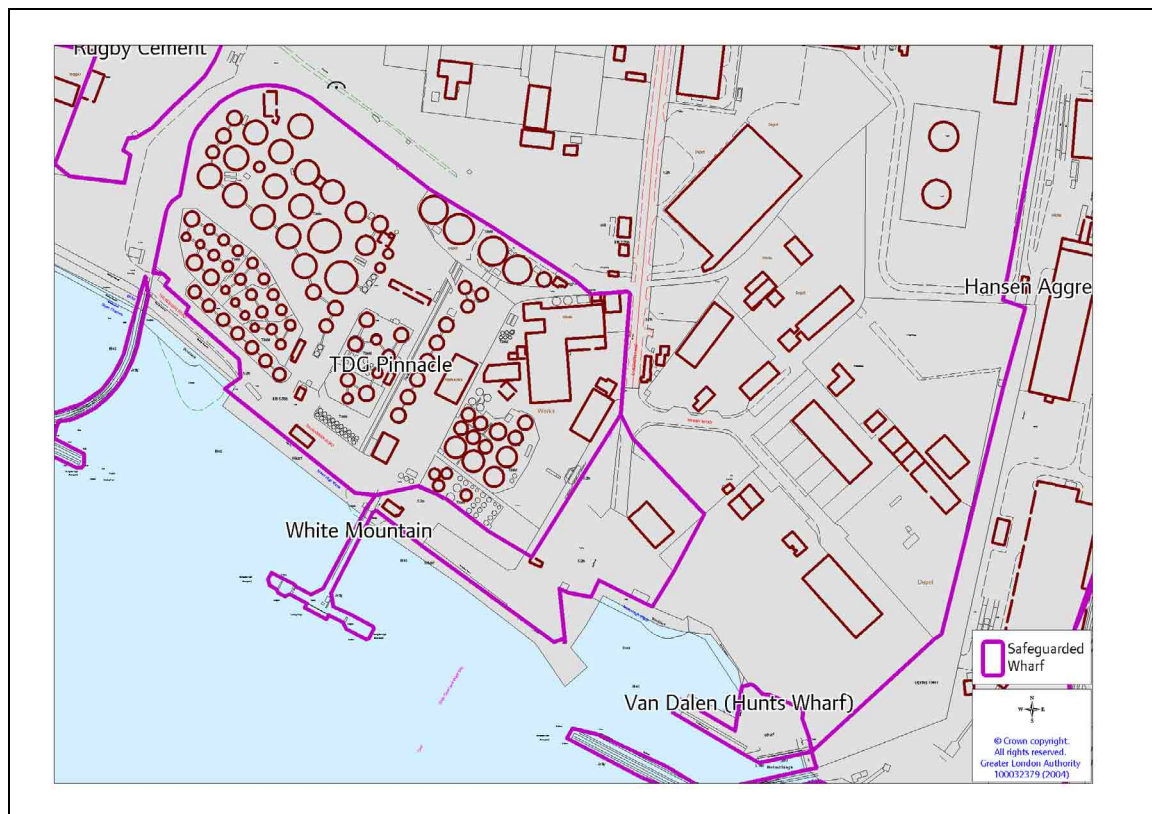
Name	RMC Roadstone (RMC Dagenham)
Address	Choates Road, Dagenham Dock, Dagenham RM9
Local Authority	Barking & Dagenham
Owner	RMC Aggregates Greater London
Site Area	5.19 ha
Harbour Master Ref	AN/32/41
Mean High Water Springs Depth	10.1 metres
Low Water Depth (chart datum)	3.3 metres.
Draught of vessels handled	5.0 metres.
Jetty/Berth Length	30.5 metres.
Operational status	Aggregate, sand, limestone and granite from Wales, Ireland, Cornwall, France, Scotland and Poland for local road maintenance and construction projects.
Operator	RMC Aggregates (Greater London) Ltd
Ship Frequency (2001)	142
Maximum Tonnage	347,981 tonnes in 2001 (aggregates)
Lorry movements saved per year (2001)	31,637
Road/Rail Links	Access to A13 via Hindmans Way and Chequers Lane. Onward connections to M11 and M25. No direct rail link.
Planning Information	<p>London Plan Context - Within the Dagenham Dock (part) Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. The Dagenham Dock industrial area is an important employment zone in the Borough. However, it currently contains a number of aggregate and transport related open storage uses that are not compatible with residential and public open space uses. To this end the industrial uses closest to the eastern end of the housing development (Barking Reach) should be less intrusive and of quality design with denser landscaping than sites further east towards Chequers Lane and Fords. Policy BR5; The Dagenham Dock Riverside Area as shown on the proposals map will be reserved for the following</p>

	<p>uses as long as the demand exists for sites for them in the Borough: ready mixed concrete plants; manufacture of concrete or building products; manufacture of concrete, cement, lime or plaster; processing, storage and distribution of materials; ground and processed materials, including roadstone; asphalt batching plant.</p> <p>Adjoining uses – Industrial and commercial uses to the east and north. Proposed Barking Reach new residential quarter to the west, although this is separated by a landfill site, which is now filled.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> RMC Roadstone (RMC Dagenham), by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



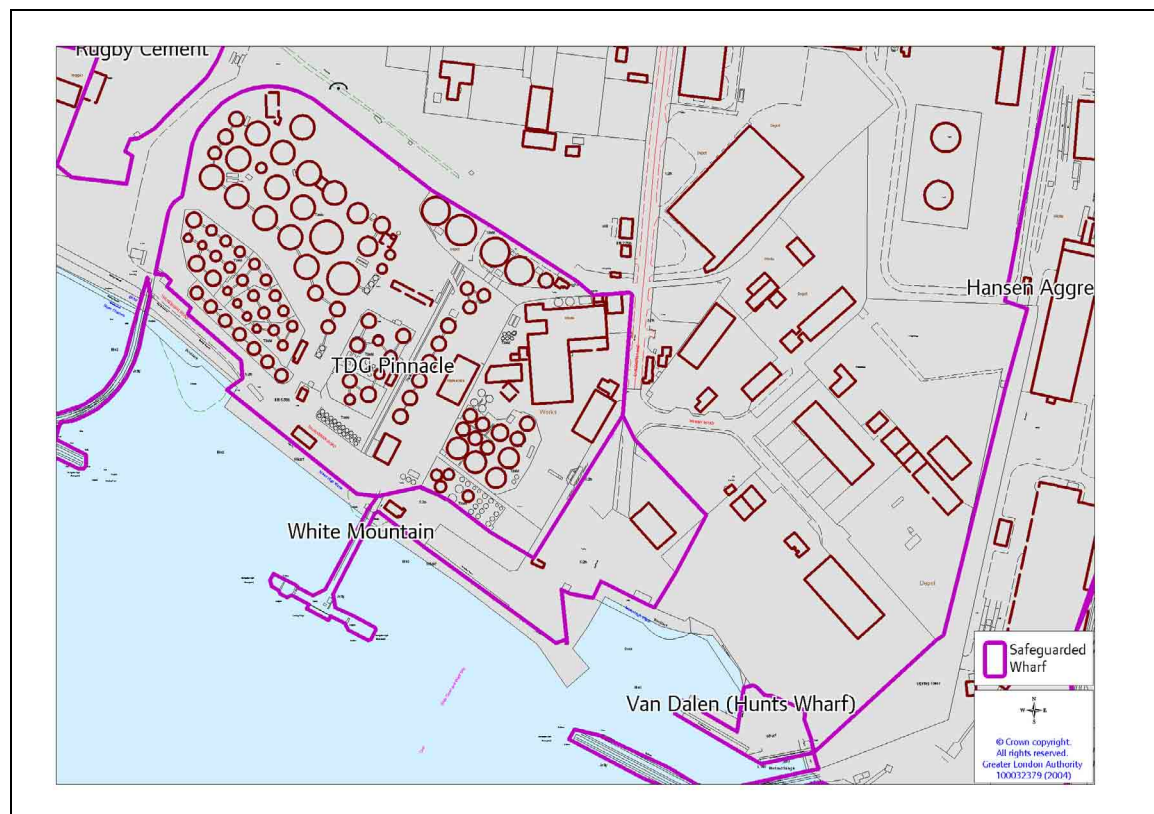
Name	Pinnacle Terminal (TDG Pinnacle)
Address	Thunderer Jetty, Dagenham Dock, Dagenham RM9
Local Authority	Barking & Dagenham
Owner	Pinnacle Storage
Site Area	7.63 ha
Harbour Master Ref	AN/32/42B
Mean High Water Springs Depth	16.1 metres
Low Water Depth (chart datum)	9.3 metres.
Draught of vessels handled	10.0 metres.
Jetty/Berth Length	228 metres.
Operational status	Chemicals and lubricants, hard and soft vegetable and other edible oils from the USA and Europe and by transhipment from Coryton refinery.
Operator	Pinnacle Storage
Ship Frequency (2001)	190
Maximum Tonnage	262,146 tonnes in 1999 (Chemicals, Petroleum, Oils & fats) with 201,657 tonnes in 2001.
Lorry movements saved per year (2001)	14,404
Road/Rail Links	Access to A13 via Hindmans Way and Chequers Lane. Onward connections to M11 and M25. No direct rail link.
Planning Information	<p>London Plan Context - Within the Dagenham Dock (part) Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. The Dagenham Dock industrial area is an important employment zone in the Borough. However, it currently contains a number of aggregate and transport related open storage uses that are not compatible with residential and public open space uses. To this end the industrial uses closest to the eastern end of the housing development (Barking Reach) should be less intrusive and of quality design with denser landscaping than sites further east towards Chequers Lane and Fords. Policy BR5; The Dagenham Dock Riverside Area as shown on the proposals map will be reserved for the following</p>

	<p>uses as long as the demand exists for sites for them in the Borough: Ready mixed concrete plants; manufacture of concrete or building products; manufacture of concrete, cement, lime or plaster; processing, storage and distribution of materials; ground and processed materials, including roadstone; asphalt batching plant.</p> <p>Industrial and commercial uses to the west, east and north.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> • Pinnacle Terminal (TDG Pinnacle), by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



Name	White Mountain Roadstone
Address	No 1 Western Extension, Dagenham Dock, Dagenham RM9
Local Authority	Barking & Dagenham
Owner or Operator	Whitemountain Roadstone Ltd
Site Area	1.82 ha
Harbour Master Ref	AN/32/42C
Mean High Water Springs Depth	5.4 metres
Low Water Depth (chart datum)	Dries to 1.4 metres.
Draught of vessels handled	5.0 metres
Jetty/Berth Length	100 metres.
Operational status	Crushed rock mainly from Northern Ireland, occasionally from Norway and France. Sand from Essex. New coating plant built with plans for major wharf refurbishment.
Operator	Whitemountain Roadstone Ltd
Ship Frequency (2001)	180
Maximum Tonnage	180,373 tonnes in 2001 (aggregates)
Lorry movements saved per year (2001)	16,398
Road/Rail Links	Access to A13 via Hindmans Way and Chequers Lane. Onward connections to M11 and M25. No direct rail link.
Planning Information	<p>London Plan Context - Within the Dagenham Dock (part) Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. The Dagenham Dock industrial area is an important employment zone in the Borough. However, it currently contains a number of aggregate and transport related open storage uses that are not compatible with residential and public open space uses. To this end the industrial uses closest to the eastern end of the housing development (Barking Reach) should be less intrusive and of quality design with denser landscaping than sites further east towards Chequers Lane and Fords. Policy BR5; The Dagenham Dock Riverside Area as shown on the proposals map will be reserved for the following uses as long as the demand exists for sites for them in the</p>

	<p>Borough: Ready mixed concrete plants; manufacture of concrete or building products; manufacture of concrete, cement, lime or plaster; processing, storage and distribution of materials; ground and processed materials, including roadstone; asphalt batching plant.</p> <p>Adjoining uses – Industrial and commercial uses to the east, west and north.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> White Mountain Roadstone, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



Name	Van Dalen (Hunt's Wharf)
Address	Chequers Lane, Dagenham Dock, Dagenham RM9
Local Authority	Barking & Dagenham
Owner	Van Dalen
Site Area	0.31 ha
Harbour Master Ref	AN/32/42D
Mean High Water Springs Depth	6.4 metres
Low Water Depth (chart datum)	Dries to 0.4metres.
Draught of vessels handled	5.0 metres
Jetty/Berth Length	68 metres.
Operational status	Metal recycling.
Owner or Operator	Van Dalen
Ship Frequency (2001)	38
Maximum Tonnage	111,362 in 2001 (Cement & Building Materials)
Lorry movements saved per year (2001)	11,136
Road/Rail Links	Access to A13 via Hindmans Way and Chequers Lane. Onward connections to M11 and M25. No direct rail link.
Planning Information	<p>London Plan Context - Within the Dagenham Dock (part) Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. The Dagenham Dock industrial area is an important employment zone in the Borough. However, it currently contains a number of aggregate and transport related open storage uses that are not compatible with residential and public open space uses. To this end the industrial uses closest to the eastern end of the housing development (Barking Reach) should be less intrusive and of quality design with denser landscaping than sites further east towards Chequers Lane and Fords. Policy BR5; The Dagenham Dock Riverside Area as shown on the proposals map will be reserved for the following uses as long as the demand exists for sites for them in the Borough: Ready mixed concrete plants; manufacture of</p>

concrete or building products; manufacture of concrete, cement, lime or plaster; processing, storage and distribution of materials; ground and processed materials, including roadstone; asphalt batching plant.

Adjoining uses – Industrial and commercial uses to the east, west and north.

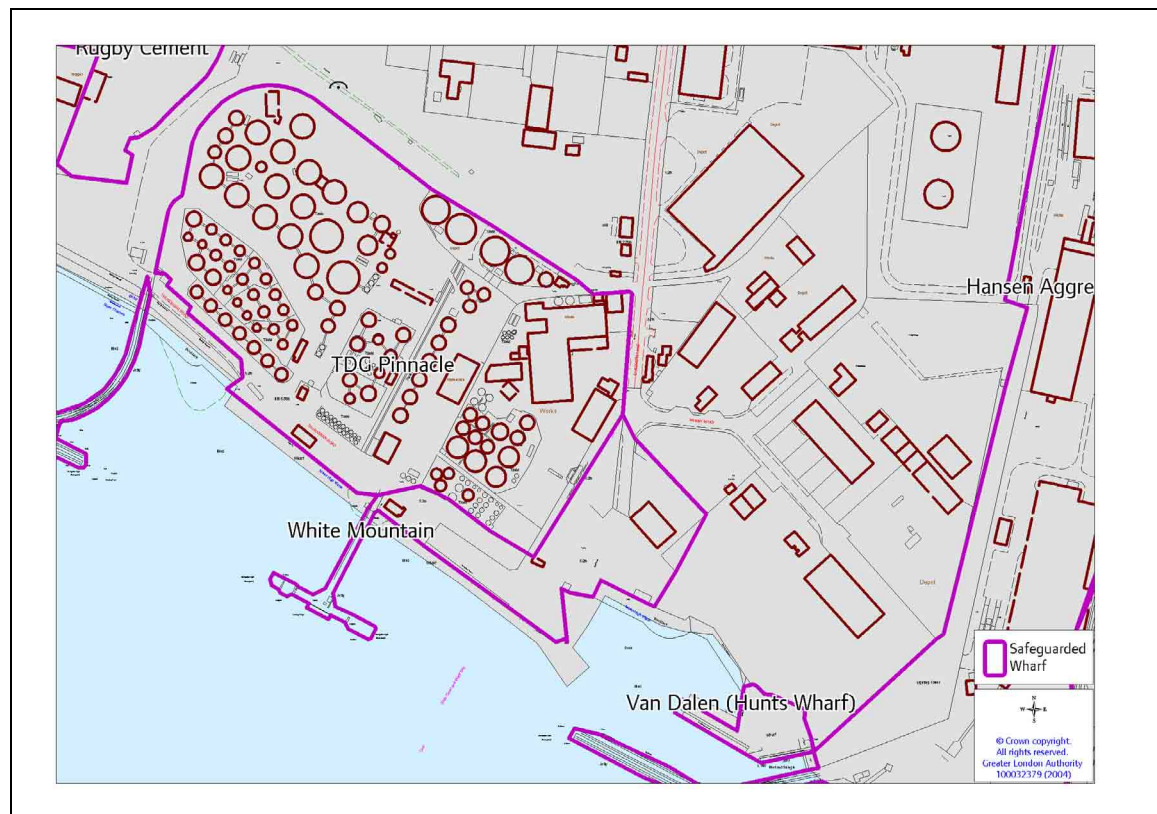
Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.

