

Appendix 2

Existing employment area:

**WEYBRIDGE AND BOURNE BUSINESS PARK
(NORTH), DASHWOOD LANG ROAD,
ADDLESTONE**

Reference

A1

Area (ha)

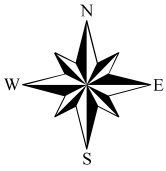
6.3



Criteria	Comment	Score (out of 5)
Current Use	Office use – Business Park comprises 6 modern office buildings and one site currently being redeveloped to provide a new Grade A office building of 8447sq.m.	
Public Access including: access to local labour supply and access to local facilities	Addlestone railway station is between 0.25km and 1km from different parts of the employment area. Bus stops are located on Weybridge Road and Station Road. Roads surrounding the area also provide designated cycle paths. Area is close to the nearby town of Addlestone giving access to a large local labour supply.	4
Private Access including: access to strategic road network, local road access to existing sites and parking.	Area located off A-road – Weybridge Road/Woburn Hill. Around 3km to J11 of M25 via good A-roads some of which is dual carriageway. Access also to Weybridge and A3 into London. Ample on-site parking available.	4
Quality of Environment of site and site characteristics	Range of modern purpose built 2 and partly 3 storey office buildings set in attractive and reasonably well landscaped grounds. Ample parking available, some with barrier controlled access. External lighting and CCTV. The business park is actively managed. Completion of the Delta site and nearby units 4-9 on the adjacent Weybridge Business Park will help to raise the profile of this employment area.	4
Compatibility of adjoining uses	Majority of surrounding land is in residential use. No compatibility issues. Industrial/warehouse units on Hamm Moor Road are not visible from the Park.	5
Market Attractiveness	Ocean House and part of the ground floor of No. 6 is vacant giving an overall vacancy rate of 14%. The Delta site is currently being developed (estimated completion Autumn 2016). Buildings are slightly older than Aviator Park, but still of high quality with good accessibility. Current occupiers include Thales, Misco, Michael Page and Cochlear.	4
Floorspace/Vacancy/Vacant sites	Total Floorspace: 9977sqm Vacancy Rate: 14%	No land remains for development now that the approved office building on the Delta site is under construction.
Potential Uses and scope for intensification and/or redevelopment	Some opportunity for expansion, although this could result in loss of parking. The Delta site has planning permission for 9410sqm of office floorspace.	
Planning and Deliverability Factors	The employment area is located in the Urban Area but part of the area abuts the Green Belt. A large part of the employment area is located in flood zone 2 although parts of the employment area on its western side are also located in flood zones 3a and 3b.	

TOTAL SCORE: 21

[Scoring: 5 = best, 1 = worst]



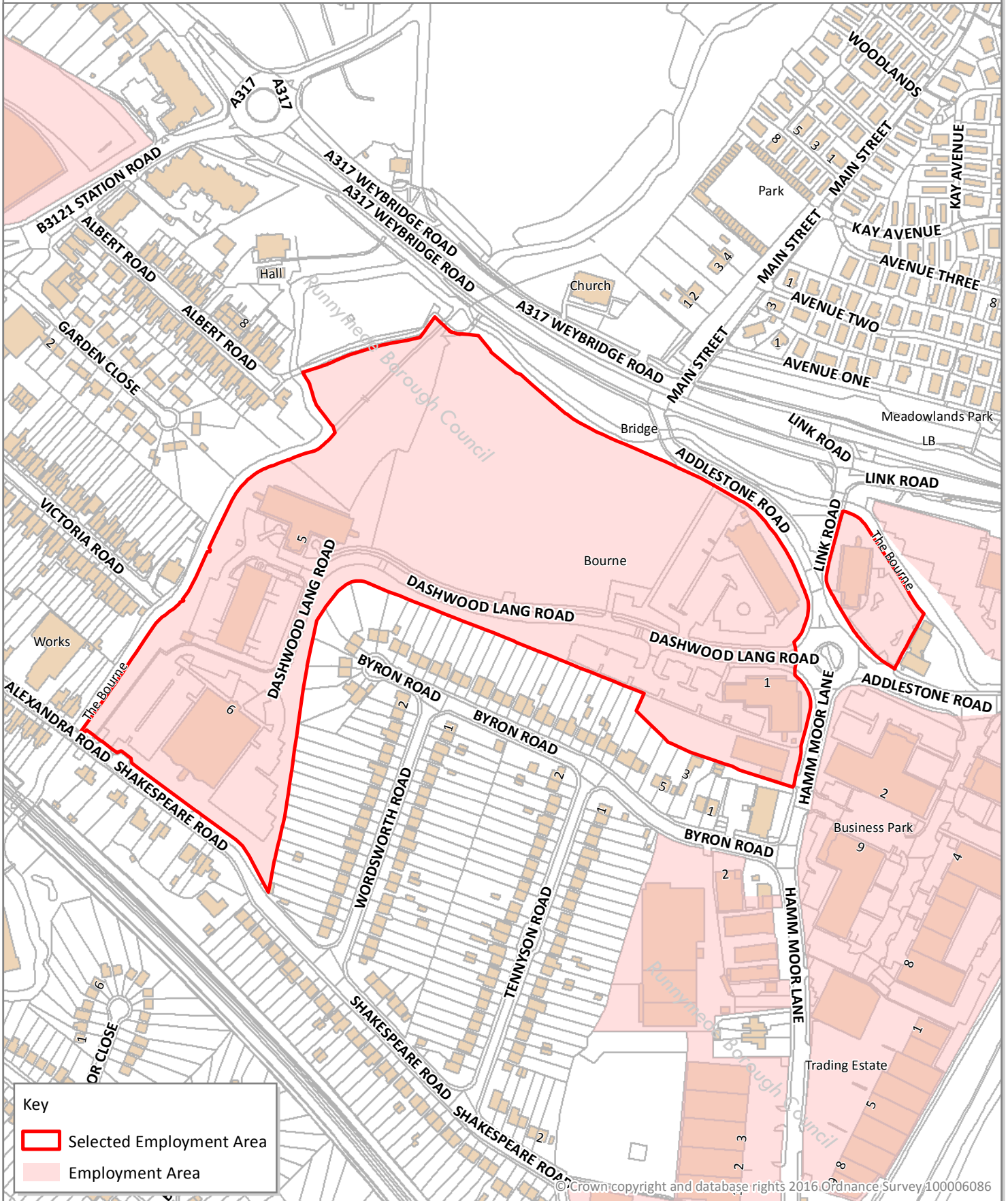
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A1

Weybridge and Bourne (North), Addlestone



Scale: 1:3,000
0 25 50 100
m

Area: 6.3 ha

© Crown copyright and database rights 2016 Ordnance Survey 10006086



Existing employment area:

WEYBRIDGE BUSINESS PARK (WEST), HAMM MOOR LANE, ADDLESTONE

Reference

A2

Area (ha)

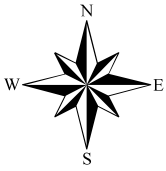
3.08



Criteria	Comment	Score (out of 5)	
Current Use	Mixed industrial and office area - predominantly in industrial use with more limited office use.		
Public Access including: access to local labour supply and access to local facilities	Addlestone railway station and town centre are approximately 800m (around 10 minute walk). Bus stops on Weybridge Road and Station Road. Roads surrounding site have designated cycle paths. Site close to the nearby town of Addlestone giving access to large local labour supply.	4	
Private Access including: access to strategic road network, local road access to existing sites and parking.	Area located off A-road – Weybridge Road/Woburn Hill, around 3km to J11 of M25. Also access to Weybridge and A3 to London. The access road serving the employment area is reasonably good but is affected by significant on street parking due to parking shortages.	3	
Quality of Environment of site and site characteristics	Informal employment area comprising a number of individual sites. Variety of buildings of varying ages: modern small office units by canal; larger older mainly industrial (pre-1960s) buildings; some smaller single storey buildings; and a range of purpose built industrial/warehouse units circa 1980s. Many buildings lack landscaping and formal parking. The small office units at the far end of Hamm Moor Road are of better quality and overlook the canal. There is considerable on street parking exacerbated by customer parking at the Pelican Public House.	3	
Compatibility of adjoining uses	Older style industrial area comprising a variety of employment uses in a wide range of buildings. Residential units in close proximity to some units but due to long established nature of industrial units and long rear gardens unlikely to result in significant conflicts.	4	
Market Attractiveness	The vacancy rate for the area is 11%, with both office and light industrial space to let. Many of the buildings in this area cater for smaller businesses or those that need an accessible location but are less concerned about the quality/appearance of the building.	4	
Floorspace/Vacancy/Vacant sites	Total Floorspace: 15113sqm	Vacancy Rate: 11%	No land remains for development
Potential Uses and scope for intensification and/or redevelopment	Could be some opportunities within the area for redevelopment and intensification.		
Planning and Deliverability Factors	The employment area is located in the Urban Area and is in flood zone 2. The area is adjacent to the River Wey Navigation which is designated as a Conservation Area.		

TOTAL SCORE: 18

[Scoring: 5 = best, 1 = worst]



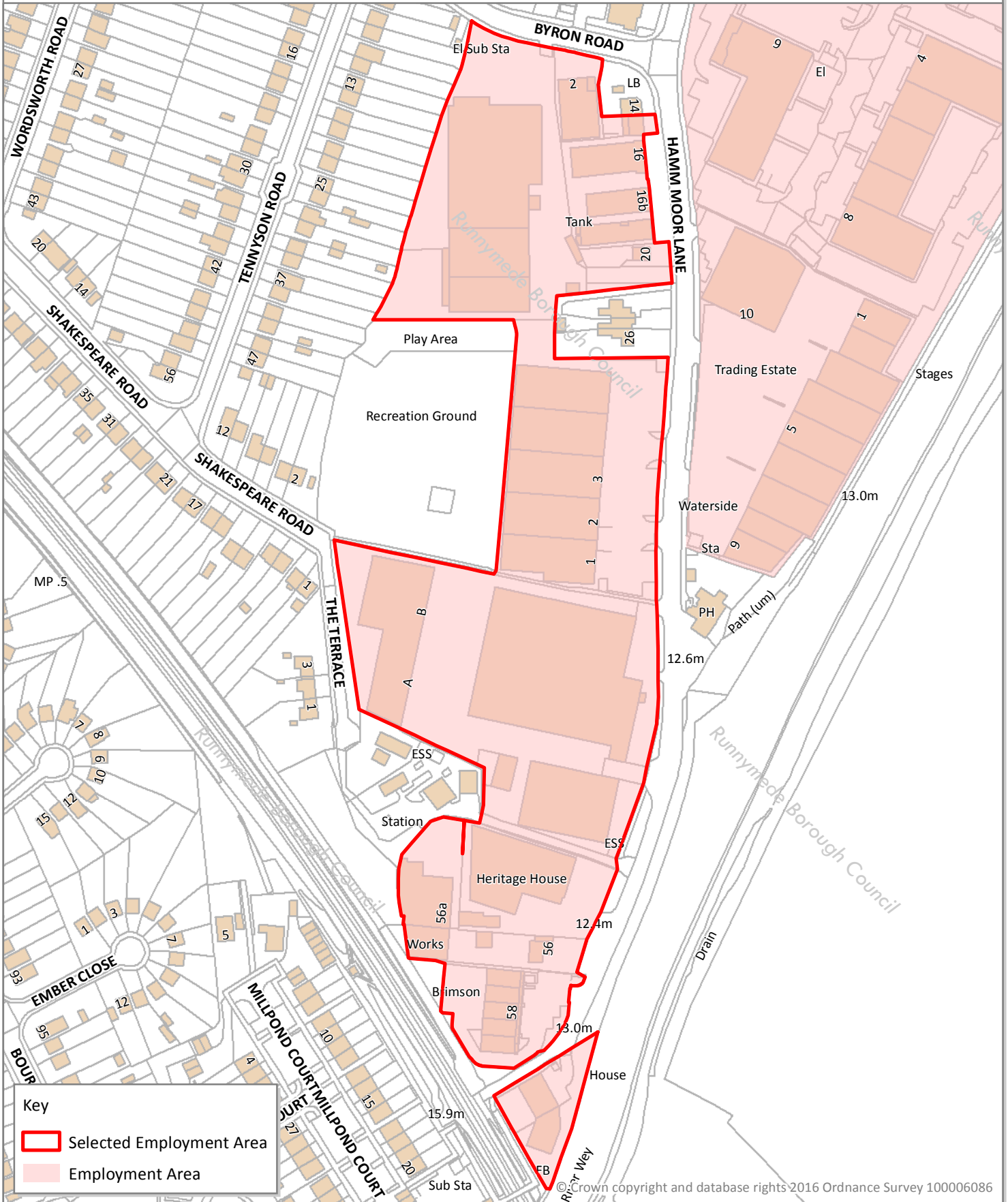
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A2

Weybridge and Bourne (West), Addlestone



Scale: 1:2,000
0 15 30 60 m

Area: 3.08 ha

© Crown copyright and database rights 2016 Ordnance Survey 10006086



Existing employment area:

**WEYBRIDGE BUSINESS PARK (EAST),
ADDLESTONE**

Reference

A3

Area (ha)

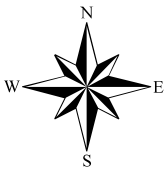
3.36



Criteria	Comment	Score (out of 5)	
<i>Current Use</i>	Office – Business Park comprising 10 units – 6 of which are currently being demolished. Remaining 4 units to the north of the site are large office units. Demolished units to be redeveloped to provide modern office units.		
<i>Public Access including: access to local labour supply and access to local facilities</i>	Addlestone railway station and town centre approximately 800m (around 10 minute walk). Bus stops on Weybridge Road and Station Road. Roads surrounding area have designated cycle paths. Site close to the nearby town of Addlestone giving access to large local labour supply.	4	
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Area located off A-road – Weybridge Road/Woburn Hill. Around 3km to J11 of M25 via good A-roads some of which is dual carriageways. Access to Weybridge and A3. Formal parking provision on-site.	4	
<i>Quality of Environment of site and site characteristics</i>	Remaining offices are large purpose built office buildings which are older (early 1980s) and visually less pleasing than those in Dashwood Lang Road. Formal parking areas benefit from some landscaping and external lighting. Significant investment is being made by the landlord, Standard Life Investments, which will improve the overall environmental quality. Area benefits from canal side setting. Score is based on current situation.	3	
<i>Compatibility of adjoining uses</i>	Canal adjacent to eastern boundary and mostly commercial uses to north, west and south. No significant compatibility issues. There are a few industrial units to the west of Hamm Moor Road which may detract slightly from the very southern units but the outlook is mainly to the north and to the canal.	4	
<i>Market Attractiveness</i>	No vacancies in remaining units, despite buildings being older. Current occupiers include Toshiba, Chep and BroadwayMalyan. Good public and private accessibility coupled with quality of neighbouring Bourne Business Park results in reasonably good market visibility. Investment in this area will improve market attractiveness significantly. Score is based on current situation.	3	
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 9048sqm	Vacancy Rate: 0%	No land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Units 4-9 Weybridge Business Park are currently being redeveloped following the grant of planning permission RU.15/0798 to provide modern large office accommodation with a slightly increased floor area.		
<i>Planning and Deliverability Factors</i>	The employment area is located in the Urban Rea and within flood zone 2. The Wey Navigation to the east is designated as a Conservation Area. The part of the employment area to the south of Addlestone Road is designated as an area of High Archaeological Potential.		

TOTAL SCORE: 18

[Scoring: 5 = best, 1 = worst]



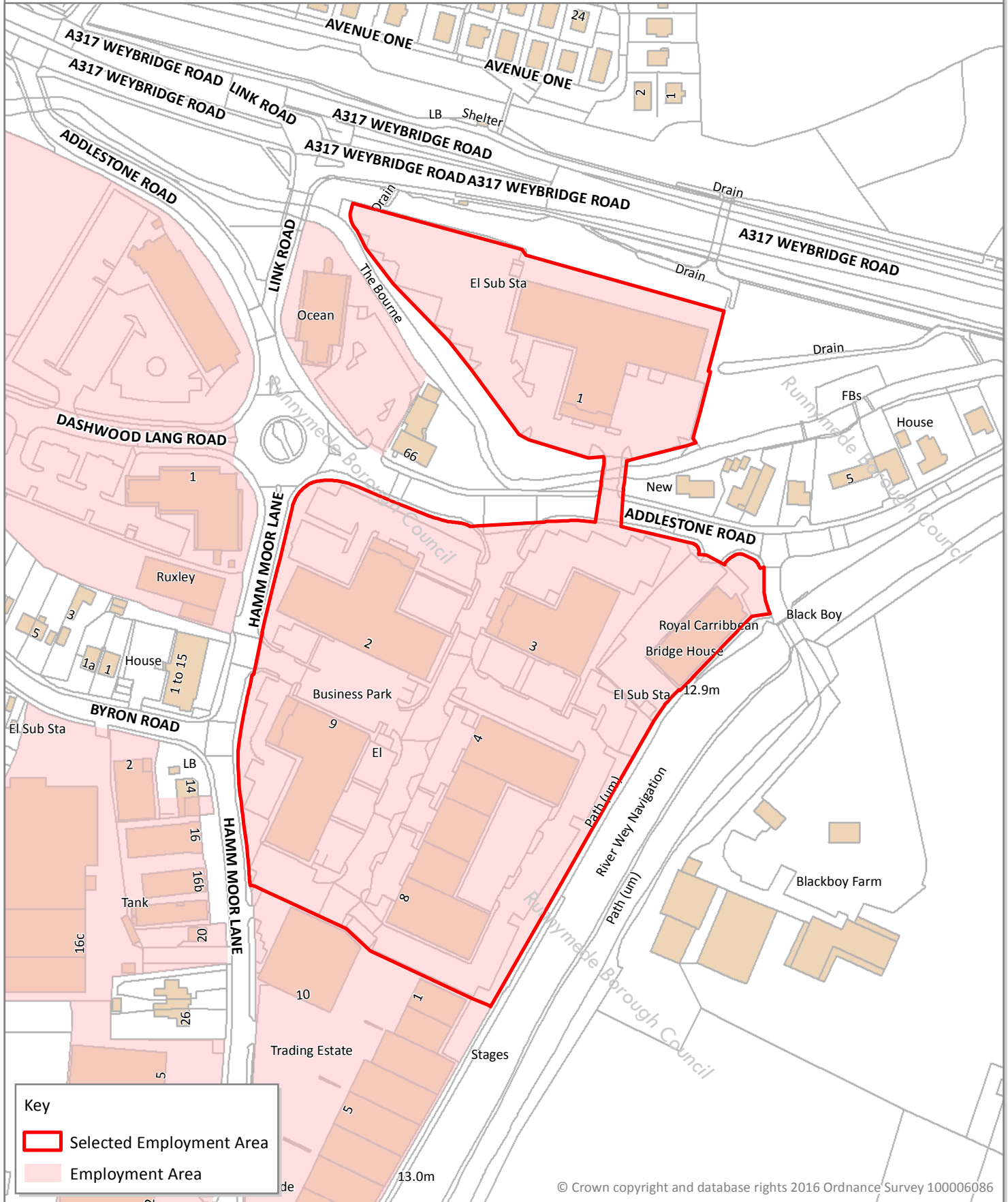
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

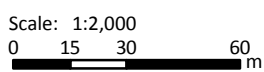
ID: A3

Weybridge and Bourne (East), Addlestone



Key

- Selected Employment Area
- Employment Area



Area: 3.36 ha

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Existing employment area:

WATERSIDE TRADING ESTATE, HAMM MOOR LANE, ADDLESTONE

Reference

A4

Area (ha)

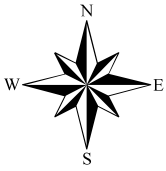
0.82



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Small Trading Estate comprising 10 no. units in industrial and storage and distribution uses located within a wider employment area. Area is managed.	
<i>Public Access including: access to local labour supply and access to local facilities</i>	Addlestone railway station and town centre approximately 800m (around 10 minute walk) away. Bus stops on Weybridge road. Roads surrounding area have designated cycle paths. Close to the nearby town of Addlestone giving access to large local labour supply.	4
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Area located off A-road – Weybridge Road/Woburn Hill. Although area is slightly further from main road, Hamm Moor Lane still provides good access. Around 3km to J11 of M25 via good A-roads some of which is dual carriageway. Also access to Weybridge and A3 link into London.	4
<i>Quality of Environment of site and site characteristics</i>	Area contains 10 industrial/warehouse buildings which are more modern (1980s) than the majority of those on the western side of Hamm Moor Lane. Limited landscaping but large parking areas with spaces formally laid out.	4
<i>Compatibility of adjoining uses</i>	Good location for buildings as area adjoins canal to east (rear). Some residential properties opposite entrance which could result in potential conflict but long established employment area.	4
<i>Market Attractiveness</i>	Area is fully occupied. Industrial/warehouse units are in good condition and appear to be well managed. Units considered attractive to the market.	4
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 4454sqm Vacancy Rate: 0% No Land remains for development	
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Limited potential for intensification due to existing site configuration. Only potential for expansion if use altered to offices, but location adjacent to Conservation Area would impact development potential (e.g. height of development).	
<i>Planning and Deliverability Factors</i>	Whole of the employment area is located in the Urban Area, in flood zone 2 and is designated as an area of high archaeological potential. The Wey Navigation adjacent to the east is designated as a Conservation Area.	

