

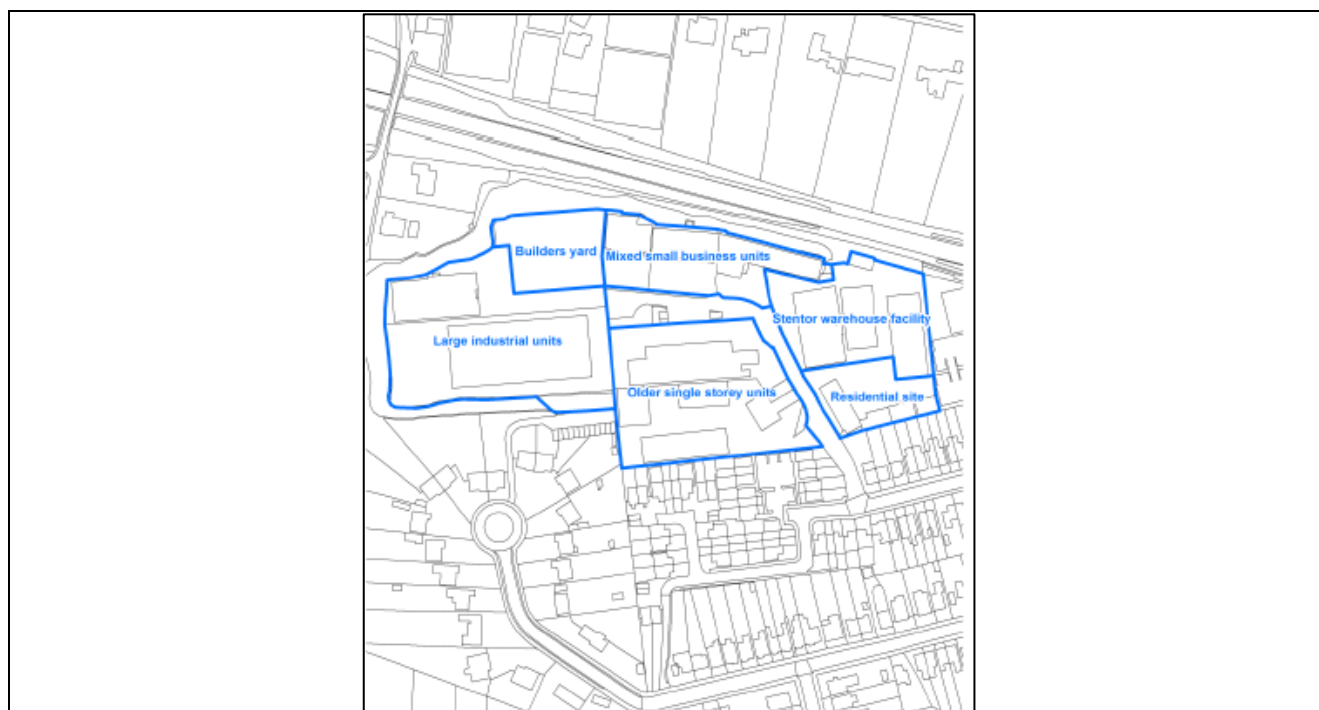


# **Development Management Plan (Regulation 19) Employment Area Review**

**Appendix 1**

**October 2017**

## Albert Road North, Reigate



### Scale of Employment Provision

Site area	3.0ha
Commercial premises	20
Commercial floorspace	10,905sqm
Density	0.41 plot ratio
Conclusion	Site is of medium scale (10,000-20,000sqm)

### Connectivity and Profile

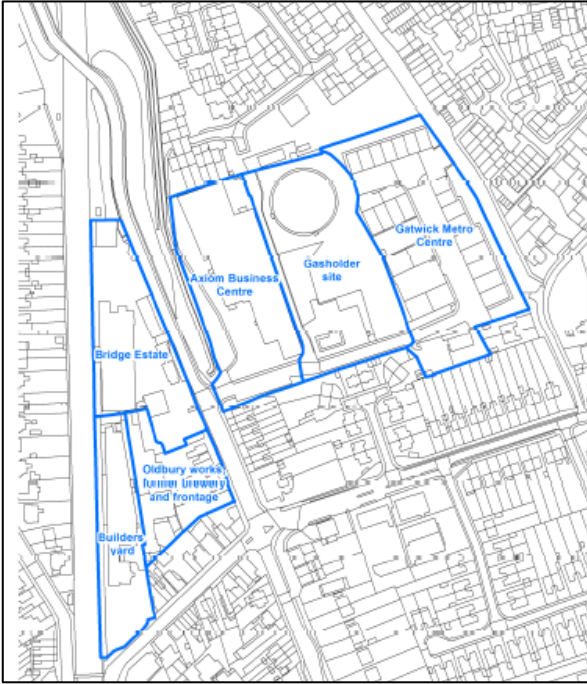
Location and connectivity	<ul style="list-style-type: none"> <li>• Situated approximately 0.8km north-west of Reigate town centre with a predominantly residential area</li> <li>• Approximately 0.6km from the nearest main distributor road (the A217), which is accessed via relatively narrow residential roads</li> <li>• Approximately 2.5km from Junction 8 of the M25 which provides the main strategic road access, and around 10.0km from Gatwick Airport</li> <li>• Approximately 0.6km west of Reigate rail station and bus services along the A217 and A25</li> <li>• Limited prominence</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• No permanent facilities for employees on the site</li> <li>• Site is a short distance (approximately 10-15 minutes walk) from Reigate town centre</li> <li>• Site provides a reasonable quality business environment, but improvements would be beneficial particularly to the entrance</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Restricted access: narrow, heavily parked residential roads</li> <li>• Residential amenity restricts type of business/ operations which can reasonably operate from the site</li> <li>• Topography and physical surroundings restrict expansion</li> </ul>

Accommodation Mix			
Description	Premises are predominantly traditional single-storey brick built industrial units and two-storey industrial/ warehouse units with ancillary offices.		
Size	<100sqm	0sqm	0.0%
	100-250sqm	325sqm	3.0%
	250-500sqm	3,240sqm	29.7%
	500-750sqm	3,130sqm	28.7%
	750-1,000sqm	810sqm	7.4%
	>1,000sqm	3,400sqm	31.2%
	Summary	Predominantly medium (250-750sqm) but with notable component of large units (>1,000sqm).	
Quality	Primary	0sqm	0.0%
	Good Secondary	2,550sqm	23.4%
	Secondary	5,465sqm	50.1%
	Tertiary	2,890sqm	26.5%
	Summary:	Predominantly secondary.	
Use Class Profile	B1(a)	680sqm	6.2%
	B1(b)	2,425sqm	22.2%
	B1(c)	2,445sqm	22.4%
	B2	270sqm	2.5%
	B8	4,295sqm	39.4%
	Total B-use class	10,115sqm	92.8%
	A Class	0sqm	0.0%
	SG	0sqm	0.0%
	Other	470sqm	4.3%
	Vacant	320sqm	2.9%
Parking/ Servicing	<ul style="list-style-type: none"> <li>• Most units have their own designated parking; however, there are also other areas within the site where on-street parking is possible</li> <li>• Movement within the site generally appears adequate</li> <li>• Access to the site via narrow residential roads which are congested by on-street parking, limited turning space at nearby junctions and a restricted railway bridge</li> </ul>		
Business and Occupier Profile			
Type of businesses	Warehousing/ distribution	4,295sqm	39.4%
	Light industrial services	2,425sqm	22.2%
	Light industrial manufacturing	2,445sqm	22.4%
	Specialist manufacturing/ product devices	270sqm	2.5%
	Office-based services	680sqm	6.2%
	Leisure/ community	470sqm	4.3%
	Other	320sqm	2.9%
Summary	Predominantly warehousing/ distribution uses (39.4%).		
Market Performance & Perception			
Occupancy	<ul style="list-style-type: none"> <li>• There is currently one vacant unit</li> <li>• Vacancy levels have fallen since the redevelopment of the offices to residential</li> </ul>		
Development activity and interest	<ul style="list-style-type: none"> <li>• A 2006 consent to redevelop the western half of the site (units 50-61) to provide 5,600sqm of new industrial/ warehouse premises was not pursued</li> </ul>		

	<ul style="list-style-type: none"> <li>• No further commercial development interest has arisen over the past decade</li> <li>• A new residential development is currently under construction. This was brought about in light of permitted development rights. It has resulted in the loss of 12 units and 900sqm of business space.</li> </ul>
Future opportunities and pressures	<ul style="list-style-type: none"> <li>• The estate has experienced pressure for residential redevelopment. In 2011 consent for residential development was refused for the older industrial units and in 2013 an application to replace Buckland House offices with residential was granted in light of the permitted development rights.</li> <li>• There would be scope to renew the 2006 consent. This would regenerate the eastern half of the estate and provide approximately 2,000sqm of additional employment space.</li> <li>• Beyond this, there would be some limited opportunities to focus on renewal/ intensification of existing sites.</li> </ul>
Summary	<p>The estate has a low vacancy rate. Whilst interest in commercial development has been limited, overall demand for existing units appears to remain robust and the site is a viable and attractive business location. Some future potential to expand and enhance employment provision exists, although on-going pressure for residential development is likely. There are some challenges with the suitability of certain operations/ occupiers given the recognised access constraints; however, these are unlikely to be overcome without comprehensive redevelopment.</p>
<b>Sub-area summaries</b>	
Residential site	<ul style="list-style-type: none"> <li>• Planning permission is being implemented to convert office/ business units to residential units.</li> <li>• The occupancy of the small workshop/ warehouse units to the rear was historically good; however, the office units experienced higher vacancy. Overall, vacancy generally around 15-20% over past 10 years.</li> </ul>
Stentor warehouse facility	<ul style="list-style-type: none"> <li>• Single occupier</li> <li>• Good secondary grade warehouse units – each over 500sqm</li> <li>• Fully occupied for past decade</li> </ul>
Mixed small business units	<ul style="list-style-type: none"> <li>• Units of mixed character in terms of businesses ranging from office-based operations to leisure uses</li> <li>• Generally secondary grade accommodation</li> <li>• Range of sizes</li> <li>• Fully occupied for past 7 years following a short period of high vacancy during 2008/09.</li> </ul>
Builders yard	<ul style="list-style-type: none"> <li>• Approximately 0.2ha used for open storage</li> <li>• Development potential either in isolation or in conjunction with adjoining units (see below)</li> </ul>
Larger business units	<ul style="list-style-type: none"> <li>• Larger business units</li> <li>• Generally warehouse or light industrial uses</li> <li>• Development potential longer-term as per previous application – could yield additional 2,000sqm</li> <li>• Historically well occupied – no more than two units vacant at any one time over the past decade.</li> <li>• Vacancies improved over past few years and currently fully occupied.</li> </ul>
Older single storey units	<ul style="list-style-type: none"> <li>• Traditional brick built industrial premises</li> <li>• Medium sized</li> </ul>