Planning history – No restrictions.

Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.

Recommendation – Identify as a Safeguarded Wharf.

- Van Dalen (Hunt’s Wharf), by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	Hanson Aggregates
Address	Dagenham Depot, Dagenham Dock, Dagenham RM9
Local Authority	Barking & Dagenham
Owner	Hanson Aggregates
Site Area	11.46 ha
Harbour Master Ref	AN/32/42E
Mean High Water Springs Depth	14.0 metres
Low Water Depth (chart datum)	7.2 metres.
Draught of vessels handled	10.0 metres.
Jetty/Berth Length	150 metres.
Operational status	Sea dredged aggregates, road surface black top, limestone, and phosphoric slag. One trainload a day is received from Somerset and two trainloads depart per day with aggregate. £26 million has been invested to develop the site, with plans to build a second conveyor from the jetty over-sailing Van Dalen (Hunt's Wharf) to land behind to allow quicker handling times. Most of the operations on site are already covered or screened, and in the future more operations will be put under cover.
Operator	Hanson Aggregates
Ship Frequency (2001)	175
Maximum Tonnage	781,999 tonnes in 2001 (aggregates)
Lorry movements saved per year (2001)	71,091
Road/Rail Links	Access to A13 via Hindmans Way and Chequers Lane. Onward connections to M11 and M25. Direct rail link.
Planning Information	London Plan Context – Within the Dagenham Dock (part) Strategic Employment Location and within the London Riverside Opportunity Area. UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. The Dagenham Dock industrial area is an important employment zone in the Borough. However, it currently contains a number of aggregate and transport related open storage uses that are not compatible with residential and public open space uses. To this end the industrial uses closest to the

eastern end of the housing development (Barking Reach) should be less intrusive and of quality design with denser landscaping than sites further east towards Chequers Lane and Fords. Policy BR5; The Dagenham Dock Riverside Area as shown on the proposals map will be reserved for the following uses as long as the demand exists for sites for them in the Borough: Ready mixed concrete plants; manufacture of concrete or building products; manufacture of concrete, cement, lime or plaster; processing, storage and distribution of materials; ground and processed materials, including roadstone; asphalt batching plant.

Adjoining uses – Industrial and commercial uses to the east, west and north.

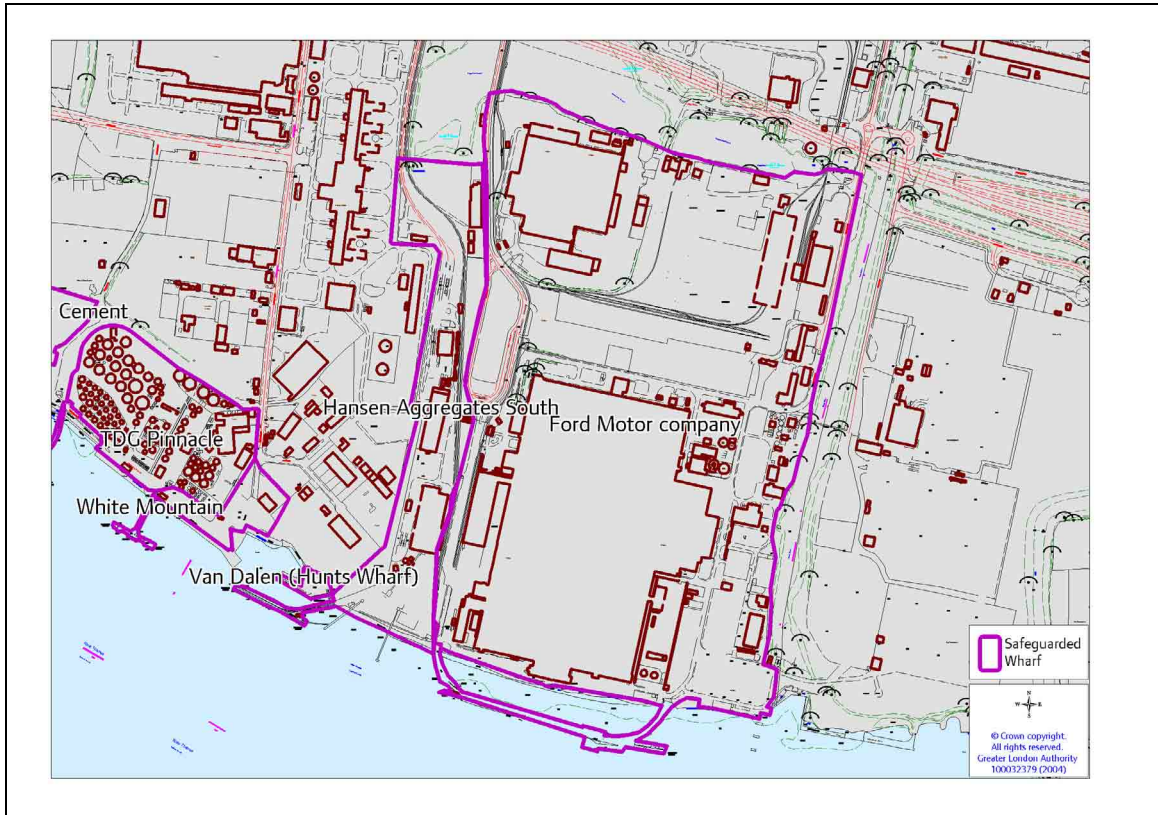
Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.

Planning history – No restrictions.

Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.

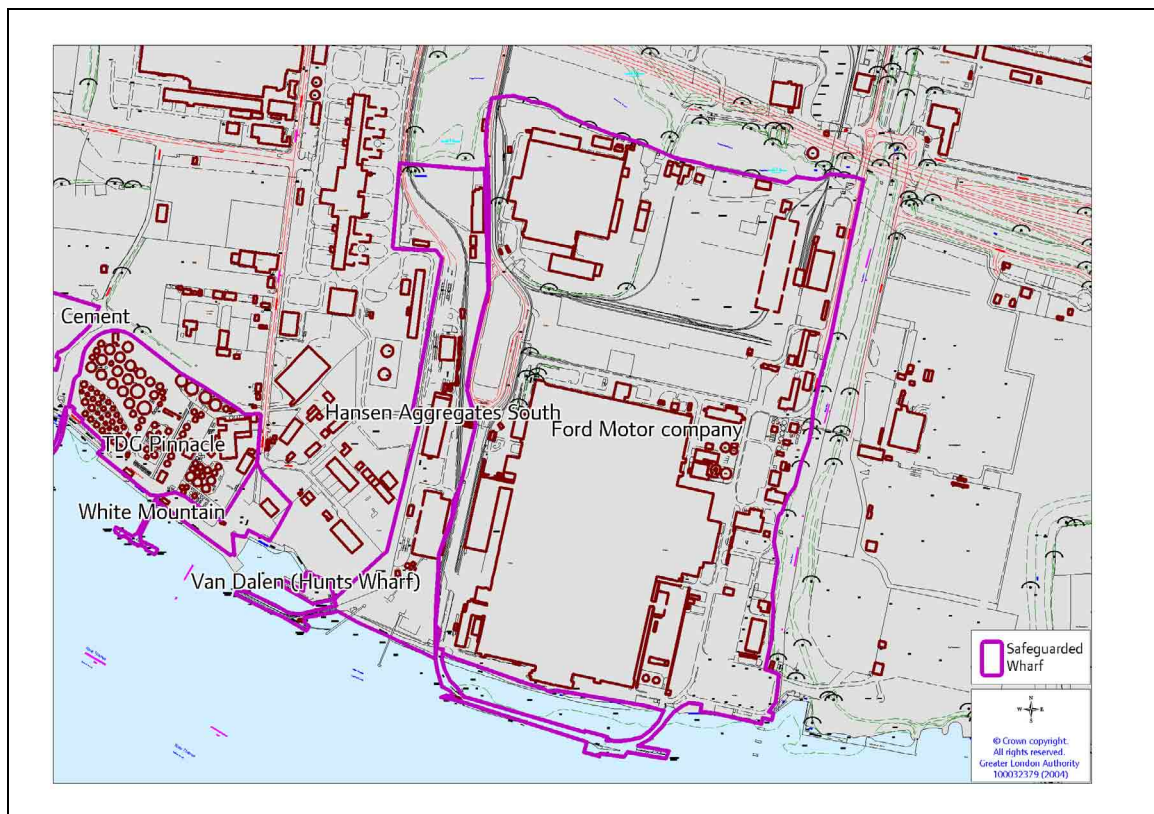
Recommendation – Identify as a Safeguarded Wharf.

- Hanson Aggregates, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling with rail access.



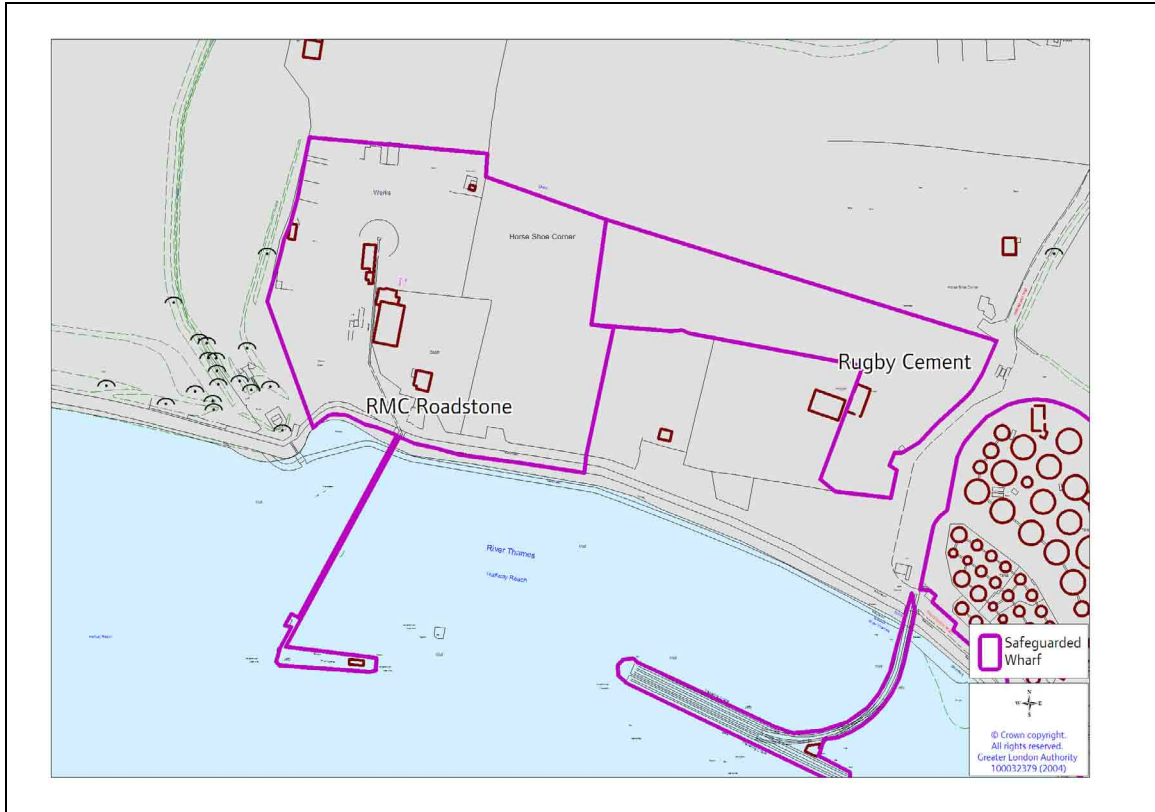
Name	Ford Dagenham Terminal
Address	Thames Avenue, Dagenham, Essex RM9
Local Authority	Barking & Dagenham
Owner	Ford Motor Company Ltd
Site Area	70 ha
Harbour Master Ref	AN/32/45
Mean High Water Springs Depth	13.0 metres
Low Water Depth (chart datum)	6.2 metres.
Draught of vessels handled	6.0 metres
Jetty/Berth Length	241 metres.
Operational status	Roll-on roll-off cargo and vehicles from Vlissingen for on-site production and UK distribution.
Operator	Ford Motor Company Ltd
Ship Frequency (2001)	668
Maximum Tonnage	947,119 tonnes in 2001 (unitised cargoes and vehicles)
Lorry movements saved per year (2001)	118,390
Road/Rail Links	Thames Avenue to the A13, onward connections to M11 and M25. Direct rail link.
Planning Information	<p>London Plan Context – Within the Dagenham Dock (part) Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1996. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. The Dagenham Dock industrial area is an important employment zone in the Borough. However, it currently contains a number of aggregate and transport related open storage uses that are not compatible with residential and public open space uses. To this end the industrial uses closest to the eastern end of the housing development (Barking Reach) should be less intrusive and of quality design with denser landscaping than sites further east towards Chequers Lane and Fords. Policy BR5; The Dagenham Dock Riverside Area as shown on the proposals map will be reserved for the following uses as long as the demand exists for sites for them in the</p>

	<p>Borough: Ready mixed concrete plants; manufacture of concrete or building products; manufacture of concrete, cement, lime or plaster; processing, storage and distribution of materials; ground and processed materials, including roadstone; asphalt batching plant.</p> <p>Adjoining uses – Industrial and commercial uses to the east, west and north.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> • Ford Dagenham Terminal, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



Name	Rugby Cement
Address	No7 Jetty, Off Choates Road, Dagenham Dock RM9
Local Authority	Barking & Dagenham
Owner	RMC Ltd
Site Area	2.77 ha (see below)
Harbour Master Ref	AN/32/42A
Mean High Water Springs Depth	6.9 metres
Low Water Depth (chart datum)	0.1 metres.
Draught of vessels handled	4.0 metres
Jetty/Berth Length	200 metres.
Operational status	Vacant
Last Handled	1993
Reason for Closure	Terminal closed following recession in building trade.
Maximum Tonnage	N/A
Road/Rail Links	Access to A13 via Hindmans Way and Chequers Lane. Onward connections to M11 and M25. No direct rail link.
Planning Information	<p>London Plan Context - Within the Dagenham Dock (part) Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version 1994. Policy T33 The Council will encourage the greater use of railways and waterways for freight movement by locating industrial and warehousing development schemes adjacent to them with access to railways, waterways and roads enhanced where necessary so long as the environment is not adversely affected. Policy T34 The Council will encourage the use of riverside wharves for freight movement uses. There are opportunities for water-borne freight movements to be expanded due to the location of many industrial uses adjoining the River Thames and River Roding. The Dagenham Dock industrial area is an important employment zone in the Borough. However, it currently contains a number of aggregate and transport related open storage uses that are not compatible with residential and public open space uses. To this end the industrial uses closest to the eastern end of the housing development (Barking Reach) should be less intrusive and of quality design with denser landscaping than sites further east towards Chequers Lane and Fords. Policy BR5; The Dagenham Dock Riverside Area as shown on the proposals map will be reserved for the following uses as long as the demand exists for sites for them in the Borough: Ready mixed concrete plants; manufacture of concrete or building products; manufacture of concrete, cement, lime or plaster; processing, storage and distribution of materials; ground and processed materials, including roadstone; asphalt batching plant.</p>

	<p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Barking and Dagenham Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – A planning application in 2000 by Ballast Phoenix Ltd for part of the site to be used for the storage and processing of incinerator bottom ash involving the use of mobile plant.</p> <p>Environmental Health concerns – Barking and Dagenham Council declined to provide information on environmental health concerns to the GLA.</p>
Market Interest	<p>The jetty is not connected to any operational land on which cargo could be stored, sorted or processed. The only means of processing aggregate landed on the jetty would therefore involve an intermediate movement of cargo between the jetty and other operational land. This would increase the cost of the processing the cargo, and raise concerns over environmental disruption in this part of the dock.</p> <p>The recently adopted Dagenham Dock Interim Planning Guidance has allocated the backland site (behind the wharf) for a mixture of aggregate and B2 manufacturing uses. The council recognise that there is an opportunity to secure a dedicated wharf (combining the jetty with the backland) for use by manufacturing, aggregate and emerging environmental businesses in Dagenham Dock. This type of development could be crucial to the ultimate development of the Sustainable Industrial Park.</p> <p>The redevelopment of Delta Wharf as part of the Greenwich Peninsula scheme, and the resultant implications to available aggregates capacity within Greater London arising from its loss, must be carefully considered. The PLA has accordingly examined the potential offered by other sites that are not currently safeguarded in meeting any shortfall arising from the redevelopment of Delta Wharf.</p>
<p>Recommendation – Do not identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> The jetty’s navigation characteristics mean it is viable or capable of being made viable for cargo-handling, subject to availability of suitable land for processing. No land is currently identified for this purpose and therefore the site is not proposed for safeguarding as part of this review. This position can be revisited through a planning application, UDP (LDD) review or at the next pan-London review. 	



