

London Borough of Lewisham EMPLOYMENT LAND STUDY



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Annex 1 Lewisham Employment Sites Assessments
November 2008

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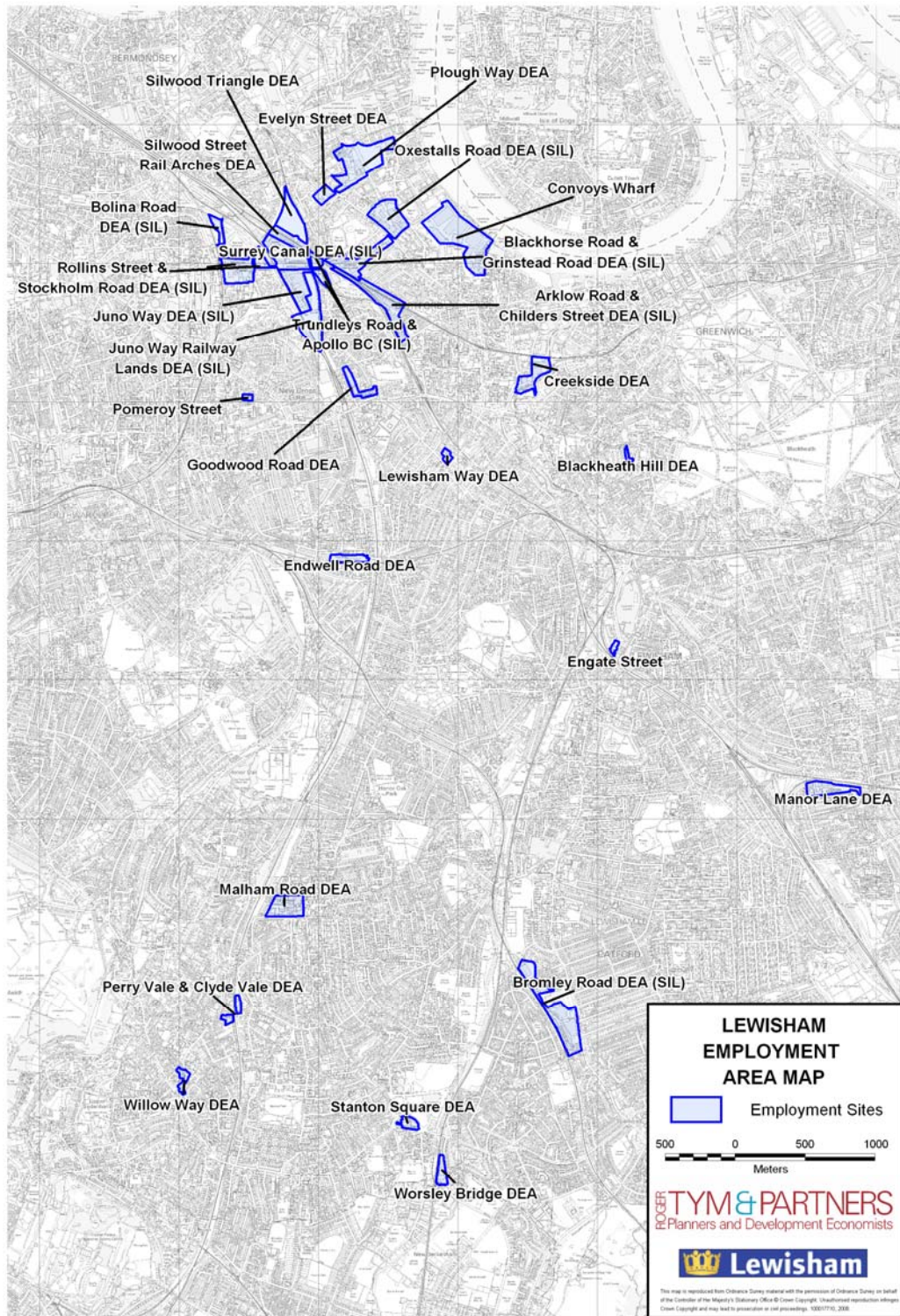
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1 INTRODUCTION

- 1.1 This annex to the Lewisham Employment Land Study (November 2008) assesses the employment land supply in Lewisham by taking a market perspective. We assess sites that are strategically and locally defined employment areas (DEAs), and some that are not. They are separated by the following designations:
- Strategic Industrial Locations (SILs) as defined by the London Plan East London Sub-Regional Development Framework;
 - Local Employment Locations (LELs) defined by Lewisham's Adopted Local Plan; and
 - Non-defined employment sites, including Mixed Employment Locations (MELs) and existing sites with, or with potential for, a significant amount of employment space.
- 1.2 Lewisham Council undertook a sites audit in late 2005/early 2006, and the results are shown in this annex. In addition, Ramidus, a specialist built environment advisory and real estate knowledge business, working with Roger Tym & Partners (RTP), assessed each area through a visual inspection and discussions with local property agents during December 2007 and February 2008.
- 1.3 The map on the following page lists the sites' polygons in relation to their location.

Assessed Employment Areas Map



2 BROMLEY ROAD STRATEGIC INDUSTRIAL LOCATIONS

Bromley Road DEA

Snapshot Picture: Fordmill Road depot site ...



Lewisham Council's Sites Audit, 2006 - Bromley Road DEA

Base Information

Overall Size of Site/Area: 8.28 ha.

Site Description and Context

This site provides the largest reservoir of employment land in the southern half of the borough. It lies along the A21 south from Catford Town Centre. The Pool River flows through the site from south to north and effectively divides the area. The railway line running between Catford and Sevenoaks forms the western boundary of the site and provides separation from the residential uses on Knapmill Road. The depot site on Fordmill Road is separated from the rest of the Employment Location by the Pool River and road access is via Fordmill Road and Canadian Avenue to the A21 and A205. Part of the frontage of the Area on to the A21 is also designated as a Conservation Area (part of the Culverley Green Conservation Area). This designation was intended to enable the provision of a visual barrier between the Employment Area and the adjacent Conservation Area in the case of redevelopment. Part of the Employment Area was recently lost to retail development (Bromley Road Retail Park) which now occupies the central part of area almost splitting it in two. This change reflects the fact that in the 1980s planning permission was given for the change of use of warehouses on this part of the Employment Location to retail on the grounds of the long term vacancy of the warehouses. This long term change of use was recognised by a planning permission dated 6/8/98 Ref. 98/42683 granting permission for the construction of the retail park.

The site hosts important public utility uses, a depot, a substantial estate of industrial/warehouse units, a large industry/warehousing complex (former Rentokil Initial Laundry) and some smaller warehouse and commercial uses. Bellingham Station adjoins the site to the south.

Floorspace in Use (by segment/unit size)

Bellingham Trading Estate Franthorne Way: Site Area 16308 m² Overall Floorspace 10736 m² in 24 units ranging between 350 and 500 m².

Catford Bus Garage and Catford Police Garages/Office: Public Utilities Site Area: 21489 m² Overall Floorspace: 19100 m²

General Industrial Area.

Overall Site Area: 36524 m² Overall Floorspace 10541 m²

This area comprises a mixture of buildings in size, age and quality, and some open storage sites. This includes:-

Depot site Fordmill Road: Site Area 13145 m² Floorspace: 3136m²

Small Open Site Fordmill Road : Site Area 3426 m²

Factory building (Former Initial Laundry): Site Area 15840 m² Floorspace 1,701 m².
Vacant at the time of the Survey

Corner Mixed area (Bromley Road/Randlesdown Road) of smaller commercial, car repairs and sales, small warehouse (wholesalers) and storage (scaffolding yard) uses in poorer quality buildings. **Site Area 4113 m² Floorspace: 5704 m²**

Occupancy 2005/6 Industrial Land Survey

| General Industrial Area | No of Units | % | Floorspace m ² | |
|--|-------------|------------|---------------------------|-------------------------------|
| B2 (Vacant) | 1 | 16.66 | 1701 | |
| B8 | 3 | 50 | 3570 | |
| B8 (Open Site) | 1 | | | 3426 |
| Sui Generis | 2 | 33.33 | 433 | |
| Totals | 6 | 100 | 5704 | |
| Clusters | | | | |
| Car/Repairs Activities | 2 | 33.33 | 433 | |
| Construction Related | 1 | 16.66 | 255 | |
| Construction Related Site | 1 | | | Site Area 3492 m ² |
| Public Utilities Buildings | | | | |
| Sui Generis | 2 | 100 | 19100 | |
| Totals | 2 | 100 | 19100 | |
| Bellingham Industrial Estate Franthorne Way | | | | |
| B2 | 3 | 12.5 | 1393 | |
| B8 | 16 | 66.6 | 7090 | |
| D1 | 1 | 4.2 | 411 | |
| Sui Generis | 0 | 0 | 0 | |
| Unknown | 0 | 0 | 0 | |
| Vacant | 4 | 16.6 | 1842 | |
| Totals | 24 | 100 | 10736 | 1 |
| Clusters | | | | |
| Food Related | 3 | 12.5 | 1314 | |
| Business Services | 3 | 4 | 375 | |
| Car/Repair Related Uses | 2 | 8.3 | 922 | |
| Construction/Building Materials | 5 | 20.8 | 2214 | |
| Creative Industries | 3 | 12.5 | 1393 | |
| Printing | 3 | 12.5 | 1393 | |
| Church | 1 | 4 | 411 | |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

Bellingham Trading Estate Franthorne Way

This is a good quality estate of modern two storey industrial/warehouse units with offices on the first floor and eaves height of over 5 metres..

Rentokil Initial

The main office building has a distinctive style and represents a positive element in what is a high profile location on a major though route in the borough (A21). The other buildings in this complex are less distinctive and appear subsidiary to this building. The complex presents a good well maintained appearance to the street. The interior of the buildings in the complex are however poorly adapted to modern commercial usage.

Public Utilities - Bus Garage and Police Garage

The Bus Garage is in a prominent location on Bromley Road. It results in a rather bleak street scene dominated by plain utilitarian brick walls and high activity in terms of bus parking etc. The Police Garage is discreetly sited down a side residential road and set back from the street behind gates. Its impact on the street scene is therefore minimal.

Depot Fordmill Road

This Depot is currently underused. It comprises a modern single storey warehouse building with a large yard. A number of uses took place on this site when occupied as a Depot for British Telecom including a B2 vehicle repair use and storage. The site is sufficiently large to accommodate a number of uses.

Corner Site Randlesdown Road/Bromley Road

This site comprises

- scaffolding yard with hoardings directly onto the corner of Randlesdown Road and Bromley Road
- two storey Victorian/Edwardian properties with shop premises on the ground floor
- one small warehouse building and two former residential Edwardian buildings converted to car sales and garages.

State of the External Areas and Public Realm

Bellingham Trading Estate Franthorne Way

The trading estate is well maintained to a utilitarian standard with on site staffed caretaking and security. The estate is self contained and has little direct effect on the public realm outside the confines of the estate.

Former Rentokil/Initial Laundry

This complex has a large well maintained car parking area to the front of the building and presents a relatively good quality appearance to Bromley Road.

Bus Garage and Police Garage

Although the bus garage is not inherently a poor quality building the length of the façade on to Bromley Road and the open parking and circulation area of the garage presents a somewhat bleak appearance.

The Police Garage has a very short frontage on to a side street and does not greatly affect the public realm

Depot Fordmill Road

This depot presents a discreet appearance to Fordmill Road. The buildings are low rise and not obtrusive.

Corner Site Randlesdown Road/Bellingham Road

This is a prominent corner site. The fencing used for the scaffolding yard is poor quality and affects the visual quality of this location.

Parking Internal Circulation and Servicing

All the buildings and estates in the area have good servicing, parking and reasonable internal circulation.

Noise and Other Obvious Pollutants

Former Rentokil Initial Laundry

The building is currently vacant. The most recent use was as a laundry by Rentokil Initial which was technically a B1 use but of a size that could be detrimental to residential amenity and therefore be classified as B2. The site is well situated for a B2 use being separated by an extensive forecourt and a major road from residential uses on the A21 to the east and by a railway line and industrial estate to the west. A wide range of uses are therefore possible on this site. Since the survey was undertaken planning permission has been granted for a self storage facility and business units

Bellingham Trading Estate Franthorne Way

Sites and Buildings on this estate are largely in warehouse use with some printing firms. Noise emissions from this estate are likely to be from lorry deliveries and movements.

Public Utilities - Bus and Police Garages

These are both noise generating uses. In general however this will be no worse than noise generated from emergency and bus vehicles using vehicles using Bromley Road which is a major through route. Some pollution will be generated from buses with engines idling although this should be minimised by appropriate management practices.

Depot Site Fordmill Road

The site is currently vacant. Uses in the past appear to have been low intensity.

Corner Site Road/Bromley Road

These are small scale uses. There is a potential for noise caused by loading and unloading at the site occupied by a scaffolding firm

Quality of the Wider Environment

Bellingham Trading Estate Franthorne Way

Adjacent land uses constraining operations or quality of uses on site

This estate forms part of a larger industrial area. Residential development to the west of the site is separated from the estate by a railway line, and by the buildings of the estate themselves. Delivery vehicles service from within the site so any disturbance is minimised.

Perception of the Wider Environmental Quality

This is a modern self contained estate. The estate has a limited frontage on to the Bellingham Road. Although it does not make a positive contribution to the street scene at this location its impact is limited.

Initial Rentokil (Former Laundry)

Adjacent land uses constraining operations or quality of uses on site

This site is situated directly on the A21. The boundary of the Culverly Green Conservation Area crosses over the frontage of the site which is designed to ensure sufficient visual and physical separation from the residential uses to the west. The Bellingham Industrial Estate and the railway line between Catford and Bellingham shield residential uses to the east. It is bounded to the north by the Ravensbourne Retail Park and to the south by other premises in the employment area (bus garage). This site has a substantial area so that less environmentally friendly uses could be possibly situated here, although the area to the west is substantially residential so this could not be extensive or intensive.

Perception of the Wider Environmental Quality

This area has a mixed character with local shopping parades on Bromley Road and Randlesdown Road, some social housing and Conservation Areas. It is in a highly visible place on the A21 a major route through the borough. New developments on this site should therefore make a positive contribution to the physical appearance of the borough at this location.

Public Utilities Bus and Police Garages

Adjacent land uses constraining operations or quality of uses on site

The bus garage is adjacent to the Rentokil Initial site and similar comments apply. The police garage is situated on a short residential side street (Aitken Road). The amount of noise and disturbance generated by the police garage has not been assessed. The access road along a residential side road and its location directly to the rear of residential properties on Barmeston Road means that uses on this site could not be intensified.

Perception of the Wider Environmental Quality

The bus garage is a building with a long red brick frontage on to Bromley Road and large yards. Although the garage building itself is a good quality construction the long frontage is bleak.

The main impact of the Police Garage building will be to the gardens of houses on Barmeston road. The public frontage on Aitken Road is very small. The building appears as a relatively high quality office building.

Depot Fordmill Road

Adjacent land uses constraining operations or quality of uses on site

This site is adjacent to residential properties and allotments on its eastern boundary. A railway line to the west shields the site from residential property on this boundary. The access road (Fordmill Road via Canadian Avenue either to the South Circular or Bromley Road) which is residential in character and has speed humps presents some restrictions to larger lorry traffic.

Perception of the Wider Environmental Quality

This site is embedded in a largely residential location.

Corner Site Bromley Road/Randlesdown Road

Adjacent land uses constraining operations or quality of uses on site

This site is in a highly visible location with a mixture of shops, with possibly some flats over. This site could benefit from an improvement in its physical condition and provide a high quality development at this significant local road junction.

Perception of the Wider Environmental Quality

The site is embedded in a largely residential area.

Local Facilities for the Workforce - All Sites

A mixture of local facilities are available associated with the local shopping parades, and large houses along Bromley Road offering pre-school provision. The facilities of Catford Town Centre are a short bus ride away.

Strategic Access

Ease of access to main road network

The Bromley Road Strategic Employment Location is located directly on the A21 and is a short distance away from the South Circular. The exception to this is the Fordmill Road Depot Site which has indirect access via residential roads to the Strategic Road Network.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.

Recent Market Activity

Bellingham Trading Estate Franthorne Way

Employment land surveys over several years dating back to 1998 have shown a consistent high level of demand for units in this estate with few vacancies. Research on estate agents' web-sites for those industrial units recorded as vacant show active marketing with properties recorded as 'Under Offer'. (Estate Agents Web-Sites Glenny LLP, Hindwoods Hunter Payne).

Rental levels

Unit 3 4877 ft² £32,500 p.a. leasehold (Glenny LLP) ‘

Unit 6 4957 ft² £35,000 p.a. leasehold (new lease) (Hindwoods Hunter Payne)

Unit 22 (Under Offer) 4266 ft² £26,000 p.a. leasehold (Hindwoods).

Rentokil Initial Site

Freehold of Former Rentokil Initial Site available. Discussions with potential developers indicate that the current buildings are not suitable for modern use. An application for planning permission has been granted for an 'Access' self storage facility and business units.

Depot Site, Fordmill Road. This site has been underused for some time. It does not maintain an appearance of being used or marketed. A telephone Inquiry to BT Property confirmed that the site is not in fact unused but the depot uses are gradually being wound down in preparation for a future vacation and sale of the site.

Accessibility (Employment Area as a whole)

Workforce Catchment

This location is in Catford South ward.

Access by Public Transport

Several bus routes are available on Bromley Road via Catford Town Centre which is a major transport interchange with two railway stations and bus routes to most locations in the borough. Bellingham Railway Station is directly adjacent to the Bellingham Trading Estate Franthorne Way. The site is in PTAL 3 - 4

RTP's Assessment

Context

- 2.1 Bromley Road is a large employment site with prominent frontage onto the busy A21 leading into Catford. It is a long-established industrial location, and the main site accommodates a small number of mainly large users. Bellingham Trading Estate, which nestles alongside the rail tracks on the western fringe of the site, is a purpose built estate housing smaller businesses. The area is designated a SIL within the London Plan.
- 2.2 A central part of the site has recently been redeveloped as a retail park - Bromley Road Retail Park. The southern part of the site is dominated by a bus depot, while to the north of the retail park the two main buildings are a police garage and a disused BT building. A river runs through the site, and separates the Bellingham Trading Estate on Franthorne Way from the main estate.

Environmental quality

- 2.3 The quality of the site is quite varied, ranging from the well maintained Bellingham Trading Estate, to the busy and noisy bus depot, to the cleared plots (e.g. the ex-Initial site) to the retail park. The main plots are summarised below.

Bellingham Trading Estate, Franthorne Way

- 2.4 This estate is in reasonably good order. The buildings - two facing terraces - are modern, two storey industrial and warehouse units with a mix of office and double height space. The site is self-contained, bounded by the railway and the river, and does not have any visible impact on neighbouring uses. The estate is in predominantly warehouse usage, with a number of other uses such as food and printing.

160 Bromley Road

- 2.5 The Ex-Initial (textiles company) Site at 160 Bromley Road has been granted permission in 2007 for the redevelopment comprising eight new commercial units with ancillary parking and landscaping. The proposed buildings would comprise 20,835m² of commercial space for a mix of office, light industrial and storage uses.

Bus Depot

- 2.6 The bus depot is a large facility with little to make it attractive. It is very prominent, with bus parking spilling out onto Bromley Road. The site is noisy and very busy, and likely to generate fumes.

Police building

- 2.7 The police building is a very secure facility making it difficult to confirm exactly what takes place there. However, it is clear that the three storey building accommodates garaging as well as office facilities. It is situated in the quiet residential Aitken Road.

Former BT building

- 2.8 This building is situated in Fordmill Road and is vacant. It is a reasonably modern, single storey warehouse building with a large parking and turning yard.

Corner of Randlesdown Road and Bromley Road

- 2.9 This site includes a collection of smaller buildings and uses including a second hand car sales businesses and a scaffolding business.

Wider environment

- 2.10 Bromley Road is a busy commercial district surrounded by dense housing, much of it good quality. There is provision of local shops and services on Bromley Road and Randlesdown Road, and the site is close to Catford town centre.

Access

- 2.11 Most of the Bromley Road SIL fronts directly onto the strategic A2 route, and has good public transport access. Bromley Road itself is on the main bus route into Catford town centre, with its mainline rail links; while at the south of the site is Bellingham mainline station.

Market

- 2.12 From a market perspective, it should be stressed that this SIL is a collection of sites, somewhat lacking in cohesion, rather than a single site. However, critically, it has large critical mass and presents a major opportunity for employment provision. The scale of the site could allow good circulation and parking in a redeveloped scenario.

Overview

- 2.13 Bromley Road SIL is of strategic importance partly because of its location, but also because of its scale and, therefore, potential to accommodate a large concentration of employment land. It has a number of subsidiary advantages, including access, local shops and services and profile. It provides a useful focus for economic activity

in a part of the borough that is relatively under-served with such land. While Bellingham Trading Estate provides relatively dense employment opportunities, the remainder of the site is currently occupied at a low density. The site would benefit from a planning brief that took an overview of the site's potential, including internal access and servicing, landscaping and use profile. This site should rank high on any list of sites to benefit from protection as employment land in the borough.

3 SURREY CANAL STRATEGIC INDUSTRIAL LOCATIONS

Arklow Road and Childers Street DEA

Snapshot Picture: Entrance to Arklow Road trading Estate...



Lewisham Council's Sites Audit, 2006 - Arklow Road/Childers Street and Parkside Business Estate DEA

Base Information

Overall Size of Site/Area: 5.03 ha.

Site Description and Context

The site occupies a triangle of land between the Deptford and New Cross branches of mainline railways. Part of the site (Childers Street buildings) is to the north of the Deptford Railway which bisects it on a railway viaduct. It comprises a cluster of buildings and railway arches in industrial and business use, and a depot for the East London Line

Although the site abuts the larger employment area to the north at Blackhorse Road it is physically isolated from it by the railway viaducts and the road layout. Access to the Surrey Canal Strategic Employment Location is via Rolt Street directly to Surrey Canal Road. Residential uses on Childers Street restrict the timing of heavy goods deliveries to the buildings on Childers Street.

The site is within about 10 minutes walk of New Cross Town Centre with good public transport and other good facilities. One bus route passes directly by the area.

Floorspace in Use (by segment/unit size)

| Name of Area | No of Units | Size of Unit | Overall Floorspace | Overall Site Area |
|-------------------------------|---|--|---------------------|----------------------------|
| Parkside Business Estate | 78 arches | 69m ² floorspace each (on average) | 5382 m ² | 7678 m ² |
| Arklow Road Industrial Estate | 9 Factory/Warehousing Units | between 700 - 3900 m ² | 12304m ² | 10326 m ² |
| Childers Street Buildings | One Factory/Warehouse building with three major users, varying between two and four floors. | | 13299m ² | 4265 m ² |
| Astra Business Centre | Office Building over four floors | office suites between 25m ² to 500 m ² | 4016 m ² | 2751 m ² . |
| Astra Business Centre | Extension to business centre providing Live/work Units | provides 60 modular live work units | 1355 m ² | |
| LUL Depot | Utilities Depot | 1772 m ² | 1772 m ² | 5311 m ² |
| Total | | | | 30331 m² |

The Arklow Road DEA also has a purpose built Chapel within the boundaries of the area.

Occupancy 2006 Industrial Land Survey

| Use Class | No of Units | % of Total | Amount of Floorspace (m ²) | % of Total |
|---------------------------------|-------------|------------|--|------------|
| Parkside Business Estate | | | | |
| B1 (a) | 2 | 2.5 | 138 | 2.7 |
| B1 (c) | 13 | 16.6 | 897 | 16.6 |
| B2 | 7 | 9 | 483 | 9 |
| B8 | 12 | 15.4 | 828 | 15.4 |
| Unknown | 40 | 51.3 | 2760 | 51.3 |
| Vacant | 4 | 5.2 | 276 | 5.2 |
| Totals | 78 | 100 | 5382 | 100 |
| Clusters | | | | |
| Food/Manufacture/Related | 14 | 18 | 966 | 18 |
| Business Services | 5 | 6.4 | 305 | 6.4 |
| Creative Industries | 8 | 11.4 | 492 | 11.4 |
| Printing | 2 | 2.5 | 138 | 2.5 |
| Car Repairs | 1 | 1.3 | 69 | 1.3 |
| Manufacturing | 14 | 18 | 966 | 18 |

Railway arch sizes are averaged out at 69m² for the purpose of these statistics although sizes vary between 37 m² and 130 m².

| Use Class | No of Units | % of Total | Amount of Floorspace (m ²) | % of Total |
|--------------------------------------|-------------|------------|--|------------|
| Arklow Road Industrial Estate | | | | |
| B1 (a) | | | | |
| B1 (c) | | | | |
| B2 | 6 | 66.6 | 6200 | 50.4 |
| B8 | 1 | 11.2 | 716 | 5.8 |
| Sui Generis | | | | |
| Unknown | | | | |
| Vacant | 2 | 22.2 | 5388 | 43.8 |

| | | | | |
|---------------------------|----------|-------------|--------------|-------------|
| Totals | 9 | 100% | 12304 | 100% |
| Clusters | | | | |
| Food /Manufacture/Related | | | | |
| Business Services | | | | |
| Creative Industries | 5 | 55.5 | 4746 | 38.8 |
| Printing | 5 | 55.5 | 4746 | 38.8 |
| Car Repairs | | | | |
| Manufacturing | 1 | 11.1 | 464 | 3.8 |

The Creative Industries identified on this estate are identical with the printing industries.

| Use Class | No of Units | % of Total | Amount of Floorspace (m ²) | % of Total |
|----------------------------------|-------------|------------|--|------------|
| Childers Street Buildings | | | | |
| B1 (a) | | | | |
| B1 (c) | 1 | 33.3 | 1875 | 14.1 |
| B2 | 2 | 66.6 | 11424 | 85.9 |
| Totals | 3 | 100 | 13299 | 100 |
| Clusters | | | | |
| Business Services | 1 | 33.3 | 6628 | 49.8 |
| Creative Industries | 1 | 33.3 | 1875 | 14.1 |
| Manufacturing | 1 | 33.3 | 4796 | 36.1 |

The Creative Industries on this site comprise artist's studio accommodation provided by Acme Studios a Charitable organisation.

SR Communications in a specialist firm that produces and distributes mass mailing on behalf of other firms. It is one of the largest private employers in the borough.

| Use Class | No of Units | % of Total | Amount of Floorspace (m ²) | % of Total |
|------------------------------|-------------|------------|--|------------|
| Astra Business Centre | | | | |
| B1 (c) | 22 | 26.8 | 4016 | 74.8 |
| Sui Generis (Live/Work) | 60 | 72.2 | 1355 | 22.2 |
| Totals | 82 | 100 | 5371 | 100 |
| Clusters | | | | |
| Business Services | 20 | 24.4 | 3651 | 68 |
| Creative Industries | 2 | 2.4 | 365 | 6.8 |

NB: The uses in the live/work element of the Astra Business Centre were not surveyed as the new building was not complete at the time of the survey. The measurements of the individual office suites in Astra House were not available.

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

This site is divided into three distinctive areas. The Parkside Industrial Estate comprises modernised railway arches which provide a good quality environment and cheaper accommodation for small businesses.

The Estate is managed by Spacia and has CCTV.

Childers Street Buildings are converted 19th century carriage sheds with large crittal studio style windows. The buildings are in need of repair and maintenance, but they have a strong presence and are a characterful element in the local street scene.

Arklow Road Industrial Estate is a self contained estate with a mixture of building size and quality, ranging from older brick built ware house/industrial buildings to more modern buildings dating from the 1960 providing good quality accommodation for a large printing firm.

Astra House is a brick built office building from the 1920s with extensions dating from the 1970s and within the last year.

The London Underground Depot is a self contained area located between railway lines and viaducts and access to this site was not attempted.

Noise and Other Obvious Pollutants

The Railway Arches in the Parkside Industrial Estate have their own access road and are shielded from residential areas by the Childers Street Buildings. Industrial uses are limited by the size of the arches themselves and the need to maintain safe use of the arches to protect the railway line.

The Arklow Road Industrial Estate is located in a triangular area of land between railway viaducts. It is a self contained estate insulated from the rest of the area by its location. There are no obvious pollutants.

The main use (mail firm) in Childers Street has received complaints from local residents due to noise from lorry deliveries in the early morning. The buildings have no service yards and therefore delivery is direct from the street. These long narrow buildings have the effect of shielding adjacent residential development from some railway noise.

