

London Borough of Havering Employment Land Review

Appendix A - Cluster Summary Report

Final Report

London Borough of Havering

November 2023

Prepared for:

London Borough of Havering

Prepared by:

AECOM Limited
Aldgate Tower
2 Lemn Street
London E1 8FA
United Kingdom
aecom.com

© 2023 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Limitations

AECOM has prepared this Report for the sole use of London Borough of Havering (“Client”) in accordance with the Agreement under which our services were performed (Proposal dated and submitted to London Borough of Havering in December 2022). No other warranty, expressed or implied, is made as to the professional advice included in this Report or any other services provided by AECOM. This Report is confidential and may not be disclosed by the Client nor relied upon by any other party without the prior and express written agreement of AECOM.

The conclusions and recommendations contained in this Report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by AECOM in providing its services are outlined in this Report. The work described in this Report was undertaken between December 2022 and November 2023 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

AECOM disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report, which may come or be brought to AECOM’s attention after the date of the Report.

Certain statements made in the Report that are not historical facts may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the Report, such forward-looking statements by their nature involve risks and uncertainties that could cause actual results to differ materially from the results predicted. AECOM specifically does not guarantee or warrant any estimate or projections contained in this Report.

Table of Contents

| | |
|--|------|
| 1. Introduction..... | 7 |
| C1 – Harold Hill | 1-8 |
| C2 - King George's Close..... | 1-10 |
| C3a - Ferry Lane North (a)..... | 12 |
| C3b - Ferry Lane North (b)..... | 14 |
| C4 - Beam Reach 5..... | 16 |
| C5 - Ford | 18 |
| C6 - CEME | 20 |
| C7 - Fairview Estate | 22 |
| C8a - Ferry Lane South (a) | 24 |
| C8b - Ferry Lane South (b) | 26 |
| C9 - Beam Reach 6..... | 28 |
| C10 - Rainham SIL Infill..... | 30 |
| C11 - Harold Wood | 32 |
| C12 - Hillman Close | 34 |
| C13 - The Seedbed Centre | 36 |
| C14 - Lyon Road | 38 |
| C15 - Crow Lane Site 2 (Danes Rd)..... | 40 |
| C16 - Crow Lane Site 1 | 42 |
| C17 - Crow Lane Site 3..... | 44 |
| C18 - Romford Office Quarter | 46 |
| C19 - Rainham West | 48 |
| C20 - Bridge Close | 50 |
| C21 - Chesham Close | 52 |
| C22 - Spring Gardens | 54 |
| C23 - Lambs Lane..... | 56 |
| C24 - Freightmaster Estate | 58 |
| C25 - Avenue Industrial Estate/ Gallows Corner / Southend Arterial Road..... | 60 |
| C26 - Caravan Storage Site | 62 |
| C27 - Dagenham Rd Pumping Station / Kilbnridge Waste Transfer Site | 64 |
| C28 - 178 - 208 Crow Lane | 66 |
| C29 - Albert Road Workshops..... | 68 |
| C30 - Royal Mail - Abbscross Gardens | 70 |
| C31 - Rear of Broadway Parade, Elm Park..... | 72 |
| C32 - Royal Mail - Tansy Close | 74 |
| C33 - Vicarage Road/ Hornchurch Road Workshops..... | 76 |
| C34 - Benskins Lane Vehicle Breakers Yard..... | 78 |
| C36 - 55 Brentwood Road Vehicle Repair Workshops | 82 |
| C37 - 293 Crow Lane Vehicle Breakers Yard..... | 84 |

| | |
|---|----|
| C38 - Bryant Avenue Workshops | 86 |
| C39 - St Mary's Lane | 88 |
| C40 – Royal Mail – Wennington Road | 90 |
| C41 – Royal Mail – Corbets Tey Road | 92 |
| C42 – Noakes Industrial Estate | 94 |
| C43 – Land west of Juliette Way, Thurrock | 96 |
| C45 - Land at Grove Farm | 98 |

1. Introduction

AECOM was commissioned by the London Borough of Havering (hereafter Havering) to undertake an Employment Land Review (ELR). This Cluster Summary Report looks in more detail at the economic function, character and role of all the 45 employment land clusters in Havering surveyed as part of the ELR as listed within the main report.

Figure 1 overleaf shows the location of the clusters within Havering, followed by the individual cluster overview sheets. Note that the potential East Havering Data Centre (Cluster 44) is a potential development area and as such its economic function, character and role has not been assessed and is not presented in this report.



LEGEND

- Borough Boundary
- Cluster Boundary
- Industrial Land 2023**
- Core Industrial Groups**
- Light Industry
- General Industry
- Warehouses
- Self Storage
- Open Storage
- Wider Industrial Groups**
- Waste management and recycling, secondary materials, aggregates
- Utilities
- Land for buses
- Vacant Industrial Land
- Land with vacant buildings
- Data Centre
- Non-Industrial Groups**
- Office
- Retail
- Residential
- Recreation and leisure
- Community services
- Other non industrial
- Development Land

NOTES

Reproduced from Ordnance Survey digital map data © Crown copyright 2023. All rights reserved. Licence number 0100031673. Contains Ordnance Survey Data © Crown Copyright and database right 2023.

ISSUE PURPOSE

FINAL

PROJECT NUMBER

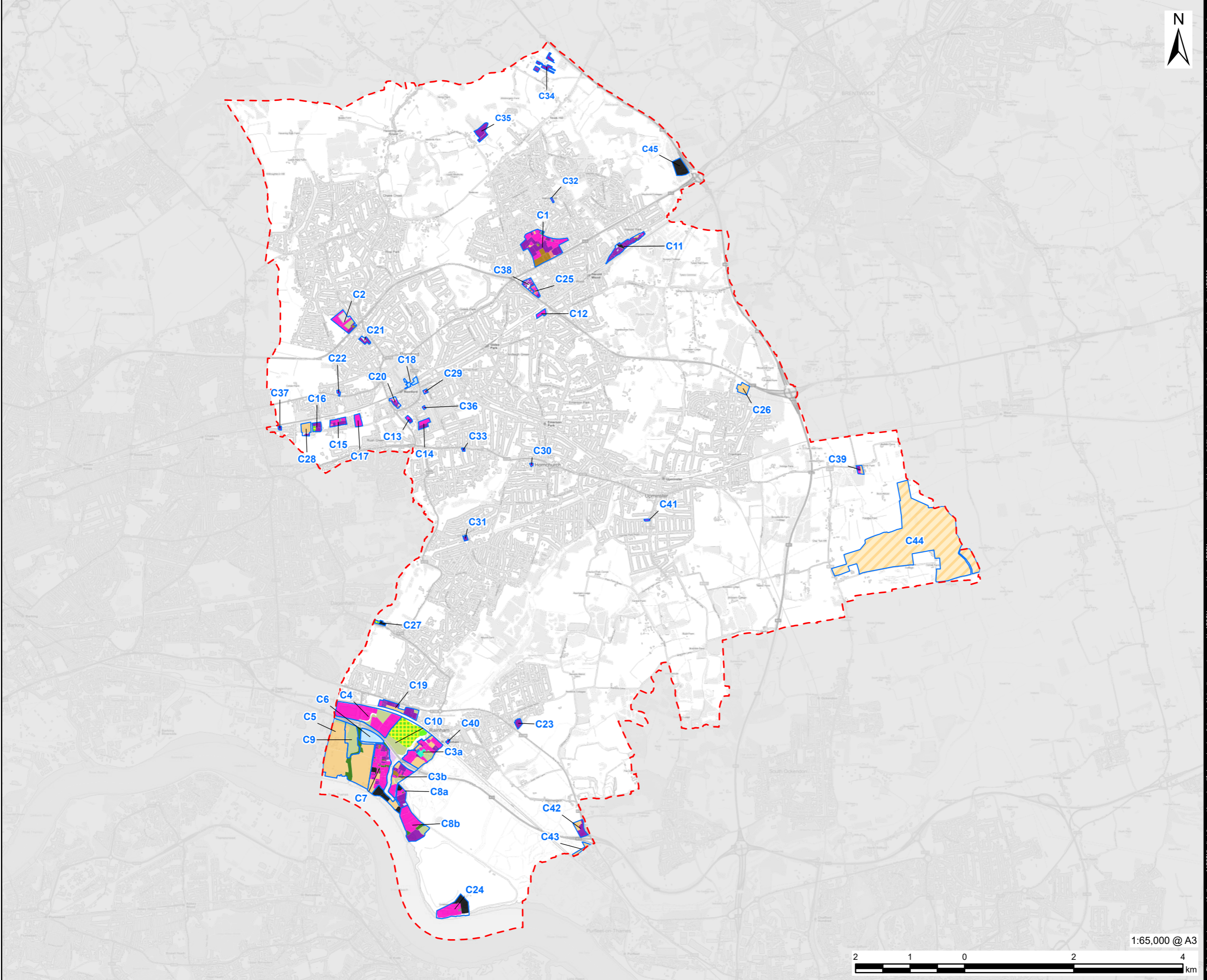
60702673

FIGURE TITLE

Cluster Overview

FIGURE NUMBER

Figure 1



1:65,000 @ A3



This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C1 – Harold Hill | | |
| Cluster description | Good quality business park (large and self-contained, mixed-use site which is mostly well occupied). Some sui generis and non-industrial uses are present. | | |
| Policy status | Strategic Industrial Location (SIL) | | |
| Overall site area (ha) | 31 ¹ | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 12.1 | 40.5 |
| | Warehouses | 11.1 | 36.8 |
| | Storage (open and self) | 1.2 | 3.0 |
| | Vacant (land & builds) | 0.02 | 0.07 |
| | Non-industrial | 5.75 | 19.0 |
| Condition of buildings | 75% Good 25% Average | | |
| Quality of environment / public realm & servicing of businesses | Good. Roads are well kept and maintained. Existence of pavements. Presence of loading bays. | | |
| Strategic road access | Direct access to TLR (A12) | | |
| Parking facilities | Dedicated parking facilities within cluster, but some cars parked on the roads | | |
| Access to facilities and amenities | Average | | |
| Access to public transport | Poor – buses. Harold Wood train station (Elizabeth Line) is distant | | |

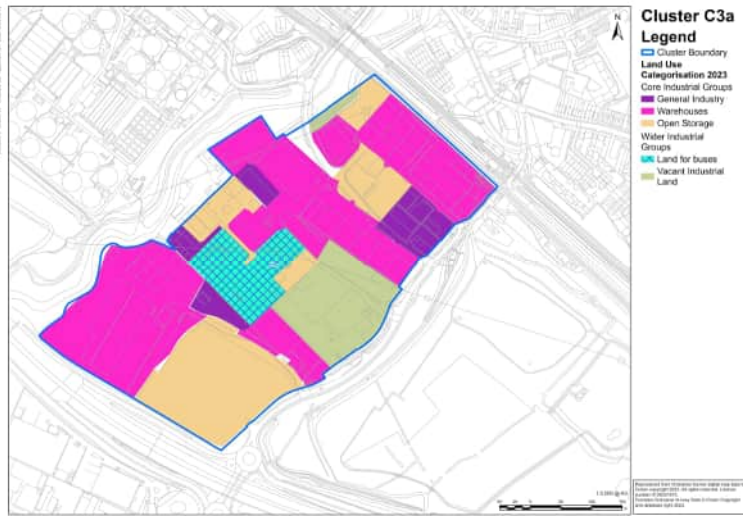
¹ Note that this overall site area includes all areas within the cluster boundary including those with no land use assigned to them. As such the area does not tally with the total land use area identified. This applies for other clusters within this report.

