



Development Management Plan (Regulation 18 stage)

Employment Area Review

June 2016

1. Introduction

- 1.1 This evidence summary has been prepared to support preparation of the Development Management Plan Regulation 18 consultation.
- 1.2 The overall purpose of the paper is to provide an up-to-date review of employment areas in Reigate & Banstead, assessing their role and characteristics and appraising future opportunities and pressures.
- 1.3 In doing so, the paper provides the evidence to confirm whether, in line with the NPPF, the ongoing protection of sites for employment uses is appropriate. This evidence will therefore inform the designation of, and policy approach to, employment areas within the emerging Development Plan.
- 1.4 The Council's adopted Core Strategy sets out the broad framework for meeting employment needs over the plan period, focussed on retaining and making best use of existing employment land, particularly within town centres and industrial areas.

Policy Context

Reigate and Banstead Local Plan Core Strategy (adopted July 2014)

- 1.5 The Core Strategy¹ forms the principal spatial planning document for the Council covering a wide range of planning issues. It sets out the scale and broad location of new development over the next 15 years, up to 2027.
- 1.6 The Core Strategy recognises the economic role of the borough, particularly in relation to its strategic relationships with London and the Gatwick Diamond area and seeks to promote continued sustainable economic growth and prosperity in the borough. Policy CS5 sets out the Council's strategic approach, both in respect of regeneration but also in terms of providing for the needs of current and future businesses.
- 1.7 The policy establishes a commitment to plan for the delivery of additional floorspace to meet growth needs, focussed on retaining and making the best use of existing employment land, particularly within both town centres and industrial areas. It also recognises the need to avoid the protection of sites where they have no reasonable prospect of being used for employment over the life of the plan.
- 1.8 The Core Strategy also sets out that the Council will plan for a range of employment premises to cater for the needs of business, taking a flexible approach to meet their changing needs as well as supporting the provision of affordable business units to support small businesses and start-ups.

¹ Available at: http://www.reigate-banstead.gov.uk/info/20088/planning_policy/24/core_strategy

Borough Local Plan 2005

- 1.9 The Borough Local Plan 2005² incorporates a suite of policies aimed at managing the use and development of employment land and premises within different areas of the borough. The Local Plan and Proposals Map also includes a number of separate designations which together constitute Employment Policy Areas, these include:
- Town Centre Business Areas
 - Areas for Small Business
 - Employment Areas and Land Reserved for Industrial, Storage and Distribution

National Planning Policy Framework

- 1.10 The National Planning Policy Framework³ (Paragraph 17) clearly sets out that planning should “proactively drive and support sustainable economic development to deliver the homes, business and industrial units...that the country needs”.
- 1.11 Chapter 1 of the document identifies a commitment to securing economic growth and, in particular, paragraph 20 makes clear that planning should proactively help to meet the development needs of business. The NPPF also makes clear that planning policy should not over-burden investment in business and should seek to address any impediments such as lack of infrastructure and support services or poor environment. Through Local Plans, authorities are directed to identify strategic sites for inward investment, support existing business sectors and facilitate flexible working including the integration of residential and commercial uses in the same units. The NPPF also promotes flexible policies able to accommodate unanticipated needs and respond to changing circumstances.
- 1.12 Paragraph 22 of the NPPF discourages the “the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being use for that purpose”. It states that applications for alternative uses should be treated on their own merits where it can be demonstrated that there is no realistic prospect of employment use. Allied to this, paragraph 51 encourages local planning authorities to approve the change of use of commercial buildings to residential (including associated works), provided there are not strong economic reasons why such development would be inappropriate.
- 1.13 Chapter 2 of the NPPF deals with the role of planning in ensuring the vitality of town centres. In relation to employment, paragraph 23 encourages local planning authorities to ensure that the needs for main town centre uses – including offices – can be met in full and are not compromised by limited site availability. It also states that Local Plans should include policies to guide the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.

² Available at: <http://localpl.reigate-banstead.gov.uk/>

³ <http://planningguidance.communities.gov.uk/blog/policy/achieving-sustainable-development/>

Local Economic Characteristics

- 1.14 Reigate & Banstead occupies a strong strategic location for business. It is central within the Gatwick Diamond economic area and at the heart of the Coast to Capital Local Enterprise Partnership. The borough enjoys excellent transport links to central London, the wider south East and national and international destinations via the M23/A23 corridor, Brighton mainline and Gatwick Airport.
- 1.15 As set out in the Borough's Quality of Life Profile (2014)⁴ and Economic Development Framework (2015-2020)⁵, the borough is home to over 6,000 different businesses, providing approximately 75,000 full and part-time jobs. The borough's economy is highly productive, with each job generating around £57,000 of gross value added, compared to £44,500 across the Gatwick Diamond.
- 1.16 Despite the presence of major national and international employers in the borough, the vast majority of businesses are small (10-49 employees) or micro businesses (up to 9 employees), which together represent over 98% of all businesses in the borough.
- 1.17 Business birth rates – at approximately 80 per 10,000 working age adults – are healthy compared to nationally but low relative to other parts of Surrey, suggesting there is room to increase innovation and entrepreneurship. The survival of new businesses in the borough is however good, with over 50% of new businesses surviving for more than 5 years, higher than the county or national average. In total, over 40% of the businesses in the borough have been operating for more than 10 years.
- 1.18 To help support and influence the future attractiveness of the borough, the performance of our businesses and the achievements of residents, the Council's Economic Development Framework 2015-2020 sets out a number of actions and interventions. Several of these focus on ensuring businesses are attracted to the borough, and the right space is available to accommodate them, by:
- Protecting, regenerating and developing existing business areas to ensure they remain responsive to business needs
 - Improving our town centre commercial locations
 - Exploring and promoting further locations for employment, including a strategic employment site around Horley/Gatwick
- 1.19 The Framework also includes a number of actions geared to providing support to businesses, young people and the unemployed.

⁴ Available at: http://www.reigate-banstead.gov.uk/info/20280/plan_monitoring/35/population_and_socio-economic_statistics

⁵ Available at: http://www.reigate-banstead.gov.uk/downloads/file/2328/economic_development_framework_final

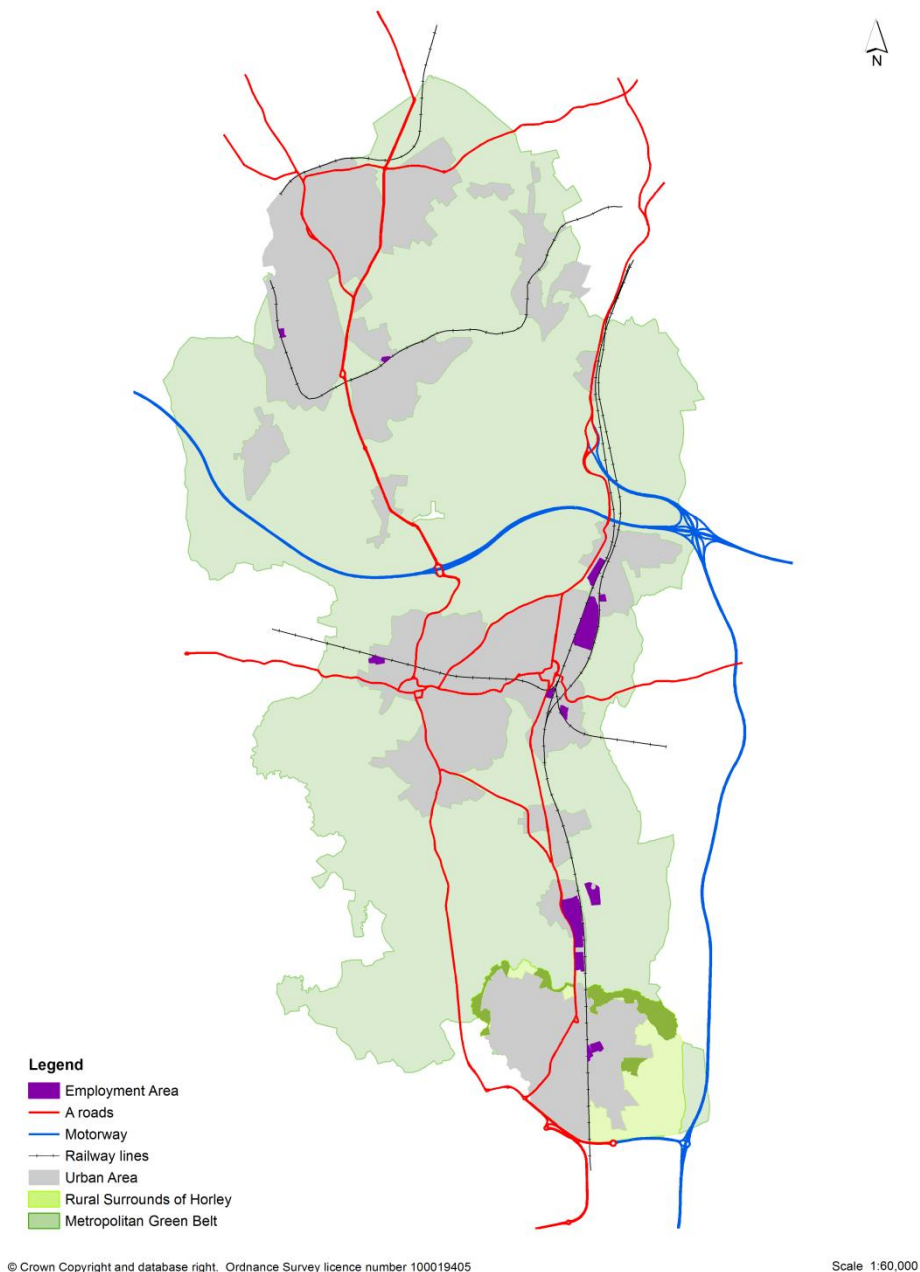
2. Reviewing Employment Areas

Areas to be assessed

2.1 The review covers industrial employment areas currently designated within the Borough Local Plan (BLP) 2005. This includes:

- Pitwood Park
- Kingswood Station
- Albert Road North Industrial Estate
- Wells Place
- Holmethorpe Industrial Estate
- Salfords Industrial Estate
- Reading Arch Road Industrial Estate
- Balcombe Road Industrial Area

Figure 1: Map of BLP 2005 Employment Areas



Characterisation Process

- 2.2 Three main topics were assessed for each of the employment areas, with a number of criteria/issues appraised within each as set out below. Together these provide an understanding of the key characteristics of each site, the employment provision it makes and business base it supports, and a perspective on its market performance.

Connectivity and profile	- Location and connectivity - Environment and facilities - Constraints
Accommodation Characteristics	- Amount, type, size and quality of premises - Density
Business/Occupier Profile	- Type of businesses - Use classes
Market Performance and Perception	- Occupancy - Development activity interest - Future opportunities and pressures

- 2.3 In many cases, the characterisation process identified distinct sub-areas within each of the employment areas which demonstrated similar characteristics in terms of the type/size/quality of premises or the mix of uses within them. These sub-areas are illustrated within the detailed appraisal sheets for each site provided in Appendix 1.
- 2.4 The appraisal of each site involved a combination of desk based research and field survey work carried out in February 2016. Evidence from the Council's annual industrial estates monitor was also drawn upon.
- 2.5 Further details of how the key characteristics of each business area were appraised and classified are set out below.