State of the External Areas and Public Realm

The Childers Street buildings form an interesting quality element in the street scene and are of local historical interest as they are converted former rail carriage workshop buildings. The buildings are over three floors and have large studio style industrial windows.

The Arklow Road Industrial Estate is largely hidden from the public realm. It is mainly visible from passing trains. The Parkside Industrial Estate has little impact on the public realms with a private access road to the rear of the Childers Street.

Astra House presents a high quality façade to Arklow Road.

Parking Internal Circulation and Servicing

The buildings on Childers Street have no dedicated parking or service areas which impairs the functioning of the major user of the building (large mail forwarding firm) which requires lorry deliveries. There is extensive street parking on Childers Street. Arklow Road Industrial Estate is a self contained industrial estate with adequate servicing and parking facilities.

Parkside Industrial Estate has a dedicated service road with parking.

Astra House has its own car park which has not been affected by the new live/work development on site.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The development adjacent to Childers Street is residential. These uses constrain deliveries to the Childers Street buildings.

Road access to the Parkside Industrial Estate and the Arklow Road industrial Estate is via residential roads. However disturbance to these areas should be limited to the noise of road traffic as both estates have dedicated service and parking areas.

Perception of the Wider Environmental Quality

This area, although at the southern edge of the industrial areas around Blackhorse and Grinstead Road is physically isolated from these industrial uses to the north by railway viaducts and is surrounded by residential uses. The route from this area to the rest of the Strategic Employment Locations is via Rolt Street.

Local Facilities for the Workforce

This area is relatively isolated from local shopping facilities, although New Cross is ten minutes walk away. Folkestone Gardens is close by and presents a pleasant local environment. Fordham Park is another local open space which is very open in character with few facilities.

Strategic Access

Ease of access to main road network

The area is midway between the A200 Evelyn Street and the A2 at New Cross. Access to both is via Local Distributor Roads.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Accessibility

Workforce Catchment

The area is on the borders of New Cross and Evelyn Wards.

Access by Public Transport

The area is in PTAL 3 - 2. It is within walking distance of New Cross Station giving access to South Eastern Rail Services and the East London Underground Line. One bus route passes close by. Other bus routes are again 10 minutes walk away.

Recent Market Activity on Site

In 2006 the following marketing activities were in evidence:

Parkside Business Estate

Unit 40: Lined Arch with WC power and water.(69m²) CCTV. Rent £5600 per annum

Unit 47: Lined Arch with CCTV Electric and Water (37m²) Rent £4000 per annum.

Unit 63 Lined Arch with CCTV, water, power and Concertina Door (127m²) Rent £10250 per annum.

RTP's Assessment

Context

- 3.1 The Arklow Road and Childers Street DEA is bounded to the west by the New Cross mainline railway, and to the east by Arklow Road and Childers Street. The northern part of the site is bisected by the Deptford rail line, under which lies a long terrace of business unit arches (Parkside). The area is surrounded by residential activity and, at its northern end is just a few minutes walk from the busy and commercial Evelyn Road, while ten minutes walk from New Cross to the south.

Environmental quality

- 3.2 The area is close to New Cross town centre (approx. ten minutes walk), and is criss-crossed by bus routes. The environmental quality of the area is not very high: in addition to the visual impact of the rail lines, a number of buildings are in a poor condition. There are four distinctive sites within the area.

Parkside Business Estate

- 3.3 The estate comprises 83 enclosed railway arches. These are in a varying state of repair, although there is evidence of recent management activity. Some have brand new doors and locks, whilst others appeared not to be in recent use. The site is split into two sections by Rolt Street and both sections are gated. The freehold owner of the site is Network Rail (Spacia). Access to the site itself is good, and there is space to park next to the individual units.

Arklow Road Trading Estate

- 3.4 A self-contained estate of about 9-10 factory and storage units. Several of the buildings date from the 1920s and some are in poor repair, still retaining external stairs; others are more recent, perhaps from the 1960s/1970s. The site is located next to the railway. The main occupier of the site is Colourhouse Limited, a print business, and this building has more modern extensions. There appears to be adequate, but limited parking on the site: during the visit, parking did not appear to have spilled out onto the street.

Childers Street Buildings

- 3.5 This is in fact one large, converted building with three major users, and varying between two and four floors. The building is deteriorating physically, and will soon require remedial work. It is, however, very distinctive. The building does not appear to have dedicated parking or servicing space, which is likely to impact the adjacent housing. The largest occupier, SR Communications, recently relocated from the area.

Astra Business Centre

- 3.6 This recently refurbished and extended building lies towards the southern end of the area. It houses live-work units in the new extended building rather than pure office space, and is occupied by a number of organisations. The quality of the space that has been created here suggests confidence in the area and is a positive indicator of change.

Wider environment

- 3.7 The area is tightly constrained by residential uses which place some limitations on the use and servicing of the industrial space (particularly with those properties fronting onto Arklow Road and Childers Street itself). Although most of the commercial space is self contained, it is accessed directly from what are in effect residential streets. Much of the surrounding area is low rise, terraced housing. The nearest industrial activity lies in Blackhorse Road, to the north.
- 3.8 In terms of local facilities, the area is similarly isolated. At its northern end, the area is just a few minutes walk from the busy and commercial Evelyn Road and, to the south, ten minutes walk from New Cross.

Access

- 3.9 This DEA is well connected, between the busy A200 Evelyn Street and the A2 at New Cross. As already noted, it is within easy walking distance of New Cross giving access to mainline rail and the East London Line underground.

Market

- 3.10 The area comprises a number of distinct sites, with different characteristics. The rail arches are clearly marketable: they are actively managed by Spacia and appear to be well let. Likewise the Astra Business Centre demonstrates a degree of confidence in the area. The Arklow Road Trading Estate buildings would probably need replacing to be attractive to new occupiers; while the Childers Street buildings would require substantial refurbishment work.

Overview

- 3.11 This area is a reasonably dense concentration of economic activity which shows signs of investment and growth. While its future growth is constrained by the closeness of surrounding housing and by the railway lines that run through the area, the railway embankments provide a landlocked site that is suitable for employment uses. A number of the buildings are in clear need of repair and maintenance. Arklow Road and Childers St DEA provides a valuable concentration of light

industrial space that is different from, and generally of a higher quality, than that which forms the bulk of the Surrey Canal SIL.

- 3.12 While Arklow Road adds to a concentration of employment activity, its allocation may need to be balanced with its potential for encouraging wider regeneration in this part of the borough. Consequently, it one of six sites in the borough identified for mixed used development as part of the Deptford New Cross Masterplan. The plan envisages the demolition of the existing estate and the replacement of the Childers Street buildings with a residential-led scheme providing an equivalent amount of employment space, together with 200 residential units. The Masterplan states that “The advantages of the site for employment use are its land-locked position unhindered by residential neighbours ...”, while proposing a 12 storey residential building in the most constrained part of the site. It seeks to “extend the success of the Glasshouse development further south” and provide a “vibrant new place for working and living” in a “distinctive mixed-use development supporting creative industries”. The overall level of employment space is expected to remain the same as now.

Blackhorse Road and Grinstead Road DEA

Picture Snapshot: industrial unit on Blackhorse Road..



Lewisham Council's Sites Audit, 2006 - Blackhorse Road/Grinstead Road DEA

Base Information

Overall Size of Site/Area: 4.3 ha.

Site Description and Context

This site forms part of the larger industrial area (Strategic Employment Location)

that stretches west on either side of Surrey Canal Road. This area has been dealt with as a separate site for reasons of convenience and because of the minor severance from the rest of the industrial area represented by the railway viaduct that crosses the area at the junction of Grinstead Road and Surrey Canal Road. The area has direct access on to the A200 Evelyn Street via Grinstead or Blackhorse Road. The area also has access to the A2 at Old Kent Road via Surrey Canal Road and Ilderton Road which are largely industrial in character. A narrow largely unsurfaced road Surrey Canal Approach passes to the rear of the industrial buildings on Blackhorse road, provides direct access from the A200 to the backland industrial areas also accessed from Grinstead Road and serves to separate the Blackhorse Road buildings from the small flatted residential estate on Grinstead Road. Allotment Gardens on Blackhorse Road also provide separation for the rear of residential buildings and gardens on Gosterwood Street. The area is bordered on Grinstead Road by Deptford Park which is a large local Park. The area is severed from Folkestone Gardens to the south of the site by railway viaducts and a narrow road access underneath railway arches.

Floorspace in Use (by segment/unit size)

Blackhorse Road

Blackhorse Road - 1 Industrial warehouse building 2576 m² Site Area
Blackhorse Wharf - 2 industrial/warehousing buildings with floorspaces of 501m² and 634 m² Site Area 2196 m²

Trophy House 2 warehousing buildings with floorspaces of 966 m² and 604m². Site Area 3325 m²

Deptford Trading Estate 17 industrial/warehouse units with ancillary offices with sizes ranging between 280 - 1780 m². Site Area

Grinstead Road

Vacant office building (Parkside House)with yards used for scaffolding firm
Site Area 2441 m² Floorpace 850 m²

Railway Arches used for Car and Diesel Repairs

Warehouses and Factory Building on Ocean Wharf in poor states of repair
Site Area 5557m² Floorpace approximately 2755 m² some vacant and some factory buildings in use. The site is difficult to access and so the uses have not been formally analysed in the tables below.

Evelyn Street

Evelyn Court Business Centre

Modern Business Centre over three floors, with dedicated car parking areas offering a range of small office suites offering space to a range of occupiers including charities, and training organisations. Site Area is 1947m² and overall floorspace approximately 1941 m².

Parker House is a 4 storey office from the 1960s in need of up-dating and refurbishment owned by the Council and vacant at the time of survey. Site Area is 521 m² offering about 904 m⁴ of floorspace.

Occupancy 2005/6 Industrial Land Survey

| Use Class | No. of Units | % | Floorspace | % of Floorspace |
|------------------------------------|--------------|------------|--------------|-----------------|
| Premises on Blackhorse Road | | | | |
| B2 | 6 | 30 | 6554 | 43 |
| B8 | 7 | 35 | 4133 | 27 |
| Vacant | 7 | 35 | 4574 | 30 |
| Total | 20 | 100 | 15261 | 100 |
| Clusters | | | | |
| Food Manufacturing | 1 | 5 | 714 | 4.7 |
| Manufacturing | 2 | 10 | 2499 | 16.4 |
| Business Services | 4 | 20 | 1793 | 11.7 |

| | | | | |
|----------------------|---|----|------|------|
| Car Related | 1 | 5 | 345 | 2.3 |
| Public Service | 1 | 5 | 528 | 3.5 |
| Creative Industries | 2 | 10 | 1785 | 11.7 |
| Printing | 1 | 5 | 420 | 2.8 |
| Construction Related | 2 | 10 | 1782 | 11.7 |
| Totals | | | | |

The large number of vacancies recorded for premises in Blackhorse Road is partly a result of an unusual number of vacancies in the Deptford Trading Estate and the presence of a new development of 2 high quality warehouse units as yet unoccupied at the time of the survey.

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

Evelyn Court Business Centre is a modern multi occupied office building with 24 hour access, CCTV, and On-site parking. It is a modern quality architecturally attractive building.

Four high quality warehouse units (built 2006) on Blackhorse Wharf have recently been built with 21 foot eaves height, and overhead roller shutter doors.

The units in the Deptford Trading Estate on Blackhorse Road comprise modern concrete frame(1980s) warehouse/industrial units in various configurations and size, with full height roller shutter or concertina doors and office accommodation. Trophy House comprises two older warehouse buildings over two floors with high eaves heights and large roller shutter doors with a large servicing area.

Three linked industrial/warehouse buildings with first floor office accommodation are occupied by one large print firm.

The premises and yards on Grinstead Road are of poorer quality. Since the 2005/2006 survey a large fire has destroyed part of the site, and damaged many of the other buildings. The site is occupied by various warehousing uses, a scaffolding yard and Neptune Chemical Works.

Noise and Other Obvious Pollutants

Some of the land at Grinstead Road is known to be contaminated.

Noise is likely to arise from deliveries.

State of the External Areas and Public Realm

The buildings on Blackhorse Road are for the most part well maintained and have well maintained external areas. The Deptford Trading Estate buildings that face on to Blackhorse Road are mostly of a modern standard and present a reasonable appearance to the public realm. Trophy Works which forms part of this area would be capable of up grading to a better standard. The area at the western end of Grinstead Road is of poorer quality. At the time of the survey the office building on Grinstead Road had been vacant for several years with the car park occupied by a scaffolding yard. Subsequent to the /survey the site suffered a major fire which destroyed the building. The works facing on to Canal Approach are in a backland area and so do not affect the public realm. The buildings have a poor quality exterior and there is a good deal of outside storage.

The offices facing Evelyn Street, particularly the Evelyn Court Business Centre, have a good external quality and enhance the public realm.

Parking Internal Circulation and Servicing

All of the buildings and estates in this well serviced with adequate yards, parking and circulation space for the uses in those buildings.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

This area is an arm of industrial and office uses adjoined to the west by Deptford Park and to the east by Blackhorse Road allotments. A small estate of flats takes up most of Grinstead Road and abuts Canal Approach to the rear of which lies the Deptford Trading Estate. It is not considered that the uses identified in the survey cause difficulty to these areas. However because of the proximity of residential development it is unlikely that 24 hour working involving deliveries to these premises would be practical.

Perception of the Wider Environmental Quality

This area in many ways presents a high quality appearance. Trophy House requires some updating and renovation. The buildings on Grinstead Road do not present a positive appearance to the boundary of Deptford Park.

Local Facilities for the Workforce

This area is relatively isolated from local shopping facilities. Deptford Park is close by and presents a pleasant local environment.

Strategic Access

Ease of access to main road network

The area has direct access to the Major Road Network (A200) Evelyn St via Blackhorse Road or Grinstead Road with good access to the A102 (m)/A2 to the east and Central London to the west.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

In 2006 the following units on site were marketed via Local Estate Agents (Glenny LLP, Hindwoods Hunter Payne and Kalmars Commercial).

Deptford Trading Estate

Unit 14 Mid Terrace warehouse unit with full height brick elevations and concertina style loading door. 235 m² new three year lease at £28519.

Unit 7 Warehouse End of terrace single storey warehouse/industrial unit with two storey offices. Recently redecorated with air conditioning. New three year lease or 'flexilet' 1012 m² Rental £119,388 per annum.

Unit 2 Mid Terrace Warehouse unit with office accommodation with full height roller shutter door 895 m² Rental £105,569 per annum.

Blackhorse Road Industrial Unit

High quality warehouse unit with 21 foot eaves height. "Price on application". This is a newly built warehouse/industrial unit development.

Evelyn Court (owned and marketed by Workspace)

Marketing a range of office suites (71 - 281 m²) at £10 - 13 ft² available with 24 hour access, CCTV, flexible lease terms and on-site parking.

Accessibility

Workforce Catchment

The Employment Area is located in New Cross Ward and is on the border of Evelyn Ward.

Access by Public Transport

Several bus routes pass along Evelyn Street giving quick access to London Bridge and the City. Access by rail whether under or overground is more problematic.

There are no stations within ten minutes walking distance. This would improve if the station at Surrey Canal Road (part of the East London Railway) were to be built.

The area is within PTAL 2 - 1.

RTP's Assessment

Context

- 3.13 Blackhorse Road and Grinstead Road DEA is, mostly, a large, purpose-built group of industrial/warehouse buildings, generally of a modern and well managed character. The area is accessed directly off the busy A200. The area is bisected along its length by Surrey Canal Approach, which separates the buildings on Blackhorse Road (mainly Deptford Trading Estate) from Evelyn Court and the buildings on Grinstead Road. The latter contrasts with Blackhorse Road in that it comprises a collection of scaffolding and other low value uses, together with a cleared site where a large building burned down recently (about a year ago). This was a relatively modern office building that had been vacant for a lengthy period of time. The car park adjacent to the building had relatively recently been occupied by a scaffolding yard. We are advised by the council that the site is known to be contaminated. The area represents a valuable pool of employment land, with a mix of uses and unit sizes.

Environmental quality

- 3.14 The area is generally of a good quality. The Deptford Trading Estate is owned and managed by Brixton Estates, a company known for its management style, and Evelyn Court is a reasonably new office building. However, the Grinstead Road buildings are of a much lower quality.

Blackhorse Wharf

- 3.15 Blackhorse Wharf takes up the first half of Blackhorse Road. The first building is Trophy House. This is an older (1970s?) two storey, pitched roof building, the use of which is unclear. The building is showing signs of deterioration and does not present a good first impression of the area. Next there is a group of four new (post-2000) warehouse units. These are high quality, but only one unit is occupied (by motor trades). Finally there is a large (1990s?) warehouse/industrial building, Hi-Gloss Centre, occupied by a print lamination business.

Deptford Trading Estate

- 3.16 The buildings on Deptford Trading Estate (in which there are up to twenty units) appear to be mid- to late-1980s buildings. They are in a good condition and clearly well managed and maintained. Two of the unit on the estate are "To Let". The estate is occupied by a range of different business types including motor trades, cash and carry, electrical suppliers, catering and a plastics business. The estate has plentiful parking and servicing facilities. None of the uses on the sites are likely to cause any noise or visual intrusion to the surrounding residential area.

Evelyn Court

- 3.17 This is a modern office building that is marketed as a business centre. It has a number of occupiers including public sector agencies and an accountant. It is a good quality building, owned and managed by the Workspace Group.

Grinstead Road

- 3.18 This is the poor relation of the DEA in terms of the quality of the buildings and the uses accommodated there. They have suffered fire damage and there is external storage and general untidiness.

Wider environment

- 3.19 The wider environmental quality is mixed. It sits opposite the Oxestalls Road DEA which has poor quality uses scattered over it, but is close to Deptford Park (it is separated from the neighbouring Folkstone Gardens by the mainline rail. The flats to the north of Surrey Canal Approach and the allotments and terraced houses to the south of the area improve the quality of the environment. The area is accessed from the A200 which is very busy and congested for much of the time. Grinstead Road provides a link to the waste transfer centre and is therefore very busy for much of the time with heavy goods vehicles.
- 3.20 The area is quite isolated and sits more or less midway between Surrey Quays and Deptford. There are a few shops and cafes on Evelyn Road.

Access

- 3.21 The area has direct access to the A200 Evelyn Street, which links quickly into the A2. Evelyn Street is well served with buses, providing easy access into both Surrey Quays and Deptford. Surrey Quays and Deptford also provide the nearest rail links, but are 15-20 minutes walk away.

Market

- 3.22 With the exception of the Grinstead Road buildings, this DEA comprises very marketable buildings in a tidy, well maintained and managed environment. Industrial premises in this area are generally marketed at around £12 per sq ft. Units in Evelyn Court are being marketed through Workspace Group's web site at a quoting rent of £12-£17 per square foot, although the upper end of this bracket is probably a little ambitious.

Overview

- 3.23 This DEA represents one of the borough's more successful concentrations of employment land. There are a relatively large and diverse number of occupiers, in a self-contained site with good access. The site should also be seen in its wider context. As noted in the Arklow Road assessment above, this DEA is more or less contiguous with that DEA, and together they provide a strategic, combined critical mass of generally good light industrial stock; it also lies opposite the Oxestalls Road site which is one of the sites earmarked for comprehensive redevelopment in the Deptford New Cross Masterplan.
- 3.24 The Grinstead Road part of this DEA is also one of the six sites in the borough identified for mixed used development as part of the Deptford New Cross Masterplan. The plan envisages the comprehensive redevelopment of the site, replacing the existing employment uses with an equivalent amount, and the development of 160 residential units. The plan suggests five residential blocks and a single, nine storey commercial block. Given the proposed 2,800m² size of the latter, and the expectation that it will house 160 workers, the suggestion seems to be that this will be an office building.

Bolina Road DEA

Picture Snapshot: Enterprise Industrial Estate...



*Lewisham Council's Sites Audit, 2006 - Enterprise Industrial Estate
Bolina Road DEA*

Base Information

Overall Size of Site/Area: (0.95) ha.

Site Description and Context: This is a comparatively narrow site bounded to the west by railway embankments and to the east by Bolina Road and the Millwall Football Club site. It forms the eastern edge of the Surrey Canal Strategic Employment Location within Lewisham. The main access to the site is from Ilderton Road within the London Borough of Southwark. It is occupied by a single development of relatively modern industrial warehouse units.

Floorspace in Use (by segment/unit size)

Total Floorspace 6100 m² over 42 self contained Light Industrial/Warehouse Units varying in size between 75m² and 230m² constructed in 1978.

Occupancy 2005/6 Industrial Land Survey

| Use | No. of Units | % Units | Floorspace (m2) | % Floorspace |
|--------------------------|--------------|------------|-----------------|--------------|
| A3 (Ancillary) | 1 | 2.4 | 115 | 1.88 |
| B2 | 18 | 42.9 | 2844 | 46.63 |
| B8 | 11 | 26.2 | 1341 | 21.98 |
| Unknown | 11 | 26.2 | 1620 | 26.56 |
| Vacant | 1 | 2.4 | 180 | 2.95 |
| Totals | 42 | 100 | 6100 | 100 |
| Clusters | | | | |
| Manufacturing | 1 | 2.4 | 115 | 1.88 |
| Car Repairs and Services | 16 | 38 | 2594 | 42.52 |
| Construction Related | 1 | 2.4 | 135 | 2.21 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

This is a self contained industrial estate of modern portal framed units. All the units dating from 1978. The units are self contained with typically a ground floor warehouse/workshop and a mezzanine suitable for storage with large roller shutter doors.

Noise and Other Obvious Pollutants

The estate has a preponderance of car repair uses which will cause various problems from noise and other polluting activities. These uses are well located on this estate which is bounded by railway embankments to the north and east and by a football stadium to the other boundaries.

State of the External Areas and Public Realm

The estate is relatively well maintained although not to a high quality. The estate has CCTV.

Parking Internal Circulation and Servicing

The estate has good servicing, parking provided within the estate and reasonable internal circulation.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

There are no adjacent land uses that constrain operations or quality of uses on site.

Perception of the Wider Environmental Quality

This estate is isolated from the wider environment and is essentially only visible from passing trains and from Millwall Football Club. The nature of the uses on site with a preponderance of car repair activities negatively affecting the appearance and quality of what are otherwise fairly standard industrial/warehousing units.

Local Facilities for the Workforce

The estate is relatively isolated with few local facilities. There are two cafes locally one of which is on the estate itself.

Strategic Access

Ease of access to main road network

Access to the main road network (A2) Old Kent Road is via Ilderton Road or by Rotherhithe New Road. Ilderton Road is an industrial area. Access to the north of the site via Bolina Road is constrained by a series of railway arches, with very poor site lines and a residential area (Silwood Estate).

Proximity to rail sea and air freight

The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

These units are freehold. Surveys since 1998 have shown that most of the units have been occupied over this period.

The vacant unit was being marketed by Kalmars (local commercial estate agents located in Bermondsey. 0207 403 0600 and described as ' a self-contained unit arranged as a ground floor warehouse/workshop with a mezzanine suitable for storage. The portal frame building was constructed in 1978 and has a large roller shutter door. The estate has CCTV. The units was being sold freehold @

£200,000.

Accessibility

Workforce Catchment

The Estate is located near the western border of Lewisham in Evelyn Ward. For further information refer .

Access by Public Transport

The nearest station is South Bermondsey Network Rail Station on Ilderton Road. One bus route passes by on Ilderton Road. PTAL 2.

RTP's Assessment

Context

- 3.25 Enterprise Estate on Bolina Road lies next to the Millwall FC football ground and between two converging rail lines. The estate lies at the northern tip of the borough, on the Lewisham-Southwark border that sits within the Surrey Canal SIL. It is a purpose-built industrial estate, dating from 1978. There are 42 units on the site, arranged in three separate blocks. The units are occupied predominantly by motor trades.

Environmental quality

- 3.26 The immediate environment is "industrial" in character and the large number of motor trades businesses located here defines the noisy character of the area. However, the estate comprises 42, purpose-built industrial units, dating from 1978, and in relatively good condition.
- 3.27 The rail lines on the site's boundary increase the level of noise pollution. However, the buildings appear to be well-maintained and managed. The site is well laid out, with good parking and turning provision. Bolina Road itself is busy with heavy vehicles, and there is a nearby skip hire business. Local facilities are poor, with a single on-site café. Nearest shops and facilities are in Ilderton Road.

Wider environment

- 3.28 The site is physically isolated from the wider environment by railway embankments and Millwall FC. It does not therefore have adjacent land uses in a normal sense. However, the surrounding area could be described as a relatively harsh environment. To the south lies the industrial activity along Surrey Canal Road (within the Rollins Street/Stockholm Road DEA), and the large industrial estate on the west side of Ilderton Road (in Southwark).

Access

- 3.29 The site is accessed via Zampa Road, from Ilderton Road, which provides access to the Old Kent Road (A2). Access north from the site, along Bolina Road, is restricted by four rail arches. We are advised by Lewisham Council that when the railway infrastructure project (Bermondsey Diveunder) for the Thameslink 2000 project is completed, this access will close to all except pedestrians and cyclists. South Bermondsey rail station is nearby and this site will have the benefit of the future Surrey Canal Road Station on the East London Line extension.

Market

- 3.30 This site provides space for a concentration of uses that would be less desirable in more residential parts of the borough. At least a number of the units are freeholds. The site appears to be fully occupied and there is clearly strong demand from local

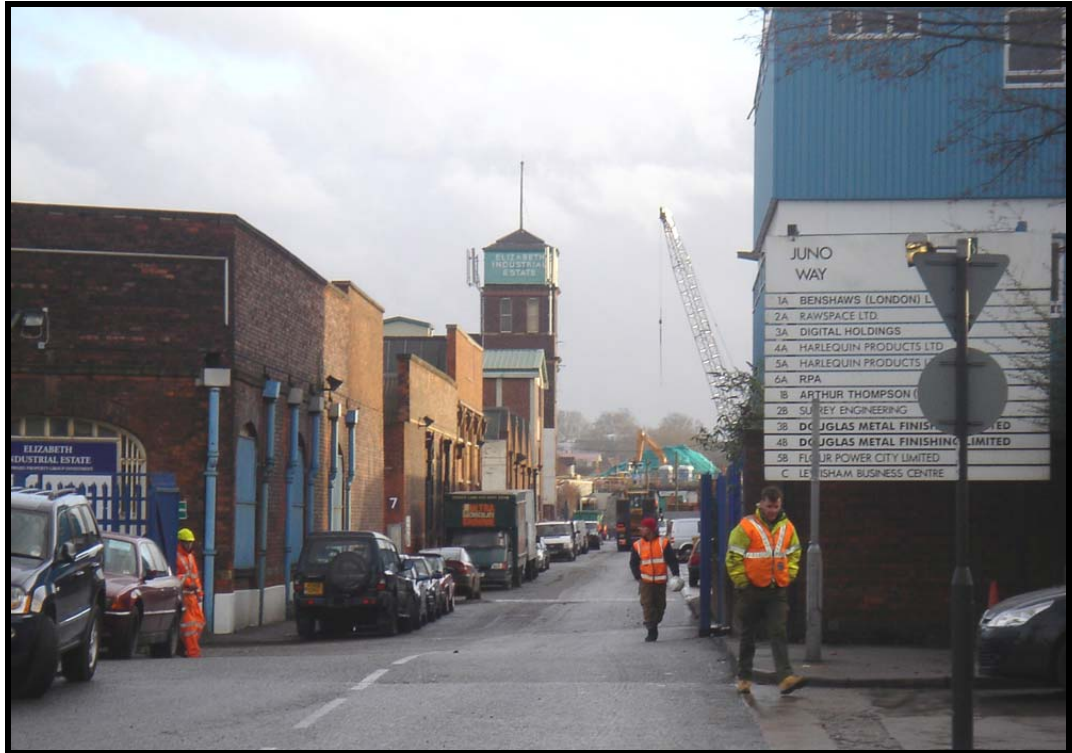
motor trades businesses. To this extent the site appears to be successful in market terms.