| | |
|---|---|
| Access to waterways and wharves | None |
| Access to railhead | None |
| Physical site constraints | None - good road access |
| Within close proximity to residential? | Close to residential, but self-contained |
| Vacant / derelict buildings | No vacant land, some building vacancies (presence of letting signs) |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes Self-contained and direct access onto trunk road |
| Possibility for intensification/ redevelopment | None |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Retain as SIL |



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C2 - King George's Close | | |
| Cluster description | General industrial estate/ High quality business park | | |
| Policy status | SIL | | |
| Overall site area (ha) | 9.8 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 1.0 | 10.3 |
| | Warehouses | 4.6 | 47.8 |
| | Data Centre | 2.2 | 23.1 |
| | Vacant (land & builds) | 1.5 | 15.5 |
| | Non-industrial | 0.3 | 3.3 |
| Condition of buildings | 80% Good 20% Average | | |
| Quality of environment / public realm & servicing of businesses | Very good. Existence of pavements. Off road loading and unloading. | | |
| Strategic road access | Direct access to TLR (A12) | | |
| Parking facilities | Yes - some on-site parking and limited street parking | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Good - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None - just off main road, wide through road | | |

| | |
|---|--|
| Within close proximity to residential? | Residential surroundings |
| Vacant / derelict buildings | 15-20% vacant, potentially some derelict buildings at the back of the site |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Potentially in the empty buildings |
| Possibility for 24 hour working | Yes – direct access onto A12 |
| Possibility for intensification/ redevelopment | Yes Vacant land present at time of survey |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



| | | | |
|--|---|------------------|-----------------------|
| Cluster | C3a - Ferry Lane North (a) | | |
| Cluster description | General industrial estate / business area | | |
| Policy status | SIL | | |
| Overall site area (ha) | 22.1 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General Industry | 1.6 | 7.4 |
| | Warehouses | 10.6 | 49.1 |
| | Land for buses | 1.6 | 7.2 |
| | Vacant (land & builds) | 2.5 | 11.7 |
| | Storage (open and self) | 5.3 | 24.5 |
| Condition of buildings | 15% Very Good 20% Good 30% Average 35% Poor | | |
| Quality of environment / public realm & servicing of businesses | Good in parts, e.g around Lansom Road and new Rainham Steel site but poor within core area north east of Ferry Lane. No public realm, poor layout of internal sites and unpaved access roads in places. | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Dedicated parking within cluster On street parking | | |
| Access to facilities and amenities | Average | | |

| | |
|---|---|
| | Rainham District Centre nearby |
| Access to public transport | Good - buses and trains (Rainham) |
| Access to waterways and wharves | None |
| Access to railhead | None |
| Physical site constraints | None |
| Within close proximity to residential? | None |
| Vacant / derelict buildings | Some buildings to let at time of survey |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Yes – some areas are suitable. |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | <p>A large part of the cluster is low-intensity open storage and depot related uses with poor permeability and layout, complemented by poor quality public realm. Land and premises accessed from Lamson Road is generally of better layout, higher quality of environment and contains good quality buildings.</p> <p>Parts of the estate have been already intensified to provide better quality and attractive premises (Rainham Steel).</p> |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL and promote intensification |



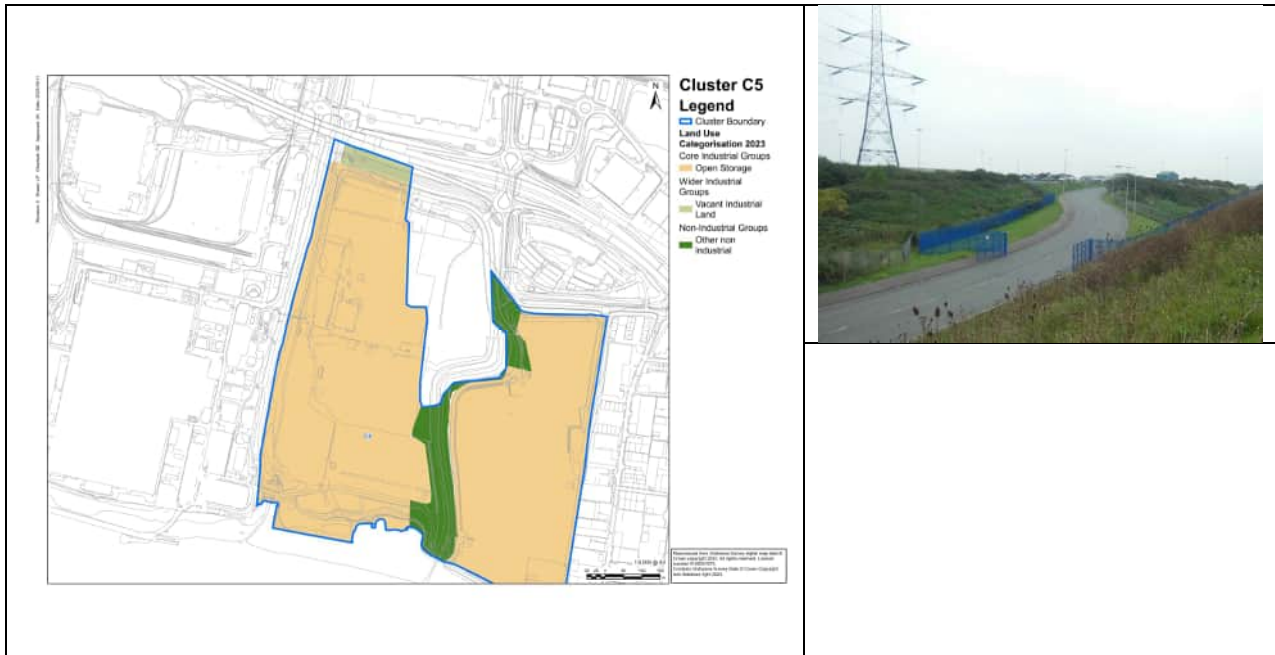
| | | | |
|--|--|------------------|-----------------------|
| Cluster | C3b - Ferry Lane North (b) | | |
| Cluster description | General industrial estate / business area | | |
| Policy status | SIL | | |
| Overall site area (ha) | 12.3 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General Industry | 2.5 | 21.9 |
| | Warehouses | 4.8 | 42.3 |
| | Vacant (land & builds) | 1.5 | 12.8 |
| | Storage (open and self) | 1.7 | 15.0 |
| | Non-industrial | 0.9 | 8.0 |
| Condition of buildings | 25% Good 25% Average 30% Poor 20% Very Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. Internal roads are generally of poor quality and public realm is of poor quality. Pavement used for parking and site generally dirty. Poor servicing - narrow access road. | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Average - some on-site parking, some on-street. | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Poor | | |

| | |
|---|---|
| Access to waterways and wharves | None |
| Access to railhead | None |
| Physical site constraints | Road limited for traffic flowing both ways |
| Within close proximity to residential? | None |
| Vacant / derelict buildings | 10-15% vacant |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | Yes - new industrial (wholesale) |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Yes – older/poorer condition properties and vacant land |
| Possibility for 24 hour working | Yes. Suitable based on road access and location. |
| Possibility for intensification/ redevelopment | Potential to consolidate some of the lower quality sites given low plot ratios. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



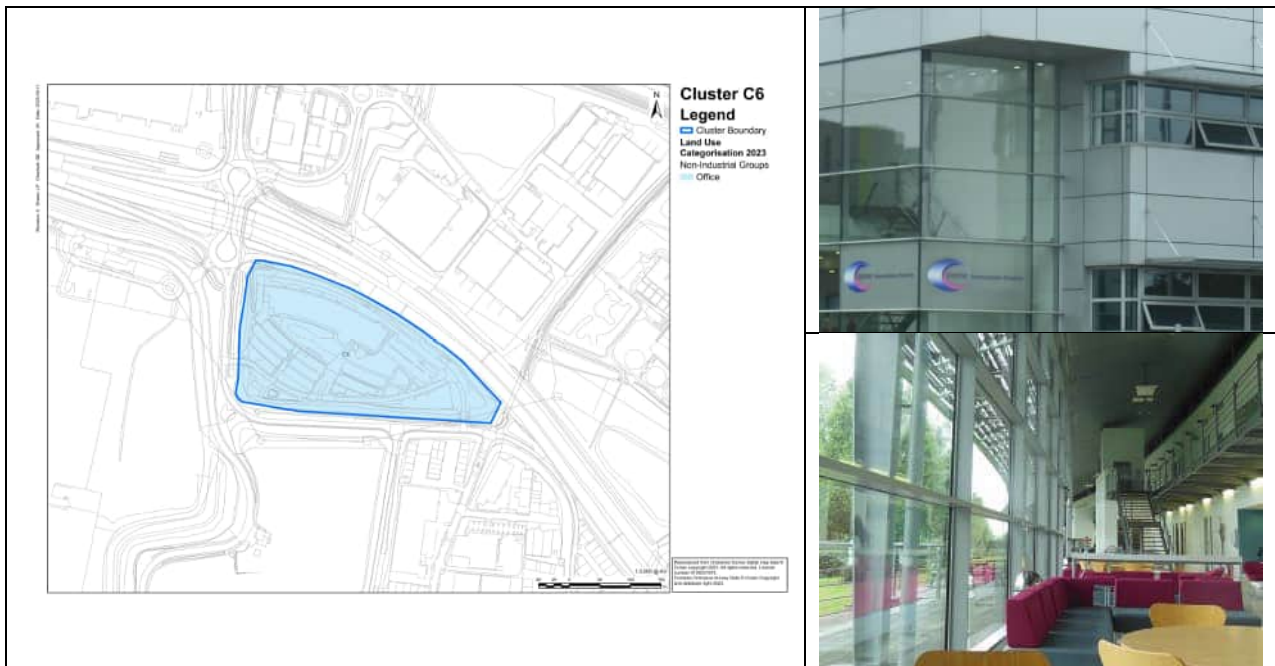
| | | | |
|--|---|------------------|-----------------------|
| Cluster | C4 - Beam Reach 5 | | |
| Cluster description | High quality business park (Tesco distribution centre, Segro, comprised of variously sized units) | | |
| Policy status | SIL | | |
| Overall site area (ha) | 37.3 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 29.8 | 85.2 |
| | Vacant (land & builds) | 5.2 | 14.8 |
| Condition of buildings | 100% Very Good | | |
| Quality of environment / public realm & servicing of businesses | Good - pavements and cycle lane. Presence of loading bays. | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Poor – buses only | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None, though railway is adjacent (to the north) | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | 10% vacant | | |