Scale

- 2.6 The scale of each of the employment areas (i.e. the amount of employment floorspace available) was classified using the following thresholds:
- Very Small: <5,000sqm
 - Small: 5-10,000sqm
 - Medium: 10-20,000sqm
 - Large: 20-50,000sqm
 - Very Large: >50,000sqm

Strategic Connectivity and Profile

- 2.7 For each of the employment areas, an assessment was also undertaken of their level of connectivity and overall profile as an employment site. This assessment particularly took into account level of access to key transport routes/strategic road network and the overall prominence of the site (both visually on key corridors but also in terms of market perception). Consideration was also given to the quality of the

environment and any constraints affecting the operation or efficiency of the business area. As an indicator, sites were categorised using the following principles:

- **High:** Sites which:
 - Have a very high accessibility to key strategic roads corridors and transport routes (i.e. are directly on or adjacent to such routes)
 - Have strong visual prominence on main road corridors
 - Are well-regarded and positive perception within the local market
 - Offer a good quality business environment with limited constraints to efficiency or business operation
- **Low:** Sites which:
 - Have limited, constrained or very indirect key strategic roads corridors and transport routes
 - Have limited prominence within the local area (e.g. tucked away in a residential area)
 - Have low profile within the local market or particular negative perception
 - Generally provide a low quality business environment or suffer from particular constraints which limit business operation

Accommodation Quality

2.8 The quality of premises within each of the business areas was appraised based on the following descriptors. These broadly follow recognised classifications within the property industry:

- **Primary** – High quality, often recently built premises, flexible and fit for modern business without any expenditure, good servicing and parking provision
- **Good secondary** – Good quality, well maintained, fit for modern business with limited capital expenditure, appropriate servicing and parking
- **Secondary** – Average quality, generally well maintained but would benefit from some capital investment to suit modern business, appropriate servicing and parking
- **Tertiary** – Dated premises, poorly maintained and nearing the end of economic life and likely to require significant capital expenditure to bring up to acceptable standard, servicing and parking arrangements below expectations.

3. Summary of Site Characterisation

3.1 The following table summarises the key characteristics and findings in relation to each of the employment areas assessed. More detailed discussion and analysis of each of the individual areas (and sub-areas within them) is set out in Appendix 1.

Site	Strategic Connectivity and Profile	Scale	Accommodation Mix			Business/Occupier Profile	Market Performance/Perception
			Description	Size	Quality		
Holmethorpe	Medium	Very Large	Varied	Predominantly medium (250-750sqm) but with notable component of small units (100-250sqm).	Varied across all grades	Mixed. Predominantly light industrial services and distribution operations but with notable proportion of office-based businesses and manufacturing.	<ul style="list-style-type: none"> – Significant recent speculative development activity. – Good demand particularly for the newer schemes. – Historically good demand, vacancies steadily falling (currently c.15% of floorspace/20% of units) post recession, although some long-term vacancies
Wells Place	High	Large	Predominantly modern purpose built industrial/warehouse units with high office component	Exclusively large (>1,000sqm)	Exclusively primary	Predominantly distribution operations.	<ul style="list-style-type: none"> – Vacancies consistently low or nil over the past decade. – Existing occupier expanding/investing in their accommodation. – Extant planning permissions for further industrial units
Salfords	High	Very Large	Varied	Varied – predominantly medium (100-500sqm) but with notable component of large units (>1,000sqm) and small (100-250sqm) units.	Predominantly primary	Predominantly distribution operations but with notable proportion of light industrial service businesses.	<ul style="list-style-type: none"> – Significant recent development (last 10 years) and evidence of on-going investment in other areas of the estate (refurbishment etc.) – Historically strong occupancy – Vacancies have also fallen sharply over last 18 months - currently 6% of floorspace/15% of units and considered to be a healthy level. – Strong interest with three large units let and increased lettings on new stock over the past 18 months.
Perrywood	Medium	Large	Predominantly modern industrial/warehouse units with high office component	Predominantly large or medium (>500sqm)	Predominantly good secondary	Mixed across office-based businesses, light manufacturing and product development.	<ul style="list-style-type: none"> – Limited development activity over recent years - one long term vacant site. – Vacancies have risen (currently c.21% of floorspace/23% of units) over the past few years and some long-term vacant units

Kingsfield	Low	Small	Predominantly purpose built office units with	Predominantly medium (250-750sqm)	Predominantly good secondary	Mixed across specialist manufacturing/product development, light industrial services and office-based businesses.	<ul style="list-style-type: none"> – Robust occupancy and rapid uptake of vacant units – no vacancies over 1 year recorded in the past decade – No development activity in recent past. – Site dominated by a single occupier who has expanded over past 5 years.
Albert Road North	Low	Medium	Mixed, predominantly older warehouse/workshop premises	Predominantly medium (250-750sqm) but with notable component of large units (>1000sqm)	Predominantly secondary or tertiary	Predominantly distribution operations but with notable representation of light industrial manufacturing and services.	<ul style="list-style-type: none"> – Vacancies historically low across estate – currently fully occupied if permitted residential development site is excluded – No commercial development activity over recent years – previous consents for new industrial space not pursued. – Recent pressure for redevelopment for residential in parts. – Significant access constraints and residential location somewhat affect business environment and suitability for some occupiers
Pitwood Park	Low	Very Small	Predominantly purpose built light industrial units with small office component	Predominantly small (100-250sqm) but with notable component of medium (250-500sqm) units.	Predominantly good secondary	Mixed across office-based services, specialist manufacturing/product development and light industrial services.	<ul style="list-style-type: none"> – Vacancies historically low – Currently one large vacant site – No development activity in recent past - recent consent for new industrial development not pursued.
Balcombe Road	Medium	Medium	Split between both purpose built light industrial units in modern estate and older industrial/workshop units.	Predominantly small (100-250sqm) but with notable component of medium (250-500sqm) units.	Predominantly good secondary but with notable tertiary component (Bridge estate)	Mixed across light industrial services, office-based services and distribution operations.	<ul style="list-style-type: none"> – Vacancies generally low (currently c.5% of floorspace) and consistently robust occupancy over much of the last decade. – No development activity in recent past although some investment through refurbishment.
Kingswood Station	Low	Very Small	Varied	Varied across all size bands	Varied across all grades	Mixed across light industrial services and retail-based businesses.	<ul style="list-style-type: none"> – Occupancy generally strong however some periods of vacancy in the past. – Recent pressure for redevelopment for residential. – Not an established business location – Access constraints and residential location affect market perception.
Reading Arch Road	High	Small/ Very Small	Predominantly older industrial/workshop type units	Predominantly medium (250-500sqm) but with notable component of small units (100-250sqm)	Predominantly secondary	Predominantly light industrial services, particularly vehicle related	<ul style="list-style-type: none"> – Currently fully occupied and historically low vacancy rate (12% average over past decade) – No development activity in recent past although some site by site investment by individual occupiers.

4. Conclusions and Recommendations

- 4.1 To promote sustainable economic growth and prosperity, Core Strategy Policy CS5 highlights the need to recognise and nurture the distinctive economic role of different parts of the borough.

Function and role

- 4.2 Based on the characterisation process, there is considered to be a distinction between the character and function of the borough's different employment areas, driven particularly by scale and accessibility.
- 4.3 There are four employment areas in particular which accommodate a significant and critical mass of employment provision and benefit from good connectivity to, and prominence on, strategic corridors. These are:
- Holmethorpe
 - Wells Place
 - Salfords
 - Perrywood
- 4.4 These sites make a significant contribution to employment provision and economic growth potential, particularly in key sectors⁶. Given their scale, accessibility and the type of accommodation available on these sites, they are the locations where medium or larger scale B-use operations – such as industrial/specialist manufacturing and engineering and warehousing/distribution operations which are identified in local or sub-regional evidence as future growth sectors – would be least constrained and most likely to locate.
- 4.5 In the context of the NPPF, there is therefore considered to be a strong economic reason for the ongoing protection of these sites. In addition, and recognising their specific economic role, any future policy approach for these sites should retain an industrial/warehouse use class focus and seek to strengthen the clustering across the following use-classes: B1(B), B1(C), B2 and B8.
- 4.6 The remainder of the employment areas have a smaller critical mass of employment and generally occupy less prominent or accessible locations; sometimes within predominantly residential areas. As a result, they play a different but nonetheless important role in the borough's economic offer and strategy.
- 4.7 In particular, whilst quality and type of business premises is generally more mixed than the sites discussed above, these areas provide a valuable stock of smaller, more affordable accommodation suited to the needs of start-up and SME businesses in the borough. Given the significance of SMEs in the borough's overall economy and the importance of a ready supply of appropriate small business premises to support their growth, there is considered to be a strong economic reason to protect these estates. Any future policy approach on these more local employment areas should recognise and seek to reinforce this small business role. Whilst a focus on protecting premises

⁶ Further details of key local sectors can be found in the 2016 Economic Needs Assessment.

suitable for employment should be retained, such a policy should provide for a wider range of permissible use-classes including: B1(B), B1(C), B2, B8, B1(A), D2 and A2, and contain a general presumption in favour of any other employment generating uses (but excluding other A use classes to guard against conflict with town centre first/retail impact policies) to provide flexibility.

- 4.8 The one identified exception is Kingswood Station employment area. This area is markedly smaller in scale than any of the borough's other employment areas – making a comparatively limited contribution to employment stock – and is essentially dominated by a single occupier. The site is also subject to a number of constraints, and limited profile, which limit future potential for growth. There is understood to be development interest in the site and therefore, should an alternative more beneficial proposal or use of the site be achievable, there may be justification to not carry forward this designation.
- 4.9 There may also be a case for reconsidering the employment role and offer of the Albert Road North employment area – particularly in view of the constraints on the site, including access, and the 'mismatch' which this can create with some types of occupier. These challenges could be overcome by focussing the site on small business/incubator units geared towards office/workshop/studio occupiers. Given the stock on the site, and the relative freedom in changes of use, this is unlikely to be achievable without comprehensive redevelopment.

Viability

- 4.10 As set out in the NPPF, plans should avoid the long-term protection of employment sites and designations where there is no reasonable prospect of their ongoing use for that purpose.
- 4.11 Through this review, and supported by the Council's historic monitoring information, consideration has been given to the attractiveness, occupancy and ongoing viability of each of the employment areas.
- 4.12 For each of the four larger, principal employment areas, ongoing viability is clearly illustrated by evidence of significant investment and development activity over the past decade across all sites, healthy uptake of new premises and generally acceleration in demand and occupancy since the recession. In the context of the NPPF, the evidence supports the fact that there is generally a reasonable and viable prospect of ongoing employment use on sites across these areas which warrants long term protection through the DMP.
- 4.13 For the smaller scale, local employment areas, whilst investment and development activity has generally been more limited on the smaller employment sites, their ongoing attractiveness and viability as part of the overall stock of employment land in the borough is illustrated by clear evidence of generally (and consistently) healthy and robust occupancy over the past decade, low vacancy levels and rapid take-up of units over the past 5 to 10 years. In the context of the NPPF, there is therefore considered to be a reasonable prospect of ongoing employment use which justifies long-term protection through the plan-making process.