Overview

- 3.31 The site provides a well managed and useful pool of small industrial premises in a location that is well-suited to such uses. There is clearly a demand for units on the site; and the buildings, although thirty years old, appear suited for continued use into the future. It should be noted that the Deptford New Cross Masterplan identifies this DEA for a comprehensive redevelopment that takes in Enterprise Estate, replacing it with high density housing up to 40 storeys alongside commercial uses that will not undermine the viability of the Football and other leisure uses on the site. (See Council's Development Policy & Site Allocation Preferred Options in the Rollins Street/Stockholm Road assessment.) Along with Rollins Street, Stockholm Road and the Orion Business Centre, this site will have the benefit of the future Surrey Canal Road Station on the East London Line extension, which improves its future scope for higher density and possibly mixed use development.

Juno Way DEA

Picture Snapshot: Juno Way Industrial Estate...



Lewisham Council's Sites Audit, 2006 - Surrey Canal DEA - Land and Industrial Estates on Juno Way

Base Information

Overall Size of Site/Area: 10.07 ha.

Site Description and Context

This is the most substantial area of land within Lewisham that can be considered to be in general industrial use. The area comprises industrial estates on either side of

a dedicated road (Juno Way). It forms an island of land bounded to the east and west by railway viaducts and to the north by Mercury Way and more industrial uses. Much of the site to the south and west of the industrial estate comprises largely inaccessible railway lands which are now being used to construct the East London Line Extension, which will pass through the area.

Floorspace in Use (by segment/unit size)

General Industrial Area

Juno Way Industrial Estate: 9 Self contained small modern (post 1970) industrial/warehouse units ranging between 300 - 1100 m². Site Area: 5508 m²
Overall Floorspace: 4522 m²

Elizabeth Industrial Estate: 13 larger industrial warehousing units/buildings ranging from modern buildings (post 1970) to brick built warehousing units dating from the 1930. ranging between 300 - 2500 m². Site Area: 18370 m². Overall Floorspace

Lewisham Business Centre: Multi Occupied Industrial/Warehouse building with a range of unit sizes, on a self contained site. Site Area 1510 m². Overall Floorspace 1896 m²

Railway Lands Site Area 56745 m².

At the time of the survey these lands were either railway land or occupied by the Lewisham Car Pound. Since the survey this situation has changed greatly. The Lewisham Car Pound has been relocated to occupy part of the Silwood Triangle and the construction work and depot for the East London Line Extension will occupy most of this land.

Occupancy 2005/6 Industrial Land Survey

| Use | No. of Units | % | Floorspace (m ²) | % |
|-----------------------------|--------------|------------|------------------------------|------------|
| B1 (a) | 4 | 12.12 | 452 | 2.1 |
| B1 (c) | 4 | 12.12 | 1026 | 4.7 |
| B2 | 9 | 27.27 | 2268 | 10.3 |
| B8 | 8 | 24.24 | 7471 | 34.0 |
| Sui Generis | 1 | 3.03 | 113 | 0.5 |
| Sui Generis (Open Site) | | | 16808 m ² | |
| Unknown | 0 | 0 | 0 | |
| Vacant | 6 | 18.18 | 10204 | 4.6 |
| Vacant Sites (Railway Land) | | | 55297 m ² | |
| Ancillary Use (A3) | 1 | 3.03 | 225 | 1.0 |
| Totals | 33 | 100 | 21759 | 100 |
| Clusters | | | | |
| Food Manufacturing | 5 | 15.15 | 1124 | 5.1 |
| Manufacturing | 3 | 9.09 | 1590 | 7.3 |
| Creative Industries | 6 | 18.18 | 4629 | 21.3 |
| Printing | 4 | 12.12 | 452 | 2.1 |
| Construction | 3 | 9.09 | 4303 | 19.8 |
| Car Repair related | 1 | 3.03 | 353 | 1.6 |

Most vacancies were recorded in the larger industrial/warehousing units in the Elizabeth Industrial Estate. The smaller units in the Juno Way Industrial Estate and the Lewisham Business Centre were practically fully occupied.

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

Lewisham Business Centre

This is a relatively modern multi-occupied building over three floors providing flexible

units.

Juno Way Industrial Estate

This is a good quality estate of modern two storey industrial/warehouse units with offices on the first floor and eaves height of over 5 metres.

Elizabeth Industrial Estate Juno Way

The buildings on this estate vary between a small number of larger modern warehousing units and older brick built buildings offering warehousing, industrial and office facilities dating from the nineteenth or early 20th century.

Railway Lands

At the time of the survey part of this area was occupied by the Lewisham Vehicle Pound which was a large open car storage site. The rest of the area was railway infrastructure land safeguarded for the East London Line extension. This situation has now changed with the construction of extensive infrastructure for the depot for the East London Overground Railway.

Noise and Other Obvious Pollutants

There are no noise problems or polluting activities arising from these estates which are located in self contained business areas away from residential areas.

State of the External Areas and Public Realm

The estates are well maintained. The external areas are maintained to an acceptable utilitarian standard. The uses on these estates do not require high standards of landscaping. The area has a manned on site security presence. The Lewisham Business Centre is on a self contained, security fenced well maintained site.

Parking Internal Circulation and Servicing

The estate has good servicing, parking provided on small car parks adjacent to the units (in the case of the Juno Way Industrial Estate) and parking spaces attached to each unit. Elizabeth Industrial Estate has parking spaces attached to each unit and a larger communal parking and servicing area on part of the estate. The Lewisham Business Centre has a self contained parking area with allocated parking.

Quality of the Wider Environment

This site is in the central area of the largest area of industrial land remaining within Lewisham. The environment is well maintained to a standard appropriate to these uses. The area at this point is organised around Surrey Canal Road running east to west which is largely industrial in character. Industrial estates on both sides of the road are shielded by embankments which to a degree hides them from view from the road. The estates on Juno Way are located on a no through road leading south from Surrey Canal Road. They are not for the most part directly visible from within the borough, except from trains passing by on the railway viaducts. The train lines, embankments, and the general configuration of the area means that links to the north and south are tenuous. The area is dedicated to industrial use and not attractive or particularly accessible to surrounding residential areas.

Adjacent land uses constraining operations or quality of uses on site

The estates are confined within railway lines and provide an environment where the existing uses can take place and some intensification of uses could take place. Part of the railway land area abuts directly on to the rear of the residential properties on Joseph Hardcastle Close. This area of the site would only be suitable only for light industrial uses compatible with a residential environment.

Perception of the Wider Environmental Quality

These estates and sites are physically isolated from the wider area, by railway lines and the configuration of the road network which reduces connectivity. Public transport to these sites is limited, although this will improve with the introduction of the East London Line extension proposed. The impact on the environment of the rest of the borough is therefore extremely limited. However the estates have a

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|--|
| <p>distinctly industrial character.</p> <p>Local Facilities for the Workforce The estate is situated in an industrial area. Local facilities appear to be limited to cafes. Access to surrounding areas and therefore potentially more facilities is difficult for the reasons described above.</p> |
| <p><u>Strategic Access - All Sites</u></p> <p>Ease of access to main road network The estate has access to the main road network via Ilderton Road to the Old Kent Road (A2) via largely industrial areas and via Grinstead Road to the A200 (Evelyn Street). Access is not possible directly to the south due to width restrictions and the closure of the southern junction of Juno Way.</p> <p>Proximity to rail sea and air freight The uses on this estate are relatively small scale and do not appear to require proximity to large freight facilities in order to operate successfully.</p> |
| <p><u>Recent Market Activity on Site</u> There are a number of recorded vacancies in the older units in the Elizabeth Industrial Estate at the southern end of Juno Way. This seems to have been a result of the bankruptcy of one of the occupiers, and the unauthorised use of two of the units as a church and nightclub. All vacant units are actively marketed by the local commercial estate agent Kalmars in Bermondsey. Rates recorded were as follows: Unit 7 Elizabeth Industrial Estate 'Economical Single Storey Factory Warehouse'. Rectangular brick built property with high traditional north lit roof. Large roller shutter door and set of loading doors accessed via a concrete yard. Formerly a glassworks with a large overhead crane in half the property. Fitted ancillary offices. Size (660 m2) 7,100 ft2 @ £7.50 ft2. Units A, B & C Elizabeth Industrial Estate Other details as above. Minimum eaves height. Rent £6.50 ft2 (!,718 m2) Unit 4 Elizabeth Industrial Estate. 1970s frame building with clear span column free accommodation under a central pitched roof with translucent panels and 20 foot ceiling height. First floor offices (Mezzanine), toilet blocks, toilets, heating, large concertina loading door. 12,600 ft 2 (1,170 m2) @ £7.50 ft2. Unit 13 Elizabeth Industrial Estate a 'Highly Economical Character Factory Building'. A brick built property on basement, ground and three upper floors, the latter of which have good natural light and approximately 12 foot ceiling heights. A tailboard height loading area with access to a lift requiring renewal or refurbishment. Unit 2A Juno Way Industrial Estate. Modern portal frame single storey unit with food ceiling height and large roller shutter door. 2606 ft2 (242 m2) @ £7.50 ft2. @Under Offer' June 2006 Open Storage Site on Juno Way with Modern Security Fencing 8,000 ft2 (743 m2) Rent £12,000 p.a.</p> |
| <p><u>Accessibility</u></p> <p>Workforce Catchment The estates are on the border of New Cross and Evelyn wards.</p> <p>Access by Public Transport Access by public transport to this area is poor. The nearest rail station is South Bermondsey, with the stations at New Cross also within walking distance. Bus routes pass along Ilderton Road. Public Transport access would improve dramatically with the arrival of the East London Line station at Surrey Canal Road.</p> |

The estates are in PTAL 1.

RTP's Assessment

Context

- 3.32 Juno Way is accessed directly off Surrey Canal Road, immediately opposite the entrance to the SELCHP. The area is bounded on the east and west by railways. Much of the surrounding area is light or heavy industrial in operation. The area lies at the centre of the Surrey Canal SIL, and is a dense concentration of employment land, with buildings of widely varying quality. The area immediately to the east is vacant railway lands where the ELL New Cross Gate Service Depot Facility is being constructed.

Environmental quality

- 3.33 Juno Way is in fact two separate industrial estates: the Elizabeth Industrial Estate and the Juno Way Industrial Estate. The latter has been further divided for marketing purposes into Juno Way Industrial Estate and Lewisham Business Centre.

Elizabeth Industrial Estate

- 3.34 Elizabeth Industrial Estate comprises 13 units in the area to the east of Juno Way. The buildings are early 20th century brick built structures, 2, 3 and 4 storeys in height. Several of the buildings appear to be empty or to let. Some of the buildings have deteriorated physically. The largest occupier is a business called Gisela Graham, a business that makes gifts. Other occupiers include suspended ceiling business, courier, printer and a digital media business. The buildings to the north inner boundary of the estate, along Surrey Canal Road, are better quality and are modern 1970s possible additions. The parking here is better than on the Juno Way Industrial Estate.

Juno Way Industrial Estate

- 3.35 Juno Way Industrial Estate is a block of ten terraced units (divided into Block A and Block B) on the western side of Juno Way. Immediately to the north of these (as block C) is Lewisham Business Centre. The whole development dates from the 1980s, and the entrance board states that the site is managed by Greater London Enterprises, although we are informed that GLE Enterprises have sold the Lewisham Business Centre. The site appears to be well maintained. Blocks A and B comprise units with single and two storey accommodation, with roller shutter doors. The majority of the units appear to be occupied. Parking and servicing space is limited. Lewisham Business Centre (Block C) is the first building at the entrance to Juno Way. It is a three storey building that has been divided into small managed units of between 1000 sq ft and 5000 sq ft. There is some parking within the precincts of the centre itself.
- 3.36 At the southern end of Juno Way there is a small plot that is fenced off. The site is a storage depot of scaffolding, piping, skips and other construction equipment. It appears to be related to the nearby ELL construction works, though this is not confirmed.

Wider environment

- 3.37 This DEA sits immediately south of Surrey Canal Road, in the centre of the SIL. It is mostly surrounded by other industrial uses or railway lands. On the other side of the railway line that borders the western side lies Mercury Way which has a waste management depot, and various scrap metal, scrap car and skip hire businesses

(see (17) Mercury Way Waste Sites). Next to these there is a relatively modern, low rise residential estate.

3.38 It has been assumed for the purposes of this assessment that the railway land to the east of the DEA will continue in use as railway lands and not be available for commercial development at a later date. We are informed that the site will accommodate the ELL depot and associated buildings, supporting some 200 transport sector jobs on the site.

3.39 Because of the railway embankments, Juno Way is self-contained and largely invisible to surrounding areas. Development of the site would therefore have little impact on neighbouring activities. As with British Wharf and Gemini to the north, the site is physically isolated from shops and services, with the nearest rail connection being at South Bermondsey.

Access

3.40 Strategically, access by road is good. Surrey Canal Road provides good access to the A200 (via Grinstead Road) and the A2 (via Ilderton Road). There are no buses along Surrey Canal Road, and the nearest rail station - South Bermondsey - is a good ten minutes walk away. New Cross Station is also within walking distance to the south, and this site will have the benefit of the future Surrey Canal Road Station on the East London Line extension.

Market

3.41 Juno Way is part of the core general industry area of the Surrey Canal SIL. As such it forms an integral part of that area's industrial property offer. The high occupancy of the Juno Way Industrial Estate buildings demonstrates that there is good demand for such space in the area. The lower occupancy of the Elizabeth Industrial Estate is probably due to two factors. First, the buildings are old and possibly inappropriate to modern usage. Secondly, it is thought that the owner of Elizabeth has recently bought Juno, and might be holding the premises vacant while considering a more integrated redevelopment.

Overview

3.42 Juno Way is integral to the core offering of the Surrey Canal SIL's industry role. If the SIL as a whole is considered to have an on-going purpose, then Juno Way is part of that purpose.

Juno Way Railway Lands DEA

RTP's Assessment

Context

3.43 The Juno Way Railway Lands lie immediately south of the main Juno Way site described above, and also form part of the Surrey Canal SIL. The two sites are separated by Cold Blow Lane. Most of this area is being transformed by the construction of the East London Line (ELL) Extension and its servicing depot. The remainder of the site has recently been developed for residential use.

3.44 The ELL Service Depot scheme is on approximately 7.5ha of railway land, more recently used as a car pound, extending to the Surrey Canal Road. The proposals are to build the main servicing depot for the ELL and will include a number of new buildings and structures to accommodate train maintenance, servicing, operational control facilities, cleaning, signalling and train stabling.

3.45 It is assumed here that none of this land will revert to commercial use once the ELL works have been completed. It has, therefore, not been assessed from a commercial property market perspective.

Oxestalls Road DEA

Picture Snapshot: One of many units on Oxestalls Road



Lewisham Council's Sites Audit, 2006 - Oxestalls Road DEA

Base Information

Overall Size of Site/Area: 4.52 ha.

Site Description and Context. This site is an almost complete urban block bordered by Evelyn Street (A200), Oxestalls Road, Grove Street and Dragoon Road. The site is large and has a strong presence fronting directly on to Evelyn Street and occupies potentially important position between Evelyn Street and the river frontage and between Grove Street and Dragoon Road. The Pepys Estate, which is a densely developed estate of social housing overlooks the site, particularly at Oxestalls Road. There is also a Primary School on Oxestalls Road. The course of the former Surrey Canal runs through the site. The main access to the area is via Oxestalls Road. Access via Dragoon Road is not possible due to the site lines on to Evelyn Street being obstructed by the bridge over the former Surrey Canal at this location.

It is occupied by a mix of more modern warehousing premises, open sites, older commercial and warehousing buildings, and environmentally unfriendly uses in particular a metal recycling firm which has established use.

Floorspace in Use (by segment/unit size)

General Industrial Area - Individual Industrial and Warehousing Buildings ranging between 200 - 4000 m² providing Total Floorspace 18,526 m² in Site Areas 40,808 m².

| Occupancy 2005/6 Industrial Land Survey | | | | |
|--|---------------------|------------|---------------------------------|------------|
| Use Class | No. of Units | % | Floorspace m² | % |
| B1 (a) | 1 | 6.25 | 320 | 1.73 |
| B1 (c) | 0 | 0 | 0 | 0 |
| B2 | 3 | 18.75 | 1951 | 10.53 |
| B8 | 3 | 18.75 | 4689 | 25.3 |
| Sui Generis | 5 | 31.25 | 7181 | 38.5 |
| Unknown | 1 | 6.25 | 87 | 0.47 |
| Vacant | 3 | 18.75 | 4298 | 23.2 |
| Totals | 16 | 100 | 18526 | 100 |
| Clusters | | | | |
| Business Services | 1 | 6.25 | 2353 | 12.7 |
| Public Utility Use | 1 | 6.25 | 1691 | 9.13 |
| Waste Related | 3 | 18.75 | 3131 | 16.9 |
| Car Repairs | 3 | 18.75 | 1951 | 10.53 |

NB: Two large Depots - GD Metal Recycling at Crown Wharf (Site Area 6220 m² with a building footprint of 738 m²) and the Depot used for Onyx Refuse Vehicles at New Baltic Wharf on Oxestalls Road (Site Area 8243 m² with a building footprint of 1691 m²) reduce the density ratio on this Employment Area.

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

This large area has a variety of buildings and sites, some of which are very poor quality and harm the amenity and outlook of adjacent residential uses in the Pepys Estate on Oxestalls Road.

Car/Metal Recycling on Crown Wharf Oxestall Road

This firm occupies a large site with a number of poor quality open sheds.

Car Breaker Grove Street: The site occupies open storage.

A Car Repair Firm and a Taxi Repair Firm occupying relatively good quality modern premises on Grove Street and Dragoon Road.

Victoria Wharf which offers small business units and which has a poor environmental quality offering

Self Storage Business occupying modern warehouse buildings on Dragoon Road

The frontage on Evelyn Street offers a variety of warehouse buildings which present a mixed frontage of varying and sometimes poor quality and a Petrol Station with 'Local' supermarket.

New Baltic Wharf behind Evelyn Street with an entrance on Oxestalls Road is a public utility depot for refuse vehicles (serving LB Southwark).

Noise and Other Obvious Pollutants

The car/metal recycling firm on Oxestalls Road is the cause of major complaints from Pepys Estate residents (particularly the tower block Eddystone Tower that overlooks the site) who complain of severe noise and vibration problems from its operation. This use is however, long standing and does not require planning permission although recently the activity on the site has intensified and lorry deliveries have increased in frequency. The streets in this location (particularly Grove Street) appear dirty and polluted from the many car repair/breaking uses close by. The area harms residential uses close by and is not shielded from them by any effective physical barriers.

State of the External Areas and Public Realm

The uses on Grove Street severely affect the pedestrian environment on this Street. Pavements are damaged and covered in oil. The boundary of the car breakers firm on Grove Street is rather makeshift and has a deleterious effect on the street scene opposite a public park. Despite the fact that a number of buildings

in the Employment Area are of good quality the presence of the car breaker and metal recycling firm is harmful to the environment adjacent to public housing, parkland and an infants school on Oxestalls Road. These uses harm the image of the area as an employment location.

Parking Internal Circulation and Servicing

Most of the sites in this Area have servicing yards and parking within their site boundaries. However there is some intrusion of parked cars from the car breakers on to Grove Street.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The residential area (Pepys Estate) is negatively affected by some of the operations on site (particularly car breaking and metal recycling) which have established use.

Perception of the Wider Environmental Quality

The Oxestalls Road area, particularly the uses on the north eastern quadrant of the site have a negative effect on the local environment involving the occupants of a tower block, a local infant's school and parkland. The presence of car breakers and a metal recycling firm which generates noise, dust, vibration and in recent years an increase in lorry movements adjacent to residential development leads to a negative perception of the employment area as a whole.

Local Facilities for the Workforce

Nearest shopping and other facilities are at Lower Road and Surrey Quays within LB Southwark between 10 and 15 minutes walk away or short bus ride. The south western corner of the employment area houses a Sainsbury Local Shop and petrol station.

A Doctor's Surgery and other local community facilities are to be found at a complex of community buildings on the corner of Grove Street and Oxestalls Road.

Strategic Access

Ease of access to main road network

The area has direct access to the Major Road Network (A200) Evelyn St Oxestalls Road. It is not possible to access Evelyn Street from Dragoon Road. This road has been closed because the former Surrey Canal Bridge at this location causes dangerous site line problems for vehicles .

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

All vacant premises were marketed by a local Estate Agent (Kalmars). The Self Storage facility on /Dragoon Road is relatively recent development which converted a modern warehousing facility to this use.

The Depot Area at Baltic Wharf has had a number of users recorded in Employment Land Surveys since 1998 , the most recent being a refuse vehicle depot for vehicles operating in the London Borough of Southwark

Ownership and User Constraints on Development/Redevelopment

Until recently the employment area was in a mosaic of multiple ownerships. This

situation has recently changed with one buyer purchasing sites across the employment area.

Accessibility

Workforce Catchment

The area is in Evelyn Ward.

Access by Public Transport

PTAL 1. Several bus routes pass along Evelyn Street linking to overground and underground facilities at Deptford and Surrey Quays/Canada Water. . There is one bus route along Oxestalls Road that gives access to the northern sector of the site and provides connections to local stations.

RTP's Assessment

Context

- 3.46 This is a large, strategic site in the north of the borough fronting onto Evelyn Street, and backing on to the Pepys Estate, accommodating a mix of uses. As a large, cohesive site it presents a major regeneration opportunity, with good access and critical mass potential. It is occupied by a mix of more modern warehouses, older commercial and warehousing buildings, open sites and environmentally unfriendly uses, in particular various metal and motor recycling activities.

Environmental quality

- 3.47 The site has a long frontage onto Evelyn Street and is made up of a mixture of quite modern warehouse/light industrial premises and older, very poor quality sites/buildings, with noisy occupants. For example, while the Oxestalls Road frontage has a number of good quality buildings, there is a large car breaking yard in the north of the area (on Crown Wharf), and the Grove Street frontage and south eastern parts of the site have various motor trades activities (Deptford Ltd; Metal and Waste Recycling Ltd), which occupy poor quality premises and degrade the overall environmental quality of the site.
- 3.48 The overall site is very open and visible, unlike some other industrial sites in the borough that are hidden by railway embankments and other uses. This is particularly important given the high density housing in such close proximity to the site. While most premises have adequate parking, there does appear to be overspill, particularly on Grove Street. The immediate streetscape suffers from damage, poor boundary marking and a generally untidy frontage onto Grove Street.

Wider environment

- 3.49 As already noted, the site lies adjacent to the large Pepys Estate, but it is also close to Deptford Park (the other side of Evelyn Road) and to the Deptford Trading Estate. While Evelyn Road itself provides some shops and services, the main shopping centres are at Surrey Quays and Deptford town centre.

Access

- 3.50 The site's direct access onto the A200 is an obvious advantage, although from the evidence of the site visit, this is a highly congested road. The main access to the site is via Oxestalls Road. Evelyn Road carries a number of main bus routes, which provide a quick link south into Deptford, and north to Surrey Quays.

Market

- 3.51 Oxestalls Road is a large free-standing site, with multiple user types, some of which present environmental issues for surrounding areas. The site is prominent and lies

adjacent to a busy, but strategic road. Some of the units on the site are clearly marketable, but the overall quality of the site is blighted by certain activities.

- 3.52 Opposite the site, on the corner of Evelyn Way and Grinstead Road there is a relatively new office - Evelyn Court Business Centre - owned and managed by Workspace Group PLC. Space is available in the centre at £12-£17 per sq ft.

Overview

- 3.53 The location and scale of this DEA are important in the context of the borough's employment land policy. It currently accommodates a range of occupiers. It is however an untidy site that lacks coherence. Furthermore, the commercial uses on the site do not meet its full employment potential, and several are incompatible with the wider environment. It does therefore represent a longer-term opportunity for a planned employment location, with an upgrade in the quality of some of the uses on the site. This is particularly the case given its location opposite the Blackhorse Road DEA, which provides another large, dense and viable concentration of employment land.
- 3.54 Oxestalls Road is one of six sites in the borough identified for mixed used development as part of the Deptford New Cross Masterplan. The plan envisages the demolition of most of the existing built space on the site and its replacement with an equivalent amount of new employment space, together with 950 residential units up to 15 storeys high. The proposed replacement of the estimated 17,000 m² of employment space on the site is expected to accommodate 1,000 workers. This represents densities broadly equivalent to office space, which might be ambitious. The site has sufficient scale to allow a distinct "business quarter" that could be adjacent to, rather than integral to, residential buildings as part of an intensive mixed use development. Redevelopment for employment use only may be more difficult to achieve given its size, potential remediation costs and the likely level of demand for space in the north of the borough.

Rollins Street and Stockholm Road DEA

Picture Snapshot: Scaffolding yard on Rollin Street...



Lewisham Council's Sites Audit, 2006 - Stockholm Road, Excelsior Industrial Estate and Rollins Wharf DEA

Base Information

Overall Size of Site/Area: (3.99) ha.

Site Description and Context. These sites are at the western end of the Surrey Canal Strategic Employment Location close to the junction of Surrey Canal Road with Ilderton Road and access to the A2 and the Strategic Road Network. Excelsior Industrial Estate and Rollins Wharf are adjacent sites on the south side of Surrey Canal Road with distinctive characters. Rollins Wharf is occupied by a Timber Merchants (Jewsons). The Excelsior Industrial Estate is a self contained area with access from Surrey Canal Road with a mix of buildings of all age and function. There is an older quality warehouse building of character that has permission for conversion to live/work units. Other live/work units also have permission on site resulting in an admixture of residential uses. The occupancy of premises is largely unadvertised in this area and it is difficult to tell from a visual inspection whether they are occupied or vacant.

The buildings on Stockholm Road which are on the north side of Surrey Canal Road are substantial modern warehouse/industrial buildings with offices with an access road dedicated to industrial uses adjacent to the Millwall Football Stadium.

Floorspace in Use (by segment/unit size)

Jewsons Floorspace - Open Shed 2284 m². Saw Mill 741 m². Site Area 10098 m².

Excelsior Industrial Estate: The Excelsior Industrial Estate is a very mixed area including quality older style 19th century warehouse buildings, single storey

workshop buildings, more modern sheds combined with older brick built workshops, and some buildings partly converted to live work units. The building form on this estate is very irregular. It is difficult to tell how much space each occupier has and the overall floorspace that is dedicated to business use.

Two firms were identified as definitely occupying the estate: a print firm and Enterprise Coach works, a car repair firm. Internet searches do not reveal further occupants. GIS Building Footprints show 3765 m² of floorspace in a Site Area of 8086 m².

Stockholm Road : 2 Warehouse/Industrial Buildings Total Floorspace: 11318 m²
Site Area: 11437 m².

Occupancy 2005/6 Industrial Land Survey

| Use | No of Units | % of Units | Floorspace | % Floors |
|------------------------------|--------------------|-------------------|-------------------|-----------------|
| B2 | | | 7708 | |
| B8 | | | 3610 | |
| Unknown | | | 3756 | |
| Vacant | | | | |
| Clusters | | | | |
| Print | 2 | | 7200 | |
| Car Repairs | 1 | | 300 | |
| Construction/waste reduction | 2 | | 6635 | |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

The Excelsior Industrial Estate is a mix of commercial industrial and warehousing buildings of widely varying age and quality. There is an older style warehouse building that has good architectural quality. Other mixed older style buildings have been renovated for live/work uses and have an attractive visual quality. There has been some more modern warehousing/workshop development at a very small scale. A number of the buildings provide smaller low cost workshop premises. Buildings on Stockholm Road are good quality warehouse/industrial buildings.

Noise and Other Obvious Pollutants

There are no obvious noise or other pollutants arising from activities on the Excelsior Estate. The Timber and Building Materials Yard at Rollins Wharf (Jewsons) will cause some minor noise pollution arising from lorry and building materials deliveries. No identified pollution problems from uses on Stockholm Road.

State of the External Areas and Public Realm

Excelsior Industrial Estate

Some individual buildings are of high quality but the estate as a whole presents a poor and under used appearance. Property boundaries are ill defined resulting in open storage that has in the past obstructed other occupiers. The estate experiences management problems with ill defined communal areas.

Jewsons. This is a self contained site that is not visible from the public realm.

Stockholm Road. These modern buildings are bleak in appearance. They are relatively well maintained. Stockholm road is a cul de sac adjacent to the Millwall football Stadium and is only used for the warehouse uses on Stockholm Road.

Parking Internal Circulation and Servicing

Excelsior Industrial Estate. The buildings are somewhat haphazardly located in the estate, and property boundaries are not well demarcated. The Estate does have possibilities for HGV access directly off Surrey Canal Road. Jewsons has good access from roads that are industrial character and is a relatively large site with circulation space and good access.