| | |
|---|--|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | Yes – Segro estate and other new units |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | None, unless vacant land is developable. |
| Possibility for 24 hour working | Yes Is used 24 hours a day |
| Possibility for intensification/ redevelopment | The vacant land forms a Site of Importance for Nature Conservation (SINC), limiting development potential. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C5 - Ford | | |
| Cluster description | Storage | | |
| Policy status | SIL | | |
| Overall site area (ha) | 65.5 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Storage (open and self) | 59.0 | 90.7 |
| | Vacant (land & builds) | 1.0 | 1.5 |
| | Non-industrial | 5.1 | 7.8 |
| Condition of buildings | 100% Good | | |
| Quality of environment / public realm & servicing of businesses | Good. Well managed and maintained. Off road loading and unloading. | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Site bisected by borough SINC | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | 10-20% | | |

| | |
|---|---|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No, not without redevelopment to provide premises. |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | Almost the entirety of site is used as open storage by one user. If requirement for ongoing use were to change, use could be significantly intensified, albeit demand for open storage sites is currently strong. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C6 - CEME | | |
| Cluster description | Training Centre containing offices and workshops (innovation centre) | | |
| Policy status | SIL | | |
| Overall site area (ha) | 7.3 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Office | 7.3 | 100 |
| Condition of buildings | 100% Very Good | | |
| Quality of environment / public realm & servicing of businesses | Very Good. In keeping with that of a high quality business par/ office campus. | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Good. On-site amenities | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None, noting building is on an elevation | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | None | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---------------------------------|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | None |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3. |
| Recommendation | Retain as SIL |



| | | | |
|--|---|------------------|-----------------------|
| Cluster | C7 - Fairview Estate | | |
| Cluster description | General industrial estate / business areas | | |
| Policy status | SIL | | |
| Overall site area (ha) | 25.2 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 3.9 | 15.7 |
| | Light industry | 0.4 | 1.8 |
| | Warehouses | 14.6 | 58.2 |
| | Storage (open and self) | 3.5 | 13.8 |
| | Vacant (land & builds) | 0.06 | 0.2 |
| | Waste management and recycling | 1.0 | 3.9 |
| | Non-industrial | 1.6 | 6.3 |
| Condition of buildings | 25% Very Good 50% Good 25% Average | | |
| Quality of environment / public realm & servicing of businesses | Good. Very good in places, with area at Star Business Centre being less well managed. Pavements throughout. Very good servicing - Off road loading/ unloading Loading Bays, wide access, all gated, security. | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Poor – limited on-site amenities | | |
| Access to public transport | Average - buses | | |

| | |
|---|---|
| Access to waterways and wharves | No direct access, but adjoins River Thames |
| Access to railhead | None |
| Physical site constraints | None |
| Within close proximity to residential? | None |
| Vacant / derelict buildings | None |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Contains some such premises currently. |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | Some areas e.g. Star Business Centre contain slightly poorer quality public realm and could benefit from smartening up. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



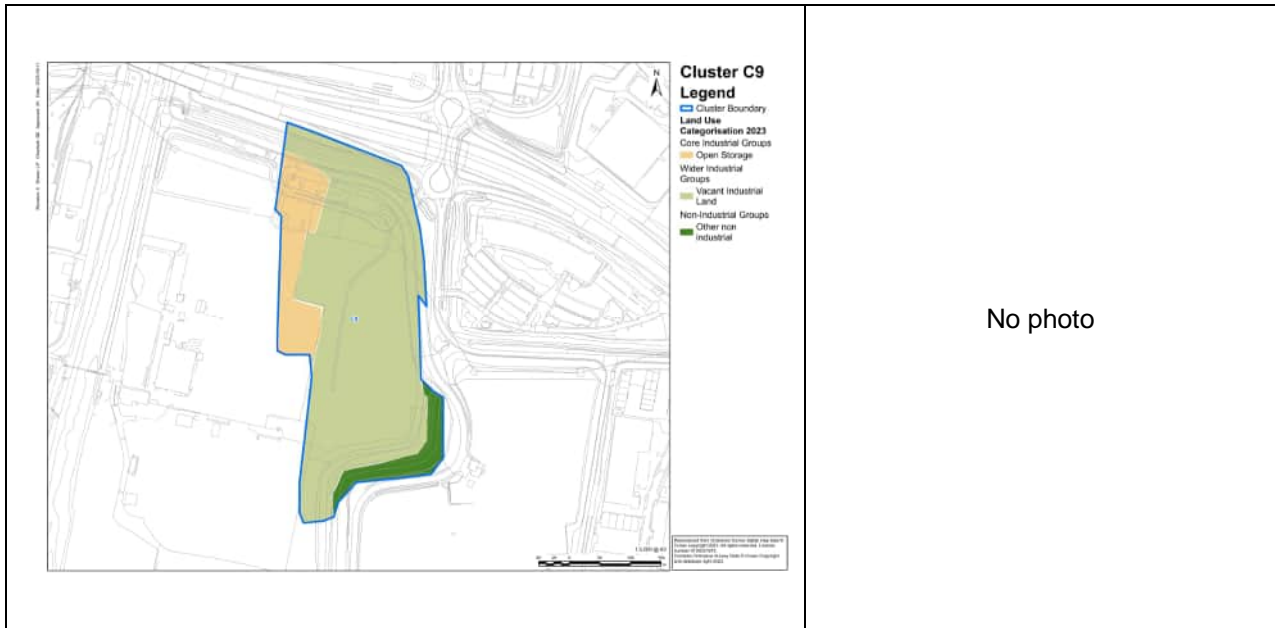
| | | | |
|--|--|------------------|-----------------------|
| Cluster | C8a - Ferry Lane South (a) | | |
| Cluster description | General industrial estate / business areas/ warehouse/ wholesale Recycling and waste management | | |
| Policy status | SIL | | |
| Overall site area (ha) | 12.7 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 3.1 | 24.5 |
| | Warehouses | 1.4 | 11.2 |
| | Office | 0.3 | 2.0 |
| | Storage (open and self) | 2.1 | 16.8 |
| | Waste management and recycling | 5.7 | 44.7 |
| | Non-industrial | 0.1 | 0.7 |
| Condition of buildings | 25% Very Good 75% Good | | |
| Quality of environment / public realm & servicing of businesses | Good - varies somewhat throughout cluster. Presence of loading bays. | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Very Poor | | |

| | |
|---|---|
| Access to waterways and wharves | Yes, wharf at Frog Island and adjoins River Thames |
| Access to railhead | None |
| Physical site constraints | None - good access |
| Within close proximity to residential? | None |
| Vacant / derelict buildings | 5% |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Older quality premises in part. |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | Some parts of the cluster are older in character but area is largely well used. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



| | | | |
|--|---|------------------|-----------------------|
| Cluster | C8b - Ferry Lane South (b) | | |
| Cluster description | Warehousing/ distribution park/ wholesale | | |
| Policy status | SIL | | |
| Overall site area (ha) | 18.9 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 4.5 | 24.3 |
| | Warehouses | 11.0 | 58.9 |
| | Vacant (land & builds) | 1.9 | 10.0 |
| | Non-industrial | 1.3 | 6.8 |
| Condition of buildings | Very good - well maintained | | |
| Quality of environment / public realm & servicing of businesses | Very good environment. Very good servicing - loading bays, gated, access roads and car parks. | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Very poor | | |
| Access to waterways and wharves | Yes - at Tilda Rice/ Halfway Wharf | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | 20% of cluster is a vacant plot | | |

| | |
|---|---|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes. Isolated from sensitive uses |
| Possibility for intensification/ redevelopment | Limited to a site which is vacant long-term so may be challenging to bring into use. Majority of cluster was developed for high-quality uses in the last 10 years, with remainder taken up by Tilda Rice. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



No photo

| | | | |
|--|----------------------------|------------------|-----------------------|
| Cluster | C9 - Beam Reach 6 | | |
| Cluster description | Vacant Land | | |
| Policy status | SIL | | |
| Overall site area (ha) | 12.5 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Storage (open and self) | 1.8 | 14.5 |
| | Vacant (land & builds) | 9.8 | 78.8 |
| | Non-industrial | 0.8 | 6.7 |
| Condition of buildings | N/A | | |
| Quality of environment / public realm & servicing of businesses | N/A | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | None | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Poor- buses only | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | 100% Vacant | | |

| | |
|---|--|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | None, though vacant |
| Possibility for 24 hour working | Yes. Location is suitable. |
| Possibility for intensification/ redevelopment | Large area of long-term vacant land presents opportunity though may be challenging to develop given duration of vacancy. Part of cluster is within a SINC. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



| | | | |
|--|---|------------------|-----------------------|
| Cluster | C10 - Rainham SIL Infill | | |
| Cluster description | Sewage Treatment Works, Vacant Land | | |
| Policy status | SIL | | |
| Overall site area (ha) | 56.7 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.1 | 0.3 |
| | Warehouses | 0.2 | 0.6 |
| | Light industry | 1.4 | 4.4 |
| | Utilities | 19.6 | 61.3 |
| | Storage (open and self) | 0.9 | 2.8 |
| | Vacant (land & builds) | 6.9 | 21.6 |
| | Non-industrial | 2.9 | 8.9 |
| Condition of buildings | 50% Good 50% Average | | |
| Quality of environment / public realm & servicing of businesses | Average, well-maintained internal roads | | |
| Strategic road access | Direct access to TLR (A13) | | |
| Parking facilities | Adequate | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Poor – buses | | |
| Access to waterways and wharves | None | | |

| | |
|---|---|
| Access to railhead | None |
| Physical site constraints | None |
| Within close proximity to residential? | Small part of cluster is in residential use with majority of remaining area well segregated from sensitive uses. |
| Vacant / derelict buildings | Around 15% of cluster is vacant land. No observed building vacancy. |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Yes |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | Contains a large area of vacant/empty land within the Rainham SIL which is likely undevelopable as comprising a SINC. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



| | | | |
|--|---|------------------|-----------------------|
| Cluster | C11 - Harold Wood | | |
| Cluster description | General industrial estate / business areas | | |
| Policy status | Locally Significant Industrial Site (LSIS) | | |
| Overall site area (ha) | 8.5 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 6.7 | 80.1 |
| | Warehouses | 0.2 | 2.1 |
| | Office | 0.3 | 3.3 |
| | Waste management and recycling | 0.6 | 6.9 |
| | Storage (open and self) | 0.5 | 5.8 |
| | Non-industrial | 0.2 | 1.8 |
| Condition of buildings | Bates Ind. Estate 1 = 30% Very Good, 70% Good Bates Ind. Estate 2 = 25% Good, 35% Poor, 40% Very Poor Elms Ind. Estate= 70% Good, 30% Poor | | |
| Quality of environment / public realm & servicing of businesses | Average. Bates Industrial Estate 1 is in good condition whereas other two estates suffer from poorer quality internal roads and lack of landscaping | | |
| Strategic road access | Direct (A12) | | |
| Parking facilities | Dedicated parking within cluster - parking at Bates Industrial estate, limited on the other side of site | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Good - buses | | |