Appendix 1: Site Characterisation Pro forma

Albert Road North Industrial Estate, Reigate



Scale of employment provision	
Site area	3.0ha
Commercial premises	21
Commercial floorspace	12,185
Density	0.43 plot ratio
Conclusion	Site is of medium scale (10,000sqm-20,000sqm)

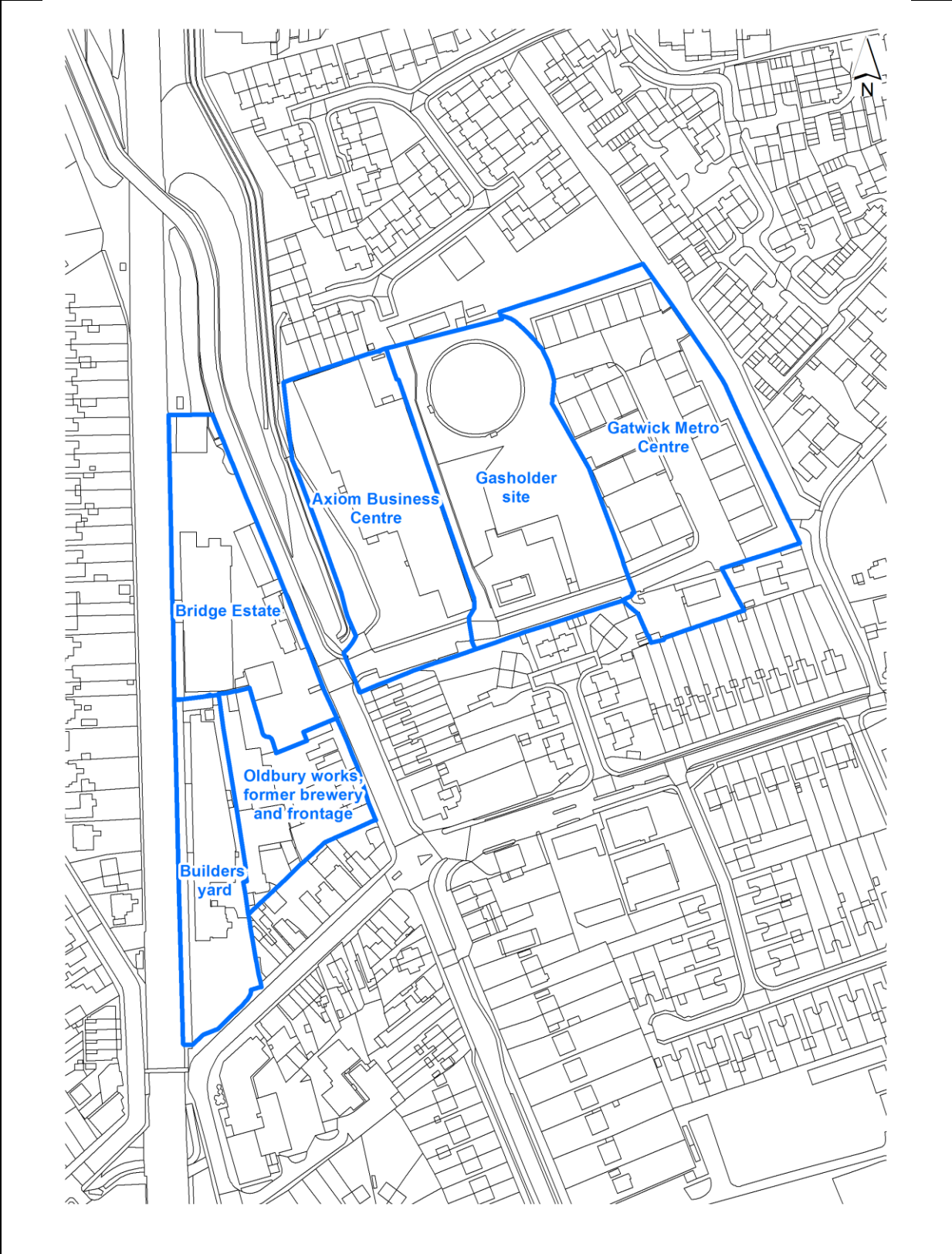
Connectivity and profile	
Location and connectivity	<ul style="list-style-type: none"> - Situated approximately 750m north-west of Reigate Town Centre within a predominantly residential area. - Approximately 600m from the nearest main distributor road (the A217), which is accessed via relatively narrow residential roads. - Approximately 2.5km from J8 of the M25 which provides the main strategic road access, and around 10km from Gatwick Airport. - Approximately 600m west of the Reigate rail station and bus services along the A217 and A25. - Limited prominence
Environment and facilities	<ul style="list-style-type: none"> - No permanent facilities for employees on the site - Small local shop within (5 minute walk) - Site is a short distance (10-15 minute walk) from Reigate Town Centre - Site provides a reasonable quality business environment, but improvements would be beneficial, particularly to the entrance.
Constraints	<ul style="list-style-type: none"> - Restricted access – narrow, heavily parked residential roads - Residential amenity restricts type of businesses/operations which can reasonably operate from site - Topography and physical surroundings restrict expansion
Accommodation mix	
Description	Premises are predominantly traditional single-storey brick built industrial units and two-storey industrial/warehouse units with ancillary offices. Some more modern, larger format warehouses and purpose built offices are also present; however, the latter is subject to consent for residential redevelopment.
Size	<100sqm: 0.0%
	100-250sqm: 9.5%
	250-500sqm: 42.9%
	500-750sqm: 23.8%
	750-1,000sqm: 4.8%
	>1,000sqm: 19.0%
	Summary: Predominantly medium (250-750sqm) but with notable component of large units (>1000sqm). Small units <100sqm to be lost as part of residential redevelopment.
Quality	Primary: None (0.0%)
	Good secondary: 3,190sqm (26.2%)
	Secondary: 6,105sqm (50.1%)
	Tertiary: 2,890sqm (23.7%)
	Summary: Predominantly secondary or tertiary
Use class profile	B1(A): 2
	B1(B): 4
	B1(C): 2
	B2: 1
	B8: 10
	Total B Class: 19
	A Class: 0
	SG: 0
	Other: 1
Vacant: 1	
Parking/servicing	<ul style="list-style-type: none"> - Most units have their own designated parking; however, there are also other areas within the site where on-site parking is possible. - Movement within the site generally appears adequate. - 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.

Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 7
	Light Industrial Services: 4
	Light Industrial Manufacturing: 5
	Specialist Manufacturing/Product Dev: 2
	Office-based Services: 1
	Leisure/Community: 1
	Other: 0
Summary	Predominantly distribution operations but with notable representation of light industrial manufacturing and services. The level of distribution operations is slightly mismatched given the access constraints.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - 1 unit is currently vacant. - The vacancy rate across the estate has been consistently around 13-18% (of units) for much of the past decade. - On average, new lettings have accounted for around 6% of units over the past 5 years, representing a relatively modest level of churn.
Development activity and interest	<ul style="list-style-type: none"> - 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. - No further commercial development interest has arisen over the past decade. - There is an on-going residential redevelopment on part of the estate (in light of permitted development rights) which brought about a loss of some 12 units and 900sqm of business space.
Future opportunities and pressures	<ul style="list-style-type: none"> - The estate has experienced pressure for residential redevelopment. A 2011 consent for residential development was refused on part of the site and a 2013 application to replace the Buckland House offices with residential was granted in light of the permitted development rights. - 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. - Beyond this, there would be some limited opportunities to focus on renewal/intensification of existing sites.
Summary	Overall, the estate has low a low vacancy rate (excepting the units which have been cleared ahead of development). 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.

Sub area summaries	
Residential site	<ul style="list-style-type: none"> - Consent to redevelop office/business units to residential scheme - 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.
Stentor warehouse facility	<ul style="list-style-type: none"> - Single occupier - Good secondary grade warehouse units – each over 500sqm - Fully occupied for past decade

Mixed small business units	<ul style="list-style-type: none"> - Units of mixed character in terms of businesses ranging from office-based operations to leisure uses - Generally secondary grade accommodation, range of sizes - Fully occupied for past 6 years following a short period of high vacancy during 2008/09.
Builders yard	<ul style="list-style-type: none"> - c.0.2ha used for open storage - Development potential either in isolation or in conjunction with adjoining units (see below)
Larger business units	<ul style="list-style-type: none"> - Larger business units - Generally warehouse or light industrial uses - Development potential longer-term as per previous application – could yield additional 2,000sqm - Historically well occupied – no more than two units vacant at any one time over the past decade. Vacancies improved over past few years and currently fully occupied.
Older single storey units	<ul style="list-style-type: none"> - Traditional brick built industrial premises, medium sized premises - Combination of warehouse and manufacturing operations - Potential for renewal or intensification (second stories/mezzanines) - For much of the past 5 years, this part of the estate has been fully occupied. - Robust occupancy – fully occupied for much of the last 7 years following a period of higher vacancy during 2006-2008.

Balcombe Road, Horley



Scale of employment provision	
Site area	4.8ha
Commercial premises	52
Commercial floorspace	18,550sqm
Density	0.39 plot ratio
Conclusion	Site is of medium scale (10,000sqm-20,000sqm)

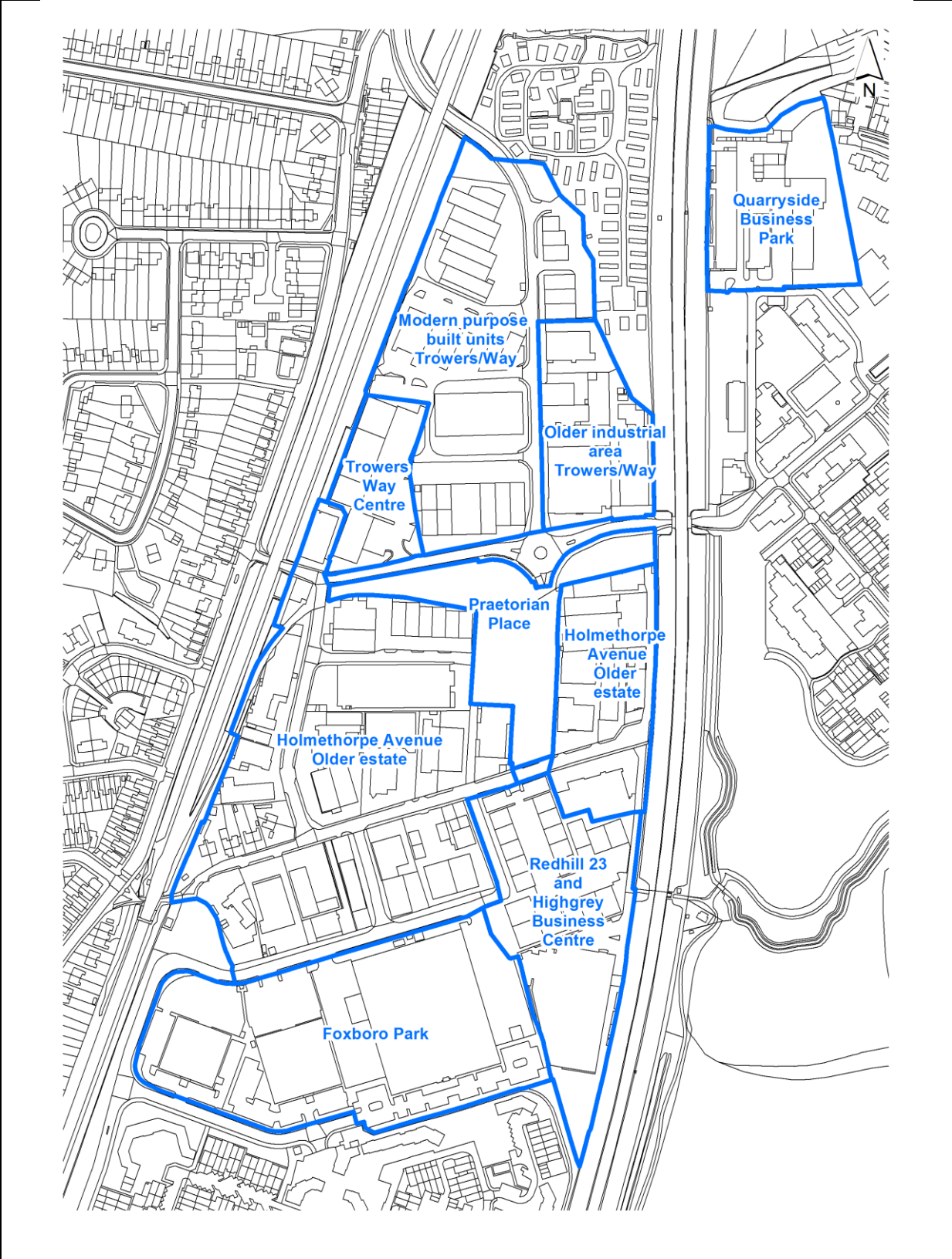
Connectivity and profile	
Location and connectivity	<ul style="list-style-type: none"> - Situated on either side of Balcombe Road. - Approximately 300m north-east of Horley Town Centre within a predominantly residential area. - Accessed directly from Balcombe Road which leads directly to the A23 around 800m away. - Approximately 3.0km from J9 of the M23 which provides the main strategic road access - 2.5km from Gatwick Airport - Approximately 700m west of the Horley rail station and around 300m from a range of bus services which run through Horley Town Centre - Limited prominence, albeit it does have frontage onto Balcombe Road
Environment and facilities	<ul style="list-style-type: none"> - No permanent facilities for employees on the site save for a small mobile snack food van operates in the vicinity of the estate. - Pub and small local centre within less than 5 minutes walk - Short distance (10 minute walk) to Horley Town Centre. - 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.
Constraints	<ul style="list-style-type: none"> - Shape and extent of the Bridge Estate as constrained by Balcombe Road and the railway line restricts efficiency of site - Listed buildings (Bridge Estate)
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	<p><100sqm: 7.8%</p> <p>100-250sqm: 41.2%</p> <p>250-500sqm: 39.2%</p> <p>500-750sqm: 3.9%</p> <p>750-1,000sqm: 2.0%</p> <p>>1,000sqm: 3.9%</p> <p>Summary: Predominantly small (100-250sqm) but with notable component of medium (250-500sqm) units</p>
Quality	<p>Primary: None (0.0%)</p> <p>Good secondary: 10,230 (55.9%)</p> <p>Secondary: None (0.0%)</p> <p>Tertiary: 8,055sqm (44.1%)</p> <p>Summary: Split between good secondary or tertiary</p>
Use class profile	<p>B1(A): 18</p> <p>B1(B): 1</p> <p>B1(C): 14</p> <p>B2: 3</p> <p>B8: 13</p> <p>Total B Class: 49</p> <p>SG: 1</p> <p>Other: 0</p> <p>Vacant: 1</p>
Parking/servicing	<ul style="list-style-type: none"> - Most units have their own designated parking; however, some do not - Prevalence of parking along access roads, particularly to the Gatwick Metro Centre. - Movement and servicing within the site generally appears adequate. - Access to the site via Balcombe Road is adequate.

Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 16
	Light Industrial Services: 9
	Light Industrial Manufacturing: 3
	Specialist Manufacturing/Product Dev: 3
	Office-based Services: 18
	Leisure/Community: 0
	Other: 0
Summary	Mixed across office-based services, distribution operations and light industrial services.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - Only 1 unit (2.0%) is currently vacant, totalling 275sqm (1.5%) - Vacancies on the estate peaked at over 25% in 2008, due in part to the refurbishment of the Axiom Centre. Vacancies fell sharply between 2009 and 2013 to only 2% of units, stabilised around 7-8% for a period and have now continued to fall. - On average, new lettings have accounted around 8% of units per annum over the past 5 years, representing a normal level of churn.
Development activity and interest	<ul style="list-style-type: none"> - There has been little commercial development activity on the estate over the past decade. - The Axiom Business Centre underwent significant refurbishment in 2007/08. - A 2010 consent to reconfigure and refurbish Unit 8-10 on the Bridge Estate was not pursued. - A planning application for residential redevelopment of the old brewery site was submitted in 2014 but subsequently withdrawn.
Future opportunities and pressures	<ul style="list-style-type: none"> - Pressure for residential redevelopment of parts of the estate, particularly on the Bridge Estate. - 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 retention of the gasholder, the site could deliver up to 2,500sqm.
Summary	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.

Sub area summaries	
Gatwick Metro Centre	<ul style="list-style-type: none"> - Modern business estate – good quality environment - Small/medium sized industrial and warehouse units with office accommodation – good secondary grade - Range of warehousing/distribution and office-based businesses - Robust occupancy over the past decade – only 4% (1 unit) for 9 of the past 10 years.
Gasholder site	<ul style="list-style-type: none"> - Operational - Longer-term development potential – could generate between 2,500-5,000sqm of additional space
Bridge Estate	<ul style="list-style-type: none"> - Older industrial units, mixed size and tertiary grade but generally well occupied

	<ul style="list-style-type: none"> - Range of distribution and light industrial service businesses - Historically good occupancy over past decade, 8% or less for 6 out of 10 years. Slight increase in vacancy over past 2 years but units traditionally let quickly
Builders yard	<ul style="list-style-type: none"> - Single occupier – large warehouse/trade counter premises
Oldbury works, former brewery and frontage	<ul style="list-style-type: none"> - Low quality, older commercial premises – 2 long-term occupiers - Industrial/manufacturing businesses - Derelict/vacant listed brewery works – previous interest for residential conversion - Other units consistently occupied by same businesses over the past decade

Holmethorpe Industrial Estate, Redhill



Scale of employment provision	
Site area	17.5ha
Commercial premises	166
Commercial floorspace	85,310sqm
Density	0.49 plot ratio
Conclusion	Site is of large scale (20,000sqm+)

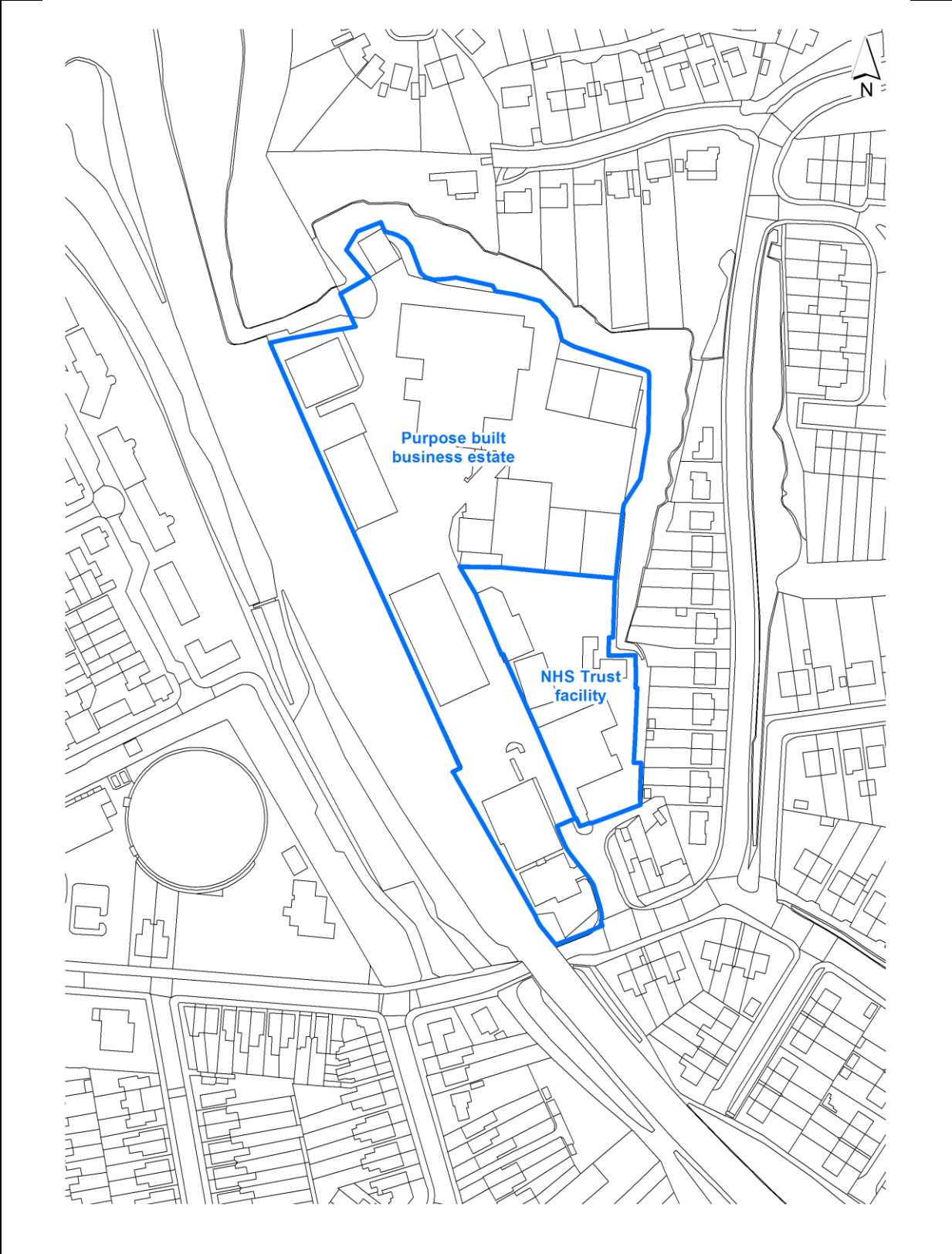
Connectivity and profile	
Location and connectivity	<ul style="list-style-type: none"> - Situated between railway lines to the east of Redhill - Accessed from Frenches Road/Ormside Way relief road which leads directly to the A23 around 600m away. - Approximately 6.0km (driving distance) from J8 M25 via the A23/A25 and - 10km from Gatwick Airport - Approximately 1.2km north of Redhill rail station and town centre. - A range of bus services run through the estate and along Frenches Road. - Limited prominence from strategic road corridors but some branding on approaches.
Environment and facilities	<ul style="list-style-type: none"> - Permanent food van operates from the estate. Site also has a mini-food mart and a recently opened café. - Less than 5 minutes walk to Tesco convenience store at adjoining Watercolour development - 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.
Constraints	<ul style="list-style-type: none"> - Entrance from Frenches Road constrained by narrow rail bridge. Relief road has improved access to A23 through north of estate. - On-road parking a problem in parts of the estate, restricting movement.
Accommodation mix	
Description	Varied across site. Ranges from modern purpose built industrial units arranged in small estates (including some brand new stock), very large distribution units and older, traditional brick built units or premises converted for business use.
Size	<p><100sqm: 5.0%</p> <p>100-250sqm: 28.9%</p> <p>250-500sqm: 40.9%</p> <p>500-750sqm: 11.9%</p> <p>750-1,000sqm: 5.7%</p> <p>>1,000sqm: 7.5%</p> <p>Summary: Predominantly medium (250-750sqm) units but with notable component of small (100-250sqm) units.</p>
Quality	<p>Primary: 26,449 (31.0%)</p> <p>Good secondary: 21,240 (24.9%)</p> <p>Secondary: 16,985 (19.9%)</p> <p>Tertiary: 20,635 (24.2%)</p> <p>Summary: Mixed across all grades</p>
Use class profile	<p>B1(A): 20</p> <p>B1(B): 6</p> <p>B1(C): 37</p> <p>B2: 13</p> <p>B8: 43</p> <p>Total B Class: 109</p> <p>A Class: 10</p> <p>SG: 7</p> <p>Other: 4</p> <p>Vacant: 22</p>
Parking/servicing	<ul style="list-style-type: none"> - Most units, particularly on the more modern parts of the estate, have dedicated parking. - However, older parts, particularly around Holmethorpe Avenue, do

	<p>not have adequate provision, leading to on-road parking congestion and compromising movement.</p> <ul style="list-style-type: none"> - Movement elsewhere in the site generally adequate. Relief road has improve circulation. - Access to the site from the north is good but access from Frenches Road constrained.
Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 33
	Light Industrial Services: 25
	Light Industrial Manufacturing: 17
	Specialist Manufacturing/Product Dev: 4
	Office-based Services: 31
	Trade Counter: 12
	Other Retail: 9 (inc. food sales and car sales)
	Leisure/Community: 6
	Other: 7 (including café, photography studio, data centres)
Summary	Mixed. Predominantly light industrial services and distribution operations but with a notable proportion of office-based businesses and manufacturing.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - 22 units (13.5%) are currently vacant, totalling 11,530sqm (13.7%) - Vacancies on the estate were consistently at or above 20% during much of the period from 2008, rising to as high as 23% in 2014. Over the past year, this has fallen sharply to 17% with new developments particularly attracting strong demand. - On average, new lettings have accounted around 9% of units per annum over the past 5 years, representing a healthy level of turnover.
Development activity and interest	<ul style="list-style-type: none"> - There has been significant development on the estate over the past decade, including the development of two new small estates providing 27 new units and almost 7,500sqm of additional employment space. - The long-term vacant site at 37-41 Holmethorpe Avenue has also recently undergone refurbishment/recognition and two of the new units are under offer. - Investment in and improvement of accommodation has occurred throughout the estate, including the new unit built by Valley Automotive on Trowers Way. - The land set aside for commercial provision as part of the Watercolour development has subsequently been developed for residential use.
Future opportunities and pressures	<ul style="list-style-type: none"> - Future residential development of the Thorntonside area in line with its identification in the Holmethorpe Development Brief will reduce available space. - There is limited opportunity for future expansion with the majority of available sites being developed over the past 5 years. - Opportunities to enhance and intensify employment provision in parts of the estate remain, particularly around Holmethorpe Avenue.
Summary	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.
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Sub area summaries	
Modern purpose built units Trowers Way	<ul style="list-style-type: none"> - Purpose built light industrial/warehouse premises, typically with mezzanine accommodation/offices. - Historically vacancy rate of around 20-25% over the past decade. Some long term vacant units on Trowers Way (over 5 years)
Older industrial area Trowers Way	<ul style="list-style-type: none"> - Traditional brick built, single storey industrial units. - Robust occupancy. Fully occupied for much of the past decade with only notable period of vacancy during recession 2008-2010 (13%). - Some investment in premises of late by occupiers to ensure suitability for modern business.
Trowers Way Centre	<ul style="list-style-type: none"> - Modern large warehouse/trade counter premises built in early 2000s. - Fully occupied for past decade with little or no turnover of occupants.
Praetorian Place	<ul style="list-style-type: none"> - Recently constructed (past 2 years), modern industrial warehouse units with office component. - Take up strong, with some units pre-let prior to completion.
Holmethorpe Avenue Older Units	<ul style="list-style-type: none"> - Mixed character – some traditional purpose built industrial/business units and some converted premises - On-site parking provision most limited on this part of the estate leading to some on-street parking congestion. - Historically good occupancy, with an average vacancy rate of around 10% over the past decade. Vacancies peak in 2013-14 at 20% but have fallen again of late following strong take up.
Redhill 23 and Highgrey Business Centre	<ul style="list-style-type: none"> - Mixture of modern purpose built small/medium sized units and recently refurbished industrial premises. - 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. - Occupancy has steadily increased on Redhill 23 since completion in 2009 and currently stands at around 70%. Take-up was initially slow due to recession.
Foxboro Park	<ul style="list-style-type: none"> - Three large purpose built warehouse type premises (built in the early 2000s) - Currently used for specialist data centre/geosciences operations. - Fully occupied for past 4 years.