Bexley

Proposed Safeguarded Wharves (14)

Borax Wharf/Manor Wharf

Mulberry Wharf

Pioneer Wharf

Albion Wharf

RMC Erith

RMC Railway Wharf⁴⁰

Mayer Parry Recycling

Standard Wharf⁴¹

Crossness Sewage Treatment Works

Former Belvedere Power Station

Burt's Wharf

British Gypsum

Anchor Bay

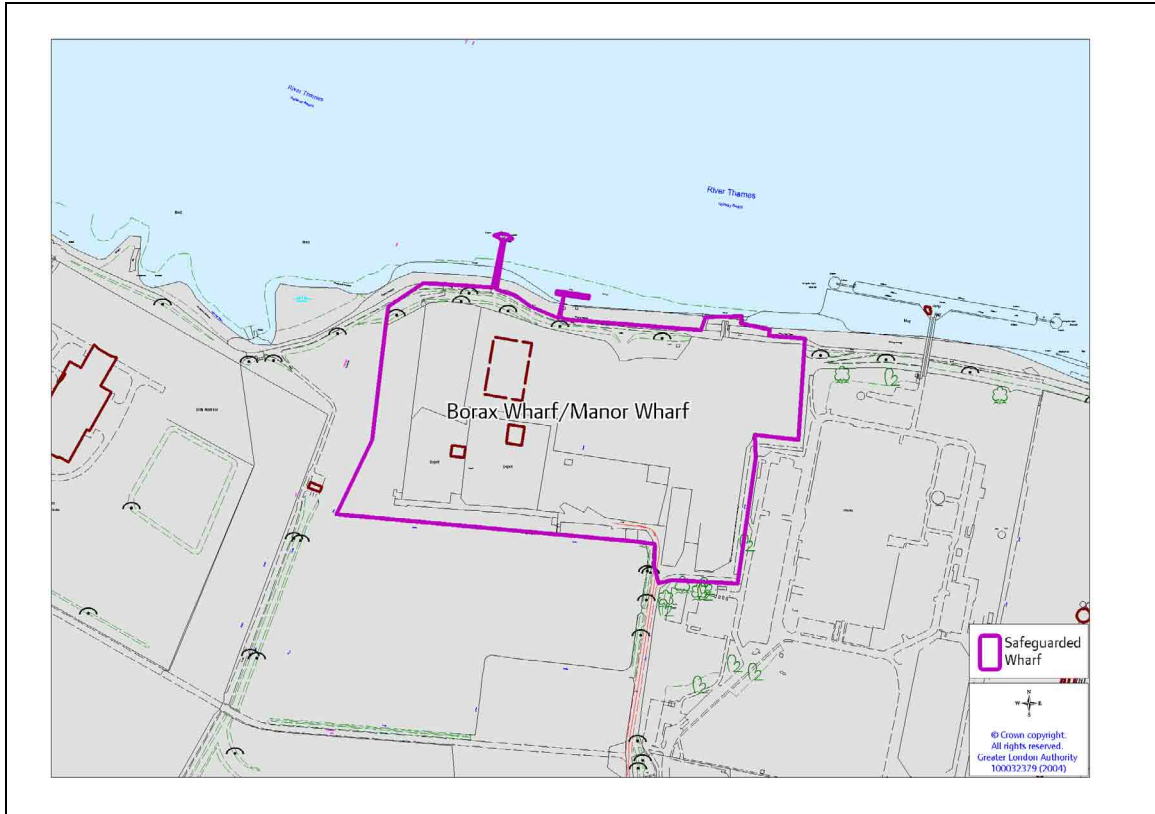
Union Yard

⁴⁰ RMC Railway Wharf was added to the list of potential Safeguarded Wharves at the request of JJ Priors in March 2001

⁴¹ Standard Wharf was added to the list of potential Safeguarded Wharves at the request of Bardon Aggregates June 2002.

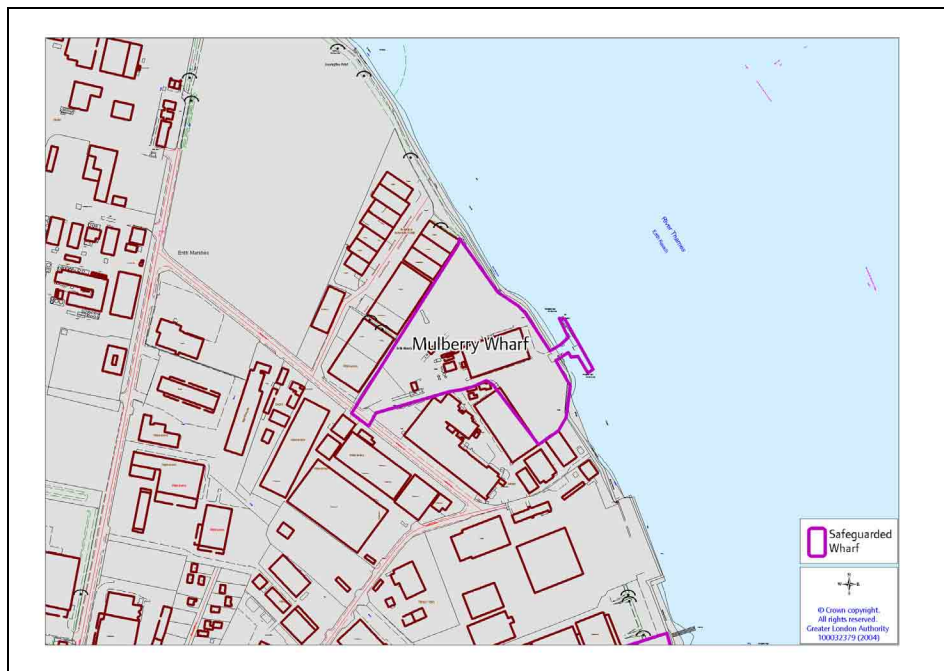
Name	Borax Wharf/Manor Wharf
Address	Norman Road, Erith, Bexley, Kent DA18
Local Authority	Bexley
Owner	RRRL
Site Area	8.68 ha
Harbour Master Ref	AS/32/9-11
Mean High Water Springs Depth	2.0 metres
Low Water Depth (chart datum)	Dries to 4.8 metres at the berth
Draught of vessels handled	N/A
Jetty/Berth Length	200 metres. A new jetty is proposed as part of the site's development.
Operational status	Vacant
Last Handled	1973
Reason for Closure	N/A
Maximum Tonnage	N/A
Road/Rail Links	Norman Road to A2016. No direct rail link.
Planning Information	<p>London Plan Context – Within the Belvedere Industrial Area (part) Strategic Employment Location and within the Belvedere/Erith Opportunity Area.</p> <p>UDP Context – Adopted April 2004. The Council has an overarching policy of encouraging the continued use of river transport facilities; the council state that existing wharves will be safeguarded. Policy T24 The Council will encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there is a realistic prospect of future use.</p> <p>Policy TS 23 The council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, policy E15 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.</p> <p>Crossness Sewage Treatment Works, Manor Wharf/Borax Site, Belvedere Power Station (North Section near the River), Mulberry Wharf and Pioneer Wharf are designated as within a Special Industrial Zone. Policy E15 states that these are reserved for the following uses as long as demand exists for them in the borough:</p> <ul style="list-style-type: none"> • Ready mixed concrete manufacture.

	<ul style="list-style-type: none"> • Manufacture of buildings products of concrete, cement, lime or plaster. • Ground and processed minerals, including roadstone. • Processing and distribution of sea-dredged aggregates. • Working of stone and other non-metallic minerals. • Waste processing, including recycling and scrap metal sorting, and/or • The former special industrial uses identified under the Use Classes Order 1987. <p>On Belvedere Power Station site, special industrial uses are particularly encouraged on the northern part; proposals should seek to retain the wharfage facilities. If demand no longer exists for this use then business, general industry and storage and distribution will be encouraged. For the rest of the Power Station site business general industry and storage and distribution will be encouraged.</p> <p>Adjoining uses – Industrial and commercial uses</p> <p>Recent development – Bexley Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – In 1999 Riverside Resource Recovery Ltd applied for permission to construct and operate an energy from waste generating station at the site of a capacity of about 72MW, as part of this proposal all waste would be delivered to the plant by the River Thames using a proposed new jetty.</p> <p>Environmental Health concerns – Bexley Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> • Borax Wharf/Manor Wharf, by virtue of its site characteristics and market placement is viable or capable of being made viable for cargo-handling, particularly to accommodate the predicted growth in green industry operations or waste processing operations as identified in the Mayor’s London Plan, Economic Development Strategy and Waste Strategy. 	



Name	Mulberry Wharf
Address	Crabtree Manorway, Belvedere, Kent DA17
Local Authority	Bexley
Owner	Lafarge Aggregates Ltd & Tarmac Quarry Products Ltd
Site Area	2.77 ha
Harbour Master Ref	AS/33/18
Mean High Water Springs Depth	4.4 metres.
Low Water Depth (chart datum)	Dries to 2.4 metres.
Draught of vessels handled	4.0metres
Jetty/Berth Length	25 metres
Operational status	Sea dredged aggregates and crushed rock from France, UK and Ireland.
Operator	Lafarge Aggregates Ltd & Tarmac Quarry Products
Ship Frequency (2001)	40
Maximum Tonnage	56,813 in 1999 (Aggregates) with 14,244 tonnes in 2001.
Lorry movements saved per year (2001)	1,295
Road/Rail Links	A2016 and A206. Connections to A2/M2 and A13 via Dartford Crossing. No direct rail link.
Planning Information	<p>London Plan Context – Within the Belvedere Industrial Area (part) Strategic Employment Location and within the Belvedere/Erith Opportunity Area.</p> <p>UDP Context – Adopted April 2004. The Council has an overarching policy of encouraging the continued use of river transport facilities; the council state that existing wharves will be safeguarded. Policy T24 The Council will encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there is a realistic prospect of future use.</p> <p>Policy TS 23 The council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, policy E15 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.</p> <p>Crossness Sewage Treatment Works, Manor Wharf/Borax Site, Belvedere Power Station (North Section near the River), Mulberry Wharf and Pioneer Wharf are designated as within a Special Industrial Zone. Policy E15 states that these are reserved for the following uses as long as demand exists for</p>

	<p>them in the borough:</p> <ul style="list-style-type: none">• Ready mixed concrete manufacture.• Manufacture of buildings products of concrete, cement, lime or plaster.• Ground and processed minerals, including roadstone.• Processing and distribution of sea-dredged aggregates.• Working of stone and other non-metallic minerals.• Waste processing, including recycling and scrap metal sorting, and/or• The former special industrial uses identified under the Use Classes Order 1987. <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Bexley Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Bexley Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none">• Mulberry Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.	



Name	Pioneer Wharf
Address	Church Manorway, Erith, Kent DA8
Local Authority	Bexley
Owner	United Marine Aggregates Ltd
Site Area	2.4 ha
Harbour Master Ref	AS/33/20
Mean High Water Springs Depth	11.7 metres.
Low Water Depth (chart datum)	5.0 metres.
Draught of vessels handled	5.0 metres
Jetty/Berth Length	160 metres.
Operational status	Sea-dredged aggregates for distribution to Kent and south east London and transhipment by barge upriver. On-site concrete production.
Operator	United Marine Aggregates Ltd
Ship Frequency (2001)	61
Maximum Tonnage	262,484 tonnes in 2001 (aggregates)
Lorry movements saved per year (2001)	23,862
Road/Rail Links	A2016 and A206. Connections to A2/M2 and A13 via Dartford Crossing. No direct rail link.
Planning Information	<p>London Plan Context – Within the Belvedere Industrial Area (part) Strategic Employment Location and within the Belvedere/Erith Opportunity Area.</p> <p>UDP Context – Adopted April 2004. The Council has an overarching policy of encouraging the continued use of river transport facilities; the council state that existing wharves will be safeguarded. Policy T24 The Council will encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there is a realistic prospect of future use.</p> <p>Policy TS 23 The council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, policy E15 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.</p> <p>Crossness Sewage Treatment Works, Manor Wharf/Borax Site, Belvedere Power Station (North Section near the River), Mulberry Wharf and Pioneer Wharf are designated as within a Special Industrial Zone. Policy E15 states that these are</p>

	<p>reserved for the following uses as long as demand exists for them in the borough:</p> <ul style="list-style-type: none"> • Ready mixed concrete manufacture. • Manufacture of buildings products of concrete, cement, lime or plaster. • Ground and processed minerals, including roadstone. • Processing and distribution of sea-dredged aggregates. • Working of stone and other non-metallic minerals. • Waste processing, including recycling and scrap metal sorting, and/or • The former special industrial uses identified under the Use Classes Order 1987. <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Bexley Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Bexley Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> • Pioneer Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	

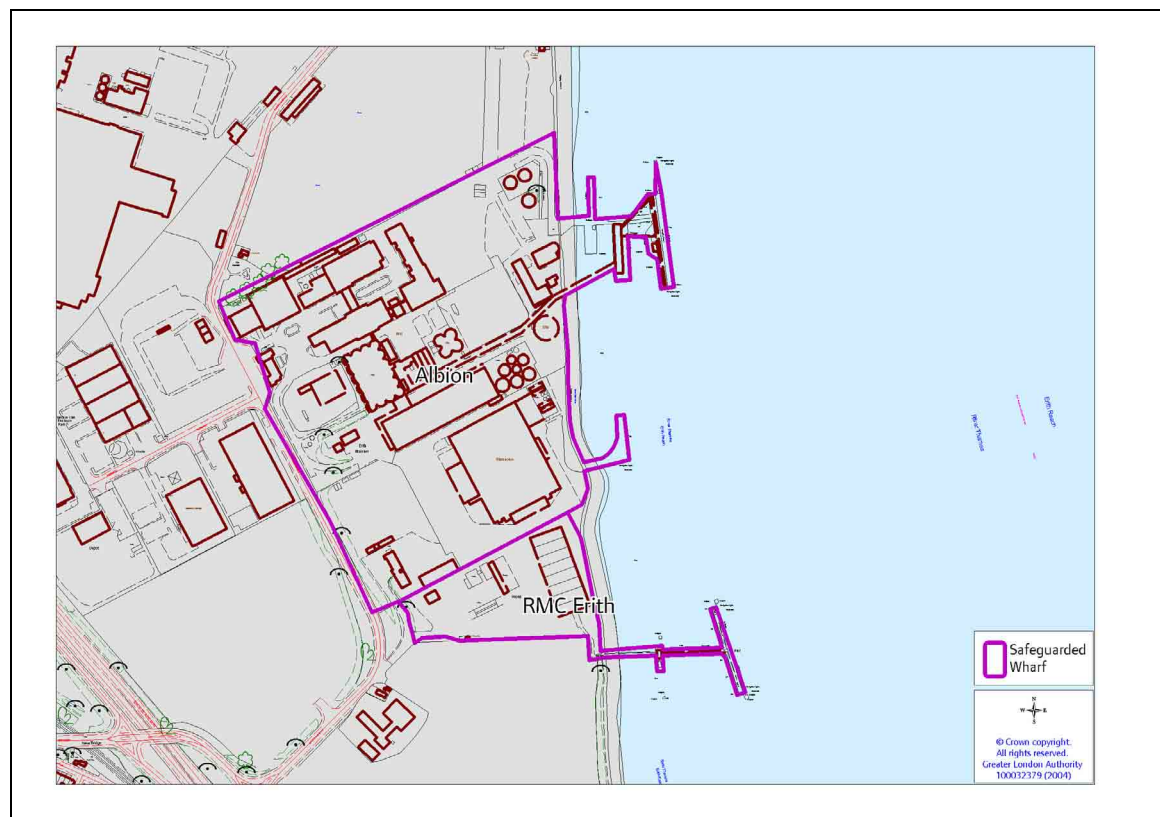


Name	Albion Wharf
Address	Church Manorway, Erith, Kent DA8
Local Authority	Bexley
Owner	A.D.M Erith Ltd
Site Area	10.39 ha
Harbour Master Ref	AS/33/21-3
Mean High Water Springs Depth	12.9 metres.
Low Water Depth (chart datum)	6.2 metres.
Draught of vessels handled	6.0 metres.
Jetty/Berth Length	130 metres.
Operational status	Vegetable oil imported from UK and Europe. Refined and bottled at plant, although some is barged to Orchard Place and Purfleet for further refining, plus exports. Meal (a by product used for animal feed) is exported to Europe and other UK ports.
Owner or Operator	A.D.M Erith Ltd
Ship Frequency (2001)	352
Maximum Tonnage	761,357 tonnes in 2001 (oil seed, animal food, oils and fat)
Lorry movements saved per year (2001)	54,383
Road/Rail Links	A2016 and A206. Connections to A2/M2 and A13 via Dartford Crossing. No direct rail link.
Planning Information	<p>London Plan Context – Within the Belvedere Industrial Area (part) Strategic Employment Location and within the Belvedere/Erith Opportunity Area.</p> <p>UDP Context – Adopted April 2004. The Council has an overarching policy of encouraging the continued use of river transport facilities; the council state that existing wharves will be safeguarded. Policy T24 The Council will encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there is a realistic prospect of future use.</p> <p>Policy TS 23 The council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, policy E15 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.</p> <p>Albion Wharf, Mulberry Wharf and Pioneer Wharf are designated as Primary Employment Areas. Under policy E3 the</p>