	<ul style="list-style-type: none"><li>• Combination of warehouse and manufacturing operations</li><li>• Potential for renewal or intensification (second stories/ mezzanines)</li><li>• For much of the past 5 years, this part of the estate has been fully occupied</li><li>• The units have been fully occupied for much of the last eight years</li><li>• One unit is currently vacant – planning permission has been granted for a change of use to day centre for disabled adults.</li></ul>
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## Balcombe Road, Horley

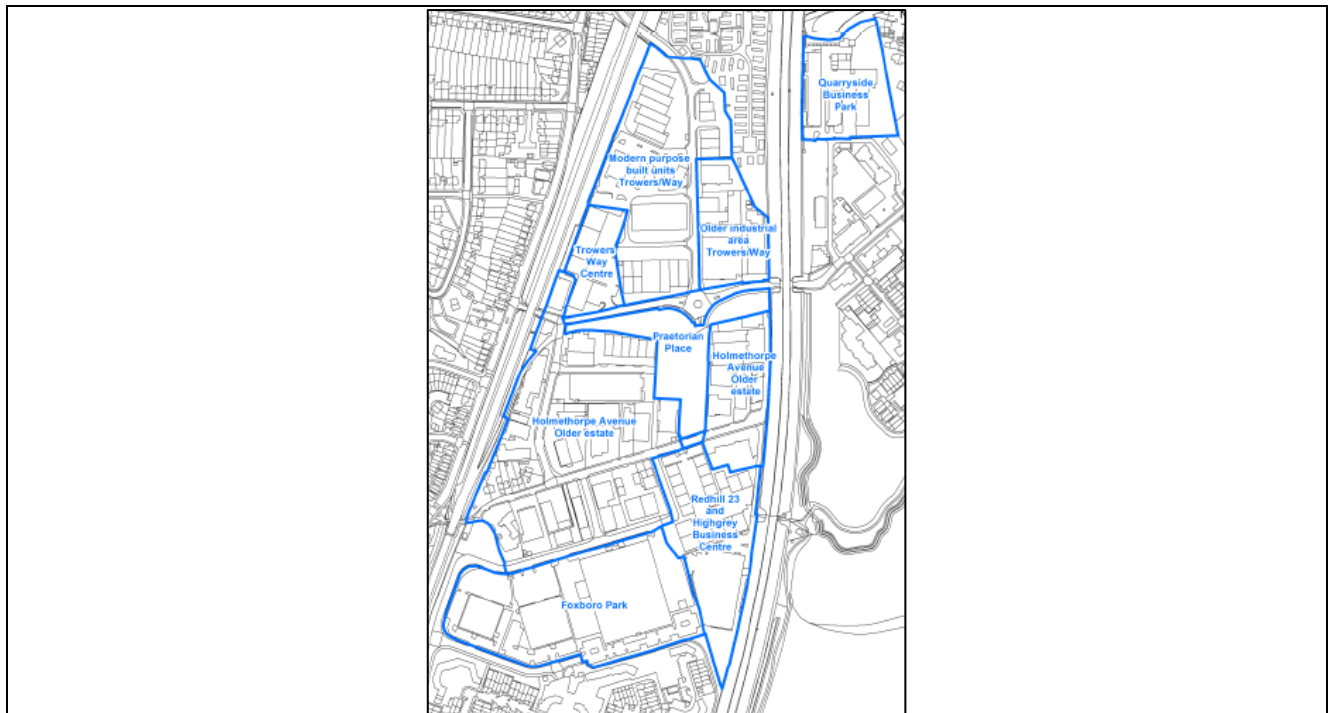
	
<b>Scale of Employment Provision</b>	
Site area	4.8ha
Commercial premises	51
Commercial floorspace	18,285sqm
Density	0.38 plot ratio
Conclusion	Site is of medium scale (10,000-20,000sqm)
<b>Connectivity and Profile</b>	
Location and connectivity	<ul style="list-style-type: none"> <li>• Situated on either side of Balcombe Road</li> <li>• Approximately 0.3km north-east of Horley town centre</li> <li>• Accessed directly form Balcombe Road within leads directly to the A23 around 0.8km away</li> <li>• Approximately 3.0km from J9 of the M23 which provides the main strategic road access</li> <li>• 2.5km from Gatwick Airport</li> <li>• Approximately 0.7km west of Horley rail station and approximately 0.3km from a range of bus services which run through Horley town centre</li> <li>• Limited prominence, albeit it does have frontage onto Balcombe Road</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• No permanent facilities on the site apart from a small mobile snack food van which operates within the vicinity of the estate</li> <li>• Pub and small local centre within less than 5 minutes walk</li> <li>• Short distance (approximately 10 minute walk) to Horley town centre</li> <li>• Gatwick Metro Centre/ Axiom Business Centre both provide a good quality, formal business environment, although improvements to the gateway to the sites would be beneficial. Environmental quality on the Bridge Estate is generally poor.</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Shape and extent of the Bridge Estate is constrained by Balcombe Road</li> <li>• The railway line restricts the efficiency of the site</li> <li>• Listed buildings (Bridge Estate)</li> </ul>

Accommodation Mix			
Description	Premises vary across the different areas of the estate ranging from modern business/ industrial units arranged in a typical small estate, good quality units subdivided from a large industrial building and older brick built industrial/ workshop premises.		
Size	<100sqm	190sqm	1.0%
	100-250sqm	4,285sqm	23.4%
	250-500sqm	7,150sqm	39.1%
	500-750sqm	1,285sqm	7.0%
	750-1,000sqm	785sqm	4.3%
	>1,000sqm	4,590sqm	25.1%
	Summary	Predominantly smaller units (100sqm – 500sqm) and notable proportion of larger units (>1,000sqm).	
Quality	Primary	0sqm	0.0%
	Good Secondary	10,230sqm	55.9%
	Secondary	0sqm	0.0%
	Tertiary	8,055sqm	44.1%
	Summary:	Split between good secondary or tertiary.	
Use Class Profile	B1(a)	3,095sqm	16.9%
	B1(b)	375sqm	2.1%
	B1(c)	5,995sqm	32.8%
	B2	880sqm	4.8%
	B8	4,440sqm	24.3%
	Total B-use class	14,785sqm	80.9%
	A Class	0sqm	0.0%
	SG	1,935sqm	10.6%
	Other	0sqm	0.0%
	Vacant	1,565sqm	8.6%
	Parking/ Servicing	<ul style="list-style-type: none"> <li>• Most units have their own designated parking; however, some do not</li> <li>• Prevalence of parking along access roads, particularly to the Gatwick Metro Centre</li> <li>• Movement and servicing within the site generally appears adequate</li> <li>• Access to the site via Balcombe Road is adequate</li> </ul>	
Business and Occupier Profile			
Type of businesses	Warehousing/ distribution	4,440sqm	24.3%
	Light industrial services	375sqm	2.1%
	Light industrial manufacturing	5,995sqm	32.8%
	Specialist manufacturing/ product devices	880sqm	4.8%
	Office-based services	3,095sqm	16.9%
	Leisure/ community	0sqm	0.0%
	Other	3,500sqm	19.1%
Summary	Predominantly light industrial manufacturing (32.8%) and warehouse/ distribution (24.3%).		
Market Performance & Perception			
Occupancy	<ul style="list-style-type: none"> <li>• There are currently 5 vacant units, totalling 1,565sqm</li> <li>• Vacancies on the estate peaked at over 25% in 2008 due in part to the refurbishment of the Axiom Centre.</li> </ul>		
Development activity	<ul style="list-style-type: none"> <li>• There has been little commercial development activity on the estate</li> </ul>		