The Buildings on Stockholm Road have very good parking, internal circulation and

servicing on a road dedicated to industrial and warehousing uses with no other through traffic.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The Sites to the South of Surrey Canal Road are constrained by the presence of a social housing estate to the southern boundary. The warehouses on Stockholm Road are not constrained by any adjacent sensitive uses and present the opportunity for 24 hour working with access via industrial areas on Ilderton Road.

Perception of the Wider Environmental Quality

These sites are largely invisible from the surrounding road network. Surrey Canal Road presents a generally industrial character with sites hidden behind raised embankments.

Local Facilities for the Workforce

These sites are relatively isolated in a largely industrial area. There are few local facilities.

Strategic Access

Ease of access to main road network

Access to the main road network (A2) Old Kent Road is via Ilderton Road which is an industrial area. The City and Central London is two miles away.

Proximity to rail sea and air freight

Excelsior Industrial Estate. The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Stockholm Road Buildings: One of the users in Stockholm Road is located so as to reduce freight traffic arising from works to the Olympic construction sites in Stratford. The printers does not require proximity to rail sea and air freight.

Recent Market Activity on Site

Excelsior Industrial Estate

Most recent interest in the site has been in respect of developing residential or live work units. If any units on the Estate were vacant at the time of the survey no marketing activity was evident.

Accessibility

Workforce Catchment

These estates are located in Evelyn Ward.

Access by Public Transport

Public Transport accessibility is poor. No bus routes pass directly along Surrey Canal Road. All bus routes pass on Ilderton Road to the east

The Estate is in PTAL 1.

Orion Business Centre Surrey Canal Road DEA

Base Information

Overall Size of Site/Area: 1.09 ha.

Site Description and Context: This is a purpose built self contained business centre of industrial/warehouse units located in a triangle of land bounded by the New Cross Gate to Forest Hill railway on the west, the future Phase 2 of the East London Line extension to the west, which is currently a public footpath leading to the Silwood Estate and Surrey Quays LUL Station. Millwall Football Ground to the west and the SELCHP plant to the east form prominent landmarks. The estate has direct access on to Surrey Canal Road which leads via Ilderton Road to the A2 Old Kent Road and to the A200 via Grinstead Road. The estate is bounded to the south by the Surrey Canal Road and then residential development behind embankments.

Part of the Orion Business Centre will be demolished if the proposed New Station on the East London Line is constructed.

Floorspace in Use (by segment/unit size) 25 Single Storey Industrial/Warehouse Units ranging between 80 - 250 m² providing Total Floorspace 3463 m².

Occupancy 2005/6 Industrial Land Survey

| Use | No of Units | % of Units | Floorspace | % Floorspace |
|----------------------|-------------|------------|-------------|--------------|
| Sui Generis | 2 | 8 | 367 | 10.6 |
| B2 | 3 | 12 | 446 | 12.9 |
| B8 | 11 | 44 | 1587 | 45.8 |
| Vacant | 8 | 32 | 979 | 28.3 |
| Unknown | 1 | 4 | 84 | 2.4 |
| Totals | 25 | 100 | 3463 | 100 |
| Clusters | | | | |
| Food Related | 2 | 8 | 224 | 6.5 |
| Business Services | 7 | 28 | 1083 | 31.3 |
| Manufacturing | 2 | 8 | 324 | 9.3 |
| Creative Industries | 1 | 4 | 122 | 3.5 |
| Printing | 1 | 4 | 122 | 3.5 |
| Construction Related | 3 | 12 | 541 | 15.6 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

The estate, constructed in 1985 comprises a total of 25 single storey portal framed units in various sizes. The units are self contained with roller shutter doors for loading.

Noise and Other Obvious Pollutants

The uses on the estate are non polluting. There will be some noise generated by deliveries.

State of the External Areas and Public Realm

The estate is for the most part tidy and well maintained. Some users appeared unable to contain their storage and activities within the buildings. The estate has staffed security from 7.00 pm to 7.00 am weekdays and 24 hours over the weekend. Anecdotal evidence from estate occupiers was that the maintenance quality of the estate had deteriorated in expectation of the loss of the estate to works for the East London Line extension.

Parking Internal Circulation and Servicing

There are two parking spaces in front of each unit. The estate has a large central circulation area and HGV access is possible.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

There are no adjacent land uses that constrain operations or quality of uses on site.

Perception of the Wider Environmental Quality

This estate is well maintained. It has an industrial character consistent with other industrial areas on Surrey Canal Road.

Local Facilities for the Workforce

The estate is relatively isolated with few local facilities. There is one café on Surrey Canal Road.

Strategic Access

Ease of access to main road network

There is good access to the main road network and the City (about two miles away) (A2) Old Kent Road is via Ilderton Road which is largely industrial in character. The A200 Evelyn Street is also accessible via Grinstead Road.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

All vacant units are marketed by the site managers. Anecdotal evidence from discussions with unit occupiers revealed pessimism about the future of the estate due to the arrival at some future time of the station for the East London Line.

Accessibility

Workforce Catchment

This estate is within Evelyn Ward.

Access by Public Transport

Public Transport accessibility is poor. No bus routes pass directly along Surrey Canal Road. All bus routes pass on Ilderton Road to the east. The nearest stations are South Bermondsey (overground) 15 minutes walk and the underground and overground stations at New Cross (15 minutes walk).

The Estate is in PTAL 1. Public Transport will improve with the arrival of the East London Line overground (Phase 2) which will provide a station within the current boundaries of the Business Centre.

RTP's Assessment

Context

- 3.55 Rollins Street and Stockholm Road provide the northern and southern boundaries to an area that is bisected east-west by the Surrey Canal Road. The area lies immediately south of Millwall FC, and it sits within the Surrey Canal SIL. The area comprises a mix of building types and ages, and has three estate developments - Orion Business Centre, Excelsior Industrial Estate and Stockholm Road.

Environmental quality

- 3.56 The buildings that make up the area are industrial in character, and the quality of the individual sites varies widely. The various sites in the area do not present any

obvious pollution threat, other than noise perhaps from vehicles visiting the sites. But this has to be seen in the context of Surrey Canal Road, which is a busy road in a predominantly industrial location. Parking and circulation are generally good, with the exception perhaps of Excelsior.

- 3.57 There is a large Jewsons depot which takes up the south west corner of the area, which has good access and on-site parking/circulation, plus sundry other small premises. Apart from these, the area is dominated by three estates: Orion Business Centre, Excelsior Industrial Estate and Stockholm Road. These are discussed separately below.

Orion Business Centre

- 3.58 This is a purpose-built, light industrial/warehouse estate on the east side of the DEA. The site is dominated visually by Millwall FC and SELCHP - both on neighbouring sites. The triangular site comprises 25 single storey, portal framed units, built in the mid-1980s.
- 3.59 The quality of the buildings on site is reasonably good, although they are beginning to show signs of ageing. Most of the uses on the site are light industrial in nature and pose little threat of pollution or other problems. Access is directly off Surrey Canal Road, and the buildings are configured around a large, clear central circulation area with adequate parking attached to each unit.
- 3.60 The site sits within an established industrial area and is therefore compatible with the surrounding environment. It is self contained and distant from shops and facilities. However, a number of units in the Orion Business Centre will be lost if the Surrey Canal Road Station is constructed as part of the East London Line extension.

Excelsior Industrial Estate

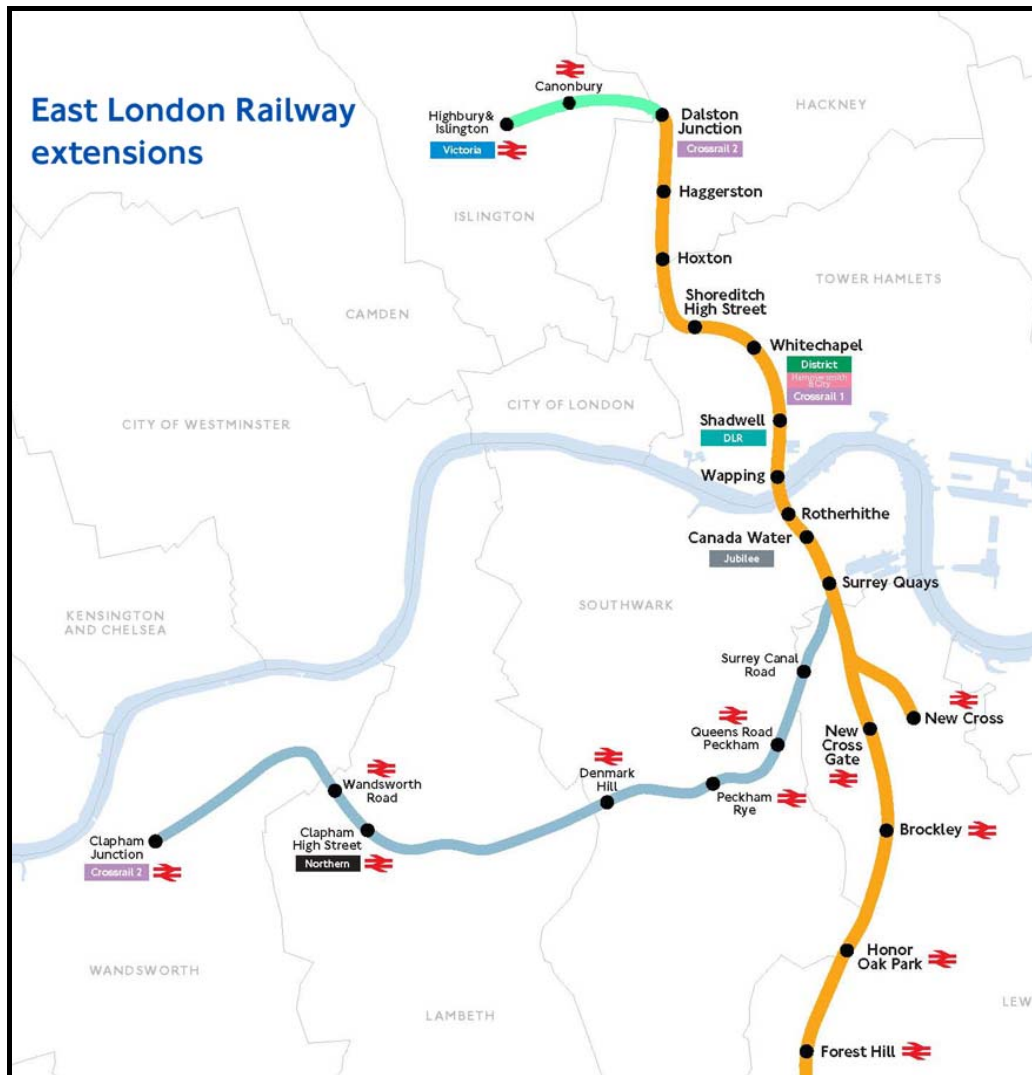
- 3.61 This is situated opposite Orion, on the south side of Surrey Canal Road, and presents something of a contrast. It is much older generally (some parts perhaps 19th century), except for a small group of purpose-built units dating from the 1980s, and is much more mixed. Some of the buildings are two and three storeys high, and several are in poor condition. A few of the buildings have been renovated to provide live-work premises.
- 3.62 The estate looks tired and poorly managed. As well as evidence of physical decline, there is untidiness and clutter, signage is poor and the site has a slightly threatening air about it. It not well configured (reflecting its age).
- 3.63 Excelsior is in a poor and declining state. While it currently provides low cost accommodation for small, local businesses, its physical condition is likely to worsen and, ultimately act as a deterrent to new businesses.

Stockholm Road

- 3.64 A cul-de-sac which comes off of Ilderton Road, via a narrow brick-built railway bridge. The site is bounded to the north by Millwall football ground, and to the east by a railway embankment. Parking and circulation on the site are good.
- 3.65 The buildings appear to date from the 1970s and consist of a mix of single story warehouse space and two storey office/light industrial space. The block appears to comprise three units: one is occupied by DHL; the other business is unsigned, and third and largest unit (c60,000 sq ft) is vacant. The buildings appear to be not well maintained, although the DHL unit has been renovated.
- 3.66 There are no facilities on the site itself, but shops and cafes are available on the nearby Ilderton Road. This is also where public transport is to be found with buses and South Bermondsey rail station is approximately ten minutes walk.

Wider environment

3.67 The area sits within an industrial area, and so the uses on the individual sites are generally compatible with those in the wider area. The only caveat to this relates to the buildings on the south side of Rollins Street, which provides frontage for a large area of social housing. Although most delivery traffic will access off Surrey Canal Road, there is the possibility of traffic and noise pollution along Rollins Street. The buildings to the north of Surrey Canal Road are not constrained by any neighbouring uses: the area is dominated by Millwall FC, SELCHP and other industrial uses.



3.68 There is very little in the way of local facilities. These are to be found to the west along Ilderton Road. The area will be significantly affected by the East London Line Extension. The map shows the route of the extension, and a new station called "Surrey Canal Road". This station is to be built on or adjacent to the site of the Orion Business Centre, implying that at least some of the buildings will be demolished.

Access

3.69 Road access to the area is good, with Surrey Canal Road leading to Ilderton Road and then the Old Kent Road (A2). Access by public transport is relatively poor. Surrey Canal Road does not lie on a bus route: the nearest buses are on Ilderton

Road to the west. The nearest mainline stations - at South Bermondsey and New Cross are each over 15 minutes walk away.

Market

- 3.70 Overall the area provides a wide range of buildings, but it is clear that there has been very little recent addition to stock, and there is plentiful evidence of aging and increasingly obsolescent stock. Many of the existing buildings require redevelopment for long-term commercial success.

Overview

- 3.71 The Rollins Street/Stockholm Road DEA sits within a relatively harsh environment, dominated by general industrial uses, SELCHP, Millwall FC and busy roads. It is difficult to conceive redevelopment for other uses (i.e. residential or mixed use) on a piecemeal scale. The area also has to be seen within the context of the large industrial area to the west of Ilderton Road, in Southwark.
- 3.72 The area is a significant and established source of employment land and buildings. However, most of the area south of Surrey Canal Road requires significant refurbishment or redevelopment, and the units along Stockholm Way appear to have an uncertain future. The area will require new investment if it is to retain its role as a location for industrial employment.
- 3.73 Together with Bolina Road and the area around Millwall Football Ground, this DEA is one of six sites in the borough identified for mixed used development as part of the Deptford New Cross Masterplan. The plan envisages the demolition of all the existing employment buildings as part of a residential-led scheme creating 2,700 residential units. The Masterplan shows the Bolina Road estate, for example, yielding to at least three tall residential buildings, one rising to 40 storeys. The proposals represent a radical transformation of what is currently a General Industrial Area. As with other sites in the Masterplan, the proposals for this site suggest mixed employment and residential buildings. Again, this does not seem to exploit the site's scale to provide distinct business buildings adjacent to rather than integral to residential buildings.

Surrey Canal DEA

Picture Snapshot: Entrance to British Wharf..



Lewisham Council's Sites Audit, 2006 - British Wharf Landmann Way DEA

Base Information

Overall Size of Site/Area: 0.74 ha.

Site Description and Context.: The Site is in the heart of the Surrey Canal Strategic Employment Location with an entrance on Landmann Way adjacent to the Borough's core of waste sites. There is no residential development nearby, and it offers the possibility of 24 hour working.

Floorspace in Use (by segment/unit size)

Total Floorspace 4650 m2 in 10 units ranging between 375 m2 - 690 m2.

Occupancy 2005/6 Industrial Land Survey

| Use | No. of Units | % of Units | Floorspace (m2) | % (approx) |
|-------------------|--------------|------------|-----------------|------------|
| B2 | 1 | 10 | 690 | 14.84% |
| B8 | 4 | 40 | 1980 | 42.58% |
| Vacant | 5 | 50 | 1980 | 42.58% |
| Totals | | | | |
| Clusters | | | | |
| Business Services | 1 | 10 | 750 | 16.13% |
| Manufacturing | 1 | 10 | 690 | 14.94% |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

Modern (1970 - 1980) purpose built industrial warehouse units with ancillary office space built to a relatively high quality standard, with some landscaping.

Noise and Other Obvious Pollutants

No noise or pollutants arising from this estate that would affect adjacent uses.

State of the External Areas and Public Realm

The estate presents a blank wall to Surrey Canal Road. The estate is not a public through route. The servicing areas in the estate are maintained to a reasonable standard, although affected by dust from the adjacent waste transfer use.

Parking Internal Circulation and Servicing

British Wharf has adequate parking and circulation for larger vehicles including HGV access. Each unit has dedicated parking spaces.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

There are no adjacent land uses that constrain operations or quality of uses on site.

Perception of the Wider Environmental Quality

This estate is well maintained. The buildings, maintenance and landscaping are to a better standard than the other industrial units in the area. The estate is affected by dust and noise from the adjacent waste management facility to the north.

Local Facilities for the Workforce

The estate is relatively isolated with few local facilities. There is one café on Surrey Canal Road..

Strategic Access

Ease of access to main road network

There is good access to the main road network and the City (about two miles away) (A2) Old Kent Road is via Ilderton Road which is largely industrial in character. The A200 Evelyn Street is also accessible via Grinstead Road

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Historical Use and Vacancy Levels

A number of vacancies were identified on this estate by the employment land survey amounting to over 40% of the available. The estate manager (Michael Richman Property Services) was contacted for reasons for this vacancy level and whether the units were expected to be let in the near future. They indicated that there was strong interest in the units but that they were being renovated. The dust and noise experienced from the adjacent waste transfer site was not considered a barrier to their letting.

Recent Market Activity on Site

A number of units on this site were vacant at the time of the survey. Telephone enquires with the managing agent revealed that units were under refurbishment and expected to be let with strong market interest being shown. (Michael

Richman Property Services 020 7439 0661)
The Units were marketed by Kalmars (local commercial estate agents) 020 7403 0600. No rental details were supplied.
The units were described as having 'reinforced concrete floors and approximately a minimum of 16ft internal clearance. Access is via a large yard and single roller shutter door, with good onsite parking. Units are available singly or can be combined to create larger areas.

Accessibility

Workforce Catchment

The estate is in Evelyn ward.

Access by Public Transport

Public Transport accessibility is poor. No bus routes pass directly along Surrey Canal Road. All bus routes pass on Ilderton Road to the east.

The Estate is in PTAL 1.

RTP's Assessment

Context

- 3.74 This area lies at the heart of the Surrey Canal Road SEL. The area is dominated railways, railway lands and the SELCHP waste transfer facility. It is a harsh environment in parts and very industrial in character.

Environmental quality

- 3.75 As noted above this DEA lies at the heart of the SIL and within a general industrial area. The environment is harsh, dominated by railways, busy roads, railway lands and, of course the waste transfer site. There is much heavy lorry traffic, and the potential for air pollution, particularly in the summer, must be high. The property stock is generally quite old

SELCHP Waste Transfer Site

- 3.76 This DEA is dominated visually by the South East London Combined Heat and Power Plant (SELCHP) building, which has both a large footprint and great massing. The site is not considered in detail here because of its permanence. It should be noted however that despite being constrained by railway embankments, the dust produced (particularly in the summer) and the noise and congestion caused by the lorries delivering waste is very significant in terms of its impact on the immediate and near environment.

Gemini Project

- 3.77 This estate consists of 48 railway arch units - ten on the south east side of the embankment, and the remainder stretching along the northern side. The site is well utilised, and the on-site manager reported typically 75% let - 50% of this is long-term lets and 25% on short-term lets. There was evidence of one empty unit (no 7) during the site visit. Usage is light industrial and storage. The site has plentiful parking and circulation. Local access to the site is good, from Surrey Canal Road via the modern Landmann Way.

British Wharf Industrial Estate

- 3.78 This site lies adjacent to SELCHP and immediately south of the Gemini Project. It too is accessed off Landmann Way. The Lewisham Recycling Garden is well maintained on the corner of Landmann Way and Surrey Canal Road. The site is surrounded by general industrial activity in what might be described as quite a harsh environment. The wharf comprises a terrace of ten purpose-built units within

a single structure, perhaps dating from the 1970s. The buildings appear poorly maintained under the shadow of the adjacent waste transfer station. However, it also appeared well let on the day of the site visit. Local access, parking and service facilities are all good. The environmental quality of the estate inevitably suffers from its proximity to SELCHP and other dust-generating uses close by; otherwise it is in a fair condition.

Wider environment

- 3.79 The DEA sits at the centre of the Surrey Canal SEL, and so large parts of the surrounding area are similarly industrial character. It is generally isolated from local shops and services.

Access

- 3.80 Strategically, access by road is good. Surrey Canal Road provides good access to the A200 (via Grinstead Road) and the A2 (via Ilderton Road) There are no buses along Surrey Canal Road, and the nearest rail station - South Bermondsey - is a good ten minutes walk away.

Market

- 3.81 The SELCHP is obviously in long-term use as a waste facility and therefore not a market resource. Gemini is well managed and successful in occupancy terms. Likewise, British Wharf appears to be well occupied.

Overview

- 3.82 This DEA sits at the centre of the Surrey Canal SILand is highly industrial in character. The scope for intensification is limited, but continuing use as employment land should be assured.

Trundleys Road and Apollo Business Centre DEA

Picture Snapshot: Trundleys Road sites...



Lewisham Council's Sites Audit, 2006 - Apollo Business Centre and Trundleys Road Sites

Base Information

Overall Size of Site/Area: 1.77 ha.

Site Description and Context

This site is at the eastern end of Surrey Canal Road bounded by railway viaducts which causes some separation of the site from the rest of the industrial area to the east. The area is bisected by Surrey Canal Road resulting in two distinct areas. To the north is a small business park comprising converted railway arches, four industrial/warehousing sheds and a large lorry parking/servicing area. To the south lies a more mixed area of older industrial buildings and open sites involving recycling (fridges/cars etc). Part of the frontage on Trundleys Road is occupied by a small number Victorian two storey buildings with ground floor café/retail type premises and first floor flats.

Floorspace in Use (by segment/unit size).

Apollo Business Centre: This Businesses centre has two types of building. The Centre has four purpose built warehouse units with high roller shutter doors (with a single occupant) and nine converted railway arches.

Warehouse Units: Total Floorspace 520 m². (The units vary between 126m² and 138m².)

Nine Railway Arches: Total Floorspace 900 m² (estimated). 100m² per railway arch.

Trundleys Road Area

The premises in the area south of the Surrey Canal Road a mix with older industrial buildings in B2 use, open sites, small commercial premises and Victorian/Edwardian shops with offices or residential accommodation on the first floor.

Industrial Buildings on Trundleys Road: Total Floorspace 1051m² Site Area 1882 m²

Building and Recycling Yards Trundleys Road. Site Area 5247 m².

No 3-9 Sanford Street. Small warehouse/office building with yard. Total Floorspace 120 m². Site Area: 320 m².

Canal Approach: open yard and storage beneath railway lines (Sui Generis use). Site Area 1658 m².

Occupancy 2005/6 Industrial Land Survey

| Use | No of Units | % of Units | Floorspace | % Floorspace |
|-------------------------|-------------|------------------------------------|-------------|--------------|
| B2 | 2 | 10.5 | 1051 | 39.1 |
| B8 | 12 | 63.2 | 1420 | 52.8 |
| Sui Generis | 3 | 15.8 | | |
| Unknown | | | | |
| Vacant | 2 | 10.5 | 220 | 8.1 |
| Clusters | 19 | 100 | 2691 | 100 |
| Business Services | 9 | 47.4 | 1020 | 37.9 |
| Manufacturing | 2 | 10.5 | 1051 | 39.1 |
| Car Repairs/dismantling | 1 | Open Site Area 1658 m ² | | |
| Waste Uses | 1 | Open Site Area 5247 m ² | | |

The business service uses in this area are all warehousing/storage related. The manufacturing uses are sheet metal working and metal plating. The sui Generis uses (waste/recycling) and car dismantling do not have floorspace figures as they are largely open sites. No 1 Sanford Street is a vacant building with shop accommodation on the ground floor and residential/office above. There are three small shop premises offering a café and a corner shop-off licence.

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

The Apollo Business Centre comprises railway arches to a high standard and one large modern warehouse/industrial building with high ceilings/eaves height, and full height access doors.

Sites on Trundleys Road are of varying quality. There is a large open site that recycles domestic fridges and other domestic equipment.

Noise and Other Obvious Pollutants

The industrial buildings on Trundleys Road have the potential to emit noise and other pollutants. Apollo Business Centre has the capacity to accommodate large lorries with possible attendant noise.

State of the External Areas and Public Realm

The areas on Trundleys Road are of poor environmental quality. The Industrial buildings are older and not well maintained from a 'public realm' point of view.

Parking Internal Circulation and Servicing

The Apollo Business Centre is on a large site and benefits from very good HGV access and circulation space.

The industrial buildings on Trundleys Road require servicing directly from the road with a very small yard.

The other sites open yards etc have adequate circulation space

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The park on Trundleys Road 'Folkestone Gardens' would be negatively affected by intensification of uses on these sites. The buildings on Trundleys Road currently do not provide an attractive setting for the park.

The Apollo Business Centre is bounded on two sides by railway viaducts and to the south by Surrey Canal Road and is therefore not constrained by any adjacent land uses.

Perception of the Wider Environmental Quality

The buildings on Trundleys Road do not present an attractive frontage which affects the appearance and use of the adjacent Folkestone Gardens public park. The uses on Canal Approach act as a deterrent to pedestrian approaches to the Surrey Canal Area as a whole from the east (Grinstead Road) and also to Folkestone Gardens. This approach is also made difficult by a hostile pedestrian environment presented by the narrowness of the railway bridge at this location and the amount of heavy traffic using it connected with the SEL.

Local Facilities for the Workforce

This area is relatively isolated from local shopping facilities. Folkestone Gardens is close by and presents a pleasant local environment.

Strategic Access

Ease of access to main road network

The area has direct access to the Major Road Network (A200) Evelyn St via Blackhorse Road or Grinstead Road.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

These sites have shown consistent occupation since Employment Land surveys started in 1998. Premises in the Apollo Business Centre are marketed by Spacia.

Accessibility

Access by Public Transport

The site is in PTAL 1. All public transport is about ten minutes walk away or more.

RTP's Assessment

Context

- 3.83 The Trundleys Road site and Apollo Business Centre are situated within an area dominated by rail lines and roads at the eastern end of Surrey Canal Road. They are within the Surrey Canal SIL. The two main sites are situated at the junction of Trundleys Road, Surrey Canal Road and Canal Approach. The Trundleys Road site is a collection of older, poor quality buildings housing a collection of low value businesses; while the Apollo Business Centre is squeezed into a triangle of land immediately north of Surrey Canal Road.

Environmental quality

- 3.84 The area is dominated by roads and railways, is noisy and possibly polluted with dust in summer months. Apart from the few local shops among the Trundleys Road buildings, the area is relatively isolated from shops and services.

Trundleys Road

- 3.85 This site (southernmost on the map) sites on an island bounded by Surrey Canal Road, Trundleys Road and Railways. The site comprises a collection of older buildings, in a varying but generally poor condition. Businesses here trade in a variety of fringe activities including motor trades, building and recycling (everything from fridges to petrol pumps), with several in open yards. The largest building, fronting Trundleys Road, which is old (probably early 1900s) and deteriorating, is occupied by a sheet metal working business. There are also a few shops with first floor residential properties at the southern end of the site. Parking is problematic, and most are serviced directly off Trundleys Road.

Apollo Business Centre

- 3.86 This is a small estate of nine converted railway arches and four, modern (1980s?), double-height industrial/warehouse units. It is squeezed onto a plot bounded on two sides by railway viaducts, and on the other by Surrey Canal Road. The site accommodates a range of six businesses, although there did appear to be some vacancy on the day of the site visit. The site, managed by Spacia, appears to be in

need of some external maintenance; it is blighted with waste and external storage. It does, however, have generous parking and servicing facilities. All four of the industrial/warehouse units are occupied by a single business - Collection Points Limited.

Wider environment

3.87 The Trundleys Road buildings are opposite Folkstone Gardens which provides a pleasant green space in an otherwise rather harsh environment. However, it is difficult to envisage that development of Trundleys Road would have a negative impact given the context of the wider environment. Surrey Canal Road, Trundleys Road and Canal Approach are all very busy roads, with much heavy traffic, and pedestrian circulation is often difficult.