	<p>Council will encourage industrial and commercial uses to locate in these areas. Land and buildings in the primary employment areas will be safeguarded for industrial and commercial uses as appropriate to each area. The Council aims to provide for flexibility in the type of industrial and commercial development to be permitted, where light industry, research and development, general industry and warehousing will be generally acceptable. Use of the River Thames is encouraged.</p> <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Bexley Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Bexley Council declined to provide information on environmental health concerns to the GLA.</p>
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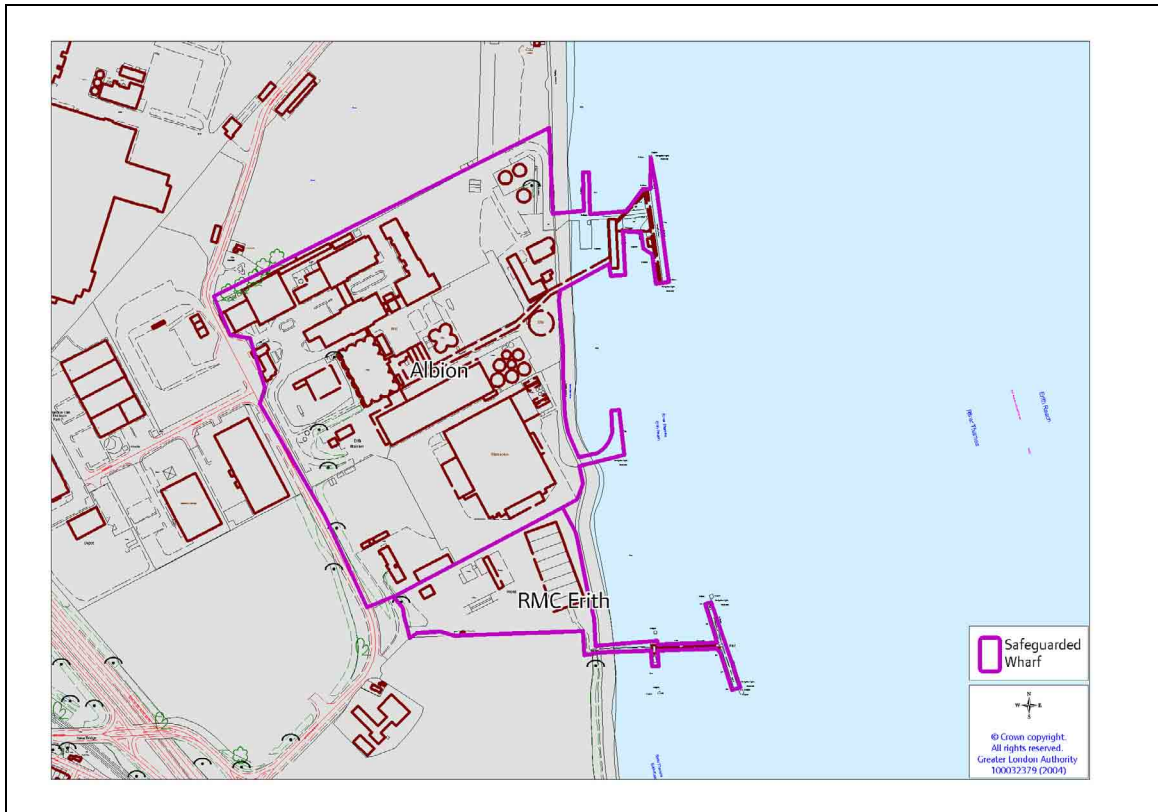
Recommendation – Identify as a Safeguarded Wharf.

- Albion Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	RMC Erith
Address	Church Manorway, Erith, Kent DA8
Local Authority	Bexley
Owner	RMC Aggregates (Greater London) Ltd
Site Area	1.6 ha
Harbour Master Ref	AS/33/24
Mean High Water Springs Depth	9.3 metres.
Low Water Depth (chart datum)	2.6 metres.
Draught of vessels handled	4.0 metres
Jetty/Berth Length	87 metres.
Operational status	Crushed rock from Cornwall, Scotland, Wales and France. Sand from Essex. Asphalt for onward distribution to the south east and south London.
Operator	RMC Aggregates (Greater London) Ltd
Ship Frequency (2001)	93
Maximum Tonnage	235,873 tonnes in 1999 (Aggregates) with 122,771 tonnes in 2001.
Lorry movements saved per year (2001)	11,161
Road/Rail Links	A2016 and A206. Connections to A2/M2 and A13 via Dartford Crossing. No direct rail link.
Planning Information	<p>London Plan Context – Within the Belvedere Industrial Area (part) Strategic Employment Location and within the Belvedere/Erith Opportunity Area.</p> <p>UDP Context – Adopted April 2004. The Council has an overarching policy of encouraging the continued use of river transport facilities; the council state that existing wharves will be safeguarded. Policy T24 The Council will encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there is a realistic prospect of future use.</p> <p>Policy TS 23 The council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, policy E15 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.</p> <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – British Gypsum site to the south has</p>

	<p>been recently developed, Bexley Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Bexley Council declined to provide information on environmental health concerns to the GLA.</p>
<p>Recommendation – Identify as a Safeguarded Wharf.</p> <ul style="list-style-type: none"> RMC Erith, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling. 	



Name	RMC Railway Wharf⁴²
Address	Manor Road, Erith, Kent DA8
Local Authority	Bexley
Owner	RMC (London & South East) Ltd
Site Area	0.64 ha
Harbour Master Ref	AS/34/50
Mean High Water Springs Depth	3.1 metres.
Low Water Depth (chart datum)	Dries to 3.6 metres
Draught of vessels handled	2.0 metres
Jetty/Berth Length	70 metres
Operational status	Road served for aggregate imports and deliveries. Cement deliveries by water, averaging 800 tonnes per month. Cement discharged into a 500 tonne silo provided through Freight Facilities Grant.
Operator	RMC (London & South East) Ltd
Ship Frequency (2001)	One a month
Maximum Tonnage	N/A
Lorry movements saved per year (2001)	N/A
Road/Rail Links	A2016, A206, A220. Connections to A2/M2 and A13 via Dartford Crossing. No direct rail link.
Planning Information	<p>London Plan Context - within the Belvedere/Erith Opportunity Area.</p> <p>UDP Context – Adopted April 2004. The Council has an overarching policy of encouraging the continued use of river transport facilities; the council state that existing wharves will be safeguarded. Policy T24 The Council will encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there is a realistic prospect of future use.</p> <p>Policy TS 23 The council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, policy E15 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.</p> <p>RMC Railway Wharf and Mayer Parry Recycling (EMR Erith) are in the Manor Road (north west) part of Bexley Thameside</p>

⁴² RMC Railway Wharf was added to the list of potential Safeguarded Wharves at the request of Priors in March 2001.

adjacent to the Primary Employment Area of the Manor Road Industrial Estate. In the area to the east of the former Erith Deep Wharf site, there is a preference for the riverside uses to be industrial/commercial with a direct use of the River Thames. Given the proximity of the area to land proposed for long-term business use, residential development is not identified as appropriate along the eastern boundary. The eastern part of the site offers the opportunity to make use of the river frontage. As these are in close proximity to existing and potential residential areas it is necessary to ensure that new industrial and commercial development is of a high environmental standard.

Adjoining uses – Industrial, commercial and retail uses.

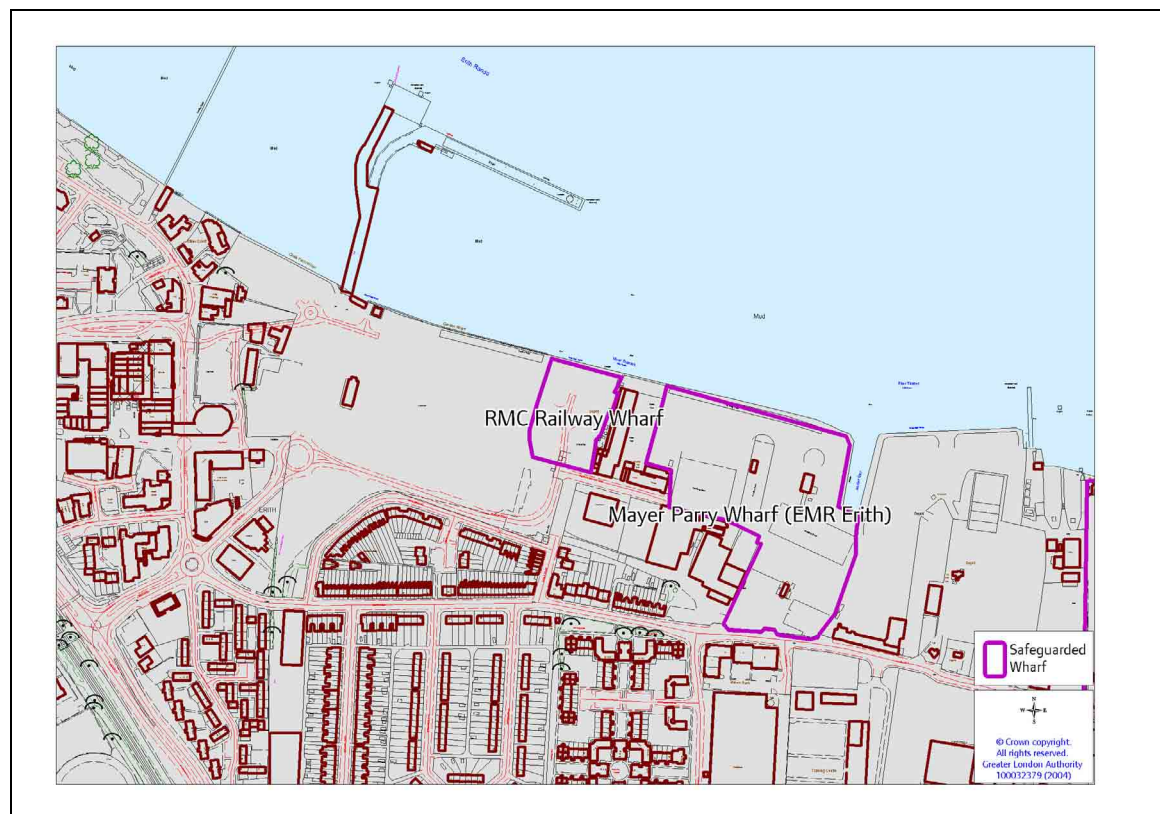
Recent development – Bexley Council declined to provide information on recent developments to the GLA.

Planning history – No restrictions.

Environmental Health concerns – Bexley Council declined to provide information on environmental health concerns to the GLA.

Recommendation – Identify as a Safeguarded Wharf.

- RMC Railway Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Name	Mayer Parry Recycling (EMR Erith)
Address	Manor Road, Erith, Kent DA8
Local Authority	Bexley
Owner	European Metal Recycling Ltd
Site Area	2.91 ha
Harbour Master Ref	AS/34/51
Mean High Water Springs Depth	4.6 metres.
Low Water Depth (chart datum)	Dries to 2.1 metres.
Draught of vessels handled	4.0 metres.
Jetty/Berth Length	300 metres.
Operational status	Metal recycling for export to France and Spain. Transhipment barge movements to deep-water berth at Tilbury.
Operator	European Metal Recycling Ltd
Ship Frequency (2001)	11
Maximum Tonnage	55,994 tonnes in 2000 (Metal recycling) with 25,487 tonnes in 2001.
Lorry movements saved per year (2001)	2,549
Road/Rail Links	A2016, A206, A220. Connections to A2/M2 and A13 via Dartford Crossing. No direct rail link.
Planning Information	<p>London Plan Context – Within the Erith Riverside (part) Strategic Employment Location and within the Belvedere/Erith Opportunity Area.</p> <p>UDP Context – Adopted April 2004. The Council has an overarching policy of encouraging the continued use of river transport facilities; the council state that existing wharves will be safeguarded. Policy T24 The Council will encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there is a realistic prospect of future use.</p> <p>Policy TS 23 The council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, policy E15 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.</p> <p>RMC Railway Wharf and Mayer Parry Recycling (EMR Erith) are in the Manor Road (north west) part of Bexley Thameside adjacent to the Primary Employment Area of the Manor Road Industrial Estate. In the area to the east of the former Erith</p>

Deep Wharf site, there is a preference for the riverside uses to be industrial/commercial with a direct use of the River Thames. Given the proximity of the area to land proposed for long-term business use, residential development is not identified as appropriate along the eastern boundary. The eastern part of the site offers the opportunity to make use of the river frontage. As these are in close proximity to existing and potential residential areas it is necessary to ensure that new industrial and commercial development is of a high environmental standard.

Adjoining uses – Industrial and commercial uses.

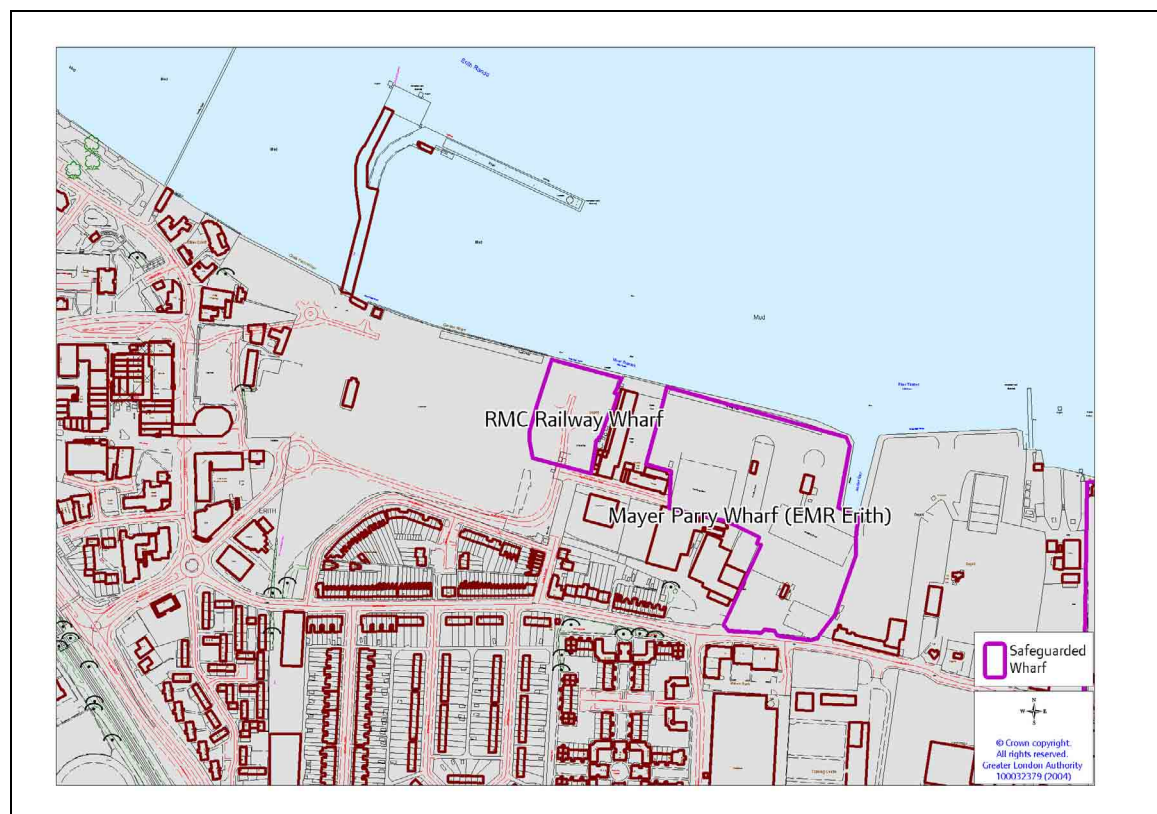
Recent development – Bexley Council declined to provide information on recent developments to the GLA.