and interest	<p>over the past decade.</p> <ul style="list-style-type: none"> <li>• The Axiom Business Centre underwent significant refurbishment in 2007/08</li> <li>• A 2010 consent to reconfigure and refurbish units 8-10 on the Bridge Estate (part of the Oldbury Works area) was not pursued</li> <li>• A planning application for residential redevelopment of part of the old brewery site was submitted in 2014 but subsequently withdrawn</li> </ul>
Future opportunities and pressures	<ul style="list-style-type: none"> <li>• Pressure for residential redevelopment of parts of the estate, particularly on the Bridge Estate</li> <li>• There remains long-term potential to expand the estate onto the Gasholder site subject to operational needs. Based on the plot ratio of the adjoining Metro Centre, this could deliver up to 5,000sqm of additional employment space. Even allowing for the retention of the gasholder, the site could deliver up to 2,500sqm</li> </ul>
Summary	<p>Demand for units on the estate appears healthy, with vacancies falling sharply since 2009 and remaining low over recent years across the estate. Turnover/ new lettings run at a healthy level. With the exception of the Axiom Business Centre, the estate has seen investment over the past decade; however, this does not seem to have affected attractiveness. Long-term potential to expand the estate onto the gasholder site remains possible subject to operational needs. Overall, the estate is considered to remain a viable and attractive business location.</p>
<b>Sub-area summaries</b>	
Gatwick Metro Centre	<ul style="list-style-type: none"> <li>• Modern business estate – good quality environment</li> <li>• Small/ medium sized industrial and warehouse units with office accommodation – good secondary grade</li> <li>• Range of warehousing/ distribution and office-based businesses</li> <li>• Robust occupancy over the past decade - only 4% (1 unit) for 10 of the past 11 years</li> </ul>
Gasholder site	<ul style="list-style-type: none"> <li>• Operational</li> <li>• Longer-term development potential – could generate between 2,500-5,000sqm of additional space</li> </ul>
Bridge Estate	<ul style="list-style-type: none"> <li>• Older industrial units, mixed size and tertiary grade but generally well occupied</li> <li>• Range of distribution and light industrial service businesses</li> <li>• Historically good occupancy over past decade, one vacant unit (50sqm).</li> </ul>
Builders Yard	<ul style="list-style-type: none"> <li>• Single occupier</li> <li>• Large warehouse/ trade counter premises</li> <li>• Occupied for past 10 years</li> </ul>
Oldbury Works, former brewery and frontage	<ul style="list-style-type: none"> <li>• Low quality, older commercial premises – 2 long-term occupiers</li> <li>• Industrial/ manufacturing businesses</li> <li>• Derelict/ vacant listed brewery works – previous interest for residential conversion</li> <li>• Other units consistently occupied by same businesses over the past decade</li> </ul>



## Holmethorpe, Redhill



### Scale of Employment Provision

Site area	17.5ha
Commercial premises	166
Commercial floorspace	85,953sqm
Density	0.49 plot ratio
Conclusion	Site is of large scale (20,000sqm+)

### Connectivity and Profile

Location and connectivity	<ul style="list-style-type: none"> <li>• Situated between railway lines to the east of Redhill</li> <li>• Accessed from Frenches Road/ Ormside way relief road which leads directly to the A23 around 0.6km away</li> <li>• Approximately 6.0km (driving distance) from Junction 8 M25 via the A23/A25</li> <li>• Approximately 10.0km from Gatwick Airport</li> <li>• Approximately 1.2km north of Redhill rail station and town centre</li> <li>• A range of bus services run through the estate and along Frenches Road</li> <li>• Limited prominence from strategic road corridors but some branding on approaches</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• Two food vans operate from the estate; there are two cafés; there is a mini-food mart; and it is less than 5 minutes walk to Tesco Express convenience store.</li> <li>• Estate generally provides a good quality, well maintained business environment. Environmental quality is however lower in parts of the site, particularly around Holmethorpe Avenue. Some branding/coherence across the estate.</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Entrance from Frenches Road constrained by narrow rail bridge</li> <li>• Relief road has improved access to A23 through north of estate</li> <li>• On-road parking is a problem in parts of the estate, restricting movement.</li> </ul>

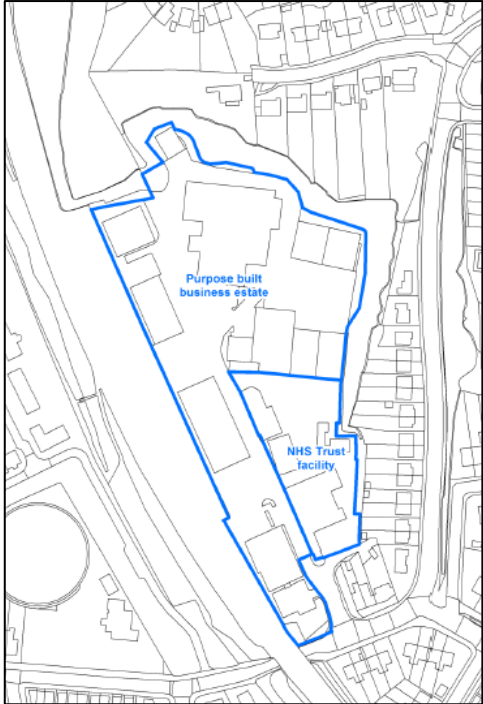
### Accommodation Mix

Description	Varied across the site. Ranges from modern purpose built industrial units arranged in small estates, very large distribution units and older, traditional brick built units or premises converted for business use.		
Size	<100sqm	485sqm	0.6%
	100-250sqm	8,065sqm	9.4%
	250-500sqm	24,029sqm	28.0%
	500-750sqm	13,674sqm	15.9%
	750-1,000sqm	7,760sqm	9.0%
	>1,000sqm	31,940sqm	37.2%
	Summary	Good mix of smaller units (250-500sqm) and larger units (>1,000sqm).	
Quality	Primary	27,093sqm	31.5%
	Good Secondary	21,240sqm	24.7%
	Secondary	16,985sqm	19.8%
	Tertiary	20,635sqm	24.0%
	Summary:	Mixed across all grades.	
Use Class Profile	B1(a)	6,769sqm	7.9%
	B1(b)	6,940sqm	8.1%
	B1(c)	15,204sqm	17.7%
	B2	8,020sqm	9.3%
	B8	27,692sqm	32.2%
	Total B-use class	64,625sqm	75.2%
	A Class	4,316sqm	5.0%
	SG	3,904sqm	4.5%
	Other	1,005sqm	1.2%
	Vacant	12,103sqm	14.1%
	Parking/ Servicing	<ul style="list-style-type: none"> <li>• Most units, particularly on the more modern parts of the estate, have dedicated parking</li> <li>• Older parts, particularly around Holmethorpe Avenue, do not have adequate provision, leading to on-road parking congestion and compromising movement</li> <li>• Movement elsewhere in the site is generally adequate. Relief road has improved circulation.</li> <li>• Access to the site from the north is good but access to the site from Frenches Road is constrained.</li> </ul>	
<b>Business and Occupier Profile</b>			
Type of businesses	Warehousing/ distribution	26,957sqm	31.4%
	Light industrial services	6,785sqm	7.9%
	Light industrial manufacturing	15,359sqm	17.9%
	Specialist manufacturing/ product devices	8,755sqm	10.2%
	Office-based services	6,769sqm	7.9%
	Leisure/ community	1,005sqm	1.2%
	Other	20,323sqm	23.6%
Summary	Good mix of uses. Predominantly warehouse/ distribution (31.4%). Good proportion of other uses (23.6%).		
<b>Market Performance &amp; Perception</b>			
Occupancy	<ul style="list-style-type: none"> <li>• There are currently 22 vacant units (12,103sqm)</li> </ul>		
Development activity	<ul style="list-style-type: none"> <li>• There has been significant development on the estate over the past</li> </ul>		

and interest	<p>decade, including the development of two new small estates providing 27 new units and almost 7,500sqm of additional employment space.</p> <ul style="list-style-type: none"> <li>• The long-term vacant site at 37-41 Holmethorpe Avenue have recently been redeveloped</li> <li>• Investment in and improvement of accommodation has occurred throughout the estate, including the new unit build by Valley Automotive on Trowers Way.</li> <li>• The land set aside for commercial provision as part of the Watercolour development has subsequently been developed for residential use.</li> </ul>
Future opportunities and pressures	<ul style="list-style-type: none"> <li>• Future residential development of the Thorntonside area in line with its identification in the Holmethorpe Development Brief will reduce available space.</li> <li>• There is limited opportunity for future expansion within the majority of available sites being developed over the past 5 years</li> <li>• Opportunities to enhance and intensify employment provision in parts of the estate remain, particularly around Holmethorpe Avenue.</li> </ul>
Summary	<p>The estate has experienced periods of relatively high vacancy; however, this has improved over the past couple of years and demand. Demand has strengthened, particularly evidenced by the rapid take-up of new units. Turnover/ new lettings have run at a healthy level over much of the past decade. Development interest in the estate has been particularly strong with two major developments in the past decade and further investment in a number of new/ refurbished units on the estate, demonstrating good market perception. Future expansion potential is however limited. Overall, the site is considered to remain a viable employment area.</p>
<b>Sub-area summaries</b>	
Modern purpose built units Trowers Way	<ul style="list-style-type: none"> <li>• Purpose built light industrial/ warehouse premises, typically with mezzanine accommodation/ offices.</li> <li>• Historically vacancy rate of around 20-25% over the past decade. Some long term vacant units on Trowers Way (+5 years)</li> <li>• Some new occupiers within last couple of years in traditionally long-term vacant units.</li> </ul>
Older industrial area Trowers Way	<ul style="list-style-type: none"> <li>• Traditionally brick built, single storey industrial units</li> <li>• Some investment in premises of late by occupiers to ensure suitability for modern business.</li> <li>• Robust occupancy. Fully occupied for much of the past decade with only notable period of vacancy during recession (2008-2010) (13%).</li> </ul>
Trowers Way Centre	<ul style="list-style-type: none"> <li>• Modern large warehouse/ trade counter premises built in early 2000s.</li> <li>• Fully occupied for past decade with little or not turnover of occupants.</li> </ul>
Praetorian Place	<ul style="list-style-type: none"> <li>• Recently constructed, modern industrial warehouse units with office component.</li> <li>• Take up strong, with some units pre-let to completion.</li> <li>• There is currently one vacant unit (388sqm).</li> </ul>
Holmethorpe Avenue Older Units	<ul style="list-style-type: none"> <li>• Mixed character – some traditional purpose built industrial/ business units and some converted premises</li> <li>• On-site parking provision most limited on this part of the estate leading to some on-street parking congestion</li> <li>• Historically good occupancy, with an average vacancy rate of around</li> </ul>