3.88 The area is comparatively isolated and only has two cafes and a newsagent locally.

Access

3.89 Apollo sits on the junction of Surrey Canal Road, Canal Approach and Trundleys Road; while the Trundleys Road buildings are accessed from the south via Sandford Street or Rolt Street, and from the north via New Road/Plough Way. The centre of the area thus sits on a very busy intersection, although access to Evelyn Street and Ilderton Road is good.

Market

3.90 The premises along Trundleys Road are, as already noted, generally old and deteriorating. It is highly unlikely that, if vacated, they could attract any sort of business other than those already there, i.e., fringe and low value. The railway arches and purpose-built warehouse units on Apollo are clearly more marketable and provide a valuable local concentration of employment activity.

Overview

3.91 The Apollo Business Centre is a self contained industrial site that appears to be relatively successful and clearly should continue in its current use. The Trundleys Road buildings are of a poor quality, and yet form a site that is a very good industrial employment opportunity. Bounded by railways, Surrey Canal Road and Trundleys Road the site is self-contained and separate from residential areas (apart from the few first floor residences above the shops). The site is of a sufficient size to present a comprehensive redevelopment opportunity, however the redevelopment opportunity has shrunk in size with a new switching station for the East London Line Extension being located on the site.

4 LOCAL EMPLOYMENT LOCATIONS (LELS)

Blackheath Hill DEA

Lewisham Council's Sites Audit, 2006 - Blackheath Hill

Base Information

Overall Size of Site/Area: 0.32 ha.

Site Description And Context.

This is a small business centre occupying a narrow site between residential uses. The site has direct access to the A2. The centre is self contained with an access road giving access to the units only.

Floorspace in Use (by segment/unit size)

Total Floorspace 1,114m² in 18 purpose built units between 30 - 80 m².

Occupancy 2005/6 Industrial Land Survey

| Use Class | No of Units | % | Floorspace | % |
|--|-------------|------------|-------------|------------|
| B1 (a) | 9 | 50 | 549 | 49.2 |
| B1 (c) | 0 | 0 | 0 | 0 |
| B2 | 4 | 22.2 | 244 | 22 |
| B8 | 5 | 27.8 | 321 | 28.8 |
| Sui Generis | 0 | 0 | 0 | 0 |
| Unknown | 0 | 0 | 0 | 0 |
| Vacant | 0 | 0 | 0 | 0 |
| Totals | 18 | 100 | 1114 | 100 |
| Cluster | | | | |
| Business Services | 2 | 11.1 | 105 | 9.4 |
| Creative Industries | 3 | 16.6 | 126 | 11.3 |
| Printing | 3 | 16.6 | 126 | 11.3 |
| Manufacturing | 3 | 16.6 | 173 | 15.5 |
| Garage Services (B1 (a) Office use) | 1 | 5.5 | 65 | 5.8 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

This is a small relatively modern, self contained industrial estate with all buildings dating from 1984, with well maintained buildings suitable for modern industrial and warehousing uses.

Noise and Other Obvious Pollutants

Five uses are recorded within the B2 use class. These comprise small printing firms which are not considered to adversely affect neighbouring occupiers due to the self contained nature of the estate.

State of the External Areas and Public Realm

The estate is well maintained.

Parking Internal Circulation and Servicing

The estate has good servicing, parking provided within the estate and reasonable internal circulation.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

This site is surrounded by and residential uses. It is unlikely that an intensification of the current uses on site would be acceptable.

Perception of the Wider Environmental Quality

This is a small modern self contained estate. The estate has a limited frontage on to the main road (A2 and therefore has little or no wider impact on the street scene or the wider environmental quality of the area..

Local Facilities for the Workforce

The estate is situated in a largely residential area. Facilities for the workforce are therefore limited.

Strategic Access

Ease of access to main road network

The estate has direct access to the Strategic Road Network (A2)

Proximity to rail sea and air freight

The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.

Market Conditions/Perception and Demand

Recent Market Activity on Site

The Industrial Land Survey indicates a high level of market activity. Seven units had changed occupancy since the survey in 2004..

Accessibility

Workforce Catchment

The Estate is located within Blackheath Ward.

Access by Public Transport

Two bus routes are available, on giving access to local rail and DLR stations at Deptford and Greenwich. The estate is in PTAL 2.

RTP's Assessment

Context

- 4.1 The Blackheath Hill DEA sits on the Lewisham/Greenwich border. It is bounded to the north by the A2, a major arterial road into central London, and to the east by The Thames Brain Injury Rehabilitation Centre (this site is as large as the industrial site). On all other sides the site is surrounded by residential houses and flats - the four storey block of flats nearest to the front of the site (Glennie House) appears to be empty because of resident decanting with Heathside and Lethbridge estate being in the early stages of an estate remodelling. Residential will be re-provided on site.

Environmental quality

- 4.2 This is a discrete, narrow site of single storey, brick built units of light industrial use in a cul-de-sac. There appear to be only 2 empty units. The buildings themselves (perhaps mid-1980s) appear to be in a reasonable state of repair, but are not high quality. Parking is adequate, but servicing space is limited.

- 4.3 The uses on the site do not appear to pose any threat of noise or other pollution.

Wider environment

- 4.4 The local area is primarily residential with Blackheath Hill DEA forming a discrete site in amongst residential properties. There are limited facilities in the immediate area, although there is a small selection of shops just a few minutes walk away and the area is on bus routes. The environmental quality of the immediate area is quite low, although the residential properties off the opposite side of the A2 are of a higher quality. Furthermore, the area is close to Greenwich Park and Blackheath.

Access

- 4.5 There is constrained access onto the site from the busy A2 along a narrow gateway from the site itself. The nearest mainline stations are at Greenwich and Lewisham, which are both a good ten minutes walk. There is adequate, but not ample parking on the site. The local area has tight restrictions on parking.

Market

- 4.6 This site, offering small units, provides marketable space to small businesses in an area that is not otherwise served well. It is however isolated from other employment areas, and lacks critical mass. The buildings are not of a particularly high quality, although the site seems well maintained. The site is constrained by residential use and a medical facility, making intensification of use on the site an unlikely option.

Overview

- 4.7 Blackheath Hill DEA appears to be fulfilling a local demand for small business units, is well maintained, and well occupied. It is, however, constrained by surrounding uses, has a tight site access and is not particularly well connected to public transport. It should not therefore be considered of "strategic" importance in terms of Lewisham's employment land use strategy. However, it is of local importance in supplying a number of small business premises in a part of the borough where these are almost non-existent.

Creekside DEA

Lewisham Council's Sites Audit, 2006 - Creekside LEL

Base Information

Overall Size of Site/Area: (3.12) ha.

Site Description and Context

This area is a small industrial area comprising older style industrial buildings and one small open site. It is bounded by Deptford Creek to the east which is a Site of Nature Conservation of Metropolitan Importance, Lewisham College to the South and Creekside to the west which adjoins the Copperfield Housing Estate. The site is bounded to the north by the Deptford to Greenwich Railway.

A new footbridge and footpath running parallel to the railway track gives quick access to Greenwich DLR Station. Part of the area between the Faircharm Industrial Estate and the railway line is occupied by the Creekside Educational Centre which is a Site of Nature Conservation Importance and offers education and interpretation of the natural creek environment. The site is not developable due to the presence of underground gas pipelines and installations.

The area is about less than ten minutes walk away from the facilities of Deptford Town Centre and Deptford Rail Station. Deptford Bridge DLR is less than ten minutes walk away to the south.

The Docklands Light Railway over-sails the small vacant site on columns which restricts the development potential of this site, and also the car park of the Faircharm Industrial Estate. The Waterlink Way which is a long distance foot and cycle path is proposed to follow the course of the creek. The Creek has residential house boats. The walls of the Creek form tidal flood defences which will be subject to Environment Agency requirements for set back of development to allow works to the walls.

Floorspace in Use (by segment/unit size)

Harold Wharf: Site Area: 1493 m2 Floorspace 1934 m2 37 artist's spaces and exhibition space (Charitable Trust)

No 1 Creekside: Site Area 743 m2 Floorspace 600 m2. Mixed area of older warehouses and converted buildings.

Nos. 3 - 7 Creekside: Site Area 2985m2. Floorspace 3658 m2. Mixed area of older Victorian industrial buildings and warehouses and with servicing and parking.

No 2 Creekside: Site Area 1037 m2. This is a narrow open site which is over- sailed by the docklands light railway viaduct. House boats are moored here.

No 4 Creekside: Two storey vacant Victorian office building with yard. Site Area: 164 m2 Floorspace 50 m2.

Faircharm Industrial Estate: Three multi-occupied warehouse/industrial office buildings with servicing and parking, varying between two and three floors. Site Area: 9835 m2. Building A Total Floorspace: 5356 m2 over two floors. Building B Total Floorspace: 5373 m2 over three floors. Building C Total Floorspace 3733 m2 over three floors.

Total Floorspace: 20704 m2 Total Site Areas 16257 m2.

Occupancy 2005/6 Industrial Land Survey

| Use | No of Units |
|-------------------------|-------------|
| A1 | 1 |
| B1 (a) | 4 |
| B1 (c) | 25 |
| B2 | 13 |
| B8 | 13 |
| Unknown | 4 |
| Vacant | 10 |
| Totals | |
| Clusters | |
| Business Services | 7 |
| Creative | 43 |
| Construction Related | 3 |
| Manufacturing | 11 |
| Food Related | 3 |
| Printing | 12 |
| Car Repairs/dismantling | 1 |
| Waste Uses | 1 |

As the Faircharm Industrial Estate has multi-occupied and flexible in the number of units provided, the floorspace taken up by each occupier has not been calculated. Also for this reason percentages of floorspace in overall use have not been given for this area.

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

Faircharm Industrial Estate comprises three multi occupied buildings with dedicated

parking. The buildings are older in style, but provide quality well maintained accommodation suitable for users requiring cheaper rents. The units sizes are flexible. The buildings are serviced with CCTV, cycle racks, good loading access, goods lift, on-site caretaker and centre manager, recycling facilities and roller shutter doors.

Harold Wharf is a Victorian Wharf/warehouse building occupied by artists studios and gallery space.

Other buildings in the Creekside LEL are also older in style and of varying quality This southern part of the area has the character of a Victorian industrial location which with some investment could provide an attractive location for creative industries.

Noise and Other Obvious Pollutants

The Faircharm Industrial estate is self contained and is unlikely in itself to cause noise and pollution problems to adjacent uses.

Harold Wharf and the current users of other buildings on Creekside are unlikely to be polluting or cause other problems.

State of the External Areas and Public Realm

The Faircharm estate is relatively well maintained to a utilitarian standard. The estate presents a blank wall to the public realm. Harold Wharf is an attractive building. There is a modern extension in metal to the street frontage.

The southern part of the location is mixed and presents a more neglected appearance.

Parking Internal Circulation and Servicing

The Faircharm estate has good servicing, parking provided within the estate and reasonable internal circulation.

Harold Wharf is on a constrained site with no dedicated servicing. Parking is on street.

Other buildings have appropriate parking and servicing areas.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The Creekside Industrial Area is bounded by Deptford Creek (Site of Nature Conservation Importance) , Lewisham College buildings to the south and the Copperfield Housing Estate on the east of Creekside. Most of the uses on the estate in the area are small scale. It is unlikely that intensification of uses would be acceptable due to these adjacent land uses.

Perception of the Wider Environmental Quality

The area has the appearance of an older industrial area that retains some of the atmosphere of the older industries that have historically taken place on Creekside.

In particular Harold Wharf is an older industrial/wharf building of quality, converted to studios and galleries.

Local Facilities for the Workforce

Deptford High Street with many Council leisure and shopping facilities is less than ten minutes walk away.

Strategic Access

Ease of access to main road network

The area has very good access to the Strategic Road network with quick access via Deptford Church Street to the A200 Evelyn Street and the A2.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

The units in the Faircharm Industrial Estate are marketed by Workspace plc. They have recently promoted these buildings as studios to attract the artistic community. Vacant Sites and Buildings at this location have been marketed by Kalmars. Recently an older industrial occupier (Orchard Engineering at 3 Creekside) has ceased operations, and the site has been marketed.

Accessibility

Workforce Catchment

This area is in Evelyn Ward

Access by Public Transport

PTAL 5 - 4- 3. This area is very well served by public transport with several bus routes close by on the A2 , As200 and passing along Deptford Church Street, Deptford British Rail and two Docklands Light Railway Stations within 10 minutes walking distance.

RTP's Assessment

Context

- 4.8 The Creekside DEA is bounded to the north by the Greenwich to Deptford mainline, to the west by the Crossfield residential estate and Deptford Church Street, and to the east by Deptford Creek. At the northern end of the site is the Creekside Educational Centre, a nature site. Immediately north of the DEA, and on the other side of the railway bridge, in Greenwich, there is a continuation of industrial and warehousing uses on Sun Wharf and Kent Wharf, including the creative hub "Cockpit Arts".

Environmental quality

- 4.9 The northern half of the site, between Creekside and Deptford Creek is occupied by the Faircharm Trading Estate. This composes a 1920s building and two other more modern buildings, bought and renovated by Workspace Group. The southern half of the site is split by Creekside running through it. To the north of the road are additional creative businesses: a large area of studios and a picture framing business. There is also a cash and carry warehouse. To the south of the road, the quality of the buildings is much poorer and more rundown. These are offering motor trade and parking facilities. None of the uses in the area is likely to generate significant noise pollution - not in the context of the DLR which sails over part of the site.
- 4.10 The area divides into three zones: the Faircharm Trading Estate; the area underneath the DLR tracks, and the Victorian buildings at the southern end of Creekside.

Faircharm Trading Estate

- 4.11 This is the most significant employment generator in the area by far. It is a collection of three, industrial/warehouse buildings which appear to be nearly/fully let in a wide variety of unit sizes. The buildings are let to a multitude of businesses, although the entry sign board displayed a significant concentration of creative businesses. Parking and servicing are both good. The site is owned and managed by Workspace Group, which is known for its active management style and success in managing secondary space.

Area of Victorian buildings

- 4.12 At the southern end of Creekside there is a collection of what appear to be late-nineteenth century buildings housing a picture framing business, a cash and carry, some motor trade activity and a church that the Council has taken successful enforcement action against. The buildings appear to be in good order, although their age restricts their future use to smaller businesses, making few structural demands.

Area under DLR tracks

- 4.13 The southern site, which includes Harold Wharf, is severely restricted in its future use by the fact that the DLR sails over it, and is the least significant part of the area in terms of future development potential. Apart from the constraints imposed by the DLR's construction, the site is noisy. Harold Wharf (which is to the side of rather than under the DLR) was bought in 1999 by the charity Art in Perpetuity Trust, which converted the warehouse to studios.

Wider environment

- 4.14 Much of the immediate local area is covered by older medium-rise residential flats. Further along Deptford Church Street lies a school, a library and other public buildings. Deptford Broadway with its shops, bus routes and mainline and DLR stations, is less than 10 minutes walk away. A Lewisham College Campus lies just south of the area.

Access

- 4.15 The area is accessed from Deptford Church Street, off a small roundabout. Creekside itself is narrow at some points, and on-street parking gives the area a congested feel. Apart from Faircharm, there appears to be little in the way of on-site parking, which was evidenced by the street being densely parked. More widely, the area has easy access the Deptford Church Street and the A200.

Market

- 4.16 The area is "old industrial" in character, and in parts looks tired and in need of new investment. Faircharm clearly has critical mass and the ability to attract a high density of jobs and employers. Other than this, there are few buildings in the DEA that could be described as "commercial". Any future proposals to develop the "area of Victorian buildings" described above should be looked upon sympathetically to reinforce Faircharm's role as an employment anchor in the area.
- 4.17 Although the buildings at the south end of this location are tired and there is an issues with their maintenance and physical quality, they do provide useful premises for small businesses. If this Employment Area were to be reduced then this centre of gravity could be lost, which would leave the successful Faircharm as an isolated pocket of industrial activity and more vulnerable.

Overview

- 4.18 Creekside is a well established industrial area. It appears to be emerging as a significant cluster for creative businesses. Faircharm anchors the area and is clearly the dominant use. The area has potential to underpin local job creation, but this will be dependent upon new investment to replace the other parts of the DEA, most notably to the south, which will require refurbishment and/or redevelopment in the not too distant future. It will therefore be important to protect the area if this upgrading work is not to result in its loss to residential.

Endwell Road DEA

Picture Snapshot: Entrance to Brockley Cross Business Centre...



Lewisham Council's Sites Audit, 2006 - Endwell Road DEA

Base Information

Overall Size of Site/Area: 1.36 ha.

Site Description and Context: This is an area located on a backland site between a railway line and houses and gardens. It comprises a business centre of small office suites, and building/scaffolding yard use. The site is adjacent to Brockley Cross Town Centre and Railway Station with many bus routes close by.

There are no other similar sites in Brockley, of any substantial size entirely devoted to business uses within the B Use Class. The numbers of B Use Class buildings in Brockley Cross might be expected to increase due to the mixed use regeneration of a number of sites. However the actual uses proposed for these sites has in many cases not been finally determined.

The western portion of the site is within the Telegraph Hill Conservation Area.

Floorspace in Use (by segment/unit size)

Brockley Cross Business Centre:

55 small office suites ranging between 20 - 130 m².

Total Floorspace 3064 m² **Site Area** 5484 m² (0.55 ha.)

Roofing and Building Centres: Total Floorspace : 1446 m²

Site Area 8094 m² (0.81 ha.)

Total Floorspace for Endwell Road DEA 4854 m²

| Occupancy 2005/6 Industrial Land Survey | | | | |
|--|---------------------|------------|---------------------------------|--------------------|
| Use Class | No. of Units | % | Floorspace m² | % Floorspac |
| B1 (a) | 43 | 75.4 | 3064 | |
| B1 (c) | 4 | 7 | 242 | |
| B2 | 2 | 3.5 | 60 | |
| B8 | 2 | 3.5 | 1446 | |
| Sui Generis | 1 | 1.76 | 130 | |
| Vacant | 4 | 7 | 120 | |
| Totals | 57 | 100 | 5062 | |
| Clusters | | | | |
| Food Related | 5 | 8.8 | 250 | |
| Business Services | 27 | 47.4 | 1703 | |
| Creative Industries | 8 | 14 | 483 | |
| Construction Related | 10 | 17.5 | 2320 | |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings
The Business Centre is a two storey modern building providing small office suites (1980s). It provides good quality office premises with servicing for small businesses.
The Scaffolding and Building yards at this location provide open yards, storage and small office buildings temporary in appearance.

Noise and Other Obvious Pollutants
Complaints have been received by residents adjacent to the site about noise generated from the scaffolding yard.

State of the External Areas and Public Realm
This employment location is a 'backland' site located between a railway line and the back gardens of houses on Drakefell Road.
The Business Centre provides a relatively high quality environment. The scaffolding yard presents a less favourable appearance to the rear of houses and to the street scene. The street frontage of the site as a whole is however relatively short. The site was not identified in the Council's Brockley Cross Urban Design Framework as requiring improvement.

Parking Internal Circulation and Servicing
Both sites have adequate parking and circulation.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site
The residential development adjacent to the scaffolding yard constrains the operation of the scaffolding uses on this site. The Council has received complaints in the past about management practices on the scaffolding yard.

Perception of the Wider Environmental Quality
This employment area is within a high quality residential area. The western part of the site furthest away from the street falls within a Conservation Area. A number of sites in the Brockley Cross Area have been identified as having the potential to improve the overall economic vitality and overall environmental quality of this area which should lead to an overall improvement in the environment in which the Business Centre operates and an increase in its viability for business uses.

Local Facilities for the Workforce
The site is close by the local shopping, community and leisure facilities of Brockley Cross which is a local shopping centre.

Strategic Access

Ease of access to main road network

Roads around Brockley Cross are often congested. The nearest access to the Strategic Road Network is to the A20 at New Cross. The uses in the centre are small and this access is not considered to affect the functioning of the centre.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

Although the scaffolding yard is still occupied there has been recent developer interest in a mixed use business centre and residential development. The business centre has a historical record of high occupancy levels.

Accessibility

Workforce Catchment

The area is on the borders of Telegraph Hill and Brockley wards. For further details refer to ward profiles.

Access by Public Transport

The site is with 5 minutes walk of Brockley Railway Station with connections to London Bridge/Charing Cross, Victoria and Croydon. Brockley Station will benefit from the East London Line Extension which will increase the range of destinations available and the frequency and services, and therefore the PTAL level. PTAL is currently Level 3.

RTP's Assessment

Context

- 4.19 The Endwell Road DEA comprises the Brockley Cross Business Centre, a two storey, good quality building constructed in 1980. The site is adjacent to Brockley town centre and mainline rail station, and is accessed off the busy Mantle Road/Endwell Road junction. Unlike most other sites in this assessment, this is predominantly an office development, comprising 55 small suites.
- 4.20 The site has a narrow egress onto Endwell Road, and is a long, pencil-shaped site stretching northwards. The railway embankment lines its southern boundary, while its northern boundary runs along the rear gardens of houses fronting onto Drakefell Road the (B2142). The site appeared to be fully occupied during the visit.

Environmental quality

- 4.21 The site is railway back land, squeezed between a railway embankment and housing. The quality of the main building is good: it has clearly been well-maintained during its 28 year history.
- 4.22 As already noted the site is largely made up of office suites, but there is also a scaffold business and a building business on the site. The site is quite narrow, and it is likely that access is constrained at times. The main building works well as a business centre, and being fully occupied, is obviously successful. The site overall though presents an untidy image - largely due to the scaffolding business and on-site management issues.

Wider environment

4.23 The wider area includes good quality residential areas, with clear evidence of widespread gentrification, and the site is close to the local shopping and services in Brockley Cross.

Access

4.24 This site does not have particularly good access. Road access to the site is not particularly good: the nearest major road is the A202 at New Cross. Also, during the visit, local congestion appeared to be quite heavy. However, Brockley is well served by buses, and the mainline rail station is within five minutes walk of the site.

Market

4.25 As already noted, the Business Centre provides office accommodation, and supports a wide range of business types, including: accountancy, charity, design, freight forwarding, IT support, nursing agency and training. The building has a good identity and presence in the local context. Although still occupied, the scaffolding yard could be seen as potential expansion land for the business centre, giving it further critical mass, building on the success of the existing building.

Overview

4.26 The Brockley Cross Business Centre provides a valuable source of office employment in close proximity to Brockley town centre. The centre provides good quality accommodation, with critical mass and identity. It provides a valuable employment resource south of the Deptford-New Cross area, and an area where other such accommodation is in relatively short supply.

Evelyn Street DEA

Lewisham Council's Sites Audit, 2006 - Evelyn Street DEA

Base Information

Overall Size of Site/Area: 1.19 ha.

Site Description and Context: This Area has a frontage directly on to the A200 Evelyn Street and comprises a number of modern industrial, warehousing buildings constructed in the mid 1990s originally as a Parcel Force depot. The site has now been divided into two main occupiers. The area has a residential context on three sides. However the configuration of the buildings within the area minimises potential disturbance to local residents caused by deliveries and other traffic movements.

Floorspace in Use (by segment/unit size)

Two Warehouses and associated Office Buildings. The area is occupied by two firms.

Total Floorspace: 10130 m² **Site Area** 1.19 ha.

Occupancy 2005/6 Industrial Land Survey

| Use Class | No. of Units | % of Units | Floorspace | % Floorspace |
|-------------------|--------------|------------|--------------|--------------|
| B8 | 2 | 100 | 10130 | 100 |
| Totals | 2 | 100 | 10130 | 100 |
| Cluster | | | | |
| Business Services | 2 | 100 | 10130 | 100 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

The buildings on this site are modern warehouse storage buildings dating from the mid 1990s which are suitable for continued warehousing/storage uses. The buildings provide a good quality frontage to Evelyn Street. The buildings on the western portion of the site have a higher urban design quality.

Noise and Other Obvious Pollutants

No industrial activities are carried out in this location. There is the potential for noise generation from lorry deliveries.

State of the External Areas and Public Realm

This area presents a good quality appearance to Evelyn Street which is not detrimental to the street scene.

Parking Internal Circulation and Servicing

Both sets of buildings on this site have adequate parking and circulation including HGV access.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The site is surrounded on three sides by housing. However the design and configuration of the site with buildings shielding the delivery yards minimises noise disturbance.

Perception of the Wider Environmental Quality

The site is on a major through with a very mixed quality of urban development. The development is a reasonable component of the local street scene at this location.

Local Facilities for the Workforce

Nearest shopping and other facilities are in Southwark in the shopping parades and other facilities on Lower Road and the Surrey Quays Shopping Centre. Deptford Park is close by and presents a pleasant local recreational environment.

Strategic Access

Ease of access to main road network

The estate has direct access onto the A200 Evelyn Street

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

There are two users on this site occupying all the buildings. Recent surveys have shown that the site has been fully occupied.

Accessibility

Workforce Catchment

This site is within Evelyn Ward.

Access by Public Transport

Access by public transport is good with several bus routes along Evelyn Street. Surrey Quays Station on the East London Line is 10 minutes walk away which connects to the Jubilee Line to Central London and Canary Wharf. The area is in PTAL 3.

RTP's Assessment

Context

- 4.27 This area is a self-contained site, which is accessed directly off Evelyn Street (A200). The area comprises buildings for two large occupiers - Robert Horne Group (paper and plastics) and Rent-a-Crate. The buildings are purpose-built, modern structures, perhaps from the early 1990s. The area sits within a residential area, surrounded by houses, except for a fast food drive-through.

Environmental quality

- 4.28 The area is modern and purpose-built and of a good quality. The main buildings are large warehouse buildings, with double-height space. The site is kept in very good order. It is unlikely that the current uses have any negative impact on the surrounding housing, particularly because the site is inward-facing. The buildings appear to have plentiful parking and servicing space, and very good access directly onto Evelyn Street.

Wider environment

- 4.29 The quality of the surrounding area is mixed. The A200 is a major route way, with the attendant noise and congestion. The nearest range of facilities are on the nearby Lower Road and in the Surrey Quays development.

Access

- 4.30 As already noted the sites fronts directly onto the A200, which links through to the A20 and the strategic road network. Evelyn Street is also well-served with buses. Surrey Quays station and the East London Line are ten minutes walk away.

Market

- 4.31 The site is fully occupied by Rent-a-Crate and Robert Horne Group. However, it is clear that the buildings are very marketable: they are modern, well maintained and well located.

Overview

- 4.32 This DEA is a good employment site with easy access and local facilities. It comprises only two occupiers, although there is potential for sub-division. The buildings are of a good quality and uses on the site are compatible with the surrounding environment.

Goodwood Road DEA

Picture Snapshot: Bond House on the corner of Goodwood Rd and Batavia Rd ...



Lewisham Council's Sites Audit, 2006 - Goodwood Road DEA

Base Information

Overall Size of Site/Area: 1.59 ha.

Site Description and Context: This site is located on the edge of New Cross/New Cross Gate Town Centre, almost directly adjacent to New Cross Gate Railway and East London Line Underground Station. The A2 Strategic Route passes directly by the entrance to Goodwood Road. The site between Goodwood Road and the Employment Area, which comprises a mix of a small engineering site and an open site is allocated as a Mixed Use Site in the Lewisham Unitary Development Plan 2004. Goodwood Road is a no through road which is bordered both to the west and west by residential development. The small industrial/warehouse units on Batavia Road lie directly to the rear of the properties facing New Cross Road. Batavia Road is being considered for environmental improvements to the pedestrian environment as part of a proposed through routes between Hatcham Park Road and Deptford High Street. A school site provides the northern boundary. A large warehouse on Goodwood Road has been redeveloped. The planning permission for the commercial units on the ground floor allowed flexibly for B1 or D1 use with cluster flats for student accommodation above. The development is now occupied on the ground floor by a Direct National Health Service facility with student cluster flats above.

Floorspace in Use (by segment/unit size)

Marlowe Business Centre: 22 light industrial/small workshop units ranging between 60 - 90 m² with dedicated parking and small service yards built 1980's. **Total**

Floorspace 1661 m². Total Site Area 3319 m².