TOTAL SCORE: 20

[Scoring: 5 = best, 1 = worst]



EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A4

Waterside Trading Estate, Addlestone



© Crown copyright and database rights 2016 Ordnance Survey 100006086

Scale: 1:1,250
0 10 20 40 m

Area: 0.82 ha



Existing employment area:

**AVIATOR PARK, STATION ROAD,
ADDLESTONE**

Reference

A5

Area (ha)

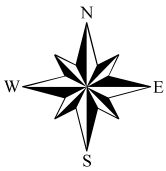
1.75



Criteria	Comment	Score (out of 5)
Current Use	Office – Modern edge-of- centre offices consisting of two, three storey buildings - XIA and XIB. Both buildings are capable of single occupation or multiple let.	
Public Access including access to local labour supply and access to local facilities	Good public accessibility. Offices are less than 250m from Addlestone railway station and town centre (which contains a range of shops and services). Bus stops on Station Road (close to entrance road into site). No designated cycle path on Station Road but the road itself is relatively wide.	5
Private Access including access to strategic road network and also local road access to existing sites.	Good strategic road access, less than 200m from the strategic road network (A-roads), and around 2.5 km to J11 of M25.	4
Quality of Environment of site and site characteristics	Area comprises two modern office buildings with contemporary fully glazed curtain wall facades set in generous landscaping. Barrier controlled access with gatehouse, formal parking layout and external lighting. The employment area under consideration was larger in the 2010 ELR and benefitted from an extant planning permission to develop remainder of the site for offices. However this land is now being developed for approximately 200 dwellings and the ELR employment area boundary has been adjusted accordingly.	4
Compatibility of adjoining uses	Residential properties and some retail/commercial uses located adjacent or opposite the area - unlikely to result in any potential conflicts.	4
Market Attractiveness	Modern purpose built office buildings of a contemporary style offering good accessibility to J11 of M25, and Addlestone town centre (which is undergoing major regeneration). The area currently has reasonably good market visibility and is located a short distance from the Bourne and Weybridge Business Parks. One of the two existing buildings is fully let - current occupiers include Juniper Networks, Akamai Technologies and Mondi Investments. The redevelopment of the remainder of the business park for residential use may impact the market attractiveness of this area to a limited extent, however the profile of these offices in the market should remain reasonably good due to investment in Addlestone and an increasing lack of good quality space available on the market in the Addlestone/Weybridge area.	3
Floorspace/Vacancy/Vacant sites	Total Floorspace 9338sqm	Vacancy Rate: 35%
Potential Uses and scope for intensification and/or redevelopment	No land remains for development.	
Planning and Deliverability Factors	The employment area is located in the Urban Area. Part of the area (eastern side) is located in Flood Zone 2.	

TOTAL SCORE: 21

[Scoring: 5 = best, 1 = worst]



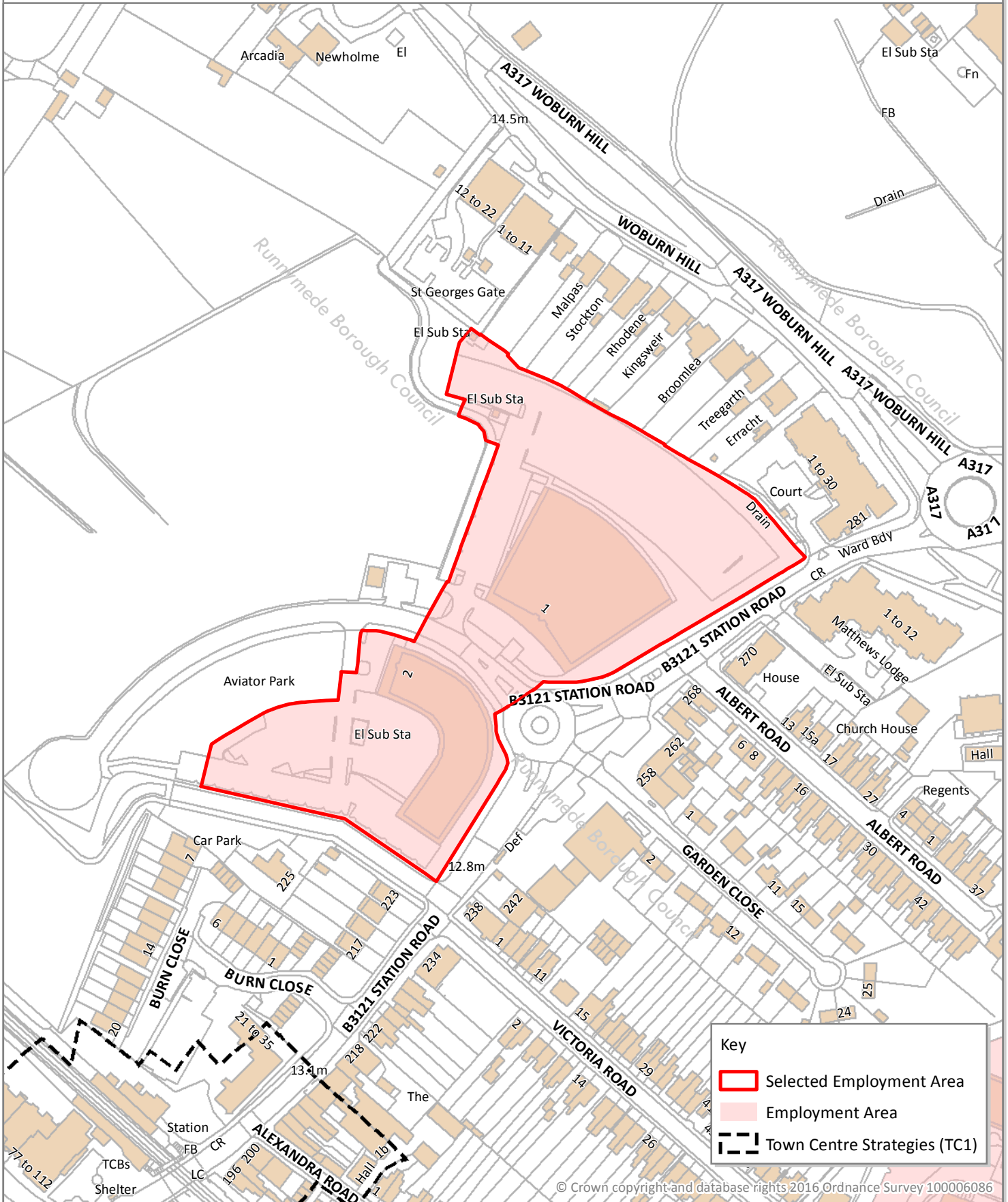
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A5

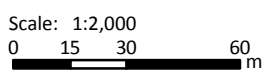
Aviator Park, Station Road, Addlestone



Key

- Selected Employment Area
- Employment Area
- Town Centre Strategies (TC1)

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Area: 1.75 ha



Existing employment area:
ADDLESTONE TOWN CENTRE

Reference
A6

Area (ha)
14.18

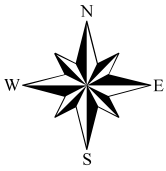


Criteria	Comment	Score (out of 5)
Current Use	Addlestone town centre contains mainly office use within its boundary. To the western end of the town centre is the Addlestone Revitalisation Area, designated in the 2001 Local Plan to encourage employment development opportunities (through policies TC4, 5, 6, 7 and 8). These policies continue to be part of the adopted Local Plan for Runnymede, and helped bring forward the office development at Lindsay House on the corner of Station Road and the High Street. The amount of B use floorspace in Addlestone town centre is significantly lower than in Egham and Chertsey town centres.	
Public Access including access to local labour supply and access to local facilities	There are a number of bus stops on Station Road which is the main thoroughfare running through Addlestone town centre. There are also bus stops along the High Street, a small part of which is located within the town centre boundary. Station Road, Corrie Road, Garfield Road and Crouch Oak Lane are all on designated cycle routes (defined as either routes on quieter roads or shared cycle/footways). Good accessibility to local residential areas/labour supply. The town centre offers a range of local shops and services. Redevelopment of the western end of the town centre is currently underway and due for completion in 2017.	5
Private Access including: access to strategic road network, local road access to existing sites and	Station Road runs through the centre from east to west. The High Street is located at the western end of the town centre and provides access to the M25 and Chertsey areas. Some congestion is experienced at the junction of High Street and Station Road. The town centre is approximately 2km from Junction	4

<i>parking.</i>	11 of M25 via the High Street, although the route can be congested at peak times. The A317 is located at the eastern end of the town centre and provides access to Weybridge and beyond. The down time of the level crossing at Addlestone Station can cause delays entering the town centre from the east, especially at peak times. The majority of office provision has dedicated formal parking.			
<i>Quality of Environment of site and site characteristics</i>	A significant majority of office floorspace is provided by two purpose built office buildings - Pandrol House (dates from 1960s/70s) and Lindsey House (the 1990s). Both sites have secure parking but only token landscaping to boundaries as building are built hard up to the footway. Lindsey House has recently been refurbished and occupies a prominent location at the main junction at the western end of the town. Pandrol House is of lower quality. Other buildings in the town centre include: Lyndale House on High Street which provides small office suites and has private parking; and a range of older small buildings some of which have been converted to office use in the past and provide lower quality accommodation.			3
<i>Compatibility of adjoining uses</i>	Mixed town centre commercial area includes a range of uses, although the great majority of the B class uses are offices. Office uses generally have no adverse impact on neighbouring land uses.			4
<i>Market Attractiveness</i>	Despite reasonable public and private accessibility, the town centre of Addlestone has less office floorspace and a lower market profile as an employment centre than either Egham or Chertsey. The vacancy rate is high at 43% however this is mainly accounted for by Lindsey House, the largest office building in the town centre, which has been vacant for approximately 12 months. The current investment in the town centre will improve the public realm and increase footfall and should assist in raising the market profile of the town as an employment centre.			3
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 3921sqm	Vacancy Rate: 43%	No Land remains for development	
<i>Potential Uses and scope for intensification and/or redevelopment</i>	The Addlestone One development is currently under construction. This permission will see a modest loss of B1a floorspace. Further phases of regeneration in Addlestone town centre are under consideration and may offer opportunities for some additional B1a floorspace within the centre.			
<i>Planning and Deliverability Factors</i>	The employment area is located in the Urban Area. The High Street frontage within the designated town centre is within an air quality management area. A very small part of the town centre is located in flood zone 2.			

TOTAL SCORE: **19**

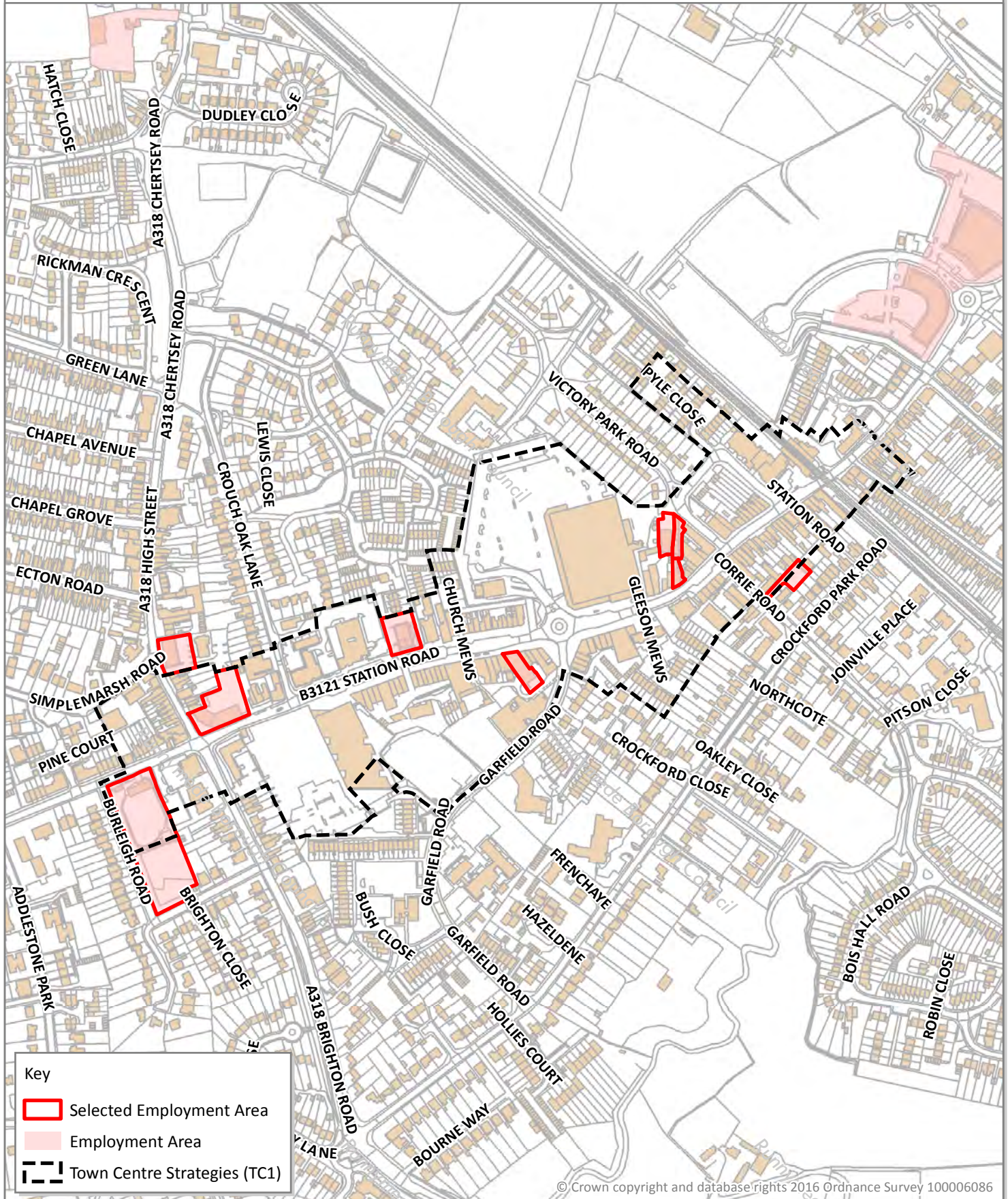
[Scoring: 5 = best, 1 = worst]



EMPLOYMENT LAND REVIEW 2016

ID: A6

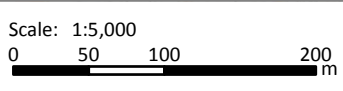
Addlestone Town Centre



Key

- Selected Employment Area
- Employment Area
- Town Centre Strategies (TC1)

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Area: 14.18 ha



Existing employment area:

HILLCREST FARM, (Addlestone Commercial Van Hire) CHERTSEY ROAD, ADDLESTONE

Reference

A7

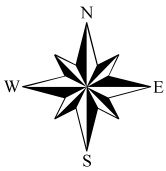
Area (ha)

0.28



Criteria	Comment	Score (out of 5)
Current Use	Haulage Yard and garaging of vehicles– single occupier	
Public Access including access to local labour supply and access to local facilities	Employment area is located on the edge of the Addlestone urban area (about 700m from the town centre). No designated cycle path in the vicinity of the site although site in close proximity to a number of cycle routes. Reasonable footpath links to the town centre. Bus stop nearby on Chertsey Road. Addlestone railway station around 1.5km away.	3
Private Access including access to strategic road network and also local road access to existing sites.	Narrow access to site leads directly onto Chertsey Road. Site is around 1.5 km to J11 of M25.	4
Quality of Environment of site and site characteristics	L-shaped single site located largely in a backland position behind buildings fronting Chertsey Road. Narrow access to predominantly hard surfaced yard with one high eaves building located at the rear of the site and a smaller former piggery building closer to the entrance. No landscaping within the area or barrier entry. Vehicles parked in all available space.	1
Compatibility of adjoining uses	Public house is located adjacent to the access. Area also adjoins some residential properties to north and south. Given the nature of the business and the number of vehicles using this employment area, there is potential for conflict, although it is recognised that the use is long established (since 1953).	3
Market Attractiveness	Despite being located on a main road into Addlestone, area has a lower market profile due to its backland position and narrow access. This may restrict attractiveness for other users.	3
Floorspace/Vacancy/Vacant sites	Total Floorspace: 2510sqm Vacancy Rate: 0% No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Potential scope for intensification/redevelopment for alternative employment use (light industrial/office) but consideration of surrounding uses and access suitability would be required.	
Planning and Deliverability Factors	The employment area is located in the Urban Area but the Green Belt adjoins site to rear and Tree Preservation Order on adjacent site by access. The George Public House located to the south-east is Grade II listed.	
TOTAL SCORE:		14