	<p>10% over the past decade. Vacancies peak in 2013-14 at 20% but have fallen again of late following strong take up.</p> <ul style="list-style-type: none"> <li>• Currently no vacant units.</li> </ul>
Redhill 23 and Highgrey Business Centre	<ul style="list-style-type: none"> <li>• Mixture of modern purpose built small/ medium sized units and recently refurbished industrial premises.</li> <li>• Highgrey Business Park comprises large, long-term vacant industrial unit which has been refurbished and converted recently (2014) into smaller premises. Access is somewhat constrained.</li> <li>• Occupancy has steadily increased on Redhill 23 since completion in 2009. Take-up was initially slow due to the recession. There is currently only 1 vacant unit (310sqm).</li> </ul>
Foxboro Park	<ul style="list-style-type: none"> <li>• Three large purpose built warehouse type premises (built in the early 2000s)</li> <li>• Currently used for specialist data centre/ geosciences operations</li> <li>• Fully occupied for past 5 years.</li> </ul>

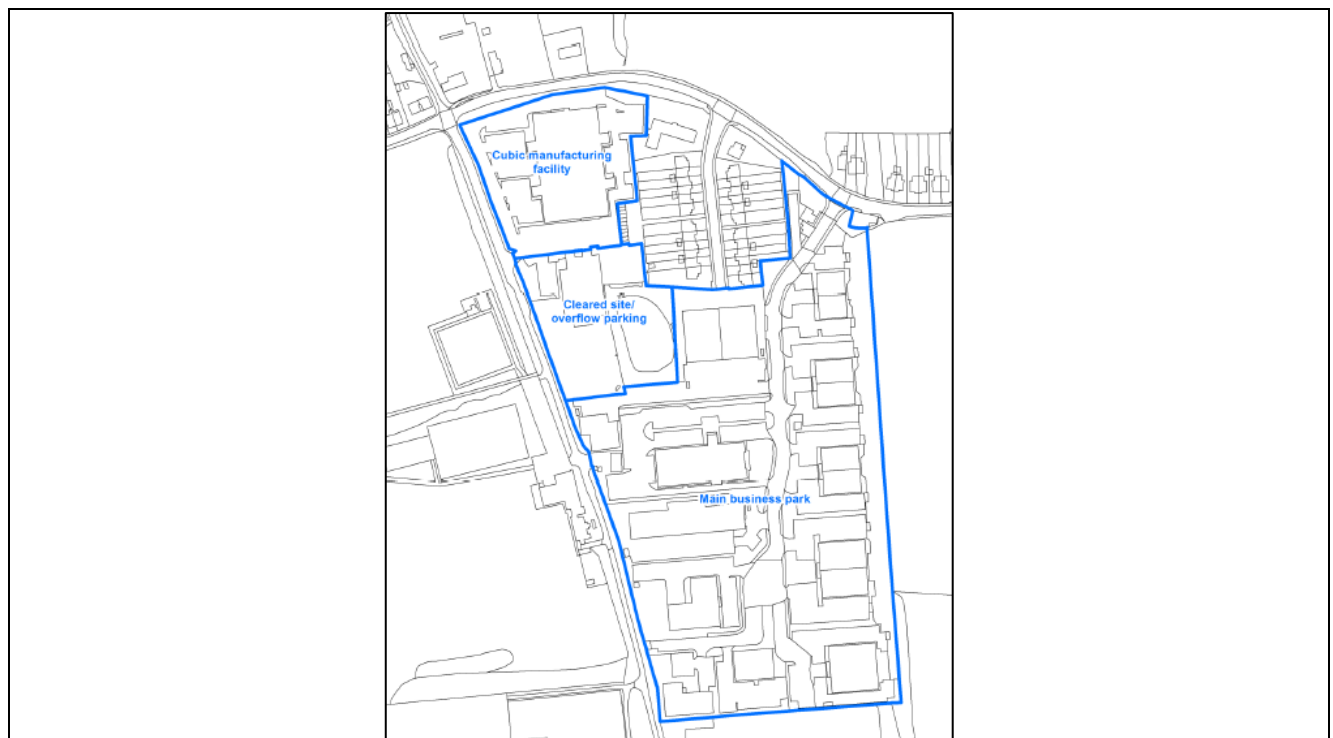
## Kingsfield Business Centre

	
<b>Scale of Employment Provision</b>	
Site area	2.3ha
Commercial premises	16
Commercial floorspace	8,205sqm
Density	0.36 plot ratio
Conclusion	Site of small scale (<10,000sqm)
<b>Connectivity and Profile</b>	
Location and connectivity	<ul style="list-style-type: none"> <li>• Situated approximately 0.7km south of Redhill town centre</li> <li>• Within a predominantly residential area</li> <li>• Accessed from Hooley Lane/ Philanthropic Road which leads directly to the A23 around 0.6km away</li> <li>• Approximately 7.5km (driving distance) from Junction 8 M25 via the A23/A25</li> <li>• Approximately 10.0km from Gatwick Airport</li> <li>• Approximately 0.9km north of Earlswood rail station and 1.3km south of Redhill station</li> <li>• Bus services on Redstone Hollow approximately 0.3km away</li> <li>• Limited prominence</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• A small convenience store/ newsagent is located on Philanthropic Road just south of the estate</li> <li>• Some small-scale facilities along Hooley Lane</li> <li>• Other facilities are available in Redhill town centre which is around a 20 minute walk</li> <li>• Well maintained, coherent, good quality business environment with some branding</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Entrance from Hooley Lane/ Philanthropic Road constrained by height restricted Rail Bridge and width restricted road which experiences some on-street parking.</li> <li>• Access via Redstone Hollow has a steep incline, unlikely to be suitable for large vehicles.</li> </ul>

Accommodation Mix			
Description	Varied across the site. Ranges from purpose built industrial units to traditional brick built units or premises converted for business use.		
Size	<100sqm	70sqm	0.9%
	100-250sqm	530sqm	6.5%
	250-500sqm	1,575sqm	19.2%
	500-750sqm	2,975sqm	36.3%
	750-1,000sqm	985sqm	12.0%
	>1,000sqm	2,070sqm	25.2%
	Summary	Good mix of unit size.	
Quality	Primary	0sqm	0.0%
	Good Secondary	6,335sqm	77.2%
	Secondary	1,090sqm	13.3%
	Tertiary	780sqm	9.5%
	Summary:	Predominantly good secondary.	
Use Class Profile	B1(a)	1,160sqm	14.1%
	B1(b)	0sqm	0.0%
	B1(c)	3,895sqm	47.5%
	B2	0sqm	0.0%
	B8	2,355sqm	28.7%
	Total B-use class	7,410sqm	90.3%
	A Class	0sqm	0.0%
	SG	535sqm	6.5%
	Other	0sqm	0.0%
	Vacant	260sqm	3.2%
Parking/ Servicing	<ul style="list-style-type: none"> <li>All units have their own dedicated parking and some have more than ample provision. Overspill parking on access road is not problematic.</li> <li>Movement within the site appears adequate and unconstrained. The main access to the site from Philanthropic Road is wide.</li> </ul>		
Business and Occupier Profile			
Type of businesses	Warehousing/ distribution	2,355sqm	28.7%
	Light industrial services	0sqm	0.0%
	Light industrial manufacturing	3,895sqm	47.5%
	Specialist manufacturing/ product devices	0sqm	0.0%
	Office-based services	1,160sqm	14.1%
	Leisure/ community	0sqm	0.0%
	Other	795sqm	9.7%
Summary	Predominantly light industrial manufacturing (47.5%).		
Market Performance & Perception			
Occupancy	<ul style="list-style-type: none"> <li>For most of the past decade, the estate has been fully occupied. This has in part been driven by the expansion of Respirex who have taken over an increasing number of units. On average, new letting have accounted for just 2% of units per annum over the past 5 years, representing a very low level of churn and turnover.</li> <li>Demand is such that take up of vacant units is normally very rapid</li> <li>Within the last three years, the NHS Trust have scaled back their operations and these units are now available to let.</li> </ul>		
Development activity	<ul style="list-style-type: none"> <li>There has been no notable development on the estate over the past</li> </ul>		

and interest	decade; however, this is unsurprising as much of the estate provides good quality, functional accommodation.
Future opportunities and pressures	<ul style="list-style-type: none"> <li>• Scope for future intensification is limited. Provision of mezzanine or additional accommodation at upper floors may be possible on some individual units.</li> <li>• The area which was previously occupied by the NHS is available to let. This area could be redeveloped to intensify employment uses within this area or may give rise to pressure for residential development.</li> </ul>
Summary	For a long period, the estate has experienced low or no vacancies. Periods of vacancy on individual units have tended to be short, with take-up from new occupiers normally rapid. Whilst there has been no notable development, stock is of good quality and not generally requiring investment. Further redevelopment/ intensification of employment uses may be possible on the part of the estate traditionally occupied by the NHS. Overall, the estate remains an attractive business location.
<b>Sub-area summaries</b>	
Purpose built business estate	<ul style="list-style-type: none"> <li>• Combination of purpose built warehouse units and modern specialist manufacturing/ engineering units with high office component.</li> <li>• Generally good secondary grade in good quality environment.</li> <li>• Popular estate with historically very strong occupancy. No vacancies of over 1 year recorded at any point over the past decade.</li> <li>• Estate dominated by single occupier – Respirex who have expanded over the past 5 years into a number of additional units on the estate.</li> </ul>
NHS trust facility	<ul style="list-style-type: none"> <li>• Office-based facility</li> <li>• Currently available to let</li> <li>• Mixed quality accommodation</li> <li>• Potential for redevelopment/ intensification of employment uses</li> <li>• May possibly give rise to pressure for residential development.</li> </ul>