Two older style two storey warehousing/office buildings with no dedicated parking or

servicing facilities. Part of one of these buildings is dedicated to artist's studios: **Total Floorspace: 4382 m². Site Area: 2887m².**
New three/four storey development with 2 ground floor D1 units of 578 m² and 224 m² **Total Floorspace 802 m².** Other floors occupied by Student Flats. **Site Area 3334 m².**

Total Floorspace in B Use Class Employment Use: 6043 m². Total Site Area in B Use Class:

Occupancy 2005/6 Industrial Land Survey

| Use Class | No. of Units | % Units | Floorspace m ² | % Floorspace |
|----------------------|--------------|------------|---------------------------|--------------|
| B1 (a) | 1 | 3.7 | 77 | 1.1 |
| B1 (c) | 4 | 14.8 | 445 | 6.5 |
| B2 | 4 | 14.8 | 310 | 4.6 |
| B8 | 10 | 37 | 4759 | 69.5 |
| D1 | 2 | 7.4 | 802 | 11.7 |
| Unknown | 1 | 3.7 | 77 | 1.1 |
| Vacant | 5 | 18.6 | 375 | 5.5 |
| Totals | 27 | 100 | 6845 | 100 |
| Clusters | | | | |
| Food Related | 5 | 18.5 | 364 | 5.3 |
| Business Services | 2 | 7.4 | 157 | 2.3 |
| Construction Related | 3 | 11.1 | 212 | 3.1 |
| Manufacturing | 3 | 11.1 | 236 | 3.5 |
| Creative Industries | 1 | 3.7 | 200 | 2.9 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

The buildings in this area are very varied in age and quality. Part of the Employment Area on Goodwood Road has recently been redeveloped with ground floor health service uses with student cluster flats on the upper floors.

The Marlowe Industrial Estate is a modern development of small single storey business units with self contained parking and servicing.

Bond House and Blundell House are pre-war buildings offering studio and warehousing facilities. The buildings are older style and require some maintenance.

Noise and Other Obvious Pollutants

As the warehouse buildings on Goodwood Road are serviced directly from the street directly opposite to residential development this could give rise to noise disturbance from early morning deliveries.

State of the External Areas and Public Realm

The area has a neglected and poorly maintained appearance.

Parking Internal Circulation and Servicing

The warehouse buildings on Goodwood Road do not have their own parking or servicing facilities. These buildings are serviced directly from Goodwood Road. The small warehouse/workshop units on Batavia Road have dedicated servicing and parking facilities that are adequate for these small users.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

Residential uses on the western side of Goodwood Road may constrain delivery timings to warehouses on this road. The uses on Batavia News are small scale and directly to the rear of retail buildings with residential uses above that are also within a Conservation Area. Intensification of these uses would therefore cause problems to adjacent residential properties.

Perception of the Wider Environmental Quality

This area is adjacent to New Cross Gate Station which with the arrival of the East London Line Project will become a high profile entrance to the borough. The area is also adjacent to New Cross Town Centre. New pedestrian routes are being promoted between Hatcham Park Road and Deptford Station via Batavia Road. The industrial/commercial buildings in the area do not create a pedestrian friendly environment or contribute to the sense of having arrived at a significant Town Centre in the borough which is home to Goldsmith College.

Local Facilities for the Workforce

The facilities of New Cross and New Cross Gate Town Centre are within 5 minutes walking distance.

Strategic Access

Ease of access to main road network

The area has direct access (one way only) to the Major Road Network (A2) at New Cross.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

Proposals exist by Greater London Enterprise who are the owners of the Marlowe Industrial Estate for it's demolition and replacement by a Business Centre. Vacant properties on this Estate were being actively marketed by Greater London Enterprise as follows:

Unit 2: 72 m2 Rental £7,002 p.a.

Unit 10: 84 m2 Rental £8,127 p.a.

Unit 18: 67 m2 Rental £6,525 p.a.

Unit 15: 75 m2 Rental £7,263 p.a.

Unit 16: 72 m2 Rental £7,056 p.a.

Unit 21: 56 m2 Rental £5,463 p.a. (Under Offer)

Accessibility

Workforce Catchment

This area is located in New Cross Ward

Access by Public Transport

Access by public transport is excellent. The area is adjacent to New Cross Gate station which has both Network Rail and London Underground Services. New Cross Road is a major bus route. PTAL is 6.

RTP's Assessment

Context

- 4.33 The Goodwood Road DEA is a very well located site, on the edge of New Cross town centre, directly off the strategic A2 route and adjacent to New Cross Gate mainline rail station. Goldsmith's College is in the locality and the area is well served with local shops and services. The site is located on the edge of New Cross/New Cross Gate town centre, almost directly adjacent to New Cross Gate Railway and East London Line Underground Station.

Environmental quality

- 4.34 The Goodwood DEA comprises two distinct streets: Goodwood Road and Batavia Road. The latter is particularly congested with uncontrolled parked vehicles.

Goodwood Road

- 4.35 This is a cul-de-sac which has relatively modern housing both to the east and west. The road comprises three buildings.
- 4.36 The northernmost plot is a very tired and poorly maintained, 1930s light industrial unit that is currently occupied by a food wholesale business. A large plot half way along the road (Ewen Henderson Court) has recently been redeveloped, and includes an NHS Direct facility on the ground floor, with student accommodation above. The southernmost plot - Bond House - is an old, perhaps 1930s, building that is occupied by artist studios and the WACS DIY and hardware trade centre.

Batavia Road

- 4.37 This is very different in character to Goodwood Road. It is made up of the Marlowe Business Centre, with 22 single storey light industrial and workshop units. The site lies directly behind the properties that front New Cross Road, which include a school. Marlowe is owned and managed by GLE Properties which bought the estate in 2005. Correspondence from the GLE suggests that the size of the units make them less conducive to modern-day tenant requirements, limiting its market potential and resulting in lower value uses such as storage. The GLE Properties website states that it is "working with the London borough of Lewisham's Regeneration Department to bring forward a major mixed use redevelopment to make much better use of and regenerate this 0.83 acre site".
- 4.38 None of the uses on the site appears to pose any noise or pollution threat to the surrounding residential neighbourhood. However, there does appear to be a congestion problem; and the overall appearance of the area is poor.

Wider environment

- 4.39 The Goodwood DEA is tightly constrained by residential development; much of it quite recent. While it does not appear that activities on the DEA impact the wider area in any major way (except perhaps through added congestion), intensification of use on the site might pose problematic. The shops and services of New Cross and New Cross Gate, with their mainline rail connections, are within a short walk of the area.

Access

- 4.40 Public transport access to this is good. It is adjacent to New Cross Gate station and close to New Cross station, and has a good bus service along New Cross Road. It also provides access to the A21 via Lewisham Way.

Market

- 4.41 In market terms, the Goodwood Road part of this site has limited commercial appeal. The site has been split by the development of the NHS building, and so any possibility of assembling a site with critical mass has been lost. Only the potential piecemeal redevelopments of two individual plots remain. As already noted, the Marlowe Business Centre is the subject of proposals for a mixed use development. Given the commercial nature of much of the surrounding area and the proximity of Goldsmith's College, the inclusion of some business space in a redevelopment of the site would seem appropriate.

Overview

- 4.42 The Goodwood Road part of the site is under serious threat from redevelopment from other uses. The site has already become splintered with the development of Ewen Henderson Court, and the southernmost building is low value, deteriorating and isolated. The wholesale business on the northern corner also occupies an old building that will be in need of attention in the near future. By contrast, Batavia

Road presents a more coherent site, which is well occupied, however there is congestion particularly with uncontrolled parking and the uses on this site tend to be low value. Its poor appearance and low value uses may undermine surrounding uses and, given the sites close proximity to the perennially busy centre of New Cross, conflict with wider plans for regenerating this area. This DEA is likely to be under threat from alternative uses, but given its location close to the town centre of New Cross, we would recommend that the inclusion of some business space should form part of any redevelopment of this site.

Lewisham Way DEA

Lewisham Council's Sites Audit, 2006 - Lewisham Way DEA

Base Information

Overall Size of Site/Area: 0.5 ha.

Site Description and Context

Lewisham Way DEA is located directly on the A20 about half way between Lewisham and New Cross Town Centres. It is associated with the Local Shopping Centres on Lewisham Way which provide a variety of facilities. The estate is modern low rise and unobtrusive at this location. Brockley Conservation Area is on the south side of the A20 opposite the site. The site is bordered to the north by a development site allocated for housing which was formerly in use as a building yard with access from Tanners Hill. The Area is self contained - the access is to the units only and there is no through route

Floorspace in Use (by segment/unit size)

Total Floorspace 2354m² in 10 modern purpose built units warehouse/workshop units with ancillary office space between 140 - 250 m²

Occupancy 2005/6 Industrial Land Survey

| General Industrial Area | No of Units | % of Units | Floorspace | % Floorspace |
|--------------------------------|--------------------|-------------------|-------------------|---------------------|
| B1 (c) | 1 | 10 | 244 | 10.4 |
| B2 | 6 | 60 | 1508 | 64 |
| B8 | 2 | 20 | 375 | 15.9 |
| Vacant | 1 | 10 | 227 | 9.6 |
| Totals | 10 | 100 | 2543 | 100 |
| Clusters | | | | |
| Food Manufacturing | 2 | 20 | 610 | 25.9 |
| Creative Industries | 2 | 20 | 249 | 10.6 |
| Manufacturing | 1 | 10 | 244 | 10.4 |
| Printing | 3 | 30 | 668 | 29.2 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

This is a small relatively modern, self contained industrial estate, with well maintained buildings suitable for modern industrial and warehousing uses.

Noise and Other Obvious Pollutants

Four uses are recorded within the B2 use class. These comprise small printing firms which are not considered to adversely affect neighbouring occupiers due to the self contained nature of the estate.

State of the External Areas and Public Realm

The estate is well maintained.

Parking Internal Circulation and Servicing

| |
|---|
| <p>The estate has good servicing, parking and internal circulation.</p> |
| <p><u>Quality of the Wider Environment</u></p> <p>Adjacent land uses constraining operations or quality of uses on site This site is surrounded by commercial (retail) and residential uses. The site to the north is likely to be developed also for residential. It is unlikely that an intensification of the current uses on site would be acceptable.</p> <p>Perception of the Wider Environmental Quality This is a small modern estate within a mixed frontage on a Strategic Route. The estate has a limited frontage on to the main road. Although it does not make a positive contribution to the street scene at this location its impact is limited.</p> <p>Local Facilities for the Workforce The estate is situated adjacent to the Local Shopping Centres on Lewisham Way and about half way between the District Centre at New Cross and the Major Shopping Centre at Lewisham. Facilities are therefore considered adequate.</p> |
| <p><u>Strategic Access</u></p> <p>Ease of access to main road network The estate has direct access to the Strategic Road Network (A20)</p> <p>Proximity to rail sea and air freight The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.</p> |
| <p><u>Recent Market Activity on Site</u> One unit has been identified as becoming vacant since the last industrial land survey 2004.</p> |
| <p><u>Accessibility</u></p> <p>Workforce Catchment The estate is located in Brockley Ward.</p> <p>Access by Public Transport New Cross Station giving access to National Rail and the East London Line is within about 10 minutes walking distance. Several bus routes are available on the A20 giving access to Lewisham National And DLR rail stations. The Estate is in PTAL 6.</p> |

RTP's Assessment

Context

- 4.43 Lewisham Way is a discrete site of early 1980s buildings, providing ten purpose-built industrial units. The site is bounded to the south west by the A20, but is boarded to the east and west by residential property. It has a good selection of shops and services available nearby on Lewisham Way. The estate comprises modern, purpose-built buildings, with good parking and servicing standards.

Environmental quality

- 4.44 The buildings are single storey, industrial/warehouse units with roller shutter doors. There is plenty of parking space and good circulation. The condition of the stock is slightly tired, but otherwise fair, with all but two of the units appearing to be

occupied. There do not appear to be any uses on the site which might cause noise or other pollution to neighbouring residential areas.

Wider environment

- 4.45 The surrounding area is very pleasant. Practically opposite the site is the old Deptford Central Library, now the “Arthouse”, which provides studio and gallery space for local artists, exhibitions, courses and workshops. There are shops, including cafes and a small supermarket, nearby.

Access

- 4.46 The site has very good access, being directly off the A20 along a short purpose-built access road. Lewisham Way is also well served by buses, providing access to Lewisham’s mainline and DLR connections. New Cross mainline is less than ten minutes walk away.

Market

- 4.47 This site is isolated from other employment property uses and sits within a predominantly residential area. Nevertheless it presents a valuable pool of premises that are clearly marketable.

Overview

- 4.48 Lewisham Way provides a useful pool of employment land. Whilst probably not falling within a “strategic” definition, it does make a useful contribution to employment land. However, recognising market realities, if it became the subject of redevelopment proposals, it might be difficult to justify its retention as employment land because of its low scale; however we would recommend against de-designation from employment uses.

Malham Road DEA

Picture Snapshot: Industrial units on Malham road..



Lewisham Council's Sites Audit, 2006 - Malham Road DEA

Base Information

Overall Size of Site/Area: 3.36 ha.

Site Description and Context

This is a well defined area of self contained modern business estates, new industrial/storage development and an admixture of older office and warehousing buildings. It is located close to Forest Hill Town Centre with its local shopping, community and transport facilities. The A205 South Circular directly borders the southern boundary.

Floorspace in Use (by segment/unit size) Total Floorspace: 22748 m²

Malham Road Industrial Estate: Self contained estate of 23 modern single storey small business units ranging between 50m² - 220 m² in Site Area 5034m²

Dulwich Business Centre: 7 modern business units between 150 - 200 m² on site area 2011 m²

Connaught Business Centre: 8 modern business units 100 m² - 150 m² in sites area 2750 m².

Other non estate warehouse, office and factory buildings amounting to 18034 m² floorspace

| Occupancy 2005/6 Industrial Land Survey | | | | |
|--|--------------------|-------------------|-------------------|---------------------|
| Use | No of Units | % of Units | Floorspace | % Floorspace |
| A1 | 3 | 5.5 | 2174 | 9.6 |
| B1 (a) | 2 | 3.6 | 121 | 0.5 |
| B1 (c) | 5 | 9.1 | 1346 | 5.9 |
| B2 | 12 | 21.8 | 2217 | 9.8 |
| B8 | 22 | 40 | 13835 | 60.8 |
| D1 | 1 | 1.8 | 1028 | 4.5 |
| Unknown | 2 | 3.6 | 155 | 0.7 |
| Vacant | 8 | 14.6 | 1872 | 8.2 |
| Totals | 55 | 100 | 22748 | 100 |
| Clusters | | | | |
| Business Services | 17 | 30.9 | 10459 | 46 |
| Manufacturing | 5 | 9.1 | 460 | 2 |
| Food Manufacturing | 2 | 3.6 | 246 | 1 |
| Creative Industries | 8 | 14.6 | 1697 | 7.5 |
| Printing | 4 | 7.3 | 590 | 2.6 |
| Construction Related | 7 | 12.7 | 3375 | 14.8 |
| Car Related | 3 | 5.5 | 3186 | 14 |

| Quality of Existing Portfolio and Internal Environment |
|---|
| <p>A</p> <p>Age and Quality of Buildings The area has</p> <ul style="list-style-type: none"> • modern small scale estates of small warehouse/workshop purpose built units • newly developed warehousing/storage type facilities (Rent-a-Tool (now SC Motor Factors) and Shurgard Storage) • car repair firms in good quality premises • other good quality office/industrial buildings of varying age and style • Frontages on Stanstead and Wastdale Roads comprise three storey Victorian/Edwardian retail shops with residential on the upper floors and a housing association development with live/work units <p>Noise and Other Obvious Pollutants Noise generating activities are located in the centre of the area and are shielded from residential development. Other noise will arise from lorry deliveries.</p> <p>State of the External Areas and Public Realm The area presents a good image to Stanstead Road (South Circular) There is a combination of buildings of varying style including a new Self Storage development, 'Plumb Centre', Methodist Church and 'ordinary' retail street frontage. Wastdale Road presents a standard urban street frontage (Victorian/Edwardian terraced properties with ground floor shop units with Residential accommodation/office space above). Some of these properties appear poorly maintained, and it is difficult to tell whether they are occupied or vacant.</p> <p>Parking Internal Circulation and Servicing The premises in the Employment area are either purpose built industrial/business estates with dedicated parking and servicing facilities or premises with appropriate parking.</p> |
| <p>Quality of the Wider Environment</p> <p>Adjacent land uses constraining operations or quality of uses on site Residential uses adjoin this area. It is unlikely that intensification of the uses already on this site would therefore be acceptable.</p> <p>Perception of the Wider Environmental Quality This site is in a mixed area at the edge of Forest Hill Town Centre.</p> |

| |
|---|
| <p>Local Facilities for the Workforce The area is close to Forest Hill District Centre which provides a wide range of facilities for all members of the workforce.</p> |
| <p><u>Strategic Access</u> Ease of access to main road network The estate has direct access to the Strategic Road Network (A202 South Circular) via Wastdale Road. Proximity to rail sea and air freight The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.</p> |
| <p><u>Recent Market Activity on Site</u> Vacant units are marketed by Local Commercial Estate Agents and also by Greater London Enterprise. Employment Land Surveys dating back to 1998 record a consistently high level of occupancy for this area.</p> |
| <p><u>Accessibility</u> Workforce Catchment The Employment Area is in Crofton Park ward. Access by Public Transport PTAL2. Public Transport is very good at this location with Forest Hill Railway Station close by (10minutes walk) and bus routes on Stanstead Road and Forest Hill Town Centre.</p> |

RTP's Assessment

Context

- 4.49 Malham Road is a discrete island block of premises, with the A205 South Circular running along its southern boundary. The area has prominent frontage on four sides, and accommodates a wide variety of businesses. The building stock is diverse, generally of a good quality and well managed.
- 4.50 The area contains a number of self-contained estates (e.g. Malham Road Industrial Estate, Dulwich Business Centre and Connaught Business Centre), as well as a broad mix of office, industrial and storage buildings.

Environmental quality

- 4.51 The quality of the area is generally high. Its frontage onto the various roads, and in particular the A205, appears as good quality commercial space. The Shurgard self storage building is a good example.
- 4.52 Despite the wide variety of businesses in the area, there is little obvious problem with noise or other pollution. There are a few relatively noisy activities, such as car repair, but these do not appear incompatible with their neighbours and, generally, are located towards the centre of the area. Parking does not appear to be particularly problematic - most of the premises are purpose-built and have adequate parking and servicing facilities.

Wider environment

- 4.53 The area is surrounded by good quality terraced Victorian and Edwardian residential property, showing signs of gentrification. The area is relatively quiet - apart from the parts immediately fronting the busy A205. The area is also well-served with local shops and services, and is only about five minutes walk from Forest Hill town centre which provides a broad range of shops and services.

Access

- 4.54 Public Transport for the area is good. Forest Hill mainline is a ten minute walk away; and buses on Stanstead Road (A205) give quick and easy access to Forest Hill town centre.

Market

- 4.55 The area has a very low level of vacancy and appears to be successful in commercial, market terms. It provides a wide variety (use, size and configuration) of premises to suit different users' needs and therefore has broad attraction.

Overview

- 4.56 The Malham Road DEA makes a valuable contribution to the borough's employment objectives. It comprises relatively high density employment, in a variety of business types, in generally good quality stock. It is well located, and the very low vacancy suggests a healthy demand.

Manor Lane DEA

Picture Snapshot: Entrance to Chiltonian Industrial Estate...



Lewisham Council's Sites Audit, 2006 - Manor Lane DEA

Base Information

Overall Size of Site/Area: 2.75 ha.

Floorspace in Use (by segment/unit size) **Chiltonian Industrial Estate:** Total Floorspace 9950 m² in 30 purpose built Industrial/Warehouse Units ranging between 200 and 1800 m². Mainly Single storey self contained units with parking and servicing.

One separate warehousing building in a self contained yard of 1260 m² in a site area of 3015 m².

Occupancy 2005/6 Industrial Land Survey

| Use | No. of Units | % Units | Floorspace (m2) | % Floorspace |
|---------------------------------------|--------------|------------|-----------------|--------------|
| B1 (a) | 0 | 0 | 0 | 0 |
| B2 | 3 | 9.8 | 2290 | 20.4 |
| B8 | 25 | 80.6 | 8264 | 73.75 |
| Unknown | 1 | 3.22 | 206 | 1.84 |
| Vacant | 2 | 6.44 | 451 | 4 |
| Totals | 31 | 100 | 11211 | 100 |
| Clusters | | | | |
| Food Distribution | 5 | 16.13 | 1500 | 13.38 |
| Car Repairs | 2 | 6.44 | 2065 | 18.42 |
| Private Contractors for Public Sector | 2 | 6.44 | 419 | 3.74 |
| Building Materials & Services | 9 | 32.26 | 5207 | 46.44 |
| Printing /Media Distribution | 6 | 19.35 | 1725 | 15.38 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

This is a modern, self contained industrial estate, with well maintained buildings suitable for modern industrial and warehousing uses. The buildings vary in age between 1980 - 2000. All the warehousing buildings on the Chiltonian Estate have good eaves heights of 5.5 metres. The newer warehousing development in the eastern part of the main estate is visually of high quality. The separate warehouse and yard on Holme Lacey Road is an older building.

Noise and Other Obvious Pollutants

The planning permission for these units is for B1(c)/B8 units. There is one B2 use (MOT garage) recorded in Unit 1 near the entrance to the estate which has conditions restricting its hours of operation. A small print works also operates on the estate.

State of the External Areas and Public Realm

The Chiltonian Industrial estate is well maintained. The Holme Lacey Works (Travers Perkins) has a limited and unobtrusive street frontage

Parking Internal Circulation and Servicing

The estate has good servicing, parking provided within the estate (between 3 and spaces per unit. and very good internal circulation with good manoeuvring space. HGV access to the estate is possible.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

This site is bounded to the north by a railway. It is adjoined to the south by residential development. The residential properties on Manor Lane which forms the approach road to the estate from the South Circular were installed with double glazing to the front bedrooms to facilitate the development. The warehouse buildings on the southern boundary of the estate provide a continuous wall with the servicing areas arranged internally to the estate which will provide noise shielding to the residential properties.

Perception of the Wider Environmental Quality

This estate presents a relatively high quality warehousing industrial area. The estate is in a high quality residential suburban location.

Local Facilities for the Workforce

The estate is situated in a largely residential area. Facilities for the workforce.

Small shopping parades exist on Staplehurst Road to the north west of the site and on Burnt Ash Hill to the west providing a range of local facilities.

Strategic Access

Ease of access to main road network

The estate has direct access to the Strategic Road Network (A202 South Circular) via Manor Lane. It has good access to the A2, A20 and A21 and is nine miles from the M25.

Proximity to rail sea and air freight

The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.

Market Conditions/Perception and Demand

Strength of Local Demand in Segment

Employment Land Surveys dating back to 1998 record a consistently high level of occupancy for this site.

Recent Market Activity on Site

Vacant units are marketed by Local Commercial Estate Agents. A recent development of warehouse units is high quality and now fully let.

Accessibility

Workforce Catchment

The Estate is located near the eastern border of Lewisham.

Access by Public Transport

A number of Bus Routes pass along Burnt Ash Hill and St Mildreds road (South Circular) which are both within walking distance. The estate has in PTAL 3. The entrance to the Chiltonian Industrial Estate is approximately equidistant between Lee and Hither Green Stations offering destinations to London, Lewisham Dartford and Bromley.

RTP's Assessment

Context

- 4.57 The Manor Lane DEA is an industrial estate called Chiltonian at Hither Green in the east of the borough. The site sits within a pleasant surrounding residential district, and the estate is of high quality, providing a mixture of modern one and two storey industrial/warehouse units, with a builders yard and merchants at the east end of the site. The site has good accessibility, appears to be well managed and is largely let.

Environmental quality

- 4.58 There are around 30 units on the site dating from 1980 to 2003. They are of a high quality, and appear well maintained. The uses within the buildings do not generally appear to be of the sort to cause any intrusion into the surrounding area. Apart from one motor trades business, and one printer, most of the businesses on the site appear to be involved in storage and distribution, including building materials, electrical supplies, food and office supplies. The estate is well designed in terms of parking and circulation, and is inward facing, thus minimising noise/visual intrusion on surrounding houses.

Wider environment

- 4.59 Chiltonian is a discrete, well hidden site within a largely residential neighbourhood. The quality of the surrounding area is high, although shops and facilities are not available in the immediate vicinity. The nearest shops are on Staplehurst Road, next to Hither Green rail station and on Burnt Ash Road (both 5-10 minutes walk).

Access

- 4.60 Manor Lane itself is not a major through route, although it does link the A20 High Road to the north and the A205 South Circular to the south. In terms of public transport, the site lies midway between Lee and Hither Green mainline stations, and there are main bus routes along the A205 and Burnt Ash Road to the east.

Market

- 4.61 The estate seemed almost fully let during the site visit, with only unit number ten bearing a "To Let" board. The site is well managed, it has a mix of sizes and building types, and clearly serves a local demand.

Overview

- 4.62 Chiltonian offers a good quality, well-maintained and valuable employment land resource for the borough, in an area not otherwise well provided for with such space. It could justifiably be described as having strategic importance and should therefore be recognised as such in policy terms.

Perry Vale and Clyde Vale DEA

Picture Snapshot: Forest Hill Industrial Estate and Perry Vale...



Lewisham Council's Sites Audit, 2006 - Clyde Vale/Perry Vale DEA

Base Information

Overall Size of Site/Area: 0.9 ha.

Site Description and Context

This area comprises two small purpose built industrial estates. Forest Hill Industrial Estate is within Forest Hill Town Centre on the eastern side of the Forest Hill to Croydon railway line. It is accessed via a car park and is close to the A205 South Circular. It houses the Forest Hill Postal sorting Office. Forest Hill Business Centre is on the western side of the railway and adjoins the southern edge of Forest Hill Town Centre adjacent and Sydenham Park Conservation Area. It also has close access to the South Circular.

Floorspace in Use (by segment/unit size)

Forest Hill Business Centre Site Area 3705 m². 15 units of about 90 m² Total Floorspace: 1380 m²

Forest Hill Industrial Estate Site Area 1835 m² 9 units of about 200 - 250 m² Total Floorspace: 1776 m²

Forest Hill Sorting Office Site Area 2037 m² Total Floorspace (1 unit) 1656 m²
Floorspace of the Entire Employment Area: 4812 m²

Occupancy 2005/6 Industrial Land Survey

| Uses | No of Units | % of Units | Floorspace m ² | % of Floorspace |
|---------------------|-------------|------------|---------------------------|-----------------|
| B1 (a) | 1 | 4 | 218 | 4.5 |
| B1 (c) | 4 | 16 | 512 | 10.6 |
| B2 | 3 | 12 | 276 | 5.7 |
| B8 | 12 | 48 | 1782 | 37 |
| Sui Generis | 1 | 4 | 1656 | 34.4 |
| Unknown | 2 | 8 | 184 | 3.8 |
| Vacant | 2 | 8 | 184 | 3.8 |
| Totals | 25 | 100 | 4812 | 100 |
| Clusters | | | | |
| Food Related | 1 | 4 | 92 | 1.9 |
| Business Services | 4 | 16 | 918 | 19 |
| Creative Industries | 4 | 16 | 614 | 12.76 |
| Manufacturing | 5 | 20 | 460 | 9.56 |
| Printing | 1 | 4 | 212 | 4.4 |
| Public Sector | 2 | 8 | 1748 | 36.3 |

The Vacant units and units where usage could not be identified were solely to be found in the Forest Hill Business Centre.

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

This Area comprises two small industrial estates.

The Forest Hill Business Centre has small modern purpose built units dating from the 1980s that provide a suitable environment for small business/workshops/storage uses. The Forest Hill Industrial Estate comprises two storey high quality modern warehouse/industrial units with office space on the first floor.

Noise and Other Obvious Pollutants

All the uses in these areas are small scale and will cause no obvious noise or other pollution problems.

State of the External Areas and Public Realm

The Forest Hill Industrial Estate maintains a high overall environmental quality. The estate is often used by Members of the Public visiting the Postal Sorting Office. The Forest Hill Business Centre is somewhat less well maintained with some problems of graffiti and rubbish removal. However the estate is low rise, and from the street is effectively hidden behind an attractive brick wall with screening vegetation. The estate itself is constructed in brick and other materials which are unobtrusive in this edge town centre location which is also adjacent to a conservation area.

Parking Internal Circulation and Servicing

Both estates have adequate circulation and parking facilities.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

Both estates and the uses within them are in suitable environments for their continued functioning. The access to the Forest Hill Industrial Estate is via a public car park. However intensification of uses on these sites would be unlikely to be acceptable given their town centre/edge of town centre location.