Kingsfield Business Centre, Redhill



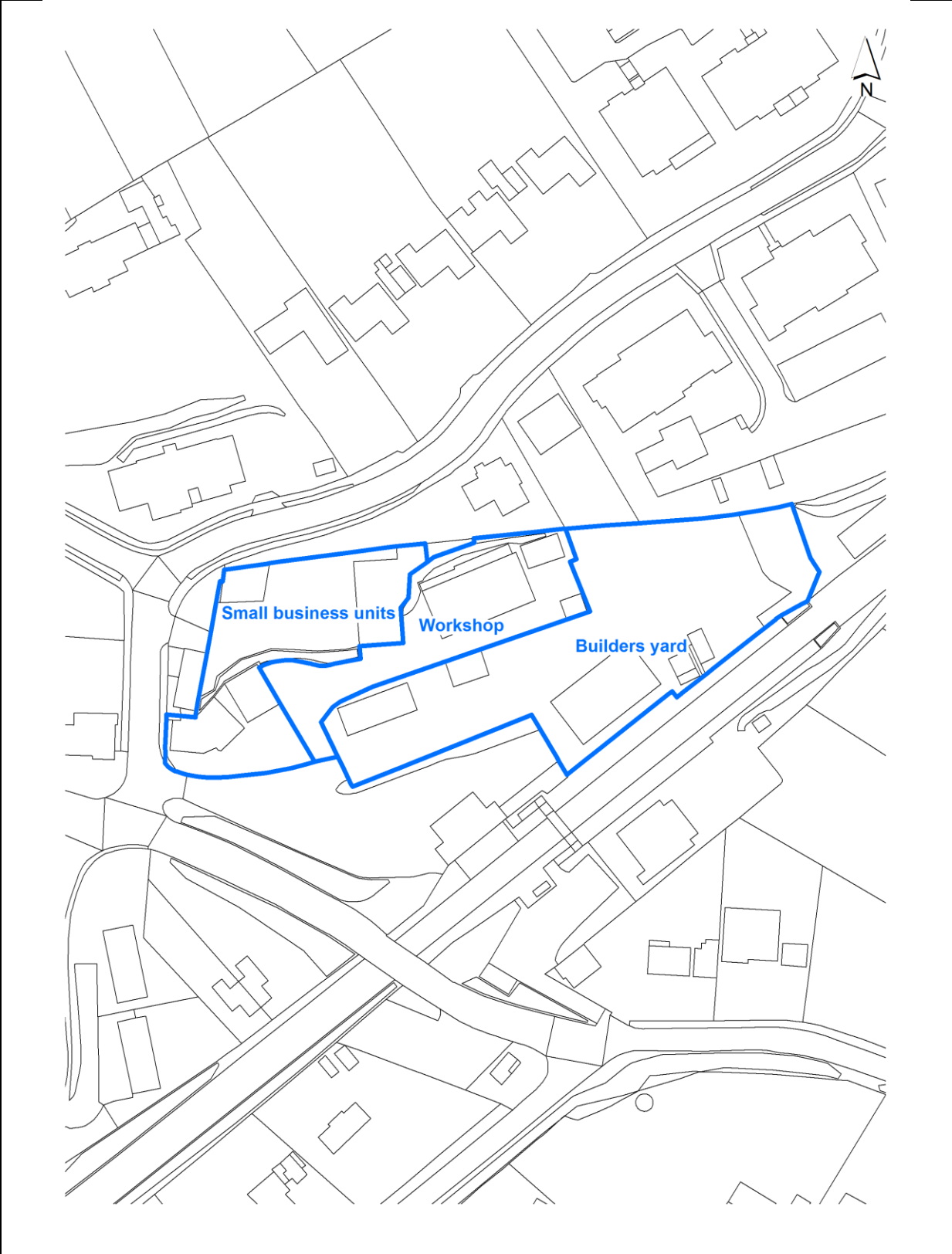
Scale of employment provision	
Site area	2.3ha
Commercial premises	16
Commercial floorspace	8,130sqm
Density	0.36 plot ratio
Conclusion	Site is of small scale (<10,000sqm)

Connectivity and profile	
Location and connectivity	<ul style="list-style-type: none"> - Situated approximately 700m south of Redhill Town Centre within a predominantly residential area - Accessed from Hooley Lane/Philanthropic Road which leads directly to the A23 around 600m away. - Approximately 7.5km (driving distance) from J8 M25 via the A23/A25 and - 10km from Gatwick Airport - Approximately 900m north of Earlswood rail station and 1.3km south of Redhill station. - Bus services on Redstone Hollow approximately 300m. - Limited prominence.
Environment and facilities	<ul style="list-style-type: none"> - A small convenience store/newsagent is located on Philanthropic Road just south of the estate. - Some small-scale facilities along Hooley Lane. - Other facilities are available in Redhill town centre which is around a 20 minute walk - Well maintained, coherent, good quality business environment with some branding.
Constraints	<ul style="list-style-type: none"> - Entrance from Hooley Lane/Philanthropic Road constrained by height restricted rail bridge and width restricted road which experiences some on-street parking. - Access via Redstone Hollow has a steep incline, unlikely to be suitable for large vehicles.
Accommodation mix	
Description	Varied across site. Ranges from modern purpose built industrial units arranged in small estates (including some brand new stock), very large distribution units and older, traditional brick built units or premises converted for business use.
Size	<p><100sqm: 5.0%</p> <p>100-250sqm: 28.9%</p> <p>250-500sqm: 40.9%</p> <p>500-750sqm: 11.9%</p> <p>750-1,000sqm: 5.7%</p> <p>>1,000sqm: 7.5%</p> <p>Summary: Predominantly medium (250-750sqm) units but with notable component of small (100-250sqm) units.</p>
Quality	<p>Primary: 26,449 (31.0%)</p> <p>Good secondary: 21,240 (24.9%)</p> <p>Secondary: 16,985 (19.9%)</p> <p>Tertiary: 20,635 (24.2%)</p> <p>Summary: Mixed across all grades</p>
Use class profile	<p>B1(A): 3</p> <p>B1(B): 0</p> <p>B1(C): 4</p> <p>B2: 0</p> <p>B8: 6</p> <p>Total B Class: 14</p> <p>A Class: 0</p> <p>SG: 1</p> <p>Other: 0</p> <p>Vacant: 2</p>
Parking/servicing	<ul style="list-style-type: none"> - All units have their own dedicated parking and some have more than ample provision. Overspill parking on access road is not problematic. - Movement within the site appears adequate and unconstrained. The main access to the site from Philanthropic Road is wide.

Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 1
	Light Industrial Services: 1
	Light Industrial Manufacturing: 0
	Specialist Manufacturing/Product Dev: 3
	Office-based Services: 2 (including training centre)
	Leisure/Community: 0
	Other: 1
Summary	Mainly specialist manufacturing/product development and office-based services. Dominated by two companies – NHS Trust and Respirex.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - 2 small units (12.5%) totalling 260sqm (3%) is currently vacant on the estate. - For much of the past decade, the estate has been fully occupied. This is in part driven by the expansion of Respirex who have taken an increasing number of units over recent years. - On average, new lettings have accounted for just 2% of units per annum over the past 5 years, representing a very low level of churn and turnover. - Demand is such that take up of vacant units is normally very rapid - The NHS Trust is understood to be reducing its footprint on the estate
Development activity and interest	<ul style="list-style-type: none"> - There has been no notable development on the estate over the past 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"> - Scope for future intensification is limited. Provision of mezzanine or additional accommodation at upper floors may be possible on some individual units. - Depending upon the future needs of the NHS estate, an opportunity may arise for redevelopment. This could provide additional new employment space but may also give rise to pressure for residential development.
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 is has been no notable development, stock is of good quality and not generally requiring investment. Future potential for employment redevelopment may arise depending upon the needs of NHS estate. Overall, the site remains an attractive business location.

Sub area summaries	
Purpose built business estate	<ul style="list-style-type: none"> - Combination of purpose built warehouse units and modern specialist manufacturing/engineering units with high office component - Generally good secondary grade in good quality environment - Popular estate with historically very strong occupancy. No vacancies of over 1 year recorded at any point over the past decade. - Estate dominated by single occupier – Respirex who have expanded over the past 5 years into a number of additional units on the estate.
NHS trust facility	<ul style="list-style-type: none"> - Office-based facility – provision of health services - Mixed quality accommodation – some of which is no longer used by the trust and available for rent.

Kingswood Station Yard, Kingswood



Scale of employment provision	
Site area	0.9ha
Commercial premises	5
Commercial floorspace	1,840sqm
Density	0.20 plot ratio
Conclusion	Site is of small scale (<10,000sqm)

Connectivity and profile	
Location and connectivity	<ul style="list-style-type: none"> - Situated adjacent to Kingswood rail station within a predominantly residential area. - Accessed from Furze Hill/St Monicas Road. - Approximately 7.5km (driving distance) from J8 M25 via the A217 - 20km from Gatwick Airport - Access to bus services on the A217 approximately 500m - Limited prominence
Environment and facilities	<ul style="list-style-type: none"> - No on-site facilities but adjacent to Waterhouse Lane local centre which includes convenience stores and cafés. - Site provides a generally low quality business environment.
Constraints	<ul style="list-style-type: none"> - Access from Furze Hill is constrained, particularly the junction with Waterhouse Lane. - Residential environs affect the type and nature of business that could reasonably operate from the site.
Accommodation mix	
Description	Mixed. Ranging from buildings converted to business use, older workshop type units, purpose built warehousing/storage.
Size	<100sqm: 25.0%
	100-250sqm: 25.0%
	250-500sqm: 25.0%
	500-750sqm: 0.0%
	750-1,000sqm: 25.0%
	>1,000sqm: 0.0%
	Summary: Varied across all size bands.
Quality	Primary: None (0.0%)
	Good secondary: 1,112 (60.8%)
	Secondary: 698 (37.9%)
	Tertiary: 24 (1.3%)
	Summary: Mixed across all grades
Use class profile	B1(A): 0
	B1(B): 0
	B1(C): 1
	B2: 0
	B8: 2
	Total B Class: 3
	A Class: 1
	SG: 0
	Other: 0
Vacant: 0	
Parking/servicing	<ul style="list-style-type: none"> - Some dedicated parking which appears to be adequate for the scale of operations on the site. - The main access to the site via Furze Hill is constrained and there are capacity and safety issues at the junction with Waterhouse Lane.
Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 0
	Light Industrial Services: 1
	Light Industrial Manufacturing: 1
	Specialist Manufacturing/Product Dev: 0
	Office-based Services: 1
	Trade Counter: 1
	Leisure/Community: 0
Other: 2 (car sales, photographic equipment sales/leasing)	
Summary	Mixed across light industrial services and retail/trade counter based businesses.