| | |
|---|--|
| Access to waterways and wharves | None |
| Access to railhead | None |
| Physical site constraints | Internal layout is poor and site slopes towards the railway track to the south |
| Within close proximity to residential? | Residential or community uses |
| Vacant / derelict buildings | A very small proportion of units were vacant at time of survey. |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Yes - in vacant units |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | Generally the area is intensely used and the accesses between residential areas may make any large scale change inappropriate. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3, SINC, Green Belt. |
| Recommendation | Retain as LSIS |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C12 - Hillman Close | | |
| Cluster description | Warehouse / distribution park / wholesale | | |
| Policy status | LSIS | | |
| Overall site area (ha) | 1.5 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 1.4 | 93.7 |
| | Vacant (land & builds) | 0.1 | 6.3 |
| Condition of buildings | 100% Good | | |
| Quality of environment / public realm & servicing of businesses | Very good. Well laid out, pavements, self-contained. | | |
| Strategic road access | Indirect (access to A127) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Average - buses (and around 1 mile from 2 Elizabeth line stations) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Adjacent to residential on one side but segregated by road | | |
| Within close proximity to residential? | Residential and community uses. | | |
| Vacant / derelict buildings | Mostly occupied, 1 'to let', but under offer | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|--|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | No – proximity to residential |
| Possibility for intensification/ redevelopment | No obvious potential given the surroundings and small size of cluster. One vacant building was observed at time of survey. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | SINC |
| Recommendation | Retain as LSIS |



| | | | |
|---|---|------------------|-----------------------|
| Cluster | C13 - The Seedbed Centre | | |
| Cluster description | SME Cluster | | |
| Policy status | LSIS | | |
| Overall site area (ha) | 0.9 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.5 | 54.9 |
| | Warehouses | 0.4 | 45.1 |
| Condition of buildings | 50% Good 50% Average | | |
| Quality of environment / public realm & servicing of businesses | Very Good. Well managed and maintained | | |
| Strategic road access | Indirect - (access to A125, which connects to A12) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Good. Romford Major Centre closeby | | |
| Access to public transport | Very Good (bus and access to Romford station) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None - good access | | |
| Within close proximity to residential? | None, although surrounding area is a retail park | | |
| Vacant / derelict buildings | Potentially some, or occupied but not very active (e.g. used for storage) | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Contains such accommodation currently |
| Possibility for 24 hour working | Yes. Well segregated from other uses. |
| Possibility for intensification/ redevelopment | The cluster is subject to a planning application for mixed-use which would involve some reprovion of employment space within new buildings, with residential use above. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3 |
| Recommendation | Allow change of use within cluster, retaining employment floorspace as part of any redevelopment |



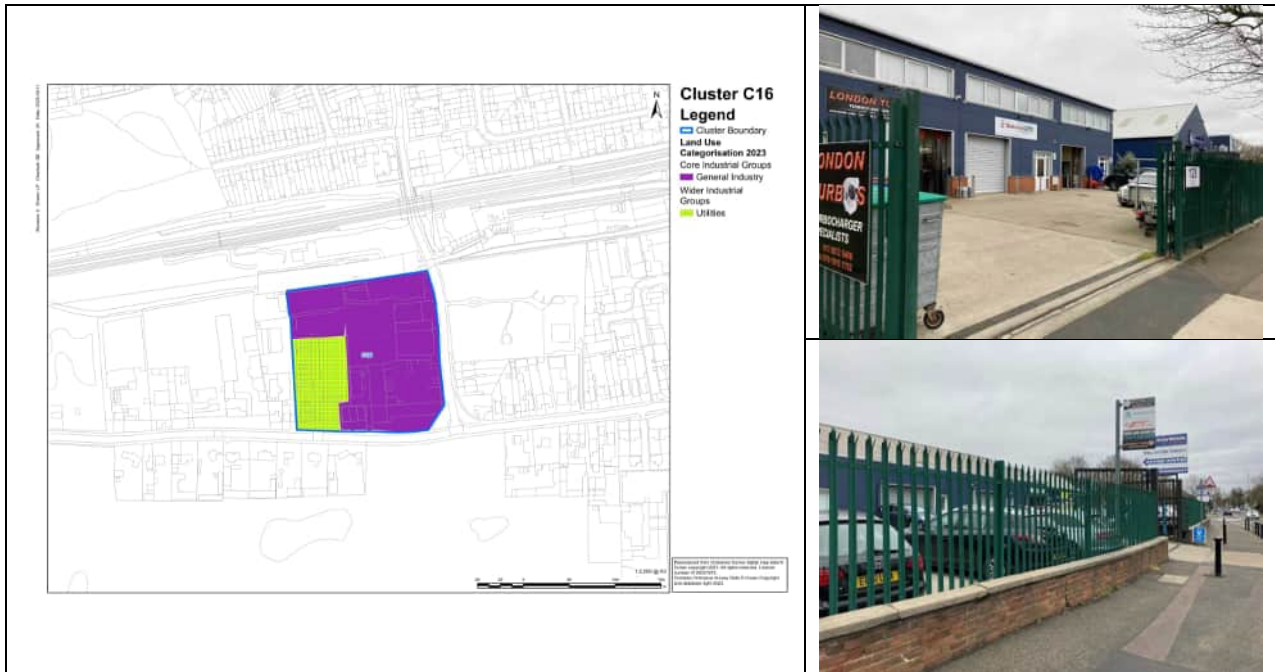
| | | | |
|---|--|------------------|-----------------------|
| Cluster | C14 - Lyon Road | | |
| Cluster description | General industrial estate | | |
| Policy status | LSIS | | |
| Overall site area (ha) | 2.8 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 1.2 | 42.7 |
| | Warehouses | 1.6 | 57.3 |
| Condition of buildings | Average | | |
| Quality of environment / public realm & servicing of businesses | Good. Roads are well kept and maintained and layout is adequate. | | |
| Strategic road access | Access to A1251 and A125 closeby | | |
| Parking facilities | Limited on-site parking | | |
| Access to facilities and amenities | Average | | |
| Access to public transport | Good - buses (access to Romford Station) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | Residential and community uses surround the cluster | | |
| Vacant / derelict buildings | 0-10% | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Potentially based on types of premises within cluster |
| Possibility for 24 hour working | No – access road is via a residential area |
| Possibility for intensification/ redevelopment | None, well used |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Retain as LSIS |



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C15 - Crow Lane Site 2 (Danes Rd) | | |
| Cluster description | General industrial estate | | |
| Policy status | LSIS | | |
| Overall site area (ha) | 3.8 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 1.7 | 44.4 |
| | Warehouses | 1.9 | 49.7 |
| | Vacant (land & builds) | 0.1 | 1.5 |
| | Non-industrial | 0.2 | 4.5 |
| Condition of buildings | 75% Average 25% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. Internal roads are in generally poor condition and are cramped (cars parked along pavements) | | |
| Strategic road access | Indirect access to A roads via residential roads | | |
| Parking facilities | Limited, a few on-site spaces and road parking | | |
| Access to facilities and amenities | Poor. Romford Town Centre is distant | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Accessed via a residential road and close to housing | | |
| Within close proximity to residential? | Residential uses of low density | | |

| | |
|---|--|
| Vacant / derelict buildings | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Contains such premises currently |
| Possibility for 24 hour working | No, not suitable given access is between residential properties. |
| Possibility for intensification/ redevelopment | None – not suitable given access is between residential properties |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Retain as LSIS |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C16 - Crow Lane Site 1 | | |
| Cluster description | General industrial estate | | |
| Policy status | LSIS | | |
| Overall site area (ha) | 2.6 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 2.0 | 78.8 |
| | Utilities | 0.5 | 21.2 |
| Condition of buildings | 60% Good 40% Average | | |
| Quality of environment / public realm & servicing of businesses | Good. Decent quality of internal roads, pavements | | |
| Strategic road access | Poor - some distance from TLRN (indirect access) | | |
| Parking facilities | Dedicated parking within cluster and on street parking | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | Residential nearby of low density | | |
| Vacant / derelict buildings | None evident at time of survey | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No obvious potential |
| Possibility for 24 hour working | Possibly, as is mostly segregated (some houses opposite though) |
| Possibility for intensification/ redevelopment | None, a small cluster with few sites that are all in-use. Part of cluster is a substation |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Retain as LSIS |



| | | | |
|---|---|------------------|-----------------------|
| Cluster | C17 - Crow Lane Site 3 | | |
| Cluster description | Warehouse/distribution park - Romford Mail Centre | | |
| Policy status | LSIS | | |
| Overall site area (ha) | 2.7 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 2.7 | 100 |
| Condition of buildings | 100% Very Good | | |
| Quality of environment / public realm & servicing of businesses | Good. Decent quality of internal roads, pavements | | |
| Strategic road access | Indirect access to A roads via residential roads | | |
| Parking facilities | Dedicated parking within cluster, by Royal Mail warehouse, also road parking | | |
| Access to facilities and amenities | Poor. Romford Town Centre is some distance away | | |
| Access to public transport | Very Good - buses and walking distance to Romford Station (Elizabeth Line, Greater Anglia and Overground) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | Residential uses (built in last 10 years) | | |
| Vacant / derelict buildings | None | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | None | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes. Is currently used 24 hours. |
| Possibility for intensification/ redevelopment | None – cluster is entirely occupied by one user to appropriate intensity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | SINC, Green Belt. |
| Recommendation | Retain as LSIS |



| | | | |
|--|---|------------------|-----------------------|
| Cluster | C18 - Romford Office Quarter | | |
| Cluster description | Business district | | |
| Policy status | Non-designated. | | |
| Overall site area (ha) | 1.9 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Office | 1.9 | 99.9 |
| | Utilities | 0.01 | 0.1 |
| Condition of buildings | 50% Good 50% Average | | |
| Quality of environment / public realm & servicing of businesses | Good. Whilst some buildings have planting at boundaries and small amenity areas, public realm is generally dated in comparison with rest of Romford Town Centre. Servicing is adequate for office uses. | | |
| Strategic road access | Direct (A1251) | | |
| Parking facilities | Dedicated parking within cluster, multi-storey care parking nearby | | |
| Access to facilities and amenities | Very Good – within Romford Town Centre | | |
| Access to public transport | Very Good (bus and trains) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | Yes, within cluster but all uses are compatible | | |
| Vacant / derelict buildings | Advertised vacancy within office premises | | |

| | |
|---|---|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | Surrounding area has seen extensive redevelopment of office uses for leisure and residential uses, including several examples of Permitted Development Rights conversions (Morland House, Scimitar House, Chaucer House) |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Serviced office premises may provide functions for smaller businesses |
| Possibility for 24 hour working | No, not relevant. |
| Possibility for intensification/ redevelopment | None – remnant of a larger area known as Romford Office Quarter. Remaining businesses are mostly single user or owner occupiers or serviced office providers. Higher density/taller office buildings are unlikely to be viable or attractive compared to prospect of residential use. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3 |
| Recommendation | None |