[Scoring: 5 = best, 1 = worst]



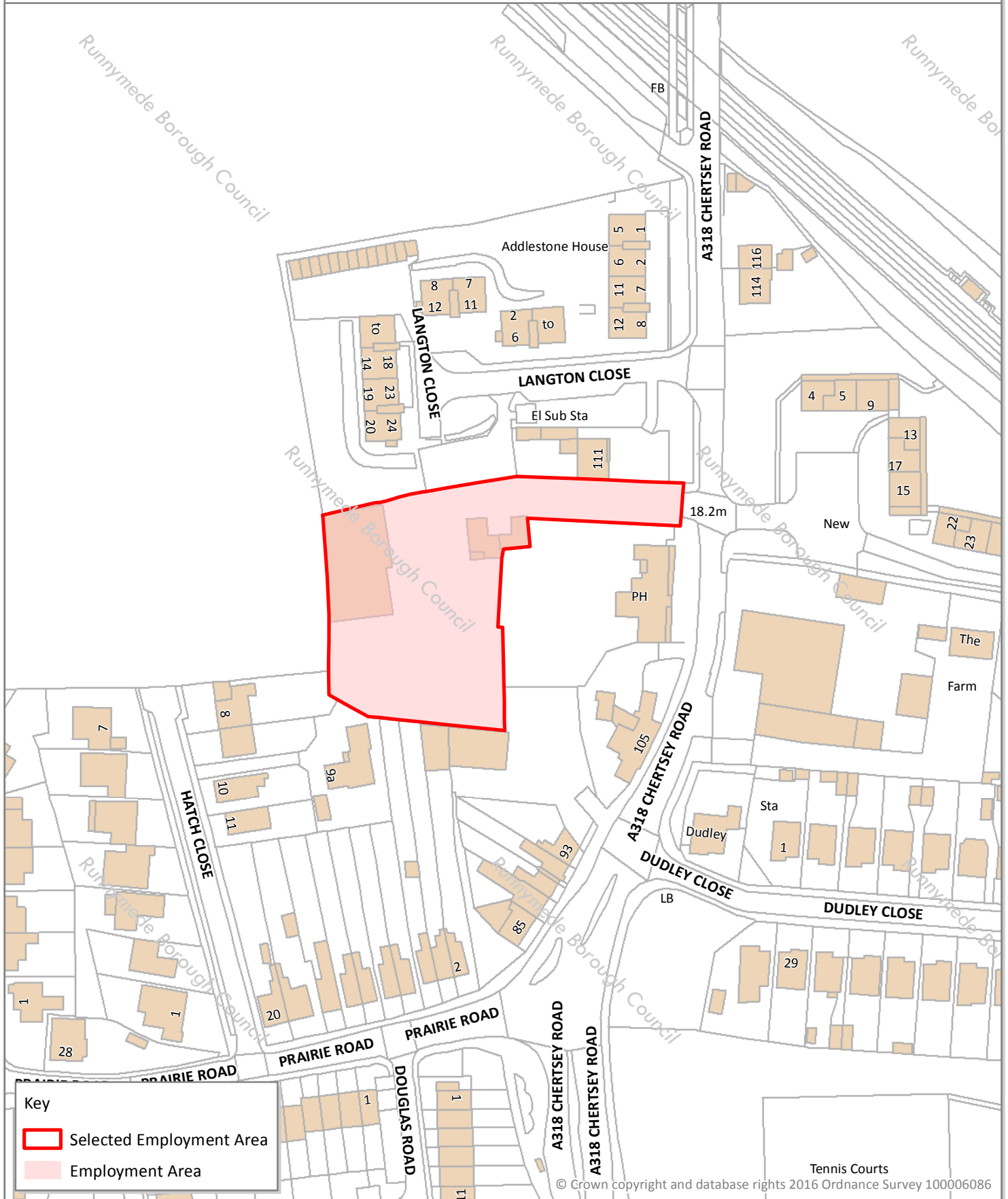
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A7

Hillcrest Farm, Chertsey Road, Addlestone



Key

- Selected Employment Area
- Employment Area



Area: 0.28 ha

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Existing employment area:

**CENTRAL VETERINARY LABORATORIES,
WOODHAM LANE, NEW HAW, ADDLESTONE**

Reference

A8

Area (ha)

12.83



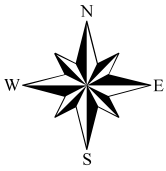
Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Research and Development. Headquarters of the Animal and Plant Health Agency (APHA) formed in October 2014. This is an executive agency sponsored by DEFRA. The total research area outlined in red above, includes the research laboratories (occupying approximately 12.8 ha). A number of farms (including both buildings and land) are associated with the laboratories giving a total area of approximately 105ha.	
<i>Public Access including access to local labour supply and access to local facilities</i>	Byfleet railway station just under 2km from the main site. Bus stops located close by on Woodham Lane. No designated cycle path on the roads in the vicinity of the main site. Around 1km from shops and services at The Broadway. Close to residential area with local labour available.	3
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Located on Woodham Lane which is a B-road. Some distance from strategic road network and A-roads. Around 4.5 km to J11 of M25 via local roads. Access and parking areas are formally laid out within the site.	2
<i>Quality of Environment of site and site characteristics</i>	The research laboratories are large and comprise a wide range of buildings varying in ages, size and appearance, which are mainly in office and research and development use. A 15 year masterplan was designed in 1997 and the laboratories have been the subject of significant upgrading. Buildings in the central core of the site are not permitted to be higher than 22 metres. The older buildings are utilitarian in appearance with many flat roofed buildings. Even newer buildings are generally prefabricated metal clad flat roof buildings, although of good quality. There is generally token landscaping within the site although boundary landscaping is better. The site is secure and there is a gate house at the access.	3

<i>Compatibility of adjoining uses</i>	Only one of the boundaries of the site directly adjoins the rear garden boundaries of residential properties fronting Woodham Lane. Site otherwise adjoins agricultural land associated with site and M25 embankment. Conflicts are unlikely due to limited boundary with residential properties and nature of occupier.			5
<i>Market Attractiveness</i>	Current use and occupier of the laboratory site is long established, although site is partly under occupied. The market attractiveness of this employment area to another commercial operator is likely to be limited due to niche nature of the buildings and the site's accessibility. Score based on attractiveness to general market not current occupier. Although the vacancy is recorded as zero as no space is being marketed to let, some buildings are currently under occupied.			2
<i>Total Floorspace/Vacancy rate /Vacant land remaining</i>	Total Floorspace 69,000sq.m	Vacancy Rate 0% Laboratory site is under occupied	No Land remains for development	
<i>Potential Uses and scope for intensification and/or redevelopment</i>	The buildings and facilities on the site have been subject to some upgrading, as detailed in an approved 15 year master plan which allowed for an increase in gross floorspace of around 9,000 sqm.			
<i>Planning and Deliverability Factors</i>	The main site is located in the Urban Area with the remainder of the area located in the Green Belt. The Addlestone Bourne flows to the north west of the main site immediately to the north of the laboratories. The majority of the main site is within flood zones 2 and 3. The eastern boundary of the main site is also located in an Air Quality Management Area.			

TOTAL SCORE:

15

[Scoring: 5 = best, 1 = worst]



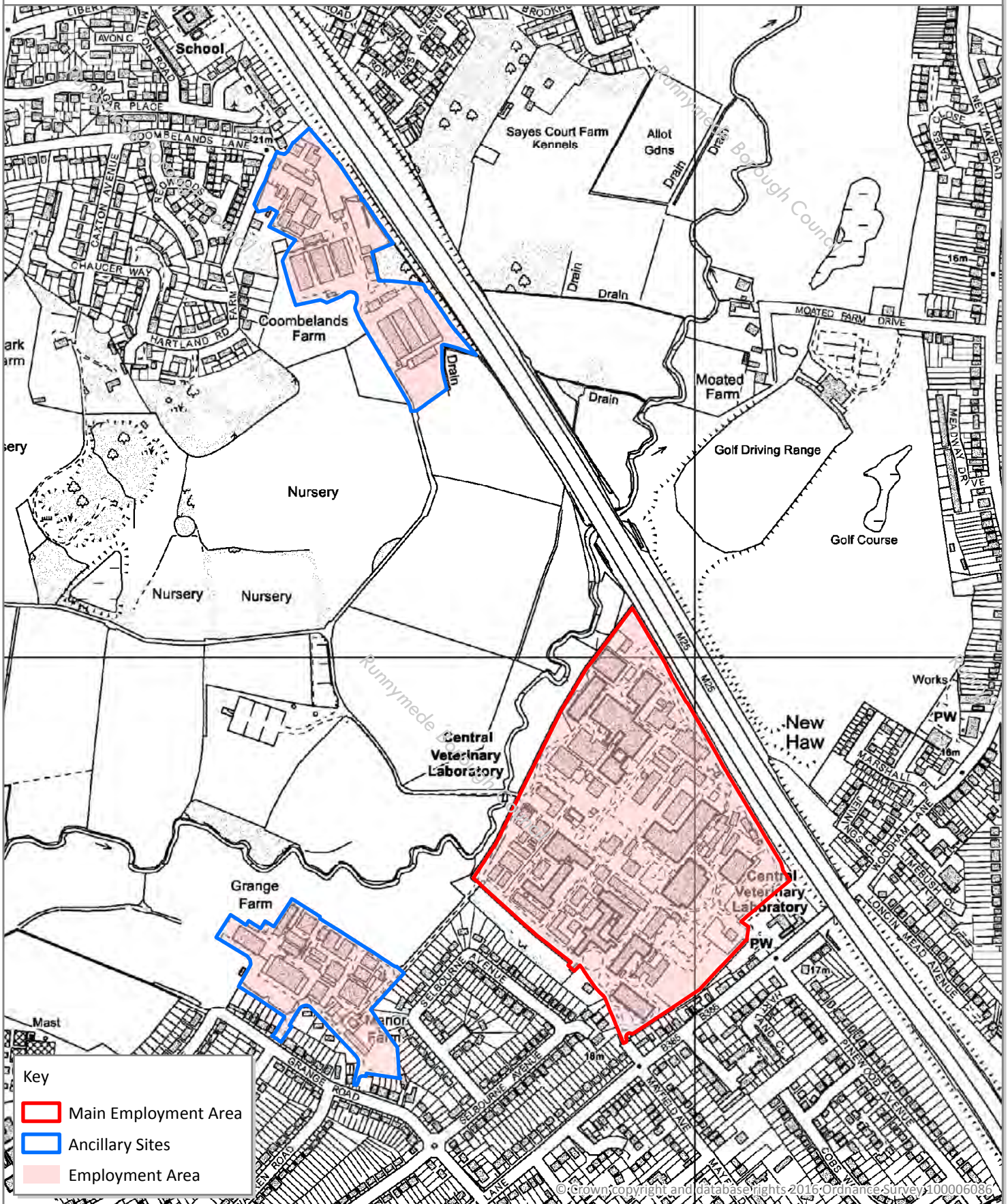
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A8

Central Veterinary Laboratories, Woodham Lane, Addlestone



Scale: 1:7,000
0 50 100 200
m

Area: 12.83 ha (main site)



Existing employment area:

**CANAL BRIDGE ESTATE, BYFLEET ROAD,
NEW HAW, ADDLESTONE**

Reference

A9

Area (ha)

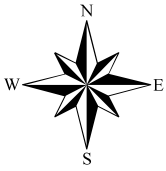
1.27



Criteria	Comment	Score (out of 5)	
<i>Current Use</i>	Mixed B use, with majority in light industrial and storage and distribution use. Small industrial estate with multiple occupiers.		
<i>Public Access including: access to local labour supply and access to local facilities</i>	Byfleet station within 1km. Bus stops available on Woodham Lane and New Haw Road. No designated cycle path on surrounding roads. Area close to a few local shops and services including the White Hart public House and a Local convenience store. Labour available locally in the nearby residential area.	3	
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Located on Byfleet Road (A Class-road) but some distance from larger towns (Addlestone around 2km). Byfleet Road has narrow road bridge limiting access in this direction. Around 4km to J11 of M25 via local roads.	2	
<i>Quality of Environment of site and site characteristics</i>	Variety of buildings and porta cabins on site, majority of which are single storey, low scale, older (pre1960s) style buildings. Two buildings are two storeys (partly warehouse with high eaves) and these are more modern (1980s). Majority of site is used for outside storage, mostly of vehicles. Access shared with no formal parking areas and no landscaping except for around boundaries.	2	
<i>Compatibility of adjoining uses</i>	Area is separated from nearby residential properties to the west by Wey Navigation. The proximity of the residential uses has the potential to cause conflict with the industrial activities taking place on the site and it is understood that a complaint has previously been made about noise (RU.08/1081 & RU.10/0056).	4	
<i>Market Attractiveness</i>	Area appears to be fully occupied. Due to its location it has a lower profile but appears to accommodate potentially 'bad neighbour' uses and those requiring lots of outside storage. Many of the premises appear to be in poor condition and there does not appear to have been any significant refurbishment or investment in the site in recent years.	3	
<i>Total Floorspace/Vacancy rate /Vacant land remaining</i>	Total Floorspace: 1856sqm	Vacancy Rate 0%	No Land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	May be some limited redevelopment opportunity but the Green Belt considerations will be paramount and existing occupiers displaced may have difficulty in finding alternative sites.		
<i>Planning and Deliverability Factors</i>	The employment area is located in the Green Belt. The Wey Navigation Conservation Area is adjacent to the west. Trees on the western boundary are protected by a Tree Preservation Order.		

TOTAL SCORE: 14

[Scoring: 5 = best, 1 = worst]



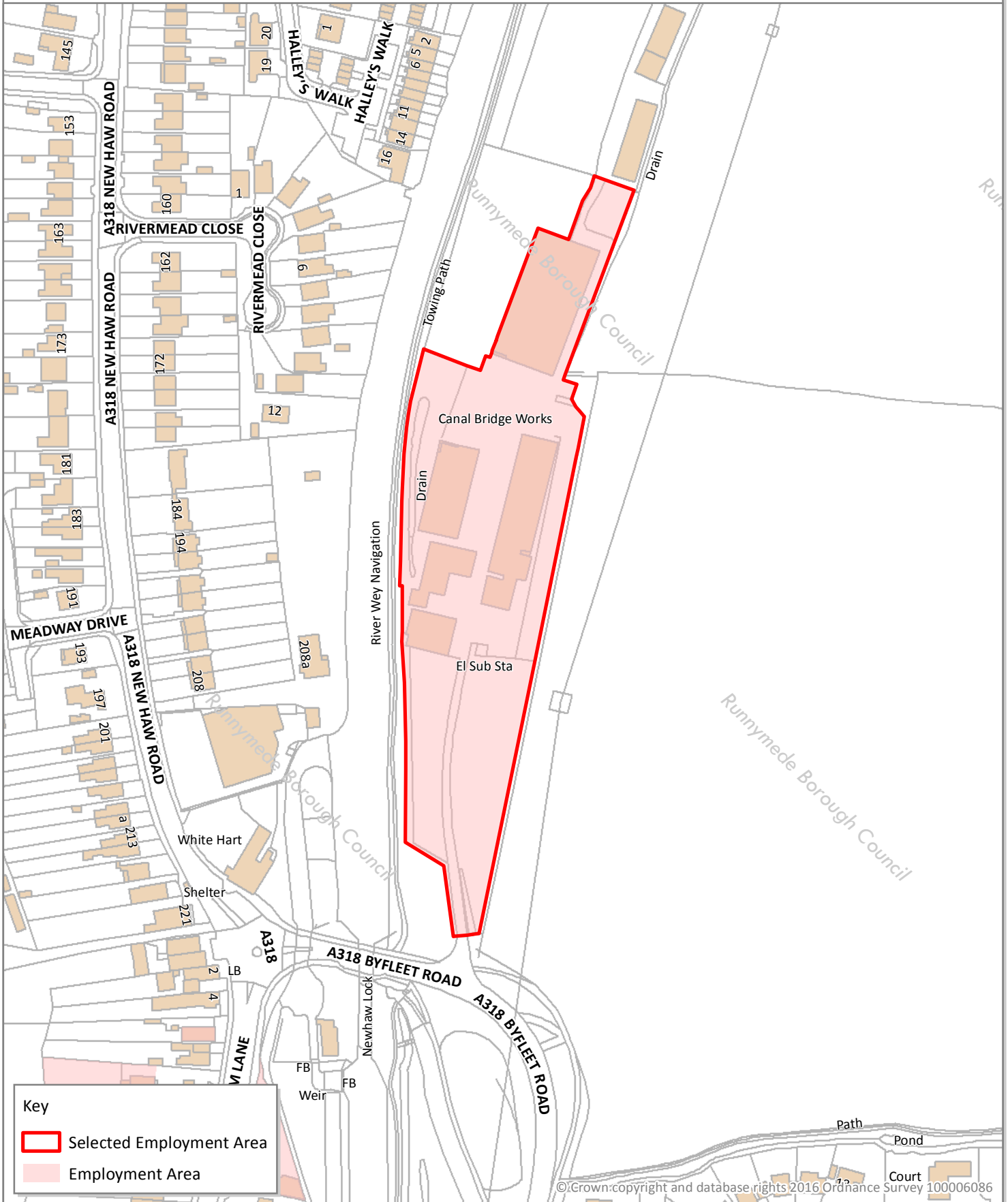
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A9

Canal Side, Byfleet Road, Addlestone



Scale: 1:2,000
0 12.5 25 50
m

Area: 1.27 ha

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Existing employment area:

**WOODHAM PARK ROAD, NEW HAW,
ADDLESTONE**

Reference

A10

Area (ha)

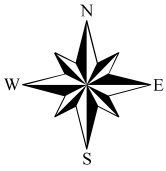
1.49



Criteria	Comment	Score (out of 5)	
<i>Current Use</i>	Industrial - open storage. Land predominantly used for parking and storage of private and commercial vehicles.		
<i>Public Access including: access to local labour supply and access to local facilities</i>	Area located in the Green Belt but in close proximity to the urban area, giving access to local labour supply. Nearest local services in New Haw. West Byfleet station is just over 2km away. A bus stop is located approximately 200m from the entrance to the site and is served by two routes to Woking/Brooklands although services are infrequent on both. There are no off-road cycle paths in the vicinity but Woodham Park Road is a relatively quiet road.	2	
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Area located off residential road – Woodham Park Road, which has speed cushions. Around 5km to J11 of M25 via residential and A-roads. Informal parking on both sites. The northern site did share an access point with the neighbouring residential dwelling to the south but a dedicated access was built approximately 10 years ago. The southern site is served by an access road which runs to the north of No.85.	1	
<i>Quality of Environment of site and site characteristics</i>	Area is divided into two sites, with each served by a single access road. Both sites contain few buildings, which are mainly temporary in nature and of poor quality. There is no landscaping and parking is informal. The area is mainly bounded by residential properties and a wooded area to the south west.	1	
<i>Compatibility of adjoining uses</i>	Residential dwellings are located to the north and south but plots are large and parking areas mainly abut rear amenity areas. New access to one of the two sites has reduced impact on residential dwelling to the south.	2	
<i>Market Attractiveness</i>	Area's low profile, and market attractiveness is limited due to restrictions in terms of use and structures, and remote location. The site(s) provide open storage for which there is some demand.	1	
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 3505sqm (this is mainly open storage)	Vacancy Rate: 0%	No land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Area covered by Certificates of Lawful Use for open storage of motor vehicles plus commercial use of various small buildings. Due to Green Belt location there is no scope for intensification and/or redevelopment.		
<i>Planning and Deliverability Factors</i>	The employment area is located within the Green Belt.		