Planning history – No restrictions.

Environmental Health concerns – Bexley Council declined to provide information on environmental health concerns to the GLA.

Recommendation – Identify as a Safeguarded Wharf.

- Mayer Parry Recycling (EMR Erith), by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



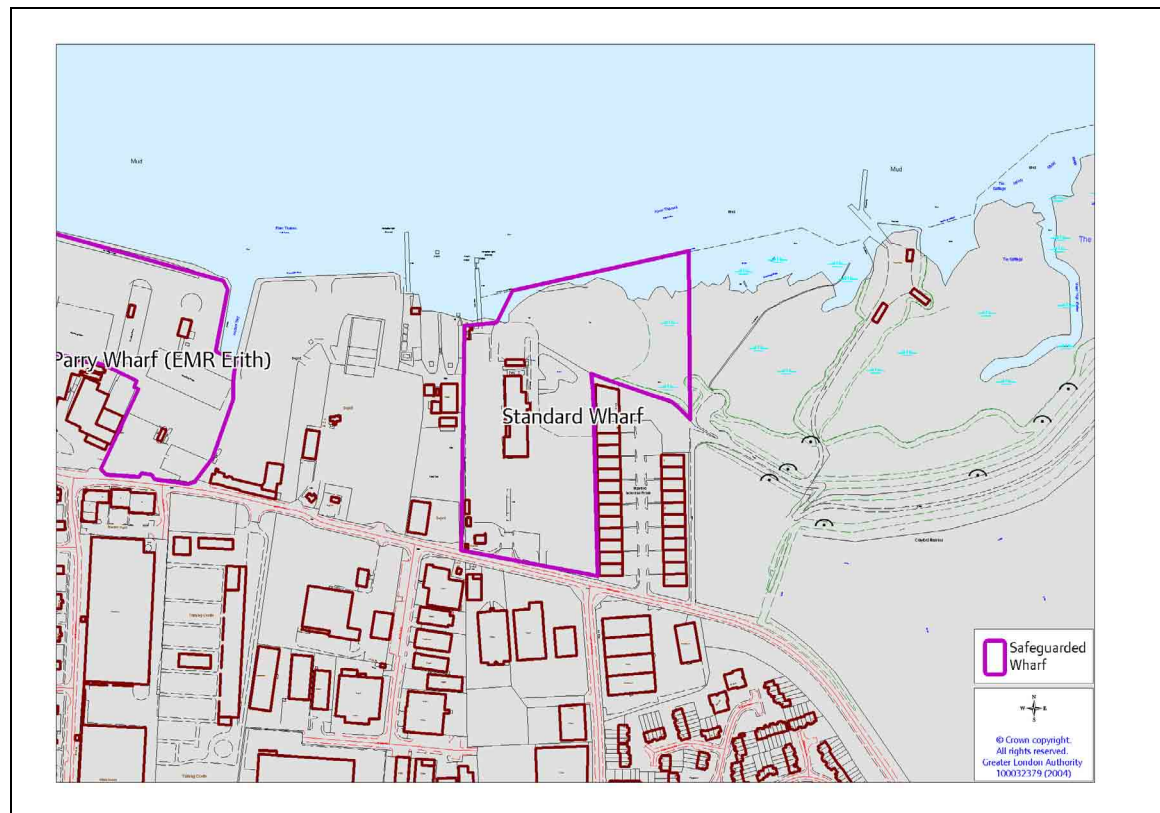
Name	Standard Wharf⁴³
Address	Manor Road, Erith, Kent DA8
Local Authority	Bexley
Owner or Operator	Bardon Aggregates
Site Area	4.4 ha
Harbour Master Ref	AS/34/55
Mean High Water Springs Depth	3.4 metres
Low Water Depth (chart datum)	Dries to 3.3 metres
Draught of vessels handled	3 metres
Jetty/Berth Length	115 metres.
Operational status	Road served. The operator plans to restart cargo-handling at the existing jetty, together with a reorganisation of processes undertaken on the site, expanding the added-value processes.
Owner or Operator	Bardon Aggregates
Maximum Tonnage	140,000 tonnes (pa) currently delivered by road.
Lorry movements saved per year (2001)	The site currently generates approximately 11,200 lorry movements per annum. The provision of the new jetty and off-loading facilities would eliminate all road deliveries except those relating to bulk cement (800 movements pa) and miscellaneous construction products (300 movements pa), saving approximately 10,100 lorry movements pa.
Road/Rail Links	A2, A206. Good links to the M25 and M20. No direct rail link.
Planning Information	<p>London Plan Context – Within the Erith Riverside (part) Strategic Employment Location and within the Belvedere/Erith Opportunity Area.</p> <p>UDP Context – Adopted April 2004. The Council has an overarching policy of encouraging the continued use of river transport facilities; the council state that existing wharves will be safeguarded. Policy T24 The Council will encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there is a realistic prospect of future use.</p> <p>Policy TS 23 The council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, policy E15 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.</p> <p>Standard Wharf is in the primary employment area of Manor Road,</p>

⁴³ Standard Wharf was added to the list of potential Safeguarded Wharves at the request of Bardon Aggregates June 2002.

	<p>Erith. Within this area only business, storage and distribution and general industry uses will be permitted.</p> <p>Adjoining uses – Industrial and commercial uses.</p> <p>Recent development – Bexley Council declined to provide information on recent developments to the GLA.</p> <p>Planning history – No restrictions.</p> <p>Environmental Health concerns – Bexley Council declined to provide information on environmental health concerns to the GLA.</p>
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Recommendation – Identify as a Safeguarded Wharf.

- Standard Wharf, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.
- The site’s navigation characteristics would suit the types of aggregate vessel already serving similar wharves along this stretch of the river. If reactivated, Standard Wharf could receive the aggregates it currently receives by road through river based transport.



Crossness Sewage Treatment Works

- Sewage treatment works and sludge incinerator. Recent investment in the incinerator to comply with European legislation banning sewage sludge dumping at sea ensures there is little prospect of the site becoming available for cargo-handling.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Former Belvedere Power Station

- The site has been redeveloped as the Isis Reach warehouse and distribution park. Bexley Council placed a condition on the permission to maintain the jetty's availability for cargo-handling, but no comparable condition was placed on land associated with the jetty. The warehouse and distribution units are built close to the jetty and the only possible available land for cargo-handling and processing is to the rear of the site. The only means of processing cargo landed on the jetty would therefore involve a further movement between the jetty and land to the rear of the site. This would increase the cost of the processing the cargo, and raise concerns over environmental disruption to the rest of the site. There is therefore no likely prospect of enabling viable cargo-handling operations at the site.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Burt's Wharf

- Industrial units have been built up to the wharveside with no operational back-land available for cargo-handling.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

British Gypsum

- This is a non-operational site, only part of which (RMC Erith) remains in cargo-handling use. The rest of the site has been redeveloped as a distribution centre with ancillary offices, associated car parking areas and lorry-park.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Anchor Bay

- Owned and operated by Costain Ltd and used to moor marine plant. Safeguarding is intended for cargo-handling uses such as inter-port or transshipment movements and freight related purposes. For these reasons the site has not been assessed as a potential safeguarded wharf. The Mayor will identify strategic boatyard facilities as part of other work to accompany the London Plan.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Union Yard

- Currently used as a truck repair depot, although the site has good river infrastructure including slipways. Safeguarding is intended for cargo-handling uses such as inter-port or transshipment movements and freight related purposes. For these reasons the site has not been assessed as a potential safeguarded wharf. The Mayor will identify strategic boatyard facilities as part of other work to accompany the London Plan.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

Havering

Proposed Safeguarded Wharves (3)

Phoenix Wharf/Frog Island

Tilda Rice

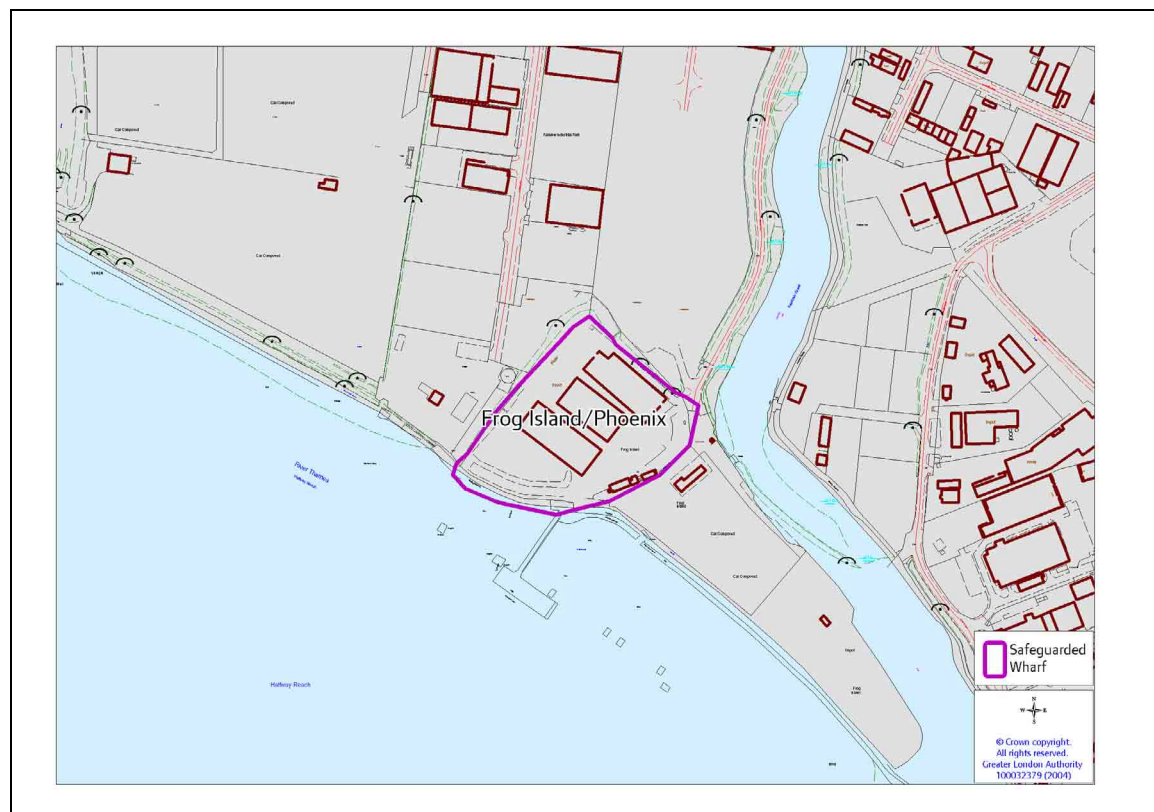
Murex Site

Name	Phoenix Wharf/Frog Island
Address	Marsh View Industrial Estate, Ferry Lane, Rainham, Essex RM13
Local Authority	Havering
Owner	Stapleford Commercial Ltd
Site Area	2.6 ha
Harbour Master Ref	AN/33/52
Mean High Water Springs Depth	11.5 metres (Jetty) 2.1 metres (Berthside)
Low Water Depth (chart datum)	4.7 metres (Jetty) dries to 4.7 metres (Berthside)
Draught of vessels handled	6.4 metres (on jetty)
Jetty/Berth Length	50 metres
Operational status	Vacant, to be reactivated
Operator	East London Waste Authority (Shanks)
Last Handled	1998
Reason for Closure	Balfour Beatty Civil Engineering handled aggregates at Phoenix Wharf in connection with the A13 road project. The wharf closed with the end of the project.
Maximum Tonnage	386,000 tonnes in 1995 (aggregates)
Road/Rail Links	Road access to A13 via Manor Way. No direct rail link.
Planning Information	<p>London Plan Context – Within the Dagenham Dock (part) – (Rainham) Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version (1993). TRN 26 The Council will support proposals for the further development of facilities for waterborne traffic on the River Thames. The development of riverside freight facilities is seen as being beneficial in supporting industrial and commercial development without adding corresponding congestion to the road system.</p> <p>The sites recommended for safeguarding in Havering are located in the Rainham Employment Area - an area bounded to the north by the A13 and to the west by the Borough boundary, to the south by the River Thames and to the east by Ferry Lane and Coldharbour Lane. In this area the Council encourage business and industrial uses (B1 and B2 only), warehousing and other transport related uses. On sites close to the Thames the council will encourage industrial and commercial developments, which involve use of the River.</p> <p>The Rainham Employment Area has a frontage to the River Thames which is already in industrial use, which is partly river-related (e.g. Tilda Rice, Redland Plasterboard (then on Phoenix Wharf, Frog Island). The Ford Motor Company controls approximately half of the river frontage. As opportunities for development or redevelopment occur on sites adjacent or close to the river, the Council will encourage their development for wharf and river-related uses, and seek to ensure that they</p>

	<p>enhance the particular character of the river frontage.</p> <p>Adjoining uses – Industrial and commercial.</p> <p>Recent development – Havering Council declined to provide any detailed information on recent development to the GLA.</p> <p>Planning history – in February 2003 ELWA (Shanks) applied for planning permission to develop the site as a Waste Management Facility including a biological materials recycling facility (Bio-MRF) and Resource Recovery Centre. Havering Council has granted permission for the development, with support from the Mayor of London under his planning powers. The legal agreement to accompany the permission includes a requirement to regularly review the destination of recycled and reprocessed waste materials and the mode of transport and to transfer the movement of materials to the river where this would be viable to do so. The GLA, London Remade and other London stakeholders will be consulted when undertaking this regular review.</p> <p>Environmental Health concerns – Havering Council declined to provide any detailed information on environmental health records to the GLA.</p>
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Recommendation – Identify as a Safeguarded Wharf

- Phoenix Wharf/Frog Island, by virtue of its site characteristics and market placement, is viable or capable of being made viable for cargo-handling, particularly to accommodate the predicted growth in green industry operations or waste processing operations as identified in the Mayor’s London Plan, Economic Development Strategy and Waste Strategy.