## Perrywood Business Park



### Scale of Employment Provision

Site area	7.0ha
Commercial premises	21
Commercial floorspace	24,890sqm
Density	0.36 plot ratio
Conclusion	Site is of large scale (20,000sqm+)

### Connectivity and Profile

Location and connectivity	<ul style="list-style-type: none"> <li>• Situated west of Salfords rail station</li> <li>• Accessed from Honeycrook Lane which leads directly to the A23 around 0.5km away</li> <li>• Approximately 8.0km (driving distance) from Junction 9 M23 via the A23/A217</li> <li>• Approximately 7.0km from Gatwick Airport</li> <li>• Broadly equidistant from Redhill and Horley town centres, however, both are in excess of 4.5km away</li> <li>• Approximately 0.5km from Salfords rail station and a range of bus services along the A23</li> <li>• Limited prominence from strategic road corridors but some branding on approaches</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• No permanent on-site facilities – visiting food van</li> <li>• Approximately 10 minutes walk to local shopping centre in Salfords which includes cafés and convenience stores.</li> <li>• Site offers a good quality, landscaped business environment, is well maintained and secure.</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Access via Honeycrook lane is constrained (narrow rail bridge) and road is narrow in place.</li> </ul>

### Accommodation Mix

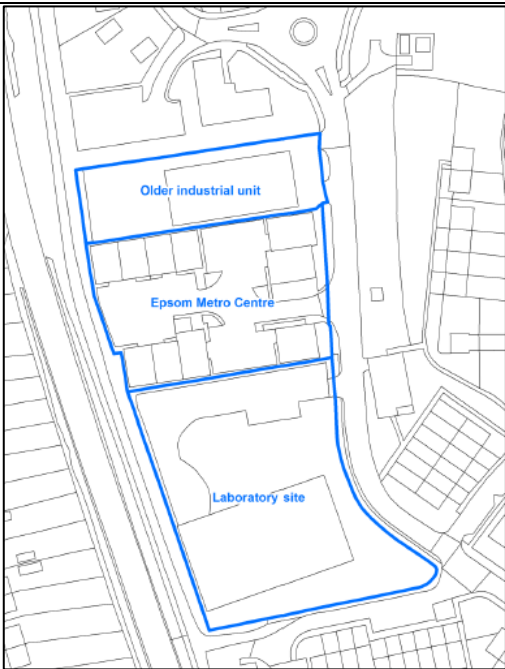
Description	Predominantly modern industrial/ warehouse units with high office component in formal business estate environment.
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Size	<100sqm	0sqm	0.0%
	100-250sqm	105sqm	0.4%
	250-500sqm	1,075sqm	4.3%
	500-750sqm	5,090sqm	20.4%
	750-1,000sqm	1,775sqm	7.1%
	>1,000sqm	16,845sqm	67.7%
	Summary	Predominantly large units (>1,000sqm).	
Quality	Primary	2,790sqm	11.2%
	Good Secondary	14,345sqm	57.6%
	Secondary	7,650sqm	30.7%
	Tertiary	105sqm	0.4%
	Summary:	Predominantly good secondary or secondary.	
Use Class Profile	B1(a)	12,008sqm	48.2%
	B1(b)	3,490sqm	14.0%
	B1(c)	6,395sqm	25.7%
	B2	105sqm	0.4%
	B8	1,043sqm	4.2%
	Total B-use class		92.6%
	A Class	0sqm	0.0%
	SG	0sqm	0.0%
	Other	0sqm	0.0%
	Vacant	1,850sqm	7.4%
Parking/ Servicing	<ul style="list-style-type: none"> <li>All units have dedicated parking areas and servicing arrangements.</li> <li>Site is laid out in a formal business park, circulation and movement around the site is unconstrained.</li> </ul>		
<b>Business and Occupier Profile</b>			
Type of businesses	Warehousing/ distribution	1,043sqm	4.2%
	Light industrial services	3,490sqm	14.0%
	Light industrial manufacturing	6,395sqm	25.7%
	Specialist manufacturing/ product devices	105sqm	0.4%
	Office-based services	12,008sqm	48.2%
	Leisure/ community	0sqm	0.0%
	Other	1,850sqm	7.4%
Summary	Predominantly office-based services (48.2%).		
<b>Market Performance &amp; Perception</b>			
Occupancy	<ul style="list-style-type: none"> <li>2 units (9.5%) totalling 1,850sqm (7.7%) are currently vacant on the estate.</li> <li>Vacancies rose following the recession, having been consistently around 10% for much of the past decade, but occupancy has recently improved.</li> </ul>		
Development activity and interest	<ul style="list-style-type: none"> <li>There has been no notable development on the estate over the past decade.</li> <li>Two new industrial units were constructed during 2006/07, providing 2,790sqm of employment floorspace</li> <li>One unit was granted permission for external alterations in 2017</li> <li>One unit was granted permission for internal alterations in 2017</li> <li>A 2005 planning consent (renewed in 2010) for a new office, warehouse and industrial facility on the former Matrix site has not</li> </ul>		

	been pursued. This is currently in use for overflow car parking.
Future opportunities and pressures	<ul style="list-style-type: none"> <li>• Due to the nature of the estate, scope for intensification is limited.</li> <li>• There remains potential to expand employment provision onto the site now used for overflow car parking. The site extends to approximately 0.4ha and could provide approximately 2,000sqm of additional employment space.</li> </ul>
Summary	The estate experienced a period of high vacancy rate having undergone a period of occupier turnover. Prior to this, occupancy was consistently around 90% and recent signs suggest that performance is returning to this level. This suggests a well-regarded, attractive business location. Two units have recently been granted planning permission for alterations suggesting greater demand and long-term potential for expansion onto the Matrix site remains. Overall, the site remains a viable employment location.
<b>Sub-area summaries</b>	
Cubic manufacturing facility (AFC House)	<ul style="list-style-type: none"> <li>• Large manufacturing, engineering and office facility</li> <li>• Single occupier for past decade and beyond – headquarters for European operations</li> <li>• Planning permission has been recently granted for external alterations</li> </ul>
Cleared site	<ul style="list-style-type: none"> <li>• Historic planning consent for new large manufacturing and testing facility for adjoining occupier – not implemented</li> <li>• Currently used for overflow parking</li> <li>• Potential remains to deliver new employment space either for single occupier or multiple occupiers – up to 2,000sqm</li> </ul>
Main business park	<ul style="list-style-type: none"> <li>• Purpose built two storey light industrial / high tech business units with first floor offices. Generous on-site parking and servicing. Majority built in late 1980s.</li> <li>• Strong occupancy during 2009-2012; however, vacancies have increased over past few years and currently stand at 10%. Some evidence of long-term vacancies.</li> <li>• Sub-area has seen some investment over the past decade, including construction of two new industrial premises totalling 2,790sqm in 2006/07.</li> </ul>