TOTAL SCORE: 7

[Scoring: 5 = best, 1 = worst]



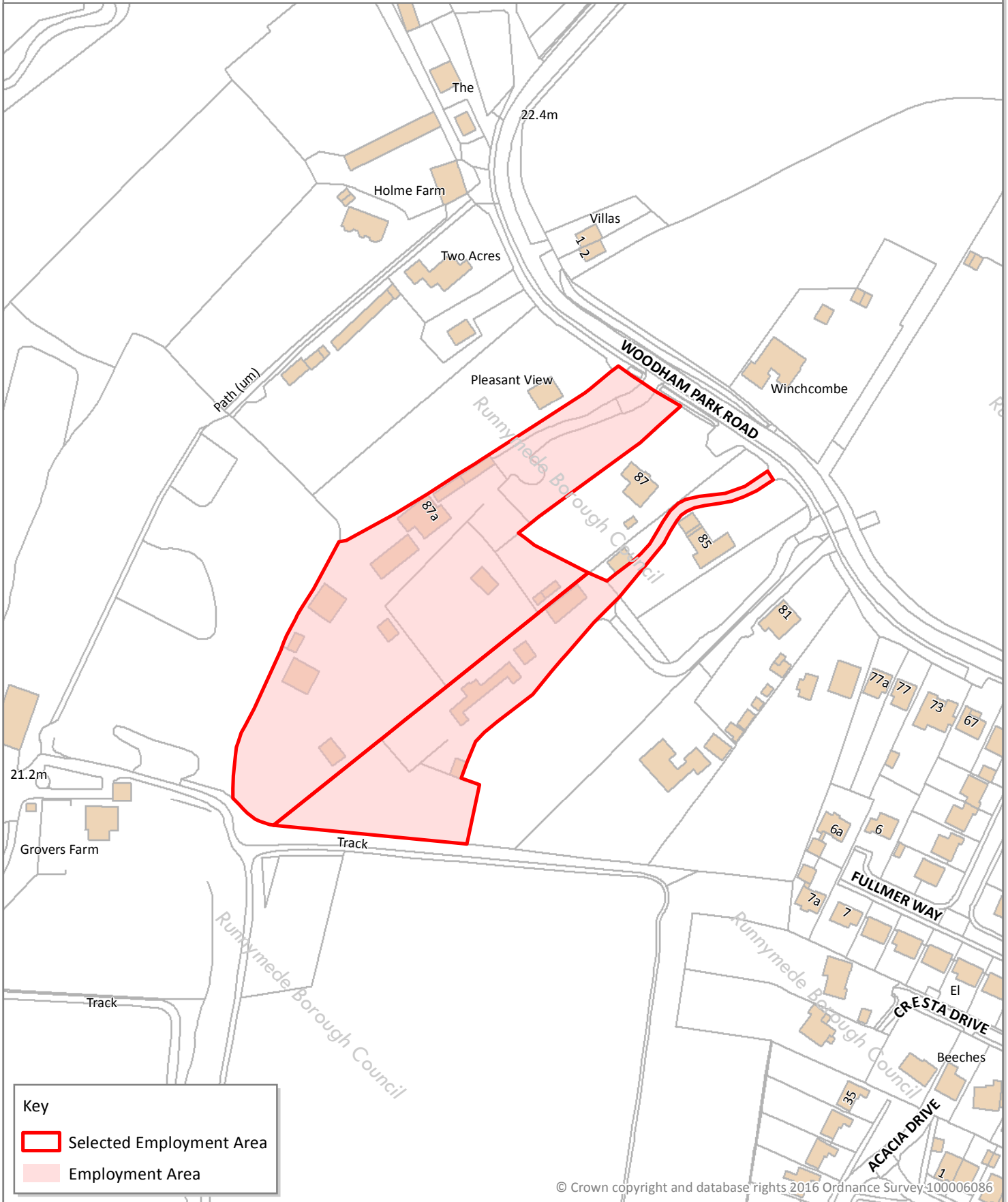
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: A10

Woodham Park Road, New Haw, Addlestone



© Crown copyright and database rights 2016 Ordnance Survey 100006086

Scale: 1:2,000
0 12.5 25 50
m

Area: 1.49 ha



Existing employment area:

HILLSWOOD BUSINESS PARK, HILLSWOOD DRIVE, CHERTSEY

Reference

C1

Area (ha)

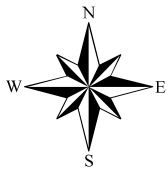
13.54 (not including parkland)



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Office use. Three Grade A office buildings on rural business park. Building 1000 is occupied by Samsung as their EMEA HQ. Building 2000 is occupied by Astellas Pharma for their EMEA HQ and Building 3000 is divided in two parts, Samsung occupy one part and REGUS occupy the other.	
<i>Public Access including: access to local labour supply and access to local facilities</i>	Located in the Green Belt. Designated cycle path on main road to Woking and off-route cycle paths within the site. Bus stops at adjacent hospital site and at entrance of site. Nearest railway station is Chertsey railway station but this is not within walking distance. Local labour and local services available in Ottershaw and Chertsey both a short distance from the site.	3
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Access directly onto A320 Woking to Staines-upon-Thames road. Less than 1.5km to J11 of M25. Considerable on-site parking available.	5
<i>Quality of Environment of site and site characteristics</i>	Three modern individually styled purpose built 3 storey office buildings located in generous and attractive parkland grounds. Secluded site. Formal parking and servicing arrangements although some buildings appear to have overspill into informal areas. CCTV and external lighting provided.	5
<i>Compatibility of adjoining uses</i>	No compatibility issues as area is surrounded by parkland/open land. The hospital site to the north-east is partially visible from the employment area but separated from it by a significant area of open parkland.	5
<i>Market Attractiveness</i>	High quality business park set within generous landscaped grounds offering excellent access to M25 and Heathrow. Public transport access is reasonable due to dedicated cycle lane access and bus services to and from neighbouring hospital. Chertsey Station is approximately 2km away. The vacancy rate reflects churn in the serviced office accommodation at REGUS. Market attractiveness of this Business Park is high despite visibility into the site from the A320 being limited.	5
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 21571sqm Vacancy Rate: 4% Land remains for development	
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Planning permission for one further building (9144 sq m of office space) at plot 2000 remains unimplemented. Green Belt designation would limit further expansion although limited extension could occur to existing buildings, provided they would not result in disproportionate additions over and above the size of the original buildings.	
<i>Planning and Deliverability Factors</i>	Employment area located in the Green Belt. Tree Preservation Order 244 covers large parts of the area, and Botley's Mansion adjacent is a listed building.	

TOTAL SCORE: 23

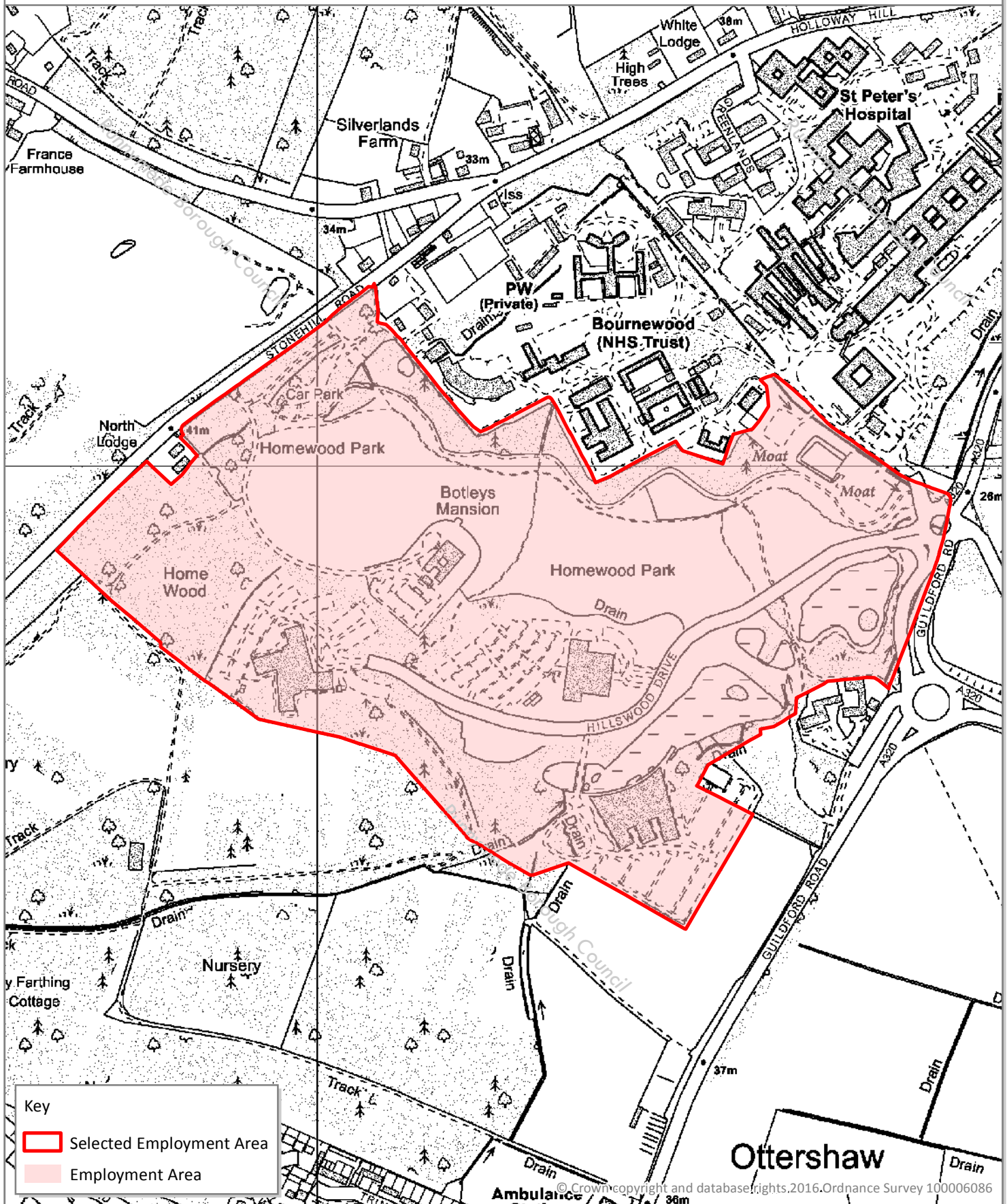
[Scoring: 5 = best, 1 = worst]





EMPLOYMENT LAND REVIEW 2016

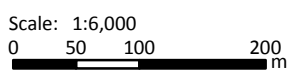
ID: C1

Hillswood Business Park, Hillswood Drive, Chertsey



Key

-  Selected Employment Area
-  Employment Area



Area: 39.36 ha



Existing employment area:

Reference

**Area
(ha)**

FORDWATER TRADING ESTATE, FORD ROAD, CHERTSEY

C2

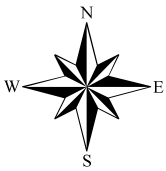
2.74



Criteria	Comment	Score (out of 5)	
<i>Current Use</i>	Mainly Industrial – mix of light industrial/ industrial and storage/distribution uses. Area also contains Council Depot and scrap yard (sui generis).		
<i>Public Access including: access to local labour supply and access to local facilities</i>	Approximately 200m to nearest bus stops. Designated cycle path on nearby Mead Lane but not on Fordwater Road. Small parade of shop units nearby but limited convenience offer. Close to residential area and local labour supply. Chertsey railway station approximately 1.5km.	3	
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Estate is off main A-road and is less than 2km to J11 of M25 with a direct route via mostly dual carriageway roads. However access into this employment area is narrow with residential properties adjacent to access and the curve and narrowness of the road is restrictive to the larger vehicles using the estate.	3	
<i>Quality of Environment of site and site characteristics</i>	The majority of buildings are older pre-1960s brick built, mostly single storey and utilitarian in appearance. Only token landscaping on whole of estate. Metal boundary fencing encloses some of the sites. There are 3 newer industrial/warehouse units. Majority of sites within the area have informal parking and shared servicing areas. The steel reinforcement company located on the estate uses large vehicles which have to load, unload and wait on the Estate Road.	2	
<i>Compatibility of adjoining uses</i>	This Estate is an established employment area with industrial uses. Area is bounded by residential properties (in close proximity), the river Bourne, and one retail unit to the north. Potential for conflicts in terms of noise and general disturbance.	2	
<i>Market Attractiveness</i>	The estate as a whole has a low profile due to its location and is relatively unattractive in appearance. It suffers from a poor and contrived access and loading has to occur on the estate road. The majority of uses on the estate are characteristic of more "non-compliant uses". Despite its weaknesses as an employment location, due to market demand for non-compliant uses in the local area there are currently no vacant units available.	3	
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 5033	Vacancy Rate: 0%	No Land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Limited scope for outward expansion as buildings occupy the majority of sites. However the site is located in the Urban Area and as many buildings are single storey, there is potential for two storey buildings if buildings were redeveloped for office/mixed use. However displaced uses may have difficulty in finding alternative sites.		
<i>Planning and Deliverability Factors</i>	Employment area within the Urban area and within Flood Zone 2, surrounded by flood zone 3. Part of the southern boundary of the employment area abuts the Chertsey Bourne at Chertsey Meads SNCI. Potential contamination of ground across the employment area given established industrial use.		

TOTAL SCORE: 13

[Scoring: 5 = best, 1 = worst]



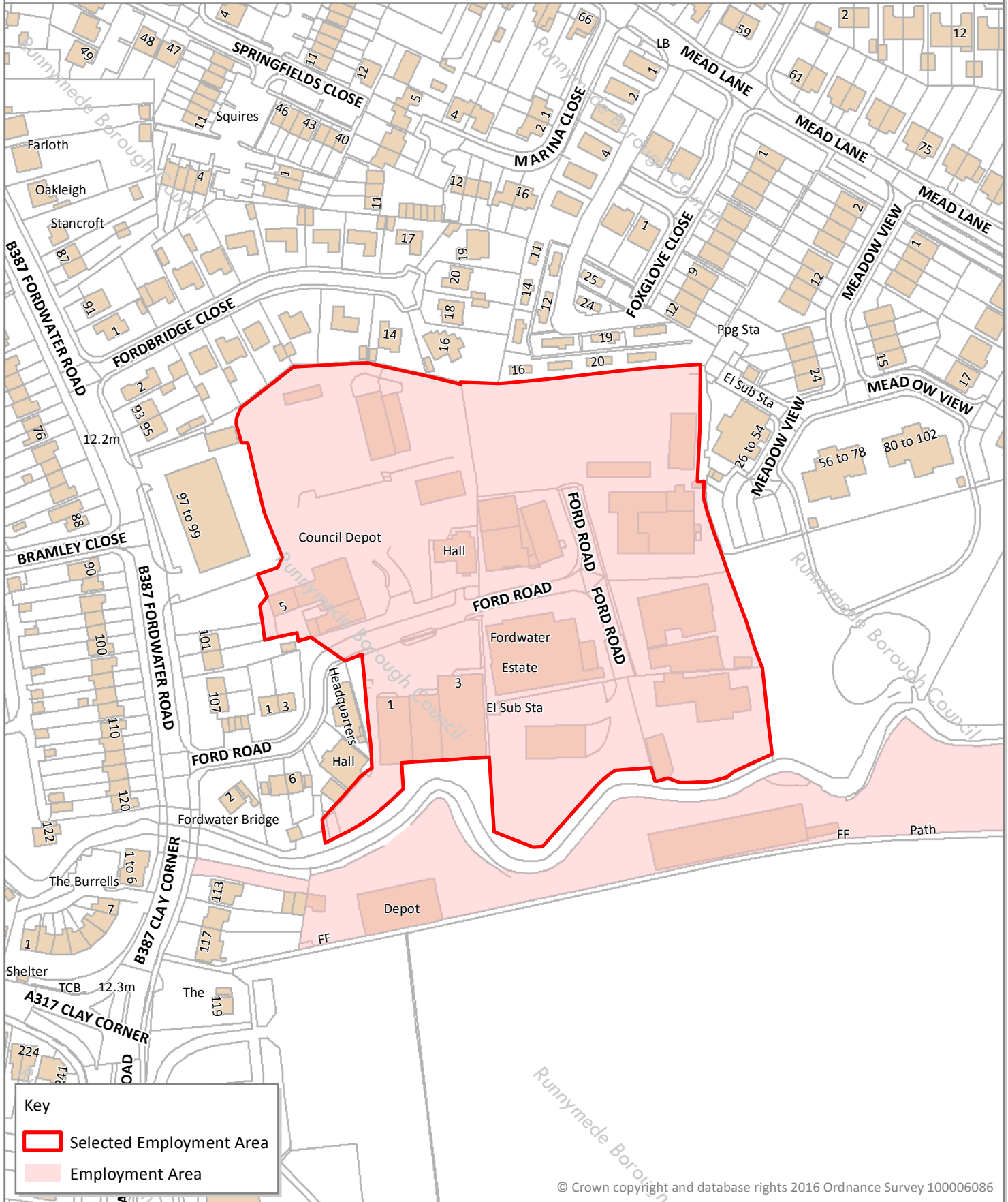
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

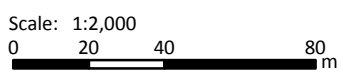
ID: C2

Fordwater Trading Estate, Chertsey



Key

- Selected Employment Area
- Employment Area



Area: 2.74 ha

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Existing employment area:

**STEVEN'S YARD, FORDWATER ROAD,
CHERTSEY**

Reference

C3

Area (ha)

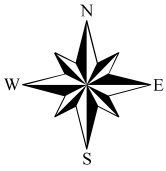
0.97



Criteria	Comment	Score (out of 5)
Current Use	Industrial - industrial/storage – multiple occupiers.	
Public Access including access to local labour supply and access to local facilities	100m to nearest bus stops. No designated cycle path on Fordwater Road. Small parade of shops nearby and close to residential area and local labour supply. Chertsey railway station approximately 1.3km.	3
Private Access including: access to strategic road network, local road access to existing sites and parking.	Access to Steven's Yard is off main A road and less than 2km to J11 of M25, however access is narrow and adjacent to residential property. Parking on site is informal.	3
Quality of Environment of site and site characteristics	Area is flat but irregularly shaped as it follows river boundary which could make turning for large vehicles more difficult. All parking is informal with no clear distinction between different units. The large building on site has been subdivided to provide 16 small industrial/warehouse units. Building is metal clad and appears to be in reasonable condition. Outside storage of goods/vehicles. Single narrow access into site. Some flooding issues experienced on site.	1
Compatibility of adjoining uses	Possibility for some conflict with residential uses to the south-west, which all vehicles accessing the area must pass in close proximity to, although no complaints appear to have been made from residents. Green Belt land adjacent to southern boundary is used as playing fields.	3
Market Attractiveness	All of the units are occupied by individuals or smaller businesses which may be reflected in cost of units. The site also has areas for outside storage which many other more modern units do not. Site does not have good market visibility and was affected by recent flooding, however full occupation indicates demand for small units and this type/cost of space.	2
Floorspace/Vacancy/Vacant sites	Total Floorspace: 1359sqm Vacancy Rate: 0% No Land remains for development	
Potential Uses and scope for intensification and/or redevelopment	Some limited expansion may be possible but shape of the employment area and access arrangements would be major constraints in addition to proximity to River Bourne. Refurbishment and modernisation of facilities could occur.	
Planning and Deliverability Factors	Whole of the employment area located in flood zones 2 and 3. Eastern boundary abuts an Area of Landscape Importance. Majority of employment area located in the Urban Area but eastern end of located in the Green Belt, and Green Belt abuts the remainder of the employment area to the south.	