Perception of the Wider Environmental Quality

Both estates are peripheral to Forest Hill Town Centre which supplies a high quality urban environment and Conservation Area. The location of these estates does not adversely affect the environmental quality of the town centre.

Local Facilities for the Workforce

Both estates are close to all the facilities on Forest Hill Town Centre offering a wide range of shops and other services.

Strategic Access

Ease of access to main road network

Both estates are close to the A205 South Circular Road.

Proximity to rail sea and air freight

Uses on these estates are small scale providing for the most part, local services and do not require proximity to rail sea and air freight for their functioning.

Recent Market Activity on Site

These areas show consistently high levels of occupation and low vacancy levels (Lewisham Employment Land Surveys since 1998)

The units on the Forest Hill Business Centre are owned and managed by Lewisham Council. The units in the Industrial Estate are freehold.

Accessibility

Workforce Catchment

These sites are within Forest Hill and Perry Vale Wards.

Access by Public Transport

Both sites are within less than 10 minutes walking distance of Forest Hill Railway Station which gives access to London Bridge and Charing Cross and Victoria. Forest Hill is served by several local bus services. The areas are in PTAL 3.

RTP's Assessment

Context

- 4.63 The Perry Vale/Clyde Vale DEA comprises two separate, purpose-built, industrial estates. The first is Forest Hill Industrial Estate, which lies just to the east of the Forest Hill to Croydon mainline rail; close to Forest Hill town centre, and just off the A205 South Circular. The second is Forest Hill Business Centre, which lies on the other, western, side of the railway.
- 4.64 Both estates provide valuable employment generation opportunities, and their proximity to the town centre gives an added benefit in terms of support services and access.

Environmental quality

- 4.65 The Business Centre is in a poorer state of repair than the Industrial Estate. None of the uses on either site would appear to pose any threat of noise or other pollution. They are all (except the Royal Mail depot) of a small scale.

Forest Hill Industrial Estate and Perry Vale

- 4.66 This estate, dating from 1980, comprises nine units arranged in facing terraces, plus a large Royal Mail Delivery Office (used extensively by the public). The units on the estate are freehold, comprising two-storey good quality units with warehouse/industrial space on the ground and office space above.
- 4.67 The estate is of a generally high environmental quality, and has plentiful parking and circulation space. The businesses on site are all "clean", including computer sales and repair, lighting, mail order, stationery, photography and storage. Access to the estate is via a public car park.

Forest Hill Business Centre, Clyde Vale

- 4.68 This development comprises 15 relatively small units arranged in three terraces, with some apparent vacancy (not confirmed). The units are single storey, roller-door units, with good parking and circulation. The businesses occupying the site include food, die cutting, shop fitting and engineering.
- 4.69 The site is owned by the London Borough of Lewisham. Despite only opening in 1985, it is showing signs of deterioration, suggesting that it has not been maintained for many years. However, the general condition of the estate is better and it represents a relatively good business environment.
- 4.70 The site has access to the shopping parade on Dartmouth Road, and sits within a pleasant area. The immediate area is under pressure from residential development in the immediate vicinity: in Clyde Terrace and opposite the business centre, a new mixed use block, four and five storeys high is nearing completion.
- 4.71 Immediate access is off Clyde Vale, a narrow road with a terrace of small houses on the opposite side to the business centre. Once the new housing development (referred to above) is complete, then congestion could be an issue.

Wider environment

- 4.72 Both estates are very close to Forest Hill town centre, which provides a wide range of shops and services. The small-scale nature of the uses on the sites means that the estates and town centre co-exist without conflict. The area is clearly under pressure from residential development, as evidenced by the Berkeley Homes "Lewisham Central" development currently being built in front of the rail station and the new development in Clyde Vale.

Access

- 4.73 The area is served by the busy Forest Hill mainline station, which provides good access to Croydon and central London. It is also well served by bus routes. The nearby South Circular connects the area directly to the main road network.

Market

- 4.74 Both sites lie close to the town centre, and both are self contained, purpose built estates - albeit they are small in scale. Putting aside that fact that the Business Centre is showing significant signs of neglect, both sites are marketable in their local context.

Overview

- 4.75 Perry Vale and Clyde Vale sit within a busy, commercial area, surrounded by residential. They provide purpose-built space in appropriately sized units for local demand. Although their scale probably precludes them from “strategic” importance, they do provide an important source of employment land in the west of the borough.

Plough Way DEA

Picture Snapshot: Haulage firms in Yeoman Street, Plough Way DEA...



Lewisham Council's Sites Audit, 2006 - Plough Way DEA

Base Information

Overall Size of Site/Area: 8.22. ha.

Site Description and Context

This area is in the north western corner of the borough adjacent to the border with the London Borough of Southwark which along Plough Way is largely residential in character. It presents a very wide variety of building styles and uses. The area is traversed by the course of the former Surrey Canal which is also identified as a Site of Nature Conservation Importance. The Sites to the west of the former Surrey

Canal are larger modern manufacturing and office buildings. The areas accessed from Yeoman Street and Rainsborough Avenue are backland in character, and comprise a mixture of small workshop buildings, small office/warehouses, a large lorry yard and timber and open storage yards. Part of this site is a former waste paper recycling site now vacant. The Cannon Wharf Business Centre is a former laundry building in a self contained site with its own access directly to the A200 Evelyn Street . It is adjoined by residential development to the north and west.

Floorspace in Use (by segment/unit size)

Cannon Wharf Business Centre: Site Area 9210 m² Overall Floorspace 5405m²
Unit sizes Vary between small storage spaces , small units of approximately 60 m² and some larger unit sizes ranging between 100 m² to about 700 m². There are about 43 office units plus a large number of storage spaces.

General Industrial Area. Overall Floorspace 26798 m²

This area comprises a mixture of buildings in size, age and quality, and some and open storage sites. It includes the 'Jet Stationery Building' with 14602 m² of floorspace and a 'back office building' comprising 5370 m² of floorspace. **Insulcrete Works/Elgood Industrial Estate** is a mixed area comprising a number of buildings of varying quality, and open storage and timber yards. **Yeoman Street** houses haulage firms in poor quality sheds.

Earl Pumping Station: Thames Water Utility building (Storm Sewage Pumping Station) in self contained site. Floorspace 595 m² plus ancillary tanks and storage. Site Area 2496 m².

Former Salter Paper Recycling Site: Vacant open site with open sided sheds. Site Area 9798 m².

74 Croft Street Warehouse and small office building on self contained site.

Floorspace 275 m² Sit Area 365 m².

64-72 Croft Street: Warehouse Unit on self contained site. Floorspace 204 m²
Site Area 685m²

Occupancy 2005/6 Industrial Land Survey

| Use | No of Units | % of Units | Floorspace (m ²) | % of Floorspace |
|----------------------------------|-------------|------------|------------------------------|-----------------|
| B1 (a) | 22 | 22.44 | 6514 | 12.9 |
| B1 (c) | 1 | 1.02 | 60 | 0.12 |
| B2 | 6 | 6.13 | 14459 | 28.63 |
| B8 | 32 | 32.65 | 21898 | 43.36 |
| Sui Generis | 6 | 6.13 | 5436 | 10.76 |
| Vacant | 31 | 31.63 | 2133 | 4.22 |
| Vacant Site | 1 | | 9798 | |
| Totals | 98 | 100 | 50500 | 100 |
| Clusters | | | | |
| Food Related | 3 | 3.06 | 402 | 0.8 |
| Creative Industries | 6 | 6.13 | 538 | 1.07 |
| Printing | 3 | 3.06 | 270 | 0.53 |
| Business/Professional Services | 22 | 22.45 | 7206 | 14.27 |
| Road Haulage | 2 | 2.04 | 2827 | 5.6 |
| Construction Related | 6 | 6.13 | 2333 | 4.62 |
| Public Utility - Pumping Station | 1 | 1.02 | 609 | 12.06 |
| Vacant Waste Site | 1 | | 9798 | |

NB: Eight of the vacancies recorded in this survey were very small storage units in the Cannon Wharf Business Centre of less than 7m².

Quality of Existing Portfolio and Internal Environment

Cannon Wharf Business Centre

Age and Quality of Buildings

Cannon Wharf Business Centre: This building is a converted laundry. Although providing a relatively modern environment, it was not purpose built for multi occupied office use. The owners and occupants consider that presents a poor image for potential occupiers and does not provide an adequate office environment due to heating and air circulation problems.

Noise and Other Obvious Pollutants

There are no noise problems or polluting activities arising from this centre.

State of the External Areas and Public Realm

The business centre is well maintained.

Parking Internal Circulation and Servicing

The business centre has good servicing, parking provided within the estate and reasonable internal circulation.

'Jet Stationery Building' and Marine Wharf Offices

Age and Quality of Building

The Jet Stationery Building is a large recently built quality manufacturing facility with good servicing yards and delivery facilities. Marine Wharf offices is a modern building providing good quality office accommodation on a self contained fenced site with parking.

Haulage premises and Other Buildings on Yeoman Street (Yeoman Logistics)

The haulage yard is occupied but a derelict appearance to the street. Other premises are a mix of smaller buildings dating to about 1920 - 1940 of varying quality.

Insulcrete Works and Timber Yards

This site has a mixture of buildings of varying age and quality, and open storage sites. One building appears to be relatively modern and well maintained consisting of small ground floor storage/workshop units and first floor offices.

Former Salter Paper Works Romborough Avenue

This is a former waster paper recycling depot. Most of the site is open storage with some open sided storage sheds.

Premises on Croft Street

These are two smaller warehousing/workshop buildings on self contained sites and of reasonable quality. The Earl Pumping Station is a water utility building.

Noise and Other Obvious Pollutants

Jet Stationery

The manufacturing process itself causes no obvious pollution problems. Problems have occurred with the way the plant has organised deliveries early in the morning. Complaints have been received about excessive noise both from vehicles and staff. This appears to be a management issue relating to the fact that the markets used by this firm at the time of the survey had changed with deliveries arriving from further afield than the local market the firm occupying the premises originally relied upon.

Cannon Wharf Business Centre

This Business Centre is suitable for B1 (a) uses and causes no pollution or noise problems.

Haulage Premises and Other Buildings on Yeoman Street

There may be some disturbance to residential development on Plough Way caused by large road haulage lorries.

Former Salter Paper Works Romborough Way

The Employment Land Survey showed that this land was vacant. The former waste use would have involved lorry deliveries that may have caused disturbance to the

flats on Romborough Way and Plough Way.

Premises on Croft Street

Smaller uses on self contained sites. Close to adjacent residential development. Intensification of uses in these buildings unlikely to be acceptable.

Quality of the Wider Environment

Cannon Wharf Business Centre

Adjacent land uses constraining operations or quality of uses on site

Residential uses adjoin this centre to this northern and south western boundaries. Open Storage uses bound the centre to the north east. It is bounded to the south east by an embankment which is also a site of nature conservation importance which effectively provides a physical and visual barrier to the centre.

Perception of the Wider Environmental Quality

This is a small modern self contained estate. The estate has a limited frontage on to the main road (A200). Although it does not make a positive contribution to the street scene at this location its impact is limited.

Local Facilities for the Workforce

The estate is situated in a largely residential area. Facilities for the workforce are locally limited. There is a café on site. Most facilities are to be found at Surrey Quays and Lower Road about 10 minutes walk away in London Borough of Southwark.

Jet Stationery Building and Marine Wharf

Adjacent Land uses constraining operations or quality of uses on site

Residential land uses on Plough Way act to constrain deliveries to the manufacturing/warehouse facility occupying the Jet Stationery buildings.

Perception of the Wider Environmental Quality

Both of these buildings present a modern high quality appearance to Plough Way. They are located adjacent to new area of residential development within the London Borough of Southwark associated with the South Dock Marina.

Local Facilities for the Workforce

As for Cannon Wharf.

Premises on Croft and Yeoman Street, and Rainsborough Avenue

The open yards and haulage sheds on Yeoman Street are of poor visual quality. There is some adjacent residential development. The site at Rainsborough Avenue is a backland area that is difficult to see from the surrounding area.

Recent Market Activity on Site

Cannon Wharf Business Centre

The Industrial Land Survey and internet information from London Business Centres indicates that occupancy levels remain high. 7 office units in the centre were recorded as vacant ranging between 500 - 1500 m² with four storage units vacant, as at 25 April 2007.

Other Sites

A number of buildings and offices were recorded as vacant. All were marketed by Kalmars Commercial 020 7403 0600

64-72 Croft Street: Single Storey Modern Industrial/warehouse property comprising a portal frame building approximately 12ft eaves height and a secure yard to the front. (204 m²) Rent @ £40,000 per annum. Freehold @ £650,000.

Elgood Industrial Estate. 'Flexible lets of warehousing, offices an open yard.

'Accommodation on the Estate is provided in the form of flexible industrial

warehouse units, ideal for storage, offices and open storage and office space on site'. Leasehold @ from £2 to £6 ft².
Former Salter Paper Recycling Site Rainsborough Avenue. 'Up to 3 acres warehousing and open storage to let'. Flexible lets @ £2 ft² excl.

Accessibility

Workforce Catchment

The employment area is in Evelyn Ward.

Access by Public Transport

Several bus routes are available on Evelyn Street. No rail stations are close by. Surrey Quays Underground Station is 650 metres away from Cannon Wharf Business Centre and the various sites on Plough Way and Yeoman Street are about 850 metres away. This Station is on the East London Line and which links to the Jubilee Line at Canada Water giving access to both Canary Wharf and the City. Public Transport links to Crystal Palace and stations in the west of Lewisham, and north to Hackney will improve with the introduction of the East London Line extension.

PTAL ratings: Office at Marine Wharf PTAL 1 Most of the rest of the area falls into PTAL 2 apart from Earl Pumping Station which is in PTAL 3.

RTP's Assessment

Context

- 4.76 The Plough Way DEA is on the borough's northern boundary with Southwark, close to the Thames, and comprises a collection of sites with a variety of different uses of varying age and quality. The area is accessed from various points, and there is not continuous internal circulation. Much of the area is now surrounded by well established and also new, high quality housing. The south-western corner of the site is bounded by Evelyn Street and consists of a distinct site called Cannon Wharf. The eastern part of the site, known as Marine Wharf, fronts Plough Way and consists of two modern buildings: a large shed and an office building. The middle part of the area, referred to here as the "Industrial Area", is the lowest quality in the area and is accessed via Yeoman Street.

Environmental quality

- 4.77 This is a complex area of different sites, each with a different character. Cannon Wharf and Marine Wharf are of reasonable quality and pose little pollution threat; whereas the industrial area is of a more general industry character, with heavy plant and noisy activities.
- 4.78 Although of varying quality the stock of buildings and total size of the area suggests an opportunity to create critical mass in employment terms.

Cannon Wharf Business Centre

- 4.79 At the south western corner of the site, Cannon Wharf is discrete from the rest of the area with access from Evelyn Street (the A200). The main building appears to be an old (perhaps 1930s) industrial building that has been converted to serviced accommodation for small businesses. The management centre advertises availability of offices, workshops and studios. The buildings are between one and three storeys in height and are let to a variety of users. There is ample parking and good circulation. The quality of the converted space appears more suited to light industrial use than office occupation.

Industrial Area

- 4.80 The middle part of the site is of much lower quality use, comprising general industrial use with tip-up trucks parked along the road, the businesses separated by chain-link fencing. Some of the space provides open store for a scaffolding business. Several of the buildings are in a poor state of repair.

Marine Wharf

- 4.81 Marine Wharf is the most modern part of the area, encompassing the eastern half of the site. It consists of two modern buildings. The first building is used as a disaster recovery centre for Lloyds Bank, and despite its size, it is only likely to accommodate a handful of jobs on site. The second building, built around 2000, is a production and distribution facility built for Jet UK Ltd, a stationery manufacturing and distribution business. This building has been vacated and is being marketed by commercial agents. The second building looks a little older, but is well maintained and is occupied by one of the clearing banks as a disaster recovery centre. There is ample parking and circulation on both plots, although space surrounding the storage and production facility is more limited should HGV access be required.
- 4.82 Follow-up research on the cause of the shed's demise revealed that (a) there is a restrictive condition on delivery hours which the business claimed compromised its operation and (b) that there was significant conflict with neighbouring residential areas due to the heavy vehicle traffic generated by the facility. Following a period in financial administration, Jet UK is in the process of downsizing, and appears to have decided that this site is uneconomical, and have decided to relocate to a smaller facility.
- 4.83 In terms of the building size and restrictions on delivery hours, we have concerns about whether these premises would be attractive to occupiers.

Wider environment

- 4.84 The surrounding area is densely residential. To the north there is high quality, modern residential, some with gated access and surrounding a marina. Further along Plough Way, towards Surrey Quays, the properties are older, but the area is firmly residential.
- 4.85 The area to the south of the site, bounded by Evelyn Street, is also primarily residential, and is served by a number of bus routes. Due to the high density of housing here, parking outside of the site is at a premium, but due to the on-site parking at Cannon Wharf and Marine Wharf, does not present a problem there. Vehicles appear to find enough space to stop in Yeoman Street if they are accessing this part of the site.
- 4.86 While the area is predominantly residential, facilities are quite limited in the immediate area, apart from a few shops and cafes at the western end of Plough Way. However, a much wider range of services is available at the Surrey Quays shopping centre which is little more than ten minutes walk away.

Access

- 4.87 Evelyn Street is served well by buses and there is also a route along Plough Way. Surrey Quays, on the East London Line, and with its associated bus and underground routes is approximately ten minutes walk from the northern part of the site.

Market

- 4.88 The buildings here are too varied to make general comments about marketability. The Marine Wharf buildings are of a modern design and construction and on well managed sites. However, whilst the office building is clearly marketable as a

standard B1 building, it is understood that the warehouse was built for its occupiers' specific needs, and does appear a little anomalous in the context of the surrounding commercial property market.

- 4.89 Cannon Wharf appears to be serving a local need, but its apparent age and conversion raise questions over its ability to attract office and quasi-office occupiers requiring modern facilities and servicing. The Industrial Area clearly meets a need for a certain type of user, but it is unsightly and detracts from the overall quality of the area.

Overview

- 4.90 The Plough Way DEA is a large area with a mix of uses. It does not form a coherent site with continuous circulation, but has critical mass and its coherence could be improved with careful planning. It is thus a "strategic" site with good access and the potential to deliver significant new employment space close to an established commercial centre.

Silwood Street Rail Arches DEA

Picture Snapshot: Some of the Silwood Street Rail Arches



RTP's Assessment

Context

- 4.91 Silwood Street rail arches are located under the Deptford-London Bridge stretch of rail line. Rotherhithe New Road provides local shops and services. The area is surrounded by residential uses, but there is also significant light industrial activity to the north and west, over the borough boundary in Southwark.

Environmental quality

- 4.92 The arches are occupied by the usual array of arch uses - motor trades, building supplies, etc. They are in a quite variable range of conditions, some well looked

after, but others in poor and neglected condition. Several have yardage area that is cluttered, untidy and used for storing unsightly vehicles, equipment and waste.

Wider environment

- 4.93 Silwood Street sits within a mixed residential and commercial environment. Much of the housing to the north of the site has either been replaced, or is in the process of being demolished to make way for new housing. Nearby, in Southwark, there is a significant concentration of light industrial activity. The arches are very close to the core Surrey Canal SIL activities, and other DEAs such as Juno Way, Bolina Road, British Wharf, etc.

Access

- 4.94 Silwood Street runs off New Road in Southwark, and becomes Lewisham half way along its length. At its eastern end, Silwood Street is a dead end, where it meets the Silwood Triangle DEA. The nearest mainline station is South Bermondsey, which is a few minutes walk away.

Market

- 4.95 The arches clearly serve a local need for a certain kind of typical railway arch activity. Vacancy is low and, no doubt, as one arch becomes vacant, another occupier is soon found. They do not, however, present a wider commercial opportunity, and their continued use will have to be monitored for their impact on the new housing that is about to be developed on the opposite side of Silwood Street.

Overview

- 4.96 These arches do not form a strategic employment use within the borough. They provide a valuable local resource for businesses, but require significant refurbishment to suit new or emerging uses.

Silwood Triangle DEA

Picture Snapshot: ELL Depot buildings under construction on Silwood Triangle...



Lewisham Council's Sites Audit, 2006 - Waste Sites on Landmann Way, Silwood Triangle And Gemini Project

Base Information

Overall Size of Site/Area: 9.41 ha

Site Description and Context

These sites comprise an area of land between two railway lines meeting at a point in the northern tip of Silwood Triangle, crossed by east to west by two railway viaducts providing a substantial estate of converted railway arches. The area to the south of the railway viaducts is dominated by the Borough's main waste processing and transfer facilities.

Floorspace in Use (by segment/unit size):

Gemini Industrial Estate: 48 modernised railway arches ranging between 100m² and 135 m² and an open site between railway viaducts Total Floorspace in Arches (Estimated): 6119m² in Site Area: 14443 m².

Waste Facilities: Combined Heath and Power Plant (SELCHP) Building Footprint 8176 m² in Site Area 20331 m².

Civic Amenity Site: Site Area 2279 m².

Waste Transfer Site Total Floorspace 2318 m² Site Area 6202 m²

Silwood Triangle Open Site Vacant Land: 38827 m²

Overall Total Floorspace: 16633 m². On Sites 82082 m².

Occupancy 2005/6 Industrial Land Survey

| Use Class | No of Units | % of Units | Floorspace | % Floorspace |
|----------------------------|-------------|------------|----------------------|--------------|
| B1 (c) | 4 | 7.8 | 511 | 3 |
| B2 | 4 | 7.8 | 8533 | 51.3 |
| B8 | 21 | 41.2 | 2691 | 16.2 |
| Sui Generis | 5 | 9.8 | 2762 | 16.6 |
| Unknown | 14 | 27.5 | 1739 | 10.5 |
| Vacant | 3 | 5.9 | 397 | 2.4 |
| Vacant Site | 1 | | Vacant Site 38827 m2 | |
| Totals | 51 | 100 | 16633 | 100 |
| Clusters | | | | |
| Food Manufacturing/Related | 2 | 3.9 | 222 | 1.3 |
| Manufacturing | 3 | 5.9 | 376 | 2.3 |
| Business Services | 3 | 5.9 | 390 | 2.3 |
| Creative Industries | 4 | 7.8 | 506 | 3 |
| Waste Management/Transfer | 3 | 5.9 | 10494 | 63.1 |
| Construction Related | 9 | 17.6 | 1283 | 7.7 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

Deptford Recycling (Hinkcroft Skips)

This is a waste transfer station that has been improved by the addition of modern sheds to contain noise and dust. Other buildings on site are modern and of good quality.

SELCHP

This is a Combined Heat and Power Plant commissioned at the end of 1993. It was designed to be a local landmark and maintains a high environmental quality.

Civic Amenity Site: This is an open site with small office buildings and large skips for the receipt of public waste. Decorative artistic features have been placed around the boundary connected with recycling.

Silwood Triangle

At the time of the survey this was an open scrub area. Until the 1980s, the site, which is surrounded by railway lines or former railway lines on three sides, was formerly occupied by a number of bad neighbour uses including including steel fabrication (Farmers Ltd), lorry breaking and a GLC vehicle disposal depot. These uses vacated the area in the 1980s and after a brief period of unauthorised occupation by a concrete crushing plant, the present limited clearance and remodelling of the site took place. The site has been vacant for at least 10 years. Subsequent to the survey (August 2006) planning permission was granted for use of the land as a car pound with construction of ancillary offices with an access road on to Landmann Way with palisade fencing. This was in connection with the relocation of the car pound from the its previous established site in Juno way in order to allow for the construction of the East London Railway.

Noise and Other Obvious Pollutants

Deptford Recycling (Hinkcroft Skips). This site generates noise and dust from vehicle movements an waste operations. Although waste handling facilities have been improved dust and noise generated affects the adjacent British Wharf Industrial Estate.

SELCHP meets all EA and EU regulations in respect of emissions from incineration plants. The use generates a high volume of lorry (refuse vehicle) movements.

Silwood Triangle

This site which was covered in scrub at the time of the survey has been extensively fly-tipped in the past. The pollutants on the site are therefore unknown. Subsequent to the survey planning permission was granted for the relocation of the Lewisham Car

Pound to this site, and it now also hosts a temporary depot for East London Line Extension works.

State of the External Areas and Public Realm

This area is not on a through route

Parking Internal Circulation and Servicing

These sites all have adequate car parking facilities and servicing. Gemini Industrial Estate is well served for parking and circulation. Some of the arches to the east of Landmann Way have particularly large servicing areas in relation to the number of arches services.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The Waste Processing Areas are contained behind railway viaducts and are directly adjacent to other industrial users only. Silwood Triangle, although bounded to the west by a railway line and to the west by the proposed East London Line Extension to Peckham is open and exposed. The Silwood Estate to the west is being rebuilt and will provide a high quality residential area sensitive to noisy or polluting uses. Any development on this site will need to take account of this constraint.

Perception of the Wider Environmental Quality

The waste uses are in an isolated site. The Combined Heat and Power Station is a large monumental building with a tall chimney that provides a local landmark.

Local Facilities for the Workforce

This area is isolated from local facilities in the central area of the Surrey Canal DEA.

Strategic Access

Ease of access to main road network

The area has direct access to the Major Road Network (A200) Evelyn St via Grinstead Road and to the A2 via Surrey Canal Road and Ilderton Road.

Proximity to rail sea and air freight

These sites are not in proximity to rail, sea and air freight facilities.

Recent Market Activity on Site

Land Use Surveys consistently show that a limited number of arches are actively marketed at any one time, showing a generally high level of occupation. It has also been noted throughout this survey history that many of the arches are unlabelled. This is apparently due to the policy that Spacia have for this Estate of not allowing signs on individual arches, an requiring payment for a communal sign at the entrance to the Estate.

All vacant railway arches on the Gemini Industrial Estate are actively marketed by Spacia.

Accessibility

Workforce Catchment

This area is in Evelyn Ward and close to the borders of New Cross Ward.

Access by Public Transport

The area is in PTAL 1. Nearest stations area at New Cross Gate and South Bermondsey. No bus routes pass close by.

RTP's Assessment

Context

- 4.97 Silwood Triangle DEA lies to the east of Oldfield Grove. The area to the west of Oldfield Grove is dominated by new housing, both high and low density, ranging from two storey houses to a seven storey apartment block.

Environmental quality

- 4.98 At the northern end of the site is an electricity substation, probably servicing the railway. The remainder of the area is a construction site for the East London Line extension, with prefab offices, parking and construction materials. Much of the site is open and unused, but a large building is being constructed on the eastern side of the site for staff facilities and temporary offices. Following construction of the ELL, it is not clear what the longer-term holds for the site.

Wider environment

- 4.99 The southern end of the area is adjacent to the Gemini Project, and beyond the railway embankment lies SELCHP and British Wharf. To the east lies a railway line which screens the area from the residential district beyond. The main potential conflict resulting from possible development of the site for industrial use lies with the residential properties lying immediately to the west. These are new properties and are of a good quality. There is also on-going regeneration as blocks of flats north of Silwood Street are being demolished for new development. Intensification of industrial use on Silwood Triangle might therefore cause conflict here, unless development is for "light" and "clean" industrial uses, and adequate screening is created (already some landscaping has occurred).

Access

- 4.100 The site's main access is via a purpose-built roundabout, into Landmann Way on the south side. It could also potentially be accessed via Oldfield Grove and Silwood Street (which can be accessed from the north and west from New Road), although there is no current access, and such a development might cause conflict with the residential nature of the street.

Market

- 4.101 There are no properties on the site to assess from a market perspective.

Overview

- 4.102 Assuming that a proportion of this land becomes available for development once more when the ELL extension is complete, it does present a significant industrial opportunity. When all the East London Line extensions are completed, the size of the triangle will be reduced, reducing the availability of land for any development, but also increasing the separation of any new development from housing. The site lies in an established industrial area - effectively on the same site as Gemini - and is reasonably self-contained (assuming earthwork screening in the western boundary). It could present a rare opportunity to provide some modern, replacement stock for "cleaner", light industrial uses.

Stanton Square DEA

Picture Snapshot: Entrance to Stanton Square Industrial Estate



Lewisham Council's Sites Audit, 2006 - Stanton Square DEA

Base Information

Overall Size of Site/Area: 0.97 ha.