Market Performance and Perception	
Occupancy	- No monitoring information is available with respect to the occupancy trends on the estate.
Development activity and interest	- Some investment in the builders yard site has occurred with new warehouse buildings. Otherwise, commercial development activity has been limited.
Future opportunities and pressures	- Commercial development opportunities on any significant scale are unlikely due to the access and residential amenity constraints. - There is known interest in residential development by Network Rail to help fund improvements to station facilities.
Summary	The site is reasonably well occupied and existing occupiers appear to operate reasonably from the estate. However, the attractiveness and future employment prospects of the site are constrained by the location and there is known pressure for residential development.

Sub area summaries	
Builders yard	- Single occupier - Purpose built warehouse/trade counter unit with large areas of open storage - Access shared with rail station
Small business units	- Mixed character – converted and purpose built business premises - Limited opportunity for expansion - Has experienced some vacancy over the past decade.
Workshop	- Single traditional workshop/industrial unit - Tightly bounded site – little circulation space and limited scope for intensification or expansion - Single occupier

Perrywood Business Park, Salfords



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"> - Situated west of Salfords rail station - Accessed from Honeycrock Lane which leads directly to the A23 around 500m away. - Approximately 8km (driving distance) from J9 M23 via the A23/A217 - 7km from Gatwick Airport - Broadly equidistant from Redhill and Horley town centres, however, both are in excess of 4.5km away. - Approximately 500m from Salfords rail station and a range of bus services along the A23 - Limited prominence from strategic road corridors but some branding on approaches.
Environment and facilities	<ul style="list-style-type: none"> - No permanent on-site facilities – visiting food van - Approximately 10 minutes walk to local shopping centre in Salfords ,which includes cafés and convenience stores. - Site offers a good quality, landscaped business environment, is well maintained and secure.
Constraints	<ul style="list-style-type: none"> - Access via Honeycrock Lane is constrained (narrow rail bridge) and road is narrow in place.
Accommodation mix	
Description	Predominantly modern industrial/warehouse units with high office component in formal business estate environment.
Size	<100sqm: 0.0%
	100-250sqm: 4.8%
	250-500sqm: 4.8%
	500-750sqm: 42.9%
	750-1,000sqm: 14.3%
	>1,000sqm: 33.3%
	Summary: Predominantly large or medium (>500sqm)
Quality	Primary: 2,790 (11.3%)
	Good secondary: 14,145 (57.3%)
	Secondary: 7,650 (31.0%)
	Tertiary: 105 (0.4%)
	Summary: Predominantly good secondary or secondary
Use class profile	B1(A): 5
	B1(B): 5
	B1(C): 6
	B2: 1
	B8: 1
	Total B Class: 15
	A Class: 0
	SG: 0
	Other: 0
Vacant: 3	
Parking/servicing	<ul style="list-style-type: none"> - All units have dedicated parking areas and servicing arrangements. - Site is laid out in a formal business park, circulation and movement around the site is unconstrained.
Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 1
	Light Industrial Services: 1
	Light Industrial Manufacturing: 1
	Specialist Manufacturing/Product Dev: 9
	Office-based Services: 6
	Leisure/Community: 0
	Other: 0
Summary	Predominantly specialist manufacturing/product development and office-

	based operations.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - 3 units (14.3%) totalling 2,665sqm (10.7%) are currently vacant on the estate. - Vacancies rose following the recession, having been consistently around 10% for much of the past decade, but occupancy has recently improved. - On average, new lettings have accounted for just 5% of units per annum over the past 5 years, representing a relatively modest level of turnover/churn. - There are some long-term vacancies on the estate, however two units previously vacant for 4-5 years have recently been let.
Development activity and interest	<ul style="list-style-type: none"> - There has been no notable development on the estate over the past decade. - A 2005 planning consent (renewed in 2010) for a new office, warehouse and industrial facility on the former Matrix site has not been pursued. This is currently in use for overflow car parking.
Future opportunities and pressures	<ul style="list-style-type: none"> - Due to the nature of the estate, scope for intensification is limited. - There remains potential to expand employment provision onto the site now used for overflow car parking. This site extends to approximately 0.4ha and could provide approximately 2,000sqm of additional employment space.
Summary	<p>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 in returning to this level. This suggests a well-regarded, attractive business location. Some investment in long-term vacant premises and newly vacated premises as they become available may be required to maintain demand. Turnover/new lettings have historically been low. Long-term potential for expansion onto the Matrix site remains. Overall, the site remains a viable employment location.</p>

Sub area analysis	
Cubic manufacturing facility (AFC house)	<ul style="list-style-type: none"> - Large manufacturing, engineering and office facility - Single occupier for past decade and beyond – headquarters for European operations
Cleared site	<ul style="list-style-type: none"> - Historic planning consent for new large manufacturing and testing facility for adjoining occupier – not implemented - Currently used for overflow parking. - Potential remains to deliver new employment space either for single occupier or multi-occupation – up to 2,000sqm.
Main business park	<ul style="list-style-type: none"> - 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. - Strong occupancy during 2009-2012; however, vacancies have increased over past few years and currently stand at 25%. Some evidence of long-term vacancies. - Sub-area has seen some investment over the past decade, including construction of three new industrial premises totalling 2,790sqm in 2006/07.

Pitwood Park Industrial Estate, Tadworth



Scale of employment provision	
Site area	1.1ha
Commercial premises	14
Commercial floorspace	4,630sqm
Density	0.42 plot ratio
Conclusion	Site is of small scale (<10,000sqm)

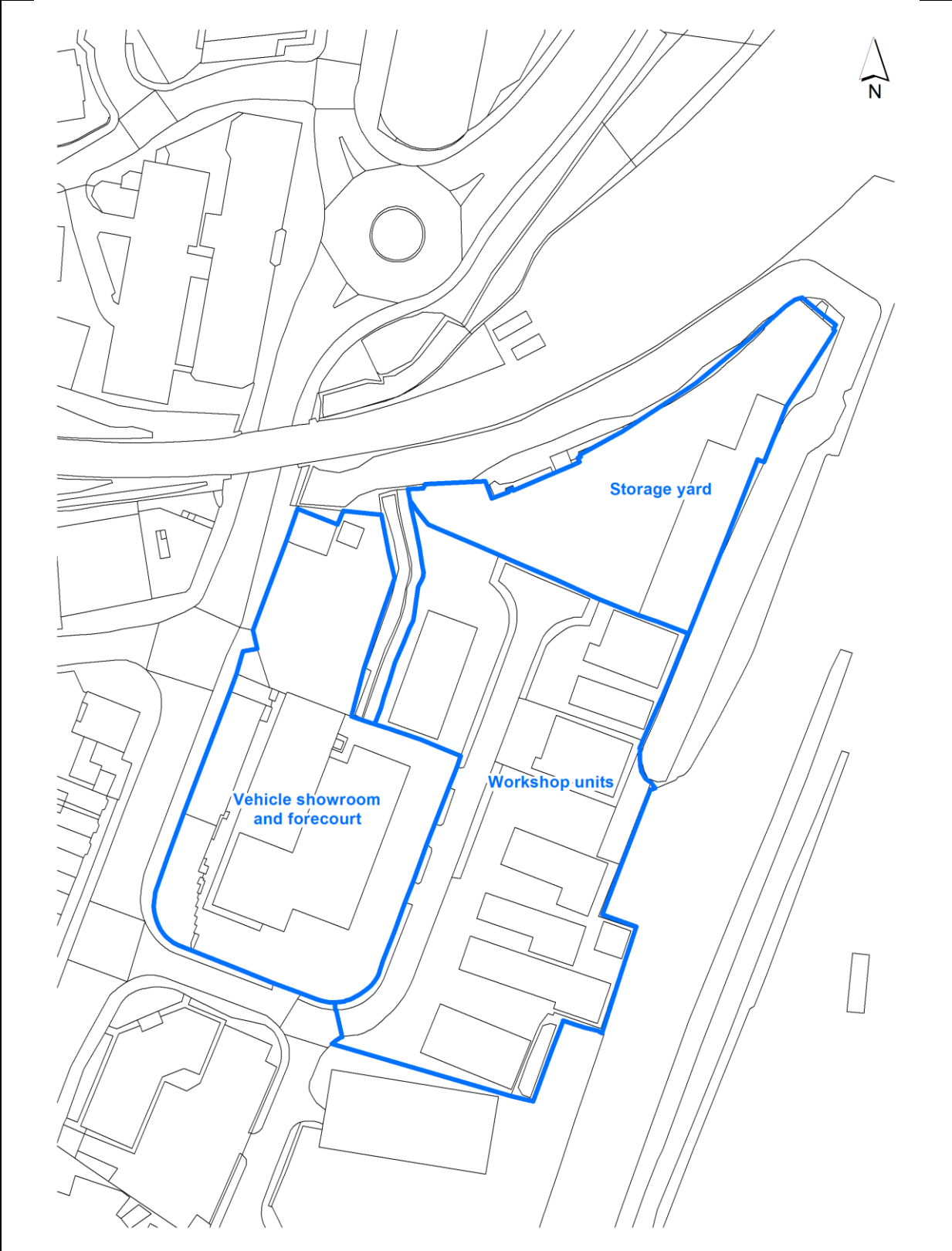
Connectivity and profile	
Location and connectivity	<ul style="list-style-type: none"> - Situated north of Tadworth within a residential area - Accessed from Preston Lane/Waterfield. Access to the nearest strategic road corridor (A217) is indirect, approximately 2.0km via predominantly residential roads. - Approximately 6.5km (driving distance) from J8 M25 via the A217 - Approximately 18km from Gatwick Airport - 1.5km from Tattenham Corner and Tadworth rail stations. - Bus service runs in close proximity to the estate (c.500m) along Preston Lane with services to Redhill, Reigate, Epsom and Sutton) - Limited prominence.
Environment and facilities	<ul style="list-style-type: none"> - No permanent on-site facilities – visiting food van - Approximately 5 minute walk to local shopping centre in Shelveys Way which includes convenience stores and café/food provision. - Main estate has a relatively coherent, well maintained and secure business environment.
Constraints	<ul style="list-style-type: none"> - Residential environs somewhat limit the type and nature of operations which can reasonably be carried out on the estate. - Indirect access to strategic road network
Accommodation mix	
Description	Predominantly purpose built industrial units with ancillary office component arranged around small business estate. Large purpose built laboratory building and old brick built industrial unit.
Size	<p><100sqm: 0.0%</p> <p>100-250sqm: 64.3%</p> <p>250-500sqm: 21.4%</p> <p>500-750sqm: 7.1%</p> <p>750-1,000sqm: 0.0%</p> <p>>1,000sqm: 7.1%</p> <p>Summary: Predominantly small (100-250sqm) but with notable component of medium sized units (250-500sqm)</p>
Quality	<p>Primary: None (0.0%)</p> <p>Good secondary: 2,390 (51.6%)</p> <p>Secondary: 1,500 (32.4%)</p> <p>Tertiary: 740 (16.0%)</p> <p>Summary: Predominantly good secondary</p>
Use class profile	<p>B1(A): 4</p> <p>B1(B): 3</p> <p>B1(C): 1</p> <p>B2: 1</p> <p>B8: 3</p> <p>Total B Class: 11</p> <p>A Class: 0</p> <p>SG: 0</p> <p>Other: 0</p> <p>Vacant: 2</p>
Parking/servicing	<ul style="list-style-type: none"> - All units have dedicated parking areas and servicing arrangements. - Laboratory unit is set within a large site with significant parking provision. - Main site is laid out in a formal business park, circulation and movement around the site is unconstrained.

Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 2
	Light Industrial Services: 0
	Light Industrial Manufacturing: 1
	Specialist Manufacturing/Product Dev: 3
	Office-based Services: 4
	Leisure/Community: 0
	Other: 0
Summary	Predominantly office-based services requiring ancillary storage. Some small scale distribution operations and a specialist manufacturing business occupying three premises.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - 2 units (15.4%) totalling 1,725sqm are currently vacant on the estate, including the large laboratory site. - Vacancies have risen over the past few years, having been consistently at 8% for much of the past decade. - On average, new lettings have accounted for just 5% of units per annum over the past 5 years, representing a relatively modest level of turnover/churn. - The estate has experienced some long-term vacancies; however, one is now let. The laboratory site has also been vacant for approximately 1 year.
Development activity and interest	<ul style="list-style-type: none"> - There has been no notable development on the estate over the past decade. - A 2014 planning consent to build 7 commercial units totalling 990sqm on the site of unit 4 & 4A has not been pursued. The unit has now been let in its current state.
Future opportunities and pressures	<ul style="list-style-type: none"> - The main opportunity is the expansion/intensification of employment provision on the laboratory site. In a form similar to the Metro Centre, the site could accommodate around 3,250sqm of employment space – a net gain of around 1,750sqm. - Given the location, it is possible that the site could experience pressure for residential development.
Summary	Despite having risen over the past year, vacancies have historically remained low over the past decade. The recent letting of the long-term vacant unit at 4&4A suggests demand is improving. Turnover of occupiers has also been low. There is some potential for intensification on the laboratory site. Overall, the site – particularly the Metro Centre – remains a viable, small-scale employment location.

Sub area analysis	
Older industrial unit	<ul style="list-style-type: none"> - Single traditional single storey industrial unit - Vacant for lengthy period between 2009 and 2015 but recently successfully let - 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
Laboratory site	<ul style="list-style-type: none"> - Large purpose built, specialist laboratory unit - Vacant for approximately 12-18 months
Epsom Metro Centre	<ul style="list-style-type: none"> - Small, purpose built light industrial/warehouse premises with office component organised in small estate - Historically well occupied with only one vacant unit at any one time over the past decade. Vacancies rose to 17% (2 units) in 2014 but

	<p>improved again over the past year.</p> <ul style="list-style-type: none">- One occupier, Linkam Scientific, have expanded into additional units on the estate over the past decade.
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Reading Arch Road, Redhill



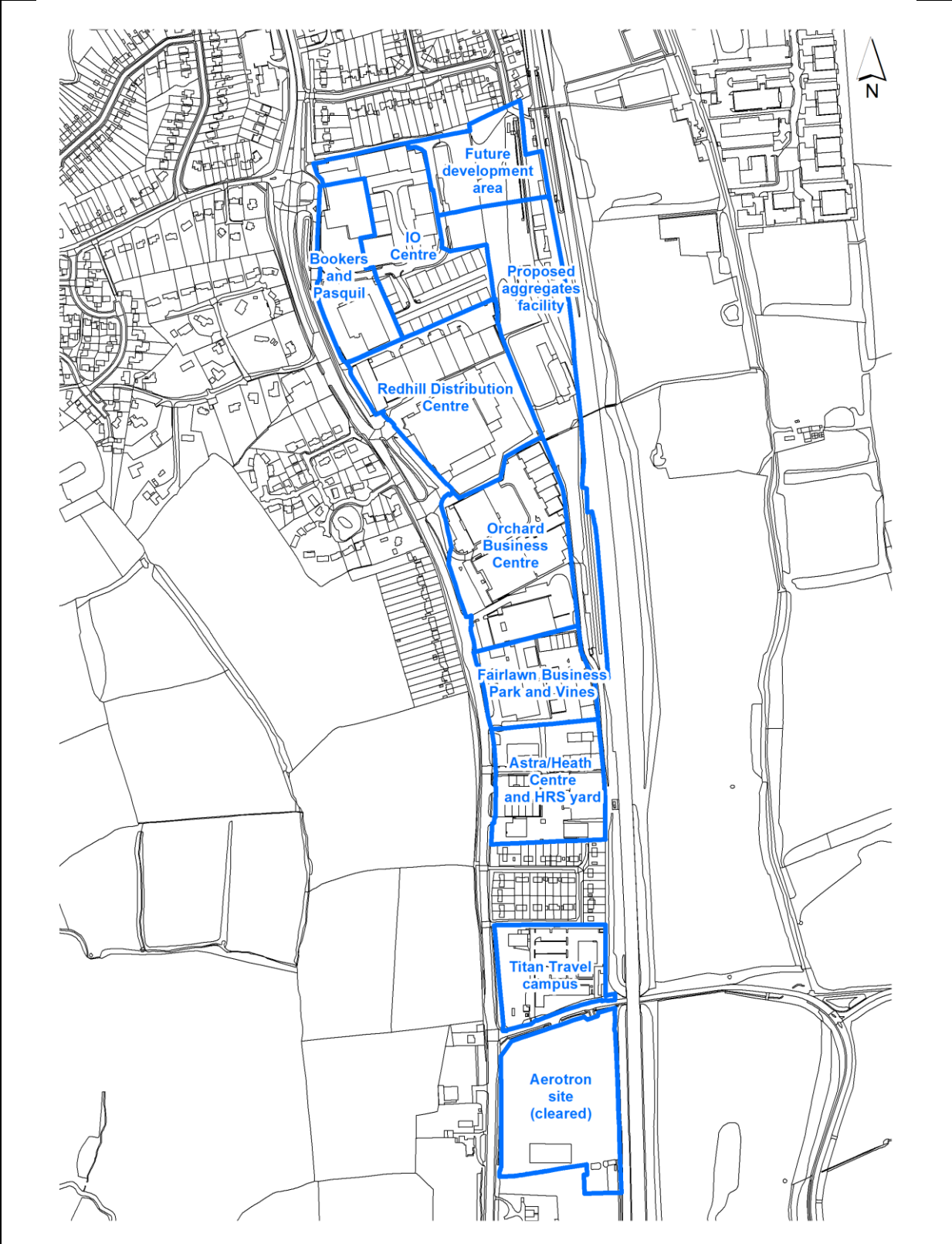
Scale of employment provision	
Site area	1.5ha
Commercial premises	12
Commercial floorspace	5,230sqm
Density	0.42 plot ratio
Conclusion	Site is of small scale (<10,000sqm)

Connectivity and profile	
Location and connectivity	<ul style="list-style-type: none"> - Situated south of Redhill town centre. - Access directly onto the A23 - Approximately 6km (driving distance) from J8 M25 via the A23/A25 - Approximately 9.5km from Gatwick Airport - 500m from Redhill rail station - Numerous bus services in through Redhill bus station and along the A23 - Prominent site
Environment and facilities	<ul style="list-style-type: none"> - No permanent on-site facilities - Less than 5 minutes walk into Redhill town centre - Site has a relatively low quality business environment and little or no branding/coherence.
Constraints	<ul style="list-style-type: none"> - Flood risk
Accommodation mix	
Description	Predominantly purpose built industrial units with ancillary office component arranged around small business estate. Large purpose built laboratory building and old brick built industrial unit.
Size	<100sqm: 0.0%
	100-250sqm: 64.3%
	250-500sqm: 21.4%
	500-750sqm: 7.1%
	750-1,000sqm: 0.0%
	>1,000sqm: 7.1%
	Summary: Predominantly small (100-250sqm) but with notable component of medium sized units (250-500sqm)
Quality	Primary: None (0.0%)
	Good secondary: 2,390 (51.6%)
	Secondary: 1,500 (32.4%)
	Tertiary: 740 (16.0%)
	Summary: Predominantly good secondary
Use class profile	B1(A): 1
	B1(B): 0
	B1(C): 0
	B2: 3
	B8: 0
	Total B Class: 4
	A Class: 2
	SG: 3
	Other: 0
Vacant: 0	
Parking/servicing	<ul style="list-style-type: none"> - All units have dedicated parking areas and servicing arrangements. - Laboratory unit is set within a large site with significant parking provision. - Main site is laid out in a formal business park, circulation and movement around the site is unconstrained.
Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 2
	Light Industrial Services: 0
	Light Industrial Manufacturing: 1
	Specialist Manufacturing/Product Dev: 1
	Office-based Services: 4
	Leisure/Community: 0
Other: 0	
Summary	Predominantly office-based services requiring ancillary storage. Some small scale distribution operations and a specialist manufacturing

	business occupying three premises.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - There are currently no vacant units on the estate. - Over the past decade, vacancies were at their highest between 2009 to 2012; however, this was only 2 units. Occupancy on the estate has traditionally been strong.
Development activity and interest	<ul style="list-style-type: none"> - There has been limited employment development activity over the past decade. - A 2009 application to redevelop the site for a Tesco supermarket and residential flat was refused.
Future opportunities and pressures	<ul style="list-style-type: none"> - 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. - However, given the proximity to Redhill town centre, the site has potential for intensification and as an opportunity for the town to expand in the long-term. - 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 (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 be 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.

Sub area analysis	
Vehicle showroom, forecourt and storage yard	<ul style="list-style-type: none"> - Car showroom and vehicle maintenance facility built in late 1970's/early 1980's - Single occupier (Ford), no change over the past decade
Workshop units	<ul style="list-style-type: none"> - Mixed character – traditional brick built workshop premises and steel portal frame industrial/warehouse units. Built largely during 1970's and 1980's - Strong business focus on vehicle/vehicle repair - Following a period of higher vacancy during the recession (peaking at 38%, occupancy has improved and has been fully occupied for the past two years.

Salfords Industrial Estate, Salfords



Scale of employment provision	
Site area	24.8ha
Commercial premises	95
Commercial floorspace	77,965
Density	0.49 plot ratio
Conclusion	Site is of large scale (20,000sqm+)