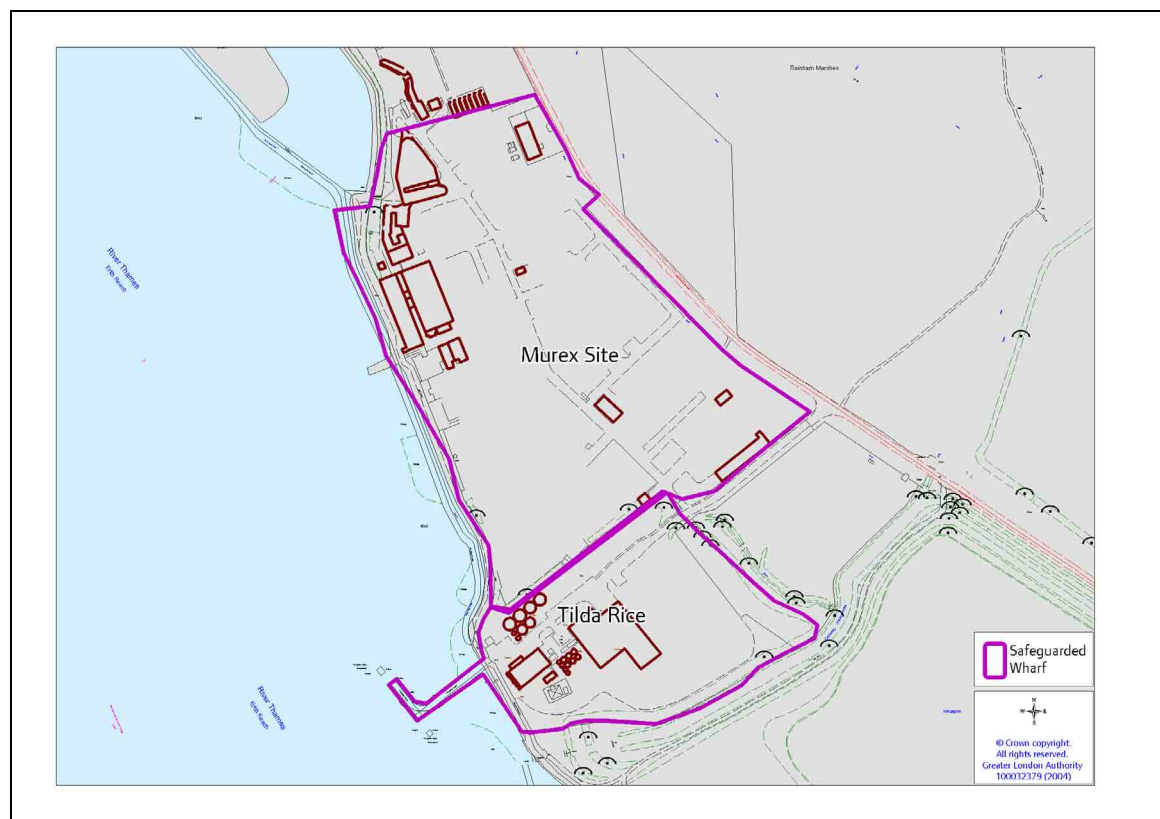


Name	Tilda Rice
Address	Coldharbour Lane, Rainham, Essex RM13
Local Authority	Havering
Owner	Tilda Ltd
Site Area	4.37 ha
Harbour Master Ref	AN/33/61
Mean High Water Springs Depth	9.3 metres.
Low Water Depth (chart datum)	2.6 metres.
Draught of vessels handled	5.0 metres
Jetty/Berth Length	60 metres
Operational status	Cereals from Rotterdam for UK distribution.
Operator	Tilda Ltd
Ship Frequency (2001)	22
Maximum Tonnage	21,439 tonnes in 2001 (cereals)
Lorry movements saved per year (2001)	2,144
Road/Rail Links	Road access to A13 via Coldharbour Lane. No direct rail link.
Planning Information	<p>London Plan Context – Within the Dagenham Dock (part) – (Rainham) Strategic Employment Location and within the London Riverside Opportunity Area.</p> <p>UDP Context – Adopted version (1993). TRN 26 The Council will support proposals for the further development of facilities for waterborne traffic on the River Thames. The development of riverside freight facilities is seen as being beneficial in supporting industrial and commercial development without adding corresponding congestion to the road system.</p> <p>The sites recommended for safeguarding in Havering are located in the Rainham Employment Area - an area bounded to the north by the A13 and to the west by the Borough boundary, to the south by the River Thames and to the east by Ferry Lane and Coldharbour Lane. In this area the Council encourage business and industrial uses (B1 and B2 only), warehousing and other transport related uses. On sites close to the Thames the council will encourage industrial and commercial developments, which involve use of the River.</p> <p>The Rainham Employment Area has a frontage to the River Thames which is already in industrial use, which is partly river-related (e.g. Tilda Rice, Redland Plasterboard (then on Phoenix Wharf, Frog Island). The Ford Motor Company controls approximately half of the river frontage. As opportunities for development or redevelopment occur on sites adjacent or close to the river, the Council will encourage their development for wharf and river-related uses, and seek to ensure that they</p>

enhance the particular character of the river frontage.
 Adjoining uses – Industrial and commercial.
 Recent development – Havering Council declined to provide any detailed information on recent development to the GLA.
 Planning history – Havering Council declined to provide any detailed information on planning history to the GLA.
 Environmental Health concerns – Havering Council declined to provide any detailed information on environmental health records to the GLA.

Recommendation – Identify as a Safeguarded Wharf.

- Tilda Rice, by virtue of its site characteristics, is viable or capable of being made viable for cargo-handling.



Murex Site

- No history of cargo-handling. Berth dries to 4.3 metres. Restoration would require breaking through the existing flood defences to enable cargo-handling operations.
- **Recommendation – Do not identify as a Safeguarded Wharf.**

4 Summary of the research findings

- 4.1 The Mayor has reviewed the existing and proposed Safeguarded Wharves in the context of national and regional planning policies, including the London Plan and other Mayoral Strategies, new trade forecasts to 2015, associated port capacity requirements and the general changes in cargo-handling trends since 1996/97. The Mayor considers that to meet these strategic imperatives: -

The existing list of Safeguarded Wharves

- 4.2 Sixteen operational wharves on the existing list of Safeguarded Wharves are viable or capable of being made viable for cargo-handling and should therefore retain their safeguarded status. These wharves contribute to overall cargo-handling capacity within the Port of London, in accordance with the objectives of national and regional policies, and perform an essential role in removing HGV movements from London's roads. The loss of any of these wharves would require the provision of equivalent capacity, available to at least 2015, and in an appropriate location within Greater London. These wharves are listed below: -

Wharf	Borough	Cargo
Swedish Wharf	Hammersmith & Fulham	Petroleum
RMC Fulham (Comleys Wharf)	Hammersmith & Fulham	Aggregates
Western Riverside WTS	Wandsworth	Waste
Cringle Dock	Wandsworth	Waste
RMC Battersea (Metro Greenham)	Wandsworth	Aggregates
RMC Vauxhall (Middle Wharf)	Wandsworth	Aggregates
Walbrook Wharf	Corporation of London	Waste
Northumberland Wharf	Tower Hamlets	Waste
Thames Wharf	Newham	Metal Recycling
Manhattan Wharf	Newham	Petroleum
Sunshine Wharf	Newham	Inks
Brewery Wharf	Greenwich	Aggregates
Victoria Deep Water Terminal	Greenwich	Aggregates
Angerstein Wharf	Greenwich	Aggregates
Murphy's Wharf	Greenwich	Aggregates
Riverside Wharf	Greenwich	Aggregates

- 4.3 With the addition of Delta Wharf these wharves handled a total of over 4.1 million tonnes of cargo in 2001, saving over 415,000 HGV trips on London's roads. The Mayor is not suggesting amendments to the area of safeguarding for these sites with the exception of Thames Wharf and Victoria Deep Water Terminal. Thames Wharf currently has a safeguarded area of 7.92 hectares, an element of which is not capable of being made viable for cargo-handling uses. The safeguarded area

for Thames Wharf should be retained around the operational metal recycling facility on the River Thames together with the wharf and surrounding land at Instone Wharf on the confluence of Bow Creek and River Thames. The northern boundary of Victoria Deep Water Terminal was reconfigured on 19 May 2004 to reflect the area of development permitted by the exceptional circumstance of the Meridian Delta Ltd scheme for the Greenwich Peninsula. The southern boundary of Victoria Deep Water Terminal should be redrawn to remove that part of the site known as Bay Wharf as this is considered not be capable of being made viable for cargo-handling.

- 4.4 Nine currently non-operational, road served, or wharves that are set to resume cargo-handling or freight related uses are capable of being made viable for cargo-handling uses and should therefore retain their safeguarded status. These wharves are well distributed across London, offer additional aggregates and waste processing (including eco-processing and remanufacturing) capacity and provide opportunities for transshipment of cargoes within the upper reaches of the River Thames. These wharves are listed below: -

Wharf	Borough	Cargo
Hurlingham Wharf	Hammersmith & Fulham	Last handled cement
Pier Wharf	Wandsworth	Aggregates by road
Cremorne Wharf	Kensington & Chelsea	Recycled waste products by road
Orchard Wharf	Tower Hamlets	Last handled aggregates
Convoys Wharf	Lewisham	Last handled forest products
Peruvian Wharf	Newham	Last handled aggregates
Priors Wharf	Newham	S106 provision to deliver cargo-handling
Mayer Parry Wharf (EMR Canning Town)	Newham	Metal recycling by road
Tunnel Glucose	Greenwich	Cereals by road

- 4.5 Tunnel Glucose, Pier Wharf and Cremorne Wharf currently receive cargo exclusively by road, although they are capable of receiving riparian deliveries. Hurlingham Wharf, Orchard Wharf and Peruvian Wharf, all currently vacant capable of being made viable to accommodate part of the predicted capacity shortfall in aggregates in Greater London, together with other cargoes as appropriate.
- 4.6 Notwithstanding any possible effects arising from the loss of Delta Wharf to the total aggregates capacity at wharves in Greater London, a capacity shortfall has been identified in the capital of 2.1 million tonnes per annum. It is estimated that those wharves identified in Section 5 for reactivation could accommodate up to 1.1 million tonnes of this shortfall as follows: Hurlingham Wharf up to 0.15 million tonnes; Orchard Wharf up to 0.45 million tonnes; Peruvian Wharf up to 0.5 million tonnes. This still results in an estimated shortfall of 1 million tonnes per annum. The possible implications to London of any shortfall in aggregates capacity must therefore be closely monitored. The PLA will assess the potential of all

Safeguarded Wharves, if and when they become vacant, to maximise opportunities to increase aggregates capacity, subject to compliance with the policies contained in the London Plan. The PLA will work with the GLA Group in accordance with the approach taken in Section 5, to ensure that these opportunities are realised.

- 4.7 Priors Wharf has resumed handling cargo as part of a wider industrial and distribution development and must operate a 'River Transport Policy' agreed as part of a Section 106 Agreement for as long as the wharf remains safeguarded. Removing the safeguarded status would therefore negate any transshipment benefits negotiated with the developers.
- 4.8 Convoys Wharf is currently non-operational, although its size, navigational characteristics and position mean that it is capable of being made viable for cargo-handling, particularly as a water-served eco-processing and remanufacturing facility for London. Whilst it could possibly provide all the necessary aggregates capacity shortfall in London, this shortfall should be accommodated at a range of sites throughout the Capital, serving a variety of geographical markets, rather than at one terminal. The sheer size of Convoys Wharf does however provide significant flexibility for a range of water-based uses and this flexibility should be retained for the strategic benefit of London.
- 4.9 Finally, three wharves should be removed from the safeguarded wharf list on the basis that their navigational and landside infrastructure characteristics ensure that they are not viable or capable of being made viable for cargo-handling operations. The review has concluded that it is unlikely the sites could be used to accommodate any additional capacity required within the Port of London to 2015. These wharves are listed below. In addition Delta Wharf was removed from the Safeguarded Wharf list on 19 May 2004 to reflect the area of development permitted by the exceptional circumstance of the Meridian Delta Ltd scheme for the Greenwich Peninsula: -

Wharf	Borough	Cargo
Minoco Wharf	Newham	Last handled petroleum
Lovell's Wharf	Greenwich	Last handled aggregates
Granite Wharf	Greenwich	Last handled aggregates
Delta Wharf	Greenwich	Aggregates

The proposed list of Safeguarded Wharves

4.10 Nineteen operational wharves are viable or capable of being made viable for cargo-handling and should be identified as Safeguarded Wharves. Due to the location of these wharves, and primarily their navigational characteristics, their contribution to the Port of London is principally that of providing essential capacity for a number of cargo types through inter-port trade, although cargo is also transhipped from these sites to terminals in the upper reaches of the River Thames. These wharves handled a total of over 5.5 million tonnes of cargo in 2001, saving over 540,000 HGV trips on London's roads. These wharves are listed below: -

Wharf	Borough	Cargo
Thames Refinery/Cairn Mills	Newham	Sugar
Welbeck Wharf	Barking & Dagenham	Steel
Pinns Wharf	Barking & Dagenham	General cargo, Metal recycling
Kierbeck & Steel Wharves	Barking & Dagenham	Steel
Rippleway Wharf	Barking & Dagenham	Timber
Docklands Wharf	Barking & Dagenham	Metal recycling
RMC Roadstone	Barking & Dagenham	Aggregates
Pinnacle Terminal (TDG Pinnacle)	Barking & Dagenham	Various liquid bulks
White Mountain Roadstone	Barking & Dagenham	Aggregates
Van Dalen (Hunts Wharf)	Barking & Dagenham	Metal recycling
Hanson Aggregates	Barking & Dagenham	Aggregates
Ford Dagenham Terminal	Barking & Dagenham	Unitised cargoes, vehicles
Mulberry Wharf	Bexley	Aggregates
Pioneer Wharf	Bexley	Aggregates
Albion Wharf	Bexley	Cereals
RMC Erith	Bexley	Aggregates
RMC Railway Wharf	Bexley	Cement
EMR Erith	Bexley	Metal Recycling
Tilda Rice	Havering	Cereals

4.11 Six currently non-operational, road served, or wharves that are set to resume cargo-handling or related uses are capable of being made viable for cargo-handling uses and should be identified as Safeguarded Wharves. These wharves are listed below.

Wharf	Borough	Cargo
Debden Wharf	Barking & Dagenham	Permission granted for waste
Victoria Stone Wharf	Barking & Dagenham	Aggregates by road
DePass Wharf	Barking & Dagenham	To recommence cargo-handling by water
Borax Wharf/Manor Wharf	Bexley	Last handled coal, chalk, limestone, general cargo
Standard Wharf	Bexley	To recommence cargo-handling by water
Phoenix Wharf/Frog Island	Havering	Permission granted for waste

4.12 Debden Wharf has received planning permission for a construction and demolition waste transfer operation and cargo-handling infrastructure into Barking Creek. Victoria Stone Wharf currently handles aggregate by road. De Pass Wharf is to recommence handling aggregates for use in asphalt production following receipt of a freight facilities grant and the grant of planning permission. Standard Wharf currently handles aggregates by road, but the operator plans to recommence handling waterborne cargo. Phoenix Wharf/Frog Island forms an integral part of the new contract for handling municipal waste in East London and has planning permission to operate as a Bio-MRF facility with a planning condition to reactivate river use when this is viable in the context of river-based markets for recyclables.