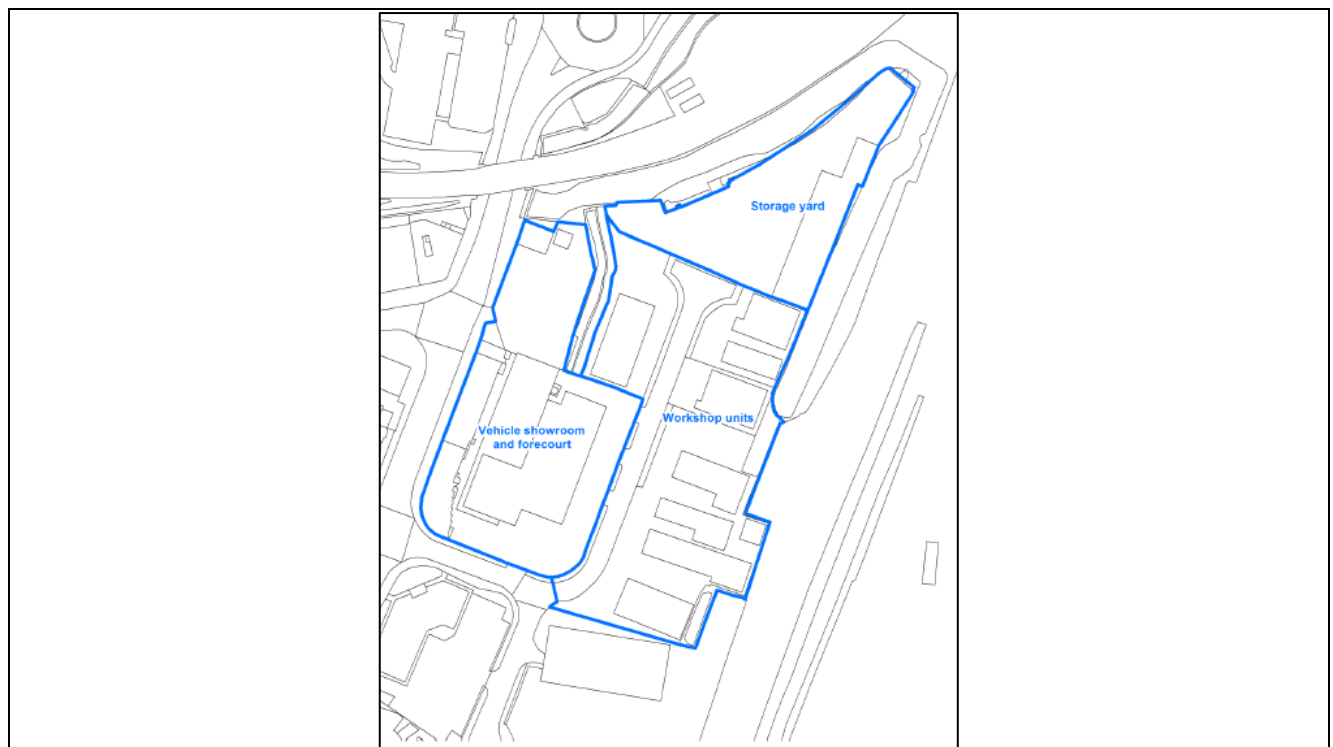
## Pitwood Park

	
<b>Scale of Employment Provision</b>	
Site area	1.1ha
Commercial premises	14
Commercial floorspace	4,630sqm
Density	0.42 plot ratio
Conclusion	Site is of a small scale (<10,000sqm)
<b>Connectivity and Profile</b>	
Location and connectivity	<ul style="list-style-type: none"> <li>• Situated north of Tadworth within a residential area</li> <li>• Accessed from Preston Lane/ Waterfield. Access to the nearest strategic road corridor (A217) is indirect, approximately 2.0km via predominantly residential roads.</li> <li>• Approximately 6.5km (driving distance) from Junction 8 M25 via the A217</li> <li>• Approximately 18.0km from Gatwick Airport</li> <li>• Approximately 1.5km from Tattenham Corner and Tadworth rail stations</li> <li>• Bus service runs in close proximity to the estate (approximately 0.5km) along Preston Lane with services to Redhill, Reigate, Epsom and Sutton</li> <li>• Limited prominence</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• No permanent on-site facilities – visiting food van</li> <li>• Approximately 5 minute walk to local shopping centre in Shelveys Way which includes convenience store and café/ food provision.</li> <li>• Main estate has a relatively coherent, well maintained and secure business environment.</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Residential environs somewhat limit the type and nature of operations which can reasonably be carried out on the estate.</li> <li>• Indirect access to strategic road network.</li> </ul>
<b>Accommodation Mix</b>	
Description	<p>Predominantly purpose built industrial units with ancillary office component arranged around small business estate.</p> <p>Large purpose built labatory building and old brick built industrial unit.</p>

Size	<100sqm	0sqm	0.0%
	100-250sqm	1,500sqm	32.4%
	250-500sqm	890sqm	19.2%
	500-750sqm	740sqm	16.0%
	750-1,000sqm	0sqm	0.0%
	>1,000sqm	1,500sqm	32.4%
	Summary	Good variety of smaller and larger units.	
Quality	Primary	0sqm	0.0%
	Good Secondary	2,390sqm	51.6%
	Secondary	1,500sqm	32.4%
	Tertiary	740sqm	16.0%
	Summary:	Predominantly good secondary.	
Use Class Profile	B1(a)	755sqm	16.3%
	B1(b)	1,055sqm	22.8%
	B1(c)	120sqm	2.6%
	B2	740sqm	16.0%
	B8	460sqm	9.9%
	Total B-use class	3,130sqm	67.6%
	A Class	0sqm	0.0%
	SG	0sqm	0.0%
	Other	0sqm	0.0%
	Vacant	1,500sqm	32.4%
Parking/ Servicing	<ul style="list-style-type: none"> <li>All units have dedicated parking areas and servicing arrangements.</li> <li>Laboratory unit is set within a large site with significant parking provision.</li> <li>Main site is laid out in a formal business park, circulation and movement around the site is unconstrained.</li> </ul>		
<b>Business and Occupier Profile</b>			
Type of businesses	Warehousing/ distribution	460sqm	9.9%
	Light industrial services	1,055sqm	22.8%
	Light industrial manufacturing	120sqm	2.6%
	Specialist manufacturing/ product devices	740sqm	16.0%
	Office-based services	755sqm	16.3%
	Leisure/ community	0sqm	0.0%
	Other	1,500sqm	32.4%
Summary	Good mix of uses.		
<b>Market Performance &amp; Perception</b>			
Occupancy	<ul style="list-style-type: none"> <li>There is currently one vacant unit (1,500sqm). This unit has been vacant for a number of years and planning permission has been applied for redevelopment to residential units.</li> </ul>		
Development activity and interest	<ul style="list-style-type: none"> <li>There has been no notable development on the estate over the past decade.</li> <li>A 2014 planning consent to build 7 commercial units totalling 990sqm on the site of unit 4 &amp; 4A has not been pursued. The unit has now been let in its current state.</li> <li>Planning permission has been submitted for the redevelopment of the laboratory unit to provide 23 residential units.</li> </ul>		
Future opportunities and	<ul style="list-style-type: none"> <li>The main opportunity is the expansion/ intensification of employment</li> </ul>		

pressures	<p>provision on the laboratory site. In a form similar to the Metro Centre, the site could accommodate around 3,2350sqm of employment space – a net gain of around 1,750sqm.</p> <ul style="list-style-type: none"> <li>• A planning application has been submitted for residential development for the laboratory site. Given the location of the site there is pressure for residential development.</li> </ul>
Summary	<p>Vacancies have historically remained low over the past decade, although, there have historically been a number of long-term vacant units. The recent letting of the long-term vacant unit at 4 &amp; 4A suggests that demand is improving. Turnover of occupiers has been low. There is some potential for employment intensification on the laboratory site however; a planning application has been submitted for residential development. Overall, the site – particularly the Metro Centre – remains a viable, small-scale employment location.</p>
<b>Sub-area summaries</b>	
Older industrial unit	<ul style="list-style-type: none"> <li>• Single traditional single storey industrial unit.</li> <li>• Vacant for lengthy period between 2009 and 2015 but recently successfully let.</li> <li>• During vacant period, numerous permissions for alternative use (including community) and for redevelopment to provide a cluster of modern small business units during the vacancy period however not implemented.</li> </ul>
Laboratory site	<ul style="list-style-type: none"> <li>• Large purpose built, specialist laboratory unit</li> <li>• This unit has been vacant for a number of years.</li> <li>• Permission has been applied for redevelopment to provide 23 residential units</li> </ul>
Epsom Metro Centre	<ul style="list-style-type: none"> <li>• Small, purpose built light industrial/ warehouse premises with office component organised in small estate</li> <li>• Historically well occupied with only one vacant unit at any one time over the past decade.</li> <li>• Vacancies rose to 17% (2 units) in 2014 but have improved. There are currently no vacant units within this sub-area.</li> <li>• One occupier, Linkam Scientific, have expanded into additional units on the estate over the past decade.</li> </ul>

## Reading Arch Road, Redhill



### Scale of Employment Provision

Site area	1.5ha
Commercial premises	10
Commercial floorspace	4,718sqm
Density	0.31 plot ratio.
Conclusion	Site is of small scale (<10,000sqm)

### Connectivity and Profile

Location and connectivity	<ul style="list-style-type: none"> <li>• Situated south of Redhill town centre</li> <li>• Access directly onto the A23</li> <li>• Approximately 6.0km (driving distance) from Junction 8 M25 via the A23/ A25</li> <li>• Approximately 9.5km from Gatwick Airport</li> <li>• Approximately 0.5km from Redhill rail station</li> <li>• Numerous bus services are available from Redhill bus station</li> <li>• Prominent site</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• No permanent on-site facilities</li> <li>• Less than 5 minutes walk into Redhill town centre</li> <li>• Site has a relatively low quality business environment and little or no branding/ coherence</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Flood risk</li> </ul>