Site Description and Context: The DEA forms part of an island site near the southern boundary of the borough surrounded by major roads. It is an isolated site and does not form part of a larger area. However Worsley Bridge Road Employment Area is 5 - 10 minutes walk away which is linked to a far wider area of employment uses to be found in the London Borough of Bromley.

Floorspace in Use (by segment/unit size) Overall Total Floorspace 4228 m².

Small Industrial Estate of 6 2 storey purpose built industrial/warehouse units with dedicated servicing ranging between 300 - 500 m². amounting to Total Floorspace 2366 m² Site Area 4547 m².

Two sites with older style workshop/warehousing buildings. Total Floorspace 1168 m². Site Area 4831 m².

Converted church/pub building 694 m² Site Area 347m².

Occupancy 2005/6 Industrial Land Survey

| Use Class | Units | % | Floorspace | % |
|----------------------|----------|------------|-------------|------------|
| B8 | 7 | 77.8 | 3039 | 71.9 |
| Vacant | 2 | 22.22 | 1189 | 28.1 |
| Totals | 9 | 100 | 4228 | 100 |
| Clusters | | | | |
| Road Haulage | 1 | 11.1 | 397 | 9.4 |
| Construction Related | 2 | 22.22 | 1192 | 28.2 |
| Services | 3 | 33.33 | 1123 | 26.6 |
| Car Related | 1 | 11.1 | 327 | 7.7 |

One unit in the Stanton Square Industrial Estate was vacant, and one of the older style industrial workshop buildings was recorded as vacant but in the process of being refurbished.

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings

There are two types of premises in this small area. The Stanton Square Industrial Estate is a small self contained estate of modern self-contained steel framed with steel cladding units with ground floor warehouse/workshops, roller shutter doors, first floor offices and toilets. Other buildings are a mix of older brick built low rise industrial buildings which provide a relatively good quality appearance to Southend Lane.

Noise and Other Obvious Pollutants

The estate is surrounded by one way traffic so that any noise generated by the estate would be largely masked by background noise. The uses within the estate are not likely to be generally polluting.

State of the External Areas and Public Realm

The Industrial Estate is of standard quality, well maintained with dedicated servicing areas and is security fenced and gated. The frontage of the units onto Stanton Way is well maintained with landscaping. The other buildings facing Southend Lane appear well maintained, are low rise and unobtrusive in an overall traffic dominated environment.

Parking Internal Circulation and Servicing

The Stanton Square Industrial Estate is purpose built and has access for HGVs, and parking spaces immediately in front of each unit. There is an HGV Loading Bay. The premises at 491-505 Southend Lane have two parking spaces within the property boundary although access is directly on to the main road which might cause servicing difficulties. The Scaffolding yard at 471 Southend Lane has a large yard which gives adequate access and servicing.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The area is surrounded by roads and the Superstore car park

Perception of the Wider Environmental Quality

The local area is dominated by traffic, and is adjacent to a superstore which is also a high traffic generator with extensive parking areas. The Employment uses on this site are of a relatively high environmentally quality and do not detract from this area.

Local Facilities for the Workforce

This area is well provided with shopping, leisure and community facilities (Superstore at Bell Green, Leisure Centre, Doctor's Surgeries and other facilities). Nursery Creche provision.

Strategic Access

Ease of access to main road network

The area has direct access on to London Distributor Roads which connect easily with the Strategic Road Network (A21 and A205).

Proximity to rail sea and air freight

The uses on this estate are small scale and do not require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

The ownership of the Stanton Square Industrial estate has recently changed (Noted June 2007), and the overall appearance of the estate has been upgraded. The estate was formerly in the ownership of Greater London Enterprise.

Unit A was recorded vacant at the time of the Industrial Land Survey.

These were marketed by GLE as 'Modern Industrial/Warehouse Space...the units are self-contained with ground floor warehouse/workshops, roller shutter doors, parking immediately in front of the units, first floor offices and toilets. Rentals were quoted as £39,730 per annum for Unit A (519 m²) and £29,922 per annum for Unit B (397 m²). Greater London Enterprise confirmed that Unit B had been let successfully shortly before the completion of the survey. The units were offered on 3 or 5 year lease with review in Year 4.

At the time of the survey GLA properties indicated that the vacant units has not been easy to let. They did not provide any reasons for this difficulty

The building at No 491-505 Southend Lane was vacant at the time of the survey but was recorded as being refurbished.

Accessibility

Workforce Catchment

The Area is on the borders of Bellingham, Perry Vale and Sydenham Wards.

Access by Public Transport

The site is within 10 minutes walk of Lower Sydenham Railway Station giving access to Central London (London Bridge and Charing Cross and south to Hayes. The superstore at Bell Green is the focus of several local bus routes. The PTAL is Level 3.

RTP's Assessment

Context

- 4.103 Stanton Square sits on an island site in the south of the borough, surrounded by major roads and adjacent to Bell Green. Part of the western portion of the island site lies outside the DEA boundary, and is occupied by a pub, and a new block of flats called St Michael's House.
- 4.104 The DEA is made up of Stanton Square itself, a scaffolding business, and sundry other small scale premises. Stanton Square was developed in 1970, and is showing signs of neglect and decay.

Environmental quality

- 4.105 Stanton Square itself is a small industrial estate of 6 purpose-built industrial/warehouse units. The buildings are two storey, with storage, workshops on ground and offices above. During the visit, two of the buildings appeared to be empty. The site is also showing visible signs of neglect and decay, with paint peeling and weeds growing on the forecourt. The adjacent scaffolding business serves to further worsen the overall quality of the environment; and the sundry

collection of business premises fronting Southend Lane on the north side of the site are old and of poor quality.

- 4.106 The industrial estate has good immediate access, with plentiful parking and circulation space. In terms of noise and other pollution, the encircling traffic generates more of both than the industrial estate.

Wider environment

- 4.107 The site sits within a hostile environment dominated by traffic and noise and is dislocated from other uses. To the north of the site is Bell Green, which includes a gas works, a very large Sainsbury's and much derelict land. To the south lies low density residential use and Haseltine Primary School.

Access

- 4.108 The site lies at the junction of the A212 Sydenham Road and the A2218 Southend Lane, and has direct access to the strategic road network, specifically the A205 and the A21. One of the benefits of the Sainsbury's superstore at Bell Green is the concentrations of bus services, and Lower Sydenham mainline rail station is less than ten minutes walk away, with connections to London Bridge and Charing Cross.

Market

- 4.109 The Stanton Square industrial Estate was sold by Greater London Enterprise during 2007. At least two of the units appeared to be empty during the site visit.

Overview

- 4.110 While the premises on Stanton Square are reasonably good quality (despite some recent neglect), the quality of the immediate environment is unlikely to attract new businesses for whom staff facilities and environmental quality are important. The site is not of strategic employment significance, given its proximity to Worsley Bridge Road and the potential development of Bell Green.

Willow Way DEA

Picture Snapshot: A printing firm on Willow Way...



Lewisham Council's Sites Audit, 2006 - Willow Way DEA

Base Information

Overall Size of Site/Area: 1.22 ha.

Site Description and Context: This is a small area dominated by small warehousing and business units located around a back road to the rear of the large shopping parades at the corner of Kirkdale and Dartmouth Road in the south eastern corner of the borough. Some residential development overlooks the site. The area has direct access on to the A Road network and is close to the South Circular Strategic Route.

Floorspace in Use (by segment/unit size):

Willow Way Business Park: Total Floorspace 1326 m² Site Area 1513m²

General Industrial/Warehousing Buildings: Total Floorspace 5157 m² Site Area 5137m²

Depot

An office/depot facility currently occupied by a Private Company contracted to the Council to provide district housing services is located in this Employment Area. This site has single storey office buildings comprising 490 m² of office space, a depot/warehouse building 266 m² on a Site 3637 m²

| Occupancy 2005/6 Industrial Land Survey (not including Council depot) | | | | |
|--|---------------------|-------------------|-----------------------------|---------------------|
| Uses | No. of Units | % of Units | Amount of Floorspace | % Floorspace |
| B1 (a) | 1 | 5.55 | 66 | 1 |
| B1 (c) | 1 | 5.55 | 196 | 3 |
| B2 | 4 | 22.22 | 1068 | 16.4 |
| B8 | 9 | 50 | 4108 | 63 |
| Sui Generis | 1 | 5.55 | 235 | 3.6 |
| D1 Leisure | 1 | 5.55 | 676 | 10.37 |
| Unknown | 0 | 0 | 0 | 0 |
| Vacant | 1 | 5.55 | 170 | 2.6 |
| Totals | 18 | 100 | 6519 | 100 |
| Clusters | | | | |
| Food Related | 2 | 11.11 | 1360 | 20.9 |
| Creative Industries | 4 | 22.22 | 868 | 13.3 |
| Printing | 3 | 16.7 | 672 | 10.3 |
| Car Repairs | 2 | 11.11 | 631 | 9.68 |
| | | | | |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings
Willow Way Business Centre. This is a small purpose built business centre (1980s) that provides a high quality secure environment for small warehousing office and light industrial uses.
Sydenham Park. This comprises a church or chapel building in flint and a two storey warehouse building

Noise and Other Obvious Pollutants
There are some car servicing uses that will cause noise and pollution and lorry deliveries. These are small scale and containable within the Willow Way area.

State of the External Areas and Public Realm
The area presents a generally good quality appearance. Most of the premises are fenced and well maintained.

Parking Internal Circulation and Servicing.
Willow Way itself is a relatively narrow road. It is not a through route however and so is virtually entirely used for servicing the employment area premises.
Willow Way Business Centre has allocated car parking. It is not suitable for HGV use.
No. 10 Willow Way (formerly Midas House) has no assigned parking and relies on use of Willow Way for its operation. The building is occupied by a printing firms which does not require large amounts of parking or dedicated facilities for its operation.
12-24 Willow Way (Willow House) has a security gated yard with parking for at least 4 vehicles.
21-25 Willow Way. This is a small garage building that services vehicles (cars) within the curtilage of the premises.
27-49 Willow Way has a large securely gated yard with containers with the possibility of HGV access.
Sydenham Park: This building has forecourt parking for 4 vehicles in what is a residential street.
51-57 Willow Way. This building has a small security fenced yard with containers adequate for the circulation and parking needs of the business.
The Council Depot is a relatively large site with extensive parking and circulation space serviced off Willow Way.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site

The site is adjacent to a mixed area of commercial (retail) and residential development. It is unlikely that intensification of the current uses on this site would be acceptable.

Perception of the Wider Environmental Quality

This Employment Area is embedded in a largely residential area close to a local shopping parade at Dartmouth Road Kirkdale. The buildings are centred for the most part around a single road (Willow Way) in a backland area behind the shopping parades. Most of the buildings in the area are discreet and relatively good quality in appearance and are not out of keeping with the mixed retail/commercial/residential character of the area.

Local Facilities for the Workforce

This area is close to District Shopping Centre facilities in Forest Hill (10 minutes walk). It is directly adjacent to the facilities in the large shopping parade on Kirkdale.

Strategic Access

Ease of access to main road network

This Area has nearby access to the A205 South Circular Road via the A2216 Dartmouth Road to Sydenham Road and

Proximity to rail sea and air freight

The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

The 2005/6 survey recorded one vacant unit in the Willow Way Business Centre which was being marketed. A follow up visit in 2007 recorded that the unit is occupied by a Building Services firm.

The follow up visit recorded that the premises at 1 Sydenham Park were up for sale by Kalmars Estate Agents. Their web site recorded that the premises were under offer. The asking price for these buildings was £1.5 million.

Accessibility

Workforce Catchment

The employment area is on the borders of Sydenham and Forest Hill Wards.

Access by Public Transport

The Employment Area is located half way between Forest Hill and Sydenham Railway Stations which give access to London Bridge Waterloo and Charing Cross and stations to Croydon. Several local and longer distance bus routes pass by on Dartmouth Road. The PTAL index is 3.

RTP's Assessment

Context

- 4.111 The Willow Way DEA is a relatively quiet side road linking the commercial areas of Dartmouth Road and Kirkdale in the south west corner of the borough. It is a long-established, tightly-defined employment site within a largely residential district.
- 4.112 The site provides a wide variety of building types, housing a diverse range of businesses. All the premises appear to be occupied. As well as traditional industrial uses such as printing, catering and motor trades, the site accommodates two design companies, a diamond blade supplier and a medical equipment supplier.

Environmental quality

- 4.113 The Willow Way environment is of a good quality. Several of the buildings date from the 1960s/1970s and are low rise, brick built structures, most of which appear well maintained. The street is relatively quiet and there are no obvious causes of significant noise or other pollution: the existing uses are generally compatible with the mixed residential/retail character of the area. Parking is clearly problematic: several of the premises have constrained parking facilities and there is widespread on-street parking.

Wider environment

- 4.114 Willow Way is adjacent to the shopping parades on Dartmouth Road and Kirkdale, and is about ten minutes walking from Forest Hill. Local shops and services are many and varied, providing a useful resource for employers and staff alike. Beyond the shopping parades the area provides good quality, low density housing.

Access

- 4.115 Willow Way is located between Forest Hill and Sydenham mainline rail stations, which are both within ten minutes walk, providing access to London Bridge and Charing Cross. Dartmouth Road and Kirkdale are both main bus routes. Dartmouth Road, the A2216, provides simple access to the South Circular.

Market

- 4.116 Willow Way appears to be fully occupied; it is well maintained, and is situated adjacent to a busy commercial area. The buildings are clearly very marketable. The site is comparatively small and self-contained: any encroachment by other uses such as residential would quickly break up the cohesion, attraction and critical mass of the site.

Overview

- 4.117 Willow Way appears to be a successful employment area, providing good quality stock, close to a commercial centre in the south of the borough. While parking is problematic, the "side road" nature of the area limits the negative impact of on-street parking. The DEA provides a valuable employment resource and should be managed as such in policy terms.

Worsley Bridge Road DEA

Picture Snapshot: Broomsleigh Business Park...



Lewisham Council's Worsley Bridge Road DEA

Base Information

Overall Size of Site/Area: 1.2 ha.

Site Description and Context

This is a well defined area of land in a mixture of business uses on the southern boundary of Lewisham borough. The site is bounded by the Catford to Hayes railway line on the western boundary with leisure and open space uses beyond. It is bounded to the east by Worsley Bridge Road with residential uses opposite. There is a large factory to the south which is within the London Borough of Bromley. The Employment Area within Lewisham is in fact a small part of a larger area of commercial and industrial uses within LB Bromley.

Lower Sydenham Rail Station is adjacent to the site.

Floorspace in Use (by segment/unit size) Total Floorspace

The Area divides into:

Broomsleigh Business Park which comprises a set of modern warehouse and office buildings of varying sizes. The larger warehouse units are arranged around a service yard. The smaller 2 storey office units surround these warehouses and have frontages directly onto Worsley Bridge Road and Station Approach. Site Area: 4286 m² Overall Floorspace: 2676 m²

Kelvin House a three storey office building (Site Area: 2205 m² Overall Floorspace: 2676 m²)

Small warehouse/workshop office building on own site: Floorspace: 376 m² Site Area: 727 m²

| Occupancy 2005/6 Industrial Land Survey | | | | |
|--|---------------------|-------------------|-----------------------------|---------------------|
| Uses | No. of Units | % of Units | Amount of Floorspace | % Floorspace |
| A1 | 1 | 4.7 | 500 | 4.3 |
| A3 | 1 | 4.7 | 83 | 0.7 |
| B1 (a) | 7 | 33.5 | 2902 | 25.1 |
| B1 (c) | 3 | 14.3 | 570 | 4.9 |
| B2 | 4 | 19 | 1272 | 11.1 |
| B8 | 1 | 4.7 | 3936 | 34 |
| D2 | 1 | 4.7 | 1118 | 9.6 |
| Unknown | 1 | 4.7 | 134 | 1.1 |
| Vacant | 2 | 9.5 | 1051 | 9.1 |
| Totals | 21 | 100 | 11566 | 100 |
| Clusters | | | | |
| Business Services | 7 | 33.5 | 5402 | 46.7 |
| Manufacturing | 2 | 9.5 | 318 | 2.8 |
| Car Related | 5 | 23.8 | 1955 | 16.9 |
| Creative Industries | 3 | 14.3 | 1962 | 17 |
| Printing | 1 | 4.7 | 70 | 0.6 |

Quality of Existing Portfolio and Internal Environment

Age and Quality of Buildings
This area comprises modern, purpose built industrial units, an office/industrial block from the 1960s and some smaller premises.

Noise and Other Obvious Pollutants
The uses at this location are likely to generate some traffic noise.

State of the External Areas and Public Realm

Parking Internal Circulation and Servicing
All the buildings at this location either have adequate parking and servicing areas, or are uses where street parking is unlikely to be extensive.

Quality of the Wider Environment

Adjacent land uses constraining operations or quality of uses on site
This employment area within Lewisham forms part of a much larger area of employment uses to be found in the London Borough of Bromley to the south and west. Residential uses are to be found on the eastern side of Worsley Bridge Road. It is unlikely that intensification of uses on the site would therefore be acceptable.

Perception of the Wider Environmental Quality
This industrial area has a good quality appearance with modern buildings and appropriate servicing.

Local Facilities for the Workforce
This site is close by the Sainsbury development at Bell Green, and local shopping facilities and services (e.g. Doctor's surgery and Post Office.)

Strategic Access

Ease of access to main road network
The area has close access to the main road network via Worsley Bridge Road.

Proximity to rail sea and air freight
The uses on this estate are small scale and do not have require proximity to large freight facilities in order to operate successfully.

Recent Market Activity on Site

Kelvin House (a three storey office block with industrial uses) April 2007 Advertised to let by Kalmars Commercial. 7260 ft² (674 m²)
The premises comprise of mixture of ground floor industrial and office space with gas central heating, male and female wcs and electricity.
Two adjoining warehouse areas were advertised totalling approximately 4550 ft² with a large roller shutter door (13 ft eaves). The office element totalled 2000 ft² with ancillary storage of 710 ft².
Rent £34,450 p.a

Accessibility

Workforce Catchment

This employment area is in Bellingham ward.

Access by Public Transport

Lower Sydenham Rail station directly adjoins the site, and bus routes are close by on Southend Lane. PTAL 3 - 2.

RTP's Assessment

Context

- 4.118 Worsley Bridge Road is a relatively large concentration of economic activity, on a triangular strip of land, backing on to the railway. It lies on the southern boundary of the borough, and should be seen within the context of the wider employment land uses in the neighbouring London Borough of Bromley. The site is only a few minutes walk from Stanton Square, and accommodates a broad mix of businesses ranging from office to industrial.
- 4.119 Immediately to the south of the site, and within the London Borough of Bromley, there is a large vacant 1960s building previously occupied by Dylon International Ltd, a business that manufactures fabric dyes and household products. Around 7,000 sq m (75,000 sq ft) of office space in the building is currently being marketed at £4.64 sq ft.

Environmental quality

- 4.120 The quality of stock on the estate is generally good, and comprises mostly modern purpose built units with some older 1960s/1970s stock. The uses on the site are all fairly "clean", and apart from traffic noise, are unlikely to generate any pollution issues for the neighbouring residential developments. Parking and circulation across the site appears to be generally good.
- 4.121 The southern part of the site is Broomsleigh Business Park, a development of two storey 1980s buildings, mainly in office use. Businesses include accountancy, cabling, facilities management, humidification and hydration systems, independent financial advice, interior design and optics.

Wider environment

- 4.122 The wider area of this DEA is of a high quality. The area immediately to the east of Worsley Bridge Road has seen extensive residential development in recent years; to the south there are extensive green areas, and to the south east there is Beckenham Place Park. To the south west lies a wider employment area in LB Bromley, not least of which is Lower Sydenham Industrial Estate.

Access

- 4.123 Immediate access to the site is good along Worsley Bridge Road, which turns off the A2218 Southend Lane. This in turn joins the A212 Perry Lane which provides access to the A205 South Circular. Local bus services also appear to be good. On the southern edge of the site, there is Lower Sydenham mainline rail station.

Market

- 4.124 During the visit it was noted that a small, two storey, 1970s brick built office building was empty at the northern end of the site, together with 13,000 sq ft of office space further along Worsley Bridge Road. Kelvin House has also been recently let to Bromcom, a business providing registration software to schools. The site lacks visibility from Southend Lane.

Overview

- 4.125 This DEA provides a rare concentration of office activity in the borough as well as the more usual sundry selection of industrial uses such as motor trades. The buildings are generally in good order and the environmental quality is high. However, there is a level of vacancy, and the relocation of Dylon International has led to a large amount of space coming on to the market. More recent residential development to the east of Worsley Bridge Road is likely to make intensification of use in the site unlikely, but there is a proven track record for attracting clean, non-intrusive businesses to the site. This site should continue as an important employment location in the borough.

5 NON-DEFINED EMPLOYMENT LOCATIONS

- 5.1 Since these the following are not designated employment locations they did not feature in Lewisham Council's Sites Audit. However, they have elements of employment uses within their designation, and therefore we assess this as part of the employment land review.

Convoys Wharf

Picture Snapshot: Aerial shot of the Convoys Wharf site from the River..



RTP's Assessment

Context

- 5.2 Convoys Wharf is not a designated DEA but is nevertheless a major prospective scheme that could potentially have a major impact on employment opportunities in the borough. The site is situated on the edge of the Thames, east of Evelyn Street, looking across to the Isle of Dogs. It is large and, by any measure, strategic.
- 5.3 Convoys Wharf was previously used by News International to import paper for its print business. In 2002, News International submitted an outline planning application for a large-scale development, comprising over four million square feet of floorspace with around 3,500 new dwellings; around 750,000 sq ft employment space, and major new cultural and creative facilities. The proposals also retain a working wharf to serve a waste recycling and remanufacturing facility on the site.

Environmental quality

- 5.4 Convoys Wharf currently includes a collection of wharf buildings, light industrial premises, temporary storage and warehousing uses. Many are clearly in a deteriorating state. However, this needs to be viewed in the context of the redevelopment proposals which envisage wholesale replacement of this stock. Its position on the riverside presents a major opportunity to create a large public area with new community and cultural facilities.

Wider environment

- 5.5 Convoys Wharf is surrounded by residential use, some high rise, some quite new and some of a low quality. It is also a short walk from Deptford High Street with its wide range of shops and services.

Access

- 5.6 While the site is in close proximity to Evelyn Street (A200), one of its few disadvantages is its relative inaccessibility - there is not a mainline/underground station nearby. The nearest stations are Surrey Quays, Deptford and Greenwich.

Market

- 5.7 It is difficult to assess the market perception of this site given its current use and its prospective use. However, the proposed development will open up the river frontage to the public and provide a direct connection between the Thames and Deptford High Street.

Overview

- 5.8 This is clearly a strategic site of long-term importance to the borough. It has the capability of providing a large amount of employment space as part of a major mixed use development. Its future employment role should, however, be placed in the context of expectations for other DEAs. For example, Plough Way, Oxestalls Road and Creekside (all sites identified within the Deptford New Cross Masterplan as appropriate for major, comprehensive mixed use development) are potential providers of major new employment land opportunities. The implications of the totality of this provision are examined in Chapter 6 in this report.

Engate Street

RTP's Assessment

Context

- 5.9 Engate Street is a short cul-de-sac just off the large roundabout at the junction of Lewisham High Street and Molesworth Street. Its southern end backs onto the Hither Green-Lewisham rail line; and it is bordered to the north by a small green area and the Ravensbourne River. Engate Street is not a DEA.

Environmental quality

- 5.10 The site sits behind a parade of buildings that front onto Lewisham High Street. These buildings are serviced from the rear, and there is clearly pressure for parking and servicing space. The site comprises three buildings: a two storey piano repair and sales business; a Royal Mail sorting office and an empty, 32,000 sq ft storage/distribution building, formerly occupied by F&P Wholesaling. The buildings are of a reasonable quality, dating probably from the 1960s and 1970s.

Wider environment

- 5.11 The site is very close to Lewisham High Street and does, therefore, benefit from access to local shops and services. It is also within a very short walk of the Riverdale Shopping Centre, a little way along Molesworth Street. In short, the site is a part of a busy and dense commercial centre.

Access

- 5.12 This Access to the site is very good. It is located next to Lewisham High Street and Molesworth Street which are well served with buses. Lewisham mainline and the DLR are no more than ten minutes walk away. Lewisham High Street is the A21, which gives easy access to the South Circular.

Market

- 5.13 In market terms, this site might be described as a residual employment site. It comprises just three buildings, including a purpose-built postal sorting office, and a quite large storage/distribution building that now seems a little anomalous in its surroundings. Employment density on the site - even assuming the storage/distribution building as occupied - is quite low.

Overview

- 5.14 This site is not a “strategic” site in market terms - it is small and constrained, and the presence of the Royal Mail sorting office limits redevelopment options. Even if Royal Mail relocated elsewhere, there is not a proven office market in the location (despite the nearby presence of the Citibank building). Assuming the site became vacant, it would seem more suitable for some form of Mixed Use development as it is in a Town Centre location and the general policy for Town Centres is to promote mixed use development supportive of the functioning of the Town Centre.

Mercury Way Waste Sites

Picture Snapshot: Waste management operator on Mercury Way...



RTP's Assessment

Context

- 5.15 The non-designated Mercury Way waste sites lie immediately to the west of the Juno Way DEA. The two areas are separated by the New Cross Gate to London Bridge stretch of railway line. The area comprises five or six separate sites accommodating both waste management sites and various car trades activities. To the north, Mercury Way emerges onto Surrey Canal Road, and to the south onto Cold Blow Lane.
- 5.16 The sites have been protected by the GLA for waste management.

Environmental quality

- 5.17 The sites themselves are, by their nature, noisy, dirty and highly congested with lorries delivering waste material. Mercury Way itself is in a poor condition due to the HGV activity. The site backs onto a railway embankment which separates it from the Juno Way DEA. The overall environmental quality of the site can only be described as poor, and incompatible with residential use. Because the rail line and embankment separates the site from the main Juno Way area, it is somewhat anomalous in its surroundings.

Wider environment

- 5.18 The area to the west and south of this site is made up of good quality housing, most of which is relatively new. Mercury Way - which is a quite narrow road - is all that separates the site from the adjacent housing. There has been a meagre attempt at screening, using coniferous trees, but this has little impact.

Access

- 5.19 The site is accessed by HGVs from Surrey Canal Road. Access from Cold Blow Lane is more constrained by its residential character, with width restrictions to prevent lorry access into Conservation Area to the south. The site is isolated from shops and services, it has no presence or frontage and is physically constrained by its narrow shape.

Market

- 5.20 In market terms, this is not a commercial site for B-class uses. It is isolated from other commercial activity, and the current uses and buildings are specific to their occupiers. If the site were cleared, its commercial potential would remain constrained physically as well as by the neighbouring residential estates.

Overview

- 5.21 This site is of strategic employment importance, but only for its current uses which is commercial waste transfer. It lacks commercial viability for delivering B-space. Bearing to the west of the rail line it is physically separated from the core SIL area and it is undesignated as a SIL. However, since this site is designated by the GLA, and actively used, for waste management, it is strategically important and therefore should be included in the SIL area.

Pomeroy Street

RTP's Assessment

Context

- 5.22 Pomeroy Street is a non-designated site of about four businesses located in a primarily residential neighbourhood. Pomeroy Street, the B2227, runs north-south, and marks the border between Lewisham and Southwark. The area is close to New Cross.

Environmental quality

- 5.23 The buildings on this site are generally in a good condition, although there is a range in building age. The buildings generally are shed-style, and house, among others, a building supplies business -and a tool hire business.

Wider environment

- 5.24 Pomeroy Street is set within a largely residential neighbourhood which has a mix of housing types, both high and low density. There are several green areas in the vicinity.

Access

- 5.25 Pomeroy Street connects the A2 Old Kent Road and the A202 Queen's Road. Both roads are well served as bus routes. The site is very close to Queen's Road mainline station, and only a short walk from New Cross Gate. Access is therefore very good.

Market

- 5.26 The buildings on this site are in a fair condition, and appear to be relatively suitable for other users should the sitting occupiers choose to relocate. They lack main road frontage, but this need not deter entirely from their marketability. They are a good size and look quite flexible internally.

Overview

- 5.27 This site is not of strategic importance, and is operates at a relatively low employment density. There is some scope for intensification of use but, given the surrounding residential area, this would need to be sensitive and appropriate in scale.