4.13 Finally, nineteen of the wharves identified by the PLA and LPAC are not viable or capable of being made viable for cargo-handling uses and hence should not be safeguarded. The various characteristics of these sites means they are not capable of being made viable for cargo-handling uses, e.g. poor navigational characteristics, no history of wharf use, limited backland for processing, or are used as boatyards that should be examined under alternative protection mechanisms. These wharves are listed below: -

Wharf	Borough
Bay Wharf	Greenwich
Tunnel Avenue Trading Estate	Greenwich
Durham Wharf	Greenwich
Venesta Wharf	Newham
Tay Wharf	Newham
F McNeil & Co	Barking & Dagenham
Alexander Wharf	Barking & Dagenham
Maple Wharf	Barking & Dagenham
Bowen Wharf	Barking & Dagenham
New Free Trade Wharf	Barking & Dagenham
Dockland Construction	Barking & Dagenham

Wharf	Borough
Rugby Cement	Barking & Dagenham
Crossness Sewage Works	Bexley
Belvedere Power Station	Bexley
Burt's Wharf	Bexley
British Gypsum	Bexley
Anchor Bay	Bexley
Union Yard	Bexley
Murex Site	Havering

Next Steps

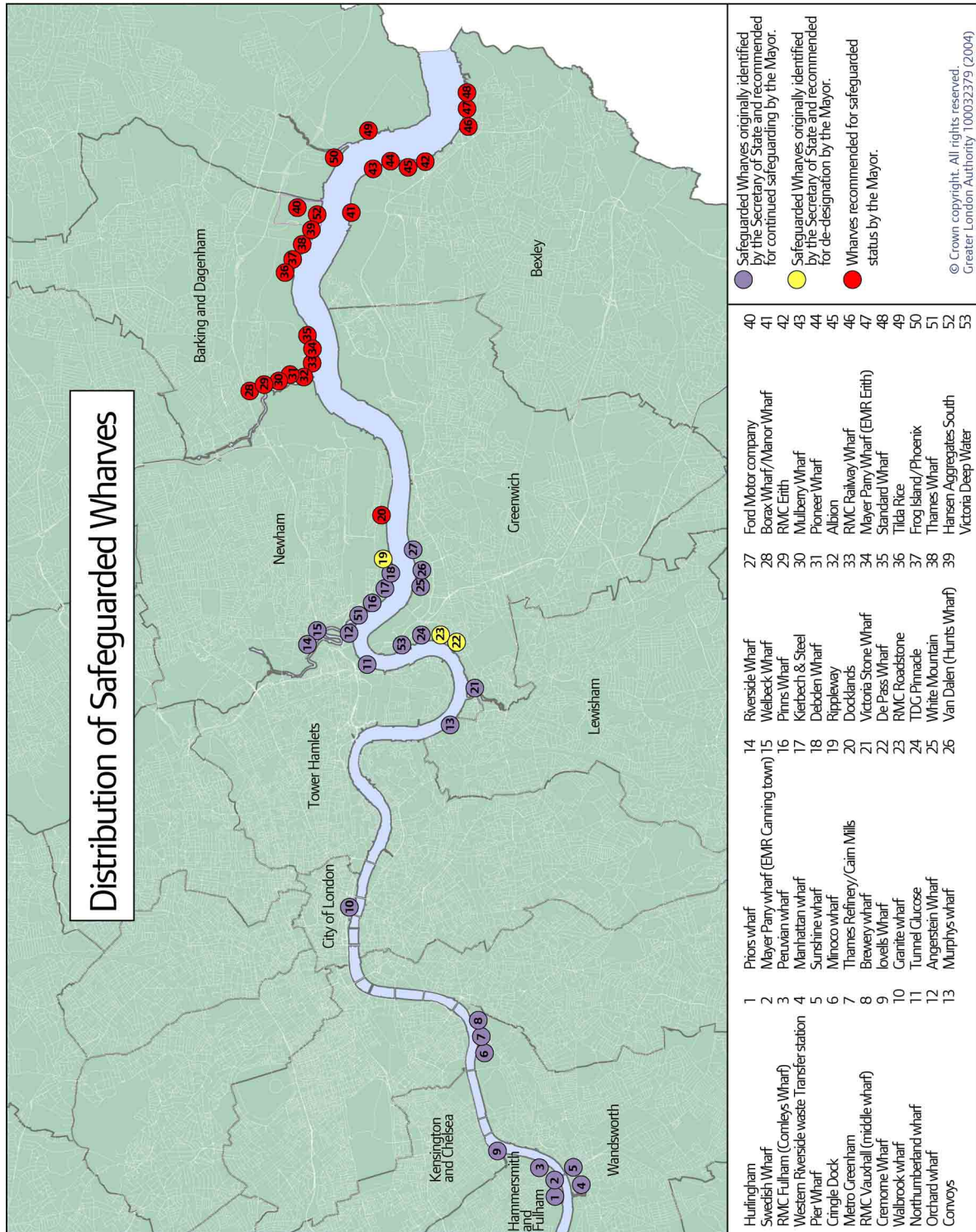
- 4.14 This report is the Mayor's considered view on which Safeguarded Wharves should be maintained or identified by direction of the Deputy Prime Minister. Accordingly, this report is submitted to the Deputy Prime Minister for his consideration.

Table 9 The definitive list of recommended Safeguarded Wharves

<p>Hammersmith & Fulham</p> <ol style="list-style-type: none"> 1. Hurlingham Wharf 2. Swedish Wharf 3. RMC Fulham (Comley's Wharf) 	<p>Newham</p> <ol style="list-style-type: none"> 4. Priors Wharf 5. Mayer Parry Wharf (EMR Canning Town) 6. Thames Wharf 7. Peruvian Wharf 8. Manhattan Wharf 9. Sunshine Wharf 10. Thames Refinery/Cairn Mills
<p>Kensington & Chelsea</p> <ol style="list-style-type: none"> 11. Cremorne Wharf 	<p>Greenwich</p> <ol style="list-style-type: none"> 12. Brewery Wharf 13. Tunnel Glucose 14. Victoria Deep Water Terminal 15. Angerstein Wharf 16. Murphy's Wharf 17. Riverside Wharf
<p>Lewisham</p> <ol style="list-style-type: none"> 18. Convoys Wharf 	
<p>Wandsworth</p> <ol style="list-style-type: none"> 19. Western Riverside Waste Transfer Station 20. Pier Wharf 21. Cringle Dock 22. RMC Battersea (Metro Greenham) 23. RMC Vauxhall (Middle Wharf) 	
<p>Tower Hamlets</p> <ol style="list-style-type: none"> 24. Northumberland Wharf 25. Orchard Wharf 	<p>Corporation of London</p> <ol style="list-style-type: none"> 26. Walbrook Wharf

<p>Barking & Dagenham</p> <p>Barking Creek</p> <p>27. Welbeck Wharf</p> <p>28. Pinns Wharf</p> <p>29. Kierbeck & Steel Wharves</p> <p>30. Debden Wharf</p> <p>31. Rippleway Wharf</p> <p>32. Docklands Wharf</p> <p>33. Victoria Stone Wharf</p> <p>34. DePass Wharf</p> <p>Dagenham Dock</p> <p>35. RMC Roadstone</p> <p>36. Pinnacle Terminal</p> <p>37. White Mountain Roadstone</p> <p>38. Van Dalen (Hunts Wharf)</p> <p>39. Hanson Aggregates</p> <p>40. Ford Dagenham Terminal</p>	<p>Bexley</p> <p>41. Borax Wharf/Manor Wharf</p> <p>42. Mulberry Wharf</p> <p>43. Pioneer Wharf</p> <p>44. Albion Wharf</p> <p>45. RMC Erith</p> <p>46. RMC Railway Wharf</p> <p>47. EMR Erith (Mayer Parry Recycling)</p> <p>48. Standard Wharf</p>
<p> Havering</p> <p>49. Phoenix Wharf/Frog Island</p> <p>50. Tilda Rice</p>	

Figure 1 Overview map of recommended Safeguarded Wharves



5 Implementing the safeguarded wharf policy

Reviewing the safeguarding directions

5.1 The Mayor recognises that safeguarding has been perceived as a blunt protectionist-only planning tool, which has limited flexibility to react to wider policy imperatives. In recognition of this the Mayor is committed to the periodic review of Safeguarded Wharves. There are three ways in which the safeguarding directions can be reviewed (although the Mayor can only initiate the first): -

- **As part of a regular strategic review** - The Mayor will carry out a strategic review of Safeguarded Wharves in the light of future reviews of the London Plan. This will allow wharves to be reviewed in the light of new national planning and transport policy, new and revised Mayoral strategies, and revised trade forecasts & associated port capacity requirements. This will also allow wharves to be assessed in the context of further policy content arising from the Sub-Regional Development Framework (SRDF) process and the reconciliation of individual Opportunity Area Frameworks through the SRDF process; Government decisions on the scale and pace of development in the Thames Gateway; policy impacts of the Regional Spatial Strategies to be produced for the South East and East of England; policy impacts of Supplementary Planning Guidance to the London Plan (for example on Industrial Capacity⁴⁴) and results of the new housing capacity study and implications for housing provision target figures. The Mayor is not precluded from carrying out a strategic review of Safeguarded Wharves outside of the normal London Plan review timetable, should other circumstances dictate that a review is necessary, e.g. in light of the partial alteration of the London Plan concerning waste and in the light of future housing capacity studies. **The commitment to review the safeguarding in the light of London Plan reviews means that the safeguarding policy will be more reactive to the implications of other policy developments. The Mayor considers that only reviews conducted at the strategic level can take all of these factors into consideration.** It is also important to ensure that the balance between different policy imperatives can continue to be debated at the appropriate level and the Mayor considers that this is the examination in public process for the London Plan.
- **As part of Unitary Development Plan (UDP) reviews or Local Development Documents (LDDs)**⁴⁵ – the existing Safeguarded Wharves are still identified by directions served under Section 12(7A) of the Town and Country Planning Act 1990, these require the local authorities to have regard to the maintenance of the specified wharves in formulating their development plans. It is recommended that the Deputy Prime Minister withdraw this set of directions, as these are superfluous to this report and the duty of boroughs to demonstrate that their UDP or statutory LDD is in general conformity with the London Plan (policy 4C.15). Guidance published by the Mayor on General Conformity⁴⁶ indicates that London UDPs must not be adopted unless they

⁴⁴ 'Draft Supplementary Planning Guidance to the London Plan: Industrial Capacity', GLA (2003)

⁴⁵ The new arrangement for development plans to be introduced under the Planning and Compulsory Purchase Act.

⁴⁶ 'Draft Supplementary Planning Guidance to the London Plan: General Conformity - Principles and Procedures, GLA (2004)

are in general conformity with the London Plan; this applies to both Part I and Part II of UDPs. This means that at the point of adoption, a UDP must be in general conformity with the London Plan; if there is a published London Plan and an unadopted UDP is not in general conformity with it, it must not be adopted. General conformity is relevant to *all* policy areas in the London Plan. **Assessments undertaken by boroughs as part of their UDP reviews or LDDs should follow the viability tests outlined in part two of this report and policy 4C.15 and paragraphs 4.105, 4.106 and 4.107 of the London Plan.** In considering whether a UDP or LDD is in general conformity with the London Plan, the Mayor will continue to call on the advice of the Port of London Authority and British Waterways on the location and continued suitability of Safeguarded Wharves.

- **As part of the planning application process** – the existing Safeguarded Wharves are identified by directions served under the Town and Country Planning (General Development Procedure) Order 1995. This means that any application lodged on the sites is referable to the Mayor under Category 4 of the Schedule of the Order 2000: *“Development in respect of which the local planning authority is required to consult the Mayor by virtue of a direction given by the Secretary of State under article 10(3) of the GDPO.”* It is recommended that the Deputy Prime Minister withdraw and issue new directions in line with the conclusions in this report. If the Mayor considers that to grant permission on an application which has been notified to him under the Order would be: contrary to the spatial development strategy (the London Plan); or be prejudicial to its implementation; or, otherwise contrary to good strategic planning in Greater London, he may direct the borough to refuse the application. **Assessments undertaken by applicants as part of their proposal to redevelop a safeguarded wharf should follow the viability tests outlined in part two of this report and policy 4C.15 and paragraphs 4.105, 4.106 and 4.107 of the London Plan.** In considering whether to use his powers of direction, the Mayor will continue to call on the advice of the Port of London Authority and British Waterways on the location and continued suitability of Safeguarded Wharves.

Encouraging industrial intensification

- 5.2 The Mayor recognises that safeguarding should also be flexible to react to changes in cargo-handling processes, evolving best-practice in using industrial land more intensively and design solutions that allow industrial processes to operate in mixed use areas. The Mayor recognises that many wharves in the Thames Gateway either form part of, or are adjacent to, Opportunity Areas (the Mayor’s priority areas for regeneration). **The Mayor considers that his supplementary guidance on Industrial Capacity provides an appropriate approach to considering opportunities for industrial intensification and industrial-led, mixed use, schemes.** The guidance recognises that Preferred Industrial Locations (PILs) and some appropriately located sites outside the Strategic Employment Location framework will continue to provide the geographical separation of uses that will still be required by many of London’s industrial firms (they do not need and cannot afford a high quality environment and would not benefit from being mixed with other activities). The external, environmental costs of other types of industrial firm can be less onerous on potential neighbours. With careful design and branding backed by clear planning

briefs and agreements, provision for these firms can offer greater scope for mixed and more intensive forms of development. Good public transport access is an essential pre-requisite for such intensification. Those activities that place a higher premium on added-value activity rather than volume are particularly likely to fall into this category.

- 5.3 The Industrial Capacity framework suggests that industrial uses can usually be accommodated on the lower floors of mixed developments with other uses above, though if access issues can be resolved, vertical rather than horizontal separation of activities may be possible. Most appropriate will be locations where such developments can be closely integrated with a wider mix of surrounding uses, such as on the edge of town centres. Though the higher environmental quality of Industrial Business Parks would seem to make them inherently more suitable for such development, there may be scope to redevelop and upgrade parts of some Preferred Industrial Locations in appropriate locations, e.g. on the periphery of PILs near stations or town centres, especially where there is a barrier separating the area from the rest of the PIL. These could enable consolidation of more environmentally sensitive, existing PIL tenants while maintaining the integrity of a local business cluster. Complementary and sensitive relocation arrangements are likely to be necessary to avoid loss of industrial employment of different types through the re-development process.
- 5.4 **Where they fall within a SEL the appropriate size and location of a safeguarded wharf can be considered as part of the process of implementing the SEL framework. The Mayor will expect that the design of industrially led, mixed, higher density re-development should ensure that overall there is no net loss of cargo-handling capacity at the wharf.**
- 5.5 Wharf operators will be expected to maximise opportunities of the wharf by co-locating value-added processes with the importation/exportation of the primary cargo, where practicable and where this does not compromise the capacity of the site to handle cargoes. Maximising the use of Safeguarded Wharves will bring further transport benefits to London by minimising onward road movements to deliveries of the end product. Examples of these value added process include: - concrete manufacture, paving, bagging, and asphalt production at aggregate wharves; re-bar facilities at steel wharves; MRFs (Materials Reclamation Facilities), recycling sites and eco-processing and re-manufacturing facilities at waste wharves.
- 5.6 When designing the cargo-handling element of wharves as part of industrially led developments, or as part of individual planning applications, wharf operators will be expected to use the latest available technology, equipment and business practices. Operators must recognise their duty to ensure that their cargo-handling operations minimise impact on surrounding land uses. It is no longer acceptable for an operator to claim exemption from this duty of the basis that they preceded the new surrounding land uses. The Mayor will expect new or modernised wharf operations to meet the highest standards of sustainable design and construction by reducing the impacts of noise and air pollution and exploring opportunities for energy efficiency and efficient use of water. The Mayor will work with cargo operators and the PLA to identify funding mechanisms to help deliver these improvements.

Reactivating Safeguarded Wharves

- 5.7 All wharves are privately owned. Therefore, the extent to which a non-operational wharf can be re-used for cargo-handling uses depends on the aspirations of the site owner. **The Mayor recognises that the definitive list of Safeguarded Wharves will contain wharves that may not be currently available to the cargo-handling market, and is committed to working with site owners, cargo-operators, the boroughs, the PLA and the GLA group to identify appropriate mechanisms to bring wharves back into use.** Point 10 of annex 5 to the London Plan (the implementation plan for the Blue Ribbon Network) states that the Mayor will work with the LDA, TfL, boroughs and the PLA to investigate measures to ensure that wharves that are essential to meet capacity and policy requirements are made available. Such measures may include the use of CPO⁴⁷ powers to secure the future of appropriate sites. **In all instances, the Mayor is committed, wherever possible, to reactivating wharves in partnership with the site owner.**
- 5.8 There is significant interest from the cargo-handling industry in bringing currently vacant wharves back into use. To take this forward the LDA, working with the PLA and GLA, has established a reactivation process to seek expressions of interest and outline proposals from wharf operators who would be interested in working in partnership to explore options for bringing such Safeguarded Wharves back into use, including freehold/leasehold disposal or an operating licence.
- 5.9 The reactivation process involves: -
- A targeted campaign to selected cargo-handling operators both inside and outside the Port of London;
 - A Newspaper advert in Lloyds List requesting expressions of interest.
 - Operators shortlisted are then asked to submit formal bids for any of the identified sites, or a combination of the sites. The aim is to select preferred partner(s) and to work up with them detailed proposals for each wharf.
 - **The Mayor has identified the active involvement of site owners in the reactivation process as a priority.** To take this forward the LDA has established a collaboration agreement to ensure that participation by the site owner is fully committed to the objectives of the Safeguarded Wharves policy. If site owners are unable to make this sort of commitment then their participation in the process could be detrimental to the purpose of the exercise, and could undermine its effectiveness. If this does occur the Mayor will have to consider instructing the LDA to use their compulsory purchase powers.

⁴⁷ The LDA has inherited English Partnership's powers to compulsorily acquire land as first ascribed in section 20 of the Regional Development Agencies Act 1998. The reason for acquiring land must be related to the purpose of RDAs i.e. to further promote the economic development and regeneration of the area; to promote business efficiency and competitiveness; to promote employment; to enhance development and application of skills relevant to employment and to contribute to sustainable development in the UK. One of the factors that the Secretary of State will take into account when deciding whether to confirm a CPO order will be the framework as provided by the Mayor's Economic Development Strategy.