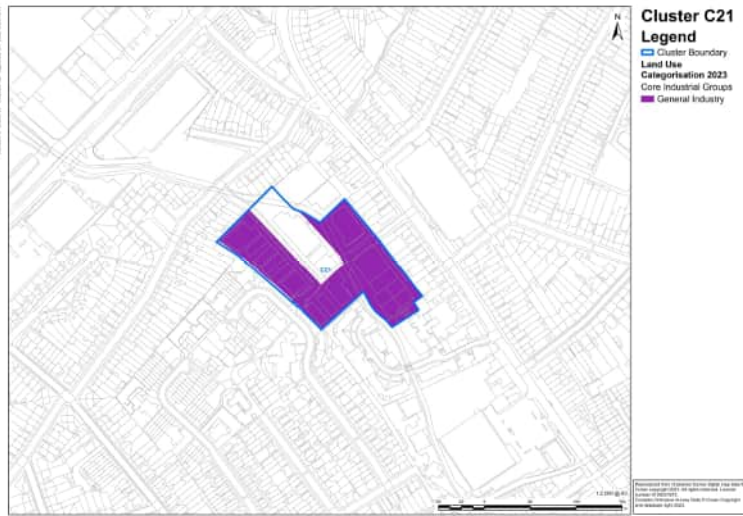
| | | | |
|--|---|------------------|-----------------------|
| Cluster | C19 - Rainham West | | |
| Cluster description | General industrial estate / business area | | |
| Policy status | Non-designated. | | |
| Overall site area (ha) | 9.7 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 6.2 | 66.0 |
| | Warehouses | 0.6 | 6.9 |
| | Storage (open and self) | 2.0 | 21.8 |
| | Vacant (land & builds) | 0.5 | 5.2 |
| Condition of buildings | 50% Good 50% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor | | |
| Strategic road access | Direct access to A1306 and thus A13 | | |
| Parking facilities | Dedicated parking within cluster On street parking | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None, but rail adjacent | | |

| | |
|---|---|
| Physical site constraints | Narrow access to some areas |
| Within close proximity to residential? | Residential or community uses. |
| Vacant / derelict buildings | None occupiable |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | Remnant of larger employment area which has undergone development for other uses such as residential at Dovers Corner and former Morrisons depot and the New City College |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Yes |
| Possibility for 24 hour working | May occur in parts of cluster, but new residential is adjacent |
| Possibility for intensification/ redevelopment | Vacant land, which is likely to be redeveloped for non-employment uses. Area to south of New Road would benefit from comprehensive redevelopment as is mostly of poor quality and heavily fragmented. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Allow change of use away from industrial use at all areas within cluster |



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C20 - Bridge Close | | |
| Cluster description | General industrial estate | | |
| Policy status | Non-designated. | | |
| Overall site area (ha) | 2.1 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.9 | 64.5 |
| | Warehouses | 0.4 | 32.4 |
| | Vacant (land & builds) | 0.04 | 3.1 |
| Condition of buildings | 40% Average 60% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. Internal roads and layout is poor and there is little evidence of management | | |
| Strategic road access | Direct access to A1251 and A125 | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Very Good | | |
| Access to public transport | Very Good (bus and train) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Road is poorly laid out, difficult for HGVs to access, bendy road | | |
| Within close proximity to residential? | Community uses within/adjacent to the cluster | | |
| Vacant / derelict buildings | Evidence of vacancy or underuse | | |

| | |
|---|---|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Provides such accommodation currently |
| Possibility for 24 hour working | No |
| Possibility for intensification/ redevelopment | Not for employment use given de-designation and proposals for mixed-use redevelopment to capitalise on proximity to Romford Station (Elizabeth Line). |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3 |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C21 - Chesham Close | | |
| Cluster description | General industrial estate | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 1.8 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 1.4 | 100.0 |
| Condition of buildings | 70% Average 30% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. Roads in poor condition, potholed and no landscaping | | |
| Strategic road access | Good - Indirect access to A12 | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Good | | |
| Access to public transport | Good (bus) | | |
| Access to waterways and wharves | None – River Rom present but not navigable | | |
| Access to railhead | None | | |
| Physical site constraints | Access is via a residential road, through road sometimes impeded by street parking, limited access and narrow roads to the north | | |
| Within close proximity to residential? | Residential uses | | |
| Vacant / derelict buildings | None evident | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | None | | |

| | |
|--|--|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Provides such accommodation currently |
| Possibility for 24 hour working | No. Access to trunk road is indirect |
| Possibility for intensification/ redevelopment | Remnant of once larger and designated employment area that is accessed via residential areas. No prospect of intensification for employment use. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3 |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|---|------------------|-----------------------|
| Cluster | C22 - Spring Gardens | | |
| Cluster description | General industrial estate, Warehouses | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.4 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 0.4 | 100 |
| Condition of buildings | 50% Average 50% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. Little public realm space and limited public access, poorly maintained. | | |
| Strategic road access | Indirect access to A12 | | |
| Parking facilities | Limited parking | | |
| Access to facilities and amenities | Average | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | Residential uses. | | |
| Vacant / derelict buildings | Vacancy evident at time of survey | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | None. |
| Possibility for 24 hour working | No. In residential area |
| Possibility for intensification/ redevelopment | Very small area unsuitable for modern business use and premises. Remnant of larger area redeveloped for housing in last 15 years. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C23 - Lambs Lane | | |
| Cluster description | General industrial estate | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 1.7 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 1.7 | 100 |
| Condition of buildings | 100% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. There is some littering within business areas and little evidence of active management. No public access, gated, pavements | | |
| Strategic road access | Average - direct access to A1306 (which connects to A13) | | |
| Parking facilities | Dedicated parking within cluster | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Narrow access, buildings close together | | |
| Within close proximity to residential? | Lies within close proximity to and appears to have impact on residential uses. | | |
| Vacant / derelict buildings | 0-10% of premises | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Current premises likely meet such need currently but are of old quality |
| Possibility for 24 hour working | No - residential close by |
| Possibility for intensification/ redevelopment | No potential based on small size, residential character of surrounding area and lack of suitability of access road for larger volumes of traffic. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C24 - Freightmaster Estate | | |
| Cluster description | Warehouse / distribution park / wholesale Waste management/ recycling/ environmental industrial sites | | |
| Policy status | SIL | | |
| Overall site area (ha) | 15.2 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 8.3 | 61.0 |
| | Waste management and recycling | 5.2 | 37.8 |
| | Vacant (land & builds) | 0.2 | 1.2 |
| Condition of buildings | 25% Good 75% Poor – note that buildings currently undergoing redevelopment | | |
| Quality of environment / public realm & servicing of businesses | Poor | | |
| Strategic road access | Direct access to A13 albeit some distance away | | |
| Parking facilities | On street parking, dedicated parking | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Very Poor | | |
| Access to waterways and wharves | None - no wharf, but next to River Thames | | |
| Access to railhead | None | | |
| Physical site constraints | Close to residential, own gated access | | |

| | |
|---|---|
| Within close proximity to residential? | None |
| Vacant / derelict buildings | None evident at time of survey |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes - remotely located |
| Possibility for intensification/ redevelopment | Majority of cluster currently undergoing redevelopment to provide new industrial employment floorspace. Rest of cluster contains waste management site that has expanded to include areas beyond the cluster boundary on landfill site. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3, SINC. |
| Recommendation | Retain as SIL |



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C25 - Avenue Industrial Estate/ Gallows Corner / Southend Arterial Road | | |
| Cluster description | General industrial estate/ business areas Car repairs | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 2.0 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.4 | 20.9 |
| | Warehouses | 0.8 | 41.9 |
| | Storage (open and self) | 0.7 | 38.0 |
| Condition of buildings | 35% Good 35% Average 30% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. Internal Roads are in poor condition and there are layout issues | | |
| Strategic road access | Direct (A127/ A12) | | |
| Parking facilities | Limited on-site parking | | |
| Access to facilities and amenities | Good | | |
| Access to public transport | Average (bus and around 1 mile from Harold Wood Station (Elizabeth Line)) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Some narrow access roads | | |

| | |
|---|---|
| Within close proximity to residential? | Residential uses nearby |
| Vacant / derelict buildings | No vacant land, looks busy/occupied |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Contains some premises currently but not suitable for modern industrial occupiers |
| Possibility for 24 hour working | No – albeit is segregated from residential areas |
| Possibility for intensification/ redevelopment | No |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C26 - Caravan Storage Site | | |
| Cluster description | Cranham Caravans (including a few workshops, an office, mostly caravan storage) | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 3.4 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Storage (open and self) | 3.2 | 100 |
| Condition of buildings | Good | | |
| Quality of environment / public realm & servicing of businesses | Poor. Although some planting, internal roads are in poor condition and the layout of the site is not clear | | |
| Strategic road access | Very good - direct access to A127 and M25 | | |
| Parking facilities | Some on-site parking | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Poor | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Access road is wide | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | No, single-use | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | No - fully utilised |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Green Belt |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



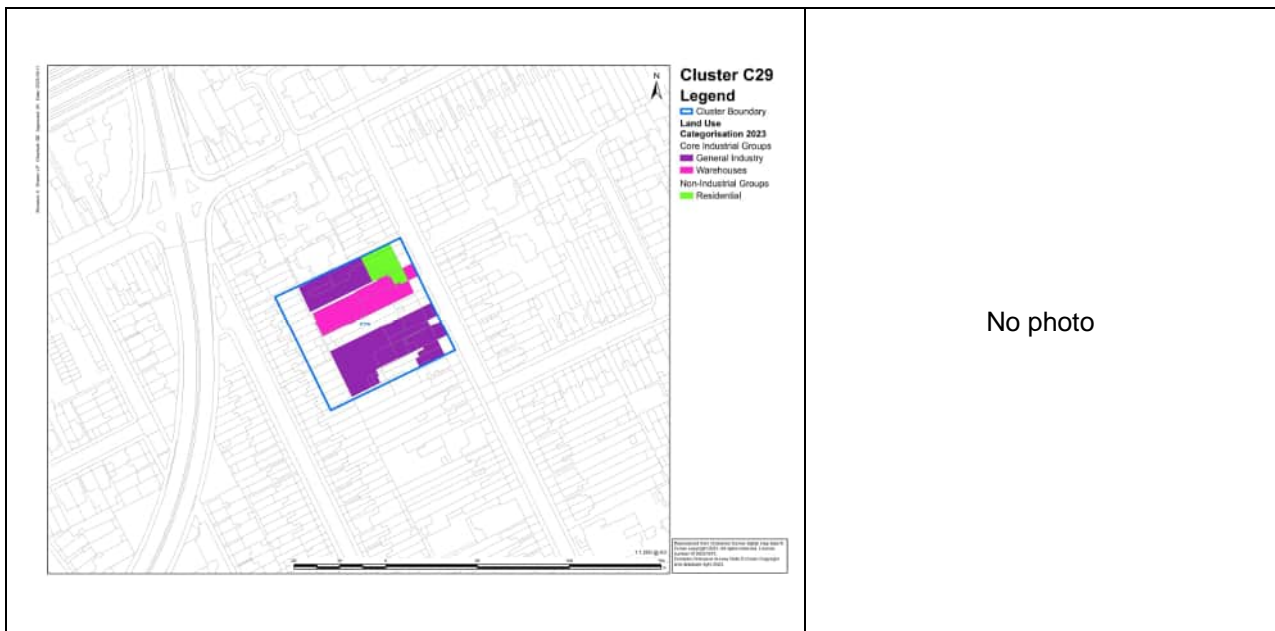
| | | | |
|--|---|------------------|-----------------------|
| Cluster | C27 - Dagenham Rd Pumping Station / Kilbnridge Waste Transfer Site | | |
| Cluster description | Waste management/ recycling/ environmental industrial sites | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 1.2 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Utilities | 0.4 | 33.5 |
| | Waste management and recycling | 0.7 | 59.7 |
| | Vacant (land & builds) | 0.1 | 6.8 |
| Condition of buildings | Very Poor | | |
| Quality of environment / public realm & servicing of businesses | Very Poor | | |
| Strategic road access | Direct access to A1112 | | |
| Parking facilities | Too little. On-street parking | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Good - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Surrounded by Green Belt land | | |
| Within close proximity to residential? | Residential uses. | | |
| Vacant / derelict buildings | Some derelict buildings - all in poor condition | | |