TOTAL SCORE: 12

[Scoring: 5 = best, 1 = worst]



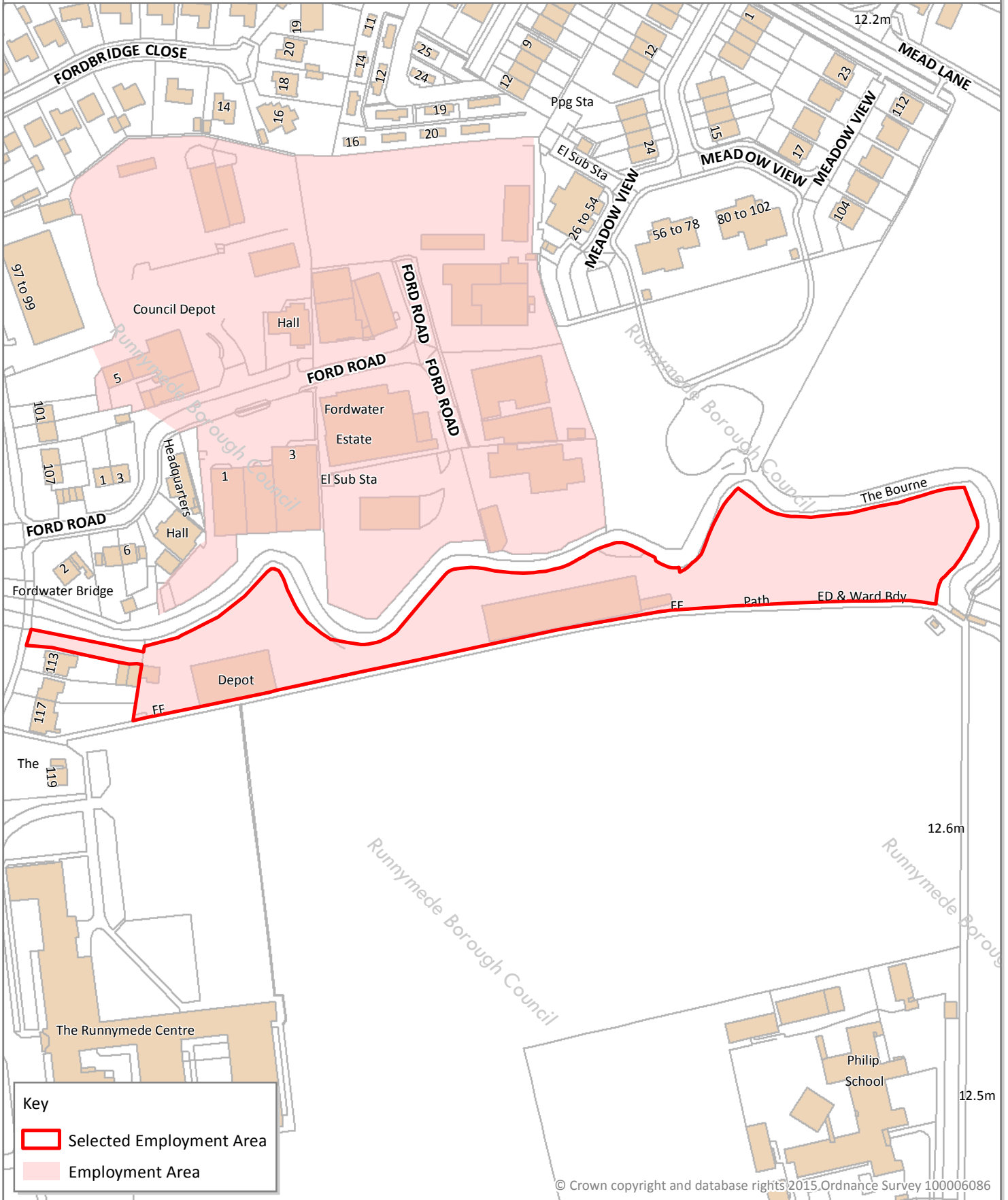
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C3

Steven's Yard, Chertsey



© Crown copyright and database rights 2015, Ordnance Survey 100006086

Scale: 1:2,000
0 20 40 80 m

Area: 0.97 ha



Existing employment area:

BRIDGE ROAD AREA, CHERTSEY

Reference

C4

Area (ha)

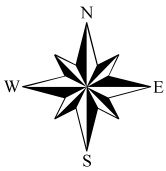
0.50



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Office – two large relatively modern office buildings each on individual sites. No. 120-122 provided serviced office accommodation but is awaiting redevelopment for housing. No. 124 is occupied by a number of businesses but is capable of single occupation.	
<i>Public Access including: access to local labour supply and access to local facilities</i>	Bus stop just outside buildings, cycle route to Addlestone and Weybridge signposted by River Thames. Area located outside of town centre location and remote from railway station. Local labour available but only access to limited services available locally.	3
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Around 3km from Junction 11 of M25 but access via B-Class roads or through Chertsey town centre. Good level of secure parking to rear of site.	2
<i>Quality of Environment of site and site characteristics</i>	Two relatively modern purpose built three storey buildings. Some landscaping to boundaries, ample formal parking with secure gated/barrier access, CCTV provision and external lighting.	3
<i>Compatibility of adjoining uses</i>	Offices are located in mixed residential and commercial area but no potential conflict from office use.	5
<i>Market Attractiveness</i>	Despite offering relatively modern purpose built buildings the area is remote from the town centre and thus has a lower profile. Area is located close to the River Thames and access road and bridge were cut off during the floods in 2013/14.	3
<i>Total Floorspace/Vacancy rate /Vacant land remaining</i>	Total Floorspace: 3021sq.m	Vacancy Rate 0%
		No land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	No. 120-122 has prior approval for change of use to residential. There is no scope to expand no. 124 which is currently fully let. No application for prior approval has been made for this site.	
<i>Planning and Deliverability Factors</i>	Employment area located in the Urban Area. Majority of employment area located in Flood zone 3a.	

TOTAL SCORE: 16

[Scoring: 5 = best, 1 = worst]



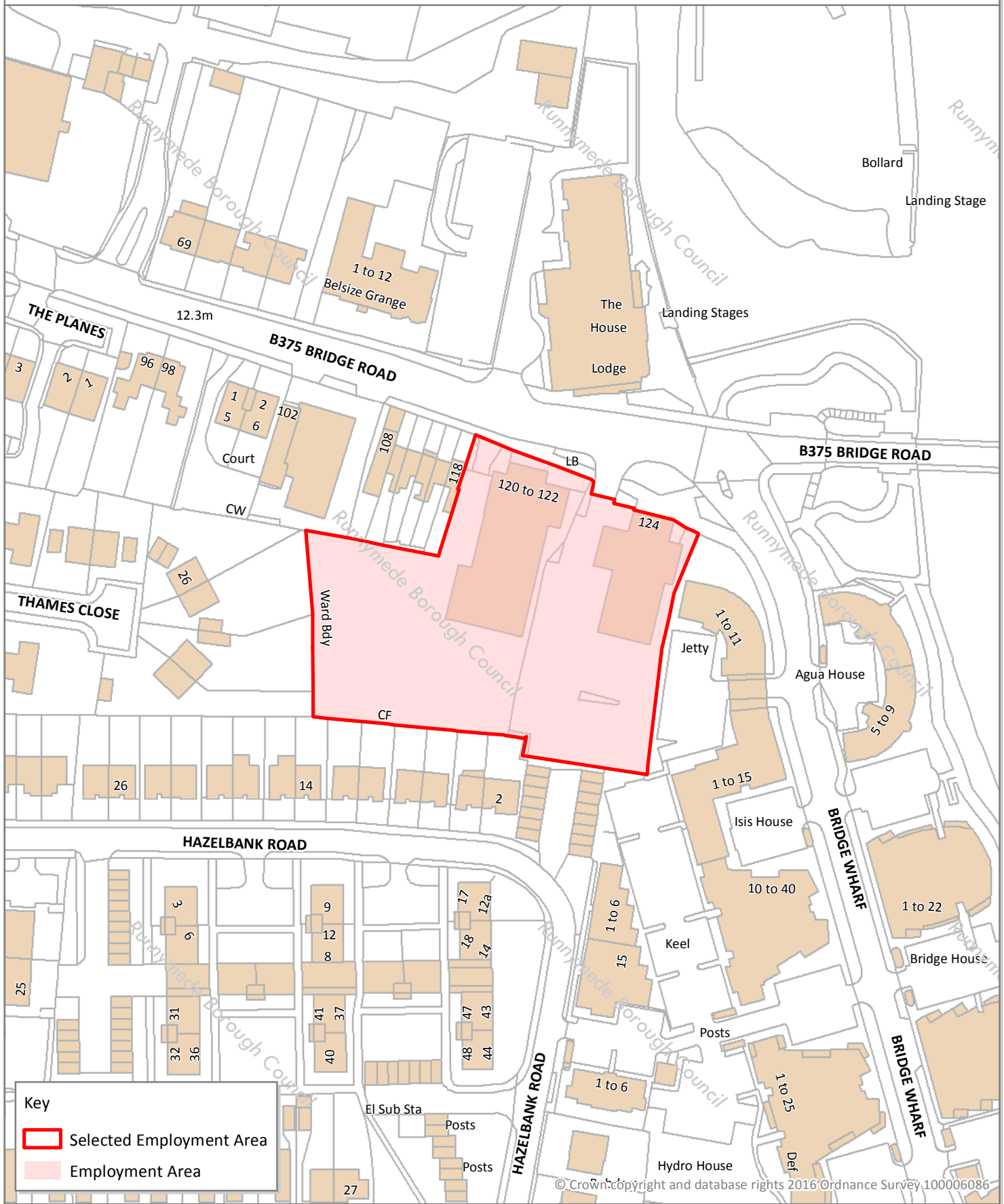
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C4

120 And 124 Bridge Road, Chertsey



© Crown copyright and database rights 2016 Ordnance Survey 100006086



Area: 0.50 ha



Existing employment area:

POUND ROAD AREA, CHERTSEY

Reference

C5

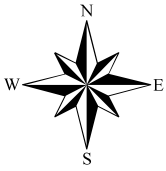
Area (ha)

0.63



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Two adjacent sites each with a single relatively modern purpose built office building. Cegedim House occupied by single occupier. Kestrel Court is currently vacant.	
<i>Public Access including: access to local labour supply and access to local facilities</i>	Bus stop opposite the site on corner of Pound Road/Bridge Road. Designated cycle path along Free Prae Road and Stepgates. Approximately 400m (5 minute walk) to town centre and around 1km to Chertsey railway station. Location on edge of Chertsey Town Centre provides good access to local labour supply.	4
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Area is centrally located on a predominantly residential road within the Urban Area, approximately 400m from the A317. Around 3km to J11 of M25. Both offices offer a good level of on-site car parking.	3
<i>Quality of Environment of site and site characteristics</i>	Two relatively modern purpose-built two storey office buildings, one of which has under-croft parking. Both sites have generous landscaping with buildings set back in their plots and have CCTV provision. Following the departure of the tenant from Kestrel Court in summer 2015, the building has undergone significant refurbishment.	4
<i>Compatibility of adjoining uses</i>	Area is surrounded by residential properties but limited potential for conflict due to office use.	5
<i>Market Attractiveness</i>	Two modern purpose built office buildings with good level of parking provision on reasonably well landscaped sites. Site has lower profile due to its location away from the premier commercial area of the town. Accessibility to the town centre is good although private accessibility is average. Site is located within Flood Zone 3, and although neither building has suffered internal flooding, the undercroft parking was impacted in the 2013/14 floods.	3
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 2565sqm	Vacancy Rate: 34%
		No land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Purpose built offices with limited scope for expansion due to location in predominantly residential area.	
<i>Planning and Deliverability Factors</i>	Employment area located in the Urban Area, flood zone 3, and in an area of high archaeological potential. The Chertsey Conservation Area is located to the west of the site.	
TOTAL SCORE:		19

[Scoring: 5 = best, 1 = worst]



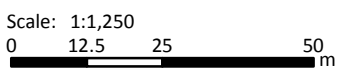
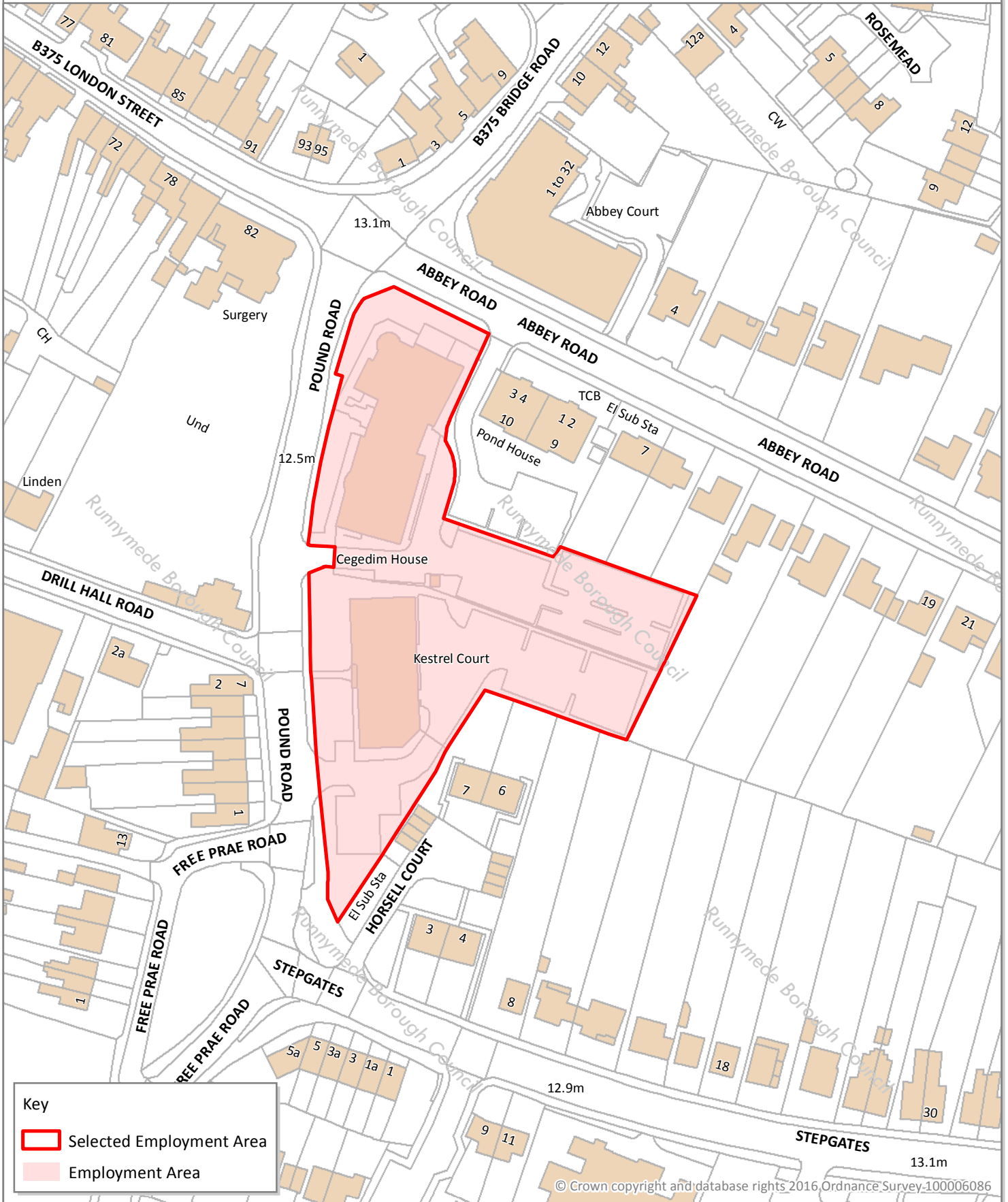
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C5

Pound Road, Chertsey



Area: 0.63 ha

© Crown copyright and database rights 2016, Ordnance Survey 100006086



Existing employment area:

**HANWORTH LANE TRADING ESTATE,
HANWORTH LANE, CHERTSEY**

Reference

C6

Area (ha)

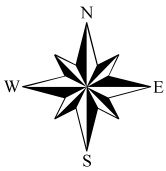
3.94



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Variety of office and industrial uses on established Trading Estate. Some more modern small office units are being converted to residential.	
<i>Public Access including: access to local labour supply and access to local facilities</i>	No designated cycle path in the immediate vicinity of the estate, but residential roads link to off-road provision. Nearest bus stop is on Bell Bridge Road (around 400m in distance). Area within 500m of Chertsey railway station. Close to residential area for local labour supply. No shop/facilities in the immediate vicinity, but food van serves the estate.	4
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Just over 3km to J11 of M25 mainly via A320 Chertsey-Woking road. Access to estate from A320 is reasonable, although road is flanked by rear gardens of residential properties. Estate road is wide enough for two flow traffic, but is often congested with on-road parking. Mix of formal and informal parking throughout the site.	3
<i>Quality of Environment of site and site characteristics</i>	Variety of buildings of different ages and styles including: single and two storey modern purpose built offices (some office accommodation has been converted to residential); a range of small purpose built industrial units; older office accommodation including easy in/out provision for small businesses; and larger older industrial/warehouse units. The latter appear to have been subject to some refurbishment. Limited landscaping on parts of the employment area. The newer office buildings have formal parking areas with the older industrial units having informal and smaller parking and servicing areas.	3
<i>Compatibility of adjoining uses</i>	The majority of the estate is bounded by open fields with residential development to the west and north-west. The current opportunity for conflict with neighbouring uses is fairly low, however this may change when the flats within the area are occupied and further residential units are developed in the vicinity (the north eastern part of site adjoins land that is safeguarded as a reserve housing site).	4
<i>Market Attractiveness</i>	Vacancy is very low at 1% and includes a small amount of space at the serviced offices at the Marlborough Business Centre. The Estate provides a wide range of types and sizes of units for a variety of occupiers in a reasonable environment. The estate is self-contained, but due to its location and access road has a lower profile than other more prominent employment areas.	3
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 20119sqm	Vacancy Rate: 1%
		No Land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Some areas of the Estate have been redeveloped to provide newer office buildings/units and the most modern of these are undergoing conversion to residential. There may be opportunities to redevelop of some of the older buildings but scope to expand is fairly limited. Expansion of the estate as a whole is unlikely due to the Green Belt designation of land to the south and the reserve housing site designation to the north east.	
<i>Planning and Deliverability Factors</i>	Employment area located in the Urban Area. Extension and redevelopment for employment uses within the site permitted in principle subject to normal planning considerations. Land to south is Green Belt. Reserve housing site located to the north east. Two trees are protected by tree preservation orders within the employment area and to the south of Roberts House.	