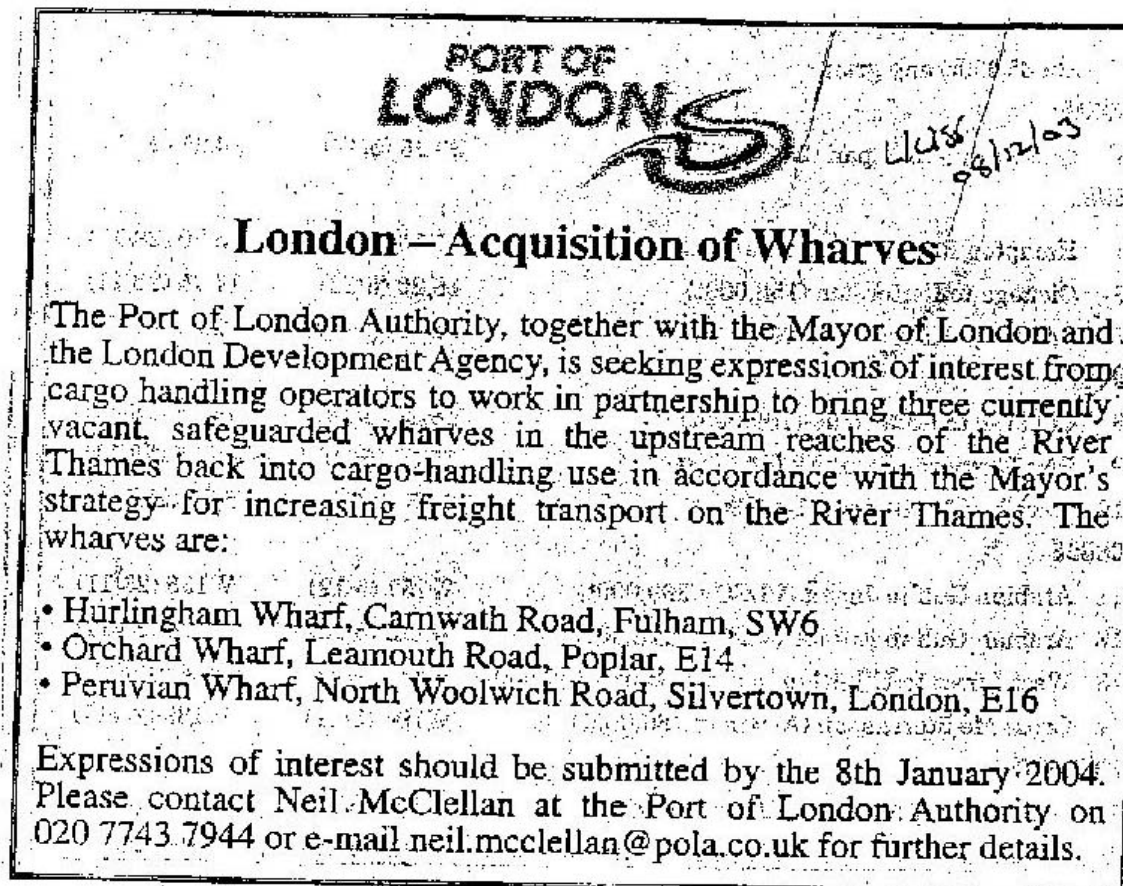
- Following the selection of preferred operator partner(s); the local planning authorities are involved at the earliest possible opportunity through pre-application meetings to discuss the emerging detailed proposals for the wharf.
- 5.10 Details of the Lloyds List advert, the information required from the shortlisted cargo operators and the collaboration agreement with site owners are attached at appendix 1.
- 5.11 The reactivation process has been used to market Hurlingham Wharf in Hammersmith and Fulham, Orchard Wharf in Tower Hamlets and Peruvian Wharf in Newham to cargo-handling operators within and outside the Port of London. These wharves are the only currently vacant safeguarded wharves, which the Mayor considers are viable or capable of being made viable for cargo-handling use⁴⁸ and potentially offer new market opportunities to operators. There were several expressions of interest received for each of the wharves and these have been assessed by the LDA, PLA, GLA and (where a collaboration agreement was entered into) the site owner. As a result of the assessment process, preferred operator(s) for each of the three wharves were selected. Work is underway to prepare planning application schemes for each of the wharves and to discuss with the three site owners the various methods by which these schemes could be implemented and the sites reactivated for cargo handling.
- 5.12 In future, when a safeguarded wharf becomes vacant the Mayor is committed to using the reactivation processes, with, if possible, the active involvement of the site owner, to ensure that the wharf is offered to the cargo-handling market. Future strategic reviews of Safeguarded Wharves will review the wharf reactivation process.

⁴⁸ Convoys Wharf is also vacant, however in this instance the site owner has actively involved the LDA, GLA and PLA in scoping the potential of the site for cargo-handling operations as part of the redevelopment proposals submitted for outline planning permission in March 2003. Should the outline scheme not proceed the Mayor will start the reactivation process outlined above

Appendix 1

The LDA/PLA and GLA Wharf Reactivation process

Newspaper advert in Lloyds List



PORT OF LONDON

London - Acquisition of Wharves

The Port of London Authority, together with the Mayor of London and the London Development Agency, is seeking expressions of interest from cargo handling operators to work in partnership to bring three currently vacant, safeguarded wharves in the upstream reaches of the River Thames back into cargo-handling use in accordance with the Mayor's strategy for increasing freight transport on the River Thames. The wharves are:

- Hurlingham Wharf, Camwath Road, Fulham, SW6
- Orchard Wharf, Leamouth Road, Poplar, E14
- Peruvian Wharf, North Woolwich Road, Silvertown, London, E16

Expressions of interest should be submitted by the 8th January 2004. Please contact Neil McClellan at the Port of London Authority on 020 7743 7944 or e-mail neil.mcclellan@pola.co.uk for further details.

Information required from the shortlisted cargo operatorsSAFEGUARDED WHARVES IN CENTRAL LONDON

The Port of London Authority in conjunction with the Mayor of London, the Greater London Authority and the London Development Agency, is seeking operator(s) to act in partnership with the London Governance to progress the acquisition of up to three safeguarded, currently vacant wharves in London. Whilst all efforts to progress negotiations with the current landowners will be undertaken by the London Governance, PLA and the preferred operator(s), the use of compulsory purchase powers to acquire the sites remains available.

All the wharves that are the subject of this operator selection process have been safeguarded, under formal Ministerial Direction, for the handling of cargoes including waste and aggregates. The rationale behind the safeguarding of wharves, the responsibility for which now falls primarily on the Mayor of London, is to maintain and promote the transport of freight on the Thames. It should be assumed that the wharves, once acquired, will retain their safeguarded status.

In order to determine which operator(s) should be selected to become the preferred partner(s), the PLA is undertaking a marketing exercise, of which the second, and final,

element requires those operators shortlisted following the first, expression of interest stage, to submit full particulars of their proposals for any combination of the sites.

The preferred partner(s) will be selected on the basis of the operator(s) that demonstrates the best compatibility with a range of selection criteria rather than solely the submission of the highest financial bid for any combination of the three sites. This approach is based on the test of safeguarded wharf viability detailed within Policy BR18 and Paragraph 45 of the draft *London Plan*.

Accordingly, submissions should focus on how the proposed operations from the wharf best complies with the selection criteria, in addition to providing anything else the operator also considers relevant to the consideration of the bid. Operators should be aware that the London Governance and PLA are not bound to accept any of the submissions received.

Selection Criteria

* Cargo-handling proposals

Full information is sought on the operation proposed. Details should be provided on the type and nature of proposed cargo-handling and any other operations at the site; vessels to be used (including dimensions and numbers and times of likely arrivals/departures from the berth); cargo sources and means of onward transport; added value processes (if appropriate) to be undertaken; total land area required (if not all the wharf is required for proposed operations); likely annual cargo volumes; and details of any investment in site infrastructure in addition to plant to be provided by the operator.

* Financial package

Full information is sought on the financial package. Details should be provided on whether a freehold or leasehold arrangement is preferred, maximum price or rent offered. Any financial information in addition to that already submitted as part of the initial expression of interest stage is welcome and will be treated as confidential if requested.

* Viability

Full information is sought on current and future viability of the proposed wharf operations. Details should be provided on what markets and geographical areas are targeted; opportunities to develop new waterborne trade in the vicinity of the wharves; and the creation of synergy with existing cargo-handling operations within the Port of London or new markets outside of the Port of London. If appropriate, the relationship between the operations proposed at the site and other operational riparian or other facilities operated by the bidding company.

Operators are requested to submit this, and any other information that will assist in the ultimate selection to James Trimmer, Head of Planning and Partnerships at the Port of London Authority, by Thursday 8 April 2004. Operators should be aware that any information submitted late will not be considered.

Draft Heads of Terms: Collaboration Agreement

- Parties:
 - The Landowner
 - GLA, LDA and PLA
- That the parties commit to and undertake at all times to act in their collaboration in marketing the Wharf protected site in a manner which will optimise its value in terms of the relevant policies in the London Plan, and in particular policies 4C.14 and 4C.15, and any Supplementary Planning Guidance adopted pursuant to those policies (“the Primary Objective”);
- An undertaking that all parties will act in the utmost good faith in pursuit of the Primary Objective and that none of the parties will act in a manner which might undermine or constrain the achievement of the Primary Objective;
- The direct costs of the marketing exercise to be borne by the LDA / PLA, including all press advertising, external consultancy services engaged by the LDA (in consultation with the other parties to the Collaboration Agreement) in the evaluation of the proposals received and in the legal documentation;
- Terms of disposal (either direct to the selected operator or to the LDA) will have to be agreed but may be by means of freehold / leasehold disposal, or operating licence, depending upon the circumstances of the selected operator proposal. The parties will use all reasonable endeavours to agree such terms as may be fair and reasonable and in accordance with the Primary Objective. In the event of failure to agree, the parties will acknowledge that the LDA shall be at liberty to seek compulsory purchase powers if it considered it appropriate to do so.
- Consideration for the disposal to be at Market Value, as defined in the Royal Institution of Chartered Surveyors’ Appraisal and Valuation Standards, or, in the case of a disposal on a leasehold basis (or licence) to be the open market rental value having regard to the terms of the lease or licence. For the avoidance of doubt the Market Value, or open market rental value, shall take into account all relevant circumstances prevailing at the date of disposal including current planning policy.
- The Landowner and its advisers to undertake a duty of strict confidentiality in respect of all commercially sensitive information produced by the operators bidding for the site and any other material which may be disclosed to the Landowner in the course of the collaboration agreement and to return all documents and data produced in the event of termination of the collaboration agreement.
- The LDA will take the lead in negotiations with the proposed operators, but will consult the Landowner and take proper account of any representations that the Landowner makes in regard to the disposal terms being negotiated. The Landowner undertakes not to have separate negotiations or contact with the operators otherwise than with the express written approval of the LDA.
- Termination: in the event of any breach which might undermine the achievement of the primary objective or is otherwise inconsistent with it or in the event that the LDA decides to pursue CPO powers.
- Nothing in the agreement shall be deemed to fetter the GLA’s, LDA’s, or the PLA’s statutory duties, powers, or discretions.

Appendix 2**Abbreviations**

DETR	Department of the Environment, Transport and the Regions (now the ODPM)
DoE	Department of the Environment (initially replaced by DETR, now the ODPM)
DPM	Deputy Prime Minister
EELGC	East of England Local Government Conference (now the East of England Regional Assembly)
EMWA	East London Waste Authority
GOL	Government Office for London
GOSE	Government Office for the South East
GLA	Greater London Authority
LDA	London Development Agency
LPAC	London Planning Advisory Committee
LRA	London Rivers Association
ODPM	Office of the Deputy Prime Minister
PLA	Port of London Authority
SEERA	South East of England Regional Assembly
TGLP	Thames Gateway London Partnership
WRWA	Western Riverside Waste Authority
C&DW	Construction and Demolition Waste
CPO	Compulsory Purchase Order
DLR	Docklands Light Railway
HGV	Heavy Goods Vehicle
LDD	Local Development Document
MRF	Material Recycling Facility
NAABSA	Not Always Afloat But Safely Aground
SEL	Strategic Employment Location
TLRN	Transport for London Road Network
UDP	Unitary Development Plan
WTS	Waste Transfer Station

Cover photo stories, continued:

1	2	3
4	5	6
7	8	9

- 5 Cargo being unloaded from a bulk carrier at the largest cane sugar refinery in the world, Tate and Lyle's Thames Refinery in Newham. From September to February, raw cane sugar is imported from Fiji, Africa and Mauritius in vessels of up to 190 metres in length. For the rest of the year the vessels arriving at the terminal are from the Caribbean and smaller. The majority of the 1.3 million tonnes is exported worldwide. The berth provides a depth of water of over 15 metres at Mean High Water and is the deepest in Greater London. In 2001 the wharf handled over 1.2 million tonnes of cargo keeping 125,000 lorry movements off the capital's streets.
- 6 The *Sea Riss*, a Dutch owned bulk carrier of 2,200 deadweight tonnes, inward bound for Welbeck Wharf in Barking Creek. Welbeck Wharf is owned by Arcelor, the biggest steel producer in the world and most of the cargo handled at the wharf is produced at the company's own mills at Dunkirk and Brussels, although smaller quantities also come from mills elsewhere in Europe for the automotive industry. The wharf specialises in steel coils and flat rolled products, which are distributed throughout the UK. In 2001 the wharf handled nearly 170,000 tonnes of cargo keeping 16,000 lorry movements off the capital's streets.
- 7 A liquid bulk carrier discharging at TDG European Chemical's Terminal at Dagenham Dock. Dagenham Dock's five terminals are a major centre of cargo-handling in Greater London, which handled over 1.6 million tonnes of cargo in 2001 ranging from aggregates to chemicals and metal recyclates to petroleum products, keeping over 250,000 lorry movements off the capital's streets.
- 8 The roll-on/roll-off vessel *Cymbeline*, owned by Cobelfret, unloading trailers at the Ford Motor Company's berth at Dagenham. Since ceasing production of the Fiesta model in 2002, the Dagenham plant became the source for all diesel engines and specific model body panels for European assembly. The plant's principal connection to other Ford sites in Cologne, Genk, Saarlouis and Bordeaux is through three Cobelfret roll-on/roll-off sailings per day to Vlissingen in Holland. In 2001 a total of 947,000 tonnes was handled keeping 125,000 lorry movements off the capital's streets.
- 9 The liquid bulk carrier *Annette J* discharging vegetable oil at the ADM plant in Erith. In 2001 the terminal handled 961,000 tonnes keeping 54,000 lorry movements off the capital's street. In addition the terminal tranships oils to both Van den Bergh in Purfleet and Pura Foods in Poplar for further processing. The factory imports oil seed and oils across the jetty and exports the by-products as animal feeds. The amount of oil seed imported depends on the UK crop, with vessels arriving from both the eastern region of the UK and Europe, particularly France and Germany.

Other formats and languages

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Chinese

如果需要您母語版本的此文件，
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Vietnamese

Nếu bạn muốn có văn bản tài liệu này bằng ngôn ngữ của mình, hãy liên hệ theo số điện thoại hoặc địa chỉ dưới đây.

Greek

Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος εγγράφου στη δική σας γλώσσα, παρακαλείστε να επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχυδρομικά στην παρακάτω διεύθυνση.

Turkish

Bu belgenin kendi dilinizde hazırlanmış bir nüshasını edinmek için, lütfen aşağıdaki telefon numarasını arayınız

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰੋ ਜਾਂ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਬਤਾ ਕਰੋ:

Hindi

यदि आप इस दस्तावेज की प्रति अपनी भाषा में चाहते हैं, तो कृपया निम्नलिखित नंबर पर फोन करें अथवा नीचे दिये गये पते पर संपर्क करें

Bengali

আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলিপি (কপি) চান, তা হলে নীচের ফোন নম্বরে বা ঠিকানায় অনুগ্রহ করে যোগাযোগ করুন।

Urdu

اگر آپ اس دستاویز کی نقل اپنی زبان میں چاہتے ہیں، تو براہ کرم نیچے دئے گئے نمبر پر فون کریں یا دیئے گئے پتے پر رابطہ کریں

Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى الاتصال برقم الهاتف أو مراسلة العنوان أدناه

Gujarati

જો તમને આ દસ્તાવેજની નકલ તમારી ભાષામાં જોઈતી હોય તો, કૃપા કરી આપેલ નંબર ૭૫૨ ફોન કરો અથવા નીચેના સરનામે સંપર્ક સાધો.

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