| | |
|---|--|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Yes |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | None - not suitable owing to presence of housing and layout of site unlikely conducive to modern industrial development. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3, Green Belt, Listed Building – Grade II. |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C28 - 178 - 208 Crow Lane | | |
| Cluster description | Warehouse/ distribution park/ wholesale Waste mgmt/ recycling/ environmental industrial sites | | |
| Policy status | Non-designated. | | |
| Overall site area (ha) | 3.8 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.4 | 11.8 |
| | Storage (open and self) | 2.9 | 88.2 |
| Condition of buildings | 70% Average 30% Poor | | |
| Quality of environment / public realm & servicing of businesses | Very Poor, storage sites entirely used by yards and industrial premises are behind houses | | |
| Strategic road access | Poor - some distance from TLRN (indirect access) | | |
| Parking facilities | On-site | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Site is not a consolidated industrial area, narrow access | | |
| Within close proximity to residential? | Residential uses. | | |
| Vacant / derelict buildings | Derelict building opposite container storage site | | |

| | |
|---|---|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Not suitable given location |
| Possibility for intensification/ redevelopment | None, beyond derelict building. Cluster is used but presence of residential premises and poor road access make industrial-led redevelopment unattractive. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Green Belt, SINC. |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



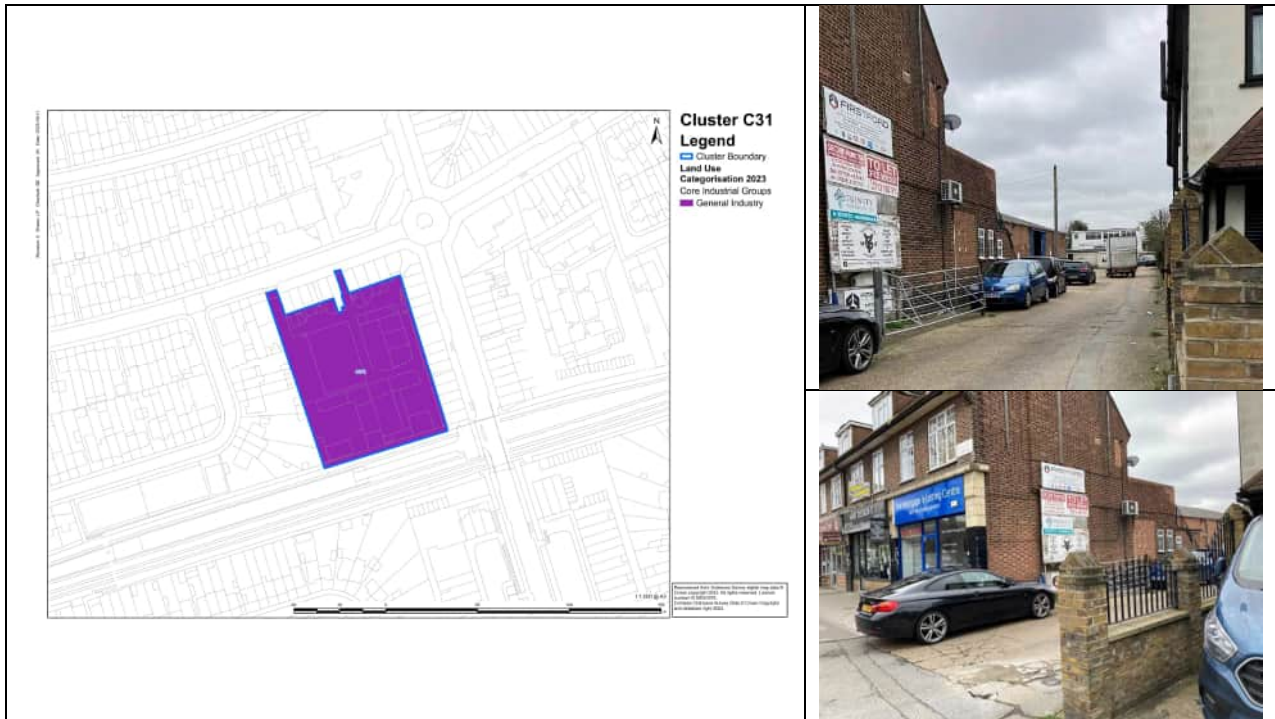
| | | | |
|---|---|------------------|-----------------------|
| Cluster | C29 - Albert Road Workshops | | |
| Cluster description | General industrial estate/ business areas | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.5 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.2 | 64.4 |
| | Warehouses | 0.1 | 25.2 |
| | Non-industrial | 0.03 | 10.3 |
| Condition of buildings | 75% Average 25% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor | | |
| Strategic road access | Good - indirect access to A1251 | | |
| Parking facilities | On street parking | | |
| Access to facilities and amenities | Good | | |
| Access to public transport | Very Good | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Narrow access | | |
| Within close proximity to residential? | Residential uses | | |
| Vacant / derelict buildings | None | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | No - residential adjacent |
| Possibility for intensification/ redevelopment | None – a very small cluster adjacent to residential uses |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C30 - Royal Mail - Abbscross Gardens | | |
| Cluster description | Warehousing (Royal Mail depot) | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.3 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 0.26 | 95.2 |
| | Utilities | 0.01 | 4.8 |
| Condition of buildings | 100% Average | | |
| Quality of environment / public realm & servicing of businesses | Good. Area is in a mostly residential location so is decently maintained | | |
| Strategic road access | Good - indirect access to A124 | | |
| Parking facilities | Adequate parking within cluster | | |
| Access to facilities and amenities | Very Good - Hornchurch centre | | |
| Access to public transport | Good - buses (and 1/2 - 1 mile from trains) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None (sloped on north side) | | |
| Within close proximity to residential? | Close proximity to residential uses. | | |
| Vacant / derelict buildings | No | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes - good access to trunk road |
| Possibility for intensification/ redevelopment | None - site is fully utilised and is too small to provide viable redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



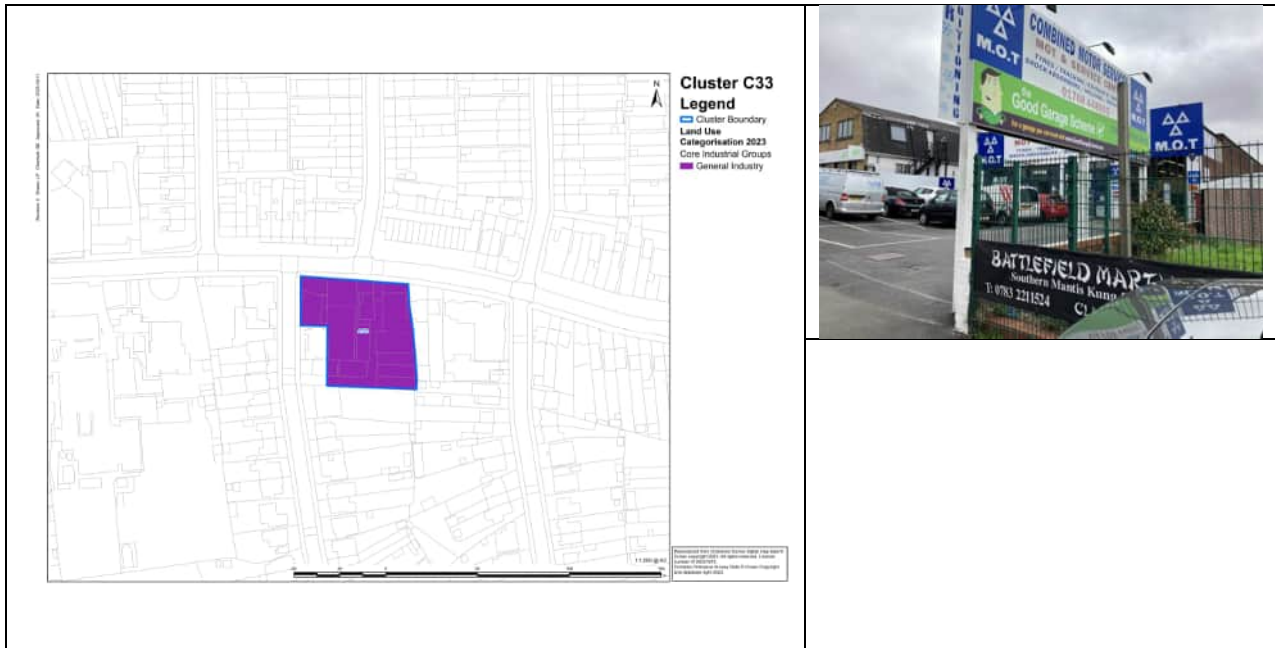
| | | | |
|---|---|------------------|-----------------------|
| Cluster | C31 - Rear of Broadway Parade, Elm Park | | |
| Cluster description | General industrial estate/ business areas | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.6 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.6 | 100 |
| Condition of buildings | Average 25% Poor 75% | | |
| Quality of environment / public realm & servicing of businesses | Poor. No landscaping and poor internal roads | | |
| Strategic road access | Poor - some distance from TLRN (direct access to A125) | | |
| Parking facilities | Limited on-site for fleet, otherwise does not seem to be much | | |
| Access to facilities and amenities | Very Good | | |
| Access to public transport | Very Good (bus and tube) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Narrow access | | |
| Within close proximity to residential? | Local shopping centre | | |
| Vacant / derelict buildings | None evident | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|--|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Yes, but access is a constraint |
| Possibility for 24 hour working | No |
| Possibility for intensification/ redevelopment | None - site is utilised and is too small to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | SINC |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