TOTAL SCORE: 17

Scoring: 5 = best, 1 = worst]



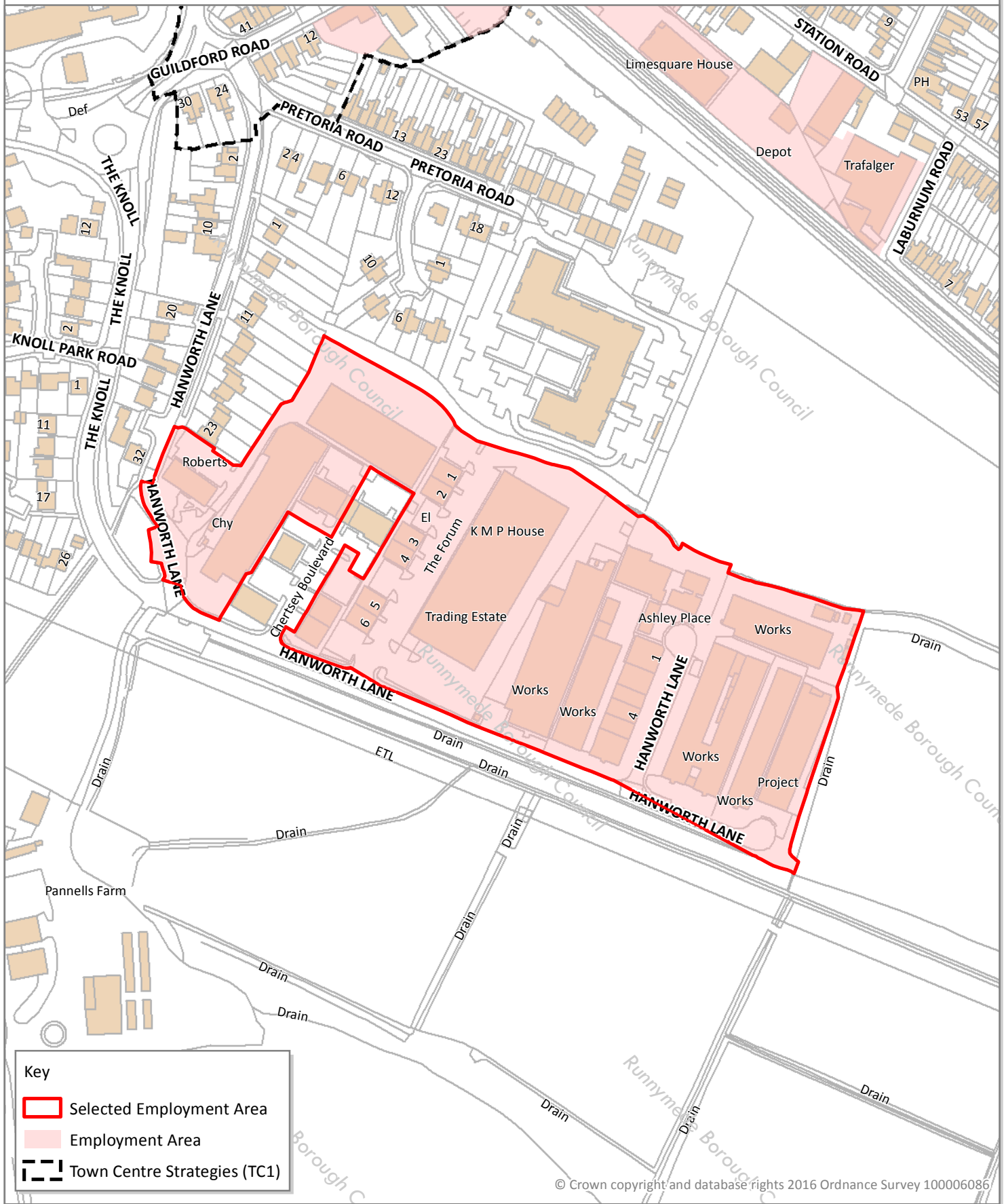
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

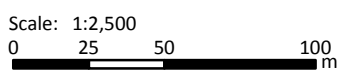
ID: C6

Hanworth Lane Trading Estate, Chertsey



Key

- Selected Employment Area
- Employment Area
- Town Centre Strategies (TC1)



Area: 3.94 ha

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Existing employment area:

**DOWNSIDE AND STATION ROAD AREA,
CHERTSEY**

Reference

C7

Area (ha)

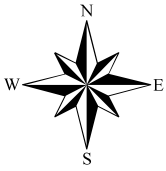
0.96



Criteria	Comment	Score (out of 5)	
<i>Current Use</i>	Office, Industrial and Storage/Distribution. The area comprises a number of individual buildings, the majority of which have single occupiers.		
<i>Public Access including: access to local labour supply and access to local facilities</i>	Downside and Station Road are located immediately adjacent to Chertsey railway station. Bus stops are available on Guildford Road. No designated cycle paths but area is predominantly residential and there are defined cycle routes within Chertsey. Shopping core approximately 800m away. Labour supply available locally.	5	
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Downside and Station Road are accessed through narrow residential roads off the main A317, or alternative access is available from the other side of the railway line but access can be interrupted by the level crossing. Although access to J11 of M25 is around 3 km, this would either be via the level crossing - thus limiting direct access at times, or partly via narrow residential roads. Despite the relatively short distance to the M25, the score for private access is average, due to some parking issues (mainly along Station Road) and the requirement for larger vehicles to pass through residential streets.	3	
<i>Quality of Environment of site and site characteristics</i>	Downside is a small industrial area on Station Road close to Chertsey railway station. Other commercial premises are also located on Guildford Street just to the south of the level crossing. Landscaping of the warehouse units on Downside is limited with sparse vegetation along the boundaries, and parking and servicing is not formally laid out. On Station Road there are a number of varied premises, including small more recently built office buildings (circa 1980s) and some older industrial units in a variety of uses including a car repair workshop and builders merchants. There is one newer office building in this cluster occupied by a number of small companies. The buildings on Station Road are located in a predominantly residential area and there is limited/no landscaping on these sites. Parking is also limited. The builder's merchant appears to load and unload on the road where vehicles are parked. Further along Guildford Street on the other side of the railway line are two office buildings occupied by a housing association and an estate agents head office.	3	
<i>Compatibility of adjoining uses</i>	Variety of uses in this area including residential and commercial uses. Downside also adjoins the rear gardens of a few residential properties. Only apparent conflict appears to be traffic movements and loading on road which could have impact on residential properties in the area. The office buildings further along Guildford Street are also located within a predominantly residential area.	3	
<i>Market Attractiveness</i>	The area has a low market profile, and the vacancy rate across the whole employment area is relatively high at 19%. Office vacancy however is fairly low. The area caters for a variety of different businesses, providing occupiers with an edge-of-centre location that offers a lower rental rate than other parts of Chertsey. The character and quality of area may limit its attractiveness in the market.	2	
<i>Total Floorspace/Vacancy rate /Vacant land remaining</i>	Total Floorspace: 4037sq.m	Vacancy Rate: 19%	No Land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	May be scope for some limited intensification/redevelopment of units in Downside but configuration of site may limit opportunities. Sites on Station Road have no opportunity for intensification unless redeveloped. Redevelopment may rationalise and enable two storey buildings to be provided if use changed to office. Location adjacent to railway line and competition from higher quality offices in Chertsey Town Centre may limit potential.		
<i>Planning and Deliverability Factors</i>	Employment area located in the Urban Area. Noise from railway line would be consideration for any new office development in the area.		

TOTAL SCORE: 16

[Scoring: 5 = best, 1 = worst]



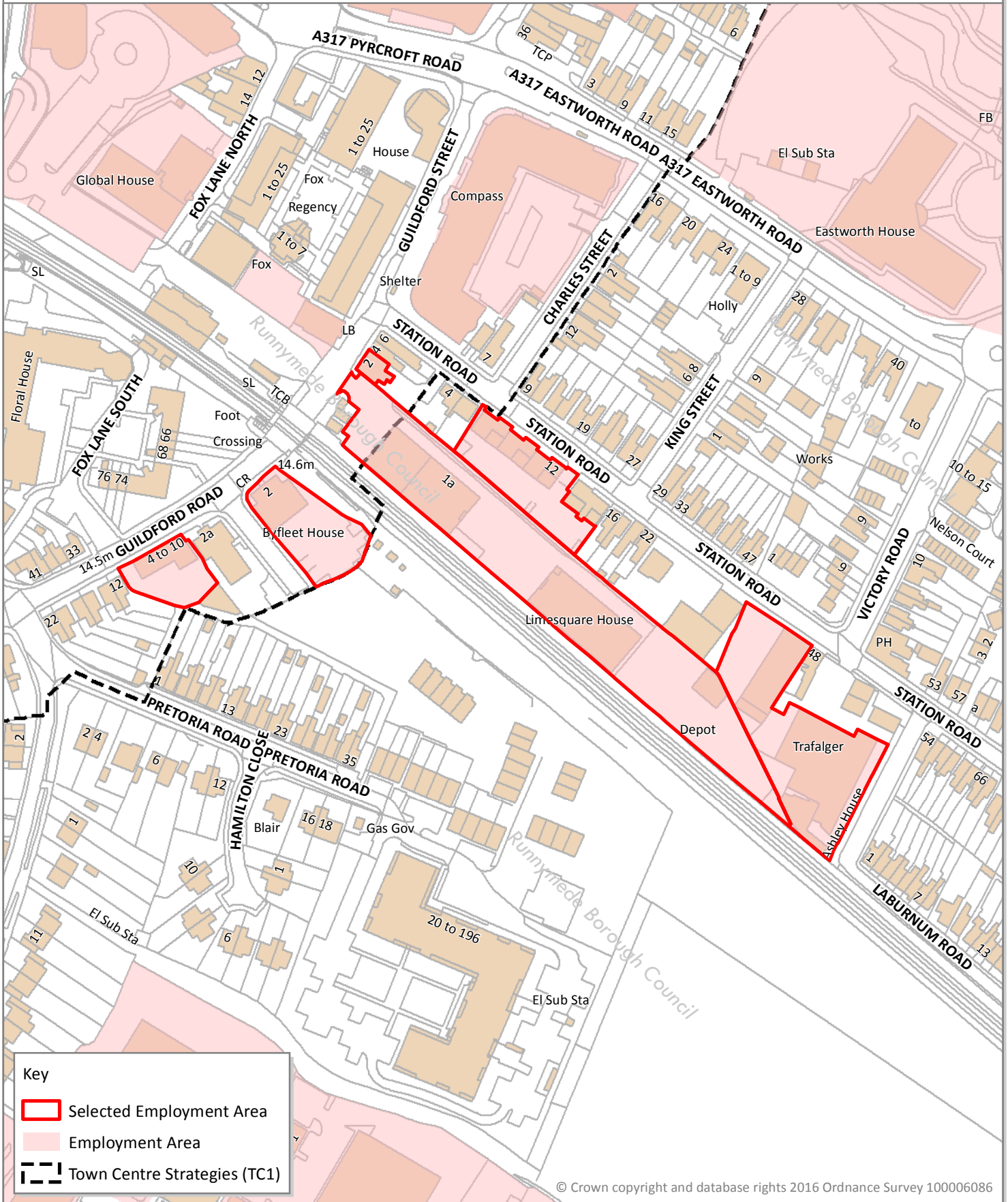
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C7

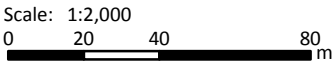
Downside and Station Road, Chertsey



Key

- Selected Employment Area
- Employment Area
- Town Centre Strategies (TC1)

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Area: 0.96 ha



Existing employment area:

CHERTSEY TOWN CENTRE

Reference

C8

Area (ha)

22.4



Criteria	Comment	Score (out of 5)
<p><i>Current Use</i></p>	<p>Chertsey town centre contains a mix of B class uses within its boundary. The majority of floorspace (86%) is in office use.</p> <p>The southern half of the town centre (to the south of the River Bourne) used to be known as the Chertsey Revitalisation Area which was an area designated in the 2001 Local Plan to encourage employment development opportunities. This designation assisted in bringing forwards a significant amount of new B1a floorspace in this part of Chertsey, mainly in the form of single (mainly medium to large) offices. The majority of these buildings have single occupiers.</p> <p>In the northern half of the town centre (to the north of the River Bourne) there are two distinctive employment areas that are worthy of mention. The first is the Gogmore Lane area to the west of Guildford Street. This area is not a formal trading estate or business park but contains a cluster of sites and buildings in a mix of office and industrial uses. The second area is the Guildford Street/Windsor Road/London Street area, much of which is within the designated shopping core. This area contains approximately 15,000sqm of office floorspace. A number of buildings particularly in the Gogmore Lane and Guildford Street area have been converted or are earmarked for conversion to residential use.</p>	

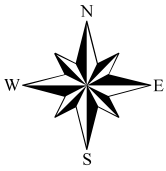
<p><i>Public Access including access to local labour supply and access to local facilities</i></p>	<p>Public access to all the commercial premises within the town centre is good. The town is served by Chertsey railway station, which is located at the southern end of the town centre, and there are a number of bus stops located throughout the centre. Designated cycle paths provide safe cycle routes throughout the centre. The town centre itself offers a range of local shops and services, in particular within the main shopping core. There is good accessibility to local residential areas/labour supply.</p>	<p>5</p>
<p><i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i></p>	<p>In the southern half of the town centre, the majority of the buildings are located around the A317 Chertsey-Staines road, although the main access to many individual offices sites are off side roads. In these cases there remains good direct access to the main road. The area is just over 3km to J11 of M25 via A-roads. The majority of office space is served by dedicated on-site parking.</p> <p>In the northern part of the town centre, Gogmore Lane is a single carriageway no through road. There is no parking on the road and access to the main A-road is via more narrow and bus y roads characteristic of smaller town centres, but access is reasonably direct. Due to on-street parking restrictions, the roads in the area remain clear, aiding traffic movement. At the top of the town centre, London Street/Windsor Street provides easy access on t o the A320 Staines/Woking Road.</p>	<p>4</p>
<p><i>Quality of Environment of site and site characteristics</i></p>	<p>In the former Chertsey Revitalisation Area almost all the office buildings are 2 or 3 storey purpose built offices with surface level or undercroft/basement parking built within the last 20 years. Most sites have barrier controlled access but lack landscaping; although some sites located next to the River Bourne do benefit from a better standard of landscaping enhancing their quality.</p> <p>The majority of the northern half of the town centre is within the Chertsey Conservation Area and contains a substantial number of listed buildings, providing an historic character to the environment. The Gogmore Lane area is outside the Conservation Area. This part of the town is characterised by a range of buildings, varying in size and age. The eastern side of Gogmore Lane is primarily characterised by single storey buildings (although some have two storey elements or higher eaves). These buildings are largely pre-1960s. The other areas are characterised by more modern 1980s/90s 2 or 3 storey purpose built office buildings which are of higher quality. The majority of buildings are located up to the back edge of the footpath with no landscaping. The newer buildings have parking to the rear or in undercrofts. Some of the older buildings/sites have only a few spaces. There is one engineering company that has to load and unload on the street. All of the buildings are in reasonable condition. A number of buildings are due for conversion to residential use.</p>	<p>4</p>
<p><i>Compatibility of adjoining uses</i></p>	<p>In the southern half of the town, as all of the buildings are in office use (except a car repair garage) there is no conflict with the nearby residential properties.</p> <p>In the northern half of the centre, along Guildford Street/Windsor Street/London Road, the majority of the B class buildings are in office use, and as such are not considered to be incompatible with the other retail and residential uses that dominate this part of the town. Within the Gogmore Lane area there is a variety of uses and the sites to the east of the road adjoin the rear areas of retail premises. The sites to the south-west side are close to the rear gardens of dwellings, although there is some separation by communal land. There was no evidence of particularly noisy activity or activity which would give rise to fumes and smells close to the residential areas at the time of inspection.</p>	<p>4</p>
<p><i>Market Attractiveness</i></p>	<p>In the southern half of the town centre, the general environment is of a high quality and the location on the main road network gives it good market visibility. Accessibility by public and private means is good as is access to the core of the town centre.</p> <p>In the northern half of the town centre Guildford Street/London Street/Windsor Street sites are less visible, and although there are a number of reasonably good quality office premises in this area they have a lower market attractiveness.</p> <p>The Gogmore Lane area is a lower profile location with more mixed commercial uses, and is hidden from the main through roads within the town. It benefits however from good public accessibility and is a long established employment area. Planning permission has been submitted for the demolition of land in this area for redevelopment for a retail store which if approved would result in the loss of approximately 1500sq.m of B use floorspace.</p> <p>The overall vacancy rate for the town centre is 11%. A significant amount of this</p>	<p>3</p>

	vacant space is accounted for by Culverdon House, which is to be refurbished and Heriot House which has been recently refurbished. Both buildings are fully vacant.		
<i>Total Floorspace/Vacancy rate /Vacant land remaining</i>	Total Floorspace: 45246sqm	Vacancy Rate: 11%	No Land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	There remains some scope for intensification and/or redevelopment particularly in the Gogmore Lane area. Elsewhere the office stock is relatively modern or within the Conservation Area. A number of buildings have been converted to residential use in the Gogmore Lane area and further changes of use are likely.		
<i>Planning and Deliverability Factors</i>	The employment area is located in the Urban Area and large parts of the town centre are either within flood zones 2 or 3a. A small part of the town centre adjacent to the Bourne is located in the functional floodplain and the northern part of the town centre which is located in flood zone 1 is located in a dry island. A large part of the town centre is designated a Conservation Area, and the centre contains a significant number of locally and nationally listed buildings. Large parts of the town centre are also within an Area of High Archaeological Potential.		