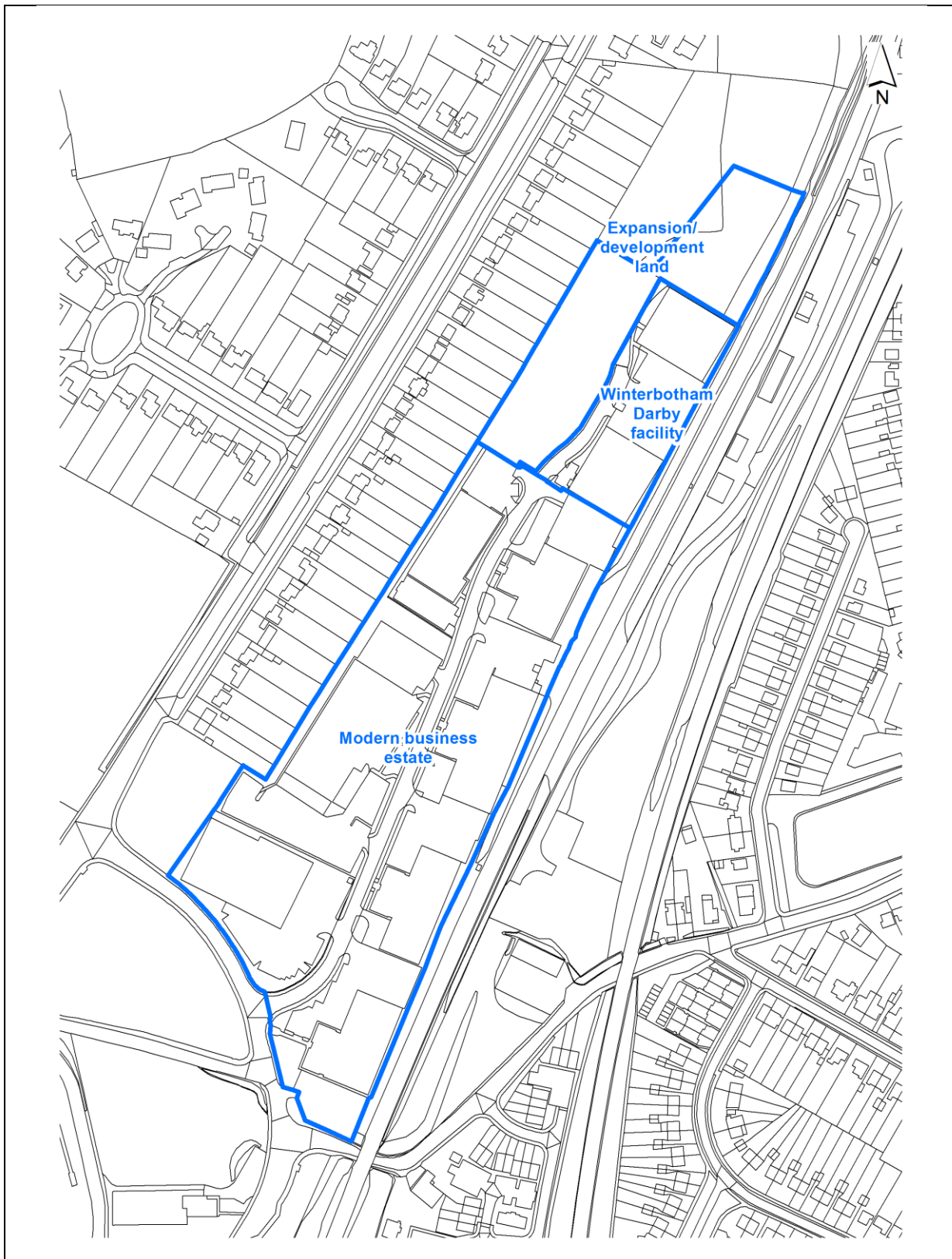
Connectivity and profile	
Location and connectivity	<ul style="list-style-type: none"> - Situated on the eastern side of the A23 corridor approximately 4km south of Redhill - Approximately 5.5km (driving distance) from J9 M23 via the A23 and - 5km from Gatwick Airport - Salfords rail station is located just outside the northern boundary of the estate. - A range of bus services run along the A23 directly adjacent to the site serving Redhill, Reigate, Horley and Crawley. - Site adjacent to rail served aggregates depot. - Highly prominent location on strategic road corridor.
Environment and facilities	<ul style="list-style-type: none"> - Permanent on-site snack van operates from the estate. - Approximately 5 minute walk to local shopping centre in Salfords ,which includes cafés and convenience stores. - Site offers a generally good quality, well maintained business environment – particularly on the more modern parts of the estate to the north. - Branding on the A23 frontage for individual parts of the estate.
Constraints	<ul style="list-style-type: none"> - Movement across estate is constrained as there is no single access serving all sites.
Accommodation mix	
Description	Varied across site. Ranges from modern purpose built industrial units arranged in small estates (including some brand new stock), very large distribution units and older industrial premises.
Size	<100sqm: 0.0%
	100-250sqm: 22.9%
	250-500sqm: 42.7%
	500-750sqm: 8.3%
	750-1,000sqm: 5.2%
	>1,000sqm: 20.8%
	Summary: Predominantly medium (200-500sqm) but with notable representation across all size bands.
Quality	Primary: 39,585 (50.8%)
	Good secondary: 23,595 (30.3%)
	Secondary: 9,610 (12.3%)
	Tertiary: 5,166 (6.6%)
	Summary: Predominantly primary or good secondary
Use class profile	B1(A): 6
	B1(B): 7
	B1(C): 10
	B2: 3
	B8: 53
	Total B Class: 79
	A Class: 3
	SG: 2
	Other: 0
Vacant: 11	
Parking/servicing	<ul style="list-style-type: none"> - Most units, particularly on the more modern parts of the estate, have dedicated parking. - Parking provision on older parts of the estate to the south is not as adequate and less formal but overspill is not significant. - Movement within the estate is generally good - Estate has multiple access points on the A23 each of which serves a discrete part of the site. - Improvements to the Salbrook Road access road will also arise as a result of the proposed aggregate facility.

Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 31 (inc. storage/archiving)
	Light Industrial Services: 6
	Light Industrial Manufacturing: 7
	Specialist Manufacturing/Product Dev: 6
	Office-based Services: 6
	Trade Counter: 3
	Other Retail: 3 (inc. car sales)
	Leisure/Community: 0
	Other: 3 (inc. custody centre, training centre)
Summary	Predominantly warehousing/distribution operations with some manufacturing/specialist manufacturing.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - 11 units (11.6%) are currently vacant, totalling 2,795sqm (3.6%) - Vacancies on the estate exceeded 30% at one stage between 2009 and 2010, largely as the new development struggled to attract demand. - However, vacancies have steadily fallen since and currently stand at around 15%. - On average, new lettings have accounted around 9% of units per annum over the past 5 years, representing a normal level of churn.
Development activity and interest	<ul style="list-style-type: none"> - There has been significant development on, and investment in, parts of the estate over the past decade - Most notably, the IO centre – completed in 2006 – delivered 30 new units totalling over 15,000sqm of employment space. - The Fairlawn Centre and Orchard Business Centre have also both undergone significant investment in refurbishment and environmental enhancement. - Permission has also been granted to develop a rail linked aggregates manufacturing depot on the allocated site to the east of the estate. - A 2009 permission to redevelop the Titan Travel site to provide an office campus of over 8,000sqm has not been pursued.
Future opportunities and pressures	<ul style="list-style-type: none"> - There are two main opportunities for future expansion: <ul style="list-style-type: none"> o 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. o The former Phillips/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). - Potential remains to redevelop the Titan Travel site as per previous consents – which could provide an additional 2,500-3,000sqm of office accommodation. - 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 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.
Summary	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, including very recently, demonstrating positive market perception. New and refurbished units have attracted particularly strong demand over the past 18 months. The potential aggregates facility may also 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.
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Sub area summaries	
IO Centre	<ul style="list-style-type: none"> - Modern purpose built industrial/warehouse units organised across two small estates, completed in 2009. Variety of sizes - Take-up initially slow due to recession but gathered pace from 2013 onwards. Vacancy now stands at only 6%.
Bookers and Pasquill	<ul style="list-style-type: none"> - Traditional brick built warehouse/trade counter unit and separate office accommodation. - Vacancy has been high for past four years at 40%, long term average prior to that was around 17%. Some long term vacant premises.
Redhill Distribution Centre	<ul style="list-style-type: none"> - Medium and large sized purpose built warehouse/distribution units. - Dominated by two occupiers: DHL single occupier of large distribution centre and Restore operate from series of adjoining smaller units - Fully occupied for the majority of the past decade
Orchard Business Centre	<ul style="list-style-type: none"> - Modern purpose built industrial/warehouse units – variety of sizes ranging from small to very large. - Significant investment in the past few years, including substantial refurbishment of the majority of units. - Historically well occupied over the past decade – average 15% vacancy between 2006 and 2013. Vacancies have increased over past two years – however, this is due in part to refurbishment plans - Interest and uptake of refurbished units has been healthy.
Fairlawn Enterprise Park and Vines	<ul style="list-style-type: none"> - Small estate of modern, purpose built light industrial units with first floor office accommodation. Also car showroom. - Estate built in 2008 – average vacancy has been relatively high (26% since completion), despite a period of strong occupancy during 2012-2013.
Astra & Heath Business Centre and HRS yard	<ul style="list-style-type: none"> - Comprises small estate of traditional brick built workshop premises and offices (Heath), haulage yard with large storage units and estate of smaller, more modern light industrial premises (Astra) - Robust occupancy over past decade – vacancy never over 8%. Some long term vacant units on the Astra Centre during 2009-2012 however, these have been occupied for the past couple of years. - No significant development or investment noted over the past decade
Titan Travel Campus	<ul style="list-style-type: none"> - Large, single occupier office campus set within large site - Historic application to replace and redevelop offices to provide a new campus of 8,000sqm however, not implemented
Aerotron/cleared site	<ul style="list-style-type: none"> - Site of former Philips Laboratory – largely demolished - Single large warehouse unit in south of the site used by Aerotron

Wells Place, Merstham



Scale of employment provision	
Site area	4.9ha
Commercial premises	9
Commercial floorspace	28,050
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"> - Situated on the eastern side of the A23 corridor approximately 1.8km north of Redhill - Approximately 7.0km (driving distance) from J8 M25 via the A242/A217 - 10km from Gatwick Airport - Approximately 2.0km from Redhill town centre and rail station and approximately 1.0km from Merstham rail station - A range of bus services run along the A23 directly adjacent to the site serving Redhill, Reigate, Horley and Crawley. - Highly prominent location on strategic road corridor.
Environment and facilities	<ul style="list-style-type: none"> - Visiting snack van operates from the site. - Approximately 10-15 minute walk to local shopping centres in Merstham and Nutfield Road providing convenience and cafés. - Site offers a generally high, well maintained business environment. On-road parking can detract and make the site appear congested.
Constraints	<ul style="list-style-type: none"> - Residential environs can give rise to amenity conflicts as has been experienced in the past by some occupiers.
Accommodation mix	
Description	Large, modern purpose built industrial/warehouse units generally with high office component.
Size	<100sqm: 0.0%
	100-250sqm: 0.0%
	250-500sqm: 0.0%
	500-750sqm: 0.0%
	750-1,000sqm: 0.0%
	>1,000sqm: 100.0%
	Summary: Exclusively large units (>1,000sqm)
Quality	Primary: 26,590 (100.0%)
	Good secondary: None (0.0%)
	Secondary: None (0.0%)
	Tertiary: None (0.0%)
	Summary: Exclusively primary grade stock
Use class profile	B1(A): 0
	B1(B): 1
	B1(C): 0
	B2: 0
	B8: 7
	Total B Class: 9
	A Class: 0
	SG: 0
	Other: 0
Vacant: 1	
Parking/servicing	<ul style="list-style-type: none"> - All units have dedicated parking; however, in some cases this is inadequate resulting in parking and congestion on the estate road. - Servicing is generally good; however, HGVs/delivery vehicles waiting on the estate road is a known issue.
Business and occupier profile	
Types of businesses	Warehousing/Distribution Operations: 8 (inc. self storage)
	Light Industrial Services: 0
	Light Industrial Manufacturing: 0
	Specialist Manufacturing/Product Dev: 0
	Office-based Services: 1
	Trade Counter: 0
	Other Retail: 0
Leisure/Community: 0	

	Other: 0
Summary	Predominantly warehousing/distribution operations.
Market Performance and Perception	
Occupancy	<ul style="list-style-type: none"> - There is currently one vacant unit (1,980sqm) on the estate - During the past decade, there has only ever been one vacant unit at any time. The site has had no vacant units for the past 2 years. - On average, new lettings have accounted around 4% of units per annum over the past 5 years, representing a normal level of churn.
Development activity and interest	<ul style="list-style-type: none"> - The only development completed over the past decade is the additional warehouse unit (1,675sqm) provided as part of the Winterbotham Darby site in 2007. - There are a number of extant planning consents for additional employment space on the northern part of the estate. These could provide 3 units of B1(A)/B1(B)/B8 use totalling approximately 4,300sqm. These are yet to be implemented.
Future opportunities and pressures	<ul style="list-style-type: none"> - Beyond the already agreed expansion on open land to the north of the estate, 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. - 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.
Summary	The occupancy performance of the Wells Place estate has been historically very strong, with vacancies never exceeding one unit at any one time over the past decade. As a result, turnover of occupiers has been very low. There has been notable development interest, particularly in terms of the proposals to significantly expand the operations and accommodation on the Winterbotham Darby site, demonstrating 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.

Sub area summaries	
Modern business estate	<ul style="list-style-type: none"> - Large modern purpose built high tech industrial/warehouse units with large office component – constructed on the late 1980s-1990s - Robust demand and occupancy – no more than one vacant unit at any point over the past decade.
Winterbotham Darby facility	<ul style="list-style-type: none"> - Modern purpose built office, product development and distribution facility. Built during 2000s. - Permission to extend facility by approximately 1,700sqm on open land to the north – currently not implemented
Expansion/development land	<ul style="list-style-type: none"> - Cleared sites with planning consent for two large light industrial/research & development/distribution units totalling approximately 2,500sqm – not implemented to date - Potential speculative opportunities or as expansion of existing occupiers accommodation (Winterbotham Darby)