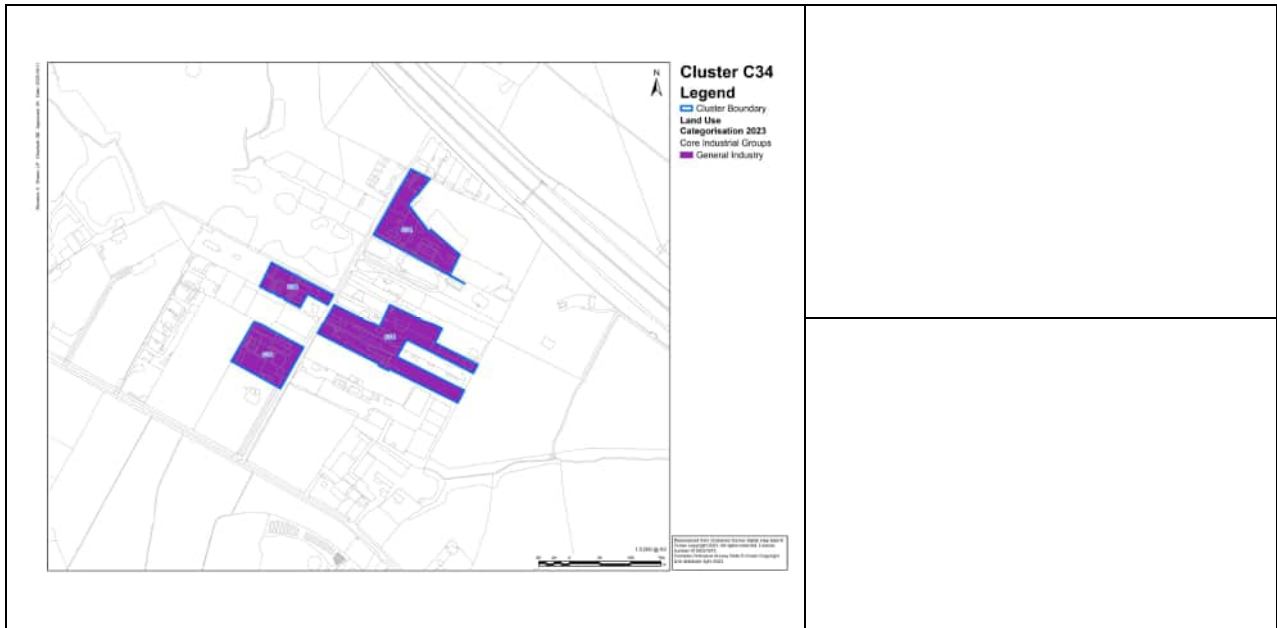
| | | | |
|---|---|------------------|-----------------------|
| Cluster | C32 - Royal Mail - Tansy Close | | |
| Cluster description | Warehousing (Royal Mail depot) | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.3 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 0.3 | 100 |
| Condition of buildings | Average | | |
| Quality of environment / public realm & servicing of businesses | Poor. No landscaping and poor internal roads | | |
| Strategic road access | Indirect | | |
| Parking facilities | Limited customer parking, on site van parking | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Poor access from local road. Narrow access by gate on-site, fine for vans | | |
| Within close proximity to residential? | Residential uses. | | |
| Vacant / derelict buildings | No | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|--|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | No |
| Possibility for intensification/ redevelopment | None - site is utilised and is too small to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|--|---|------------------|-----------------------|
| Cluster | C33 - Vicarage Road/ Hornchurch Road Workshops | | |
| Cluster description | Car repairs MOT centre | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.3 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.3 | 100 |
| Condition of buildings | 50% Average 50% Poor | | |
| Quality of environment / public realm & servicing of businesses | Average - pavements, lighting, in residential area | | |
| Strategic road access | Indirect (access to A124 which connects to other major roads) | | |
| Parking facilities | Limited on site | | |
| Access to facilities and amenities | Good | | |
| Access to public transport | Good - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Narrow access, on busy road | | |
| Within close proximity to residential? | Residential uses. | | |
| Vacant / derelict buildings | No | | |

| | |
|---|--|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Yes - industrial workshops |
| Possibility for 24 hour working | No |
| Possibility for intensification/ redevelopment | None - site is utilised and is too small to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C34 - Benskins Lane Vehicle Breakers Yard | | |
| Cluster description | Scrap yard | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 3.6 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 3.6 | 100 |
| Condition of buildings | 100% Very Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. No landscaping and not managed | | |
| Strategic road access | Indirect (near M25) | | |
| Parking facilities | On-street parking | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Very Poor | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Access road is poor and unsuitable for heavy traffic | | |
| Within close proximity to residential? | Residential properties adjacent | | |
| Vacant / derelict buildings | Unclear | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No | | |

| | |
|--|---|
| Possibility for 24 hour working | Not suitable |
| Possibility for intensification/ redevelopment | None - site is utilised and not well laid out to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | SINC, Green Belt. |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C35 - Broxhill Road Vehicle Breakers Yard | | |
| Cluster description | Scrap yard | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 4.4 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 4.2 | 100 |
| Condition of buildings | 50% Poor 50% Very Poor | | |
| Quality of environment / public realm & servicing of businesses | Very Poor - dirty, no pavements or lighting | | |
| Strategic road access | Indirect | | |
| Parking facilities | Adequate | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Very Poor | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Incompatible land use - breakers yard next to residential. Limited access, narrow and poor quality road at entrance | | |
| Within close proximity to residential? | Residential uses. | | |
| Vacant / derelict buildings | | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | No - next to residential |
| Possibility for intensification/ redevelopment | None - site is utilised but in unsuitable location for intensification. |
| Presence of other non-industrial policy designations/ restrictions | |
| Recommendation | HOLD |



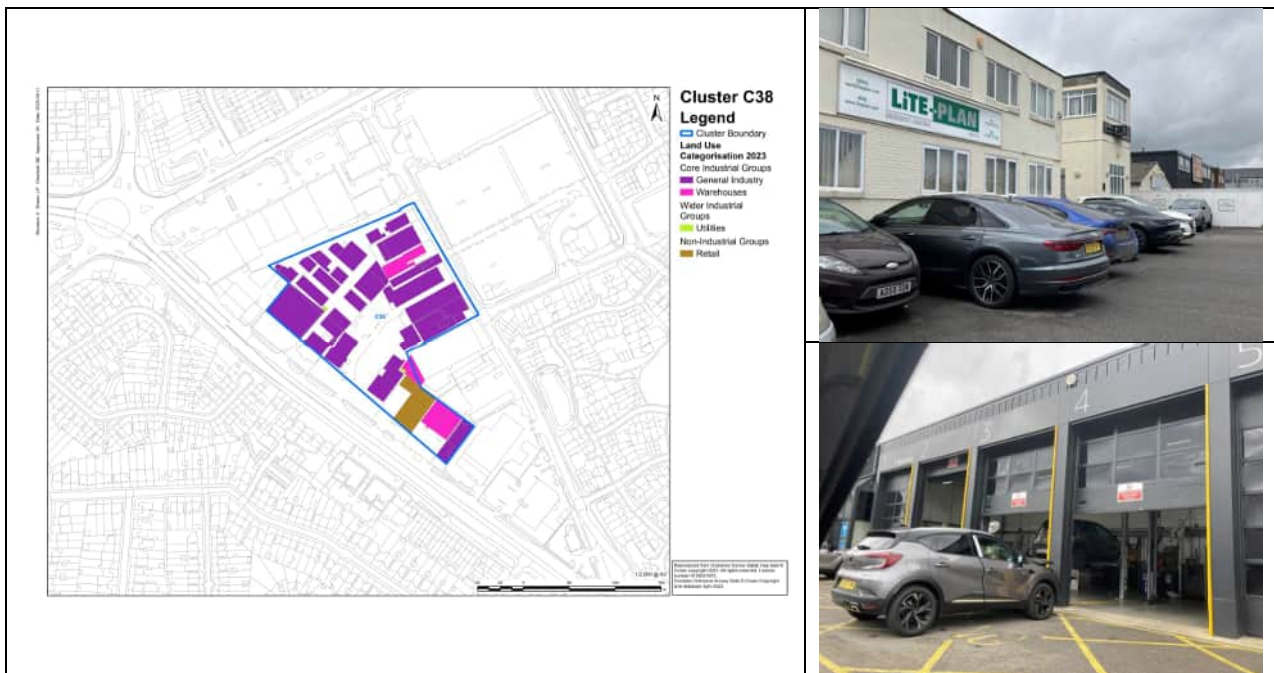
| | | | |
|--|---|------------------|-----------------------|
| Cluster | C36 - 55 Brentwood Road Vehicle Repair Workshops | | |
| Cluster description | Car repairs Local office centre MOT Centre | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.3 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.10 | 41.8 |
| | Warehouses | 0.14 | 58.2 |
| Condition of buildings | 60% Average 40% Poor | | |
| Quality of environment / public realm & servicing of businesses | Very Poor. Lots of derelict space. | | |
| Strategic road access | Indirect (close access to A1251) | | |
| Parking facilities | Inadequate | | |
| Access to facilities and amenities | Good. Near Romford Town Centre | | |
| Access to public transport | Very Good (bus and train) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | Residential uses. | | |
| Vacant / derelict buildings | No | | |

| | |
|---|--|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | No |
| Possibility for intensification/ redevelopment | No, is fully used, surrounded by residential uses and is too small to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C37 - 293 Crow Lane Vehicle Breakers Yard | | |
| Cluster description | Car repairs | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.4 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.4 | 100 |
| Condition of buildings | 100% Poor | | |
| Quality of environment / public realm & servicing of businesses | Average (access via residential road/ next to residential) | | |
| Strategic road access | Indirect | | |
| Parking facilities | Limited | | |
| Access to facilities and amenities | Poor | | |
| Access to public transport | Average - buses | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Access from local road (residential roads, narrow access) | | |
| Within close proximity to residential? | Residential or community uses. | | |
| Vacant / derelict buildings | None evident | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No | | |

| | |
|--|--|
| Possibility for 24 hour working | No |
| Possibility for intensification/ redevelopment | None - site is too small to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | SINC |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|--|--|------------------|-----------------------|
| Cluster | C38 - Bryant Avenue Workshops | | |
| Cluster description | General industrial estate/ business areas (car dealerships, workshops, warehouses, carpet showroom) | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 3.2 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 1.5 | 81.6 |
| | Warehouses | 0.2 | 10.9 |
| | Non-industrial | 0.1 | 7.4 |
| Condition of buildings | 25% Good - car dealerships 75% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. No landscaping and poor internal road (outside of the site is fine, but no public access to site) | | |
| Strategic road access | Direct (A12) | | |
| Parking facilities | Limited | | |
| Access to facilities and amenities | Good | | |
| Access to public transport | Average | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Layout issues - buildings too close together. On main road, but narrow between buildings, no access for HGVs except at roadside | | |
| Within close proximity to residential? | None (self-contained site) | | |
| Vacant / derelict buildings | No vacant land, all premises appeared occupied at time of survey | | |