TOTAL SCORE:

20

[Scoring: 5 = best, 1 = worst]



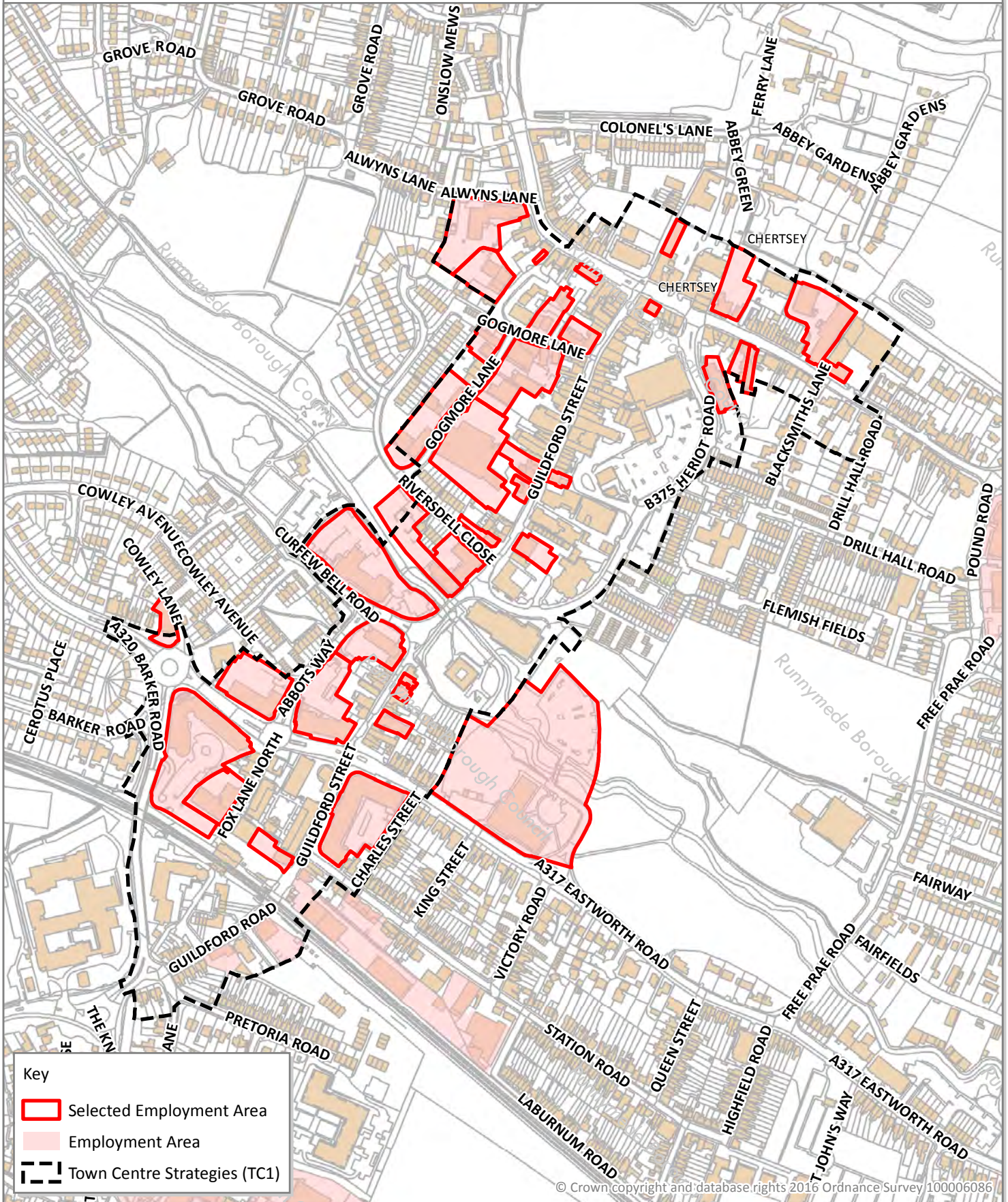
EMPLOYMENT LAND REVIEW 2016



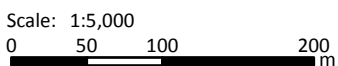
Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C8

Chertsey Town Centre



© Crown copyright and database rights 2016 Ordnance Survey 100006086



Area: 22.4 ha



Existing employment area:

**STAINES ROAD AND CHILSEY GREEN ROAD
AREA, CHERTSEY**

Reference

C9

Area (ha)

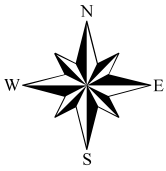
0.55



Criteria	Comment	Score (out of 5)	
<i>Current Use</i>	Employment area comprises two sites, each with a single purpose built office building. One office is currently occupied by Miko Coffee and the other is currently vacant.		
<i>Public Access including: access to local labour supply and access to local facilities</i>	The area is located on the edge of (but within) the Urban Area. Chertsey railway station is approximately 900m to 1km away, and the nearest bus stops are on St Ann's Road, approximately 300 - 400 metres away. The nearest shops/services are located in the town centre. There is a footpath adjacent to the area and nearby is a designated cycle route.	3	
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Access directly off A320 Woking-Chertsey-Staines Road and Chilsey Green Road. Under 4 km to J11 of M25 via good A roads.	3	
<i>Quality of Environment of site and site characteristics</i>	Chilsey House and St Ann's House are located at the western edge of Chertsey. Both office buildings are purpose built two storey buildings with CCTV and limited landscaping. St Ann's House underwent some refurbishment prior to occupation by Miko Coffee. Chilsey House was built in the late 1980s and has been vacant for some time. The building is undergoing significant upgrading to meet Grade A requirements, and is currently subject to a planning application for an extension to provide a total of 2,063sq.m NIA. The scoring is based on the current condition of the two buildings.	2	
<i>Compatibility of adjoining uses</i>	The office buildings have no impact on adjacent residential dwellings. There is a large car sales site adjacent to Chilsey House which does detract slightly from the setting of this building, however there is a reasonable amount of separation between the two uses.	4	
<i>Market Attractiveness</i>	St Ann's House has undergone some modernisation which has improved its market attractiveness. Chilsey House has been vacant for over a year, partly due to the dated exterior of the building and poor building services. The current size of the building is also considered too small to attract a medium sized single occupier. The two offices benefit however from a prominent gateway position into Chertsey. Following the refurbishment of Chilsey House, the market attractiveness of this area should increase significantly.	2	
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 2320sqm	Vacancy Rate: 68%	No Land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	The two office sites have limited scope for expansion due to the position of the sites in relation to adjacent residential properties. Development for alternative uses will need to consider potential flooding.		
<i>Planning and Deliverability Factors</i>	The employment area is located in the Urban Area. The Green Belt abuts the employment area to the north west. The whole of the area is located in flood zone 3.		

TOTAL SCORE: 14

[Scoring: 5 = best, 1 = worst]



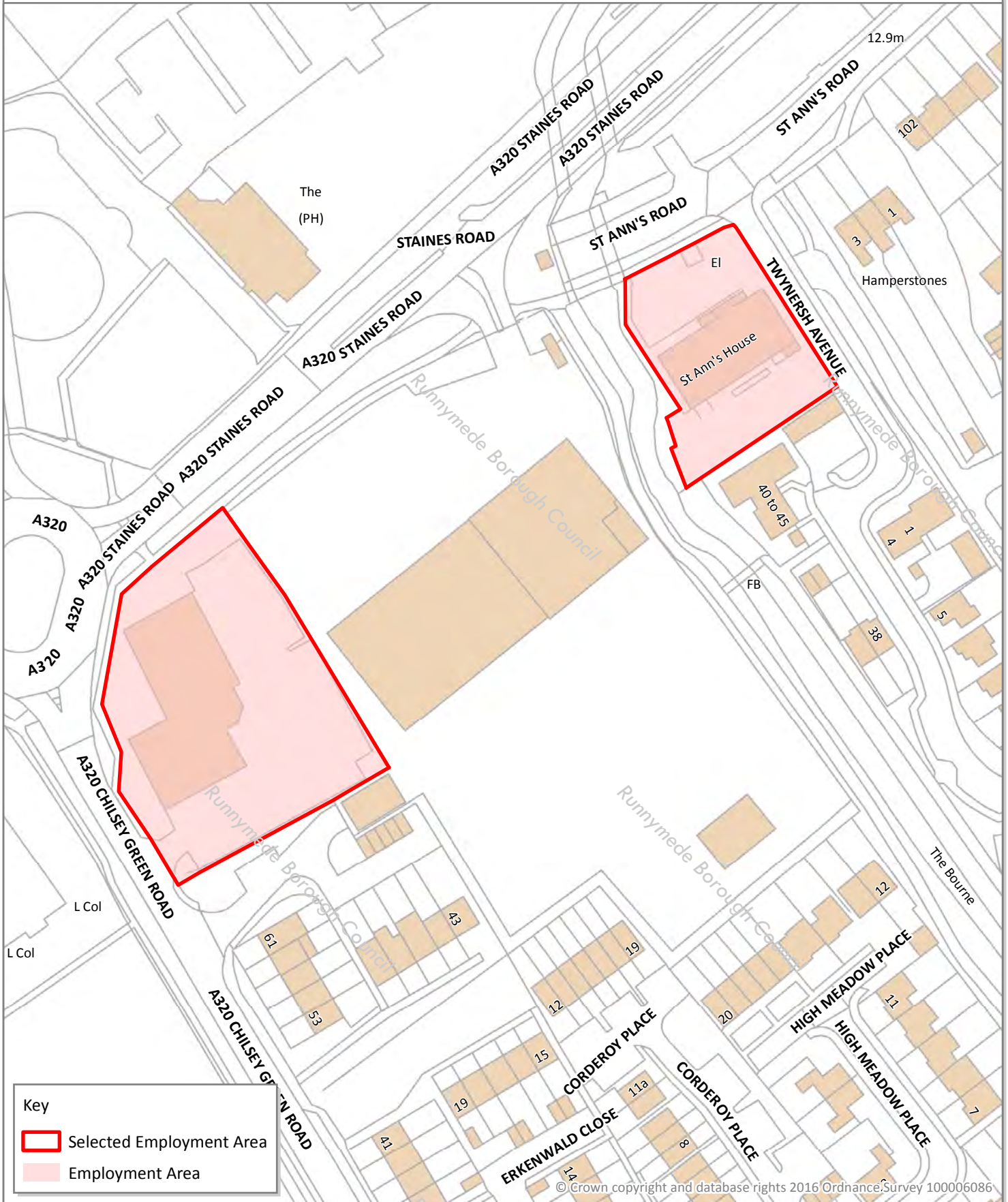
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

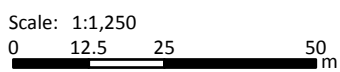
ID: C9

Staines Road and Chilsey Green Road, Chertsey



Key

- Selected Employment Area
- Employment Area



Area: 0.55 ha

© Crown copyright and database rights 2016 Ordnance Survey 10006086



Existing employment area:

**LALEHAM BOATYARD, LALEHAM REACH,
CHERTSEY**

Reference

C10

Area (ha)

0.28

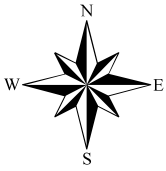


Criteria	Comment	Score (out of 5)	
<i>Current Use</i>	Industrial - boatyard. Single occupier		
<i>Public Access including: access to local labour supply and access to local facilities</i>	Isolated employment area with limited labour available locally, and no services/facilities within the immediate area. Remote from railway station. No designated cycle path nearby. Bus stop available within 1km.	1	
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Access at end of narrow road which is over 1.5km to junction with A320 Staines – Woking road. Site is almost equidistant to both J11 and J13 of M25 at around 7 km. Limited informal parking on-site.	1	
<i>Quality of Environment of site and site characteristics</i>	Area comprises large workshop building with covered slipway, some covered storage and some open storage. Marquees provide further storage areas. The parking is informal and there is only limited landscaping to the boundaries of the site.	2	
<i>Compatibility of adjoining uses</i>	The area is located within a predominantly residential area. In the past there have been complaints/issues relating to noise, hours of use and use of power tools and these matters are controlled by planning conditions. Potential for conflict, particularly if conditions are not complied with.	2	
<i>Market Attractiveness</i>	Use of site restricted by specified use permission. Site has low profile in terms of market visibility but is one of only a few boatyard sites within the Borough. Market attractiveness is reduced by type of buildings on site, adjoining residential properties and poor accessibility.	2	
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 1015sqm	Vacancy Rate: 0%	No Land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Further development of the site will be constrained by Green Belt and flooding considerations.		
<i>Planning and Deliverability Factors</i>	The employment area is located in the Green Belt and the whole of the area is located in flood zones 3a and 3b. The River Thames which abuts the employment area to the north west is a Site of Nature Conservation Importance.		

TOTAL SCORE:

8

[Scoring: 5 = best, 1 = worst]



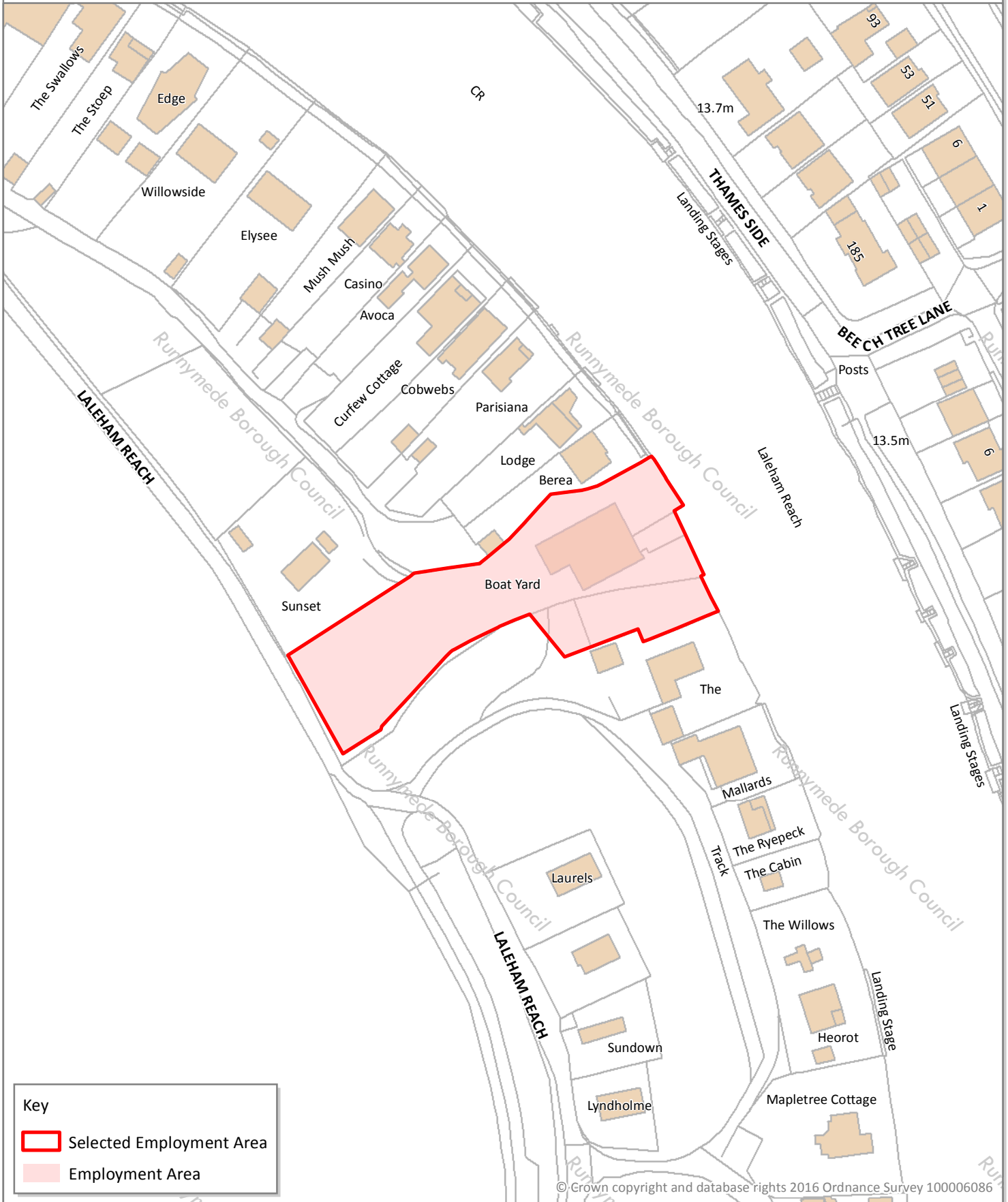
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

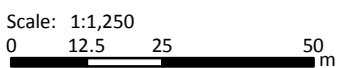
ID: C10

Laleham Boatyard, 50 Laleham Reach, Chertsey



Key

- Selected Employment Area
- Employment Area



Area: 0.28 ha



Existing employment area:

**PENTON HOOK MARINA, STAINES ROAD,
CHERTSEY**

Reference

C11

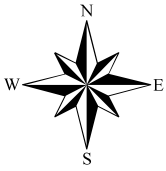
Area (ha)

3.74



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Boatyard – industrial, and storage and distribution.	
<i>Public Access including: access to local labour supply and access to local facilities</i>	Area is remote from local labour supply, shops and facilities and railway station. No designated cycle path in the vicinity. Bus stop close to entrance to marina site, additional bus stops along Staines Road.	2
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Access to site directly off A320 Staines to Woking Road but around 5.5 km from Junction 11 of M25. There is reasonable parking and turning areas on the site.	2
<i>Quality of Environment of site and site characteristics</i>	Area has no formal landscaping and buildings are single storey and utilitarian in design. There is some outside storage.	3
<i>Compatibility of adjoining uses</i>	Area is isolated from any permanent residential uses. No adverse impact on locality.	5
<i>Market Attractiveness</i>	Area is in an isolated location but has reasonable road access to Staines, Chertsey and Woking. Market profile is higher due to association with large marina. Only one of a few sites within the Borough providing land for uses associated with the River Thames, but the occupation of some of buildings by users not necessarily associated with river location shows that the employment area is also able to diversify and that the buildings and location can be attractive to other occupiers. Two units are currently vacant, giving a vacancy rate of 14%.	3
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 1024sqm	Vacancy Rate: 14%
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Further development of the site likely to be constrained by Green Belt and flooding considerations.	
<i>Planning and Deliverability Factors</i>	Employment area located in the Green Belt and the majority of the employment area is located in flood zone 3b. Part of the area is located in an Area of Landscape Importance and part of the area abuts a Site of Nature Conservation Importance.	
TOTAL SCORE:		15

[Scoring: 5 = best, 1 = worst]



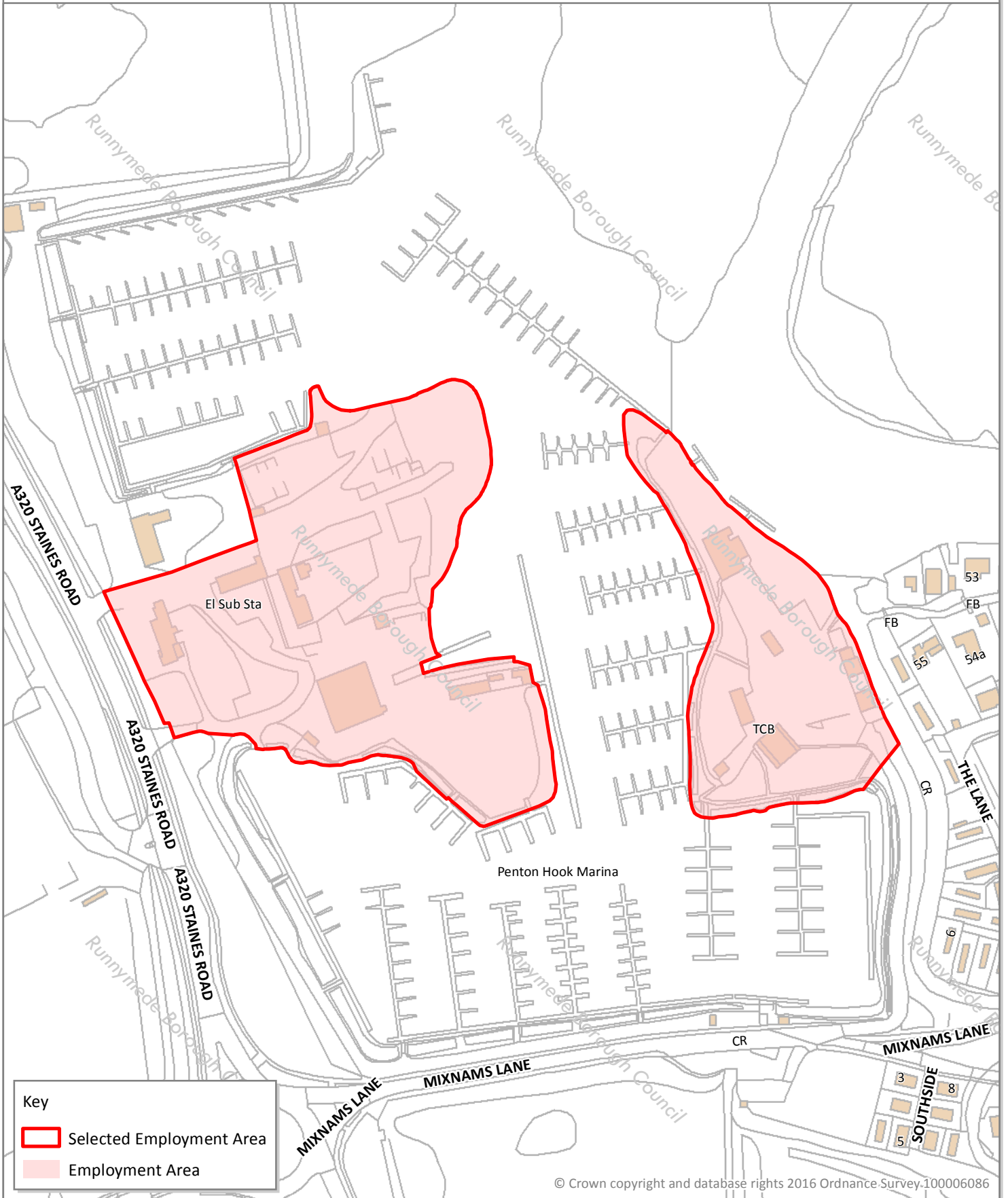
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C11

Penton Hook Marina, Chertsey



© Crown copyright and database rights 2016 Ordnance Survey 100006086

Scale: 1:2,500
0 25 50 100 m

Area: 3.74 ha



Existing employment area:

J HARRIS BOATYARD

Reference

C12

Area (ha)

0.38

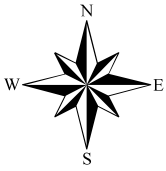


Criteria	Comment	Score (out of 5)	
<i>Current Use</i>	Industrial - boatyard.		
<i>Public Access including: access to local labour supply and access to local facilities</i>	Isolated employment site. Limited labour and services available locally. Remote from Chertsey and Egham railway stations. No designated cycle path nearby. Nearest bus stop approximately 1.4km.	1	
<i>Private Access including: access to strategic road network, local road access to existing sites and parking.</i>	Access at end of narrow road which serves mainly residential properties. Around 2 km to junction with A320 Staines - Woking road. Site is almost equidistant to J11 and J13 of M25 at around 7 km. Limited informal parking on-site.	1	
<i>Quality of Environment of site and site characteristics</i>	The site comprises a number of small buildings and two larger ones plus some open storage. Several buildings erected in late 1980s but quality is unknown. The parking areas within the site are informal and there is only some landscaping to the boundaries of the site.	2	
<i>Compatibility of adjoining uses</i>	A couple of residential properties are located to the south of the site but are some distance from site boundary. Open land to north and west and river to east. Unlikely to be conflict with adjoining uses.	3	
<i>Market Attractiveness</i>	Site has low profile in terms of market visibility but location of business is specific to use of River Thames. Only one of a few sites within the Borough providing for this type of use. Market attractiveness for current use is reduced by type of buildings on site and poor accessibility. Planning permission refused in 2004 for change of use of one unit to B1a/B8 use.	1	
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 666sqm	Vacancy Rate: 0%	No land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Further development of the site likely to be constrained by Green Belt and flooding considerations.		
<i>Planning and Deliverability Factors</i>	The employment area is located in the Green Belt, flood zone 3b and an Area of Landscape Importance. The River Thames which abuts the site is a Site of Nature Conservation Importance.		

TOTAL SCORE:

8

[Scoring: 5 = best, 1 = worst]



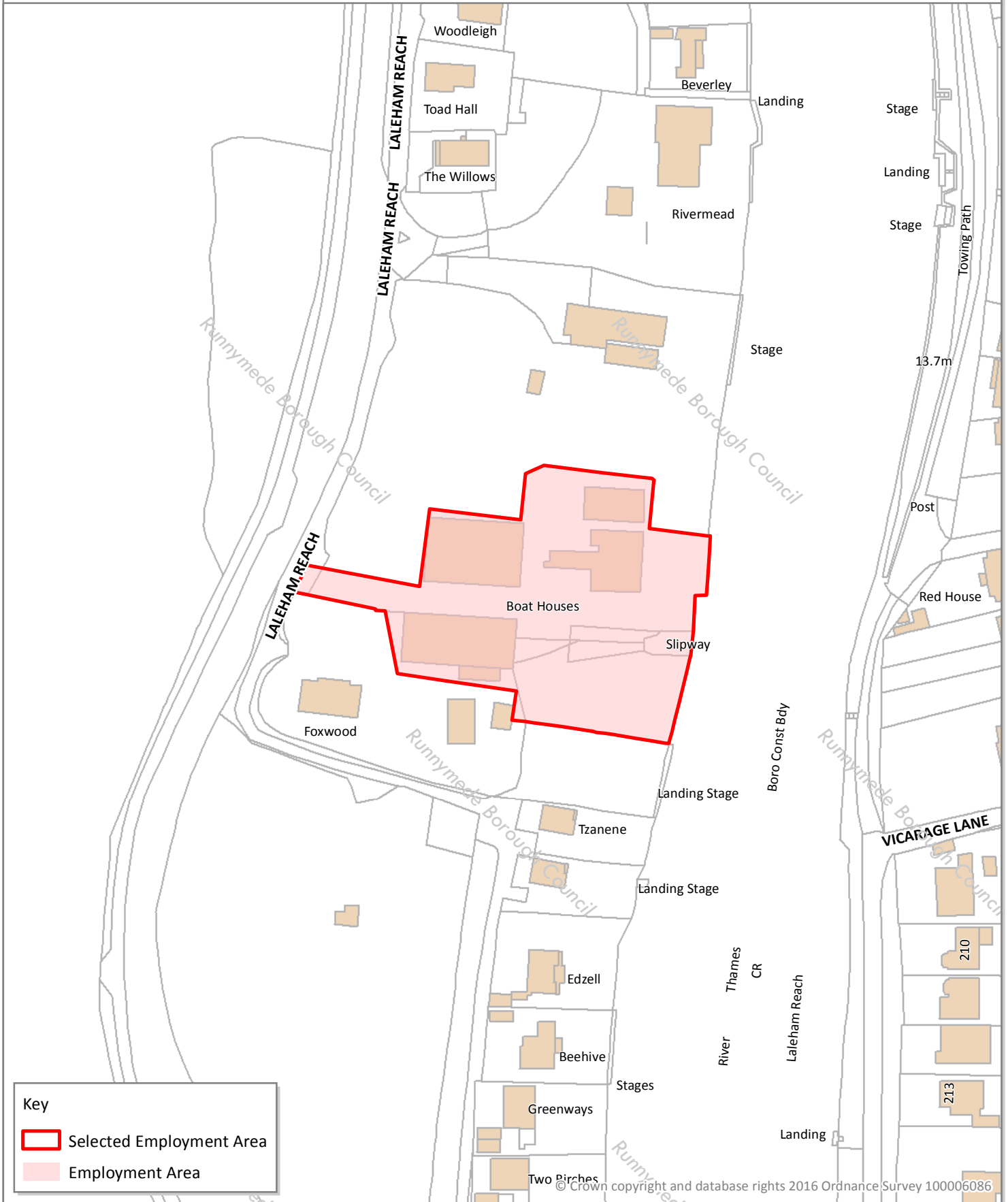
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

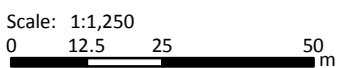
ID: C12

J Harris Boatyard, Laleham Reach, Chertsey



Key

- Selected Employment Area
- Employment Area



Area: 0.38 ha

© Crown copyright and database rights 2016 Ordnance Survey 100006086



Existing employment area:

PARKLANDS, BITTAMS LANE, CHERTSEY

Reference

C13

Area (ha)

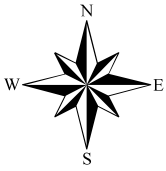
4.16



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Vacant office building set in extensive grounds	
<i>Public Access including access to local labour supply and access to local facilities</i>	The nearest designated cycle path is along A320 Guildford Road to Woking a short distance from the site. Bus stops are also available on Guildford Road. Approximately 2km to Chertsey Station. No local shop/facilities within walking distance. Local labour and local services available in Ottershaw and Chertsey both a short distance from the site.	3
<i>Private Access including access to strategic road network and also local road access to existing sites.</i>	Access directly onto A320 Woking to Staines-upon-Thames road. Approximately 1.3km to J 11 of M25. Large on-site surface car park with 126 spaces.	5
<i>Quality of Environment of site and site characteristics</i>	Self-contained employment area comprising three buildings – a 3 storey office building, 2 storey gatehouse and single storey pavilion. Buildings are set in mature parkland with access to the west off Bittams Lane. The area is bounded by Bittams Lane to the south and west and residential development to the north and east. St Peter's hospital and Hillswood Business Park are located close by. The main office building is situated near the southern site boundary. The land slopes from north to south and tree cover also increases from north to south. The buildings were constructed around 1987 and are considered to be obsolete in today's market in terms of layout design and facilities. The area also contains two tennis courts for use by tenants.	2
<i>Compatibility of adjoining uses</i>	Site self-contained. Office use results in no potential conflicts with any neighbouring land use.	5
<i>Market Attractiveness</i>	The buildings on the site have been vacant for a number of years. Planning permission was granted for a larger office building circa 5,000sqm in 2010. The supporting market information submitted with this application stressed that the current office building was obsolete in terms of occupier demand. Permission has subsequently been granted for development of the site for a care home, however this permission has yet to be implemented. This employment area has a lower market attractiveness than nearby Hillswood Business Park, due to the lack of critical size and need for redevelopment to provide a Grade A office premises.	2
<i>Floorspace/Vacancy/Vacant sites</i>	Total Floorspace: 1859sqm	Vacancy Rate: 100%
		No land remains for development
<i>Potential Uses and scope for intensification and/or redevelopment</i>	Planning permission was granted for a larger office building circa 5,000sqm in 2010. Green Belt designation limits further expansion of floorspace on site.	
<i>Planning and Deliverability Factors</i>	The employment area is located in the Green Belt and Tree Preservation Order (no.80) protects a number of trees across the area.	

TOTAL SCORE: 17

[Scoring: 5 = best, 1 = worst]



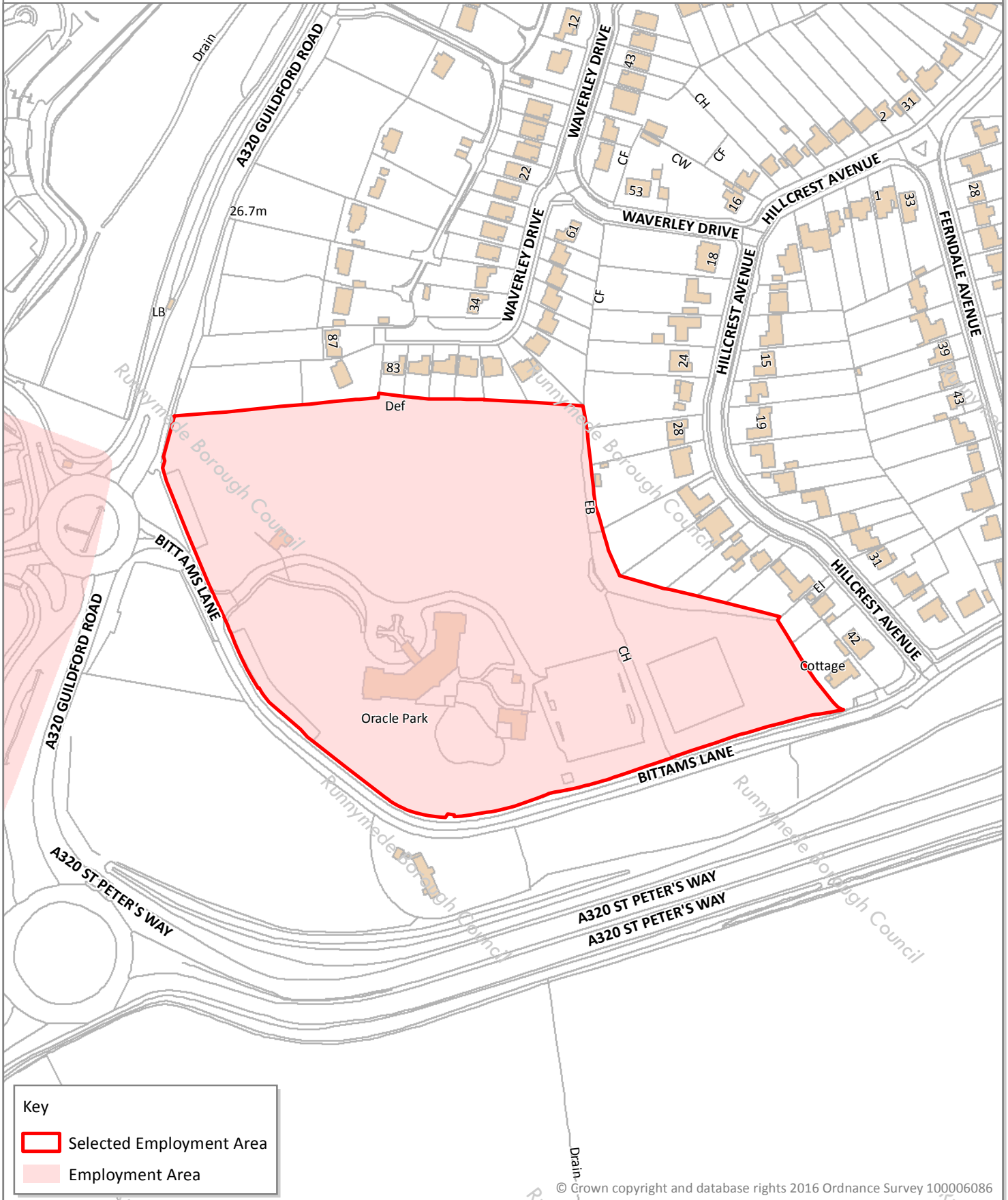
EMPLOYMENT LAND REVIEW 2016



Runnymede Borough Council
Runnymede Civic Centre
Station Road
Addlestone
Surrey KT15 2AH

ID: C13

Parklands, Bittams Lane, Chertsey



Key

- Selected Employment Area
- Employment Area

Scale: 1:2,500
0 15 30 60 m

Area: 4.16 ha

© Crown copyright and database rights 2016 Ordnance Survey 100006086