### Accommodation Mix

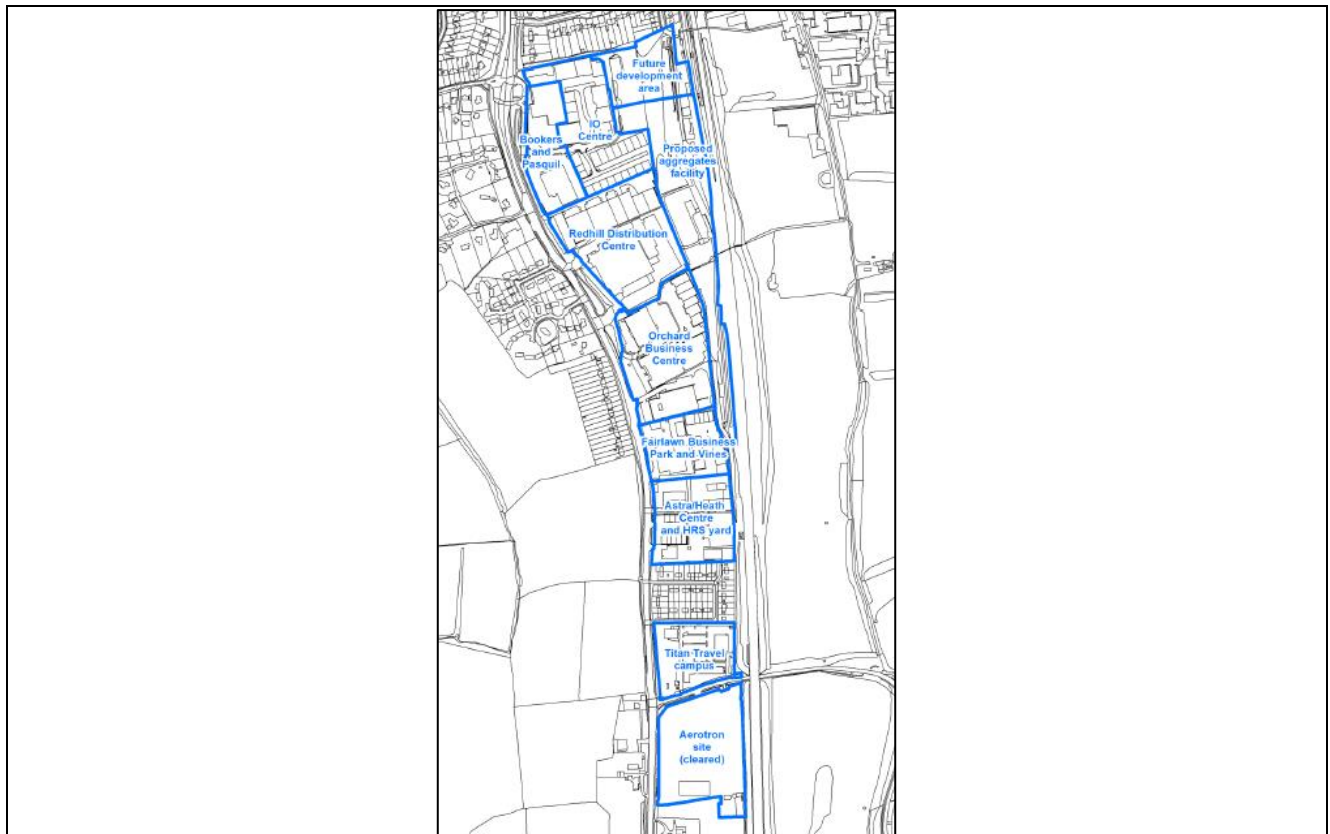
Description	Mixed character: purpose built showroom, purpose built industrial units and traditional brick built workshop premises.		
Size	<100sqm	0sqm	0.0%
	100-250sqm	455sqm	9.6%
	250-500sqm	1,825sqm	38.7%
	500-750sqm	558sqm	11.8%
	750-1,000sqm	0sqm	0.0%
	>1,000sqm	1,880sqm	39.8%

	Summary		
Quality	Primary	0sqm	0.0%
	Good Secondary	2,478sqm	52.5%
	Secondary	1,500sqm	31.8%
	Tertiary	740sqm	15.7%
	Summary:	Predominantly good secondary.	
Use Class Profile	B1(a)	300sqm	6.4%
	B1(b)	0sqm	0.0%
	B1(c)	0sqm	0.0%
	B2	895sqm	19.0%
	B8	0sqm	0.0%
	Total B-use class	1,195sqm	25.3%
	A Class	580sqm	12.3%
	SG	2,943sqm	62.4%
	Other	0sqm	0.0%
	Vacant	0sqm	0.0%
	Parking/ Servicing	<ul style="list-style-type: none"> <li>All units have dedicated parking areas and servicing arrangements.</li> <li>The site is laid out as a formal business park.</li> <li>Circulation and movement around the site is unconstrained.</li> </ul>	
<b>Business and Occupier Profile</b>			
Type of businesses	Warehousing/ distribution	0sqm	0.0%
	Light industrial services	0sqm	0.0%
	Light industrial manufacturing	0sqm	0.0%
	Specialist manufacturing/ product devices	895sqm	19.0%
	Office-based services	300sqm	6.4%
	Leisure/ community	0sqm	0.0%
	Other	3,523sqm	74.7%
Summary	Predominantly other uses (74.7%).		
<b>Market Performance &amp; Perception</b>			
Occupancy	<ul style="list-style-type: none"> <li>There are currently no vacant units on the estate.</li> <li>Over the past decade there have historically been low vacancy levels. Vacancies were at their highest between 2009 and 2012, however; this was only 2 units.</li> </ul>		
Development activity and interest	<ul style="list-style-type: none"> <li>There has been limited employment development over the past decade.</li> <li>Permission for a small side extension to 4 Reading Arch Road has been implemented.</li> <li>A 2009 application to redevelop the site for a Tesco supermarket was refused</li> </ul>		
Future opportunities and pressures	<ul style="list-style-type: none"> <li>There may be potential to expand industrial provision onto land currently used for storage. This could provide up to 1,000sqm of additional employment/ industrial space.</li> <li>Given the proximity to Redhill town centre, the site has potential for intensification and potential to provide a long-term opportunity for town centre expansion</li> <li>Potential for mixed-use development is therefore likely to arise over the plan period; which may potentially result in the loss of industrial type space. However, there may be potential for office provision</li> </ul>		

	(B1(A)) as part of any such development.
Summary	The site is traditionally well occupied. Whilst employment development interest is not apparent, existing units continue to attract occupier interest, particularly as a clustering for vehicle related businesses. In the long-term, consideration will need to given to the role of the estate in the context of the expansion of the town centre; however, until such time the evidence indicates that the site remains a viable employment location.
<b>Sub-area summaries</b>	
Vehicle showroom, forecourt and storage yard	<ul style="list-style-type: none"> <li>• Car showroom and vehicle maintenance facility built in last 1970s/ early 1980s</li> <li>• Single occupier (Ford)</li> <li>• No change in occupier over the past decade</li> </ul>
Workshop units	<ul style="list-style-type: none"> <li>• Mixed character – traditional brick built workshop premises and steel portal frame industrial/ warehouse units. Built largely during 1970s and 1980s.</li> <li>• Strong business focus on vehicle/ vehicle repair</li> <li>• Following a period of higher vacancy during the recession occupancy has improved. The units have been fully occupied for the past three years.</li> </ul>



## Salfords Industrial Estate, Salfords



### Scale of Employment Provision

Site area	24.8ha
Commercial premises	96
Commercial floorspace	81,826sqm
Density	0.33 plot ratio
Conclusion	Site is of large scale (20,000sqm+)

### Connectivity and Profile

Location and connectivity	<ul style="list-style-type: none"> <li>• Situated on the eastern side of the A23 corridor approximately 4.0km south of Redhill</li> <li>• Approximately 5.5km (driving distance) from Junction 9 M23 via the A23</li> <li>• Approximately 5.0km from Gatwick Airport</li> <li>• Salfords rail station is located just outside the norther boundary of the estate</li> <li>• A range of bus services run along the A23 directly adjacent to the site serving Redhill, Reigate, Horley and Crawley</li> <li>• Site adjacent to rail serviced aggregates depot</li> <li>• Highly prominent location on strategic road corridor</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• Permanent on-site snack van operates from the estate</li> <li>• Approximately 5 minute walk to local shopping centre in Salfords which includes cafés and convenience stores</li> <li>• Site offers a generally good quality, well maintained business environment – particularly on the more modern parts of the estate to the north</li> <li>• Branding on the A123 frontage for individual parts of the estate</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Movement across estate is constrained as there is no single access</li> </ul>

	serving all sites.		
<b>Accommodation Mix</b>			
Description	Varied: modern purpose built industrial units arranged in small estates, very large distribution units and older industrial premises.		
Size	<100sqm	0sqm	0.0%
	100-250sqm	4,420sqm	5.4%
	250-500sqm	14,906sqm	18.2%
	500-750sqm	4,435sqm	5.4%
	750-1,000sqm	4,355sqm	5.3%
	>1,000sqm	53,710sqm	65.6%
	Summary	Predominantly large units (>1,000sqm)	
Quality	Primary	43,455sqm	53.1%
	Good Secondary	23,595sqm	28.8%
	Secondary	9,610sqm	11.7%
	Tertiary	5,166sqm	6.3%
	Summary:	Predominantly primary or good secondary	
Use Class Profile	B1(a)	6,006sqm	7.3%
	B1(b)	6,865sqm	8.4%
	B1(c)	3,568sqm	4.4%
	B2	675sqm	0.8%
	B8	47,892sqm	58.5%
	Total B-use class	65,006sqm	79.4%
	A Class	3,315sqm	4.1%
	SG	8,875sqm	10.8%
	Other	0sqm	0.0%
	Vacant	4,630sqm	5.75%
Parking/ Servicing	<ul style="list-style-type: none"> <li>• Most units, particularly on the more modern parts of the estate, have dedicated parking.</li> <li>• Parking provision on older parts of the estate to the south is not as adequate and less formal but overspill is not significant.</li> <li>• Movement within the estate is generally food</li> <li>• Estate has multiple access points on the A23 each of which serves a discrete part of the site.</li> <li>• Improvements to the Salbrook Road access road will also arise as a result of the proposed aggregate facility.</li> </ul>		
<b>Business and Occupier Profile</b>			
Type of businesses	Warehousing/ distribution	47,892sqm	58.5%
	Light industrial services	6,865sqm	8.4%
	Light industrial manufacturing	3,568sqm	4.4%
	Specialist manufacturing/ product devices	675sqm	0.8%
	Office-based services	6,006sqm	7.3%
	Leisure/ community	0sqm	0.0%
	Other	16,820sqm	20.6%
Summary	Predominantly warehousing/ distribution (58.5%).		
<b>Market Performance &amp; Perception</b>			
Occupancy	<ul style="list-style-type: none"> <li>• Vacancies on the estate exceeded 30% at one stage between 2009 and 2010, largely as the new development struggled to attract demand. The vacancy levels have however since fallen.</li> </ul>		