| | |
|---|--|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | Area forms part of a former designated employment area. Though site has not come forward for other uses, and is in a suitable location for industrial use, would require designation to attract interest in intensification and redevelopment. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|--|---|------------------|-----------------------|
| Cluster | C39 - St Mary's Lane | | |
| Cluster description | General industrial estate/ business areas | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 1.7 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 0.7 | 41.7 |
| | Warehouses | 0.2 | 14.9 |
| | Storage (open and self) | 0.7 | 43.4 |
| Condition of buildings | 100% Poor | | |
| Quality of environment / public realm & servicing of businesses | Limited space for public, cars on pavements | | |
| Strategic road access | Indirect - (access to M25 via B road) | | |
| Parking facilities | Some within cluster | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Poor (buses) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Access from local road; narrow access roads | | |
| Within close proximity to residential? | Residential use adjacent at low density | | |
| Vacant / derelict buildings | No | | |

| | |
|---|---|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | No. Unlikely to be needed by users |
| Possibility for intensification/ redevelopment | None – location is unsuitable as distant from TLRN and likely too small to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3, Green Belt. |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|---|------------------|-----------------------|
| Cluster | C40 – Royal Mail – Wennington Road | | |
| Cluster description | Warehousing (Royal Mail depot) | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.4 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 0.4 | 100 |
| Condition of buildings | 100% Average | | |
| Quality of environment / public realm & servicing of businesses | Very Poor. Varies, but generally no legibility between businesses and access/landscape; no pavement along road. | | |
| Strategic road access | Indirect (A13 within 5 minutes) | | |
| Parking facilities | Limited | | |
| Access to facilities and amenities | Good | | |
| Access to public transport | Good – train and bus | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | Close proximity to residential uses. | | |
| Vacant / derelict buildings | No | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No | | |

| | |
|--|--|
| Possibility for 24 hour working | Yes – is a requirement of use |
| Possibility for intensification/ redevelopment | None – site is utilised and is too small to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Opportunity Area, Flood Zone 3. |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



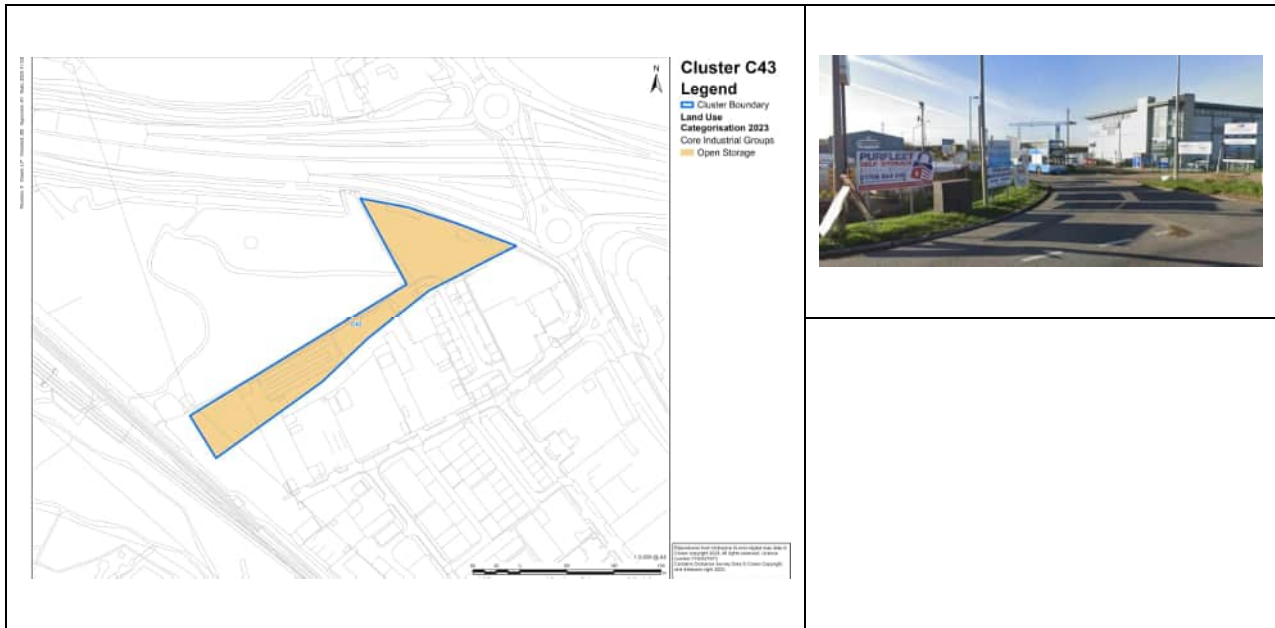
| | | | |
|---|--|------------------|-----------------------|
| Cluster | C41 – Royal Mail – Corbets Tey Road | | |
| Cluster description | Warehousing (Royal Mail depot) | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 0.3 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Warehouses | 0.3 | 100 |
| Condition of buildings | 100% Average | | |
| Quality of environment / public realm & servicing of businesses | Good. Well-maintained, clean | | |
| Strategic road access | Indirect | | |
| Parking facilities | Yes, also pay and display next door | | |
| Access to facilities and amenities | Good | | |
| Access to public transport | Good (buses and ½ mile to Upminster station) | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | Close proximity to residential uses. | | |
| Vacant / derelict buildings | No | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No | | |

| | |
|--|--|
| Possibility for 24 hour working | No – is a requirement of current use |
| Possibility for intensification/ redevelopment | None – site is utilised and is too small to provide viable intensification or redevelopment opportunity. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | None evident |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



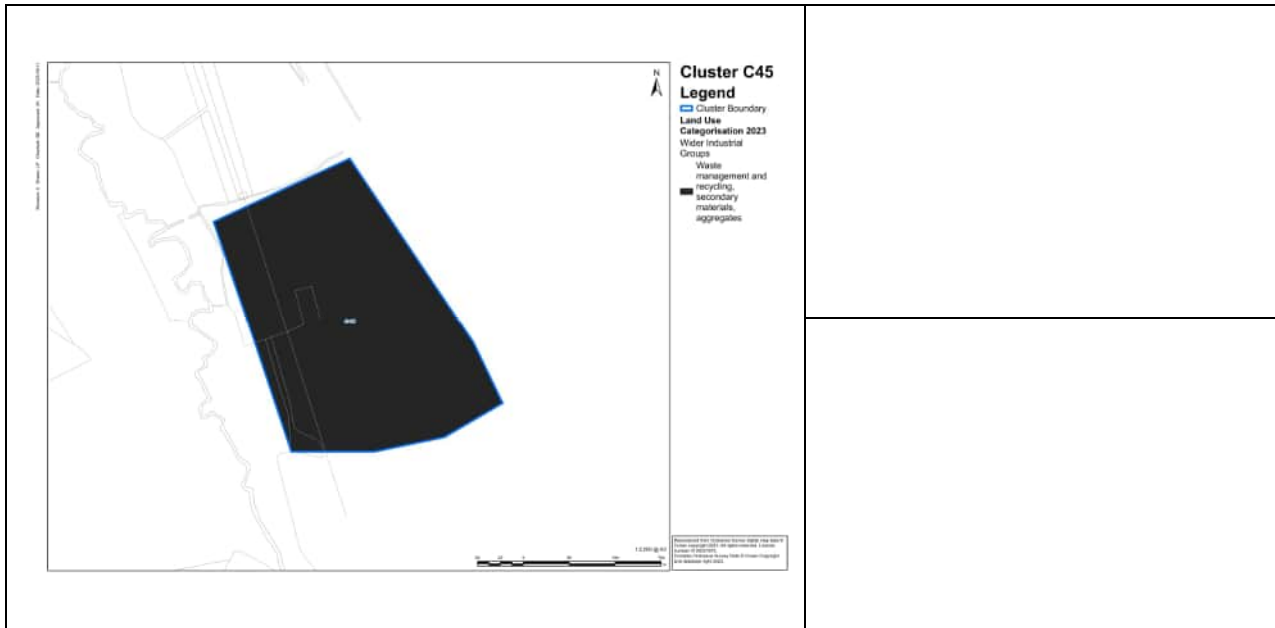
| | | | |
|--|--|------------------|-----------------------|
| Cluster | C42 – Noakes Industrial Estate | | |
| Cluster description | General industrial estate/ business area (mainly car dealerships, workshops, and a take away location) | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 4.5 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | General industry | 2.8 | 61.8 |
| | Storage (open and self) | 1.7 | 38.2 |
| Condition of buildings | 50% Average 50% Poor | | |
| Quality of environment / public realm & servicing of businesses | Good. Decently maintained | | |
| Strategic road access | Direct (access to A13) | | |
| Parking facilities | Limited | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Very Poor | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Access is via other sites (in Thurrock) | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | No | | |

| | |
|---|---|
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No |
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | None – sites are parts of larger sites in neighbouring Thurrock which would also require redevelopment. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3, SINC, Green Belt. |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|---|------------------|-----------------------|
| Cluster | C43 – Land west of Juliette Way, Thurrock | | |
| Cluster description | General industrial estate (builders merchants, timber yard) | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 1.8 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Storage (open and self) | 1.8 | 100 |
| Condition of buildings | Poor | | |
| Quality of environment / public realm & servicing of businesses | Average | | |
| Strategic road access | Direct (access to A13) | | |
| Parking facilities | Limited | | |
| Access to facilities and amenities | Poor – limited on-site facilities | | |
| Access to public transport | Very Poor | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | Limited access to site, narrow roads | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | Unclear | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|--|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | Contains some such accommodation currently though likely not suitable for all modern industrial occupiers |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | Possible though land ownership is likely fragmented and sites would require consolidation to provide likely viable intensified premises. |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3, SINC, Green Belt. |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |



| | | | |
|---|--|------------------|-----------------------|
| Cluster | C45 - Land at Grove Farm | | |
| Cluster description | General industry, Open storage, Scrap yard | | |
| Policy status | Non-designated | | |
| Overall site area (ha) | 6.1 | | |
| Land uses (ha and %) | Land use | Area (ha) | Percentage (%) |
| | Waste management and recycling | 6.1 | 100 |
| Condition of buildings | 50% Average 50% Poor | | |
| Quality of environment / public realm & servicing of businesses | Poor. No landscaping and poor internal roads | | |
| Strategic road access | Direct (access to A12 and M25) | | |
| Parking facilities | Limited | | |
| Access to facilities and amenities | Very Poor | | |
| Access to public transport | Very pPoor | | |
| Access to waterways and wharves | None | | |
| Access to railhead | None | | |
| Physical site constraints | None | | |
| Within close proximity to residential? | None | | |
| Vacant / derelict buildings | None evident | | |
| Has any part of the site been redeveloped for residential / mixed use in the last ten years? | No | | |

| | |
|--|---|
| Potential to provide lower cost industrial accommodation / accommodation for SMEs | No |
| Possibility for 24 hour working | Yes |
| Possibility for intensification/ redevelopment | None – cluster is large enough but is in an unsuitable location |
| Presence of other non-industrial policy designations/ restrictions (within or adjacent) | Flood Zone 3, SINC, Green Belt. |
| Recommendation | Assess proposals for redevelopment for other uses against criteria-based policy |

aecom.com