	<ul style="list-style-type: none"> <li>• There are currently 11 vacant units (4,630sm).</li> </ul>
Development activity and interest	<ul style="list-style-type: none"> <li>• There has been significant development on, and investment in, parts of the estate over the past decade.</li> <li>• Most notably, the IO Centre – completed in 2006 – delivered 30 units totalling over 15,000sqm of employment space.</li> <li>• The Fairlawn Centre and Orchard Business Centre have also both undergone significant investment in refurbishment and environmental enhancement.</li> <li>• Permission has been granted to develop a rail linked aggregates manufacturing depot on the allocated site to the east of the estate.</li> <li>• A 2009 permission to redevelop the Titan Travel site to provide an office campus of over 8,000sqm has not been pursued.</li> </ul>
Future opportunities and pressures	<ul style="list-style-type: none"> <li>• There are two main opportunities for future expansion: <ul style="list-style-type: none"> <li>○ The area north of the proposed aggregates facility: this area extends to approximately 1.1ha and based on a scheme similar to the IO centre, could provide an additional 5,500sqm of employment space.</li> <li>○ The former Philips/ Aerotron site: this site totals approximately 2.8ha and could deliver up to 14,000sqm of additional employment space (potentially higher if an increase office element was included).</li> </ul> </li> <li>• Potential remains to redevelop the Titan Travel site as per previous consent. This would provide an additional 2,500-3,000sqm of office accommodation.</li> <li>• There is limited scope for intensification in the remainder of the estate. There would be potential to improve provision on the Heath Business Centre and the Horley Road Services part of the estate but there is known pressure for residential development in this part of the estate, with the site having been actively promoted for housing.</li> </ul>
Summary	<p>Occupancy of the estate has improved dramatically over recent years, demonstrating a strong upturn in demand. Level of turnover is consistent with a normal, healthy market. The estate has seen significant development and investment over the past decade demonstrating positive market perception. The potential aggregates facility may act as an attractor for some businesses. There are two opportunities to expand the site and further enhance/ consolidate its role as a key employment location. Whilst there is some pressure for residential development in parts, the estate is overall considered to remain a viable and commercially attractive estate.</p>
<b>Sub-area summaries</b>	
IO Centre	<ul style="list-style-type: none"> <li>• Modern purpose built industrial/ warehouse units organised across two small estates, completed in 2009.</li> <li>• Variety of sizes.</li> <li>• Take-up initially slow due to recession but gathered pace from 2013 onwards.</li> <li>• Vacancy now stands at 6.3%.</li> </ul>
Bookers and Pasquil	<ul style="list-style-type: none"> <li>• Traditional brick built warehouse/ trade counter unit and separate office accommodation.</li> <li>• Vacancy has been high for past 5 years at 40%, long-term average prior to that was around 17%.</li> <li>• Some long-term vacant units.</li> </ul>
Redhill Distribution Centre	<ul style="list-style-type: none"> <li>• Medium sized purpose built warehouse/ distribution units.</li> <li>• Dominated by two occupiers: DHL and Restore</li> </ul>

	<ul style="list-style-type: none"> <li>• Fully occupied for the majority of the past decade</li> </ul>
Orchard Business Centre	<ul style="list-style-type: none"> <li>• Modern purpose built industrial/ warehouse units</li> <li>• Variety of sizes ranging from small to very large</li> <li>• Significant investment in the past few years, including substantial refurbishment of the majority of units.</li> <li>• Historically well occupied units, there is currently one vacant unit.</li> <li>• Interest and uptake of refurbished units has been healthy.</li> </ul>
Fairlawn Enterprise Park and Vines	<ul style="list-style-type: none"> <li>• Small estate of modern, purpose built light industrial units with first floor office accommodation. There is also a car showroom.</li> <li>• The estate was built in 2008 and there have historically been high vacancy rates. Vacancy rates currently stand at 36%.</li> <li>• Access to Fairlawn Enterprise Park is somewhat unconventional – it is accessed to the side of Vines and has no frontage onto the A23.</li> </ul>
Astra & Heath Business Centre and Horley Road Services	<ul style="list-style-type: none"> <li>• Comprises small estate of traditional brick built workshop premises and offices (Health), haulage yard with large storage units and estate of smaller, more modern light industrial premises (Astra).</li> <li>• Historically good vacancy rates. There are some long-term vacant units during the recession (between 2009-2012) however; these have been occupied for the past couple of years.</li> <li>• No significant development or investment noted over the past decades</li> </ul>
Titan Travel Campus	<ul style="list-style-type: none"> <li>• Large, single occupier office campus set within large site</li> <li>• Historic application to replace and redevelop offices to provide a new campus of 8,000sqm, however, not implemented</li> </ul>
Aerotron/ Cleared Site	<ul style="list-style-type: none"> <li>• Site for former Philips Laboratory – largely demolished</li> <li>• Single large warehouse unit in south of the site used by Aerotron.</li> </ul>

## Wells Place, Merstham



### Scale of Employment Provision

Site area	4.9ha
Commercial premises	10
Commercial floorspace	27,984sqm
Density	0.57 plot ratio
Conclusion	Site is of large scale (20,000sqm+)

### Connectivity and Profile

Location and connectivity	<ul style="list-style-type: none"> <li>• Situated on the eastern side of the A23 corridor approximately 1.8km north of Redhill</li> <li>• Approximately 7.0km (driving distance) from Junction 8 M25 via the A242/ A217</li> <li>• Approximately 10.0km from Gatwick Airport</li> <li>• Approximately 2.0km from Redhill town centre and rail station and approximately 1.0km from Merstham rail station</li> <li>• A range of bus services run along the A23 directly adjacent to the site serving Redhill, Reigate, Horley and Crawley</li> </ul>
Environment and facilities	<ul style="list-style-type: none"> <li>• Visiting snack van operates from the site.</li> <li>• Approximately 10-15 minute walk to local shopping centre in Nutfield Road providing convenience and cafés.</li> <li>• Approximately 10-15 minute walk to Tesco Express convenience store.</li> <li>• Site offers a generally high, well maintained business environment.</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Residential and school environs can give rise to amenity conflicts</li> </ul>

### Accommodation Mix

Description	Large, modern purpose built industrial/ warehouse units generally with high office component.		
Size	<100sqm	0sqm	0.0%
	100-250sqm	0sqm	0.0%

	250-500sqm	0sqm	0.0%
	500-750sqm	0sqm	0.0%
	750-1,000sqm	0sqm	0.0%
	>1,000sqm	27,984sqm	100.0%
	Summary	All large units (>1,000sqm).	
Quality	Primary	27,984sqm	100.0%
	Good Secondary	0sqm	0.0%
	Secondary	0sqm	0.0%
	Tertiary	0sqm	0.0%
	Summary:	Exclusively primary grade stock.	
Use Class Profile	B1(a)	0sqm	0.0%
	B1(b)	3,070sqm	11.0%
	B1(c)	0sqm	0.0%
	B2	0sqm	0.0%
	B8	22,704sqm	81.1%
	Total B-use class	25,774sqm	92.1%
	A Class	0sqm	0.0%
	SG	0sqm	0.0%
	Other	2,210sqm	7.9%
	Vacant	0sqm	0.0%
Parking/ Servicing	<ul style="list-style-type: none"> <li>All units have dedicated parking</li> <li>Servicing is generally good; however, HGV/ delivery vehicles waiting on the estate road is a known issue</li> </ul>		
<b>Business and Occupier Profile</b>			
Type of businesses	Warehousing/ distribution	22,704sqm	81.1%
	Light industrial services	0sqm	0.0%
	Light industrial manufacturing	0sqm	0.0%
	Specialist manufacturing/ product devices	0sqm	0.0%
	Office-based services	3,070sqm	11.0%
	Leisure/ community	0sqm	0.0%
	Other	2,210sqm	7.9%
Summary	Predominantly warehouse/ distribution uses (81.1%).		
<b>Market Performance &amp; Perception</b>			
Occupancy	<ul style="list-style-type: none"> <li>There are currently no vacant units.</li> <li>There has historically been a low vacancy rate. During the past decade, there has only ever been one vacant unit at any time.</li> </ul>		
Development activity and interest	<ul style="list-style-type: none"> <li>Planning permission for extension to unit 3 and construction of a new unit has been implemented.</li> </ul>		
Future opportunities and pressures	<ul style="list-style-type: none"> <li>There is some potential for additional expansion to the north onto open land; however, this is constrained by both ancient woodland and residential amenity issues.</li> <li>Potential to expand further onto land directly fronting New Battlebridge Lane is restricted due to Green Belt designation. This could support an additional unit of around 1,500sqm.</li> </ul>		
Summary	The occupancy performance of Wells Place has historically been very strong, with vacancies not exceeding one unit at any time over the past decade. As a result, turnover of occupiers has been very low. The development of the extension and new unit shows that occupiers		

	perceive the site to be an attractive business location. Whilst further expansion potential is limited by policy/ environmental constraints, the existing estate remains a viable employment area.
<b>Sub-area summaries</b>	
Modern business estate	<ul style="list-style-type: none"> <li>• Large modern purpose built high tech industrial/ warehouse units with large office component – constructed on the late 1980s-1990s</li> <li>• Robust demand and occupancy – no more than one vacant unit at any point over the past decade.</li> </ul>
Winterbotham Darby facility	<ul style="list-style-type: none"> <li>• Modern purpose built, product development and distribution facility built during 2000s.</li> <li>• Planning permission for extension to the unit has been implemented.</li> </ul>
Expansion/ development land	<ul style="list-style-type: none"> <li>• Planning permission for an additional unit has been implemented.</li> <li>• Potential for further development subject to policy restrictions</li> </ul>